

# Focus Group on Transport and Mobility

## **Kurilpa Futures Ideas Forum**

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# Transport and social exclusion

**“I haven’t got a car and the cost of public transport on a low income is often too high ... there are loads of places that I’d like to work.... , but I can’t as it would take me two buses to get there [and] I’d have to pay double the cost.”**

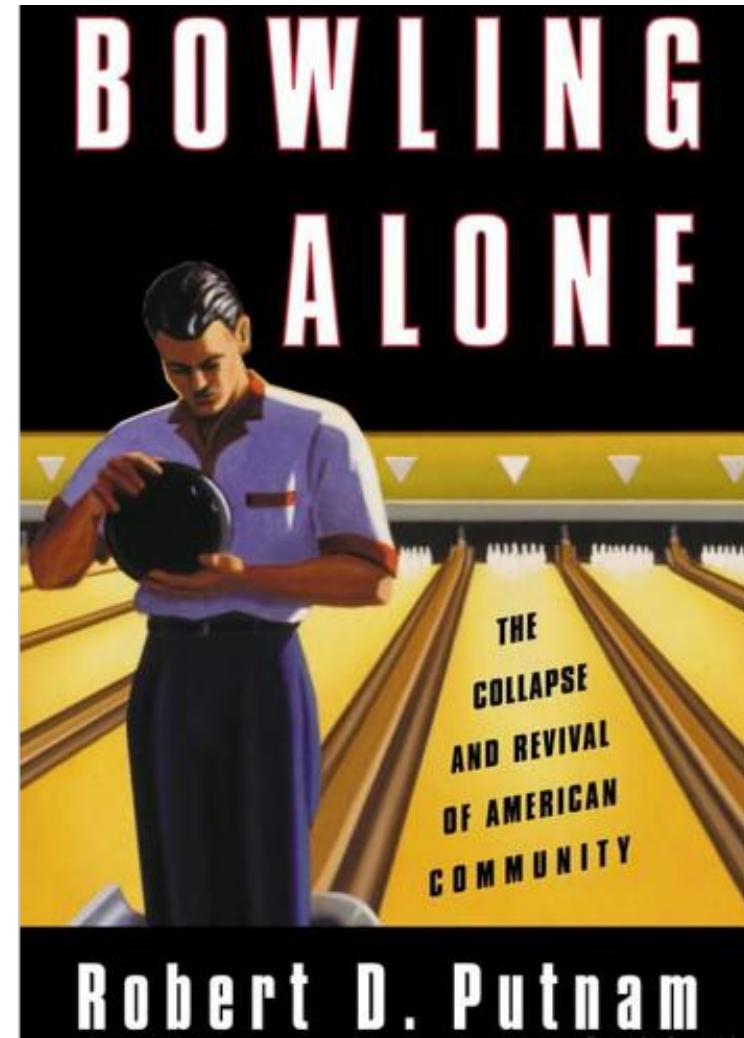
**“the bus service is unreliable especially at the time in the morning that I leave – I start overtime at 5.00am. If I want to work overtime a taxi is my only option. I’m reliant on taxis because I don’t have a car and it’s too far for me to walk to the bus stop to then have to hang around and just wait for a bus to turn up. Every so often the taxis don’t turn up and then I am late for work.”**

**Making the Connections:  
Final Report on Transport  
and Social Exclusion**

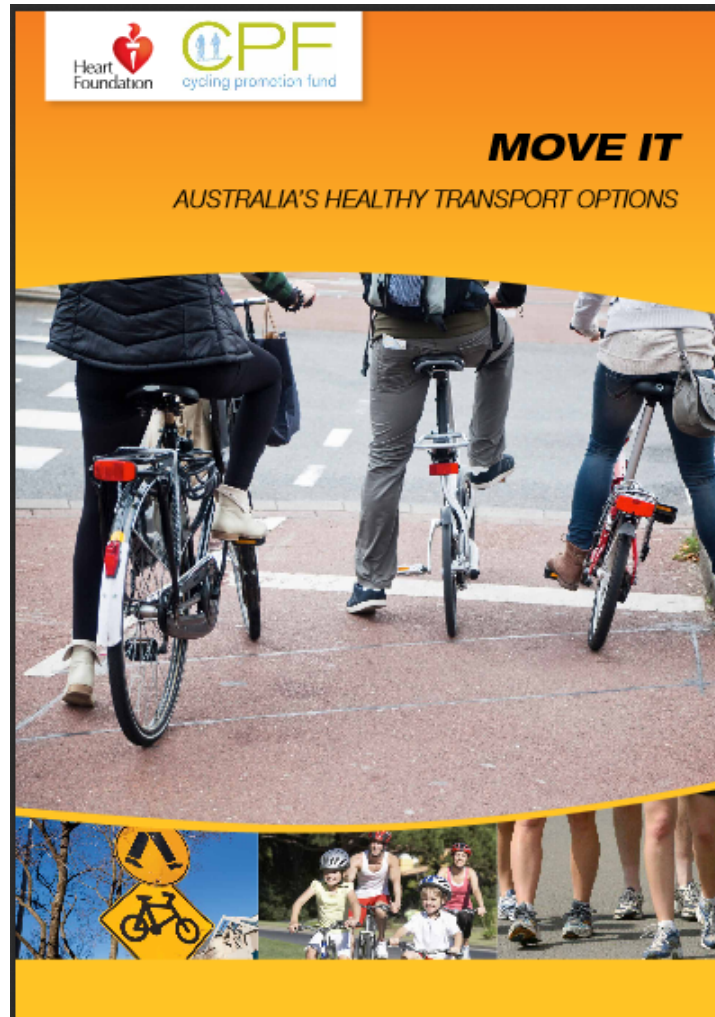
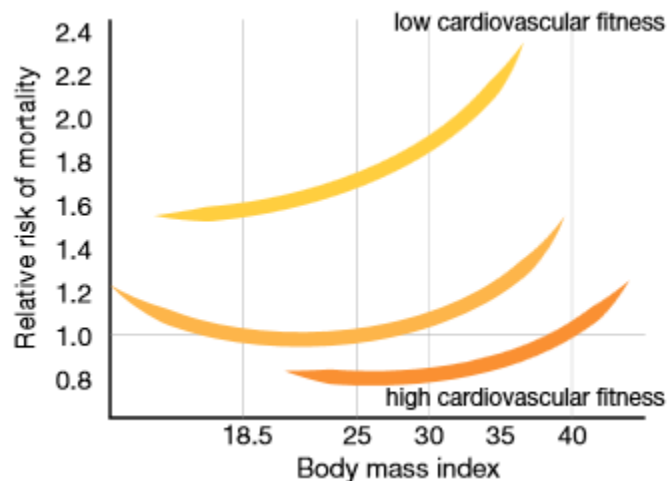
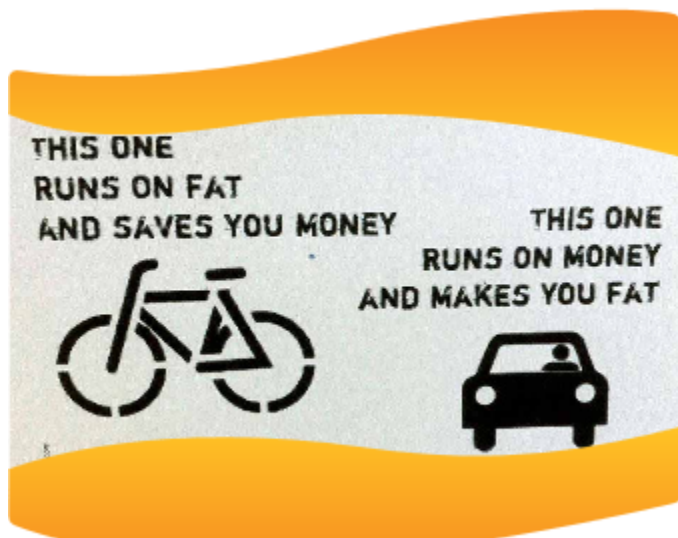


