



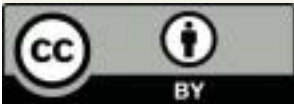
Transport and Main Roads

Household travel in Gympie, Gayndah, Kingaroy and Tin Can Bay/Cooloola

A summary of results from the 2010
Wide Bay Burnett Household Travel Survey

Household Travel in Gympie, Gayndah, Kingaroy and Tin Can Bay / Cooloola

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Introduction

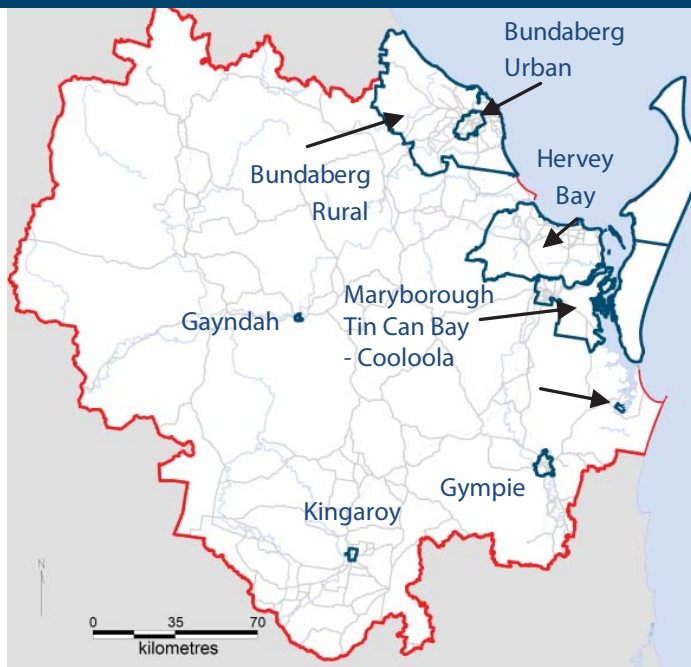
Household travel in Gympie, Gayndah, Kingaroy and Tin Can Bay / Cooloola

Key findings

Some of the key insights about travel in Gympie, Gayndah, Kingaroy and Tin Can Bay/Cooloola include:

- Tin Can Bay/Cooloola residents have the longest average travel distances, of these areas
- Gayndah residents have a very high active transport mode share, in comparison to other regions
- Gayndah and Kingaroy have a very high proportion of trips under five kilometres, in comparison to other regions
- There is a larger proportion of off-peak travel in Gympie, Gayndah, and Tin Can Bay/Cooloola than in other centres, especially Tin Can Bay/Cooloola.

Map of study area and trip boundary



Glossary

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.

Vehicle driver

Driver of a private motor vehicle (includes motorcycle riders).

Vehicle passenger

Passenger in a private motor vehicle.

Public transport

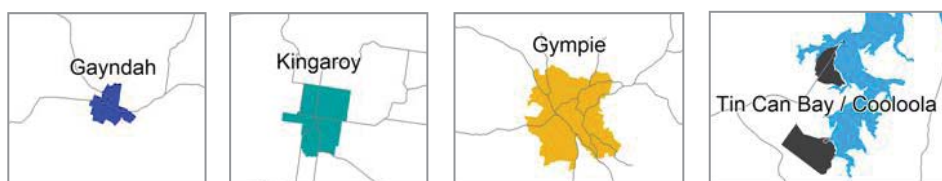
Passenger in a bus (including school buses), train, ferry or taxi.

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. Another example would be a trip where a carer accompanies an unwell person to the doctor (or accompanies an unwell person directly home from such a trip), in which case the unwell person is making a shopping/personal trip and the carer is making an accompanying trip.



Data sources

Data in this report is taken from the 2010 Wide Bay Burnett Household Travel Survey, unless otherwise stated. The survey collected comprehensive travel behaviour information from a final sample (i.e., only those who returned completed surveys) of 906 households (in private dwellings, see above map) that was both geographically and demographically representative of the resident population of the respective

areas. Survey results are representative of personal travel by residents on a typical school term weekday.

