

9.5 Road freight

The major need in respect of road freight movements is to develop and protect strategic road freight routes which connect the region's major employment, industry and freight generating areas. Providing a continuous system of high capacity, safe and secure freight roads will maximise the separation of heavy freight traffic from urban settlement areas and give priority to freight movements over general motor traffic.

Designating safe routes for over-dimension, over-mass trucks and dangerous goods is also a key component of this freight road system.

Measures are necessary to allow the safe movement and use of efficient road vehicles, especially from west of Toowoomba to the Port of Brisbane.

A new road crossing of the Toowoomba Range with a northern bypass of Toowoomba would improve this vital link in the national highway system, improving safety and saving some 30 minutes for heavy road vehicles. The timing of road crossing and freight rail capacity improvements needs to be considered.

ACTIONS:

- KA 9.6 Designate freight roads and develop a strategic regional freight network
- A 9.7 Make provision for B-doubles and over-dimension vehicles
- A 9.8 Investigate road network improvements to support freight
- S 9.9 Initiate public information campaigns on operational limits of trucks

9.6 Freight terminals

The major inter-modal freight transfer points in the region are at Acacia Ridge and the Port of Brisbane. Growth of freight traffic means these major terminals will become congested, and new sites may need to be found. Other smaller facilities are located in urban areas where expansion and 24 hour operation are constrained. These may need to be relocated to less sensitive locations.

Potential sites for new freight terminals must be located at strategic junctions in the transport system, and are extremely limited in number. They need to be identified and protected from incompatible development. Potential locations include:

- Parkinson, south of Brisbane;
- Nudgee, near Brisbane Airport;
- Brendale, near Strathpine; and
- Charlton, west of Toowoomba.



ACTION:

- A 9.10 Investigate new freight terminals at strategic locations

9.7 Protecting our investments

Once a major transport corridor or freight terminal is planned, it is essential that the neighbouring land is used in a manner which is conducive to the long term viability of the facility or corridor.

Improved planning for separation of freight and domestic traffic must be supported by better separation between freight terminals and areas of housing and other noise sensitive uses.

ACTIONS:

- KA 9.11 Identify freight needs in local economic development strategies and protect through planning schemes
- S 9.12 Ensure freight corridors minimise impacts from operation
- S 9.13 Ensure land uses surrounding freight facilities are compatible with 24-hour operation

Chapter 10: Land use and transport

10.1 Land use structure

The shape and scale of our cities and towns has a fundamental influence on:

- the distance people have to travel;
- the proportion of trips that can be made by public transport;
- the ability to provide cost-effective public transport; and
- whether people can walk or cycle to fulfil their needs locally.

Sprawling communities disperse passenger travel demands and make it difficult for conventional public transport systems to function effectively. Large areas of housing segregated from employment, shopping and other attractions mean people need to use motorised transport, instead of being able to walk or cycle to fulfil daily needs.

For these reasons, transport policies by themselves are unlikely to achieve the objectives of the IRTP. Land use policies will be a pivotal part of the overall approach.

10.2 Land use strategies

Shaping urban communities to reduce car dependency

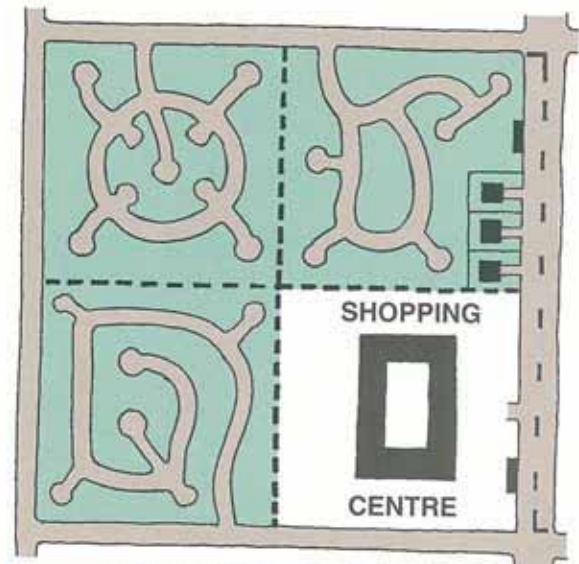
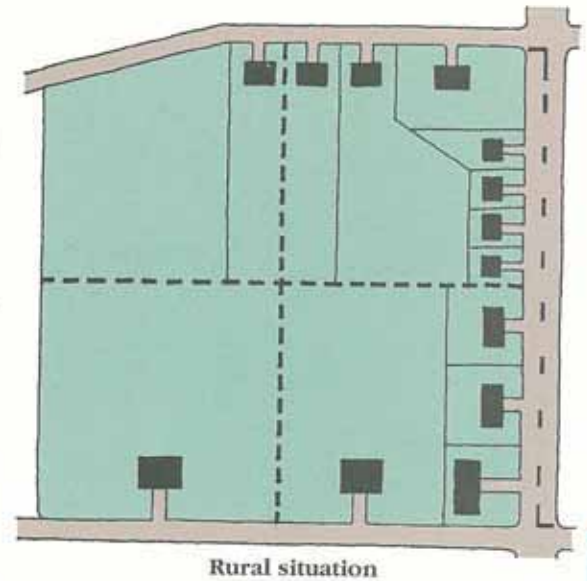
The IRTP supports a long term shift to forms of urban development which provide a quality urban experience on a walking scale. Instead of large areas of segregated housing, better designed neighbourhoods would offer the lifestyle benefits of reduced car dependency and increased access to local activities.

Within these communities, there will be a place for a range of quality public transport services which are easily accessed by walking, as well as private cars.

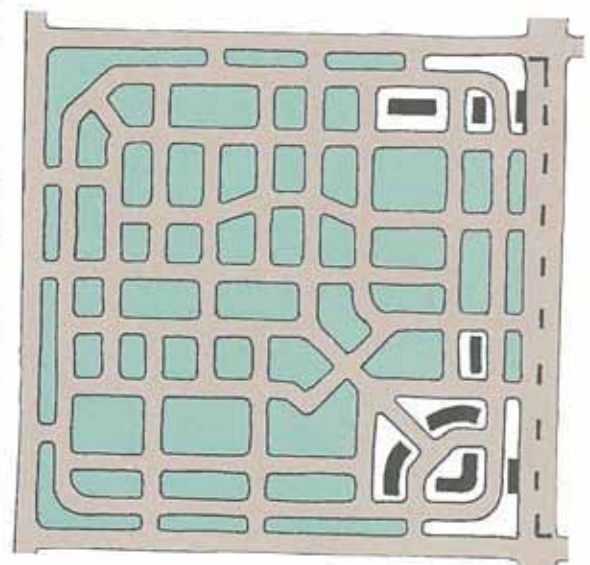
Published guidelines entitled "Shaping Up" to be released soon by the Queensland Government will provide ideas and opportunities for local government and land developers to provide better designed communities which support public transport and non-motorised modes.

ACTIONS:

- SIG 10.1 Develop and promote "Shaping Up" guidelines on urban form and structure.
- S 10.2 Encourage local government and major development proposals to use the "Shaping Up" guidelines.
- A 10.3 Support local government integrated transport planning.
- S 10.4 Undertake a demonstration project for a public transport-oriented housing or mixed use development.



- Typical car-oriented development
- Disjointed development by 4 different developers
 - Poor connections



Better urban structure under "Shaping-up" guidelines. Integrated design supports walking and cycling

SHOPS



Concentrating employment

Concentration of employment and other activities like retailing in areas of high public transport accessibility will reduce the need to travel by car, and improve the viability of public transport services.

Increasing employment in targeted locations closer to the major housing development areas, providing medium density housing around existing and new commercial centres, and increasing the population in the City of Brisbane, will deliver a better balance between housing and job location.

Priority will be given to the establishment of “key” employment growth centres designated in the Regional Framework for Growth Management. This will include providing good road access, as well as high capacity public transport services.

These Key Centres will then provide a primary focus for line haul and feeder public transport services around the region. They would include a centrally located public transport interchange.

The use of air-space above selected rail and busway stations for commercial and residential development will be encouraged. Increasing activity next to public transport platforms will be encouraged to help add vitality and security at stations.

Where major arterial roads pass close to rail and busway stations, air-space above stations can also be developed for secure park and ride facilities which provide people in cars with the opportunity to easily change modes.

For a variety of reasons including communications technology and changing working hours, suburban employment is becoming more dispersed. To ensure good public transport access to these jobs, suburban employment could be concentrated in a network of designated district centres located on public transport routes. These local centres would range from major district centres to local town centres and urban villages. They could also be supported by walking and cycling connections.

The impact of home-based business and telecommunication advances on employment location and trip patterns will need to be monitored. While working from home or in suburban “tele-cottages” could lead to reduced need for commuter trips, there is also the possibility that it will lead to further dispersion of employment and trips around the suburban areas. This type of employment pattern makes public transport less competitive with the car.



ACTIONS:

- A 10.5 Continue to support the Brisbane Central Activity District (CAD) as the primary regional centre through investments in public transport.
- A 10.6 Give priority to supporting the establishment of Key Centres designated by SEQ 2001.
- A 10.7 Give second priority to transport investment which supports the establishment of major district employment centres.
- A 10.8 Encourage greater variety of activity at public transport facilities.
- A 10.9 Participate in tele-commuting research to determine implications for transport, and initiate pilot projects.

Residential development

Most people walk to public transport. In 1992, 73% of train passengers and 91% of bus passengers walked from their point of origin to the service. New residential development can build on and support public transport if it is laid out so as to concentrate passenger demands within an easy walk of public transport stops.

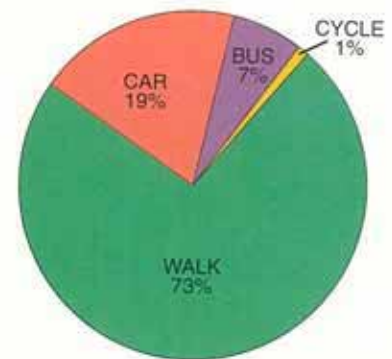
It is often suggested that a density of 15 dwellings per hectare is needed to support effective mass transit services. Research for the IRTP suggests that a dwelling density of at least 12 per hectare is needed to allow rail services to operate cost-effectively. This density is found in Brisbane suburbs like Wooloowin and Eagle Junction which contain a mix of higher density and detached housing.

Around the region, residential allotments of 600 m² or larger are the predominant form of development. This achieves about 6-7 dwellings per hectare once parks, drainage and road reserves are included. In areas where small lots (less than 400 m²) are permitted, a density of about 10 dwellings per hectare is achieved.

The IRTP supports continued moves to both higher density of housing lots, as well as mixed use and better urban design so pedestrians can easily move to local attractions and public transport stops. At the same time, it recognises current community preferences for detached housing, and supports increased emphasis on demand-responsive, more personalised public transport services within low density urban areas.

Where new mass transit services are planned, be they fixed track or busway technology, the surrounding land uses must be planned to ensure appropriate concentration of passenger demands.

Adopting a "public transport first" approach for new urban development means planning and funding public transport infrastructure and services as part of new communities. This

Access to public transport*Train access mode share**Bus access mode share*

will enable public transport services to commence in advance of population growth, before people get used to using private transport. And better provision for walking and cycling links can enhance access to local employment and recreational facilities, and public transport interchanges.



ACTIONS:

- S 10.10 Initiate a project for a transit precinct redevelopment, to show how the current urban form can be made to support more sustainable transport.
- S 10.11 Promote establishment of "transit" precincts to encourage more intensive urban development within easy reach of public transport.
- S 10.12 Provide incentives in local planning schemes and other regulations to encourage more intensive development in 'transit' precincts.
- KA 10.13 Concentrate urban growth up to 2011 at key public transport nodes to help build on and support investments in public transport.
- KA 10.14 Encourage redevelopment of existing residential and commercial areas at public transport nodes to increase the mix and intensity of development.
- A 10.15 Develop a land use/transport corridor development process to coordinate major public transport investments with supporting urban development.
- KA 10.16 Incorporate transport infrastructure plans in planning legislation to ensure existing and planned major roads are shown in all local government planning schemes, and public transport, walking and cycling infrastructure is provided as a part of urban development, and the use of public transport is promoted from the outset.

Note: Actions 5.25, 5.26 and 5.27 also refer to urban planning measures to support public transport.

Integrating transport and land use solutions

The concept of "Greenways" offers an example of how to combine more flexible public transport vehicles, new intelligent transport technology and better designed neighbourhoods.

Instead of relying on static "traffic calming" devices like speed tables or street closures, new or existing local streets could be designed to allow only specially tagged vehicles to pass strategic points fitted with boom gates or other electronically operated barriers. Of course, pedestrians and cyclists could also pass these points without operating the barriers.

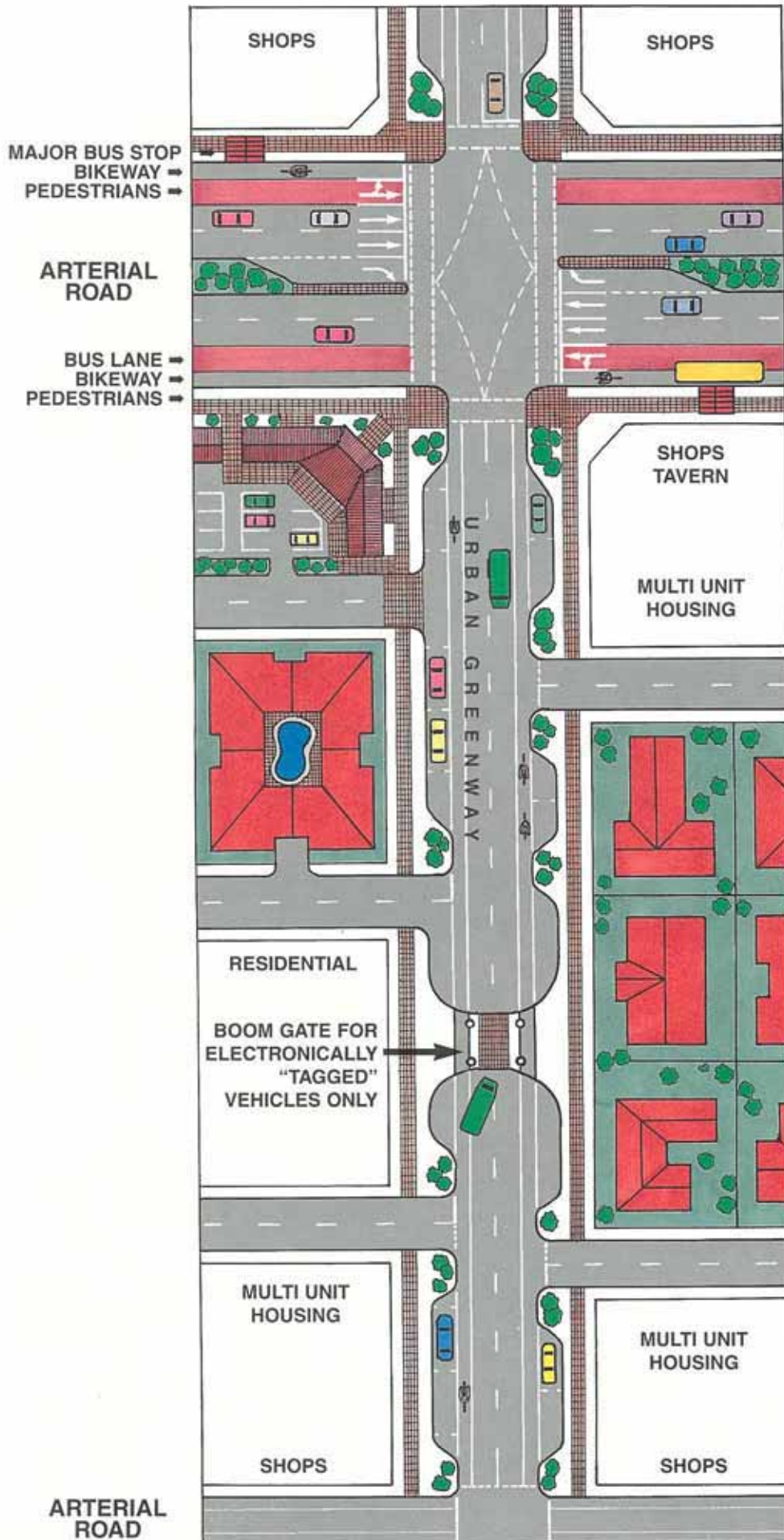
These types of approaches could provide small public transport vehicles, emergency vehicles, waste collection vehicles and local traffic with direct access, while eliminating the possibility of through traffic using the street.

Urban communities which support more sustainable transport

New and redeveloped communities must be planned around public transport and non-motorised transport, not private motor vehicle travel, through:

- concentrating new urban development around major public transport stops and stations to restrain urban sprawl and concentrate passenger demand within easy reach of public transport routes;
- ensuring residential and other compatible land uses are better mixed;
- putting the right businesses in the right places, so those businesses to which people can walk are located near public transport, and those businesses which require car and truck access are located near major roads;
- concentrating major employment growth and other activities in agreed major centres which are well served by public transport;
- improving bus, cycling and pedestrian connectivity and access to economic and social activity centres;
- allowing developers to supply less car parking in return for improved public transport access; and
- encouraging developers to support early operation of public transport services.

URBAN GREENWAY



Chapter 11: Improving social justice in transport

11.1 Social justice and transport

A socially just transport system should:

- ensure all members of the community can move around to fulfil basic needs;
- be secure, safe and affordable;
- have minimal intrusion on people's lives;
- involve the community in the development and management of the system; and
- ensure the costs of providing transport are shared equitably.

Where a household is not well served by public transport for work travel, the household car has to be used, leaving other non-working members stranded each day. Where a second car is purchased, income which could be used for other worthwhile purposes is consumed.

This problem is particularly relevant to new growth areas on the fringes of existing cities, which generally lack well developed public transport services. It can be overcome by providing high quality affordable public transport which makes purchasing a car unnecessary.

The public transport system also has significant social benefits, especially in catering for those who, for whatever reason, do not drive a car. To maximise these benefits, the system must be accessible to as many people as possible, and offer high levels of safety and security.

Excessive motor traffic is also a major cause of intrusion and aggravation in people's lives. Noise, air pollution, and the visual impact of new road facilities are all attributable primarily to a growing population which is increasingly car dependent.

11.2 Equity in coverage of public transport services

Expansion of public transport services must include existing areas not well served by public transport, as well as providing services to new growth areas. While it may be difficult to provide effective public transport services to all urban areas of the region, there must at least be a peak period commuter option available.

The on-demand "personal public transport" services proposed in this IRTP will have significant social benefits:

- new residential and commercial developments can have access to public transport from the first day of occupation;





- maxi taxi or mini bus vehicles can service low density outlying and rural areas with cheaper fares than taxis;
- the fleet of vehicles can also be used for deliveries, including delivery of shopping;
- data from the use of on-demand services can permit better matching of public transport needs with bus scheduling;
- the versatile fleet can more readily match services to individual needs; for example, requirements for low-floor buses;
- community groups that currently own vehicles to transport people with special needs will have access to a fleet of suitable vehicles;
- the need for families to own a second car is reduced, avoiding the high overall costs of car ownership; and
- personal security is enhanced because of door-to-door service.



Planning of transport services and infrastructure should also take full account of the social needs of all groups in society. A key need is to establish a basis for understanding the variations in access to employment and other services across the region. An ongoing monitoring process will identify the levels of transport accessibility for people within the region and the different needs of people in different areas. Future transport decision making processes can then use this data to ensure that appropriate levels of service, accessibility and costs are introduced on a region-wide basis.

ACTION:

A 11.1 Establish a monitoring process for transport accessibility and provide services to people and local communities identified as high priority.

11.3 Accessible and safe public transport

Many public transport vehicles, pathways and stations do not cater well for people with mobility difficulties. This includes older people, parents with young children and people with disabilities. A major challenge facing governments and transport service providers is to make cost-effective improvements to physical access and transport information systems. Queensland generally supports current national proposals to make public transport services more accessible to enable more people to use them.

Personal security on public transport is also a major concern, particularly for older people, children, women and people with a disability. People need to feel that they and their personal property will be safe when using public transport and travelling to and from stops and stations. Safety and security



features will be progressively incorporated into all new public transport systems, including:

- on-board telephones to allow public transport patrons to phone for a taxi, family member or friend to meet them at the stop;
- providing public telephones or electronic call points at bus stops;
- staffing and increased variety of activity at interchange facilities;
- rail station and car park security;
- policing on trains through authorised railway inspectors and railway police;
- flexibility in after hours bus routes that set down passengers at or near their door; and
- increasing the range of public transport choices so passengers can be picked up and set down closer to the door.

ACTIONS:

- A 11.2 Adopt physical access design criteria for infrastructure
- A 11.3 Complete the accessible bus pilot program.
- A 11.4 Plan, design and provide safety and security features for the transport system, including more variety of activity at stations.
- A 11.5 Continue TrainWatch and work with Police on secure design.

