



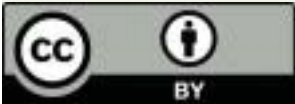
Transport and Main Roads

Household travel in Townsville

A summary of results from the 2010
Townsville Household Travel Survey

Household Travel in Townsville

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Introduction

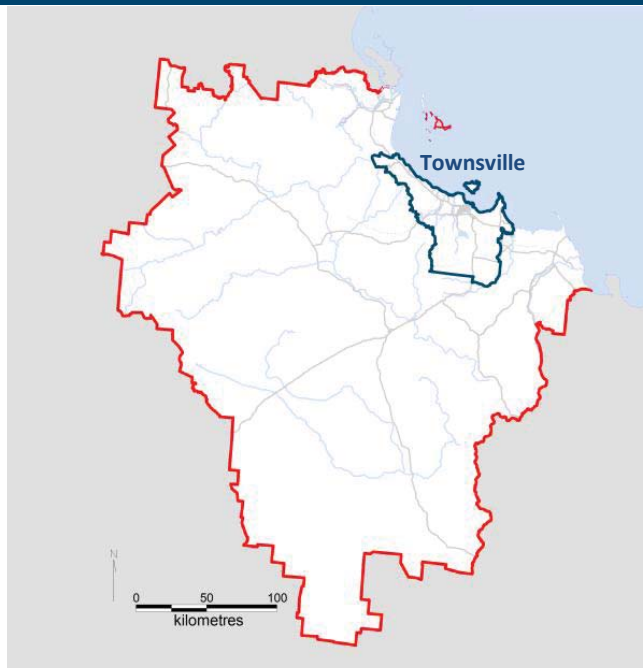
Household travel in Townsville

Key findings

Some of the key insights about travel in Townsville include:

- Townsville has one of the highest private vehicle mode shares, at 89%
- Every one in two trips made in Townsville is less than five kilometres
- Like Greater Brisbane and Mackay, work trips are one of the most common trip purposes, unlike a number of other regional centres where shopping/personal trips are the most common reason for making a trip
- There is less off peak travel than in most other regional centres.

Map of study area and trip boundary



Data sources

Data in this report is taken from the 2010 Townsville 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 1805 households (in private dwellings, see map above) that was both geographically and demographically representative of the resident population of the Townsville local government area. Survey results are representative of personal travel by Townsville residents on a typical school term weekday.

Trips to or from areas outside the

Northern Statistical Division (ASGC 2008 boundary) are excluded from the analysis to minimise biases caused by unusually long trips. 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).

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.

Weekday mode and purpose share * | Townsville

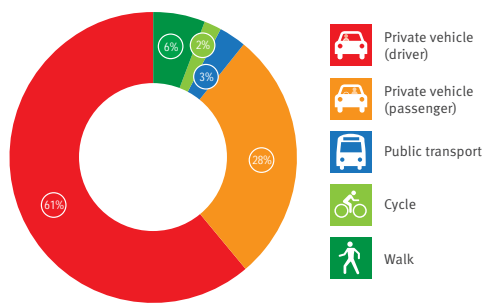
>> 634 000 trips per day
The estimated number of trips each weekday in Townsville

>> 3.6 trips per person per day
The estimated number of trips made per person each weekday in Townsville

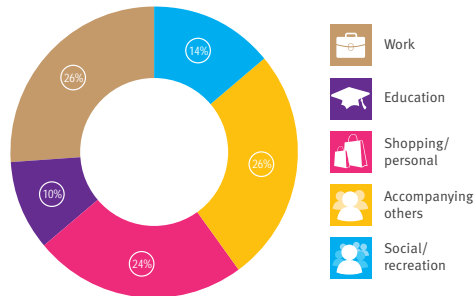


The pie charts below show the proportion of all trips made in Townsville in terms of the primary mode for the trip (left) and primary purpose of the trip (right).