Data for persons aged 5 or below is excluded from the survey. Where statistics reference a particular region (for example, "Travel in Gympie"), this is referring to travel by the residents of that region.

Weekday mode and purpose share * | Gympie

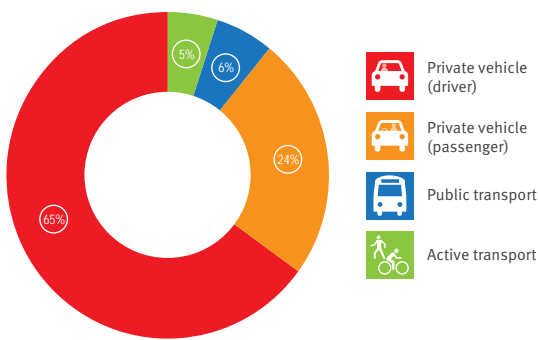
>> 94 000 trips per day
The estimated number of trips each weekday in Gympie

>> 3.4 trips per person per day
The estimated number of trips made per person each weekday in Gympie

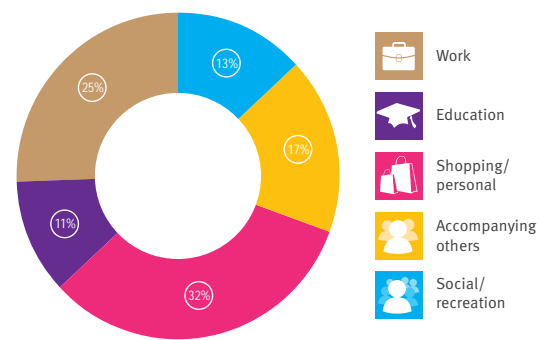


The pie charts below show the proportion of all trips made in Gympie in terms of the primary mode for the trip (left) and primary purpose of the trip (right).

Proportion of trips by mode



Proportion of trips by purpose

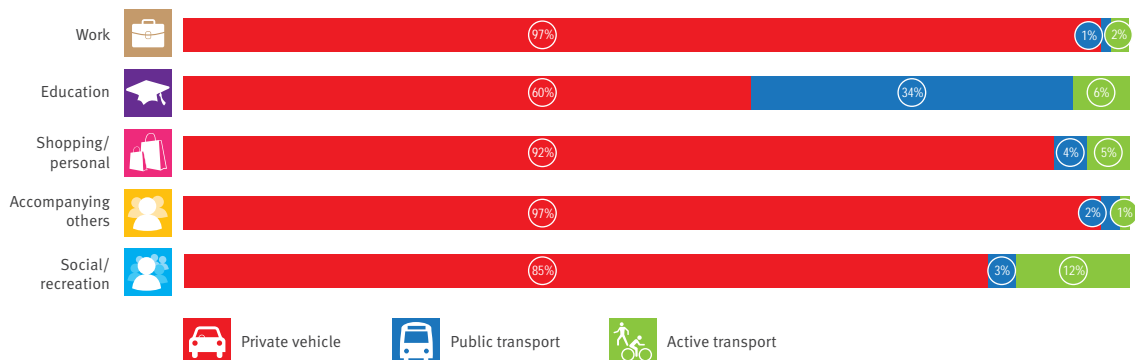


Gympie's active transport mode share is lower than many other regions that have been surveyed. This results in a slightly higher proportion of public transport and private vehicle trips.

The household travel survey for Gympie, Gayndah and Kingaroy used a mail-out methodology which did not include persons under the age of 5. It is therefore not appropriate to compare purpose share to other regions as accompanying trips are reduced when travel by persons under the age of 5 is not considered.

The bar graph below shows the mode share in Gympie within each of the trip purposes.

Mode share by purpose of trip**



* Graphs may not add to exactly 100% in some cases due to rounding off of figures.

