



## **Council of Mayors (SEQ)**

### **Submission to the Senate Standing Committee on Rural and Regional Affairs and Transport**

### **Inquiry into the Investment of Commonwealth and State Funds in Public Passenger Transport Infrastructure and Services**

**February 2009**

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### **Part 1 - Submission Aims and Summary**

#### **1.1. Submission Aims**

The Council of Mayors (SEQ) welcomes the opportunity to provide the Senate Rural and Regional Transport Committee with information and issues on public transport from a Local Government perspective.

This submission provides a broad-based response to the Terms of Reference and identifies additional information and reports for consideration by the Committee.

#### **1.2. Summary**

The Council of Mayors (SEQ) supports an integrated approach to the funding public transport infrastructure and believes all levels of government have a role to play. In this context the Council of Mayors (SEQ) makes the following observations:

##### ***Capacity Constraints***

- There are capacity constraints in the public transport system again underlying the need for greater Federal Government investment in public transport infrastructure.
- Population growth will drive demand for public transport from not only residents but the business community.
- Population growth will require continuing large investments in infrastructure including public transport to maintain the liveability, connectivity and productivity of the region.

##### ***Funding***

- There has been a historical underspend in critical infrastructure in the SEQ region by successive Federal Governments.
- Both State and Federal Governments need to direct greater levels of funding to develop public transport in key regional and economic centres such as the SEQ region.

##### ***Strategic Land Use Planning***

- Appropriate funding will allow the SEQ councils to take a unique opportunity to plan growth along public transport corridors.
- The future of public transport infrastructure across the region, in the longer-term, will be better served by a link between land use planning and infrastructure investment.
- The participation of the Federal Government is critical in achieving:
  - Shared land use planning;
  - A forward infrastructure funding program; and
  - A joint Local, State and Federal Government version of SEQIPP.

### ***Federal Government involvement in Public Transport Funding***

- The Federal Government must commit its resources to not only funding critical infrastructure but aligning its investment with participation in strategic land use planning (e.g. SEQ Regional Plan) and by committing funding to projects identified by Local and State Governments (e.g. SEQIPP).

### ***Population Growth***

- Most of the population growth across SEQ between now and 2031 will be accommodated in outer metropolitan and regional council areas such as Western and Southern corridors have poor public transport usage and high levels of car dependency. These areas require significant ongoing investment in public passenger transport infrastructure.

### ***Rural Infrastructure***

- The rural shires in SEQ are also experiencing substantial population growth (e.g. Lockyer Valley Regional Council 80%; Somerset Regional Council 67%; and Scenic Rim Regional Council 104%) are largely excluded from ‘big ticket’ infrastructure spends. Smaller scale investments in public infrastructure in rural parts of SEQ are also needed to improve productivity.

### ***Congestion***

- The State and Federal Governments need to provide funding for the ongoing development of public transport options/networks to help address the growing impact of congestion across SEQ.
- In the long-term, investment in public transport infrastructure will take pressure off the existing road network.

### **Part 2 - About the Council of Mayors (SEQ)**

#### **2.1. Organisational Aims**

The Council of Mayors (SEQ) is a political advocacy organisation representing the 11 councils in the South East Queensland (SEQ) region. The organisation has a leadership role amongst the key Local Government bodies in Queensland and its strategic aims are encapsulated in its mission statement:

*The Council of Mayors (SEQ) is a political advocacy organisation that represents the interests of one in seven Australians. We proactively influence Federal and State Governments to ensure the long term viability, wellbeing and sustainability of our communities. We speak with one voice to ensure appropriate funding and delivery of infrastructure and services to the residents of South East Queensland.*

#### **2.2 Membership**

Following Local Government amalgamations in March 2008, the Council of Mayors (SEQ) includes large regional and city councils from the Gold Coast in the south to the Sunshine Coast in the north and west to Toowoomba. The Council of Mayors (SEQ) region covers an area of more than 35,000 square kilometres, including the following Local Government areas (LGAs):

- Brisbane City Council;
- Gold Coast City Council;
- Ipswich City Council;
- Logan City Council;
- Lockyer Valley Regional Council;
- Moreton Bay Regional Council;
- Redland City Council;
- Scenic Rim Regional Council;
- Somerset Regional Council;
- Sunshine Coast Regional Council; and
- Toowoomba Regional Council.

Each week for the past 10 years, approximately 1000 people have moved to South East Queensland. The region now has a population of three million people which is forecast to reach about 4.3 million people by 2031.

#### **2.3 Office Bearers**

The Council of Mayors (SEQ) is chaired by Brisbane Lord Mayor, Cr Campbell Newman. The Deputy Chairman is Scenic Rim Regional Council Mayor, Cr John Brent. The Treasurer is Ipswich City Mayor, Cr Paul Pisasale.

### **2.4 Strategy Map**

The strategy map depicted in Figure 1 provides the long-term focus taken by the Council of Mayors (SEQ).

Planning for the future economic, social and environmental viability of the region is a key concern for the councils in the region and is reflected in the mission, goals and objectives of the Council of Mayors (SEQ).

**Figure 1**  
Council of Mayors (SEQ) Strategy Map 2008 - 2013



# COUNCIL OF MAYORS (SEQ)

## Strategy Map 2008 - 2013

### Vision Statement

*Speaking with one voice for South East Queensland*



### Mission

The Council of Mayors (SEQ) is a political advocacy organisation that represents the interests of one in seven Australians. We proactively influence Federal and State Governments to ensure the long term viability, wellbeing and sustainability of our communities. We speak with one voice to ensure appropriate funding and delivery of infrastructure and services to the residents of South East Queensland.

### Goals

**1**  
**Review and Implement the SEQ Regional Plan, taking into account population growth management**

**2**  
**Improve Wellbeing and Livability of SEQ Communities**

**3**  
**Promote Sustainability**

**4**  
**Demonstrate Strong Leadership**

### Objectives

- 1.1 Identify and promote Local Government priorities related to growth management within the SEQ Regional Plan and SEQ Infrastructure Plan & Program (RPGMC)
- 1.2 Advocate for the SEQ Regional Plan to support rural communities and enterprises (RPGMC)
- 1.3 To support a single Infrastructure Plan for SEQ, conduct a review on Federal and State commitments to transport infrastructure and build on major infrastructure priority list in order to implement an effective advocacy campaign to deliver coordinated outcomes for the region;  
\* Work towards the creation of a submission to Infrastructure Australia to secure funding to meet infrastructure deficit on key strategic projects  
\* Advocate the State Government to ensure local government infrastructure priorities are included in the SEQ Infrastructure Plan and Program (IC)
- 1.4 Advocate for a single SEQ Infrastructure Plan endorsed by Federal, State and Local Government by June 2009 (IC)
- 1.5 Partner with the State Government to review the SEQ Regional Plan by mid 2009 (RPGMC)
- 1.6 Secure funding for the six unfunded priority regional trails by June 2010 (IC)

- 2.1 Monitor the State Government to ensure a secure water supply and fair pricing of water for SEQ (IC)
- 2.2 Facilitate the delivery of next generation broadband in SEQ (IC)
- 2.3 Tackle traffic congestion in South East Queensland by identifying critical road, public transport and active transport infrastructure opportunities and travel behaviours in partnership with the Federal and State Governments (IC)
- 2.4 Develop a public transport and cycling vision for SEQ and secure additional Federal and State Government funding to increase patronage, service frequency and coverage to provide a competitive transport choice in urban and rural communities and to address congestion and peak oil (IC)
- 2.5 Secure funding for a well maintained regional open space network within and outside the urban footprint to support conservation and outdoor recreation (RPGMC)
- 2.6 Support and advocate for initiatives that improve housing affordability (RPGMC)