11.4 Participation

Regular audits of the transport system will guide the ongoing success of safety, security and accessible transport initiatives.

An advisory group representative of public transport system users, particularly those groups most at risk, will:

- review proposed measures to improve safety and security on public transport; and
- participate in the auditing of the public transport system.

In addition existing schemes such as "Neighbourhood Watch" and "Safety Audit" can be extended to help improve safety and security for pedestrians and cyclists.

The community involvement section of this IRTP provides further details of proposals to gain public participation in transport planning and provision.



Security will be increased throughout the rail system.



Public telephones and clear glazing improves security at bus stops.

**ACTIONS:**

- KA 11.6 Establish a public transport users advisory group
- A 11.7 Audit safety, security and accessibility of the transport system
- A 11.8 Develop local action plans for pedestrian and cycle path safety and security

11.5 Consideration of wider social benefits and costs

The wider social benefits of public transport are important in weighing up transport decisions. The hidden social benefits of public transport in providing services to people without cars, in reducing vehicle emissions and freeing road construction funds for other purposes need to be fully recognised.

At the same time, evaluation of new transport options needs to take full account of community disruption and severance, and ongoing noise and amenity effects. In some cases, major transport corridor proposals which offer significant economic benefits and travel time savings will be ruled out or scaled down in favour of better utilisation of existing systems or minor upgrading which better balance the full range of costs and benefits.

Transport funding

The IRTP encourages public discussion on how to spread the cost of providing transport facilities more equitably. For example, a person who uses public transport for peak hour commuting, and uses a car in off-peak periods, pays the same general taxes and charges as a person who drives themselves to work in congested periods.

Transport pricing measures where the costs of each trip are paid by the infrastructure user could be a fairer way to raise revenue than current measures which tend to charge for owning, rather than driving a car.

Transport pricing measures which relate transport activity to revenue raised for transport improvements are discussed under the "Transport Investment" chapter.

ACTION:

- KA 11.9 Develop a method which incorporates the wider social benefits and costs of public transport into investment decisions

Chapter 12: Environmentally sustainable transport

12.1 The impact of transport on the environment

The most significant way the IRTP addresses concerns for the environment is through the IRTP Targets. These aim to reduce the trend towards 7.2 million total daily vehicle trips by 2011, down to 5.9 million; that is, 19% less than trend. This will be achieved by encouraging use of public transport, walking and cycling, and through travel demand management and land use planning measures.

The environmental effects of our transport system are well known in general, though the ability to measure and predict impacts for the whole system needs development. The effects of transport fall into two categories - impacts from transport operation, and impacts from infrastructure development. As the region's transport task grows, the potential impact of transport on environmental quality will increase. The environmental consequences of the transport system must be managed and monitored in a coordinated way while at the same time meeting the region's needs to move people and goods.

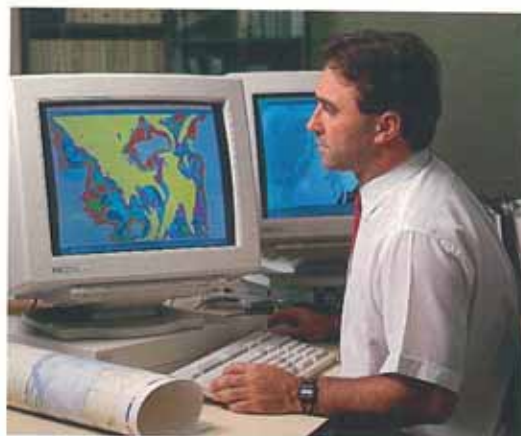


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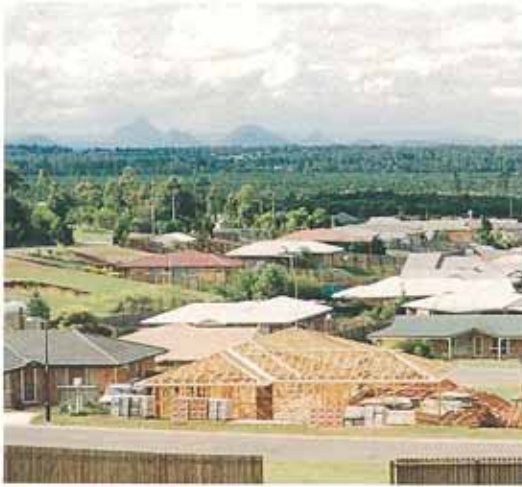
How transport affects the environment

Development and use of the transport system has implications for environmental quality, natural resources and biological diversity.

- Air Pollution - vehicle emissions affect human health directly, particularly when sensitive land uses such as homes, hospitals or child care facilities abut busy roads. The main pollutants in vehicle exhausts are carbon monoxide, oxides of nitrogen, hydrocarbons, lead and fine particulates.
- Photochemical smog - oxides of nitrogen and hydrocarbons react with sunlight in the atmosphere creating smog which includes the pollutant ozone. Smog in South East Queensland has its worst effects in outlying areas such as Boonah, Ipswich and Deception Bay since the pollution is carried away from Brisbane where it is mainly generated.
- Greenhouse gases - carbon dioxide, a natural product of combustion, is the main greenhouse gas emitted by vehicles. Ever increasing vehicle travel is contributing to a build-up of greenhouse gases in the atmosphere that is expected to change our climate.
- Noise - noise mainly from busy roads and rail lines affects many dwellings in Brisbane. It interferes with communication and sleep and is the most complained about form of pollution.
- Water pollution - motor vehicles deposit many materials and chemicals onto road surfaces which run-off into our watercourses. Development of infrastructure, if not carefully managed, can allow sediments to run-off into watercourses. Development and management of road and rail systems also involves oils and chemicals that must be prevented from entering watercourses.
- Contamination of land - land can also become polluted, for example by gaseous lead emissions depositing on roadsides. Petrol stations, an integral component of the transport system, can contaminate land by loss of fuel from underground tanks.
- Visual effects - transport infrastructure and vehicles can be unsightly. Sufficient consideration should be given to landscape design and minimising visual intrusion and obstruction.
- Land take - the transport system takes up significant land resources - land which could otherwise be used for agriculture, housing, recreation areas, or be kept as bushland.
- Fuel consumption - our transport system is almost entirely reliant on oil which is a finite and dwindling resource. Even electric trains derive their energy from finite coal reserves.
- Biological diversity - the most obvious impact of transport on biodiversity is where new facilities are built in natural areas. Biodiversity is also affected by roadkill, isolation of wildlife populations, spread of weeds, noise interfering with breeding, and by enabling greater access for people to natural areas.



12.2 Operational impacts of transport



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Of greatest concern is the impact of transport activity, particularly car use, on the region's air quality. Surveys indicate 78% of people in Brisbane are concerned about air pollution and submissions on the draft IRTP called for stronger action on environmental impacts. However, surveys associated with the IRTP showed a current reluctance to consider initiatives which restrict private vehicle use, so the IRTP concentrates on providing alternatives to private vehicles, improved vehicle standards and information campaigns about the impacts of personal travel choices. It is also clear that the region's population is currently reluctant to change lifestyle and locational decisions. Dispersed land use patterns will continue to place pressure on the transport system and the environment.

Motor vehicles contribute 72% by mass of major air pollutants in South East Queensland. Moreover, the geography of South East Queensland makes it susceptible to serious air pollution problems, should emissions continue to grow.

Continual improvements in the emission standards of vehicles over the past 25 years have had a big impact on the ability of the air shed to sustain air quality levels. The region's air quality generally meets agreed national guideline levels, although there is no reason to be complacent about future conditions.

Reducing the number of private vehicle trips and increasing the proportion of trips made on public transport will be the key to improved environmental performance of the transport system. However, there is also scope for direct action on vehicle emissions. The IRTP proposes an "Air Care" vehicle emissions action program to make immediate in-roads on air pollution.

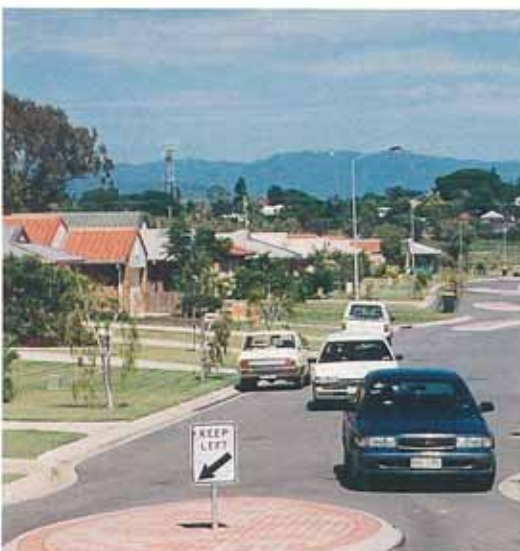
The 19% reduction in vehicle trips to be achieved by the IRTP targets will also support the reduction of greenhouse gas emissions.

Continued improvements to vehicle design and operations of the transport system will be needed to maintain the low number of photochemical smog exceedences.

The Queensland Government supports amendments to tighten Australian Design Rules which specify vehicle air, noise emission and energy efficiency standards.

Incentives for people to purchase energy-efficient, low emission vehicles will be investigated including a pilot program to subsidise the cost difference between low emission and conventional diesel buses, and exploring sales tax and registration reductions.

Actions to enhance the public's knowledge of the environmental impacts of various modes of transport will be



included in the public information campaign to be run under the "Air Care" initiative and the travel demand management strategy of the IRTP.

Transport and energy efficiency

Transport activity accounts for almost all of the region's liquid fuel consumption, about 34% of greenhouse gas emissions and about 37% of total energy consumed by all activities. The IRTP is concerned with two principal issues:

- improving the energy efficiency of all modes of transport; and
- moving people and goods on more efficient transport modes.

The achievement of the IRTP objectives for more use of public transport, sharing of rides and increased opportunities for walking and cycling will play a major role in restraining the growth of the region's energy consumption.

It is also important to recognise that vehicles consume less fuel per kilometre when traffic is flowing freely. While it is not efficient to eliminate all congestion, there are good energy conservation reasons for planning to avoid chronic traffic delays across our major cities.

By 2005, it is estimated that 10% of all new vehicles will be electric vehicles requiring charging of energy storage devices. Opportunities for buildings to incorporate solar electricity generation systems, which sell excess power into the electricity grid, would reduce emissions from coal-fired electricity generation. Such arrangements would be consistent with competition policy, sustainable energy and greenhouse gas reduction strategies.

ACTIONS:

- SIG 12.1 "Air Care" Vehicle Emissions Action Program
- S 12.2 Support tightening of energy and emission standards
- S 12.3 Support research on quantifying environmental impacts
- S 12.4 Support research into alternative fuels and engines





The use of energy efficient low emission vehicles will be promoted.



Signature project "Air Care" vehicle emissions action program

The relatively low density and dispersed settlement patterns in SEQ planned for in the Regional Framework for Growth Management, coupled with people's affinity with the car, make it essential to take action on vehicle emissions directly.

Poorly maintained vehicles or vehicles with malfunctioning emission control systems are a major contributor to vehicle emission totals.

"Air Care" is a multi-faceted program incorporating:

- undertaking a substantial public information campaign to help people understand how their travel choices and vehicles contribute to air pollution;
- a public education campaign will seek to improve tuning of motor vehicles and encourage greater use of public transport;
- expanding the existing Smoky Vehicles Program and inclusion of local government officers;
- implementing a random on-road vehicle emissions testing program targeting high pollution vehicles;
- implementing a voluntary emissions testing program;
- vehicle emissions compliance as part of road-worthy certification on re-sale of motor vehicles; and
- improving heavy vehicle emission standards, emission control measures and emission compliance.

Following further research into similar international and interstate projects, and evaluation of the scale of the problem through the above program elements, the "Air Care" program will investigate the effectiveness of future management options including:

- requiring "Air Care" certification (compliance with vehicle emission standards), as part of registration renewal; and
- improved tuning regimes for cars, heavy vehicles and buses.

Significant reductions in air pollution from such a program are probable, and the worst types of high-polluting vehicles would be addressed cost-effectively.

12.3 Transport infrastructure development

By 1997, transport agencies and local governments will operate under Environmental Management Systems which ensure that air, noise, energy and water management techniques and procedures are used during the planning, design, construction and operation of transport infrastructure.

It will also be necessary to develop a better understanding of the transport impact on air and water quality, noise levels, and energy consumption to allow:

- better evaluation of the impacts of transport projects; and
- better targeting of environmental initiatives.

The *South East Queensland Regional Air Quality Strategy* currently being developed will improve the level of understanding of the transport impact on air quality and allow evaluation of air quality impacts of transport proposals.

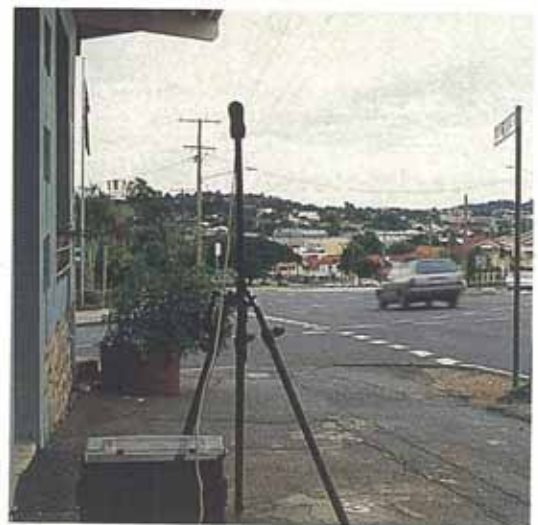
Environmental management techniques and procedures will be used to achieve appropriate water quality standards during the construction and operational phases of new transport infrastructure.

Transport infrastructure design manuals and approval procedures will be revised to guide improvements to transport infrastructure so that:

- pedestrian and cycling paths provided when appropriate;
- air, water and noise pollution effects of the transport systems are below the *Queensland Environment Protection Act* guidelines;
- the amenity, visual appeal and biodiversity of the natural environment is maintained; and
- the heritage, character, design and quality of urban and rural environments is respected.

ACTIONS:

- KA 12.5 Develop and adopt environmental management systems
- A 12.6 Conduct environmental audits of the transport system
- A 12.7 Incorporate environmental considerations in design manuals
- S 12.8 Continue programs to reduce and manage noise impacts
- S 12.9 Ensure planning and building approvals take account of impacts of adjacent transport systems



Noise measuring device.

PART C Implementation

Chapter 13: Implementation arrangements

13.1 Implementing the IRTP

The IRTP will be implemented through institutional arrangements which allow coordinated planning of the various elements of the transport system, and treat all modes of transport consistently.

A major benefit of the IRTP is that it has the support of the major agencies in the planning, provision and regulation of transport activity. Implementation arrangements which build on this high level of support include:

- more specific integrated transport and land use plans to be prepared by State and local government to translate the policies and planning approach of the IRTP into plans which suit local communities;
- consistent evaluation of transport proposals to ensure that investments support the directions and targets of the IRTP;
- establishment of steering and implementation arrangements for the IRTP;
- local planning regulations to incorporate requirements for developers to provide transport infrastructure as part of the urban development process;
- reforms to ensure that public transport is viewed as a commercial business aimed at pursuing and attracting maximum patronage;
- public transport services to be provided through an integrated system which is characterised by competition, contestability and reduced need for public subsidies;
- transport to be viewed as a service which meets the needs of the community for access to various activities;
- a three year indicative implementation program, updated yearly;
- development of a regional financial model and funding strategy; and
- integrated plans to be linked to funding and service delivery arrangements; this means the implementation program must guide corporate planning of government agencies; most new transport proposals should originate primarily from within the integrated transport and land use plans.



Queensland Transport will ensure there is a specific focus within the region on implementing the IRTP. The department will work closely with local governments and relevant state government departments such as the Department of Local Government and Planning and the Department of Main Roads.

Local government will assume a major role as lead agency for local integrated transport and land use planning within its jurisdiction, with support from Queensland Transport and the Department of Main Roads.

Private sector firms will generally be contracted by Queensland Transport to provide public transport services. The service contract framework will be extended to cover taxis. Within the Brisbane Metropolitan area, Queensland Rail and Brisbane Transport will operate as commercial enterprises under performance contract arrangements.

The need for an integrated public transport system will require all service providers to adopt a flexible approach which, in combination with other service providers, gives the highest possible level of service to the public.

To continue the integrated approach to transport planning and growth management between all spheres of government and the business and community sectors, Queensland Transport will provide regular reports on the IRTP to the SEQ2001 Regional Coordination Committee (RCC) which has responsibility for implementing the *Regional Framework for Growth Management for South East Queensland*.

Studies that emerge from this IRTP must be coordinated. The IRTP implementation management structure which will drive studies and oversee their implementation is shown on page 94

ACTIONS:

- KA 13.1 Ensure regular reports to RCC on IRTP implementation
- KA 13.2 Establish IRTP implementation steering arrangements
- A 13.3 Establish formal protocol agreements on clear roles and responsibilities for planning, funding and operating transport infrastructure and services



13.2 Integrated transport planning

This IRTP has formal status under the *Transport Planning and Coordination Act* (1994) as the primary reference for Queensland Government transport planning and investment in the region. Projects of Queensland Transport and Main Roads will be developed with due cognisance of the IRTP strategic directions.

The strategic direction in the IRTP will also have a role in guiding local government investments in transport, especially through the completion of integrated local transport plans to support the IRTP.

Commonwealth Government programs focussing on transport and urban improvement will also benefit from having a long term strategic plan which identifies important investment needs.

Chapter 16 of this IRTP provides a three year indicative program of activities to continue the integrated transport planning process. This program is indicative and will be subject to budget and government decision making processes. A longer term detailed list of actions, encompassing all actions in this IRTP, is in Chapter 17.

ACTIONS:

- A 13.4 Refine the Queensland Transport integrated portfolio planning framework to ensure the results of endorsed integrated transport planning processes guide transport investments
- A 13.5 Progressively develop Integrated Local Transport Plans
- A 13.6 Strengthen local government's role in integrated transport planning by linking transport plans to land use and corporate plans
- A 13.7 Clearly establish future strategic transport needs through the IRTP and integrated local transport plans, and introduce a process which enables the private sector to propose options which meet these needs

13.3 Monitoring and review

This IRTP establishes a 25 year vision for the transport system in South East Queensland, and also has a strong focus on implementation over the next three years to lay the foundation for the future vision.

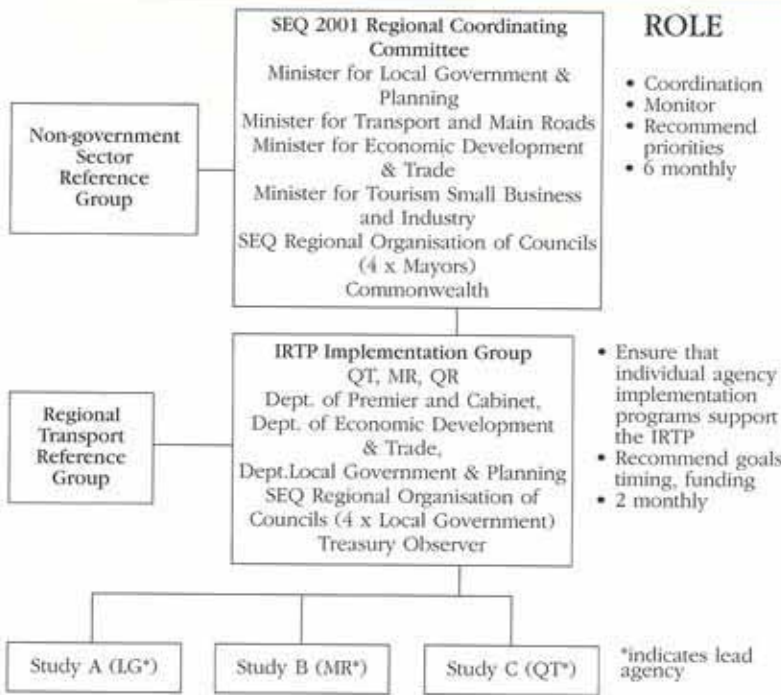
Each year, an Addendum to the IRTP will be produced which updates the three year indicative rolling program.

Data from the 1996 census will become available in 1998. A new generation of integrated transport and land use models will be available in 1997, making more detailed evaluation of transport and land use scenarios possible. A review of the *Regional Framework for Growth Management* will be commenced in 1997.

A revision of the IRTP will begin in 2001 to take advantage of the availability of new data, the opportunity to monitor progress towards achieving the targets, the opportunity to review land use scenarios, and the findings of integrated local transport planning studies and corridor studies.