** NOTE:

Walking and cycling have been grouped to form the active transport mode to ensure sufficient sample size and maintain the integrity of results. Private vehicle driver and passenger have also been grouped into the private vehicle mode.

Weekday time of travel * | Gympie

>> 20 000 trips per day during the AM peak

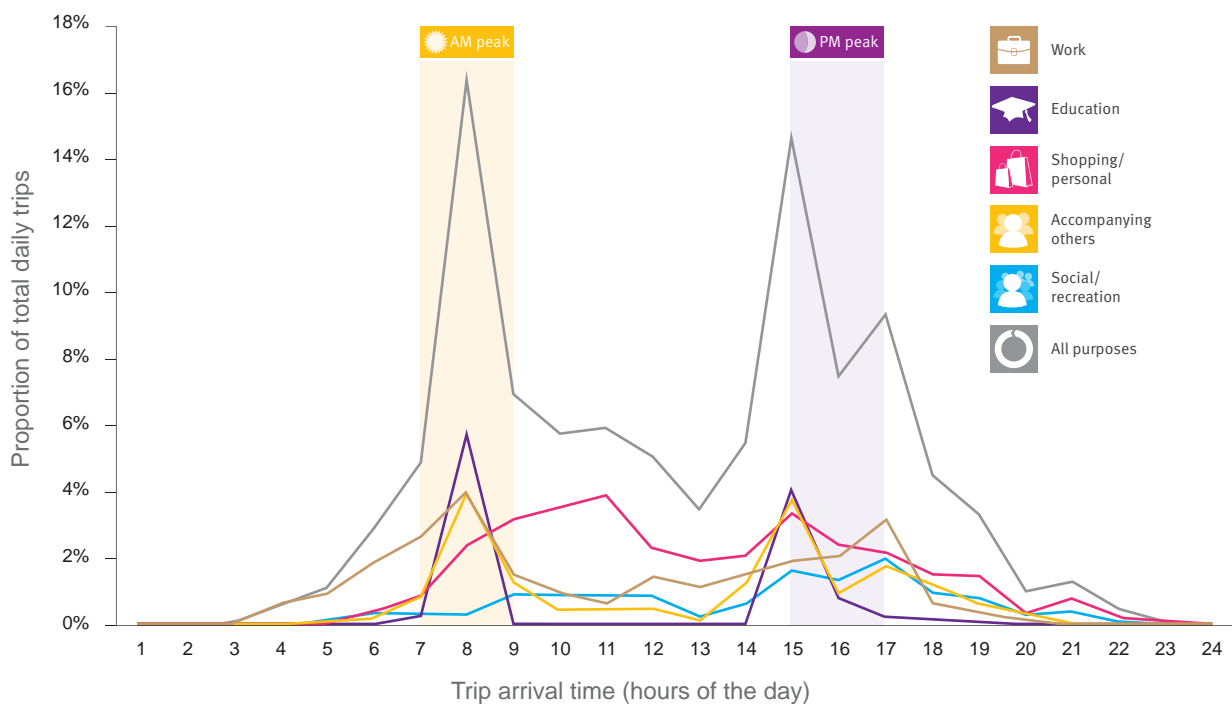
The estimated number of trips each weekday during the AM peak in Gympie

>> 21 000 trips per day during the PM peak

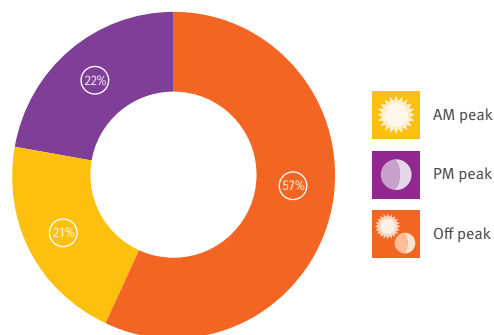
The estimated number of trips each weekday during the PM peak in Gympie

The line graph below shows the time of day when travel for different trip purposes occurs.