- 3.1 Develop a regional vision and support councils in adaptation to climate change and reduction of energy consumption and greenhouse gas emissions (ESC)
- 3.2 Commence establishment of a SEQ Carbon Sink by 1 July 2009 to initially offset council emissions and subsequently focus on community emissions and carbon trading options (ESC)
- 3.3 Liaise with the State Government to implement the SEQ Natural Resource Management Plan (RPGMC)
- 3.4 Advocate for whole of water cycle management to be incorporated into water institutional reforms (IC)
- 3.5 Advocate and support renewable energy initiatives for SEQ (ESC)
- 3.6 Advocate for ecosystem service payments for rural communities (ESC)
- 3.7 Establish a regional approach to conservation, waterways and habitat protection including a regional offsets program (ESC)

- 4.1 Foster unity between SEQ Local Governments on priority issues
- 4.2 Develop a reputation for collaboration and cooperation at a regional, state, national and international level
- 4.3 Implement a strategic communications strategy targeting both internal and external stakeholders
- 4.4 Develop relationships and partnerships with stakeholders which encourage continuous improvement
- 4.5 Deliver cost-effective and efficient support to Council of Mayors (SEQ)

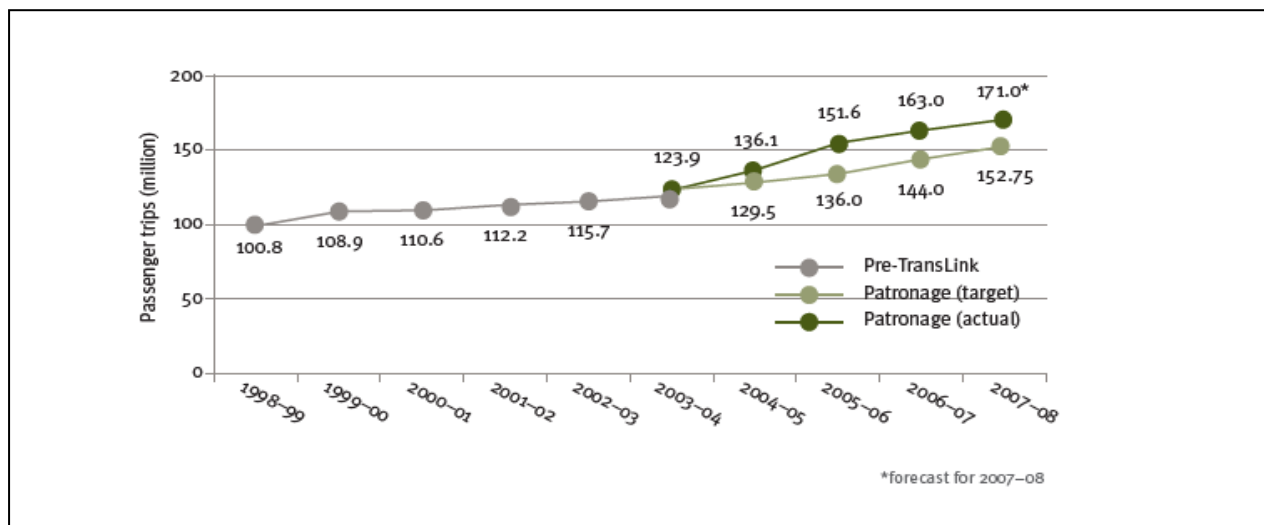


### Part 3 - Council of Mayors (SEQ) response to the Terms of Reference

#### 3.1. Terms of Reference 1: An audit of the state of public passenger transport in Australia

Public transport infrastructure investment is fundamental to the liveability of SEQ. The rapid population growth in SEQ over the past decade has increased road congestion and resulted in significant increases in public transport usage. Trips using the Translink network have increased from 100.8 million trips in 1998-9 to over 171 million in 2007-8 as outlined in Figure 2.

**Figure 2**  
Public Transport Patronage



Source: Queensland Department of Infrastructure and Planning (2008a, p.22).

Significantly, patronage has exceeded targets by an increasing margin (around 12%) in recent years, causing serious congestion on many services, with overcrowding on peak hour services. Around 38% of movements are on Brisbane Transport buses, 35% by rail, 23% by private bus companies and 45% on Brisbane City ferries<sup>1</sup>.

Key public transport providers (e.g. the Brisbane City Council (BCC) and Queensland Rail (QR)) have made significant investments to increase services. The BCC for example has funded and delivered 336 new buses 2004 to 2008 and delivering 500 additional busses from 2008 to 2012 significantly adding to capacity.

However, at the end of the day, the infrastructure underpinning the system will need considerable investment to keep up with continuing population growth. This investment will need to include investments to increase the capacity and performance of the bus system (e.g. bus transit lanes and dedicated busways) and to increase the capacity of the rail system.

<sup>1</sup> Translink Network Plan (2007, p.17).

The rail system in the SEQ region faces considerable challenges. The Inner City Rail Capacity Study Pre-Feasibility Report noted that QR Citytrain<sup>2</sup> system has seen a steady growth in patronage over the past decade, with growth accelerating in the last five years. The report notes that a key challenge for the rail network is to accommodate the anticipated growth in passenger demand driven by population growth in SEQ over the next 20 years and beyond, while also supporting growth in freight traffic.

Detailed demand model and rail capacity analysis showed that four new tracks in two new corridors are required to meet the approximate 170% forecast growth in morning peak hour rail capacity demand to 2026 (from 52 trains in 2006 to 141 trains forecast for 2026). Passenger flows for 2006 and the average flow for the modelled options in 2016 and 2026. Inbound peak hour boarding's onto the QR system is projected to rise from 44,571 (2006) to 71,746 (2016) to 105,260 (2026).

Sensitivity testing using the multimodal transport model for increases in fuel prices demonstrated that public transport patronage would increase by about 30% under a scenario where fuel prices increased by 100% in real terms; hence any significant increase in fuel price (e.g. continued fuel price increases associated with peak oil) will result in additional demand for rail rollingstock and network capacity<sup>3</sup>.

The report also notes that annual growth in public transport patronage (including rail patronage) is averaging approximately 10% per annum over the last two to three years and is driven by; (a) sustained population growth; (b) increasing traffic congestion; (c) improvements of public transport services and infrastructure provision generally; (d) rising fuel prices and parking charges; and (e) growing awareness of climate change, people seek to reduce their contribution to air pollution and greenhouse gas emissions.

This high level of growth in public passenger transport patronage has occurred despite the fact that a substantial proportion of new growth in outer metropolitan and regional areas of SEQ has occurred in locations with existing poor levels of public transport services.

The upgrade of the Inner City Rail system is crucial if the capacity of the rail system of Brisbane is to keep pace with population growth. However, the cost (estimated at \$14 billion over the next decade) will require a major strategic investment by Governments at all levels to make it happen.

