



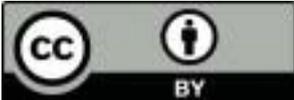
Transport and Main Roads

# Household travel in Gladstone and Biloela

A summary of results from the 2010  
Gladstone Household Travel Survey

## Household Travel in Gladstone and Biloela

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# Introduction

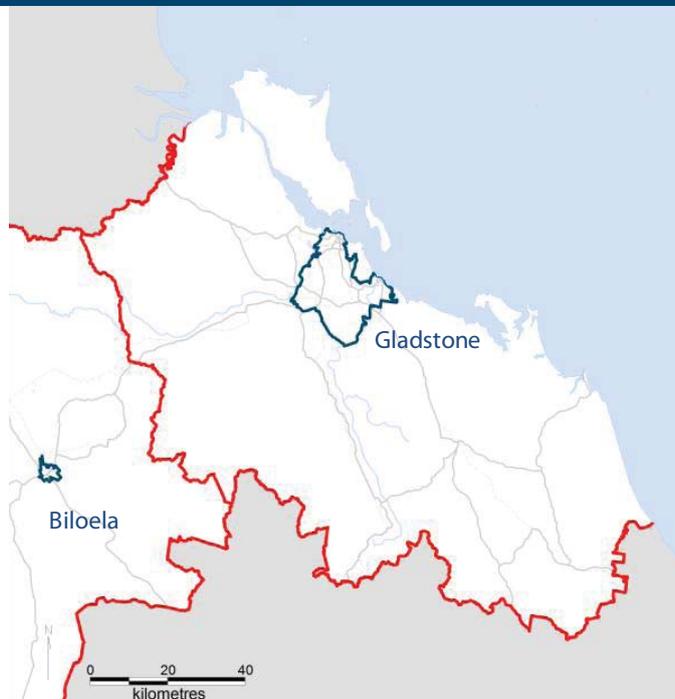
## Household travel in Gladstone and Biloela

### Key findings

Some of the key insights about travel in Gladstone include:

- Gladstone has one of the highest private vehicle mode shares, at 90%, of all regions surveyed to date
- Approximately two out of three trips in Gladstone are less than five kilometres
- Gladstone's purpose share is equally dominated by work trips and shopping/personal business trips
- In comparison to other regions Gladstone's work commute begins slightly earlier, with a peak in work commutes before 7AM.

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 Gladstone and Biloela 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 2 000 households (in private dwellings) that was both geographically and demographically representative of the resident population of the Gladstone urban area. The information from Biloela is from a sample of 120 households. Survey results are representative of personal travel by Gladstone residents

on a typical school term weekday. Data for persons aged 5 or below is excluded from the mail out Biloela survey.

Results are based on sample data benchmarked to 2010 estimated resident population (ABS catalogue 3235.0 - Population by Age and Sex, Regions of Australia, 2010 ) adjusted for proportions of the population living in private dwellings (ABS 2006 Census of population and housing).

# Weekday mode and purpose share \* | Gladstone

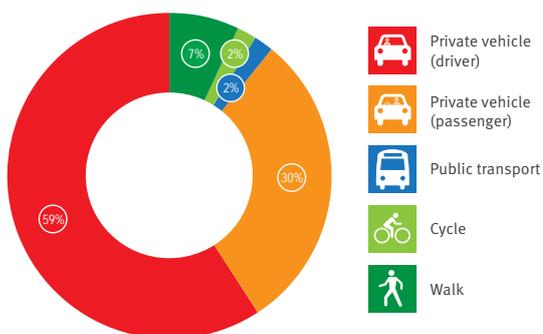
>> 182 000 trips per day  
The estimated number of trips each weekday in Gladstone

>> 3.7 trips per person per day  
The estimated number of trips made per person each weekday in Gladstone

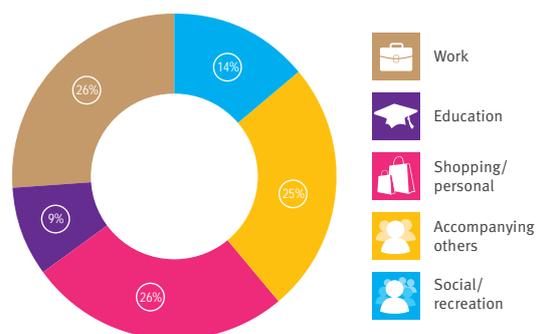


The pie charts below show the proportion of all trips made in Gladstone in terms of the primary mode for the trip (left) and primary purpose of the trip (right).