Proportion of trips by time of arrival



Proportion of trips in peak/off peak **



While work, education and accompanying trips occur predominantly during the peaks, shopping/personal trips are distributed evenly across the day.

There is a greater proportion of off peak travel than in other centres. In the afternoon there are two distinct peaks around school and work travel times at 3pm and 5pm respectively.

* Graphs may not add to exactly 100% in some cases due to rounding off of figures.

** NOTE:

AM peak in this analysis includes trips arriving between 7-9am and the PM peak includes trips arriving between 3-5pm, with the balance of trips throughout the remainder of the day making up the off peak period.

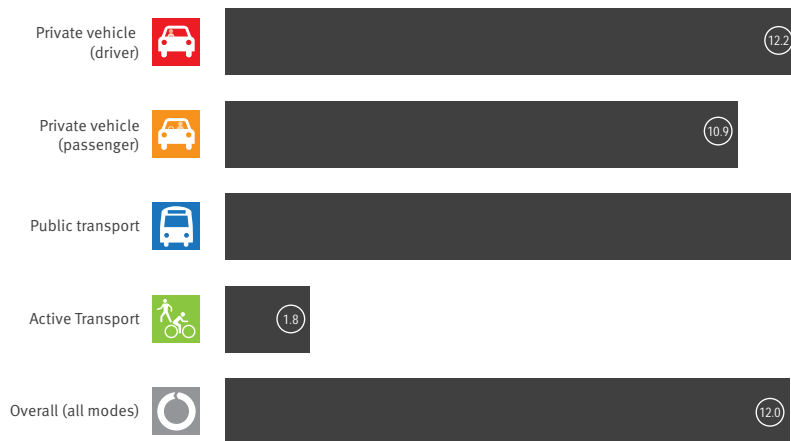
Weekday travel, distance and duration * | Gympie

>> 40 kilometres

The estimated daily distance travelled per person each day

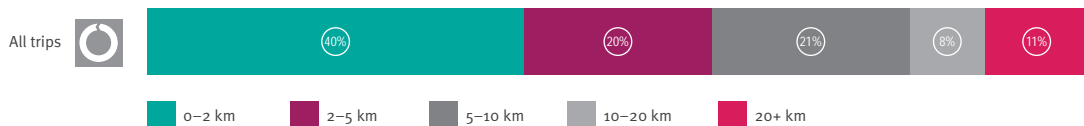
The graph below shows the average distance of travel on each mode by Gympie residents.

Average distance of trips by mode *



Average trip distance overall is much higher in Gympie than in other regions surveyed. However, like many other regions public transport trips have the longest average distance.

Proportion of trips by distance bands (by trip purpose)



Gympie, compared to other regions surveyed, has a higher proportion of trips that are 20 kilometre or more.