# Transport and social capital

- Putnam found negative links between car dependence and the development of effective social capital.
- Travel by public transport facilitates interactions and connections and thereby increases trust and social capital



# Transport, health, and the environment



# Transport, health, and the environment

- In 2000, air pollution related:
  - morbidity cases: 900-4500 (cardio-vascular and respiratory diseases and bronchitis)
  - early deaths: 900-2000.
- The economic costs:
  - morbidity ranges from \$0.4 billion to \$1.2 billion,
  - mortality ranges from \$1.1 billion to \$2.6 billion.
  - road crashes: \$27 billion/year



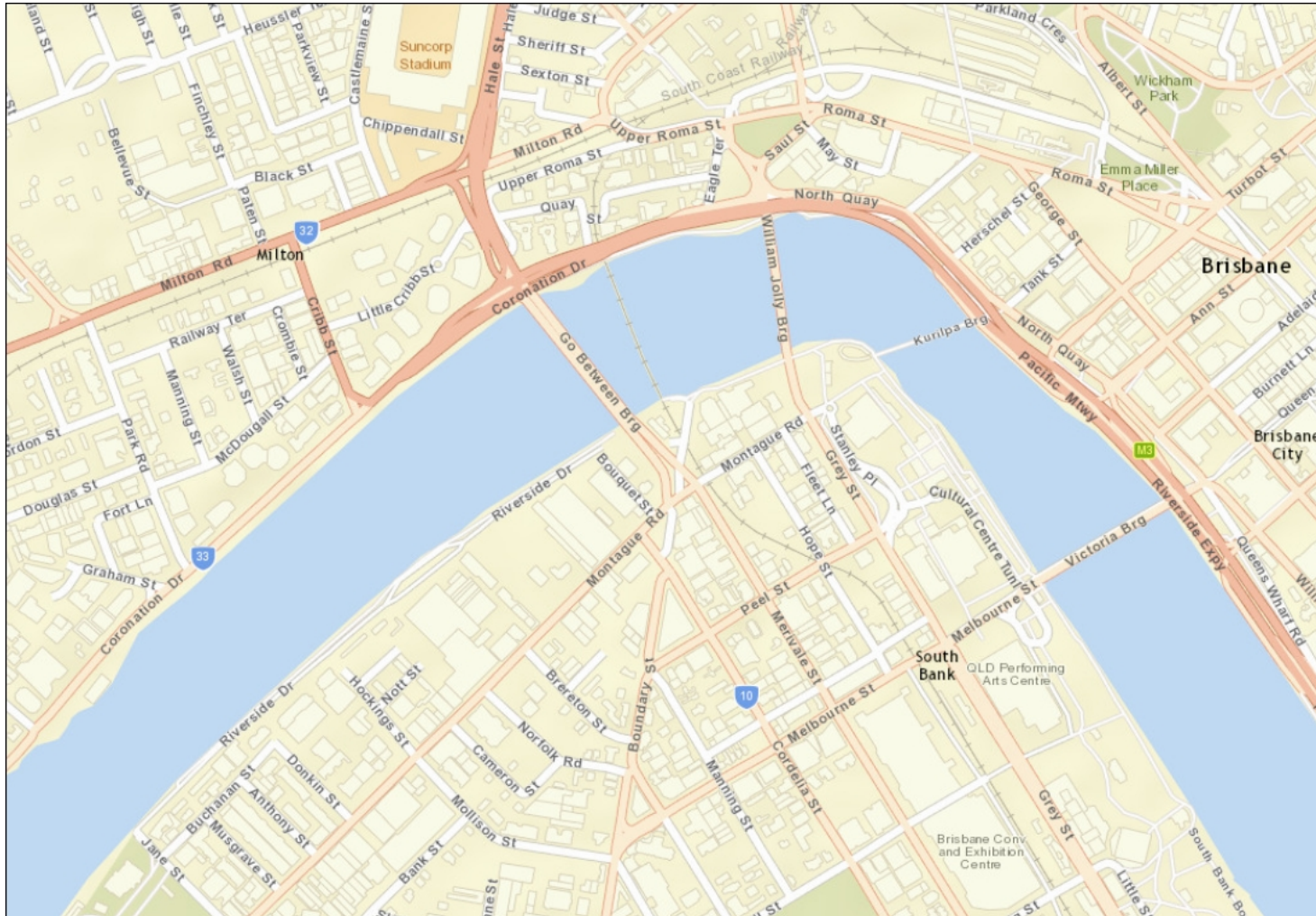


# Transport, environment, and economic cost



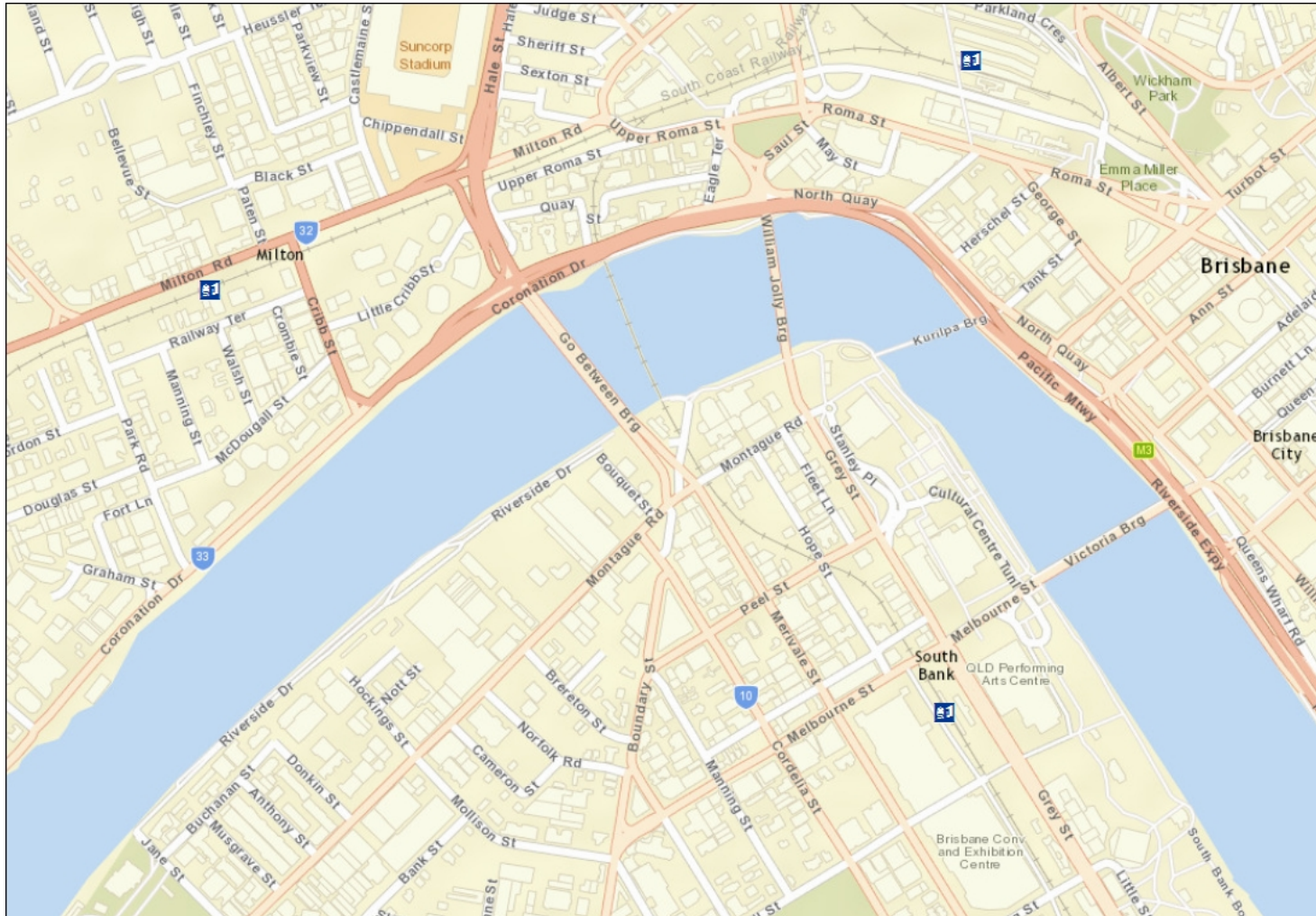
- Urban traffic congestion costs the Australian economy \$12 billion/year and is expected to rise to \$20 billion by 2020