Other major rail projects have long been included in the South East Queensland Infrastructure Plan and Program 2008-26 (SEQIPP)<sup>4</sup> but all too often have been delayed or rolled out too

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<sup>2</sup> The QR Citytrain suburban network extends approximately 400 km from the centre of Brisbane, south to Beenleigh and Robina on the Gold Coast, north to Ferny Grove, Shorncliffe, Caboolture and Gympie, east to Cleveland and west to Ipswich and Rosewood. The network includes 143 stations and plays a key role in supporting the public transport network, with suburban and interurban Citytrain services carrying more than 50 million passengers each year (Queensland Transport 2008, pp.4-5).

<sup>3</sup> Queensland Transport (2008, p. xi).

<sup>4</sup> SEQIPP was first released in 2005 and is updated annually to reflect and align with the latest planning and budget commitments. It sets timeframes and budgets to ensure infrastructure is delivered to support the region's growth (Queensland Department of Infrastructure and Planning 2008d, p.4).

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slowly due to funding constraints. Key public transport infrastructure projects (bus and rail projects) identified in SEQIPP are outlined in Table 1.

**Table 1**  
Bus and Railway Infrastructure Projects

Railway and Bus Infrastructure	Estimated Investment (\$ millions)	Project Types*
<b>Brisbane and SEQ Wide Transport Infrastructure Projects</b>		
Inner City Rail Capacity	1,300	1
Cleveland Rail Corridor upgrades	180	1
Sandgate to Shorncliffe rail duplication	40	1
Mitchelton to Keperra to Ferny Grove track duplication	87	1 & 4
Ferny Grove Rail Corridor upgrades	20	0 & 1
Grade separation Mt Lindsay Highway & Interstate Rail at Acacia Ridge	113	3
Train Servicing Depot	220	1
Metropolitan freight capacity upgrades	98	1 & 3
New passenger rail stock (78 x three car sets)	972	2 & 3
Northern Busway -Royal Children's Hospital to Kedron to Brackenridge	2,530	1 & 3
Eastern Busway - Buranda to Capalaba	3,079	1 & 3
Eastern Busway - Princess Alexandra Hospital to Eleanor Schonell Bridge	358	3
Brisbane Cross River Bus Access	420	0
SEQ HOV Network Program	750	1
Translink Subregional Station Upgrades	311	2
Redland bus priority measures	130	1
<b>Western Growth Corridor &amp; Toowoomba Transport Infrastructure Projects</b>		
Ipswich rail line – Corinda to Darra, Darra to Redbank third rail track	493	1 & 2
Springfield passenger rail line	872	2 & 3
Ipswich to Springfield rail line	1,400	1
Gowrie to Grandchester rail line	1,300	1
Southern Freight Rail Corridor Study (Ebenezer to Interstate Rail Line)	4	3
Centenary Highway bus priority / transit lanes - Ipswich Mwy to Toowong	310	0
Translink Subregional Station Upgrades	125	2
<b>Northern Growth Corridor (including Sunshine Coast) Transport Infrastructure Projects</b>		
Lawnton to Petrie - third rail track	80	1
Caboolture to Beerburrum: additional rail line	302	4
Beerburrum to Landsborough: additional rail line	350	3
Landsborough to Nambour - additional rail line	804	2
Rail crossing separation - Beerwah	70	3
Petrie to Redcliffe Multi Modal Corridor	550	1
CAMCOS - Beerwah to Maroochydore	3,120	2
Bus priority / High occupancy vehicle program	42	2
Translink Subregional Station Upgrades	61	2
CoastConnect – Caloundra to Maroochydore quality bus corridor	297	2
<b>Southern Growth Corridor (including Gold Coast) Transport Infrastructure Projects</b>		
Helensvale to Robina, Salisbury to Kuraby - additional tracks and upgrade	328	3 & 4
Coomera to Helensvale, Kuraby to Kingston - additional tracks & upgrade	330	1
Southern extension of Gold Coast Rail Line - Robina to Elanora	1,159	1 & 3

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Railway and Bus Infrastructure	Estimated Investment (\$ millions)	Project Types*
Southern extension of Gold Coast Rail Line - Elanora to Coolangatta	660	0
Beenleigh to Gold Coast corridor - additional tracks & upgrade	95	0
Ormeau to Coomera - track duplication	-	4
New passenger rail stock (24 x three car sets)	289	3
South East Busway - extension to Springwood	365	1 & 2
Gold Coast Highway - bus priority and bus stations	25	1
Bus priority / High occupancy vehicle program	87	2
Translink Subregional Station Upgrades	125	2 & 4
Gold Coast Rapid Transit Project – Parkwood-Helensvale to Coolangatta	1,670	2

\* Note regarding project types: Type 0 = Pre-project estimate: the earliest estimate of project cost and is undertaken before a concept design. It is generally based on the cost of similar projects plus a contingency. Type 1 = Concept estimate: typically undertaken in the initial planning stages, and based on a concept design. Type 2 = Pre-market estimate: based on a more detailed review of scope and requirements. This estimate is determined after the government has assessed the costs and benefits of a project. Type 3 = Market price: the price agreed with the contractor. It is no longer an estimate nor is it a cost, since it has not been incurred. Type 4 = Completed project cost: the total cost of the project, which will normally consist of the market price plus any variations.

Source: Queensland Department of Infrastructure and Planning (2008a, pp.28, 35, 40 and 45).

In the case of Toowoomba Regional Council passenger numbers quoted earlier do not reflect the usage (or lack thereof) in Toowoomba are not reflected in Translink data. Based on Census data public transport usage in Toowoomba is less than 1% of trips.

### *In terms of capacity constraints the Council of Mayors (SEQ) notes:*

- There are capacity constraints in the public transport system again underlying the need for greater Federal Government investment in public transport infrastructure.
- Population growth will drive demand for public transport from not only residents but the business community.
- Population growth will require continuing large investments in infrastructure including public transport to maintain the liveability, connectivity and productivity of the region.

### **3.2. Terms of Reference 2: Current and historical levels of public investment in private vehicle and public passenger transport services and infrastructure**

A key question for consideration by the inquiry is the extent to which infrastructure spending has met local and regional needs. Prasser (2005) argued that spending has not kept with local needs and suggests that:

“Overall spending on infrastructure is not keeping up with needs. While nation-building governments after the Second World War spent generously on infrastructure, governments after the mid-1970s have diverted funds from infrastructure to social services... As a proportion of GDP, government capital

expenditure has halved, declining from 7.2 per cent in the 1970s to just 3.6 per cent in 2003–4. Both state and federal governments have pursued debt reduction strategies and budget surpluses ahead of financing infrastructure for the long haul, as once was the case (Allen Consulting 2003)”.

The Business Council of Australia (BCA) has noted that for Australia’s productive capacity to grow and support strong economic and population growth, infrastructure investment must not only keep pace but we must also use infrastructure more efficiently<sup>5</sup>.

### ***In terms of funding the Council of Mayors (SEQ) notes:***

- There has been a historical underspend in critical infrastructure in the SEQ region by successive Federal Governments.
- Both State and Federal Governments need to direct greater levels of funding to develop public transport in key regional and economic centres such as the SEQ region.

### **3.3. Terms of Reference 3: An assessment of the benefits of public passenger transport, including integration with bicycle and pedestrian initiatives**

Planning and provision of walk and cycle facilities forms part of Local Governments’ core business and consequently are primarily responsible for such infrastructure. Local Government does not have access to limitless funding to provide bicycle and pedestrian initiatives. There can be issues associated with Local Governments dealing effectively with the increasing demand of providing this infrastructure including the planning, funding, resourcing, integration into other projects/planning and regional coordination. In terms of access equity the provision of public transport helps to link residents and their employment within their council boundaries and the region more broadly.