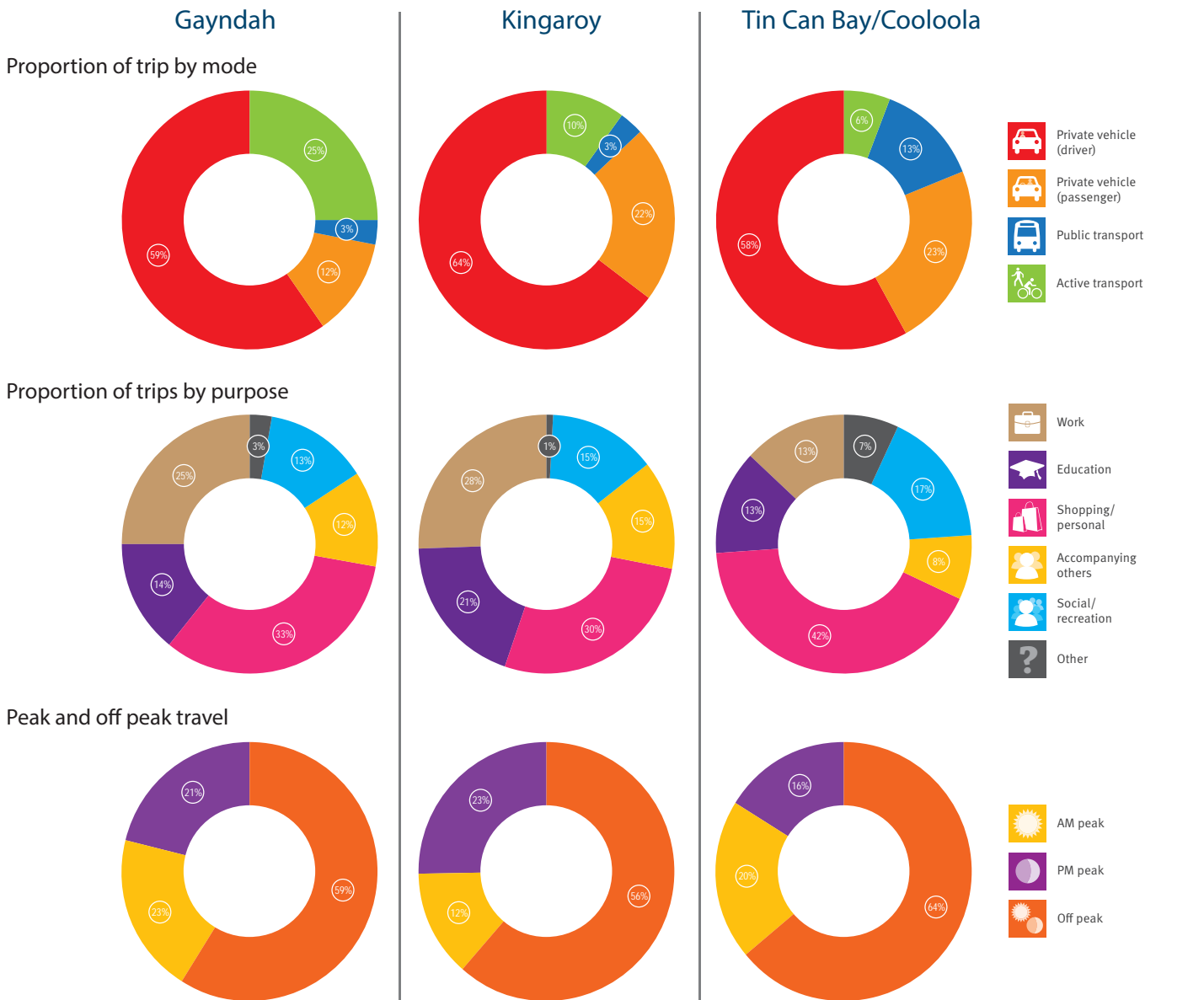
Summary graph | Gayndah, Kingaroy and Tin Can Bay/Cooloola

Proportion of trips five kilometres or less

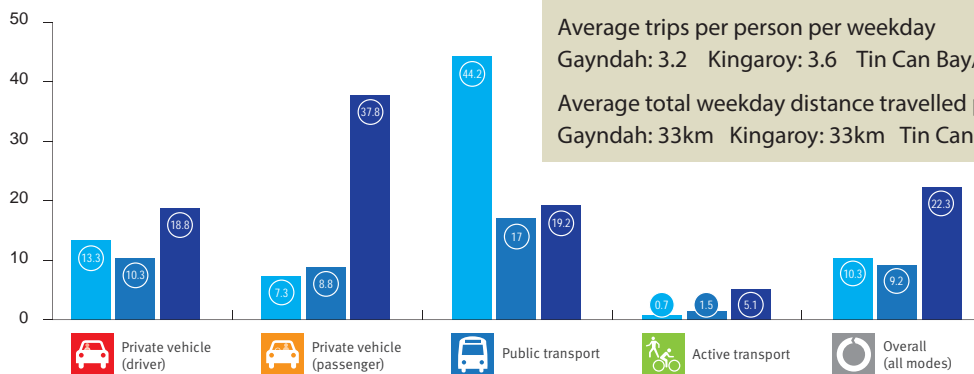


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Summary graphs * | Gayndah, Kingaroy and Tin Can Bay/Cooloola