# Mobility



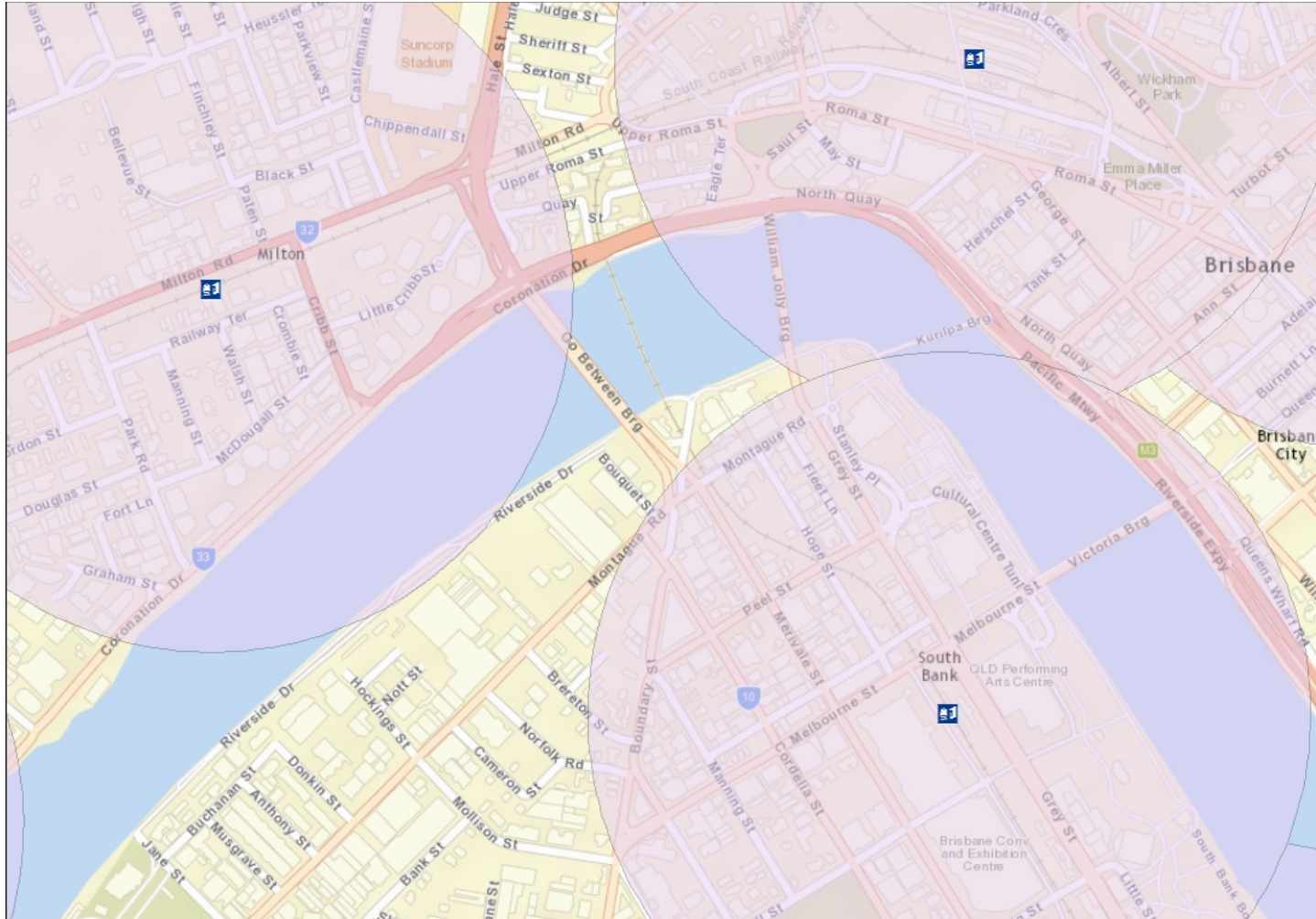


# Mobility: train station

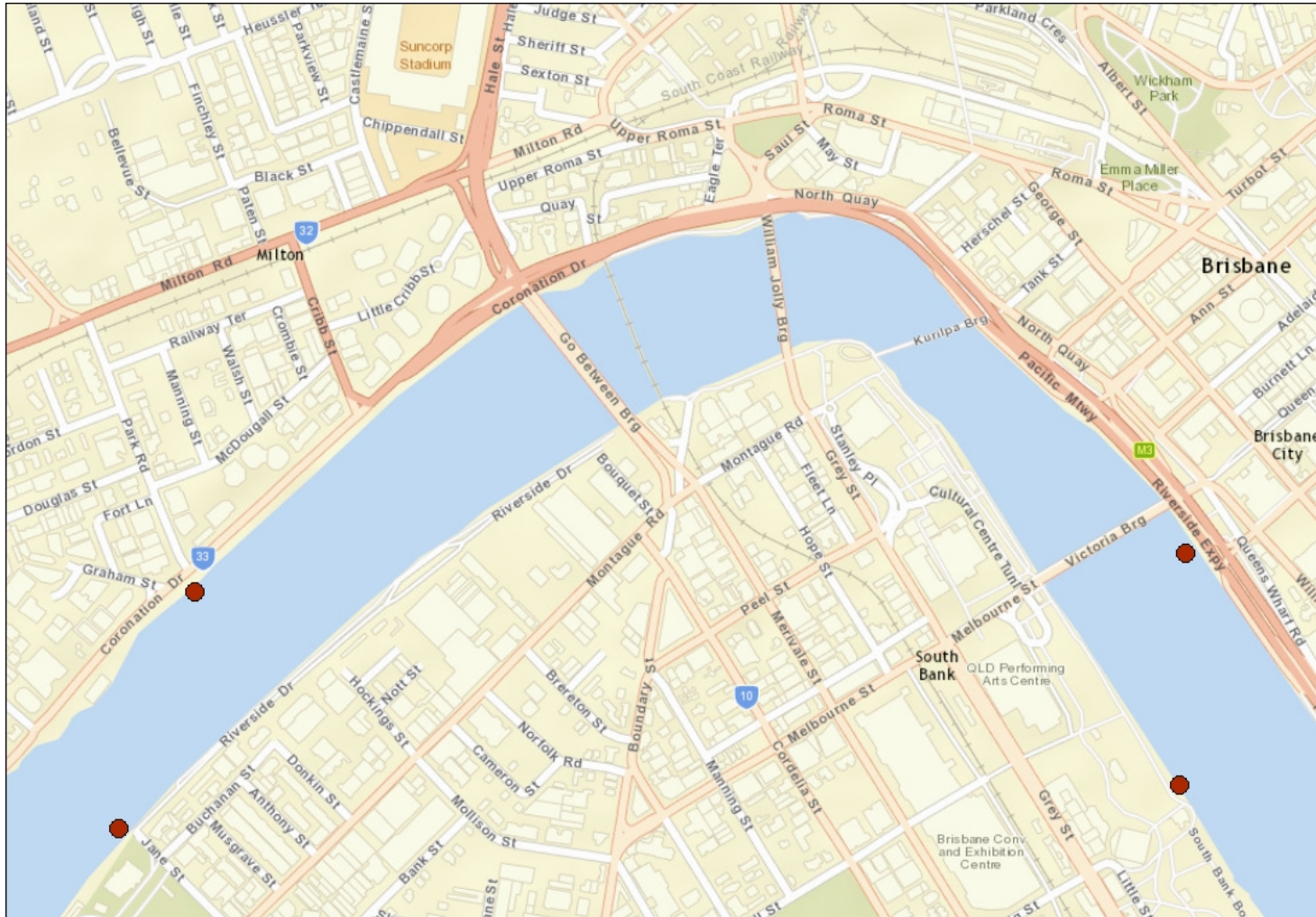