Public transport can also assist in affordable living outcomes and so support affordable housing initiatives that are high on the Local, State and Federal Government agenda.

Many Local Governments are looking to cycling and walking to assist with achieving environmental, transport and social visions for their local area, and in response to increasing use and demands for better facilities by the community. Community Customer Satisfaction Survey results indicate that these facilities are highly valued by the community.

Public transport infrastructure is vital to the sustainable future development of the SEQ region. Transit Oriented Development (TOD) involves concentrating and focussing a mix of uses such as housing, shops, offices, and other facilities around transport hubs such as railway stations and busway stations. From a SEQ perspective, accommodating growth in TODs is critical to the economic development of the region and to address challenges such as accommodating significant population growth in a more sustainable manner. Also significant is the strategic placement of nodes on the public transport network that provide convenient access and service large population catchments. The northern, southern and western growth corridors of SEQ all require investment in strategically located rail and bus stations that service large population

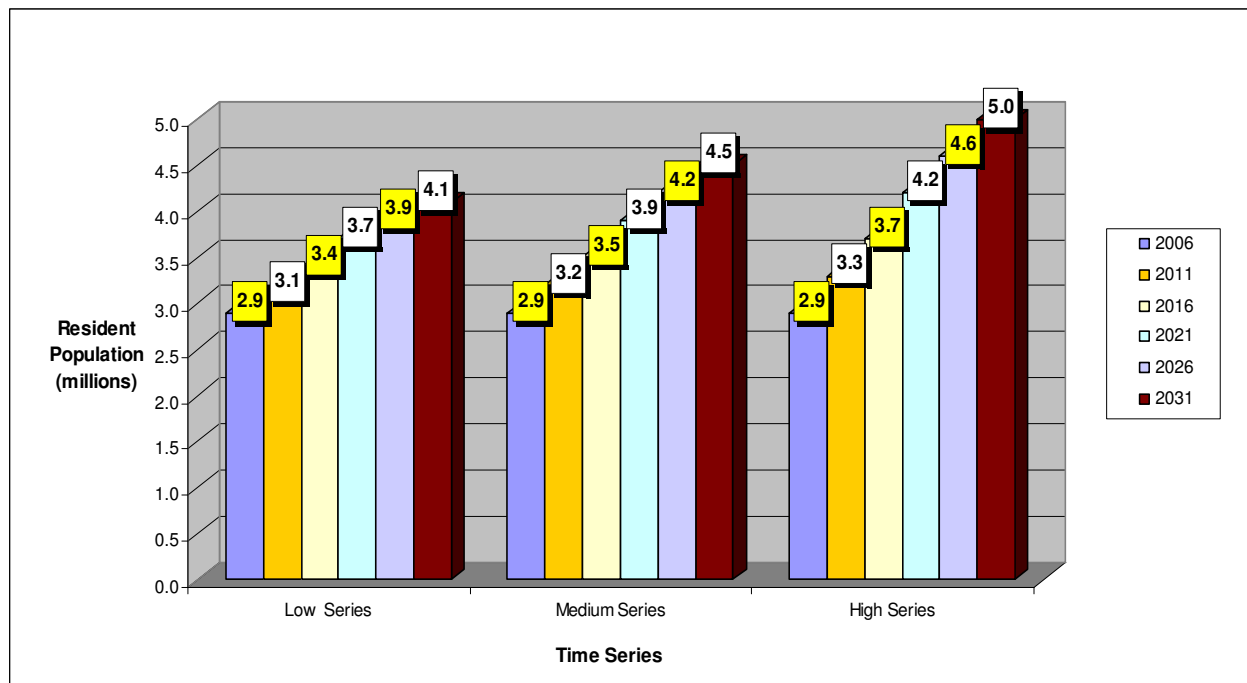
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<sup>5</sup> BCA (2008, p.4).

catchments, including a focus on investment in providing additional rail and bus stations and commuter car parking facilities.

The SEQ region is facing the challenges and opportunities of a growing population and with 1 in 7 Australian residents choosing to live and work in SEQ funding for infrastructure is essential to help sustain and build the region. Population forecasting (as outlined in Figure 3) suggests that the SEQ region may have a population in the vicinity of 4.1 to 5 million residents by 2031<sup>6</sup>.

**Figure 3**  
SEQ Population Projections 2006-2031



Source: Department of Infrastructure and Planning (2008c).

Funding for public transport is critical in terms of the gradual impacts of Peak Oil or sudden fluctuations in availability or cost of oil on the economy of Australia.

Under the Draft SEQ Regional Plan<sup>7</sup>, the Queensland Government has proposed that regional connectivity should be supported by TODs, transit oriented communities<sup>8</sup> and planning and development that supports walking and cycling. In section twelve of the draft plan it states<sup>9</sup>:

<sup>6</sup> Council of Mayors (SEQ) 2008b, pp.5-6.

<sup>7</sup> The purpose of the Draft SEQ Regional Plan 2009–2031 is to manage regional growth and change in the most sustainable way to protect and enhance the quality of life in the region (Queensland Department of Infrastructure and Planning (2008a, p.4)).

<sup>8</sup> Transit oriented communities are communities that will be specifically built around public transport. They will consist of diverse housing types, a range of employment opportunities, quality facilities and easy access to pedestrian and cycle paths which are linked to public transport. These communities generally become vibrant residential, employment, transport and community hubs, which provide a range of social facilities such as restaurants, child care, shops, gyms and workplaces (Queensland Department of Infrastructure and Planning website 2009).

### “Principle

Support regional connectivity and greater levels of trip self containment within sub-regions.

### Policies

12.1.1 Develop the rail and busway networks to provide high quality, dedicated passenger transport links across all the region’s major urban areas.

12.1.2 Support transit oriented communities and regional activity centres with priority public transport networks and services.

12.1.3 Ensure the planning and development of urban areas supports walking, cycling and public transport.

12.1.4 Provide a multi-modal transport network to connect existing urban areas to new broadectare and employment areas.

12.1.5 Align transport plans, policies and implementation programs at regional and local levels across all modes.

### Programs

12.1.6 Develop *Connecting SEQ 2031: An Integrated Regional Transport Plan* to manage congestion, improve freight movement and increase the use of public transport, cycling and walking”.

There would be significant social benefits in providing public transport to the surrounding district centres by enabling the region's population to access health and other essential services. Whilst it is recognised that it can be difficult to provide such systems, in the case of Toowoomba there is an existing rail network that traverses most of the region's centres, but no services are provided.

### *In terms of strategic land use planning the Council of Mayors (SEQ) notes:*

- Appropriate funding will allow the SEQ councils to take a unique opportunity to plan growth along public transport corridors.
- The future of public transport infrastructure across the region, in the longer-term, will be better served by a link between land use planning and infrastructure investment.
- The participation of the Federal Government is critical in achieving:
  - Shared land use planning;
  - A forward infrastructure funding program; and
  - A joint Local, State and Federal Government version of SEQIPP.

### **3.4. Terms of Reference 4: Measures by which the Commonwealth Government could facilitate improvement in public passenger transport services and infrastructure**

Both the Draft SEQ Regional Plan and the SEQIPP documents provide a degree of land use planning certainty for residents, business, Local and State Government. To date the Federal Government has not been involved in a cross jurisdictional land use planning program.

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<sup>9</sup> Queensland Department of Infrastructure and Planning (2008a, p.136).