Proportion of trips by mode



Proportion of trips by purpose

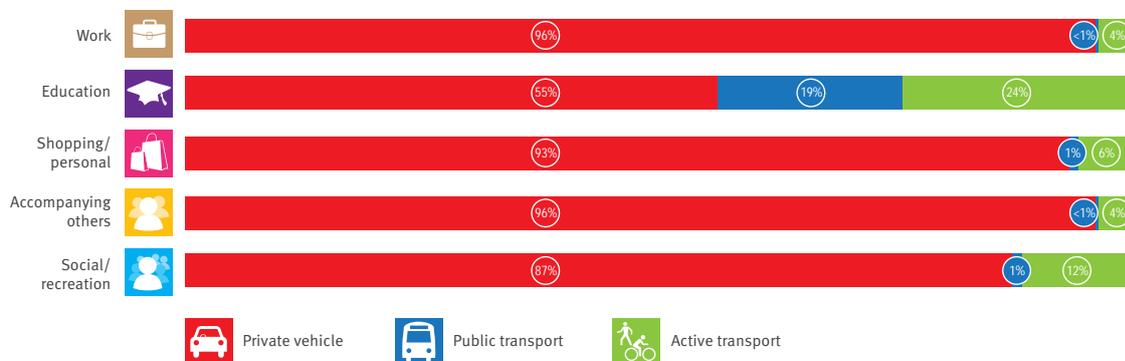


Gladstone's private vehicle mode share is higher than Greater Brisbane's but typical of a regional centre. Consequently, public and active transport mode shares are slightly lower than other centres.

Gladstone's purpose share is equally dominated by work and shopping trips. Some regional centres, such as Sunshine Coast and Bundaberg, have a high proportion of shopping/personal business trips. In contrast, Greater Brisbane has a high proportion of work trips.

The bar graph below shows the mode share in Gladstone 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.