# Mobility: access to train

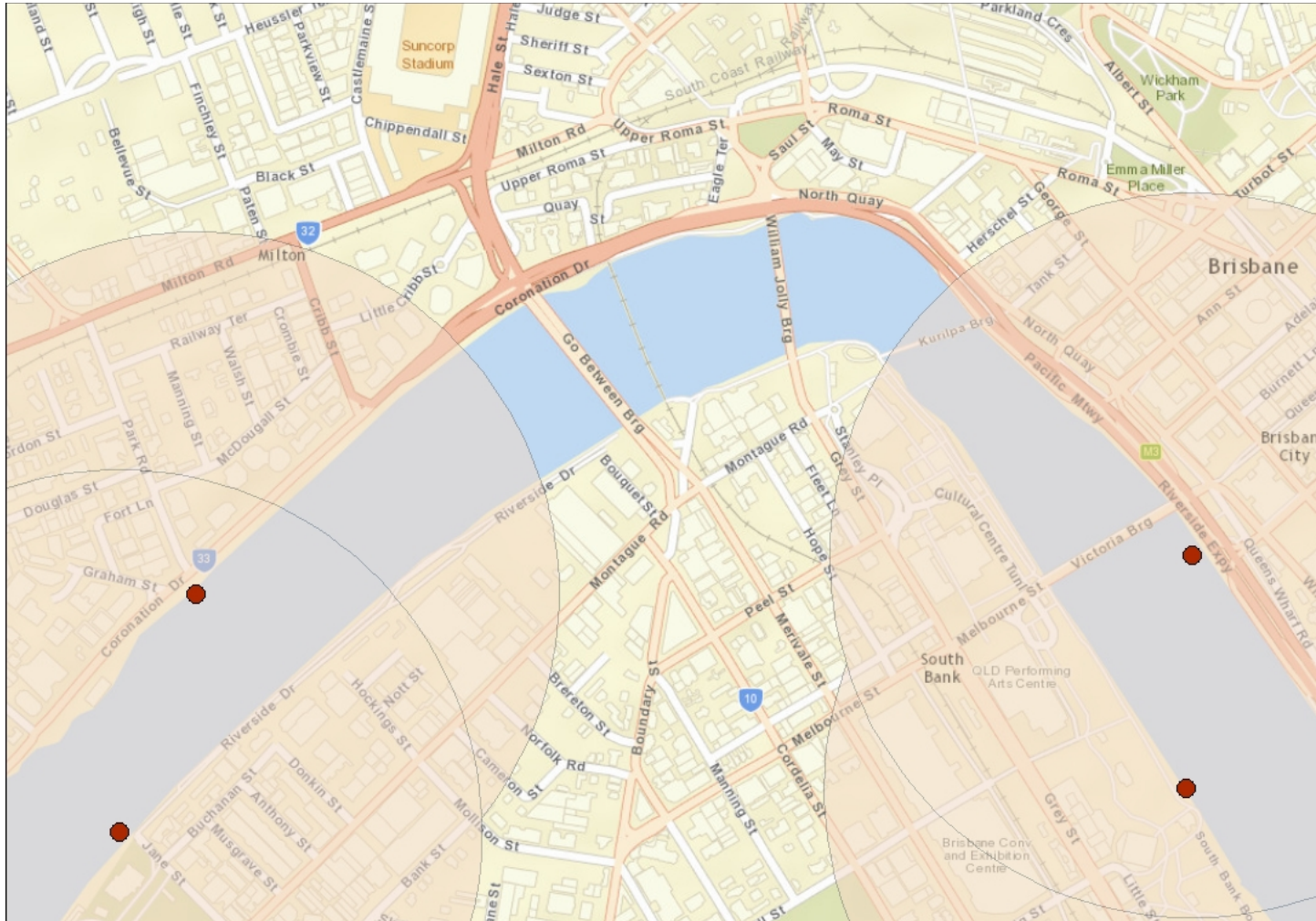


# Mobility: ferry



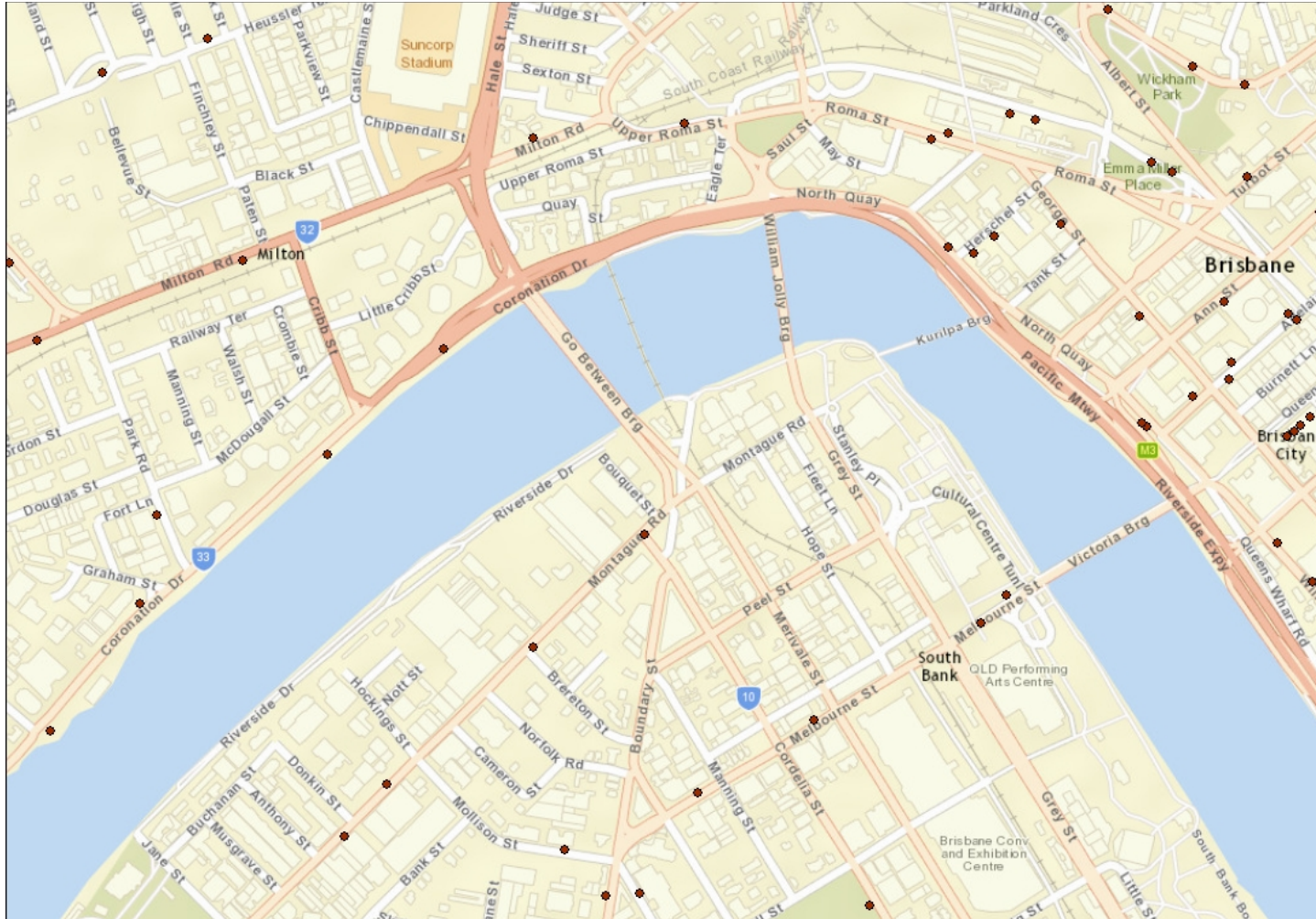