In locations outside major cities the provision of public transport is often considered unaffordable. Targeted funding from the Federal Government could prove useful for the ongoing development of council areas such as Toowoomba.

The up-front costs of rolling stock is a major impediment to councils such as the Toowoomba Regional Council delivering a public transport option to residents. The Federal Government could play a pivotal role by funding the cost of rolling stock whereby the council becomes the owner of the asset. The potential to lease the equipment to an operator becomes available with the operating costs offset by Local/State subsidies.

### ***In terms of Federal Government involvement in public transport funding the Council of Mayors (SEQ) notes:***

- The Federal Government must commit its resources to not only funding critical infrastructure but aligning its investment with participation in strategic land use planning (e.g. SEQ Regional Plan) and by committing funding to projects identified by Local and State Governments (e.g. SEQIPP).

### **3.5. Terms of Reference 5: The role of Commonwealth Government legislation, taxation, subsidies, policies and other mechanisms that either discourage or encourage public passenger transport**

#### ***Policy Settings***

Both State and Federal Governments provide tax incentives/rebates for individuals and businesses that make the use of motor vehicles more attractive than using a public or active transport option.

In the case of rural councils there may be no other option but the use of a private vehicle based on (a) limited to non-existent bus or rail services and (b) lack of appropriate road and rail infrastructure.

The Federal Government has not been a major strategic investor in public transport. The last major Federal investment in public transport was the Better Cities program in the 1990s which helped to build the now very popular Gold Coast rail line. Major extensions to public transport infrastructure (particularly rail) are of such a magnitude of costs as to make Federal investments vital to get them moving.

The public policy advantages to the Federal Government can flow from such investment by the way of reduced carbon emissions (due to lower private transport use), higher economic productivity (due to reduced congestion and travel times) and more efficient and manageable cities with transit orientated developments.



### 3.6. Terms of Reference 6: Best practice international examples of public passenger transport services and infrastructure

During the development of the Integrated Regional Transport Plan (IRTP)<sup>10</sup>, options to improve public transport services to the areas not serviced by rail were investigated. Light rail and heavy rail options were considered, but the conclusion was that the flexibility of buses best suited the dispersed nature of Brisbane's urban development. However, buses faced the problems of traffic congestion and the perception of a lack of permanence that people associate with rail systems.

Busways were adopted as the answer. They would allow buses to service the low-density communities, picking up people on local roads and then joining the busway to bypass peak hour congestion. The busway stations could be developed at key nodes to service major activity centres and when combined with the intensity of bus routes, create a high frequency service and a permanent public transport node as a catalyst for further development.

The first section of South East Busway between the CBD and Woolloongabba opened in September 2000 to coincide with the first match of the Olympic Games Football Tournament at the Brisbane Cricket Ground. The second section between Woolloongabba and Eight Mile Plains opened on 30 April 2001. Construction has now commenced on the Northern Busway between Brisbane and Kedron, and the Eastern Busway between Buranda and Capalaba.

The Northern Busway (Royal Children's Hospital to Kedron) is expected to:

- Cut the average bus travel time almost in half between the Royal Brisbane Hospital and Kedron.
- Make public transport more frequent, reliable, comfortable and easy to use.
- Reduce congestion, pollution and traffic noise – for every full bus of commuters there are 40 fewer cars on the road.
- Reduce growth in car travel on Bowen Bridge, Lutwyche and Gympie Roads and neighbouring streets.
- Provide better connections to where people live, work and play.

The Eastern Busway will benefit all residents living along the eastern corridor. It will:

- Slash bus travel times along the Old Cleveland Road corridor (when the busway is completed, trips between Capalaba and the city would be slashed from 54 minutes to about 25 minutes, saving commuters nearly five hours in travel time per week).
- Construction of the section between Buranda and Main Avenue will cut travel times by up to eight minutes (saving commuters nearly 1.5 hours in travel time per week).
- Give people easy access to major destinations including Princess Alexandra Hospital, Stones Corner, Carina and Capalaba business districts, Chandler sporting complex, the University of Queensland via the Eleanor Schonell Bridge, and the Brisbane CBD.

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<sup>10</sup> The IRTP maps out a solution for a better transport system by outlining the actions that State and Local Governments must take to meet the challenges facing the region over the next 25 years (Translink Website 2009).

## **Council of Mayors (SEQ) Submission**

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- Reduce congestion, pollution and traffic noise along Old Cleveland Road and neighbouring streets.
- Take thousands of cars off the roads.

Hans Rat, Secretary General of the International Union of Public Transport, after touring the South East Busway, concluded<sup>11</sup>:

"I believe that Brisbane is now at the leading edge in urban mass transit, and nowhere is this more evident than in the new busway development that you have created. In my many years of experience observing urban transit systems around the world, I have never been more impressed than during the three hours I spent viewing your busway system in operation. This is a development that I am sure will attract international attention for the level of quality and customer focus that you have incorporated. With your concurrence, I would like to showcase the Brisbane busway development through the extensive UITP communicative networks, to our 2000 UITP Members in 80 countries of the world. Once again, congratulations on this most innovative Project".

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<sup>11</sup> Sourced 24/2/2009 [http://www.translink.qld.gov.au/qt/translin.nsf/index/busway\\_southeast](http://www.translink.qld.gov.au/qt/translin.nsf/index/busway_southeast)

### Part 4 - Infrastructure Australia Campaign

#### 4.1. Council of Mayors (SEQ) Submissions

The Council of Mayors (SEQ) has demonstrated its commitment to securing the region its fair share of State and Commonwealth funding for infrastructure projects through its development of a series of submissions to Infrastructure Australia.

In August and October 2008 the Council of Mayors (SEQ) provided two submissions to Infrastructure Australia arguing the case for greater infrastructure investment across the SEQ region. Member councils identified six projects in the public transport field. Those projects are noted in Table 2 below<sup>12</sup>.

**Table 2**

Public Transport Projects submitted by the Council of Mayors (SEQ) to Infrastructure Australia

Project Name	Estimated Cost (\$ millions)
CAMCOS - Passenger Rail: Beerwah to Maroochydore	3,120
Duplication Acacia Ridge to Port of Brisbane Rail Line	100
Gold Coast Railway Extension	1,800
North Coast Rail Line Upgrade	800
Petrie to Redcliffe Multi Modal Corridor	550
Rail Capacity Upgrade: Rosewood - Ipswich – Brisbane Rail Line	1,400
<b>Total</b>	<b>7,770</b>

The SEQ region is facing considerable challenges in terms of population and congestion. The Infrastructure Australia submission sought to address and highlight those issues under four key themes:

#### *Theme 1: Government and Infrastructure Investment*

Local Government faces greater constraints in its capacity to fund critical infrastructure investment. This situation has not been helped by the fact that Federal Governments since the 1970s have invested heavily in social assistance rather than hard infrastructure. The key issues under this theme included:

- The infrastructure challenge is one that is shared across all levels of government.
- Queensland Local Government has played its part in funding infrastructure.

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<sup>12</sup> A more detailed overview of each project is provided at [Attachments 1 and 2](#).

- Queensland Local Government limitations in its capacity to deliver key infrastructure projects.
- Considerable State funding has been directed to the SEQ region in the 2008/09 period.
- SEQ residents and businesses have indicated that all levels of government need to fund critical infrastructure.