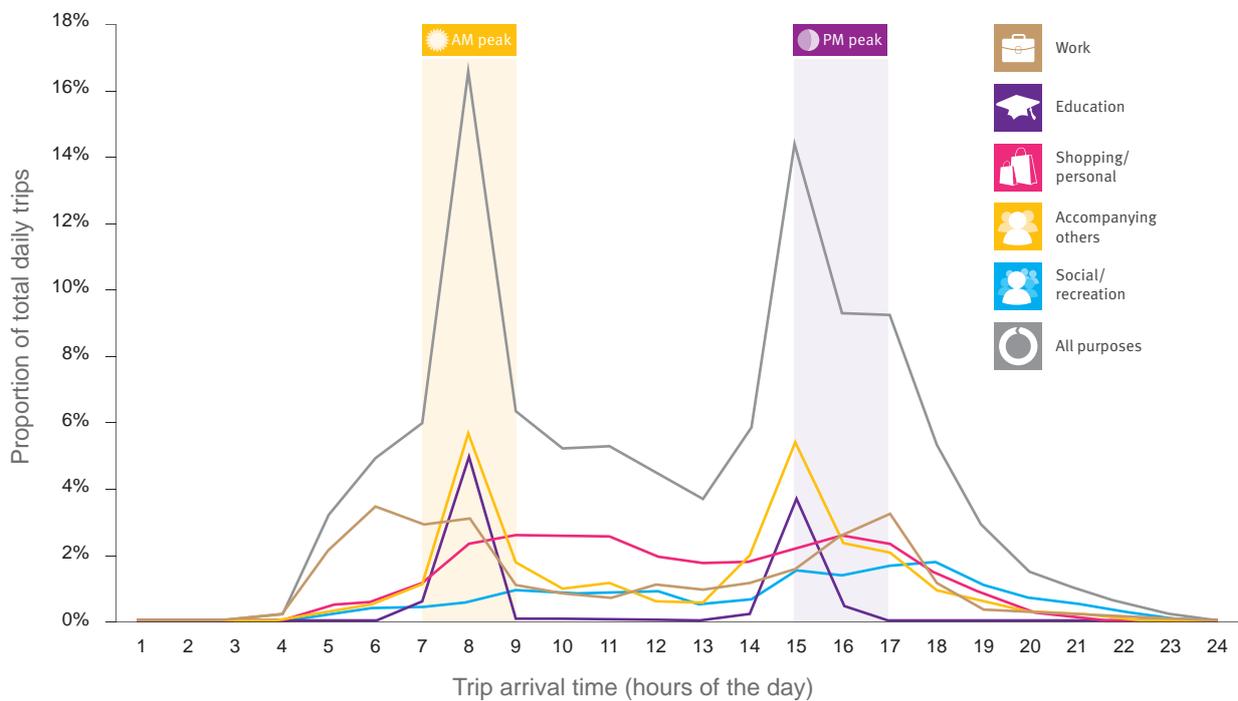
# Weekday time of travel \* | Gladstone

>> 39 000 trips per day during the AM peak  
 The estimated number of trips each weekday during the AM peak in Gladstone

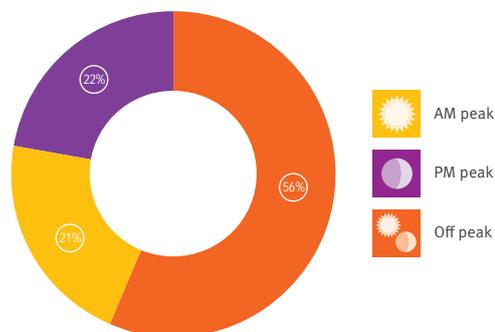
>> 41 000 trips per day during the PM peak  
 The estimated number of trips each weekday during the PM peak in Gladstone

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. The PM peak is centred predominantly around school travel times and is not as drawn out by travel from work as it is in other regions.

In comparison to other regions Gladstone's work commute begins slightly earlier, with a peak in work commutes before 7AM.

\* 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 \* | Gladstone

>> 33 kilometres

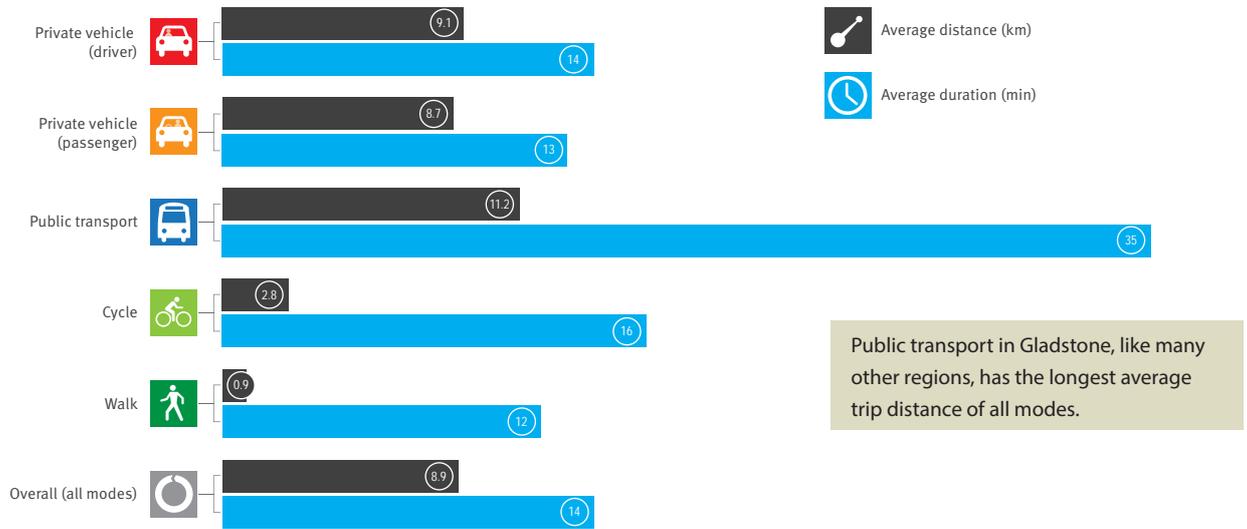
The estimated daily distance travelled per person each day