ACTIONS:

- A 13.8 Develop IRTP monitoring system, review the IRTP every five years and produce an annual IRTP addendum including an updated three year rolling program
- A 13.9 Take account of the criteria for the declaration of State-controlled roads contained in the Road Network Strategy to determine which roads the State will manage



Relationships Between Transport Groups In South East Queensland

Planning Scale	Queensland Transport Only	QT/MR and External		
		Steering	Reference	Coordination or Working
Regional Growth Management		Regional Coordination Committee	Regional Non-Government Reference Group	
Regional Integrated Transport		Regional Coordinating Committee	Regional Transport Reference Group	IRTP Implementation Group
Regional Public Transport	Public Transport Coordination Forum	Regional Public Transport Action Forum		Regional Industry Working Group
Major Modal Initiative eg • SEQ Busways • Transit 21 integration project				Technical Working Group
Major Investment Project eg • SE Busway • Rail upgrade		South East Transit Project Board of Review	Community Consultative Committee	
Sub-region, Local Government or smaller		Local Area Transport Action Forum	Local Area Transport Reference Group	

LEGEND • EXISTS • POSSIBLE

Chapter 14: Community involvement in transport decisions



Community involvement has played a major part in drawing up this IRTP. But meaningful community involvement does not stop there. Input from communities will be sought at all planning scales from the regional plan to more local planning studies and the individual project scale. Community input will also be sought during the implementation of services, for example when planning new bus routes, reviewing car parking arrangements, implementing bus or high occupancy vehicle priority systems, and setting coordinated timetables and fare arrangements.

Community consultation on transport matters has sometimes been viewed as a process of “selling” a pre-determined solution or project to the local community. There has also been a failure to consult early enough, before a decision to proceed with a particular project has been taken. The need for the project must be established and alternative ways of meeting the project’s objectives seriously considered before a preferred option is selected.

The specific needs of women, the elderly, people with non-English speaking backgrounds, people with mobility difficulties, people needing child care facilities, and people who are not available during normal working hours must be met to allow them to participate in consultation activities. There must also be clear rules to be followed by transport agencies when conducting consultation processes and developing transport projects.

The IRTP has developed guidelines which outline improved processes for community consultation. These are supported by detailed draft processes and procedures being developed by Queensland Transport and Department of Main Roads. Formal guidelines such as these should be followed by all agencies to ensure a structured approach which covers all the important issues.

ACTIONS:

- A 14.1 Adopt formal consultation processes and guidelines
- A 14.2 Convene a Regional Transport Reference Group
- A 14.3 Convene community advisory groups within local government areas
- A 14.4 Convene open house workshops/information sessions on all significant transport projects
- A 14.5 Make information on transport projects freely available to the community
- A 14.6 Provide support for endorsed community reference groups
- A 14.7 Establish procedures for meeting the costs of attending meetings

Chapter 15: Transport investment

15.1 Transport funding

The IRTP will be limited in its ability to serve the community well if inadequate funding is available to implement its proposals.

Average vehicle speeds on urban roads in the region have been declining, and travel times increasing at a high annual rate since the late 1980s. With travel growth rates projected to continue to exceed population growth rates by about one percent per year, the ability of current levels of transport funding to match future community needs for transport is likely to diminish. As a consequence, the performance of the transport network can be expected to decline relative to current travel times and costs.

If the average motorised trip time doubled from the 1992 level of 17 minutes to 34 minutes, as the IRTP predicts could eventually happen, an average household car trip in an urban area would cost an additional \$ 2.30, and an average commercial trip would cost an additional \$ 8.60. In the year 2011, there will be about 8 million private vehicle trips, and 2 million commercial trips in the region each day. If transport system improvements are not put in place, the costs in terms of productivity and congestion will be in the order of \$34 million per day or \$12 billion per year.

The July 1996 report of the Queensland Commission of Audit found that the standard of roads in Queensland is below that of most other States. This impacts adversely on safety, travel time and economic growth.

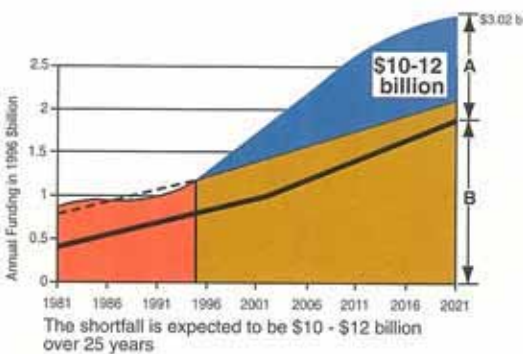
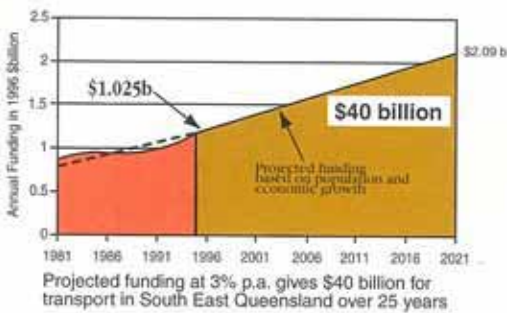
Achieving the IRTP targets for increased public transport use, vehicle occupancy and non-motorised transport will slow the growth of vehicle travel and reduce the future need for new road capacity. This will reduce road expansion costs by \$3.2 billion over 25 years.

However as the region's population and urbanised areas continue to expand, it will be increasingly difficult to provide high quality transport infrastructure and services from available revenue sources. This will be the case irrespective of whether the IRTP targets for increased public transport, ride sharing and non-motorised transport are achieved.

Investing in the right sort of transport infrastructure will allow the region to maintain and enhance its economic development and quality of life. Current residents enjoy the benefits of investment by previous generations. New transport infrastructure benefits both current and future generations. It is important the current generation does not bequeath a legacy of inadequate transport infrastructure which has somehow to be dealt with in the future.



Funding for transport in SEQ



A. Capacity enhancements
B. Maintenance and operating subsidies

Improvement is also needed in the way benefits and costs of transport projects are evaluated. In the past, for example, the options considered were often limited by a narrowly defined planning process. There may also have been circumstances where the social and environmental impacts of major new roads were inadequately considered in deciding whether an option best met the community's needs.

15.2 Analysis of funding needed to implement the IRTP

This IRTP is concerned with maximising the return on public investments and providing the right sort of transport facilities for the future. To support these aims a preliminary analysis of future long term funding for transport has been undertaken.

This is a "baseline" analysis performed around the IRTP's target scenario of a 50% increase in the proportion of trips by public transport, and a 10% increase in average vehicle occupancy.

The analysis also assumes the public transport task will be met by buses, trains, taxis and other demand-responsive ride share vehicles. Under such a scenario, trains will carry a lesser proportion of trips than road based services, and any new innovations such as light rail would be candidates for private sector funding.

This IRTP scenario appears to present the most efficient and cost-effective way to achieve increases in public transport use without burdening the public purse with continuing need for high levels of subsidies. It also recognises that the region's urban areas will continue to expand at relatively low densities.

Of course, other scenarios for investment may be adopted. The following is merely a conceivable approach which would meet the IRTP targets and keep the transport system functioning. In this respect, it establishes the desirable minimum levels of investment.

- Currently about \$ 1 billion of public money is invested in transport in the region each year. Slightly more than half of this is allocated to items which do not increase transport system capacity such as maintenance of roads, railway lines and vehicles and the Brisbane Transport bus fleet, and to cover operating costs for public transport.
- If the current levels of funding for transport increase in line with predicted population and economic growth over the 25 years from 1996 to 2021, about \$40 billion will be available.

This is based on an average annual growth of 3%, which is higher than population growth rates but lower than travel demand growth rates. It is significantly less than the predicted economic growth rate of 4.5% p.a. This is a conceivable scenario for revenue growth from traditional sources.

- The IRTP estimates that as a minimum, \$15 billion will be needed over the next 25 years to provide additional road system capacity and public transport priority, including \$1 billion for busway systems.
- Intermodal transport facilities, including major interchanges, bus stops and public transport system coordination facilities are estimated at \$0.5 billion.
- Rail-based capacity enhancement, including additional rolling stock, tracks, signals and stations, will cost at least \$ 3.5 billion.

This is based on a small increase in rail's proportion of the total transport task, but a large increase in overall passenger numbers. It allows for upgraded suburban capacity as well as expansion of the rail system to the Sunshine Coast and to Coolangatta, Greenbank and Springfield. Some of these expansions may actually be achieved by other modes of transport.

- The total costs of projected system capacity additions to meet increased travel demand is therefore estimated at \$19 billion.
- With the continuing growth of population and travel demand, and the ageing of many existing road pavements and the suburban rail fleet, the proportion of total transport funding needed to maintain and preserve transport facilities in a safe to use condition is likely to increase in the first two decades of the 21st century.
- Funding will also be needed to improve existing public transport systems and supporting infrastructure. This will not actually add capacity to the system but is essential if the targets for increased public transport use are to be met.
- It has been estimated that up to \$31 billion will be needed to maintain and upgrade the existing transport system. This would leave around \$9 billion for adding capacity to meet increased travel demand.
- Preliminary estimates of the shortfall between available funding for transport, and the need for investment to improve and expand the transport system range between \$10 and 12 billion over the next 25 years.
- If significantly less than the \$ 19 billion is to be spent on adding capacity, the region must:
 - increase public transport use even further on a cost-effective basis; or
 - implement aggressive travel demand management measures; or

- restrain the growth of urban expansion very significantly from the currently planned levels; or
- accept higher levels of congestion and reduced travel speeds.

15.3 Closing the gap

The IRTP has given consideration to options to help close the gap between the infrastructure that is needed and available funding. Three distinct options exist:

- reducing costs and operating losses; or
- postponing or staging investments; or
- identifying new revenue sources.



The IRTP identifies opportunities for reducing costs and staging development. A financial management model will be developed as part of the IRTP implementation to develop a clear picture of the funding needed to allow the transport system to cope with future increases in demand. This will allow transport investments to be planned and optimised over the next 25 years.

An integrated approach to planning would allow staging and delivery of transport services in a more efficient and timely way. Queensland Transport will participate with local governments and other State infrastructure agencies in the preparation of benchmark sequencing plans, which will encourage a least cost path of development in terms of infrastructure provision.

However, a major shortfall will almost certainly still exist.

The options for new sources of revenue for transport

The above analysis supports the Queensland Commission of Audit conclusion that options for new revenue sources must be considered to ensure the region is provided with quality transport systems as it continues to expand. Possible approaches include the following:

Charges to minimise impacts of development

Over 80% of new urban housing development is located on the fringe of existing communities. This type of development contributes to the continuing expansion of the region's cities and results in increased travel demand. There are also difficulties in providing effective public transport services to new communities where they are isolated from the main urban development area.

Developers often contribute to transport infrastructure by providing local streets and footpaths as part of development. And while developers contribute to the provision of water supply, sewerage and drainage for new development, no such

provision exists for main roads or public transport contributions. Planning and construction of main roads, local arterial roads and public transport is generally funded from tax and rates revenue.

Development approval arrangements must ensure development pays its way, and does not transfer the costs of creating new urban communities to future generations. New legislation has attempted to increase developer funding for major transport facilities, although equitable implementation arrangements are still being negotiated.

One solution could be for governments to use their larger borrowing capacity to provide major transport infrastructure to planned new urban growth areas. This would allow cost-effective development of new housing by developers. Government would then charge developers for connection to the new transport system. This would ensure development pays its way, while at the same time maintaining housing affordability. It would also help guide new growth to areas where it is planned, rather than fragmenting development throughout the region.

Integrated planning provisions could allow charges to be imposed on development to provide land for public transport permanent ways. The setting aside of such land early in the development process would enable major efficiency gains and cost savings in public transport provision. Whatever the mechanism, planning provisions should also ensure that public transport infrastructure and services are provided early in new developments to reduce car ownership and car dependency.

Private sector funding

There will continue to be opportunities for the private sector to participate in providing transport infrastructure. Busways, particularly near the Central Business District, also offer scope for private sector involvement.

The *National Competition Policy Framework* also envisages increased opportunities for private access to public infrastructure for example, by privately run railway operations.

The private sector will need to generate a revenue stream from the use of transport infrastructure to provide a return on investment. As long as the use of competing infrastructure like major public roads is unpriced, and publicly owned passenger rail services are subsidised, the ability to charge an appropriate price for using private infrastructure will be restricted.

One solution could be for partnerships between the private and public sectors.

New transport facilities significantly enhance the value of land for development. The private sector could be involved in providing transport infrastructure through "value capture" schemes where funding put into transport infrastructure is recouped through sales of adjoining land.

Government taxes and charges

All three spheres of government have the capacity to raise revenue through taxes, registration, land rates and special levies. However the problem with such taxes is that they apply to households or people, and are unrelated to transport activity. As such, they would tend to disguise the real costs of travel and perpetuate the situation where travel is over-consumed.

With the exception of Brisbane City Council which spends about \$40 million annually on subsidised public transport for constituents, most local governments of the region contribute only small amounts to public transport. Local government could generally give consideration to more funding for public transport, especially by allocating roads funding to bus priority systems.

Transport pricing measures

As in most countries around the world, the majority of revenue raised for transport investments in Australia is associated with general taxes and tied grants which bear little relationship to transport activity. Many costs of car use are paid in general taxes or charges like Commonwealth sales tax, State registration and stamp duty, and insurance. In effect, the pricing system charges fixed costs for owning a car, rather than marginal costs based on how much the car is used.

When a valued good or service (such as transport) is underpriced or is not charged for on the basis of how much is consumed, too much of the service will be consumed. This is a major cause of increasing car dependency and congestion across the world.

Transport pricing measures relate to the marginal costs of each trip. They can be an efficient and equitable way to raise public funding for new transport improvements because these costs are paid by the infrastructure user. They could also help restrain the growth of travel demand, reducing unnecessary travel.

Any proposal to introduce more direct transport pricing measures should be accompanied by reductions in other general taxes, which makes the task complicated because much of the taxation revenue is collected by the Commonwealth Government. For example, Commonwealth fuel tax is not directly appropriated to meeting transport needs, and is not directly allocated to the State in which it is collected.

Deciding the future of transport funding

This IRTP provides a clear framework for increased private sector involvement in transport infrastructure and services.

In addition, raising revenue for transport investments by transport pricing measures could reduce the region's dependence on revenue sources not directly associated with transport activity, as well as reducing growth in travel demand by discouraging over use of cars. This in turn would reduce the need to construct new transport facilities.

It could be argued that while transport pricing measures will require a major change in the current taxation arrangements, they could be an equitable way to help fund predicted shortfalls.

Transport pricing measures may be unacceptable to the public unless the revenue raised is allocated to transport projects. If a direct link can be made between the revenue raised and a clear benefit to the travelling public, for example better roads or quality public transport which removes the need to purchase a second car, general acceptance could be possible.

The extent of the predicted investment shortfall, and options for funding it, need to be the subject of extensive public discussion over the next few years.

ACTIONS:

- KA 15.1 Develop a regional financial model to analyse funding requirements; optimise timing of investments; and evaluate potential new revenue sources.
- A 15.2 Incorporate in planning legislation provisions that:
- require as part of development works, necessary on-site public transport permanent ways, where provided in local planning scheme;
 - allow developer contributions to provide public transport permanent ways where this is incorporated in infrastructure charging codes; and
 - require proponents of major developments to demonstrate how public transport will operate within the development.

15.4 Shifting the balance in funding

Historically, only small allocations of funding have been made for measures to give priority to public transport and higher occupancy vehicles.

Roads facilitate the movement of freight and public transport as well as private cars. What is important is the priority given to particular forms of transport when the capacity of the system is being planned. Constructing roads primarily to accommodate unrestrained growth of single occupant vehicles in peak hours is not an efficient use of scarce public resources. It is a luxury the region can no longer afford.

However, there still remains the basic need for a well planned road network to be the backbone of any future transport system.

More efficient forms of transport like public transport vehicles and cars carrying two or more people need to be supported. Accordingly, the level of investment in specific measures to accommodate road-based public transport vehicles or higher occupancy vehicles will be increased as a proportion of total road funding.

ACTION:

A 15.3 Review arrangements for allocation of funds within governments to ensure significant increases in support for public transport

15.5 Project evaluation

This IRTP has developed strategic transport actions and investment opportunities which will help establish a high quality integrated transport system. Other projects will be developed through integrated local transport planning processes. These projects will be evaluated to ensure they represent appropriate commitments of public funding and to determine the optimum timing for investment.

Budget planning processes and investment appraisal processes are designed to ensure an efficient allocation of transport funding on the basis of how well transport projects benefit economic and social objectives. To assist these processes, improved forms of integrated transport investment appraisal are being developed to ensure:

- options considered support agreed community objectives for more sustainable transport;
- the full range of benefits and costs are considered;
- the opportunity cost of money used is considered in terms of how much effect the funding would have if used for alternative uses like improving public transport or high occupancy vehicle priority; and
- transport investment is used to help achieve agreed patterns of settlement and the establishment of key metropolitan and key regional employment and activity centres.

In general, priority will be given to those projects which:

- promise the greatest overall benefit relative to cost to the community;
- are presented as part of a package of measures designed to achieve regional and local transport objectives; and
- are supported by appropriate land use policies including:
 - making provision for pedestrians and cyclists;
 - land use forms that concentrate passenger demands and increase population and employment densities at key transit nodes; and
 - giving public transport priority over cars in traffic circulation and parking provision.

High priority should also be given to identifying and protecting routes for future high capacity peripheral transport corridors which have been identified as part of the IRTP or integrated local transport plans.

ACTIONS:

- A 15.4 Establish financing and budget planning processes to achieve an efficient allocation of transport funding on the basis of how well transport projects meet agreed community objectives.
- A 15.5 Adopt improved project evaluation procedures for all major transport projects, to ensure priority is given to projects which generate the greatest benefits to the community.

Note: Refer also to KA 11.9

15.6 Commitment to transport investment

This IRTP highlights a transport funding shortfall over the next 25 years. Over the next 25 years, the community will be encouraged to debate the ways in which the gap can be closed. Further analysis and community debate will be required before a long term investment strategy can be produced.

“Over the next 25 years, the community will be encouraged to debate the ways in which the gap can be closed.”

However, to set the long term transport investment process on the right course, this IRTP includes a three year implementation program. The three year program represents a commitment to implementation. It includes:

- resources to further develop options for closing the long term funding gap;
- resources for integrated local transport plans and corridor studies to translate the IRTP strategic actions onto the ground;
- resources for specific infrastructure projects, including the Pacific Motorway, the South East Busway; and
- resources to monitor the IRTP targets.

Chapter 16 provides details of the three year implementation program.

Chapter 16: Three year indicative program

This chapter provides a three year indicative implementation program to continue the integrated transport planning process. This program is indicative and will be subject to budget and government decision making processes. Each year, an addendum to the IRTP will be produced which will outline the updated rolling implementation program.

A longer term list of actions, and a description of the action numbering system and agency codes is given in chapter 17.