Proportion of trips by mode



Proportion of trips by purpose

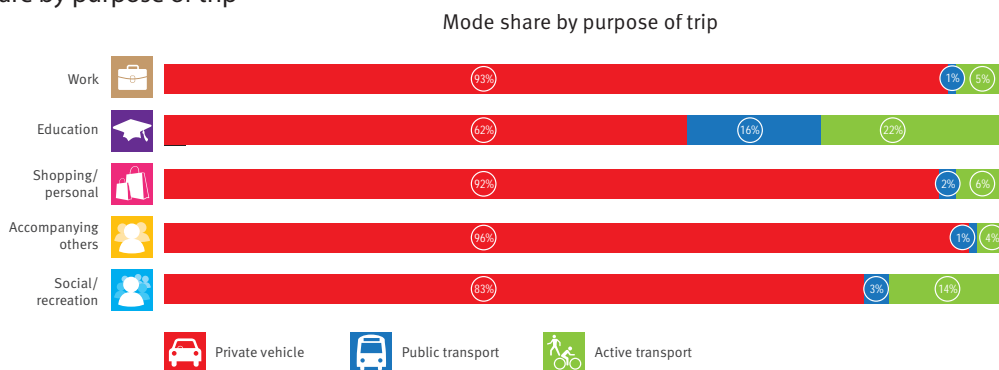


Townsville's private vehicle mode share is higher than Greater Brisbane's but typical of a regional centre. Consequently, public and active transport mode shares are slightly lower than other centres.

Townsville's purpose share is comparable to Greater Brisbane's with a high proportion of work trips. This is in contrast to some other regional centres, which have a higher proportion of shopping/personal business trips.

The graph below shows the mode share in Townsville 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.

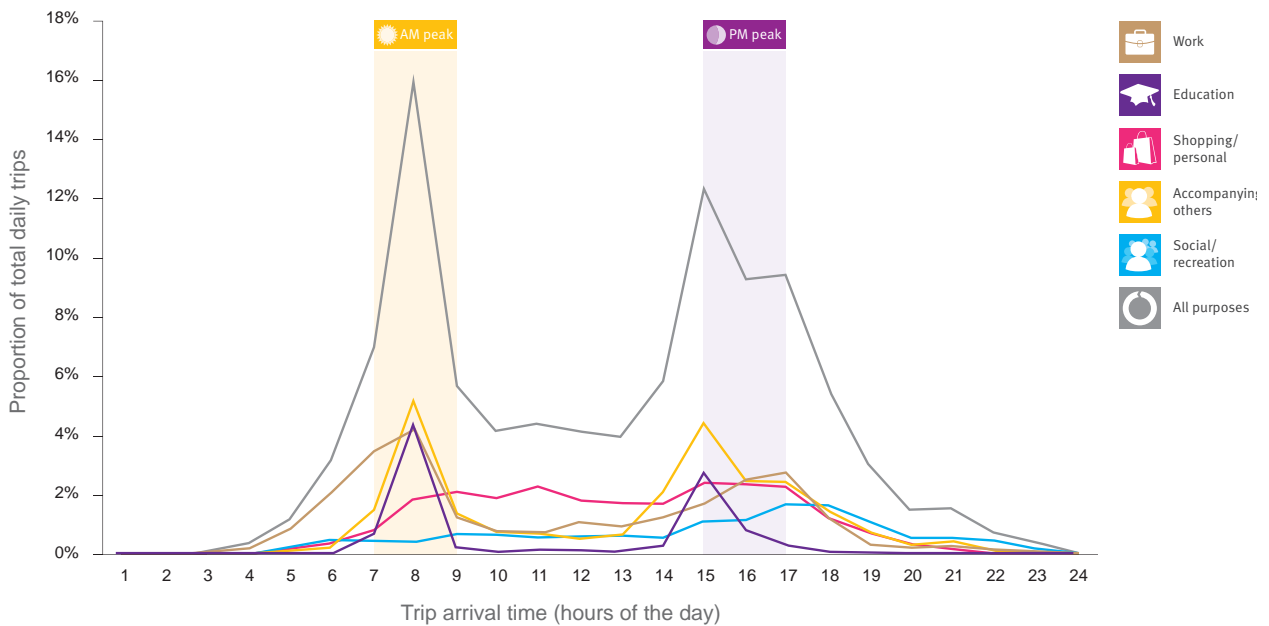
Weekday time of travel * | Townsville

>> 145 000 trips per day during the AM peak
 The estimated number of trips each weekday during the AM peak in Townsville