# Mobility: access to ferry services

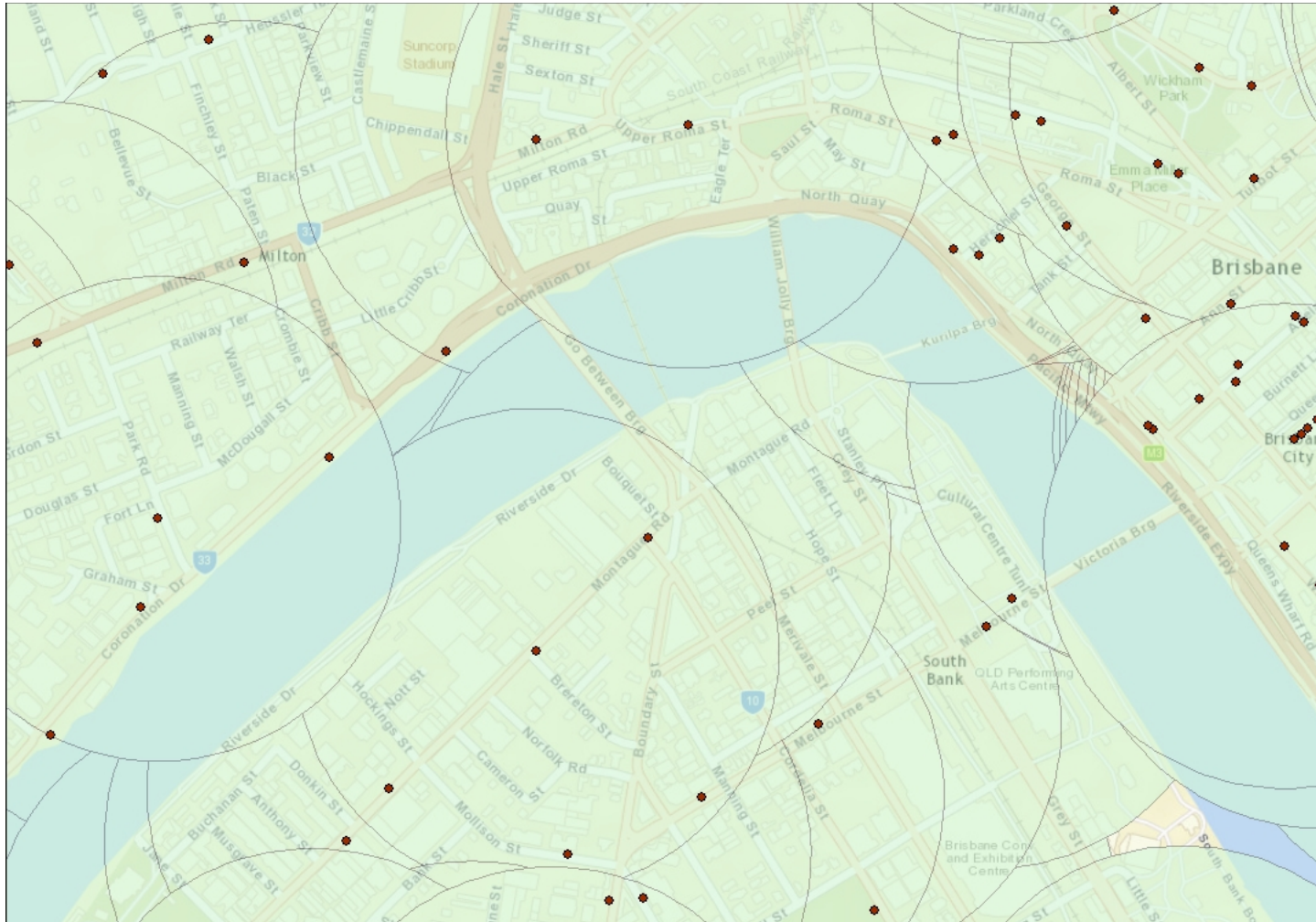




# Mobility: bus stops



# Mobility: access to bus services