### ***Theme 2: Economic Activity***

Under this theme economic activity was examined in the context of planning for business growth. Funding corresponding infrastructure is critical to ensure continued economic growth. The key issues under this theme included:

- Congestion - Employee and business access throughout the region is critical.
- Planning for Business Growth - Securing land for business growth in forecast growth and accessible locations is critical.
- Funding Infrastructure - Investment today will lead to positive economic returns.

### ***Theme 3: Population***

The SEQ region is facing the challenges and opportunities of a growing population and with 1 in 7 Australian residents choosing to live and work in SEQ funding for infrastructure is essential to help sustain and build the region. Recent State Government population forecasting suggests that the SEQ region may have a population in the vicinity of 4.1 to 5 million residents by 2031. The key issues under this theme included:

- The SEQ region is the fastest growing region in Australia.
- Employment and lifestyle factors are drawing people from across Australia to the region.
- Growth rates pose a challenge for existing infrastructure.
- Strategic infrastructure projects and investment are needed to deal with congestion and its impacts on economic growth.

### ***Theme 4: Congestion***

In terms of the economic impact, the cost of congestion to Brisbane for example has been estimated at \$1.2 billion in 2005. The key issues under this theme included:

- Personal car travel per person also increases.
- More car travel is attractive as incomes rise.
- Traffic continues to respond in a one-to-one relationship to population growth.

## **4.2. Council of Australian Governments Interim Report**

In December 2008, Infrastructure Australia provided the Council of Australian Governments with an interim report identifying 96 infrastructure projects that could be considered for funding under the Building Australia Fund (BAF). Table 3 notes the public transport projects across the

## Council of Mayors (SEQ) Submission

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SEQ region identified within the interim report that have been short listed for further investigation.

**Table 3**

SEQ Projects identified within Infrastructure Australia Interim Report<sup>13</sup>

Project Name	Estimated Cost (\$ millions)
Darra to Ipswich Transport Corridor	3,800
Brisbane Inner City Rail Capacity Upgrade	14,000
Eastern Busway (Stage 2 and 3)	820
Gold Coast Rapid Transport	850
<b>Total</b>	<b>19,470</b>

The projects noted in Table 3 provide a mix of essential public transport options for SEQ residents. The cost of these projects at almost \$19.5 billion, underlies the need for appropriate funding from both State and Federal Governments.

### 4.3. State and Federal Government Funding

There already exists cooperation and commitment to infrastructure investment between Local and State Government from a Queensland perspective. Through the Council of Mayors (SEQ) councils provide input to the Queensland Department of Infrastructure and Planning on essential infrastructure projects with a single agreed list of projects provided to the State Government<sup>14</sup>.

In late 2008 the Federal Government committed \$300 million for the Regional and Local Community Infrastructure Program (RLCIP) which involved \$250 million in direct infrastructure funding for councils and a \$50 million component for specific local and community infrastructure projects.

In February 2009 an additional \$500 million has been made available to RLCIP and according to the Federal Government<sup>15</sup>, 'the funding is for local government to stimulate growth and economic activity across Australia and support national productivity and community well-being'.

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<sup>13</sup> A full list of the SEQ projects identified and still under consideration by Infrastructure Australia as it develops its final report to the Federal Government is contained at **Attachment 3**.

<sup>14</sup> It is highly desirable for the Council of Mayors (SEQ) to determine regional infrastructure priorities taking into account the SEQ Regional Plan and current review process. A collective view from the Council of Mayors (SEQ) will help ensure an outcome that delivers maximum regional benefits for all Councils.

<sup>15</sup> Statement published on the Federal Department of Infrastructure, Transport, Regional Development and Local Government website.

**4.4. Council Initiatives**

The majority of SEQ councils do not engage in the provision of public transport options such as bus services, as the cost of running this type of service is beyond existing budgets. The Gold Coast City Council (GCCC) has provided examples of their investments in public transport.

**4.4.1. Gold Coast City Council**

The GCCC is prepared to invest considerable funding in the Gold Coast Rapid Transit project and has resolved to invest \$120 million and a further \$30 million but requires assistance from the State Government which estimates the project cost at \$850 million and assistance from the Federal Government to ensure the project is undertaken.

**Table 4**  
Gold Coast Rapid Transit Project

<b>Project Element</b>	<b>Content</b>
Project Description	<p>This is a partnership project being planned and implemented by the Queensland Government and GCCC. It will provide a high capacity, fast, efficient, comfortable and environmentally sustainable public transport service in a corridor initially from Griffith University to Broadbeach, with extensions north and south to Helensvale and Burleigh Heads, to cater for major public transport needs in this corridor. The project is planned to be operational by late 2012, and it will serve an array of major land uses and destinations, in the most densely developed part of Gold Coast City.</p> <p>A Concept Design and Impact Management Plan and a Business Case have been completed for the project. The Queensland Government has endorsed the route and the choice of light rail as the mode. There has been extensive community consultation about the project, including very detailed involvement with local residents, community groups, business groups and other interested parties. There is widespread industry interest in potential involvement with the delivery of the project.</p> <p>The growth of the Gold Coast and the increasing travel demands occurring in the city, are placing major pressures on the road system. It is not physically, financially or environmentally feasible to continue to expand the road system to meet these demands, so the State and Council have determined that there needs to be a much greater reliance on public transport to meet many of the major movement patterns in the city. This is not an uncommon requirement as cities grow beyond a scale of 500,000 or so people.</p> <p>The Gold Coast has already reached this population threshold, plus it hosts a minimum of 70,000 overnight visitors at any time (mostly concentrated in the coastal corridor) and continues to grow at 3% to 4% per annum. The transport task is growing rapidly; the public transport need is growing even faster again.</p>
Funding Arrangements	<p>The project will be developed by the Queensland Government as the lead, with strong support, including funding, from GCCC. Detailed submissions have been made to Infrastructure Australia, seeking Commonwealth funding towards the cost of the project. Gold Coast City Council has resolved to provide an initial \$120m to the project, with a further \$30m available for the extensions listed above.</p>

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Project Element	Content
	Under the State's Value for Money Framework, there may also be an opportunity for the private sector to join in the design, construction, operation and funding of the project - this is a matter for the State to decide.
Public Transport issues facing GCCC	The GCCC faces the highly inter-related problems of rapid population growth, increasing traffic congestion, heavy reliance on private vehicles for mobility, the lack of a suburban rail system (typically found in any city of this size, but developed at a time before there was widespread car ownership and use), a lack of all types of infrastructure (including social infrastructure) and a lack of financial resources to meet the myriad demands of a growing community, which also faces climate change, environmental issues, energy shortages and a global financial crisis.

The GCCC has been working for the past five years in a growing partnership with the State Government, unique among Queensland Councils outside of Brisbane, to help the State with the provision of funding to improve bus services throughout the City. The GCCC currently provides about \$5 million per annum in a direct financial grant to the State for additional bus routes and additional services, to ensure at least a minimum standard of bus service, seven days a week, across all developed residential and commercial areas of the city.

The GCCC also operates a Council Cab service, to provide a form of low-cost public transport service to local supermarket shopping centres, for elderly and disabled residents. The GCCC is also investigating how other forms of tailored public transport may be able to increase public transport use, perhaps through a Dial-a-bus type service. A trial is being developed for consideration in the 2009-10 budget; in conjunction with the State government.