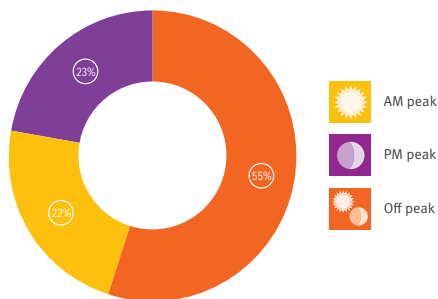
>> 138 000 trips per day during the PM peak
 The estimated number of trips each weekday during the PM peak in Townsville

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 are fewer off peak trips than in all other centres surveyed, including Greater Brisbane. The PM peak, like Greater Brisbane, is slightly more drawn out than in other centres.

* 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 * | Townsville

>> 25 kilometres

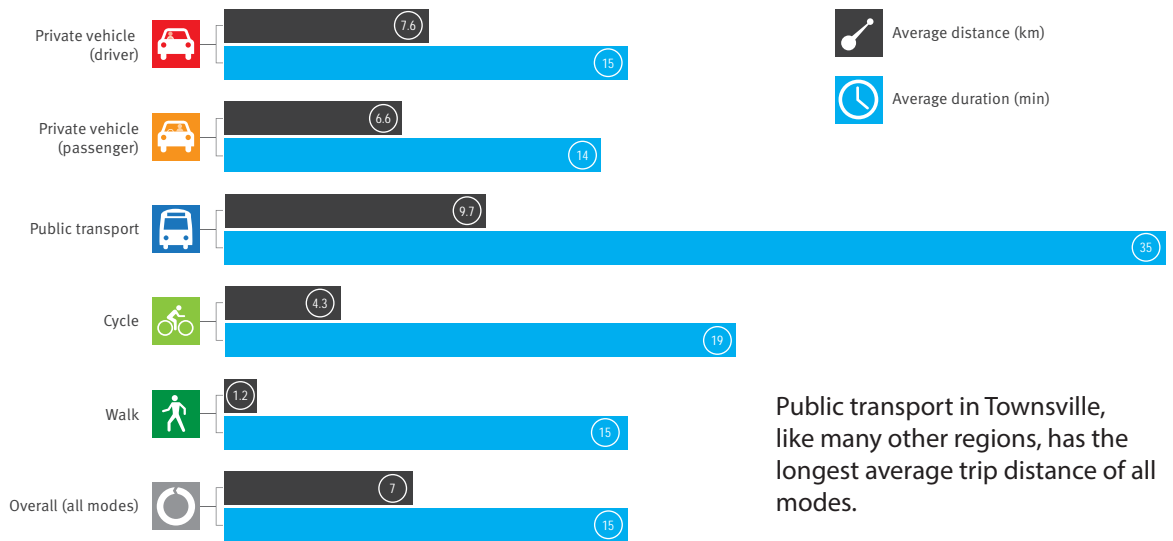
The estimated daily distance travelled per person each day

>> 56 minutes

The estimated daily time spent travelling per person each day

The graph below shows the average distance and time spent travelling on each mode in Townsville.