Average travel distance (km) **



Total trips per weekday
 Gayndah: 6 100 Kingaroy: 32 000 Tin Can Bay/Cooloola: 11 000

Average trips per person per weekday
 Gayndah: 3.2 Kingaroy: 3.6 Tin Can Bay/Cooloola: 2.4

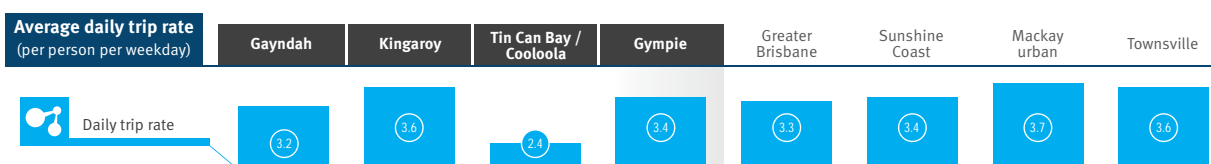
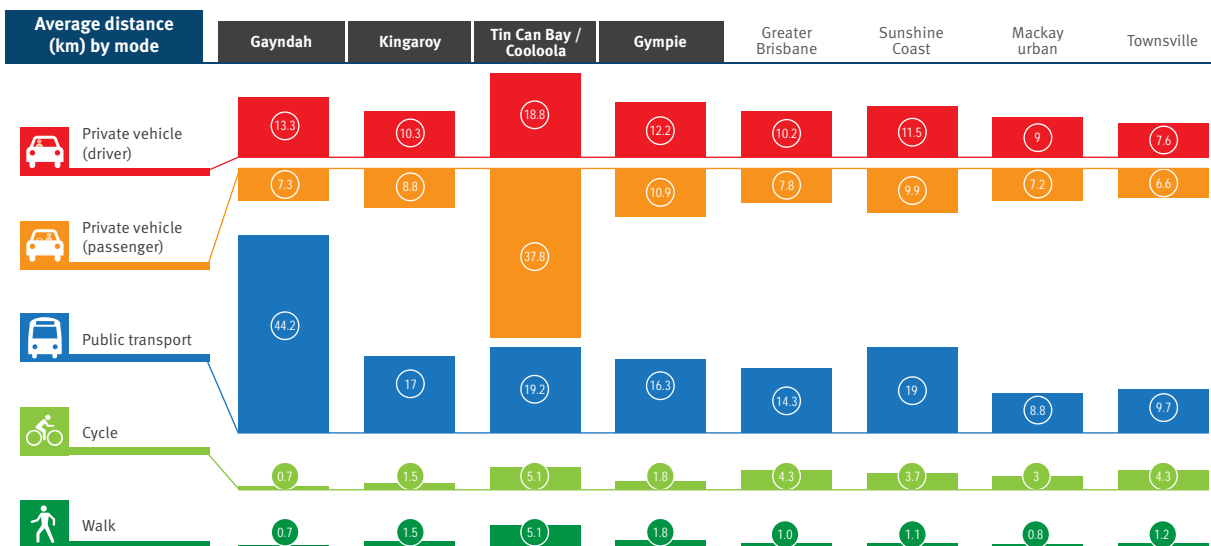
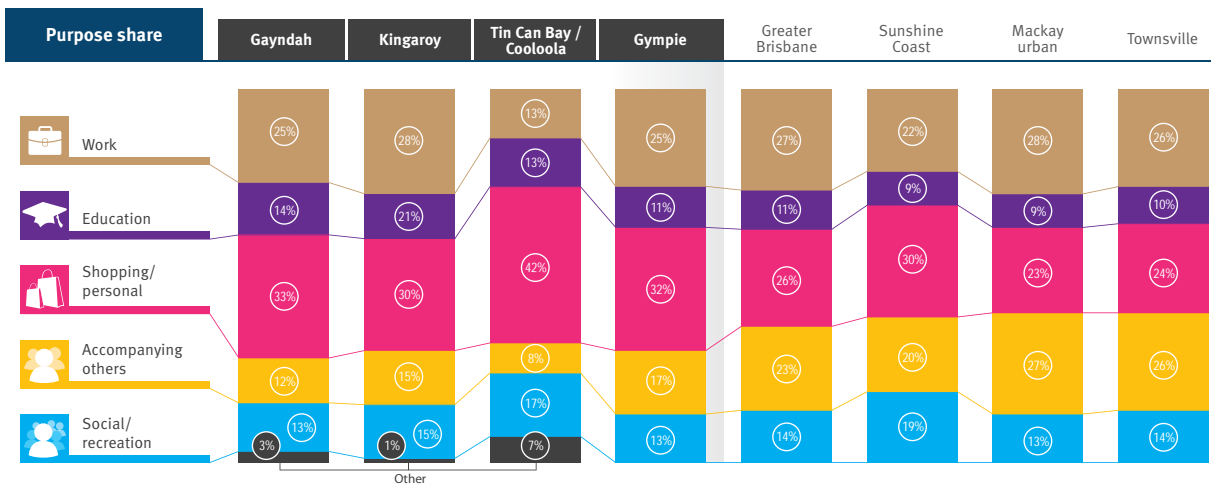
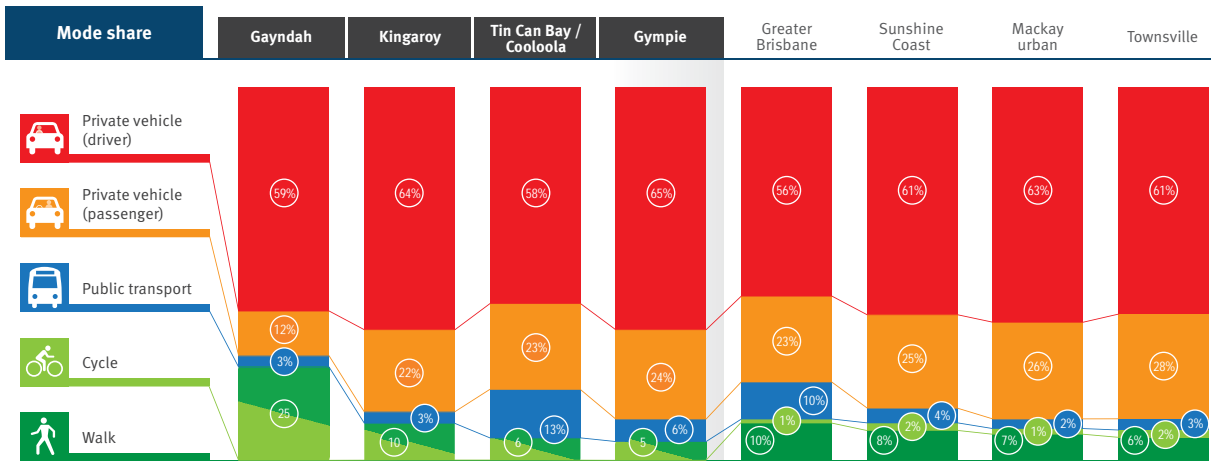
Average total weekday distance travelled per person
 Gayndah: 33km Kingaroy: 33km Tin Can Bay/Cooloola: 53km

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** Notes: Average distances in these regions may be more skewed by unusually long trips due to smaller sample sizes and no limiting trip boundary. 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.

Comparison graphs *

Gayndah, Kingaroy, Tin Can Bay/Cooloola, Gympie and other Queensland Regions



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