Action*	Description	Lead Agency	Supporting Agencies	Duration
1997/1998 Financial Year				
A 4.1	Adopt IRTP transport planning guidelines	QT	MR, LG	ongoing
KA 4.2	Incorporate IRTP targets in integrated local transport plans	QT	MR, LG	2
A 5.1	Ensure right public transport mode is selected for the task	QT	PTSC, QR, LG	ongoing
A 5.1 a	Ensure new public transport services are competitive with the level of service experienced by car travellers	QT	PTSC, QR	ongoing
KA 5.2	Investigate/provide public transport to growth corridors	QT	MR, QR, LG	ongoing
KA 5.2 b	Springfield - Ripley - Ipswich (rail or high frequency bus)	QT	LG	2
KA 5.2 c	North Pine area including the possible use of the Petrie/Kippa Ring railway corridor for bus or rail services	QT	LG	2
KA 5.2 d	Public transport corridor from Robina to NSW border, including rail extension and local rail services as passenger demand grows	QT	LG	2
KA 5.2 e	Rail corridor from Beerwah or Landsborough to Maroochydore	QT	QR, LG, MR	2
KA 5.4	Establish bus rapid transit system	QT/MR	LG, MR	ongoing
KA 5.4 a	Bus priority lanes on roads leading to and from Brisbane CBD and Fortitude Valley	MR	BCC	ongoing
KA 5.4 b	Bus priority lanes on roads leading to and from Southport, Surfers Paradise and Broadbeach	MR	BCC	ongoing
SIG 5.6	Design SEQ regional busway network	QT	MR, BCC	20
SIG 5.6 a	Brisbane CAD to Mt Gravatt/Logan Hyperdome/Beenleigh	QT	MR, BCC	20
SIG 5.6 b	Brisbane CAD to Carseldine/Strathpine	QT	MR, BCC	20
SIG 5.6 c	Brisbane CAD to Indooroopilly or St Lucia and possibly beyond	QT	MR, BCC	20
SIG 5.6 d	Brisbane CAD to Capalaba	QT	MR, BCC	20
SIG 5.6 g	Mt Gravatt to Browns Plains/Greenbank	QT	MR, BCC	20
KA 5.7	Inner city passenger transit plans for Brisbane and Key Centres	QT	LG	3
KA 5.7 a	Rationalise bus stops, so that all buses pass through the major interchange areas or bus malls in the city	LG	QT	3
KA 5.7 c	Bus only malls within easy walking distance of rail and shopping services in all major town and suburban centres	LG	QT	ongoing
KA 5.7 d	Rain and sun shelters, security lighting and passenger information panels at all major stops	LG	QT	ongoing
KA 5.7 e	Line marking and coloured surfacing on bus lanes and transit malls to improve the visibility of the bus system	LG	MR	5
KA 5.7 f	Improve bus boarding arrangements to allow at level boarding and use of a second door in peak hours to get people on more quickly	QT	BCC, PTSC	ongoing
KA 5.7 g	Improve bus access through Fortitude Valley	BCC	MR	2
KA 5.7 h	Improve bus priority and bus stops for Redland and Logan City services to enter and exit the Brisbane CBD	LG	MR, QT	5
KA 5.9	Establish rail service agreements	QT	QR	2
A 5.10	Review Citytrain timetable and upgrade inner city services	QT/QR		2
A 5.12	Continue to develop railway fare structures	QR	QT	5
A 5.12 a	Group, advance purchase and off-peak discounts; frequent user discounts	QR	QT	3
A 5.12 b	General availability of inter-modal fares e.g bus/rail	QR, PTSC	QT	3
A 5.15	Ensure that light rail options are evaluated	QT	LG, QR	8
A 5.16	Continue to increase speed and frequency of ferry services	BCC		ongoing
SIG 5.19	Increase coverage of buses by using smaller, on-demand buses	QT	PTSC	5
KA 5.20	Continue reforms to public transport service contracts	QT	PTSC, QR	ongoing
KA 5.21	Convene task force for public transport coordination model	QT	PTSC, MR	1
A 5.22	Publish guidelines on seamless public transport system	QT	PTSC	2
KA 5.23	Implement a system of bus and transit priority measures	MR/LG	LG	ongoing
KA 5.23 a	Bus priority in Brisbane metropolitan arterial network	MR/LG		5
KA 5.23 b	Bus priority in Ipswich	MR/LG		5
KA 5.23 c	Bus priority on Gold Coast Highway, Southport to Coolangatta, and on bus routes to the new rail stations	MR/LG		5
KA 5.23 d	Bus priority from Maroochydore to Caloundra, with emphasis on Maroochydore town centre	MR/LG		5
S 5.24	Designate on town plans urban village nodes	DLGP	LG	2
KA 5.26	Ensure public transport is a seamless entity to passengers	QT		5
A 5.27	Ensure public transport keeps pace with urban development	QT	LG, PTSC	ongoing
A 5.27 a	Improve the integration between local planning schemes and bus contract planning so that services meet new demands	QT	LG, PTSC	10

*Refer to Detailed List of Actions, Chapter 17

Action	Description	Lead Agency	Supporting Agencies	Duration
1997/1998 Financial Year continued				
A 5.27 b	Monitor development approvals for major housing and commercial development	LG	QT	ongoing
A 5.27 c	Ensure bus stops, bus shelters and bus priority measures are provided as part of urban development works	LG	QT	ongoing
A 5.27 d	Ensure services are in place from the time people begin to occupy new urban development	LG	QT	ongoing
A 5.27 e	Annual review of service levels in line with population and demographic changes	QT		ongoing
A 5.27 f	Ensure that contract areas continually change to incorporate areas of urban growth	QT		ongoing
KA 6.1	Plan and provide pedestrian and cycling networks	LG	MR, QT	ongoing
A 6.7	Establish programs to combine cycling and public transport	QT	LG, QR, PTSC	ongoing
A 6.7 a	Investigate the impacts of allowing cycles on public transport	QT	QR, PTSC, BCC	1
A 6.11	Ensure pedestrian facilities cater for special needs	LG	SG	ongoing
A 6.12	Ensure provision of high quality pedestrian facilities	MR/LG	QT	ongoing
A 6.12 a	Ensure attractive, functional and safe pedestrian facilities are provided as part of all urban development	MR/LG	QT	ongoing
A 6.12 b	Ensure major pedestrian facilities are well lit and conducive to improved personal security via passive and active surveillance	MR/LG	QT	ongoing
KA 7.1	Public education to support travel demand management	QT	MR, LG, QR	2
KA 7.1 a	Raise awareness of the real costs of private vehicle use compared and the benefits of public transport	QT	MR, LG, QR	2
A 7.2	Publish travel option bulletins e.g. with rates notices	LG	QT	2
A 7.3	Provide real time information on traffic and alternatives	MR	QT, LG	7
A 7.3 c	Electronic road-side signs along key arterial roads	MR		5
KA 7.4	Incorporate IRTP mode share targets in transport planning	QT	MR, LG	ongoing
KA 7.4 a	Regional transport planning	QT	MR, LG	ongoing
KA 7.4 b	Road network planning	MR	QT, LG	ongoing
KA 7.4 c	Integrated local transport planning	LG	QT, MR	ongoing
KA 7.9	Develop and implement parking plans for all Major Centres	LG		5
KA 7.9 a	The plan for inner Brisbane should set growth limits on the total number of car parking spaces in the CBD and "City frame" areas including South Brisbane, Milton and Spring Hill	BCC		2
KA 7.10	Reduce planning requirements for parking where public transport available	LG		5
S 7.11	Progress key transport elements of Qld Commission of Audit	SG	QT, MR, QR	5
KA 8.1	Adopt functional road hierarchy classification	MR	LG, DLGP	2
KA 8.2	Implement measures to sustain the road hierarchy	MR	LG, QT	ongoing
KA 8.2 a	Ring-roads and by-passes to keep heavy vehicles and high volume traffic out of residential areas	MR	LG	ongoing
KA 8.2 b	Road design and urban form which ensures the arterial road system provides direct travel across the urban area without relying on local roads or streets	MR	LG	ongoing
KA 8.2 c	Urban speed management whereby the speed limit in local streets is reduced, while the limit on higher order urban roads is increased	QT	MR, LG	3
KA 8.2 d	Local Area Traffic Management, using traffic engineering practices to reduce the speed and intrusion of vehicles in residential and commercial areas and create an environment where pedestrians and cyclists are safer	LG	MR	ongoing
S 8.4	Adopt guidelines for road planning and management	MR	LG	5
KA 8.5	Implement a system of bus priority measures	MR	LG	5
KA 8.6	Use intelligent transport systems to manage traffic flows	MR	LG, QT	ongoing
KA 8.6 a	Smooth out traffic peaks and change signals to accommodate traffic conditions prevailing at the time, rather than predetermined signal settings	MR	LG	ongoing
KA 8.6 b	Better detection and management of traffic incidents	MR	LG, QPS	2
KA 8.6 d	Accurate in-home and road-side public information on traffic flow conditions, congestion and parking supply along key arterial roads	MR	LG	ongoing
KA 8.6 g	Collect tolls electronically on toll roads and bridges	MR		3
A 8.7	Implement better incident management on roads	MR/LG		ongoing
A 8.7 a	Stringent enforcement of parking controls	LG		ongoing

Action	Description	Lead Agency	Supporting Agencies	Duration
1997/1998 Financial Year continued				
A 8.7 b	On call tow trucks to remove broken-down vehicles	MR/LG		1
A 8.7 c	Monitor traffic conditions to detect and remedy incidents	MR		ongoing
A 8.7 d	Accident attendance procedures which minimise disruption to traffic	QPS	MR, LG	2
A 8.8	Trial T2 transit lanes where T3 lanes are not viable	MR	LG, QT	5
A 8.9	Revise road design standards to accommodate public transport	MR	LG	2
KA 8.10	Local arterial networks to keep local trips off major roads	MR/LG		2
KA 8.10 a	Pine Rivers North/Mango Hill	MR/LG		2
KA 8.10 b	Caboolture - Narangba	MR/LG		2
KA 8.10 c	Beenleigh - Upper Mt Gravatt corridor	MR/LG		2
KA 8.10 d	Beenleigh - Gold Coast corridor	MR/LG		2
KA 8.11	Investigate strategic road opportunities as per IRTP maps	MR	LG, QT	2
KA 8.11 a	Bermuda St extension to Tallebudgera Connection Rd	MR	LG, QT	2
KA 8.11 b	Southern Gold Coast/Tugun transport capacity	QT	LG, MR	2
KA 8.11 c	Port Road upgrade	MR	LG, QT	1
KA 8.11 d	Transport corridor Capalaba to Cleveland	MR	LG, QT	1
KA 8.11 e	Tewantin Bypass	MR	LG, QT	2
KA 8.11 f	Kawana transport corridor	MR	LG, QT	1
KA 8.11 g	Caboolture Northern Bypass	MR	LG, QT	1
KA 8.11 h	Eenie Ck transport corridor	MR	LG, QT	1
KA 8.11 j	Mt Lindsay Highway deviation to Bromelton	MR/LG	QT	1
KA 8.11 k	Link road from Mt Lindsay Highway to Springfield Arterial	MR/LG	QT	1
KA 8.12	Investigate enhancing existing road corridors as per maps	MR	LG, QT	5
KA 8.12 a	Southport-Burleigh Road upgrade	MR	LG, QT	2
KA 8.12 b	Pacific Highway upgrade	MR	LG, QT	3
KA 8.12 d	Bruce Highway upgrade	MR	LG, QT	1
KA 8.12 f	Sunshine Motorway upgrade	MR	LG, QT	2
KA 8.12 h	Cunningham Highway upgrade to New England Highway	MR	LG, QT	5
KA 8.12 j	Mt Lindsay Highway upgrade	MR	LG, QT	5
KA 8.13	Transport road network investigations as per IRTP maps	MR	LG, QT	5
KA 8.13 a	Gold Coast network of arterial roads	MR/LG	QT	1
KA 8.13 b	Local arterial system Strathpine to Caboolture	MR/LG	QT	5
KA 8.13 c	Local arterial and service roads Caloundra exit to Nambour exit	MR/LG	QT	5
KA 8.15	Ensure Pacific Motorway can cope well into the future	QT	MR, LG, QR, DLGP	5
KA 8.15 a	Make better use of the road capacity by setting aside lanes for high occupancy vehicles including public transport vehicles	QT	MR, LG, QR, DLGP	ongoing
KA 8.15 b	Restrain growth in commuter travel from the Gold Coast and hinterland to jobs in Brisbane by measures to locate employment closer to housing	QT	MR, LG, QR, DLGP	ongoing
KA 8.15 c	Concentrate urban development along the corridor at key nodes in a form which supports easy access to public transport	QT	MR, LG, QR, DLGP	ongoing
KA 8.15 d	Plan and provide major local arterial roads as part of urban development, to allow people to travel within the urbanised area without having to access the Pacific Highway	QT	MR, LG, QR, DLGP	ongoing
KA 8.15 e	Enhance Gold Coast Rail to provide more frequent services i.e. more track capacity right through to Roma Street, and more stations for local train services	QT	MR, LG, QR, DLGP	ongoing
KA 8.15 f	Extension of the Gold Coast Rail to Coolangatta	QT	MR, LG, QR, DLGP	2
KA 8.15 g	Conduct feasibility studies of upgrading the current inter city rail for higher speeds	QT	MR, LG, QR, DLGP	5
KA 8.17				
KA 8.17 a	Ipswich Motorway upgrade	MR	LG	10
KA 8.17 b	South West Arterial road (Springfield - Ripley)	QT/LG	MR	3
KA 8.17 c	Western Ipswich Bypass	MR	LG	3
A 9.1	Use IRTP steering arrangements to oversee SEQ Freight Study	QT	MR, LG	3
A 9.3	Investigate new rail lines Toowoomba/Little Liverpool Ranges	QT	QR	ongoing
A 9.3 a	Conduct investigations	QT	QR	2
KA 9.6	Designate freight roads and develop key links	MR	LG	10
KA 9.6 b	Four laning of the Logan Motorway	MR		4
KA 9.6 c	Completion of the Gateway Motorway Extension to Logan Motorway	MR		1

Action	Description	Lead Agency	Supporting Agencies	Duration
1997/1998 Financial Year continued				
KA 9.6 d	Additional lanes on the Gateway Motorway	MR		1
KA 9.6 g	Upgrade the Pacific Highway to improve travel times and safety, and to protect the strategic inter-regional function of this highway from clogging by local traffic	MR	QT, LG	5
KA 9.6 h	A longer term new road crossing of the Toowoomba Range	MR		5
S 9.9	Public information campaigns on operational limits of trucks	QT	MR, LG	2
A 9.10	Investigate new freight terminals at strategic locations	QT		7
A 9.10 a	Investigate freight marshalling and inter-modal transfer facility at Parkinson	QT	QR, LG	3
A 9.10 b	A rail/road transfer facility at Charlton, west of Toowoomba	LG	QT, QR, MR	2
KA 9.11	Identify freight needs in economic development strategies	LG	QT	ongoing
S 9.13	Ensure land use compatibility with 24 h freight operations	LG	QR, QT, MR	ongoing
SIG 10.1	Develop and promote the "Shaping Up" guidelines	QT	LG, DLGP, MR	1
A 10.3	Support Local Government integrated transport planning	QT/LG	MR	3
A 10.3 a	Assistance, both financial and professional, for local governments to prepare integrated local planning strategies	QT	MR	3
A 10.3 b	Workshops involving state and local government, community and developers where a development plan for a new growth area is prepared	LG	MR, QT, DLGP	3
A 10.5	Continue support for the Brisbane Central Activity District	SG	BCC	ongoing
A 10.6	Give priority to Key Centres with transport services	SG	LG	ongoing
A 10.6 a	Maroochydore	SG	LG	ongoing
A 10.6 b	Caboolture	SG	LG	ongoing
A 10.6 c	Toowoomba	SG	LG	ongoing
A 10.6 d	Ipswich	SG	LG	ongoing
A 10.6 e	Beenleigh	SG	LG	ongoing
A 10.6 f	Southport	SG	LG	ongoing
A 10.6 g	Robina	SG	LG	ongoing
A 10.7	Give second priority for transport to Major District Centres	QT	LG, MR, DLGP	ongoing
A 10.7 a	Strathpine	QT	LG, MR, DLGP	ongoing
A 10.7 b	Chermside	QT	LG, MR, DLGP	ongoing
A 10.7 c	Mt Gravatt	QT	LG, MR, DLGP	ongoing
A 10.7 d	Carindale	QT	LG, MR, DLGP	ongoing
A 10.7 e	Indooroopilly	QT	LG, MR, DLGP	ongoing
A 10.7 f	Capalaba	QT	LG, MR, DLGP	ongoing
A 10.7 g	Coomera	QT	LG, MR, DLGP	ongoing
A 10.7 h	Caloundra	QT	LG, MR, DLGP	ongoing
A 10.7 i	Nambour	QT	LG, MR, DLGP	ongoing
A 10.7 j	Logan Central	QT	LG, MR, DLGP	ongoing
A 10.7 k	Browns Plains	QT	LG, MR, DLGP	ongoing
A 10.8	Encourage activities at public transport facilities	QT/LG	QR	ongoing
S 10.10	Initiate project for a transit precinct redevelopment	DLGP	LG	5
S 10.11	Promote establishment of transit precincts at PT nodes	QT	DLGP, LG	ongoing
S 10.12	Provide incentives for establishment of transit precincts	LG		ongoing
KA 10.13	Concentrate urban growth at key public transport nodes	LG	SG	ongoing
KA 10.13 a	Coomera-Robina rail corridor	LG	SG	ongoing
KA 10.13 b	Strathpine-Caboolture rail corridor	LG	SG	ongoing
KA 10.13 c	Ipswich to Rosewood rail corridor	LG	SG	ongoing
KA 10.13 d	Springfield/Ripley (new) public transport corridor	LG	SG	3
KA 10.13 e	Algerger to Greenbank (new) public transport corridor	LG	SG	ongoing
KA 10.13 f	Cleveland rail corridor	LG	SG	ongoing
KA 10.14	Encourage redevelopment at public transport nodes	LG		ongoing
KA 10.14 a	Brisbane inner urban rail corridors (all inner urban rail lines)	LG		ongoing
KA 10.14 b	SEQ Regional Busway Network corridors	LG		ongoing
KA 10.14 c	Select major bus corridors on arterial roads within the metropolitan area (as identified by Brisbane City Council)	LG		ongoing
KA 10.16	Incorporate infrastructure plans in planning legislation	DLGP	LG, MR, QT	ongoing
KA 10.16 a	Ensure that existing and planned major roads are shown in all local government planning schemes	MR/LG		ongoing
KA 10.16 b	Ensure public transport infrastructure is planned as part of local government infrastructure charging codes	QT/LG	QR	ongoing

Action	Description	Lead Agency	Supporting Agencies	Duration
1997/1998 Financial Year continued				
KA 10.16 c	Ensure walking and cycling infrastructure is provided as part of urban development and incorporated in infrastructure charging codes	LG	QT, MR	ongoing
KA 10.16 d	Ensure that where major development for any purpose generates significant passenger trips, the use of public transport is promoted from the outset	LG	QT	ongoing
KA 10.16 e	Ensure indicative priority and sequencing for new transport facilities are indicated on integrated local transport plans	LG	QT, MR	ongoing
A 11.3	Complete the accessible bus pilot program	QT	PTSC	1
A 11.4	Plan, design, provide security for transport systems	QT	PTSC, QR, BCC, LG	ongoing
A 11.5	Continue TrainWatch and work with Police on secure design	QR	QPS	ongoing
KA 11.6	Establish a public transport users advisory group	QT		ongoing
A 11.8	Develop local action plans for bike and walking path safety	QT	SG, LG	ongoing
KA 11.9	Develop a method to account for social benefits of PT	QT	MR	3
SIG 12.1	"Air Care" Vehicle Emissions Action Program	QT	LG, MR	ongoing
SIG 12.1 a	Launch a public information campaign to help people understand how their travel contributes to air pollution	QT	LG, MR	3
SIG 12.1 b	Expand the Smoky Vehicles Program and include local government officers	QT		3
SIG 12.1 c	Maintain and expand the Random Roadworthiness Program to include checking of pollution equipment and vehicle emissions	QT		2
SIG 12.1 d	Monitor the Smoky Vehicles and Random Roadworthiness programs to obtain data on pollution equipment failures	QT		1
SIG 12.1 e	Evaluate opportunities, costs and benefits of an annual "Air Care" inspection program related only to air pollution and restricted to SEQ	QT		2
SIG 12.1 f	Develop an "Air Care" inspection program including any necessary regulations	QT		1
S 12.2	Support tightening of energy and emission standards	QT	CG	5
S 12.3	Support research on quantifying environmental impacts	SG	LG	3
S 12.3 a	Finalise the South East Queensland Regional Air Quality Strategy and using the airshed model to predict air quality trends and to evaluate air quality impacts of IRTP strategies	DOE	QT, LG	3
S 12.3 b	Participate in the development of a greenhouse gas emissions inventory to quantify greenhouse gas emissions per passenger kilometre and unit freight task	DOE	QT	3
S 12.4	Support research into alternative fuels and engines	QT	DOE	3
KA 12.5	Develop and adopt environmental management systems	QT/MR	QR	5
KA 12.5 a	Complete the Main Roads EMS for planning, design, construction and maintenance of roads	MR		3
KA 12.5 b	Complete the Queensland Rail EMS for rail planning and operations	QR		3
KA 12.5 c	Develop an EMS for Queensland Transport covering its operations and integrated transport planning	QT		5
KA 12.5 d	Local government should also develop EMSs where appropriate that are compatible with the Transport Portfolio Environmental Framework	LG		6
A 12.6	Conduct environmental audits of the transport system	QT/MR	QR, LG	ongoing
A 12.6 a	Research and develop methods for auditing the environmental effects of the SEQ transport system	QT	MR	3
A 12.7	Incorporate environmental considerations in design manuals	MR	QT, LG, QR	5
S 12.8	Continue programs to reduce and manage noise impacts	(none)		ongoing
S 12.8 a	Rail noise	QR		ongoing
S 12.8 b	Road noise - State-controlled roads	MR		ongoing
S 12.8 c	Road noise - local roads	LG		ongoing
S 12.8 d	Noise considerations in integrated planning	QT		ongoing
S 12.9	Ensure planning and building approvals consider impacts	QT	MR, LG	5
KA 13.1	Ensure regular reports to RCC on IRTP implementation	QT		ongoing
KA 13.1 a	Ensure that the RCC receives regular reports on the development and implementation of the IRTP	QT		ongoing
KA 13.2	Establish IRTP implementation steering arrangements	QT	MR, LG	1
A 13.3	Establish transport planning, funding and operating protocols	QT/MR	LG	2
A 13.4	Refine QTs integrated portfolio planning framework	QT	MR	2