## Part 5 - Regional Issues

### 5.1. Population Growth

As noted under Terms of Reference 3, the SEQ region faces a growing population, with this growth to occur in a region where some 1 in 7 Australian residents already choose to live and work. The data outlined in Figure 2 (page 10 of this submission) compares with earlier population forecasts as outlined in the initial Council of Mayors (SEQ) submission<sup>16</sup> which showed that by 2026 the SEQ population estimate is approximately 3.8 million residents.

The latest forecasts show higher than anticipated growth to 2026 for example, with revised medium series projections indicating a SEQ population (including Toowoomba Regional Council) of just below 4.2 million. The 2031 projections reflect the outcome of sustained high growth across SEQ, with a medium series projection of almost 4.5 million. The sustained high levels of growth through to 2031 supports the case for greater infrastructure investment across the SEQ region.

The distribution of population growth across the SEQ region and the magnitude of growth 2006-2031 are indicated in Tables 5 and 6 (below).

**Table 5**

2006 Population and Five Yearly Projections to 2031: Medium Series Projections

Council	2006	2011	2016	2021	2026	2031
Brisbane City Council	991,260	1,070,300	1,141,558	1,185,620	1,208,295	1,220,543
Gold Coast City Council	466,433	542,145	615,571	681,447	737,986	788,231
Ipswich City Council	142,400	169,653	215,784	275,328	350,333	434,788
Lockyer Valley Regional Council	31,932	36,537	41,704	46,929	52,254	57,443
Logan City Council	260,081	285,566	316,866	351,382	386,962	425,918
Moreton Bay Regional Council	332,862	376,949	422,146	464,155	498,194	523,037
Redland City Council	131,210	144,656	157,899	170,976	181,688	188,878
Scenic Rim Regional Council	34,767	39,645	46,195	53,540	61,806	71,042
Somerset Regional Council	19,676	21,799	24,595	27,416	30,139	32,778
Sunshine Coast Regional Council	295,084	339,663	381,458	421,343	460,862	501,179
Toowoomba Regional Council	151,297	166,289	181,154	197,340	212,781	228,461
SEQ (inc. Toowoomba)	2,857,002	3,193,202	3,544,929	3,875,478	4,181,299	4,472,298

Source: Department of Infrastructure and Planning (2008b).

<sup>16</sup> Council of Mayors (SEQ) (2208a, p.45).



**Table 6**

2006 and 2031 Population and 2006-2031 Increase and Proportion: Medium Series Projections

Council	2006	2031	2006-2031 Increase	2006-2031 Proportion
Brisbane City Council	991,260	1,220,543	229,283	14.2%
Gold Coast City Council	466,433	788,231	321,798	19.9%
Ipswich City Council	142,400	434,788	292,388	18.1%
Lockyer Valley Regional Council	31,932	57,443	25,511	1.6%
Logan City Council	260,081	425,918	165,837	10.2%
Moreton Bay Regional Council	332,862	523,037	199,175	12.3%
Redland City Council	131,210	188,878	57,668	3.6%
Scenic Rim Regional Council	34,767	71,042	36,275	2.2%
Somerset Regional Council	19,676	32,778	13,102	0.8%
Sunshine Coast Regional Council	295,084	501,179	206,095	12.8%
Toowoomba Regional Council	151,297	228,461	137,164	8.5%
SEQ (inc. Toowoomba)	2,857,002	4,472,298	1,615,296	100.0%

Source: Department of Infrastructure and Planning (2008b)

The Queensland Government has indicated its commitment, under the Draft SEQ Regional Plan, to accommodate growth across the SEQ region and to focus a greater proportion of growth in the western corridor. It is set out in the Draft SEQ Regional Plan that<sup>17</sup>:

“The draft SEQ Regional Plan identifies sufficient land to accommodate a projected population of 4.4 million people and their employment and economic development needs to 2031...

An increased proportion of the region’s future population will be accommodated in the western and south-western corridors, making use of significant areas of land and reducing pressure on the coast. Future growth in this corridor provides the opportunity to achieve compatibility between employment, transport, infrastructure and population growth. By identifying areas for future urban development and giving priority to infrastructure and services, increased economic and population growth will be attracted to the western and south-western corridors”.

Table 5 (above) clearly indicates that the vast majority of growth in SEQ (85.8%) will be accommodated in council areas surrounding Brisbane City, with the directing of growth under the SEQ Regional Plan to the western and south-western corridors resulting in Ipswich City

<sup>17</sup> Department of Infrastructure and Planning (2008a, paragraphs 1 and 2, p.10; paragraph 3, p.4).

accommodating 18.1% of the region's growth to 2031. Nevertheless, other SEQ Councils will continue to experience significant growth and will accommodate a large proportion of regional growth (Gold Coast City Council 19.1%, Sunshine Coast Regional Council 12.8%, Moreton Bay Regional Council 12.3% and Logan City Council 10.2%) and so will need additional public transport infrastructure to cope with travel demands.

The direct implications for public passenger transport infrastructure and services is that the areas of SEQ located outside of Brisbane City will accommodate significant growth, however these areas are presently heavily car dependent and have generally poor levels of public transport provision and usage. Investment in public transport is necessary to address the current low levels of public transport utilisation and to ensure that all future growth is far less car dependant.

### ***In terms of population growth, the Council of Mayors (SEQ) notes***

- Most of the population growth across SEQ between now and 2031 will be accommodated in outer metropolitan and regional council areas such as Western and Southern corridors have poor public transport usage and high levels of car dependency. These areas require significant ongoing investment in public passenger transport infrastructure.

## **5.2. Rural Infrastructure**

It is important to note that the SEQ region has a mix of infrastructure needs. Under the Draft SEQ Regional Plan the Queensland Government has stated that rural communities, industries and environments make an important and often under-recognised contribution to people's quality of life in the region<sup>18</sup>. Moreover, SEQ's rural communities are a major contributor to Queensland's economy, providing diverse agriculture, grazing, forestry and fishing opportunities<sup>19</sup>.

In terms of public transport rural communities generally have less access to social infrastructure and diverse employment opportunities than their urban counterparts. Long distances to regional centres and a lack of public transport services often compound this situation<sup>20</sup>.

The road network is more often than not the only option for transport. The majority of the rural road networks are well below the current acceptable standards in regard to accessibility and safety. Local Government funding is often consumed in the provision and maintenance of this substandard road network. In this circumstance councils are unable to meet the needs of residents in the provision of social infrastructure and public transport options such as bikeways.

### ***In terms of rural infrastructure the Council of Mayors (SEQ) notes:***

- The rural shires in SEQ are also experiencing substantial population growth (e.g. Lockyer Valley Regional Council 80%; Somerset Regional Council 67%; and Scenic Rim Regional Council 104%) are largely excluded from 'big ticket' infrastructure spends. Smaller scale

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<sup>18</sup> Department of Infrastructure and Planning (2008a, p.64).

<sup>19</sup> Ibid.

<sup>20</sup> Department of Infrastructure and Planning (2008a, p.68).