**Restricted to  
198 service –  
A loop  
service**

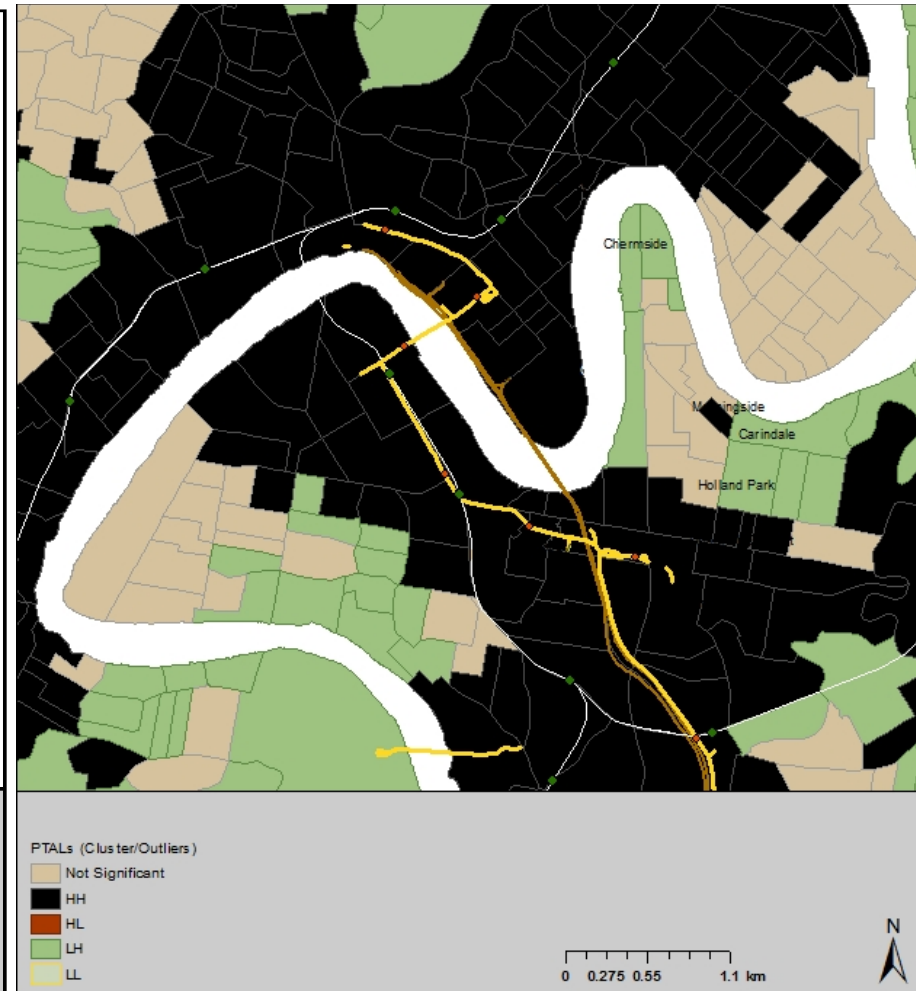
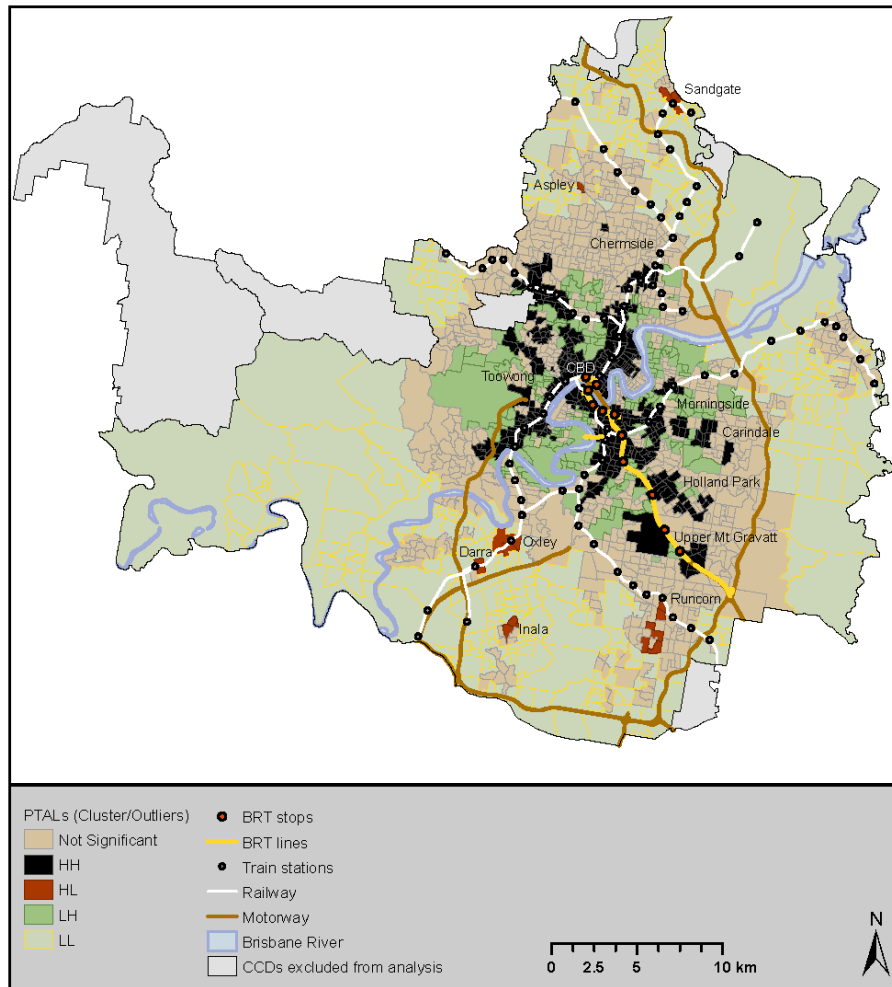