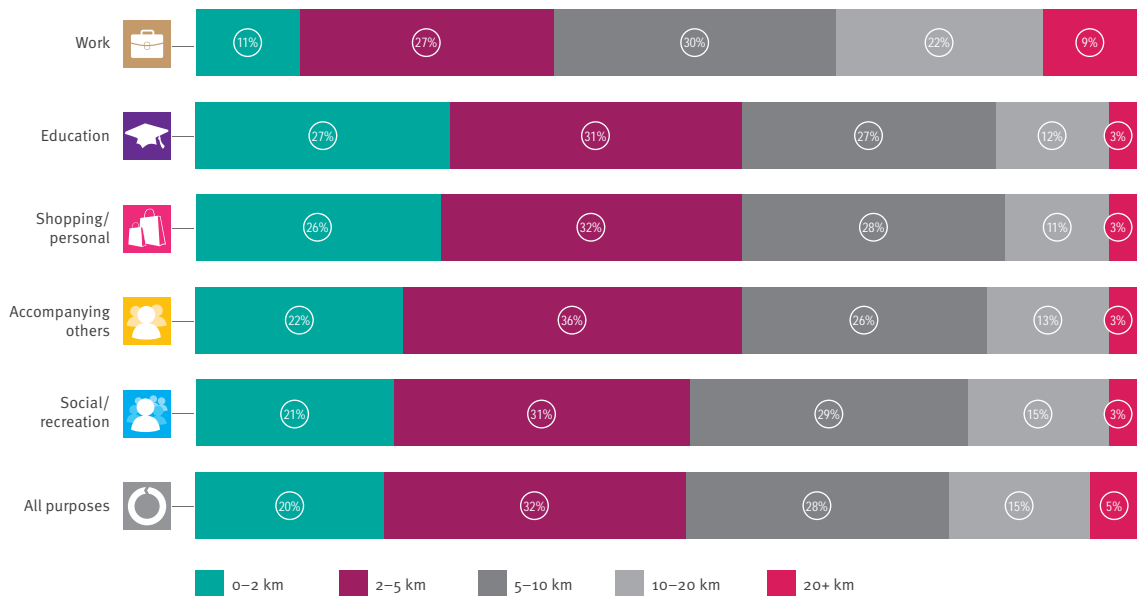
Average distance and duration of trips by mode**



The graph below shows the proportion of trips that fall within the defined distance bands, for the various trip purposes.

Proportion of trips by distance bands (by trip purpose)

Every one in two trips in Townsville is less than five kilometres.