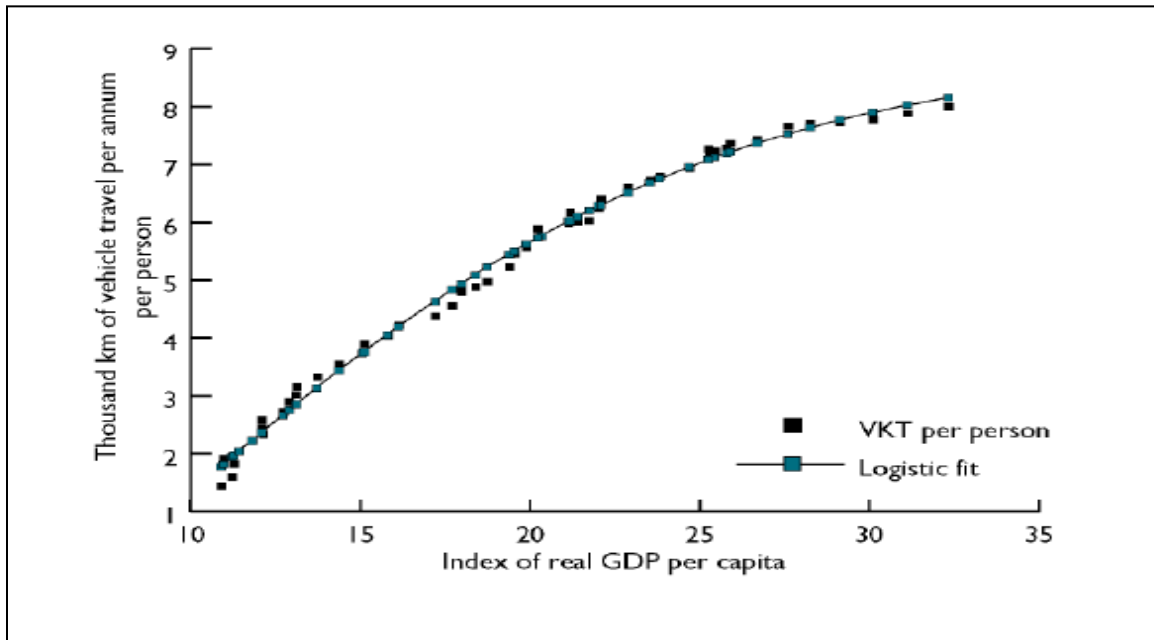
investments in public infrastructure in rural parts of SEQ are also needed to improve productivity.

### 5.3. Congestion

The Bureau of Transport and Regional Economics (BTRE) has noted a simple framework for explaining car traffic or vehicle kilometres travelled (VKT): *Car traffic = Car travel per person \* Population*<sup>21</sup>. According to the BTRE the advantage of this formulation is that, for Australia, it turns out that car travel per person has a simple relationship to economic activity levels. The trend in per capita car travel (kilometres per person) in Australia has in general been following a logistic (saturating) curve against real per capita income, measured here by real Gross Domestic Product (GDP) per person as outlined in Figure 4.

**Figure 4**

Per capita historical trend in annual passenger travel versus real Australian income levels



Source: BTRE (2007, p.2).

Under the scenario in Figure 4 the basis for understanding the relationship between car traffic and economic development suggests that<sup>22</sup>:

- As incomes per person increase, personal car travel per person also increases, but at a slowing rate over time.
- More car travel is attractive as incomes rise, but there reaches a point where further increases in per capita income elicit no further demand for car travel per capita.
- Traffic continues to respond in a one-to-one relationship to population growth.

<sup>21</sup> BTRE (2007, p.2).

<sup>22</sup> BTRE (2007b, p.3).

In terms of the economic impact the cost of congestion to Brisbane for example was estimated at \$1.2 billion in 2005 or \$670 per person. This is significantly higher than the cost to Australia as a whole of \$460 per person. It is estimated that the total cost of congestion of Brisbane by 2020 will reach \$3.0 billion<sup>23</sup>.

### 5.3.1. Traffic Projections

In 2007, the BTRE provided a forecast in terms of the growth in traffic expected in each of Australia's capital cities. Using national car travel per person percentage increases and capital city population projections, Table 7 gives the resulting (unconstrained) car traffic projections.

It should be noted that the national level of VKT per person is higher than the metro level, but it is assumed the latter will saturate in a like manner to the national total<sup>24</sup>.

**Table 7**  
Car Traffic Projections for Australian Cities

City	2002			2020			% Change 2002-2020
	Car VKT/Person ('000)	Population ('000)	Car VKT (m)	Car VKT/Person ('000) <sup>(a)</sup>	Population ('000)	Car VKT (m)	
Sydney	7.035	4,207.5	29,600	7.858	4,999.0	39,300	33
Melbourne	8.089	35,556.8	28,770	9.035	4,058.4	36,700	28
<b>Brisbane</b>	<b>6.903</b>	<b>1,681.9</b>	<b>11,610</b>	<b>7.711</b>	3.3	<b>16,900</b>	<b>46</b>
Adelaide	7.474	35,556.8	8,310	8.348	1,170.4	9,800	18
Perth	7.163	1,430.9	10,250	8.001	1,798.1	14,400	41
Hobart	7.155	193.0	1,381	7.992	187.7	1,500	9
Darwin	6.041	93.2	563	6.748	127.2	860	53
Canberra	8.962	318.0	2,850	10.011	354.9	3,550	25
<b>Metro</b>	<b>7.412</b>	<b>12,593</b>	<b>93,334</b>	<b>8.279</b>	<b>14,884</b>	<b>123,200</b>	<b>33</b>
<b>Rest of Australia</b>	<b>8.886</b>	<b>7,026</b>	<b>62,436</b>	<b>9,994</b>	<b>7,885</b>	<b>78,800</b>	<b>26</b>
<b>Total Australia</b>	<b>7.94</b>	<b>19,619</b>	<b>155,770</b>	<b>8.87</b>	<b>22,769</b>	<b>202,000</b>	<b>30</b>

Note: (a) the Australia level per cent increase from 7.94 to near saturation at 8.87 is assumed to apply to each city. At the level of the 8 capitals, the increase from car travel per person is 12 per cent, and from population 18.5 per cent. The overall increase in Australia Metro car traffic is then  $(1.12 * 1.185 - 1.0) * 100$  or about 33 per cent in 18 years.

Source: BTRE (2007b: p.4).

The average increase in car traffic in Australian capital cities is projected to be on the order of 33 per cent. The highest growth is predicted in Brisbane, because of its high population growth. According to the BTRE even with a proportion of this growth occurring at the city fringes, this

<sup>23</sup> Recent projections indicated a 5 minute increase in congestion across the South East Queensland road network would see 135,000 fewer jobs created by 2026 (Brisbane City Council 2008, p.4).

<sup>24</sup> BTRE (2007b, p.4).

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still implies substantial increases in the (unconstrained) level of car traffic on current city networks<sup>25</sup>.

### ***In terms of congestion the Council of Mayors (SEQ) notes:***

- The State and Federal Governments need to provide funding for the ongoing development of public transport options/networks to help address the growing impact of congestion across SEQ.
- In the long-term, investment in public transport infrastructure will take pressure off the existing road network.

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<sup>25</sup> BTRE (2007b, p.4).

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### ***Website Links***

Federal Department of Infrastructure, Transport, Regional Development and Local Government  
Website: [DITRDLG](#)

Queensland Department of Infrastructure and Planning Website 2009: [DIP](#)

Translink Website 2009: [Translink](#)

**Glossary of Terms**

BAF	Building Australia Fund
BCA	Business Council of Australia
BCC	Brisbane City Council
BTRE	Bureau of Transport and Regional Economics
GCCC	Gold Coast City Council
LGA	Local Government Area
QR	Queensland Rail
RLCIP	Regional and Local Community Infrastructure Program
SEQ	South East Queensland
SEQIPP	South East Queensland Infrastructure Plan and Program
TOD	Transit Oriented Development
VKT	Vehicle kilometres travelled