

27 February 2009

The Secretary  
Senate Standing Committee on Rural and Regional Affairs and Transport  
PO Box 6100  
Parliament House  
Canberra ACT 2600

**Submission to the Senate Rural and Regional Affairs and Transport Committee relating to the inquiry into the investment of Commonwealth and State funds in public passenger transport infrastructure and services**

**clearly understand what public transport exists**

As a resident of Brisbane City Council, I have the luxury of having buses, trains and ferries all within very accessible distances of my home.

**what condition it is in,**

Having travelled to other states and other countries, Brisbane and Australia would have to be ranked in the top 5 in the world on the condition of the vehicles. I have to wonder why older vehicles have been made redundant/de-commissioned when new vehicles are introduced, particularly when other countries are using far worse and older vehicles. By continuing to add to the fleet services could be increased, instead of being replaced with new modern versions. The Melbourne Tram system is a prime example of this, which is great to see, the only draw back that it does have is that the older vehicles tend not to be as patron friendly, when patrons are travelling by wheelchair, or with prams and bicycles etc.

**where the gaps are,**

In Brisbane I see a real gap in the CBD short distant public transport system. If a subway/metro system were to be introduced it would dramatically improve CBD travel. I see the current 'City Train' service more as a 'suburban' train service, due to the fact that stations are generally suburbs apart and not hundreds of meters apart. To get from the Fortitude Valley to either Milton or South Brisbane station it takes approximately 20 minutes, due to the length of time the train sits at Central station. This time is discouraging for passengers who wish to travel for meetings within a 2km radius of the CBD. Until there is a metro service built, then perhaps CityTrain could look at implementing a shuttle service between the inner city stations that just goes back and forth, cutting out the lengthy stop at Central.

I see that there is a real lack of coordination between services, particularly between the bus and train services, as I see them as duplicating one another instead of complimenting one another. Trains operate best in peak hours as they don't get held up by traffic gridlock, busses on the other hand do. Hence I see that busses travelling to the CBD is the most uneconomical way of transporting passengers to the city, when trains do it more efficiently. Hence if busses were to run like shuttles in local areas to and from suburban train stations, they could feed passengers on to trains, and provide a much better service in local suburban areas. Therefore not getting caught in the traffic jams heading in to the CBD.

**and what can be done to increase its usage in the community**

CBD toll charge on cars and motorcycles.

Place a tax on car parking in CBD areas.

These takes and tolls can help pay for new services and infrastructure.

Set a flat rate for fares, not based on distance, as often lower SES populations live further away from CBD. This will balance out the revenue, as the cost is redistributed evenly across the community and not heavily weighed on those that live further away.

Car manufacturers and oil companies have long been receiving the benefits and profits of selling private motor vehicles, it is time that they are made responsible for providing the infrastructure that their products require, and the onus and responsibilities taken off the government for providing the infrastructure. Hence the government could then play a role in setting the standards and codes that they need to meet when building the road infrastructure.

Having a keen interest in levels of Physical Activity and chronic disease, I see the introduction of the private motor vehicle as a real cause of obesity and sedentary lifestyle behaviours. Just as cigarettes have been found to cause lung cancer, inactive lifestyles have lead to obesity, overweight, heart disease, cancers and diabetes. Government warning should be implemented on the sale of new and used cars, that warn people of its effect on levels of activity and hence increasing their risk of such diseases. Just like on cigarette packages.

Hence an obesity tax on car sales should be introduced to help build supportive environments that encourage active travel.