# Mobility: bicycle networks

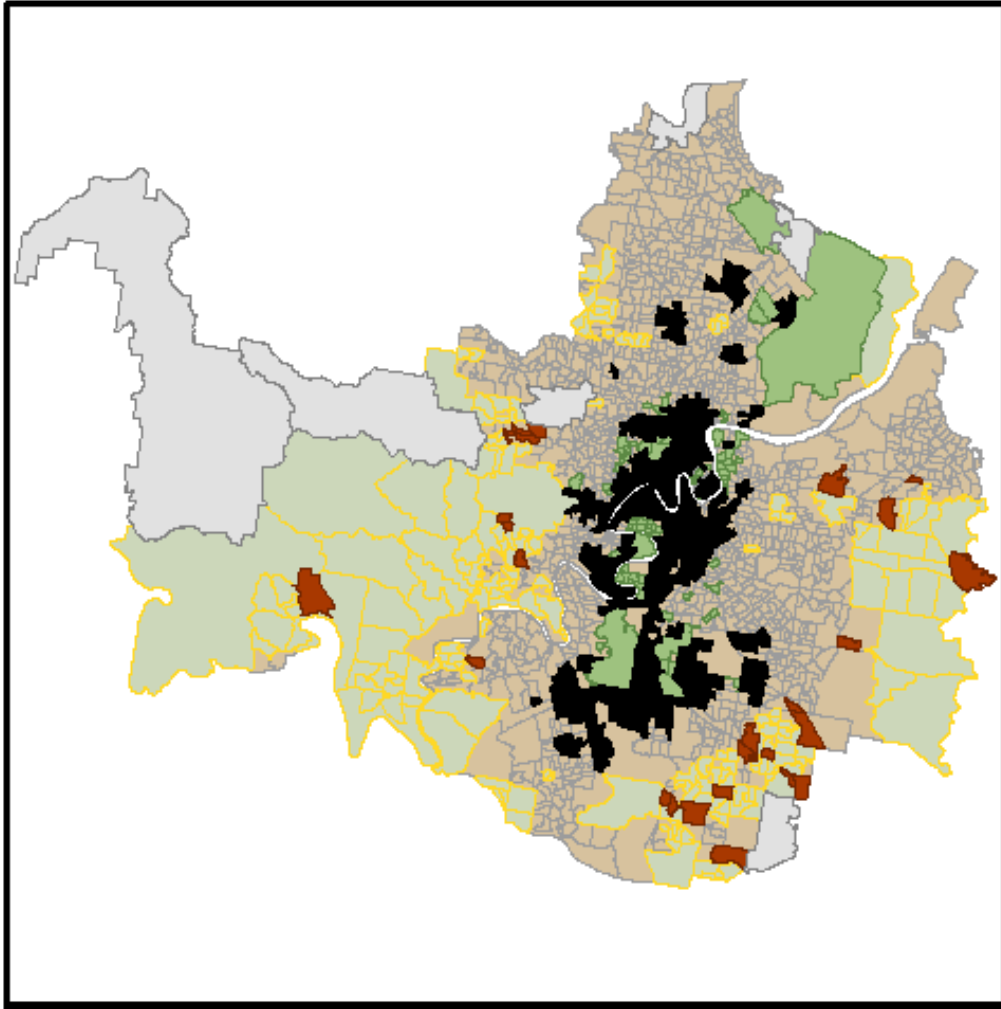




# Mobility: public transport accessibility levels



# Diversity of land uses



# Travel behaviour

- Mode of travel to work

Location	Public transport (%)	Car (%)	Active transport (%)
All of Brisbane	6.6	32	2.9
West End	11.6	13	10.5



# Some thoughts and issues

- Will the development triggers social exclusion? If so, how can we make it more socially sustainable in terms of facilitating interactions?
- Will it generate more congestion/emission due to car dependence? If so, how can we enhance the accessibility of public transport services?
- Will the development impact the existing cycle friendly environment?