>> 53 minutes

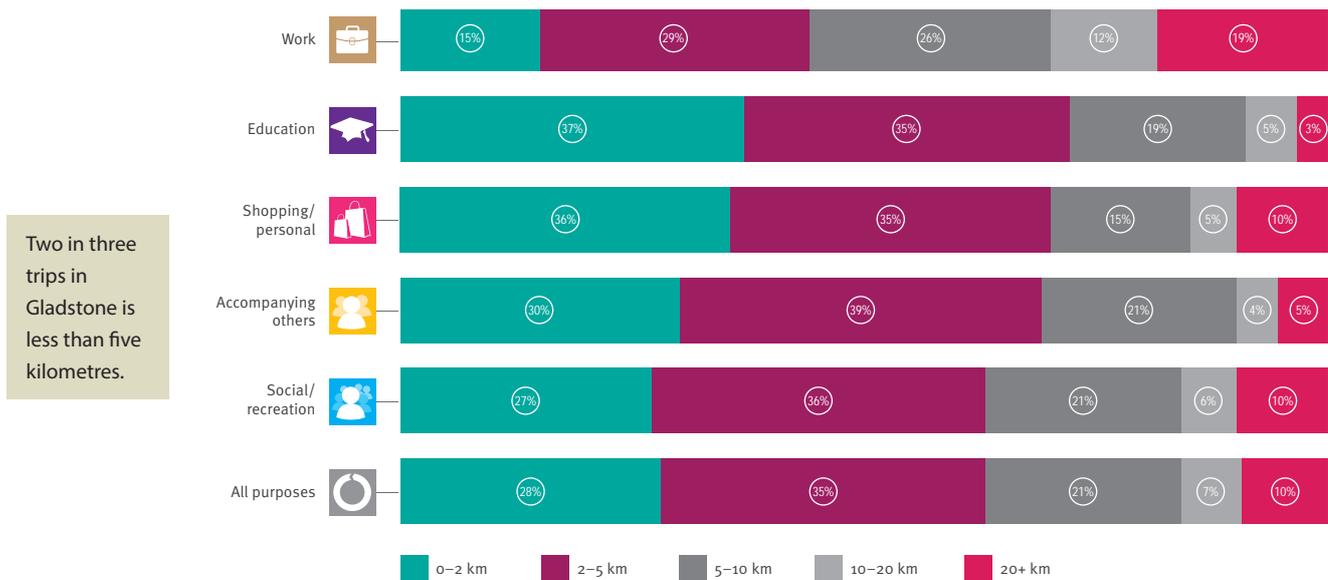
The estimated daily time spent travelling per person each day

The graph below shows the proportion of trips that fall within the defined distance bands for various trip purposes. Public transport in Gladstone, like many other regions, has the longest average trip distance of all modes. Two in three trips in Gladstone are less than five kilometres.

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



Proportion of trips by distance bands (by trip purpose)



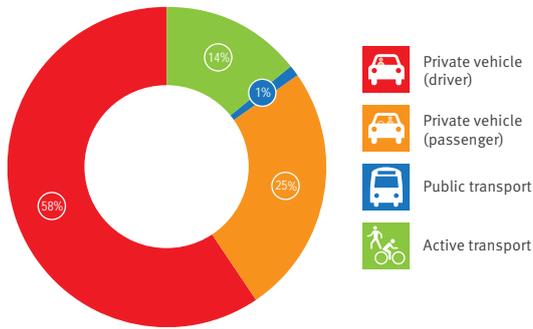
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\*\* NOTE:

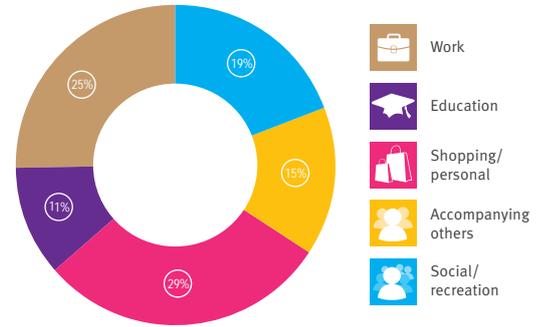
Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