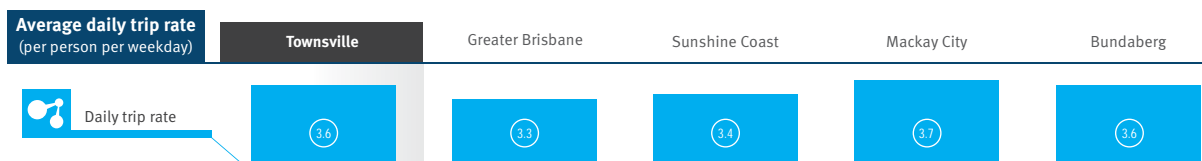
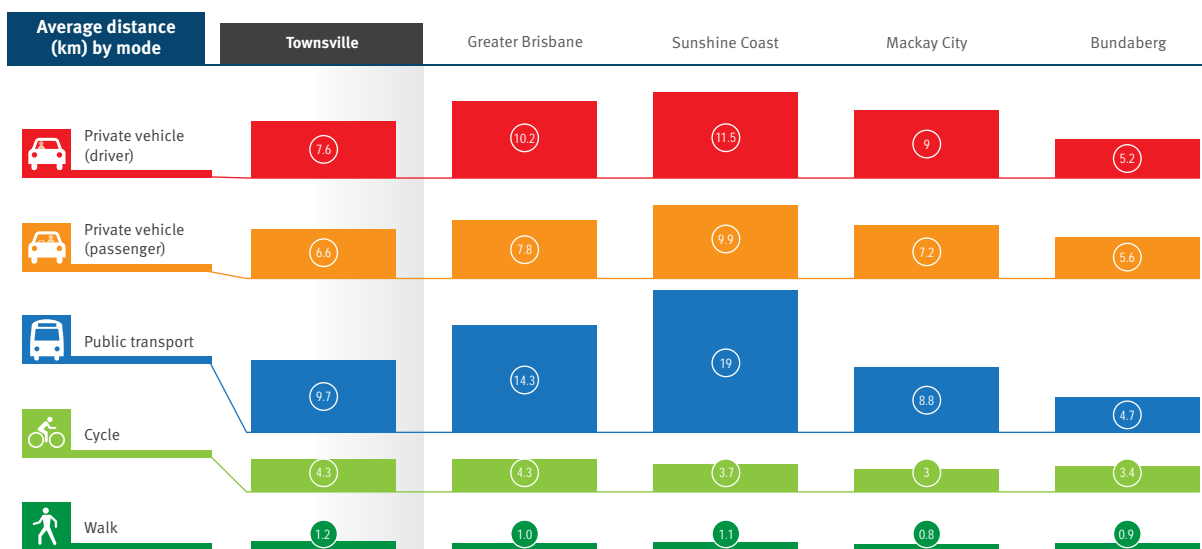
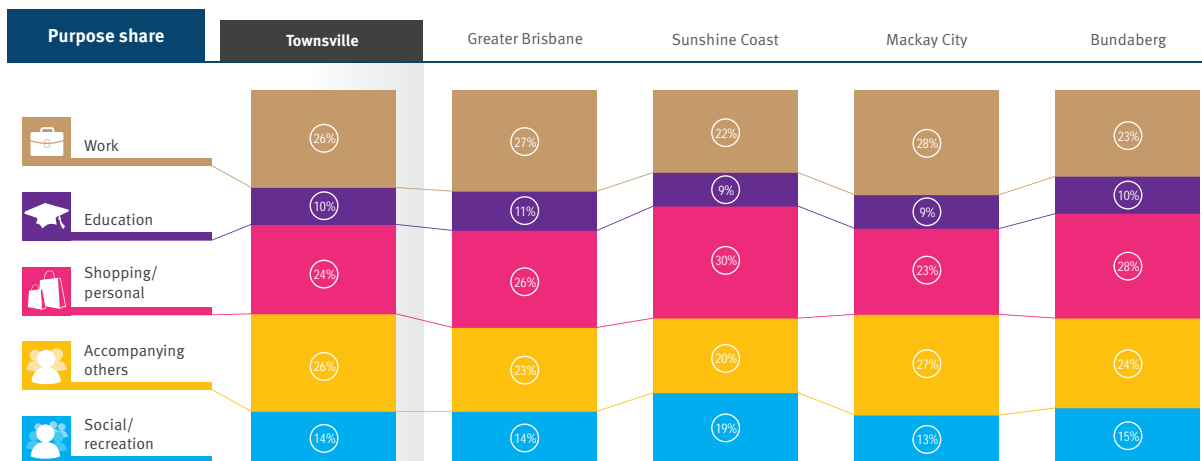
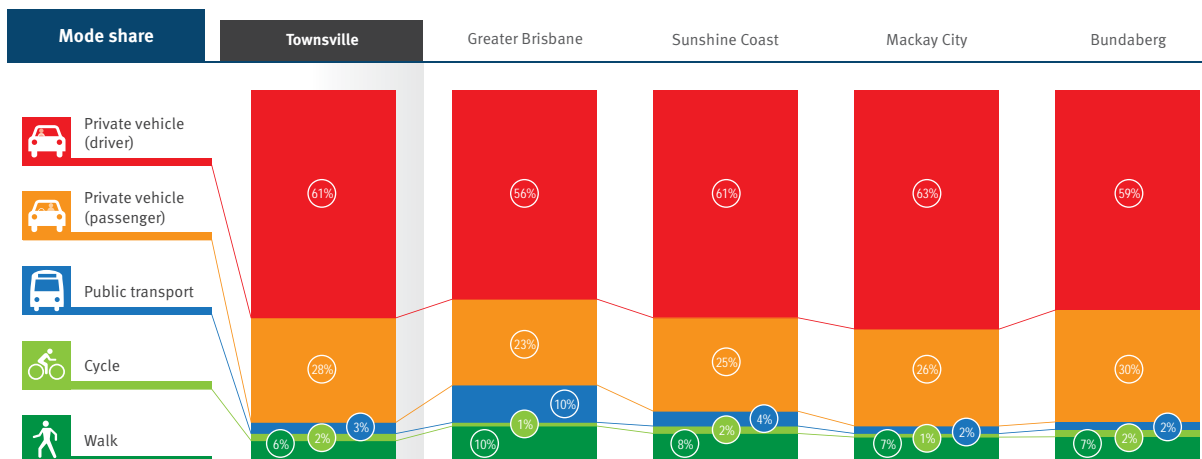


* Graphs may not add to exactly 100% in some cases due to rounding off of figures.

** 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.

Comparison graphs * | Townsville and other Queensland Regions



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