# Summary graphs \* | Biloela

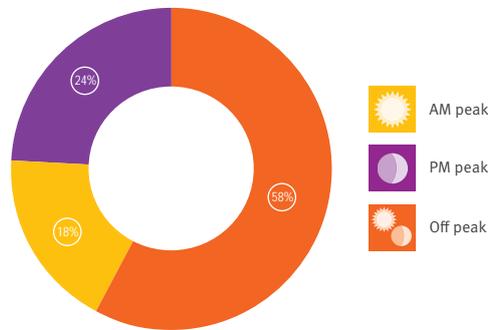
Proportion of trip by mode



Proportion of trips by purpose



Peak and off peak travel



Total trips per weekday  
20 000

Average trips per person  
per weekday 3.7

Average total weekday  
distance travelled per  
person 55 kilometres

Average travel distance (kilometres)



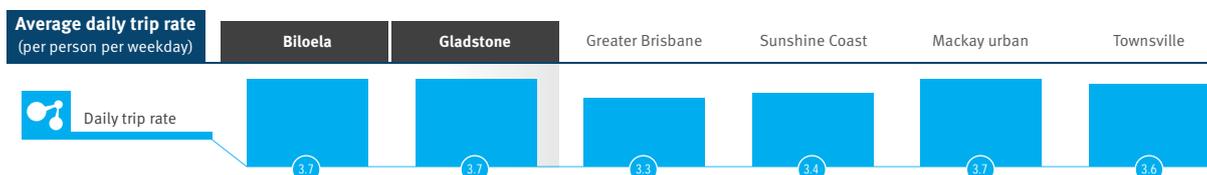
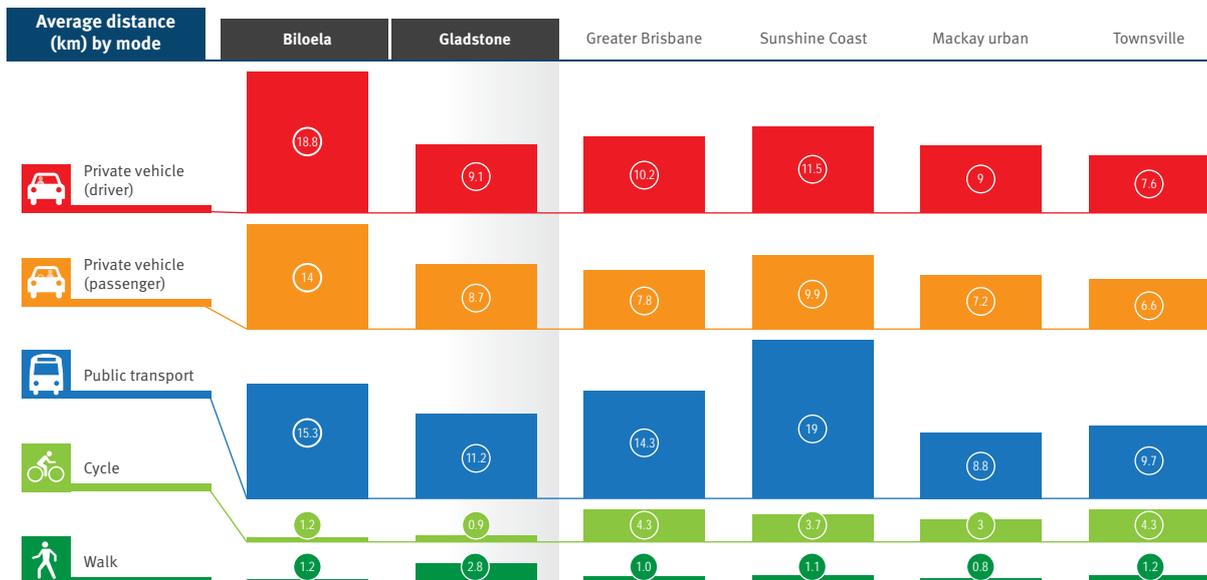
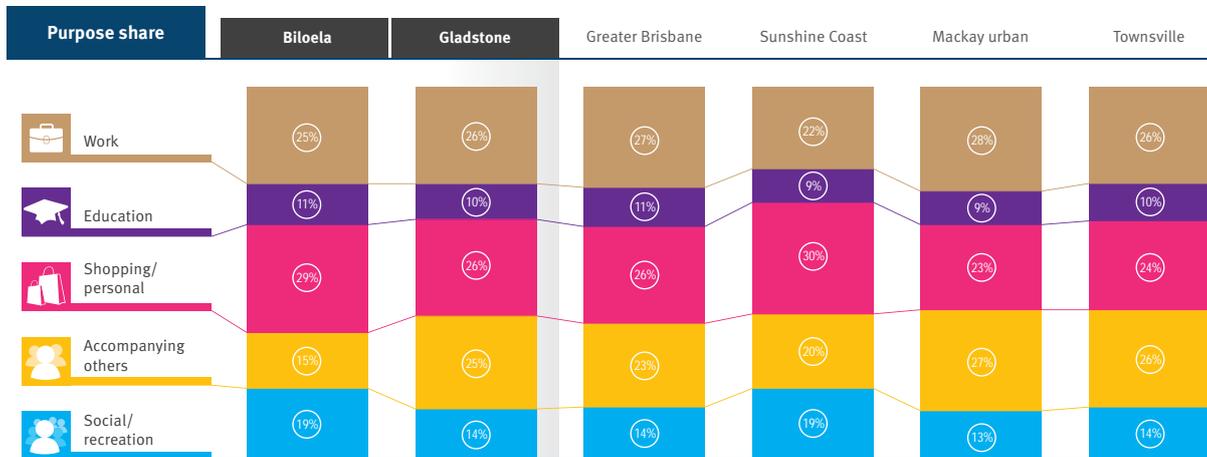
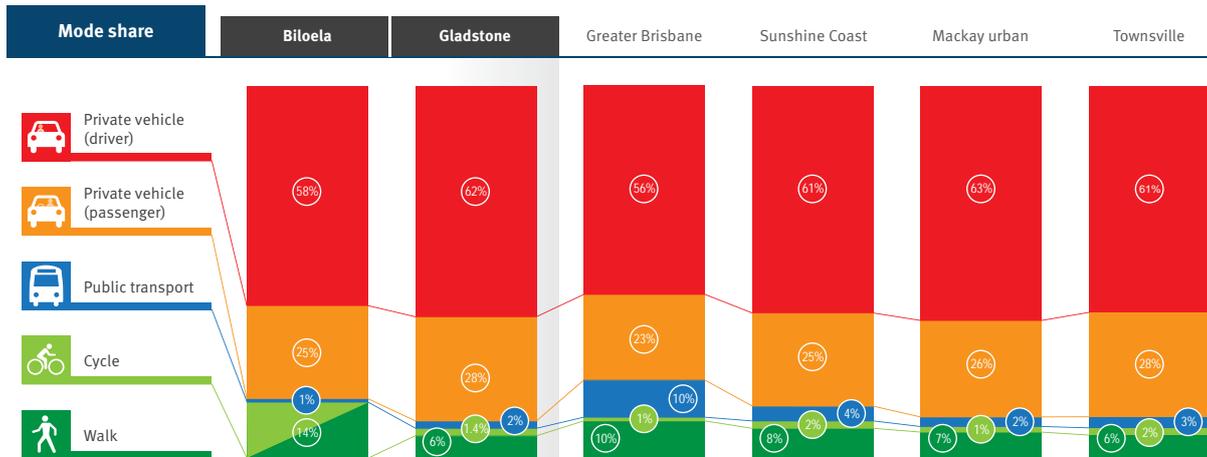
Proportion of trips five kilometres or less



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

# Comparison graphs \* | Biloela, Gladstone and other Queensland Regions

Note: Regions selected to provide varied examples of travel behaviour across Queensland.



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