Action	Description	Lead Agency	Supporting Agencies	Duration
1997/1998 Financial Year continued				
KA 13.5	Progress development of Integrated Local Transport Plans	LG	QT, MR	3
KA 13.5 a	Sunshine Coast Transport Study	MR	LG, QT, QR	2
KA 13.5 b	South Coast and Area Transport Study and Gold Coast City ILTP	QT/LG	QR, MR	2
KA 13.5 c	Caboolture Area ILTP	LG	QT, MR	1
KA 13.5 d	Laidley Shire ILTP	LG	QT, MR	1
KA 13.5 e	Redlands ILTP	LG	QT, MR	1
A 13.6	Strengthen local government's role in integrated planning	QT	MR, LG	ongoing
A 13.6 a	Ensure local government planning for corporate activities, strategic planning, urban management, and integrated local transport activities are fully linked	LG		ongoing
A 13.6 b	Enhance the role of local government as a lead agency for integrated transport and land use outcomes within its jurisdiction	QT	MR, LG	ongoing
A 13.6 c	Ensure local government transport projects conform with agreed transport objectives in integrated local transport plans before being included in construction programs	LG		ongoing
A 13.7	Establish process for private sector to propose options	QT	MR, LG	2
A 13.8	Develop IRTP monitoring system, review every 5 years	QT	MR, LG	3
A 13.8 a	Develop an Action Implementation Monitoring System	QT	MR, LG	1
A 13.8 b	Monitor screenlines for progress on IRTP targets	QT	MR, LG	3
A 13.8 d	Produce an addendum each year including an updated 3 year IRTP rolling program	QT		3
A 13.9	Use Road Network Strategy to determine who manages roads	MR	LG	ongoing
A 14.1	Adopt formal consultation processes and guidelines	QT/MR	LG	2
A 14.2	Convene a Regional Transport Reference Group	QT		ongoing
A 14.3	Convene community advisory groups within LGAs	LG	QT, MR	ongoing
A 14.4	Convene workshops on all significant transport projects	(none)	QT, MR, LG	ongoing
A 14.5	Make information on transport projects freely available	(none)	QT, MR, LG	ongoing
A 14.6	Provide support for endorsed community reference groups	(none)	QT, MR, LG	ongoing
A 14.7	Establish procedures for meeting costs of attending meetings	(none)	QT, MR, LG	1
KA 15.1	Develop regional financial model	QT/MR	LG	3
A 15.2	Planning legislation - public transport in new developments	DLGP	QT	2
A 15.3	Review allocations to ensure public transport support	SG	LG	2
A 15.4	Budget planning, allocate funds to meet community objectives	QT/MR	LG	ongoing
A 15.5	Adopt improved project evaluation procedures	QT/MR	LG	3
1998/99 Financial Year				
KA 5.2	Investigate/provide public transport to growth corridors	QT	MR, QR, LG	ongoing
KA 5.2 g	Gold Coast Light Rail/or busway from Southport to Robina to Coolangatta	QT	LG, QR	3
KA 5.5	Continue bus stop and bus priority improvement program	QT	MR, LG, PTSC, QPS	ongoing
SIG 5.6	Design SEQ regional busway system	QT	MR, BCC	20
SIG 5.6 e	Strathpine/Petrie to Kippa Ring	QT	MR, LG	20
SIG 5.6 f	Runaway Bay to Coolangatta, with a focus on Southport/Broadbeach/Robina	QT	MR, LG	20
KA 5.7	Inner city passenger transport plans for Brisbane and Key Centres	QT	LG	3
KA 5.7 b	Extend pavements at city bus stops to simplify bus manoeuvres and provide more room for passengers to wait	LG	QT	5
A 5.8	Improve enforcement of bus and transit lanes	QT	MR, LG, QPS	2
A 5.8 a	Give local government the power to enforce moving violations i.e. issuing tickets for bus lane breaches and removing cars parked in bus lanes	QT	LG, QPS, MR	2
A 5.8 b	Trial remote surveillance cameras to detect breaches	QT	LG, QPS, MR	2
S 5.25	Investigate planning provisions to support public transport	DLGP	QT, LG	5
KA 5.26	Ensure public transport is a seamless entity to passengers	QT		5
KA 5.26 a	Link all major bus and rail services and interchanges through a network plan	QT		4
A 6.2	Use Austroads standards for walking/cycling facilities	MR/LG	QT, QR, LG	1
A 6.2 a	Incorporate safe walking and cycling lanes in the design of new roads and railways where appropriate	SG/LG	QT, QR, MR	1

Action	Description	Lead Agency	Supporting Agencies	Duration
1998/99 Financial Year continued				
A 6.2 b	Safe pedestrian access to and from public transport interchanges and bus stops in urban centres	LG	MR, QR, QT	1
KA 6.3	Produce a South East Queensland Regional Cycle Plan	QT	MR, LG	3
KA 6.3 a	Produce SEQ Cycle Plan	QT	MR, LG	2
A 6.4	Establish a State Cycle Committee to guide cycle policy	QT	MR, SG, LG	ongoing
A 6.5	Develop ways to separate pedestrians and cyclists on paths	MR/LG	QT	2
A 6.6	Establish education and encouragement campaign for cyclists	QT	LG	2
A 6.6 a	Establish a campaign to inform cyclists and motorists of their rights and obligations	QT		2
A 6.6 b	Publicise the environmental, health and economic benefits of cycling	QT	LG	3
A 6.7	Establish programs to combine cycling and public transport	QT	LG, QR, PTSC	ongoing
A 6.7 b	Establish trial "bikes-on-buses" program	QT	PTSC, BCC	3
A 6.7 c	Establish trial program for bike on trains in peak hour	QR	QT	3
A 6.7 d	Provide secure cycle parking such as cycle lockers at all major transit stops and park-and-rides.	QT	LG, QR	ongoing
A 6.8	Provide secure parking and "end of trip" cyclist facilities	QT	DLGP, QR, SG, LG	ongoing
A 6.8 a	Consider changes to building and planning legislation to require provision of adequate cycle storage and showering and dressing facilities in new buildings	DLGP	QT	4
A 6.8 b	Provide cycle storage and showering and dressing facilities in all newly constructed State Government buildings	SG		ongoing
A 6.8 c	Provide enhanced facilities for bicycle parking, storage and security at railway stations and bus stations	QT	QR, LG	ongoing
A 6.10	Design standards for pedestrian access to public transport	QT	LG, MR	ongoing
A 6.10 a	Ensure connectivity between pedestrian networks and public transport	QT	LG, MR	ongoing
A 7.3	Provide real time information on traffic and alternatives	MR	QT, LG	7
A 7.3 a	Information displays in city centres and public transport stops	QT	MR, LG	5
A 7.3 d	Car pool ride match boards	QT	LG	ongoing
A 7.5	Collaborate on incentives for corporate trip reduction plans	QT	MR, LG	5
A 7.6	Investigate tax incentives to reduce car commuting	CG	SG	2
A 7.7	Establish a program focusing on household trip reduction	QT	MR, LG	3
A 7.8	Investigate options to achieve peak spreading	QT		ongoing
A 7.8 a	Investigate City heart retail (e.g. 10.00 am to 7.00 pm) in association with business associations, retail trade unions, consumer associations and transport providers	BCC		2
A 7.12	Convene a community summit on funding transport	QT	MR, QR, LG	1
KA 8.2	Implement measures to sustain the road hierarchy			
KA 8.2 e	Upgrade identification of heavy vehicle movements using modern technology to support enforcement of heavy vehicle routes	QT	MR	3
KA 8.6 c	Identify priority vehicles like buses and speed their progress through the signals system	MR	LG	4
KA 8.6 e	Enforce freight and dangerous goods routes by tagging vehicles and issuing automatic infringement notices when an unlawful route is used	QT	MR, QPS	5
KA 8.6 f	Provide route guidance information in the vehicle to the motorist to allow for navigation through unfamiliar territory or in unusual traffic conditions	QT	MR	5
KA 8.11	Investigate strategic road opportunities as per IRTP maps	MR	LG, QT	2
KA 8.11 i	Kilcoy Bypass	MR	LG, QT	1
KA 8.12	Investigate enhancing existing road corridors as per maps	MR	LG, QT	5
KA 8.12 c	Alignment from Beaudesert to Gold Coast upgrade	MR	LG, QT	2
KA 8.12 e	Logan Motorway upgrade and multi-modal investigation	QT	LG, QR, MR	2
KA 8.16	Brisbane to Beenleigh network investigation for urban growth	QT	MR, LG, DLGP	5
KA 8.17	Undertake impact assessment for Ipswich road opportunities	MR	QT, LG	3
KA 8.18	Investigate transport options for the western Brisbane area	QT	MR, LG	3
A 9.2	Study freight rail demand, constraints and upgrading options	QT	QR	3
KA 9.6	Designate freight roads and develop key links	MR	LG	10
KA 9.6 f	Six laning of the Bruce Highway to Caboolture River and protection of the strategic inter-regional function of this highway from clogging by local traffic	MR	LG, QT	4
S 9.12	Ensure freight corridors minimise impacts from operation	MR/QR	LG, QT	ongoing

Action	Description	Lead Agency	Supporting Agencies	Duration
1998/99 Financial Year continued				
S 10.2	Encourage use of "Shaping Up" guidelines	DLGP	LG	ongoing
A 10.9	Participate in telecommuting research	QT		2
A 10.15	Develop land use/transport corridor development process	QT		2
A 11.1	Establish monitoring for accessibility and provide services	QT		ongoing
A 11.2	Adopt physical access design criteria for infrastructure	QT	PTSC, QR, LG, MR	ongoing
A 11.7	Audit safety, security and accessibility of transport system	QT	PTSC, QR	ongoing
SIG 12.1	"Air Care" Vehicle Emissions Action Program	QT	LG, MR	ongoing
SIG 12.1 g	Implement a voluntary "Air Care" inspection program	QT		1
SIG 12.1 h	Combine public education with "Air Care" inspections	QT		ongoing
SIG 12.1 i	Monitor the effectiveness and air quality benefits of the program	QT		ongoing
S 12.3	Support research on quantifying environmental impacts	SG	LG	3
S 12.3 c	Quantify the full cost to society of greenhouse gas emissions and air pollutant emissions so that such costs can be included in the analysis of transport service and infrastructure options	CG	QT, DOE	3
A 12.6	Conduct environmental audits of the transport system	QT/MR	QR, MR, LG	ongoing
A 12.6 b	Conduct audits in concert with environmental management system development and implementation	(none)	QR, MR, QT, LG	3
KA 13.5	Progress development of Integrated Local Transport Plans	LG	QT, MR	3
KA 13.5 f	ILTPs for other local government areas	LG	QT, MR	1
1999/2000 Financial Year				
A 5.1	Ensure right public transport mode is selected for the task	QT	PTSC, QR, LG	ongoing
A 5.1 d	Fixed track rapid transit or priority bus transit to Brisbane Airport	QT		2
A 5.17	Investigate ferry network for Gold Coast waterways	QT		2
KA 6.3	Produce a South East Queensland Regional Cycle Plan	QT	MR, LG	3
KA 6.3 b	Develop local cycle plans	LG	QT, MR	2
A 6.9	Examine potential for cyclist-activated traffic signals	MR		2
A 6.10 b	Establish trial pedestrian friendly transit precinct projects	QT		3
A 7.3	Provide real time information on traffic and alternatives	MR	QT, LG	7
A 7.3 b	In-vehicle information systems;	MR	QT	5
A 7.8	Investigate options to achieve peak spreading	QT		15
A 7.8 b	Tertiary institutions concluding at 3 or 6 pm rather than the 5 pm peak	QT		1
A 8.3	Consider adjustments to control of roads in consultation	MR	LG	1
KA 8.12	Investigate enhancing existing road corridors as per maps	MR	LG, QT	5
KA 8.12 g	Warrego Highway upgrade (Minden to Withcott)	MR	LG, QT	2
KA 8.12 i	Alignment from Cunningham Highway to Beaudesert upgrade	MR	LG, QT	2
S 10.4	Undertake a demonstration housing or mixed use project	SG		3
A 12.6	Conduct environmental audits of the transport system	QT/MR	QR, MR, LG	15
A 12.6 c	Use results to design long term programs of remedial measures and improvements.	(none)	QR, MR, QT, LG	1
A 13.8	Develop IRTP monitoring system, review every 5 years	QT	MR, LG	3
A 13.8 c	Publish information on IRTP implementation and performance of the SEQ transport system in relation to the objectives and targets	QT	MR, LG	1

Chapter 17: Detailed list of actions

This chapter consolidates the actions, investment opportunities and investigations in the *Integrated Regional Transport Plan*, and assigns priorities, lead agencies, supporting agencies, and indicative timing to them. The actions are designed to show in detail how the IRTP objectives will be achieved.

The Detailed List provides a statement of the government's intentions and the agreements struck during the development of the IRTP. Implementation relies on the goodwill and understanding of the community, as well as the agencies involved.

Types

The Detailed List uses icons to show the general type of action proposed. The icons are described below:



Planning



Partnerships



Investigations
and Studies



Information



Guidelines and
Standards



Operations



Investment

Reference

The numbering system for actions is made up of a letter, denoting priority and two numbers separated by a decimal. The left hand number refers to the chapter where the IRTP discusses the action; and the right hand number shows the sequence in which the chapter discusses the actions. Lower case letters (for example "a", "b", "c") indicate sub-actions or specifics. They can be referred to as "KA 5.2a" for example.

The IRTP uses four categories of priority:

- SIG Signature Projects - these actions are the highest priority. They consist of things that need to be done urgently to demonstrate the effectiveness of the IRTP planning approach.
- KA Key Actions - these are actions are critical to the success of the IRTP
- A Actions are important to achieving the IRTP objectives.
- S Supporting activities are things that are happening under related processes that support the achievement of IRTP objectives.

Description

This section gives a full explanation of the planned actions. The text of the IRTP includes abbreviated descriptions of the actions.

Corridor code

The corridor codes refer to the maps at the front of the IRTP, as follows:

- GC Gold Coast Map
- BM Brisbane Metropolitan Map
- SC Sunshine Coast Map
- SW South West Map

The numbers refer to the numbering of the corridors shown on the maps.

Lead agency and supporting agencies

The IRTP uses the term “agency” to refer to government departments, local governments or other organisations that might be responsible for parts of the IRTP implementation.

Lead agencies have the overall responsibility for a particular action. Supporting agencies assist the lead agency in their areas of responsibility or expertise.

The following abbreviations are used for describing organisations:

- BCC Brisbane City Council
- CG Commonwealth Government
- DLGP Department of Local Government and Planning
- DOE Department of Environment
- LG Local Government (includes BCC where relevant)
- MR Department of Main Roads
- PTSC Public Transport Service Contractors (includes Brisbane Transport)
- QPS Queensland Police Service

QR	Queensland Rail
QT	Queensland Transport
SG	State Government

Many of the actions assign either shared or sole responsibility to the Commonwealth Government and the region's eighteen local governments.

Agencies have been involved in drawing up this IRTP and their agreement to undertake actions as well as the timing of actions will be sought.

Indicative start year and duration

Governments usually use financial years to plan their work programs. The financial year in which an action is expected to commence is listed under "indicative start year". The "duration" column gives an estimation of how long an action might take. Actions that are listed as beginning in 97/98 and running fifteen or more years indicate activities that are essentially ongoing.




The timing will be continually revised in terms of current priorities. Candidate projects also need to be evaluated to ensure they represent appropriate commitments of public funding and to determine the optimum timing of investment.



Proper evaluation is needed before committing to projects




More detailed evaluation will be undertaken before a particular project is accepted for implementation. This will either be done as part of integrated local transport planning processes, or in specific planning in major transport corridors.



Before a firm commitment to undertake any investment project is made:

- the projects must be evaluated through investment appraisal processes to ensure they represent appropriate commitments of public funding and to determine the optimum timing of investment;
- detailed public consultation will be undertaken in accordance with adopted guidelines, to ensure the full range of issues and concerns are addressed; and
- the necessary project approvals (e.g. Cabinet) will be obtained.








Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
		The IRTP approach					
	A 4.1	Adopt the IRTP transport planning guidelines so transport problems are addressed with reference to overall community objectives relating to the type of cities people want to live in. The IRTP transport planning approach will produce more public transport options, plan for moderated vehicle travel growth and not try to meet peak period private vehicle demands.		QT	MR, LG	97/98	25
		Applying the new planning approach					
	KA 4.2	Incorporate the IRTP targets for increased public transport mode share and higher peak period vehicle occupancy into integrated local transport plans for all local government areas of the region. These plans may be at local government scale or a geographic scale consistent with detailed design of integrated transport system elements.		QT	MR, LG	97/98	25
		The right type of public transport for the task					
	A 5.1	Ensure the right public transport mode is selected for the task and establish opportunities for new modes of public transport. Selecting the right mode means considering the strengths and weaknesses of available public transport options, and selecting the right mode for the task, having regard to: <ul style="list-style-type: none"> • peak period carrying capacity needed; • frequency of service matched to travel needs; • ability to pick up and set down passengers close to where they wish to be; • efficiency in both capital and operating costs; and • flexibility to cope with future increases in passenger demand. Also, opportunities should be investigated for new modes of public transport including light rail, monorails and bus O'Bahns.		QT	PTSC, QR, LG	97/98	15
	a	Ensure new public transport services are competitive with the level of service experienced by car travellers		QT	PTSC, QR	97/98	25
	b	Investigate light rail from Fortitude Valley-CAD-Southbank		QT		00/01	2
	c	Investigate light rail from Helensvale/Southport to Broadbeach/Robina, and possibly to Coolangatta	GC 1	QT		01/02	2
	d	Investigate fixed track rapid transit or priority bus transit to Brisbane Airport	BM 11	QT		99/00	2



Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 5.2	Investigate the following opportunities, including the likely passenger demand, the contribution to achieving regional targets for increased public transport use, and the right type of public transport:		QT	MR, QR, LG	97/98	15
	a	City - Greenbank/Browns Plains (rail or busway)	BM 9	QT	QR, LG	00/01	2
	b	Springfield - Ripley - Ipswich (rail or high frequency bus)	SW 2	QT	LG	97/98	2
	c	North Pine area including the possible use of the Petrie/Kippa Ring railway corridor for bus or rail services	BM 4	QT	LG	97/98	2
	d	public transport corridor from Robina to NSW border, including rail extension and local rail services as passenger demand grows	GC 3	QT	LG	97/98	2
	e	rail corridor from Beerwah or Landsborough to Maroochydore	SC 5a 5b	QT	QR, LG, MR	97/98	2
	f	fixed track or bus rapid transit to Brisbane Airport	BM 11	QT	QR, MR, BCC	01/02	2
	g	Gold Coast light rail/or busway from Southport to Robina to Coolangatta	GC 1	QT	LG, QR	98/99	3
	h	extending passenger rail services from Rosewood to Toowoomba	SW 4	QT	QR, LG	02/03	2
	i	City/Southbank to St Lucia/ Indooroopilly (busway or light rail)	BM 6	QT	BCC, QR	01/02	2
	KA 5.3	Establish or expand park and ride facilities and bus/rail, bus/bus interchanges at Key Centres and other strategic sites. Possible sites for expansion or new facilities include:		QR	QT, LG	01/02	10
	a	Caboolture North, to facilitate redevelopment of Caboolture town centre		QR	QT, LG	01/02	2
	b	Cleveland	BM 2	QR	QT, LG	02/03	2
	c	Petrie (only if in conjunction with a Kallangur road by-pass)	BM 4	QR	QT, LG	02/03	2
	d	Greenbank or Browns Plains (in conjunction with expansion of suburban rail or busway network)	BM 9	QT	QR, LG	03/04	2
	e	Maroochydore (in conjunction with the possible inter-urban rail)	SC 5a, 5b	QT	QR, LG	05/06	2
	f	Dinmore		QR	QT, LG	04/05	2
	g	Karrabin		QR	QT, LG, MR	04/05	2
	h	Yatala, to facilitate more intensive development of Beenleigh town centre	BM 17	QR	QT, LG	02/03	2




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	Bus services						
	KA 5.4	Establish a continuous bus transit system incorporating appropriate bus priority measures across all major urban areas including: - busways (dedicated roadways and transit stations for buses only); - bus only lanes; - high occupancy vehicle lanes; - bus traffic signal priority; - priority road access to bus interchanges and bus stops; and - strategic interchanges.		QT/MR	LG, MR	97/98	20
	a	bus priority lanes on roads leading to and from Brisbane CBD and Fortitude Valley		MR	BCC, QT	97/98	5
	b	bus priority lanes on roads leading to and from Southport, Surfers Paradise and Broadbeach	GC 1	MR/LG		97/98	5
	KA 5.5	Continue working parties involving State and local government planners, bus operators, public transport users and the police, in each District of the Department of Main Roads, to plan and implement appropriate bus stops and priority measures on the road system.		QT	MR, LG, PTSC, QPS	98/99	15
	SIG 5.6	Develop the SEQ Regional Busway network to provide sections of dedicated busways connecting between readily identified bus stations. The busways must be located in areas of high passenger demand, where they can be supported by land use patterns which concentrate passenger demands along the route. The busways must also be designed with consideration of the option of eventual conversion to light rail systems. Busways will be planned and developed in the following corridors:		QT	MR, BCC	97/98	20
	a	Brisbane CAD to Mt Gravatt/Logan Hyperdome/Beenleigh	BM 8	QT	MR, LG	97/98	20
	b	Brisbane Central Activity District (CAD) to Carseldine and further north	BM 5	QT	MR, LG	97/98	20
	c	Brisbane CAD to Indooroopilly or St Lucia and possibly beyond	BM 6	QT	MR, LG	97/98	20
	d	Brisbane CAD to Capalaba	BM 7	QT	MR, LG	97/98	
	e	Strathpine/Petrie to Kippa Ring	BM 4	QT	MR, LG	98/99	20
	f	Runaway Bay to Coolangatta, with a focus on Southport/Broadbeach/Robina	GC 1	QT	MR, LG	97/98	20
	g	Mt Gravatt to Browns Plains/Greenbank	BM 9	QT	MR, LG	97/98	20





Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 5.7	Develop inner city transit plans for Brisbane (CBD), Key Centres and other urban centres as required to improve service, safety and convenience for public transport passengers through:		QT	LG	97/98	15
	a	rationalised bus stops, so that all buses pass through the major interchange areas or bus malls in the city		LG	QT	97/98	3
	b	extended pavements at city bus stops to simplify bus manoeuvres and provide more room for passengers to wait		LG	QT	98/99	5
	c	bus only malls within easy walking distance of rail and shopping services in all major town and suburban centres		LG	QT	97/98	15
	d	rain and sun shelters, security lighting and passenger information panels at all major stops		LG	QT	97/98	15
	e	line marking and coloured surfacing on bus lanes and transit malls to improve the visibility of the bus system		LG	MR	97/98	5
	f	improved bus boarding arrangements to allow at-level boarding and use of a second door in peak hours to get people on more quickly		QT	BCC, PTSC	97/98	15
	g	improved bus access through Fortitude Valley		BCC	MR	97/98	2
	h	improved bus priority and bus stops for Redland and Logan City services to enter and exit the Brisbane CBD		LG	MR, QT	97/98	5
	A 5.8	Improve enforcement of bus lanes and high occupancy vehicle lanes by:		QT	MR, LG, QPS	98/99	2
	a	giving local government the power to enforce moving violations; i.e. issuing tickets for bus lane breaches and removing cars parked in bus lanes		QT	LG, QPS, MR	98/99	2
	b	trialing remote surveillance cameras to detect breaches		QT	LG, QPS, MR	98/99	2






Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
Passenger rail services							
	KA 5.9	Establish a rail service agreement which requires continuous improvements to service quality as well as capital investment and operating efficiencies to reduce losses. Include service targets for: <ul style="list-style-type: none"> - increasing farebox revenue as a proportion of operating costs; - ridership rate exceeding population growth in rail catchment; - increased efficiencies in capital works and rail fleet purchase programs; - reduction in cancellation services (e.g. no more than 2% of services cancelled); - on time running (e.g. 95% of trains within 2 minutes of schedule); - integrated inter-modal ticketing and customer information; - better access to stations; and - better bus/rail coordination. 		QT	QR	97/98	2
	A 5.10	Review the Citytrain rail timetable and upgrade inner city services to ensure an appropriate balance between services for inner suburbs and express services from outer suburbs.	BM 2	QT/QR		97/98	2
	KA 5.11	Provide rail infrastructure and vehicles to allow progressive improvement of the frequency on the Citytrain rail services, with long term minimum service level targets of:		QR	QT	01/02	6
	a	inner city peak period every 71/2 minutes and off-peak every 15 minutes		QR	QT	00/01	5
	b	outer suburban and coastal services peak period every 15 minutes and off peak every 30 minutes		QR	QT	01/02	5
	A 5.12	Continuously develop and trial changes to railway fare structures to increase rail's competitiveness and convenience, including:		QR	QT	97/98	5
	a	group, advance purchase and off-peak discounts; frequent user discounts		QR	QT	97/98	3
	b	general availability of inter-modal fares e.g bus/rail		QR/PTSC	QT	97/98	3
	A 5.13	Investigate alignments and preserve opportunities for a Brisbane Inner City Rail second river crossing and underground rail stations		QR	QT, BCC	01/02	20







Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 5.14	Investigate the feasibility and opportunities of moving to world class high speed rail services for inter-urban rail services. Include consideration of standard gauge and other technology to help achieve speed increases beyond the capabilities of the existing Queensland gauge system.		QT	QR	03/04	3
	Light rail opportunities A 5.15	Ensure that light rail options are evaluated under actions 5.1 c-d and 5.2 a-g.		QT	LG, QR	97/98	8
	Ferries A 5.16	Continue to increase the speed and frequency of ferry services on the Brisbane River between Hamilton and St Lucia in accordance with Brisbane City Council's Ferry Strategic Plan.		BCC		97/98	25
	A 5.17	Investigate the opportunity to establish a ferry network for the Gold Coast waterways.		QT		99/00	2
	A 5.18	Develop and implement a ferry plan for the Moreton Bay islands that is consistent with the outcomes of island development plans agreed between State and local government.		QT	LG	00/01	3
	On demand or personal public transport services SIG 5.19	Increase the coverage of bus services running across cities, using smaller buses and trialing demand-responsive, midi and mini bus services which can deviate to pick people up and set them down closer to the door after dark.		QT	PTSC	97/98	5
	KA 5.20	Continue to improve the quality, affordability, appropriateness and range of transport services by ongoing reforms to public transport and taxi service contracts: <ul style="list-style-type: none"> - improving accountability for operator and driver performance; - encouraging more commercial and innovative approaches to meet transport needs; - allowing flexibility for operators to adopt a mix of services, vehicles and fares; and - establishing on-demand services especially using minibuses, vans, taxibuses and multi-hire taxis. 		QT	PTSC, QR	97/98	15




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	Supporting public services						
	KA 5.21	Develop a public transport coordination model and guidelines for a "seamless" public transport system for the region over the next 25 years. Ensure representation from the various stakeholders in planning, regulating, operating and using public transport in the region. The Task Force terms of reference would include: - high quality of service when viewed from a customer perspective; - priority to low cost, high visibility coordination measures; - clearly understood attributes of a seamless public transport system which integrates public and private operations; and - identifying the key issues to be resolved in order to achieve a seamless system.		QT	PTSC, MR	97/98	1
	A 5.22	Publish clear guidelines on the attributes of a seamless public transport system which integrates public and private operations. These would be used to support the establishment of public transport service contracts. The attributes of a high quality, seamless system should include:		QT/PTSC		97/98	2
	a	integrated bus/rail/ferry tickets for single journeys as well as weekly and monthly discounts, which offer value for money, especially for commuters and groups		QT	PTSC	97/98	2
	b	no flag-fall for change of services on a linked journey i.e. through-ticketing must be implemented		QT	PTSC	97/98	2
	c	continuously improved information about timetables, fares and tickets		QT	PTSC	97/98	2
	d	better coordination of timetables across modes		QT	PTSC	97/98	2
	e	coordination between bus and taxi systems to maximise the coverage of services and amount of information available		QT	PTSC	97/98	2
	f	system presentation (common livery, timetable and ticket formats)		QT	PTSC	97/98	2
	g	all major employment and retailing centres have access to public transport		QT	PTSC	97/98	2
	h	more than 90% of residents live within 400 metres of a public transport stop		QT	PTSC	97/98	2
	i	almost every journey can be made by public transport with a maximum of one interchange between vehicles		QT	PTSC	97/98	2




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 5.23	Implement a system of bus priority measures to link the region's major employment, activity and population centres, focusing on areas where congestion is experienced. This will incorporate measures such as: - separate lanes on arterial roads for exclusive public transport use; - bus priority signals and queue jump lanes; and - peak hour and 24 hour transit lanes on major urban arterial roads.		MR/LG		97/98	15
	a	Bus priority in Brisbane metropolitan arterial network		MR/LG	QT, PTSC	97/98	5
	b	Bus priority in Ipswich		MR/LG	QT, PTSC	97/98	5
	c	Bus priority on Gold Coast Highway, Southport to Coolangatta, and on bus routes to the new rail stations	GC 1	MR/LG	QT, PTSC	97/98	5
	d	Bus priority from Maroochydore to Caloundra, with emphasis on Maroochydore town centre.	SC 4	MR/LG	QT, PTSC	97/98	5
	S 5.24	Designate on town plans a number of strategically located Major Centres and urban village nodes throughout urban areas which will provide a focus for local activities and act as points of interchange between cross city services, local feeders, and line haul public transport services. Planning provisions should consider measures to increase the range of activities at public transport stations.		DLGP	LG	97/98	2
	S 5.25	Investigate the establishment of town planning provisions which set upper limits on retail and commercial floor space for developments which are not located on line-haul public transport routes.		DLGP	QT, LG	98/99	5
	Public transport reforms						
	KA 5.26	Introduce appropriate administrative arrangements in the transport portfolio to ensure the ongoing planning and regulation of the region's public transport system as a seamless entity when viewed from a passenger perspective. The public transport system capacity must be designed, through integrated transport planning activities, to meet the mode share targets established by the IRTP. This will include: a link all major bus and rail services and interchanges through a network plan		QT		97/98	5
	a	link all major bus and rail services and interchanges through a network plan		QT		98/99	4






Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 5.27	Ensure that public transport services in urban service contract areas keep pace with urban development by:		QT	LG, PTSC	97/98	25
	a	improving the integration between local planning schemes and bus contract planning so that services meet new demands		QT	LG, PTSC	97/98	10
	b	monitoring development approvals for major housing and commercial development		LG	QT	97/98	15
	c	ensuring bus stops, bus shelters and bus priority measures are provided as part of urban development works		LG	QT	97/98	15
	d	ensuring services are in place from the time people begin to occupy new urban development		LG	QT	97/98	15
	e	annually reviewing service levels in line with population and demographic changes		QT		97/98	15
	f	ensuring that contract areas continually change to incorporate areas of urban growth		QT		97/98	15
Cycling							
	KA 6.1	Progressively plan and develop pedestrian and cycling networks including pathways, bicycle paths, bicycle lanes and sealed road shoulders to provide safe and direct access for non-motorised transport across communities.		LG	MR, QT	97/98	15
	A 6.2	Use Austroads design standards that ensure:		MR/LG	QT, QR	98/99	1
	a	safe walking and cycling paths and lanes are incorporated in the design of new roads and railways where appropriate		SG/LG	QT, QR, MR	98/99	1
	b	safe pedestrian access to and from public transport interchanges and bus stops in urban centres		LG	MR, QR, QT	98/99	1
	KA 6.3	Produce a South East Queensland Regional Cycle Plan. State government will support the preparation of local cycle plans by local government which are integrated with regional cycle networks. State government funding of local cycle projects will be linked to these local cycling plans.		QT	MR, LG	98/99	3
	a	Produce SEQ Cycle Plan		QT	MR, LG	98/99	2
	b	Develop local cycle plans		LG	QT, MR	99/00	2





Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 6.4	Establish a State Cycle Committee comprising representatives of State agencies, local governments and cycle user groups. The committee is to provide guidance on cycle policy and planning and infrastructure provision. The committee will also serve as a mechanism for communication and information dissemination between spheres of government and the community.		QT	MR, SG, LG	98/99	15
	A 6.5	Develop and trial means for ensuring separation of pedestrians and cyclists on cycle paths including the possibility of dedicating paths exclusively to cyclists and/or effectively segregating pedestrians and cyclists.		MR/LG	QT	98/99	2
	A 6.6	Establish education and encouragement campaigns for cycling. Motorists need to be educated to accept cyclists as legitimate road users with particular needs and vulnerabilities. Cyclists need to be educated to accept their role as responsible road users bound by many of the same rules and requirements as other road users.		QT	LG	98/99	2
	a	Establish a campaign to inform cyclists and motorists of their rights and obligations		QT		98/99	2
	b	publicise the environmental, health and economic benefits of cycling		QT	LG	98/99	3
	A 6.7	Establish trial programs to support the use of cycles in conjunction with public transport.		QT	LG, QR, PTSC	97/98	25
	a	Investigate the impacts of allowing cycles on public transport		QT	QR, PTSC, BCC	97/98	1
	b	Establish trial "bikes-on-buses" program		QT	PTSC, BCC	98/99	3
	c	Establish trial program for bikes on trains in peak hour		QR	QT	98/99	3
	d	Provide secure cycle parking such as cycle lockers at all major transit stops and park and rides.		QT	LG, QR	98/99	25
	A 6.8	Ensure the provision of "end of trip" facilities for cyclists by:		QT	DLGP, QR, SG, LG	98/99	15
	a	considering changes to building and planning legislation to require provision of adequate cycle storage and showering and dressing facilities in new buildings which will attract cyclists		DLGP	QT	98/99	4
	b	providing cycle storage and showering and dressing facilities in all newly constructed State Government buildings		SG		98/99	15
	c	providing enhanced facilities for bicycle parking, storage and security at railway stations and bus stations		QT	QR, LG	98/99	15




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 6.9	Examine the potential for utilisation of cyclist activated traffic signals.		MR	LG	99/00	2
Walking							
	A 6.10	Adopt transport infrastructure design standards which ensure safe pedestrian access to and from public transport interchanges and bus stops in urban areas.		QT	LG, MR	98/99	15
	a	Ensure connectivity between pedestrian networks and public transport		QT	LG, MR	98/99	15
	b	Establish trial pedestrian friendly transit precinct projects		QT		99/00	3
	A 6.11	Ensure that all pedestrian facilities cater for groups with special needs such as people with disabilities and parents with strollers by appropriate design of new facilities and upgrading of existing facilities.		LG	SG	97/98	15
	A 6.12	Ensure attractive, functional, safe and secure pedestrian facilities are provided.		MR/LG	QT	97/98	15
	a	Ensure attractive, functional and safe pedestrian facilities are provided as part of all urban development		MR/LG	QT	97/98	15
	b	Ensure major pedestrian facilities are well lit and conducive to improved personal security via passive and active surveillance		MR/LG	QT	97/98	15
	Public education						
	KA 7.1	Introduce public education campaigns to manage travel demand. These should focus on:		QT	MR, LG, QR	97/98	2
	a	raising awareness of the real costs of private vehicle use compared and the benefits of public transport		QT	MR, LG, QR	97/98	2
	A 7.2	Publish travel option bulletins to provide communities with up to date information on changes to transport services. The bulletin could be mailed out with local government rate notices or other mail out means and distributed from public information points. The bulletin would be aimed at explaining to people how public transport is coming of age and that there is an increasingly attractive alternative to buying a second or third car per household.		LG	QT	97/98	2




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 7.3	Provide "real time" public information on traffic flow conditions and alternative routes, together with information on car pooling, public transport and alternative transport modes using:		MR	QT, LG	97/98	7
	a	information displays in city centres and public transport stops;		QT	MR, LG	98/99	5
	b	in-vehicle information systems;		MR	QT	99/00	15
	c	electronic road-side signs along key arterial roads;		MR		97/98	5
	d	car pool ride match boards		QT	LG	98/99	3
Active trip reduction measures							
	KA 7.4	Incorporate the IRTP targets for increased mode share for public transport and a 10% increase in average peak period vehicle occupancy in all future transport planning calculations, and plan appropriate road transport capacity based on commensurate reductions in future private vehicle demands.		QT	MR, LG	97/98	15
	a	regional transport planning		QT	MR, LG	97/98	15
	b	road network planning		MR	QT, LG	97/98	15
	c	integrated local transport planning		LG	QT, MR	97/98	15
	A 7.5	Collaborate with large businesses, tertiary institutions with more than 500 commuters or high density employment areas with more than 500 commuters on incentives to adopt trip reduction plans. Also consider developing trip reduction plans for major urban developments (e.g. Springfield, Mango Hill). Elements of the plans could include: - ensuring operations are established near public transport, rather than shifting to fringe areas and providing free car parking; - ride sharing schemes and bulletin boards; - public transport (e.g., shuttle bus, on site information, ticket sales, maps); - bicycle and pedestrian facilities; - telecommuting opportunities; - parking privileges for commuters who share rides; and - salary incentive schemes for employees using public transport.		QT	MR, LG	98/99	5
	a	develop car pooling schemes to support the development of a network of transit lanes in advance of opening lanes					




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 7.6	Investigate tax incentive schemes including: - payroll tax rebates for employers who achieve significant trip reductions; - changes to tax practices relating to employer supplied vehicles; - allowing a fixed amount, tax free travel allowance for employees who use modes other than the car, including walking; and - allowing business tax deductibility for purchasing public transport passes for employees.		CG	SG	98/99	2
	A 7.7	Establish a program focusing on household trip reduction and mode change. This may include the development and implementation of a "kit" of ideas on how to reduce travel. Topics could include: - ways to get children safely to school by ride sharing, accompanied walking, or neighborhood car pooling schemes; - telecommuting opportunities; and - information on public transport and car pooling options.		QT	MR, LG	98/99	3
	A 7.8	Investigate alterations to operating hours to achieve peak spreading and conduct trials to test feasibility, including:		QT		98/99	15
	a	investigate city heart retail (e.g 10.00 am to 7.00 pm) in association with business associations, retail trade unions, consumer associations and transport providers		BCC		98/99	2
	b	tertiary institutions concluding at 3 or 6 p.m. rather than the 5 p.m. peak		QT		99/00	1




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	Car parking KA 7.9	Develop and implement local government parking plans for all Major Centres which: - do not jeopardise public transport viability by unnecessarily encouraging or expanding commuter parking; - restrict parking in inner urban business areas to approved car parks; - progressively implement parking levies for centres serviced by high quality public transport, with revenue from the levy specifically directed to improving public transport services and infrastructure; - levies would apply to parking meters, public car parking stations and corporate spaces; - progressively increase the cost of long stay parking; and - provide cheaper all day parking for high occupancy vehicles than for single occupant vehicles.		LG		97/98	5
	a	Develop a plan for inner Brisbane which sets growth limits on the total number of car parking spaces in the CBD and "City frame" areas including South Brisbane, Milton and Spring Hill.		BCC		97/98	2
	KA 7.10	Reduce urban planning scheme requirements for designated numbers of parking spaces to be provided at commercial and retail developments where there are adequate public transport facilities and services.		LG		97/98	5
	Transport pricing S 7.11	Progress the evaluation and implementation of the transport elements of the Queensland Commission of Audit, including key actions that align revenue for transport with the amount of travel undertaken.		SG	QT, MR, QR	97/98	5
	A 7.12	Convene a community summit on funding transport to explore the problem and build a consensus on general approaches.		QT	MR, QR, LG	98/99	1
	Road hierarchy KA 8.1	Adopt a scheme for classifying roads which clearly states the guidelines for planning, developing and managing roads and adjacent land uses in accordance with the agreed functions and importance of the roads in meeting National, State and Regional transport needs. Classify all existing and planned roads in the region according to this hierarchy.		MR	LG, DLGP	97/98	2






Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 8.2	Implement measures to sustain the road hierarchy by keeping non-essential traffic out of local streets and to maintain the capability of major roads to carry high volumes of traffic including:		MR	LG, QT	97/98	15
	a	ring-roads and by-passes to keep heavy vehicles and high volume traffic out of residential areas		MR	LG	97/98	15
	b	road design and urban form which ensures the arterial road system provides direct travel across the urban area without relying on local roads or streets		MR	LG	97/98	15
	c	urban speed management whereby the speed limit in local streets is reduced, while the limit on higher order urban roads is increased		QT	MR, LG	97/98	3
	d	Local Area Traffic Management (LATM), using traffic engineering practices to reduce the speed and intrusion of vehicles in residential and commercial areas and create an environment where pedestrians and cyclists are safer. These schemes should generally be limited to local roads and streets which are not used by buses		LG	MR	97/98	15
	e	upgraded identification of heavy vehicle movements using modern technology to support enforcement of heavy vehicle routes		QT	MR	98/99	3
	A 8.3	Consider adjustments to the current State controlled roads using the Regional Road Network Strategy update process to determine which roads should be transferred to local government and which should be transferred to the State Government and consult with local government on the basis for transferring road controls.		MR	LG	99/00	1
	S 8.4	Adopt clear guidelines for planning and management of major roads and adjacent land uses and ensure that these are reflected in local planning schemes.		MR	LG	97/98	5
	Priority use of road space			MR	LG	97/98	5
	KA 8.5	Implement a system of bus priority measures to link the region's major employment, activity and population centres, focusing on areas where congestion is experienced. Subject to analysis of overall impacts on travel in the corridor, this may incorporate measures such as: separate lanes on arterial roads for exclusive public transport use, bus priority signals, queue jump lanes and peak and 24 hour transit lanes.		MR	LG	97/98	5



Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 8.6	Use technology based on Intelligent Transport Systems (ITS) for improved traffic-responsive traffic signal control on major arterial roads in South East Queensland. This will allow:		MR	LG, QT	97/98	15
	a	smoothing out of traffic peaks and changing signals to accommodate traffic conditions prevailing at the time, rather than predetermined signal settings		MR	LG	97/98	15
	b	better detection and management of traffic incidents		MR	LG, QPS	97/98	2
	c	identifying priority vehicles like buses and speeding their progress through the signals system		MR	LG	98/99	4
	d	accurate in-home and road-side public information on traffic flow conditions, congestion and parking supply along key arterial roads		MR	LG	97/98	15
	e	enforcing freight and dangerous goods routes by tagging vehicles and issuing automatic infringement notices when an unlawful route is used		QT	MR, QPS	98/99	5
	f	providing route guidance information in the vehicle to the motorist to allow for navigation through unfamiliar territory or in unusual traffic conditions		QT	MR	98/99	5
	g	collecting tolls electronically on toll roads and bridges		MR		97/98	3
	A 8.7	Implement procedures and training for emergency services staff, traffic police, government officials and tow truck operators to achieve better management of accidents and breakdowns on all major arterial roads during peak hours through:		MR/LG		97/98	25
	a	stringent enforcement of parking controls		LG		97/98	15
	b	on call tow trucks to remove broken-down vehicles		MR/LG		97/98	1
	c	monitoring traffic conditions to detect and remedy incidents		MR		97/98	15
	d	accident attendance procedures which minimise disruption to traffic		QPS	MR, LG	97/98	2
	A 8.8	Plan a network of transit lanes across South East Queensland. Trial the use of T 2 transit lanes (which give priority to vehicles carrying two or more people) on sections of arterial road where bus lanes or T 3 transit lanes are not considered viable.		MR	QT, LG	97/98	5

Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 8.9	Revise road design standards to ensure new transport infrastructure accommodates the needs of public transport, making specific provision for: - priority bus and car access to major public transport interchanges and park and ride facilities bus lane and bus lay-by design; - accessible kerbing, footpath and road surface to suit low floor buses; - pedestrian and cycling paths; and - direct routes through urban areas for buses.		MR	LG	97/98	2
	Better planning of road needs						
	KA 8.10	Ensure that inter-connected local arterial road networks are developed to preserve the capacity of existing inter-city highways to carry inter-regional traffic and improve safety for local traffic movements. Local road networks to be planned include:		MR/LG		97/98	2
	a	Pine Rivers North/Mango Hill	BM 3	MR/LG		97/98	2
	b	Caboolture - Narangba	BM 16	MR/LG		97/98	2
	c	Beenleigh - Upper Mt Gravatt corridor	BM 16	MR/LG		97/98	2
	d	Beenleigh - Gold Coast corridor	GC 6	MR/LG		97/98	2
	Strategic road network actions						
	KA 8.11	Undertake transport investigations of capacity road options from the maps of strategic transport opportunities, either as individual studies or as part of integrated local transport plans.		MR	LG, QT	97/98	2
	a	Bermuda St extension to Tallebudgera Connection Rd	GC 7	MR	LG, QT	97/98	2
	b	Southern Gold Coast/Tugun transport capacity	GC 9	QT	LG, MR	97/98	2
	c	Port Road upgrade	BM 12	MR	LG, QT	97/98	1
	d	Transport corridor Capalaba to Cleveland	BM 19	MR	LG, QT	97/98	1
	e	Tewantin Bypass	SC 1	MR	LG, QT	97/98	2
	f	Kawana transport corridor	SC 7	MR	LG, QT	97/98	1
	g	Caboolture Northern Bypass	SC 10	MR	LG, QT	97/98	1
	h	Eenie Ck transport corridor	SC 11	MR	LG, QT	97/98	1
	i	Kilcoy Bypass	SC 12	MR	LG, QT	98/99	1
	j	Mt Lindsay Highway deviation to Bromelton	SW 11	MR/LG	QT	97/98	1
	k	Link road from Mt Lindsay Highway to Springfield Arterial	SW 13	MR/LG	QT	97/98	1






Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 8.12	Undertake transport investigations for enhancement of existing corridors, from the maps of strategic transport opportunities, either as individual studies or as part of integrated local transport plans.		MR	LG, QT	97/98	5
	a	Southport-Burleigh Road upgrade	GC 5	MR	LG, QT	97/98	2
	b	Pacific Highway upgrade	GC 8	MR	LG, QT	97/98	3
	c	Alignment from Beaudesert to Gold Coast upgrade	GC 12	MR	LG, QT	98/99	2
	d	Bruce Highway upgrade	BM 1	MR	LG, QT	97/98	1
	e	Logan Motorway upgrade and multi-modal investigation	BM 14	QT	LG, QR, MR	98/99	2
	f	Sunshine Motorway upgrade	SC 2	MR	LG, QT	97/98	2
	g	Warrego Highway upgrade (Minden to Withcott)	SW 5	MR	LG, QT	99/00	2
	h	Cunningham Highway upgrade to New England Highway	SW 7	MR	LG, QT	97/98	5
	i	Alignment from Cunningham Highway to Beaudesert upgrade	SW 8	MR	LG, QT	99/00	2
	j	Mt Lindsay Highway upgrade	SW 10	MR	LG, QT	97/98	5
	KA 8.13	Undertake transport network investigations from the maps of strategic transport opportunities, either as individual studies or as part of integrated local transport plans.		MR	LG, QT	97/98	5
	a	Gold Coast network of arterial roads	GC 6	MR/LG	QT	97/98	1
	b	Local arterial system Strathpine to Caboolture	BM 3	MR/LG	QT	97/98	5
	c	Local arterial and service roads Caloundra exit to Nambour exit	SC 9	MR/LG	QT	97/98	5
	A 8.14	Undertake transport investigations for long term opportunities, from the maps of strategic transport opportunities, either as individual studies or as part of integrated local transport plans.		MR	LG, QT	06/07	5
	a	Link Rd from Camp Cable Road to Coomera	GC 11	MR	LG, QT	06/07	5
	b	Bells Ck transport corridor	SC 8	MR	LG, QT	06/07	5
	c	Mt Lindsay Highway upgrade crossing of NSW border	SW 12	MR	LG, QT	06/07	5





Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 8.15	Undertake a major planning and consultation study to develop a package of integrated transport and land use responses which will allow the upgraded Pacific Highway to cope well into the future with moderated travel demand growth. These will include:	GC 8	QT	MR, LG, QR, DLGP	97/98	5
	a	making better use of the road capacity by setting aside lanes for high occupancy vehicles including public transport vehicles		QT		97/98	5
	b	restraining growth in commuter travel from the Gold Coast and hinterland to jobs in Brisbane by measures to locate employment closer to housing		QT		97/98	5
	c	concentrating urban development along the corridor at key nodes in a form which supports easy access to public transport		QT		97/98	5
	d	planning and providing major local arterial roads as part of urban development, to allow people to travel within the urbanised area without having to access the Pacific Highway; this will include additional river crossings of the Logan and Coomera rivers		QT		97/98	5
	e	enhancing Gold Coast Rail to provide more frequent services i.e. more track capacity right through to Roma Street, and more stations for local train services		QT		97/98	10
	f	extension of the Gold Coast Rail to Coolangatta		QT		97/98	2
	g	conducting feasibility studies of upgrading the current inter-city rail for higher speeds.		QT		97/98	5
	KA 8.16	Undertake a major transport network investigation between Brisbane and Beenleigh to accommodate future major growth of travel associated with the development of housing and employment around the Beenleigh key centre. This will include consideration of road and rail system upgrades.		QT	MR, LG, DLGP	98/99	5
Major transport investigations							
	KA 8.17	Undertake impact assessment studies for strategic road opportunities in Ipswich.		MR	QT, LG	97/98	3
	a	Ipswich Motorway upgrade	SW 1	MR	LG	97/98	10
	b	South West Arterial road (Springfield - Ripley)	SW 2	QT/LG	MR	97/98	3
	c	Western Ipswich Bypass	SW 3	MR	LG	97/98	3




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 8.18	Undertake a transport network investigation to determine how to resolve future transport capacity problems in the western Brisbane area. The investigation will be staged as follows: - analyse present and future passenger and freight travel demands; - analyse the reasons for, and nature of, the predicted growth in passenger and freight demand, and assess a range of options to address travel growth, including all transport modes as well as land use strategies to reduce travel demand and localise journeys; - identify transport system improvement options, including opportunities for a western busway; and - plan and protect for the mix of strategies.	BM 16	QT	MR, LG	98/99	3
	Better planning of freight needs A 9.1	Use IRTP steering arrangements to oversee implementation of the South East Queensland Freight Study.		QT	MR, LG	97/98	3
	Rail freight A 9.2	Undertake a study of rail freight demand, system constraints and upgrading options for metropolitan Brisbane as follows: - identify future demand for rail freight movements; - examine constraints on the existing system; - examine a wide range of options to overcome constraints, including elimination of choke points on the existing rail network; and if necessary, examine long term options for further expanding rail freight capacity.		QT	QR	98/99	3
	A 9.3	Investigate new rail alignments at the Toowoomba and Liverpool ranges to improve running time to Brisbane and open up opportunities for freight connections to north western New South Wales and southern capitals.	SW 4	QT	QR	97/98	15
	a	conduct investigations	SW 4	QT	QR	97/98	1
	b	possible works	SW 4	QT	QR	06/07	5
	A 9.4	Investigate the feasibility of an improved rail alignment between Landsborough and Yandina to improve speeds and open up freight opportunities to the north.	SC 13	QT	QR	06/07	2






Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 9.5	Investigate rail freight connections to major industrial development areas of the region to maximise the opportunities for freight to go by rail instead of road. Opportunities to be considered include:		QT	QR, LG	01/02	4
	a	a dual gauge line to Bromelton, using the existing standard gauge line to allow haulage of freight on the Queensland narrow gauge system	SW 9	QT	QR, LG	01/02	2
	b	spur line from the Gold Coast Railway to Yatala	GC 10	QT	QR, LG	02/03	2
	c	spur line to Ebenezer	SW 2	QT	QR, LG	03/04	2
Road freight							
	KA 9.6	Provide a continuous system of designated high capacity, safe and secure freight roads which maximise separation of heavy freight traffic from urban settlement areas and give priority to freight movements. The following proposed road works support the development of these key links:		MR	LG	97/98	10
	a	enhanced road access to the Port of Brisbane	BM 12	MR	LG	01/02	5
	b	four laning of the Logan Motorway	BM 14	MR		97/98	4
	c	completion of the Gateway Motorway Extension to Logan Motorway	BM 13	MR		97/98	1
	d	additional lanes on the Gateway Motorway	BM 10	MR		97/98	1
	e	electronic toll plazas on the Gateway and Logan Motorway, so that freight vehicles do not have to stop		MR		01/02	2
	f	six laning of the Bruce Highway to Caboolture River and protection of the strategic inter-regional function of this highway from clogging by local traffic	BM 1	MR	LG, QT	98/99	4
	g	upgrade the Pacific Highway to improve travel times and safety, and to protect the strategic inter-regional function of this highway from clogging by local traffic	GC 8	MR	QT, LG	97/98	5
	h	a longer term new road crossing of the Toowoomba Range	SW 6	MR		97/98	5
	A 9.7	Make provision for B-doubles, over-dimension vehicles, and where appropriate hazardous goods and B-triples on designated freight routes.		QT/MR	LG	01/02	10










Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 9.8	Investigate the following road network improvement opportunities to support freight movements:		MR	LG	01/02	10
	a	direct connection from Logan Motorway to Acacia Ridge freight terminal and industrial area		MR	LG	01/02	2
	b	a road system to ensure safe, efficient haulage of extractive materials from Whiteside, Kholo and Toogoolawah		MR	LG	01/02	2
	c	a western bypass of Beaudesert to support major industrial and extractive industry development at Bromelton	SW 11	MR	LG	02/03	2
	d	a western bypass of Ipswich to support major industrial development at Ebenezer	SW 3	MR	LG	01/02	2
	S 9.9	Include actions to enhance the public's knowledge of the operational limitations of trucks in the public information campaign to be run under the Travel Demand Management section of the IRTP.		QT	MR, LG	97/98	2
Freight terminals							
	A 9.10	Investigate as part of integrated local transport planning work or local economic development strategies, the need for new freight terminals at strategic locations including:		QT		97/98	7
	a	investigate a freight marshalling and inter-modal transfer facility at Parkinson		QT	QR, LG	97/98	3
	b	a rail/road transfer facility at Charlton, west of Toowoomba		LG	QT, QR, MR	97/98	2
	c	a modal transfer facility at Karrabin, west of Ipswich		QT	QR, LG	01/02	2
	d	investigation of the need and opportunities for a freight consolidation and modal interchange facility on the north side of Brisbane, probably at Strathpine		QT	QR	02/03	3
Protecting our investments							
	KA 9.11	Identify and prioritise freight transport needs as part of local economic development strategies. Identify future freight corridors and terminal sites and protect these from encroachment by incompatible development through planning schemes. Where practical, plan for concentration of industrial growth around existing major freight corridors.		LG		97/98	15
		S 9.12	Ensure freight corridors are designed to minimise impact from freight vehicle operations, through appropriate siting and use of noise barriers and cuttings.		MR/QR	LG, QT	98/99







Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	S 9.13	Ensure land use and development surrounding freight terminals, airports and the port are compatible with 24 hour freight transport operations.		LG	QR, QT, MR	97/98	15
Shaping urban communities to reduce car dependency							
	SIG 10.1	Develop and promote guidelines on urban form and structure to assist local government and developers in the design of new and redeveloped areas which reduce vehicle trips, support public transport and increase the attractiveness of walking and cycling. The guidelines will include advice on: <ul style="list-style-type: none"> a increasing the mix and intensifying development within easy walking distance of rail stations and major bus routes to concentrate passenger demand b ensuring that major new institutional, residential and commercial developments are located near a public transport route and have high levels of local accessibility so that they can be easily reached by walking or cycling c developing local street systems which reduce vehicle speed and provide direct pedestrian access to local centres and public transport stops d providing walking paths and cycle paths throughout urban communities to provide convenient, direct access to public transport and essential services 		QT	LG, DLGP, MR	97/98	1
	S 10.2	Encourage local governments through planning schemes and major development proposals to accord with the transport/land use guidelines.		DLGP	LG	98/99	14
	A 10.3	Promote an integrated approach to transport and land use development by local government through a program of: <ul style="list-style-type: none"> a assistance, both financial and professional, for local governments to prepare integrated local planning strategies b workshops involving state and local government, community and developers where a development plan for a new growth area is prepared 		QT/LG	MR	97/98	3
				QT	MR	97/98	3
				LG	MR, QT, DLGP	97/98	3




Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	S 10.4	Undertake a demonstration project for a public transport-orientated housing or mixed use development which makes use of the guidelines in achieving better urban design.		SG		99/00	3
		Concentrating employment					
	A 10.5	Continue to support the Brisbane Central Activity District (CAD) through investments in public transport as the primary regional centre for government, businesses and cultural activities. Note: Employment growth will continue in the Brisbane CAD, although some businesses with a strong preference for private car access may find the CAD less attractive in the future and seek to relocate to designated industrial or commercial areas where parking is more freely available.		SG	BCC	97/98	15
	A 10.6	Give first priority to supporting the establishment of Key Centres designated by SEQ 2001 by improving transport infrastructure and public transport services to accelerate the development of activities around a major public transport interchange. The following Key Centres will be supported:		SG	LG	97/98	15
	a	Maroochydore	SC 3	SG	LG	97/98	15
	b	Caboolture	BM 2	SG	LG	97/98	15
	c	Toowoomba	BM 4	SG	LG	97/98	15
	d	Ipswich	BM 2	SG	LG	97/98	15
	e	Beenleigh	BM 2	SG	LG	97/98	15
	f	Southport	BM 2	SG	LG	97/98	15
	g	Robina	BM 4	SG	LG	97/98	15



Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 10.7	Give second priority to transport investment which supports the establishment of major district centres for lower order employment growth. These centres have yet to be agreed through the follow up work to SEQ 2001, but are likely to include:		QT	LG, MR, DLGP	97/98	15
	a	Strathpine	BM 2	QT	LG, MR, DLGP	97/98	15
	b	Chermside	BM 5	QT	LG, MR, DLGP	97/98	15
	c	Mt Gravatt	BM 8	QT	LG, MR, DLGP	97/98	15
	d	Carindale	BM 7	QT	LG, MR, DLGP	97/98	15
	e	Indooroopilly	BM 6	QT	LG, MR, DLGP	97/98	15
	f	Capalaba	BM 7	QT	LG, MR, DLGP	97/98	15
	g	Coomera	GC 2	QT	LG, MR, DLGP	97/98	15
	h	Caloundra	SC 4	QT	LG, MR, DLGP	97/98	15
	i	Nambour	SC 6	QT	LG, MR, DLGP	97/98	15
	j	Logan Central	BM 8	QT	LG, MR, DLGP	97/98	15
	k	Browns Plains	BM 9	QT	LG, MR, DLGP	97/98	15
		A 10.8	Encourage greater variety of land uses and activity at public transport facilities, for example retail uses near public transport platforms and stops.		QT/LG	QR	97/98
	A 10.9	Participate in telecommuting research to determine implications for transport and undertake pilot projects.		QT		98/99	2
Residential development							
	S 10.10	Initiate a project for the redevelopment of an existing urban public transport precinct containing commercial uses and low density housing, in cooperation with landowners and the community, to show how the current urban form can be made more compact, safer and more diverse to support more sustainable transport.		DLGP	LG	97/98	5
	S 10.11	Promote the establishment of "transit" precincts around and above public transport interchanges and railway stations, along bus routes and in the areas surrounding Major Centres to encourage more intensive urban development within easy reach of public transport.		QT	DLGP, LG	97/98	15
							



Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	S 10.12	Provide incentives in local planning schemes and other regulations to encourage more intensive development in "transit" precincts including: - reduced car parking requirements; - reduced local government parking levy rates; - lower developer contributions for transport infrastructure; - air space development rights; and - site development bonuses.		LG		97/98	15
	KA 10.13	Encourage concentration of transit oriented development in the following new urban growth areas to help build on and support investments in public transport:		LG	SG	97/98	20
	a	Coomera-Robina rail corridor	GC 2	LG	SG	97/98	20
	b	Strathpine-Caboolture rail corridor	BM 2	LG	SG	97/98	20
	c	Ipswich to Rosewood rail corridor	BM 2	LG		97/98	20
	d	Springfield/Ripley (new) public transport corridor	SW 14	LG	SG	97/98	15
	e	Algerger to Greenbank (new) public transport corridor	BM 9	LG	SG	97/98	15
	f	Cleveland rail corridor	BM 2	LG	SG	97/98	15
	KA 10.14	Encourage redevelopment of existing residential and commercial areas to increase the mix and intensity of development within the following corridors:		LG		97/98	20
	a	Brisbane inner urban rail corridors (all inner urban rail lines)	BM 2	LG		97/98	20
	b	SEQ Regional Busway Network corridors		LG		97/98	20
	c	selected major bus corridors on arterial roads within the metropolitan area (as identified by Brisbane City Council)		LG		97/98	20
	A 10.15	Develop a land use/transport corridor development process. This will assist in coordinating major transport investments with supporting urban development. Government and private sector developers will be able to maximise the economic performance for these major investments by concentrating passenger demands along the route.		QT		98/99	2





Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 10.16	Incorporate in urban planning legislation, provisions to ensure that infrastructure plans for local transport systems are prepared.		DLGP	LG, MR, QT	97/98	5
	a	ensure that existing and planned major roads are shown in all local government planning schemes		MR/LG	DLGP	97/98	15
	b	ensure public transport infrastructure, including rail lines and stations, bus stations and priority lanes and signals are included as part of local government infrastructure planning, and developers are required to ensure that adequate public transport permanent ways are provided as a part of urban development		QT/LG	QR, DLGP	97/98	15
	c	ensure walking and cycling infrastructure is provided as part of urban development and incorporated in infrastructure plans		LG	QT, MR, DLGP	97/98	15
	d	ensure that where major development for any purpose generates significant passenger trips, the use of public transport is promoted from the outset		LG	QT, DLGP	97/98	15
	e	ensure indicative priority and sequencing for new transport facilities are indicated on integrated local transport plans.		LG	QT, MR, DLGP	97/98	15
Equity in coverage of public transport services							
	A 11.1	Establish an ongoing monitoring process to identify the levels of transport accessibility for people within the region using the following characteristics: - income and income support; - car ownership; - passenger transport availability and cost; - availability of services, facilities and employment; - make-up of local community; - disabilities; and - language. Work with public transport providers to ensure high levels of service and accessibility for those people and local communities which are identified as a high priority.		QT		98/99	15
	Accessible and safe public transport						
	A 11.2	Adopt design criteria which specify physical access standards for all transport infrastructure, consistent with the national accessible transport initiatives and building codes, giving specific attention to: - bus stops, railway stations and transport interchanges; - vehicles; - pathways, kerbs and ramps; and - passenger information systems.		QT	PTSC, QR, LG, MR	98/99	15







Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 11.3	Complete the accessible bus pilot program commenced in 1995 to determine the most suitable vehicle technology requirements for ensuring people with mobility difficulties can use bus services.		QT	PTSC	97/98	1
	A 11.4	Plan, design and provide effective safety and security features as part of all public transport systems, including: <ul style="list-style-type: none"> - on-board telephones to allow public transport patrons to phone for a taxi, family member or friend to meet them at the stop; - safety bus stops i.e. transparent walls; - help points and camera surveillance; - staffing at interchange facilities; - station and car park security; - policing on trains at night; - more variety of land uses and activity at public transport stations; - flexibility in after hours bus routes that set down passengers at or near their door; and - cost-efficient and safe alternative services during low demand periods e.g. high occupancy taxis or mini buses for late night trains. 		QT	PTSC, QR, LG	97/98	15
	a	develop a public transport safety and security strategy for SEQ		QT	PTSC, QR, LG	97/98	2
	b	implement measures to standardise and improve safety and security		QT	PTSC, QR, LG	97/98	25
	A 11.5	Continue the TrainWatch program, and work with the Police Service to determine environmental design measures that help to reduce the incidence of crime along public transport corridors.		QR	QPS	97/98	15
	Participation						
	KA 11.6	Establish an advisory group representative of public transport system users, particularly those groups most at risk, to: <ul style="list-style-type: none"> - help develop and review proposed measures to improve safety and security on public transport; and - participate in the auditing of the public transport system. 		QT		97/98	15
	A 11.7	Develop and publish audits of the public transport system as a guide to the ongoing success of safety, security and accessible transport initiatives. Involve community representatives and user groups in the audit process.		QT	PTSC, QR	98/99	15
	A 11.8	Expand the Neighbourhood Watch safety audit program to develop local area action plans to improve bike path and pedestrian path alignments, lighting and road crossings in local areas.		QT	SG, LG	97/98	15







Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
		Consideration of wider social benefits and costs					
	KA 11.9	Develop a best practice method which incorporates the wider social benefits and costs of public transport in transport investment decisions.		QT	MR	97/98	3
		Operational impacts of transport					
	SIG 12.1	Progressively implement an "Air Care" Vehicle Emissions Action Program program which directly targets vehicle emissions in SEQ. The program should be cost-effective and equitable. It should combine checking pollution equipment and emissions with public education.		QT	LG, MR	97/98	15
	a	Launch a public information campaign to help people understand how their travel contributes to air pollution		QT	LG, MR	97/98	3
	b	Expand the Smoky Vehicles Program and include local government officers		QT		97/98	2
	c	Maintain and expand the Random Roadworthiness Program to include checking of pollution equipment and vehicle emissions		QT		97/98	1
	d	Monitor the Smoky Vehicles and Random Roadworthiness programs to obtain data on pollution equipment failures		QT		97/98	2
	e	Evaluate opportunities, costs and benefits of an annual "Air Care" inspection program related only to air pollution and restricted to SEQ		QT		97/98	1
	f	Develop an "Air Care" inspection program including any necessary regulations		QT		97/98	1
	g	Implement a voluntary "Air Care" inspection program		QT		98/99	1
	h	Combine public education with "Air Care" inspections		QT		98/99	14
	i	Monitor the effectiveness and air quality benefits of the program.		QT		98/99	14
	S 12.2	Continue to support tightening of Australian Design Rules (ADRs) which specify energy consumption and vehicle emission standards for new aircraft, marine vessels, and road and rail vehicles. Continue to press for ADRs that specify energy consumption and vehicle emission standards for new vehicles that meet the high standards required in other countries like Germany, Japan, Sweden and the USA at the same time as these countries.		QT	CG	97/98	5







Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	S 12.3	Increase the understanding of environmental impacts by:		SG	LG	97/98	3
	a	finalising the South East Queensland Regional Air Quality Strategy and using the airshed model to predict air quality trends and to evaluate air quality impacts of IRTP strategies		DOE	QT, LG	97/98	3
	b	participating in the development of greenhouse gas emissions inventory to quantifying greenhouse gas emissions per passenger kilometre and unit freight task		DOE	QT	97/98	3
	c	quantifying the full cost to society of greenhouse gas emissions and air pollutant emissions so that such costs can be included in the analysis of transport service and infrastructure options		CG	QT, DOE	98/99	3
	S 12.4	Support the establishment in cooperation with the Commonwealth Government, of a project to evaluate the full life cycle costs, feasibility and emissions of alternative engine technologies and fuels including: - Compressed Natural Gas (CNG), LPG, blended alcohol fuels, ethanol, fuel cell, and - EuroDiesel, hybrid (diesel/electric) vehicles, electric and solar. Particular attention will be paid to transport energy sources that are available in Australia (including CNG) to assist with the balance of payments and national energy security.		QT	DOE	97/98	3



Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
Transport infrastructure development							
	KA 12.5	In the context of the Transport Portfolio Environment Framework, develop Environmental Management Systems (EMS) according to ISO 14 000 that are consistent with Queensland <i>Environment Protection Act</i> . The EMSs should define techniques and procedures for planning, construction, operation, and maintenance of transport infrastructure. Link these systems to the corporate planning processes of government transport agencies and local government so that policies, programs and projects will be developed in a manner consistent with the EMSs. EMSs are dynamic and build-in the concept of continual improvement in environmental management. A long term goal should be for the systems to be ISO 14 000 certified.		QT/MR	QR	97/98	5
	a	Complete the Main Roads EMS for planning, design, construction and maintenance of roads		MR		97/98	3
	b	Complete the Queensland Rail EMS for rail planning and operations		QR		97/98	3
	c	Develop an EMS for Queensland Transport covering its operations and integrated transport planning		QT		97/98	5
	d	Local government should also develop EMSs where appropriate that are compatible with the Transport Portfolio Environmental Framework.		LG		97/98	6
	A 12.6	Develop environmental auditing techniques and audit major transport infrastructure and the transport system to determine the extent of environmental effects and the effectiveness of environmental management.		QT/MR	QR, LG	97/98	15
	a	Research and develop methods for auditing the environmental effects of the SEQ transport system		QT	MR	97/98	3
	b	Conduct audits in concert with environmental management system development and implementation		(none)	QR, MR, QT, LG	98/99	3
	c	Use results to design long term programs of remedial measures and improvements		(none)	QR, MR, QT, LG	99/00	1
	d	Implement remedial programs		(none)	QR, MR, QT, LG	00/01	11

Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 12.7	Revise transport infrastructure design manuals and approval procedures, and implement measures during the construction and operation phase of new transport infrastructure so that: <ul style="list-style-type: none"> - any impact on environmentally sensitive areas including agriculture, open space, wetlands and forests is within acceptable standards; - designs consider amenity and visual appeal, and respects the heritage, character, design and quality of urban and rural built environments; - agreed environmental quality standards are met; and - recycling and waste minimisation are implemented. 		MR	QT, LG, QR	97/98	5
	S 12.8	Continue programs to reduce and manage noise impacts and develop noise management plans according to the forthcoming Environment Protection Policy on Noise. Noise management and reduction will include quieter vehicles, buffers, noise barriers, building redesign, monitoring and predictive noise assessment.		(none)		97/98	15
	a	rail noise		QR		97/98	15
	b	road noise - State-controlled roads		MR		97/98	15
	c	road noise - local roads		LG		97/98	15
	d	noise considerations in integrated planning		QT		97/98	15
	S 12.9	Develop guidelines to assist local government to ensure that: <ul style="list-style-type: none"> - planning approvals for new land uses adjacent to transport corridors will ensure compatibility with transport noise; and - building approvals for development adjoining major transport corridors support the achievement of noise exposure levels below the QEPA noise guidelines. 		QT	MR, LG	97/98	5
Implementing the IRTP							
	KA 13.1	Integrate regional transport planning with other regional growth management activities through the SEQ 2001 Regional Coordinating Committee (RCC) which has a high level coordination, conflict resolution and monitoring role in relation to transport planning and growth management in the region.		QT		97/98	15
	a	Ensure that the RCC receives regular reports on the development and implementation of the IRTP		QT		97/98	15

Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 13.2	Establish IRTP implementation steering arrangements.		QT	MR, LG	97/98	1
	A 13.3	Establish formal protocol agreements on clear roles and responsibilities for planning, funding and operating transport infrastructure and services.		QT/MR	LG	97/98	2
Integrated transport planning							
	A 13.4	Refine the Queensland Transport integrated portfolio planning framework to ensure the results of endorsed integrated transport planning processes guide transport investments.		QT	MR	97/98	2
	KA 13.5	Progressively develop Integrated Local Transport Plans for multi-modal transport planning in local government areas.		LG	QT, MR	97/98	3
	a	Sunshine Coast Transport Study		MR	LG, QT, QR	97/98	2
	b	South Coast and Area Transport Study and Gold Coast City ILTP		QT/LG	QR, MR	97/98	2
	c	Caboolture Area ILTP		LG	QT, MR	97/98	1
	d	Laidley Shire ILTP		LG	QT, MR	97/98	1
	e	Redlands ILTP		LG	QT, MR	97/98	1
	f	ILTPs for other local government areas		LG	QT, MR	98/99	1
	A 13.6	Strengthen local government's role in integrated transport planning.		QT	MR, LG	97/98	15
	a	Ensure local government planning for corporate activities, strategic planning, urban management, and integrated local transport activities are fully linked		LG		97/98	15
	b	Enhance the role of local government as a lead agency for integrated transport and land use outcomes within its jurisdiction		QT	MR, LG	97/98	15
	c	Ensure local government transport projects conform with agreed transport objectives in integrated local transport plans before being included in construction programs		LG		97/98	15
	A 13.7	Clearly establish future strategic transport needs through the IRTP and Integrated Local Transport Plans, and introduce a process that enables the private sector to propose options which meet these needs.		QT	MR, LG	97/98	2

Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
Monitoring and review							
	A 13.8	Develop a monitoring system; monitor implementation and targets; and review the IRTP every five years.		QT	MR, LG	97/98	3
	a	Develop an Action Implementation Monitoring System		QT	MR, LG	97/98	1
	b	Monitor screenlines for progress on IRTP targets		QT	MR, LG	97/98	3
	c	Publish information on IRTP implementation and performance of the SEQ transport system in relation to the objectives and targets		QT	MR, LG	99/00	1
	d	Produce an addendum each year including an updated 3 year IRTP rolling program		QT		97/98	3
	e	Review the IRTP every 5 years		QT		01/02	4
	A 13.9	Take account of the criteria for the declaration of State-controlled roads contained in the Road Network Strategy to determine which roads the State will manage.		MR		97/98	15
Community involvement in transport decisions							
	A 14.1	Adopt formal processes and guidelines to improve consistency and quality in consultation concerning transport proposals, for example: - the IRTP Guidelines for Community Involvement - Queensland Transport and Main Roads Consultation Policy		QT/MR	LG	97/98	2
	A 14.2	Convene a Regional Transport Reference Group to meet regularly with elected and appointed transport officials to provide input on current issues and ideas for improvement. This group should be broadly representative of community interests in private car, public transport and freight areas.		QT		97/98	15
	A 14.3	Convene community advisory groups within local government areas. These would involve local elected officials and transport administrators, as well as transport operators and State Government officials.		LG	QT, MR	97/98	15
	A 14.4	Convene open house workshops/information sessions on all significant transport projects. Ensure elected members and transport officials participate in community workshops. Consultants may be used to facilitate the meeting and provide information to the public, but should not be substituted for interaction with elected and appointed officials.		(none)	QT, MR, LG	97/98	15

Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 14.5	Make information on transport projects freely available to the community and through all stages of major transport projects. Where a major impact assessment study has been prepared and needs to be exhibited to the community, agencies may charge for copies, but should publish a free executive summary, and make full copies available in libraries.		(none)	QT, MR, LG	97/98	15
	A 14.6	Provide support for endorsed community reference groups to compile their case, for example by providing information and assistance of research staff.		(none)	QT, MR, LG	97/98	15
	A 14.7	Establish procedures for meeting the costs of attending meetings including child care and transport where community groups are asked to participate in regular meetings on transport policies and projects.		(none)	QT, MR, LG	97/98	1
Closing the gap							
	KA 15.1	Develop a regional financial model to: <ul style="list-style-type: none"> - comprehensively analyse current revenue available for transport; - estimate likely revenue growth; - project future shortfalls given knowledge of what projects are necessary to meet future transport demand; - optimise the timing of investments; and - identify and evaluate potential new revenue sources. 		QT/MR		97/98	3
	A 15.2	Incorporate, in planning and development legislation, provisions to ensure that: <ul style="list-style-type: none"> - where specifically provided in the local planning scheme, necessary on-site public transport permanent ways are required as part of the development works; - contributions from developers can be used to provide public transport permanent ways as a part of the urban development process, where this is incorporated in adopted infrastructure charging codes; and - proponents of major residential and commercial development are required to demonstrate how public transport will operate within the development. 		DLGP	QT	97/98	2
Shifting the balance in funding							
	A 15.3	Review arrangements for allocation of funds within governments to ensure significant increases in support for public transport.		SG	LG	97/98	2

Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
Project evaluation							
	A 15.4	Establish financing and budget planning processes to achieve an efficient allocation of funding on the basis of how well transport projects meet agreed community objectives. This will include an increased proportion of funding allocations for public transport and higher occupancy vehicles.		QT/MR	LG	97/98	15
	A 15.5	Adopt improved project evaluation procedures for all major transport projects, to ensure priority is given to projects which promise the greatest benefits to the community. Use the RFGM, IRTP, integrated local transport plans, the adopted road hierarchy and formal economic benefit cost analysis to evaluate and prioritise candidate investment opportunities.		QT/MR	LG	97/98	3

Chapter 18. The future



Through the IRTP, the transport needs of the region have been comprehensively identified. The predicted growth, the potential impact of excessive car dependence, and the extent of the funding shortfall, create significant challenges for government and the community.

Based on experience in urban transport issues in population growth areas around the world, governments in South East Queensland will find it increasingly difficult to match the public's expectations for increasing mobility with:

- their willingness to finance transport system improvements;
- their willingness to accept the inevitable impact of new transport facilities on communities; and
- the state of the environment this generation wishes to leave for future generations.

The support and understanding of the public is essential if major changes to travel culture are to be achieved. This *Integrated Regional Transport Plan for South East Queensland* establishes a course for finding the right balance.

APPENDIX A

Guidelines for integrated transport planning

Integrated transport planning treats all modes of transport consistently and recognises transport decisions as part of broader urban development and lifestyle choices. A useful process would be:

- consult with the community on what sort of cities and transport services they want to see in the future;
- develop likely transport and land use scenarios and test these for optimum community benefits;
- use advanced transport and land use modelling to understand the magnitude and nature of the future travel task;
- establish the needs for ensuring freight and employee access to industry and employment areas and major freight terminals;
- set high targets for public transport use and more efficient performance, as well as increased walking and cycling, and sharing of rides;
- identify the key transport services and facilities needed to support agreed regional land use and urban settlement patterns;
- ensure the impact of new transport facilities on urban development patterns is fully recognised and considered as part of transport decisions;
- provide the right mode of public transport to meet the task, given the origins and destinations of trips;
- provide road capacity so the region's road system provides adequate levels of service for higher occupancy passenger vehicles, freight vehicles and car trips that cannot be made by public transport; and
- plan and protect the right capacity and route location of transport facilities.



APPENDIX B

Screenline case study - North Pine River

- Screenlines are points in the transport system where the number of trips can be counted. Rivers make good screenlines because they generally have limited crossings.
- The IRTP uses these screenlines to determine the needs for new transport system capacity to meet the overall regional public transport targets.
- In 1991, 167 000 people crossed this screenline in a day: 25 000 by public transport (15%) and 142 000 by road.
- In 2011, it is projected that 318 000 people per day will cross this screenline (an increase of 151 000).
- If current trends of declining public transport use continue, it is projected that 15% of trips across this screenline would be by public transport in 2011: 48 000 by public transport and 270 000 by road.
- The IRTP target at this screenline is:
- 20% or 64 000 people by public transport (extra 39 000 people), which means 254 000 people would travel by road (extra 112 000 people);
- This would require additional traffic lanes in each direction spread across various points along the screenline and public transport capacity for 64 000 people per day.
- The types of roads and the public transport routes and service frequencies will take account of the destinations that people need to access. The box below provides a break down of the current trip origins and destinations.
- Travel demand management and land use planning could also have a role in keeping as many origins and destinations within the growth area north of the river, therefore reducing overall trip demand across the screenline.

Of the trips that cross the North Pine River Screenline each working day:

- 59% are essentially local trips with an origin or destination in the area between Kedron Brook and the North Pine River;
- 17% have an origin or destination in the inner northern suburbs (south of Kedron Brook);
- 12% have an origin or destination in the Brisbane Central Business district and City Frame;
- 11% have an origin or destination in the southern areas of Brisbane South, Redland, Logan, and the Gold Coast; and
- 1% have an origin or destination in the western area of Ipswich, Laidley, Gatton, Toowoomba and Boonah.

APPENDIX C

Draft Guidelines for community involvement

Purpose of consultation

There are many reasons to consult with people directly affected by proposals, community and interest groups. These include:

- adding value to the proposals;
- providing information on what is intended; and
- obtaining information from the community on what is needed.

Principles

In undertaking community consultation for transport planning processes and major projects, agencies should ensure:

- consultation is cost-effective and targeted at providing the right level of information at the right time;
- consultation is commenced at early stages of policy or project development;
- the consultation process is kept open until the cases of all interested shareholders are presented;
- the consultation process is approached with the ability to change and start afresh;
- the agency is positioned to properly analyse and take account of the results of consultation; and
- decision makers formally respond to public submissions and account for how these are addressed.

Key elements of the consultation process

Timing:

- Citizens must have the opportunity to affect decisions before they are finalised. Where matters are not able to be changed, for example a higher level planning process has already debated and decided a course of action, this will be made clear at the outset.
- The need for the project must be established and alternative ways of meeting the project's objectives seriously considered before a preferred option is selected.

Approach:

- Citizens must be given access to, and their opinions actively sought in all planning and decision making processes for transport in the region.

- Public consultation processes must involve genuine effort from decision making agencies and allow sufficient time for citizens to review and comment on proposals, and to make a case for change if desired.
- Citizens must have opportunities to interact with and receive a response from elected and appointed government officials.
- A range of opportunities will be provided for citizens to have input into decisions in a manner which best suits their situation.
- Public resources should not be wasted, abused, used improperly or extravagantly in undertaking consultation.

Who to consult:

- This is often the most critical issue in designing consultation programs. A representative cross section of interests be incorporated in consultation processes.
- The specific needs of women, the elderly, people with non-English speaking backgrounds, people with mobility difficulties, people needing child care facilities, and people who are not available during normal working hours will be met to allow them to participate in consultation activities.

Costs of community involvement:

- Agencies should make information freely available to the community. Where a major impact assessment study has been prepared and needs to be exhibited to the community, agencies may charge for copies, but should publish a free executive summary, and make full copies available in libraries.
- Agencies should provide support for reference groups to compile their case, for example by providing information and assistance of research staff.
- Where community groups are asked to participate in regular meetings on transport policies and projects, the costs of attending meetings including child care and transport, should be met by the agency.

Results of consultation:

- Agencies should ensure appropriate allocations of financial and human resources are made to analysing the results of consultation and incorporating these results in subsequent proposals.

Follow up to consultation:

- Citizen's enquiries, views and concerns should be answered or accounted for in the decision making process.

APPENDIX D

Supporting information

Technical documents have been prepared to support the material presented in this IRTP. They include:

- Discussion Paper entitled *Towards an Integrated Regional Transport Plan* - February 1995
- *Communique from Regional Transport Reference Group* - April 1995
- *IRTP Survey Analysis Summary Report* - Eppell Olsen & Partners - May 1995
- *IRTP Analysis of Written Submissions* - Ove Arup - July 1995
- Quantification of some policy options related to the IRTP using Strategic Integrated Mode Choice Assessment Tool - Brisbane Integrated Transport Study 1995.
- *IRTP Technical Report* - Veitch Lister Consulting & IRTP team - May 1996
- *Analysis of Submissions* - Mary Maher and Associates - February 1997

APPENDIX E

Terms and abbreviations

Air shed: Local zone or region of the atmosphere affected by pollutants.

Arterial road: Primary connecting road, from which smaller roads link to more local areas.

Brisbane metropolitan area: Brisbane and the surrounding are extending to Caboolture in the north, Beenleigh in the south, Ipswich in the west and Redland Shire in the east.

Busway: System of bus stations connected by dedicated rights-of-way for buses only.

Central Activity District (CAD): Zone of intensive commercial activity including the CBD and surrounding commercial and service industry precincts.

Central Business District (CBD): Zone of intensive commercial and other activity at the centre of most cities and large towns.

Cordon pricing: Charging a fee to discourage motor vehicles from crossing a cordon surrounding a congested area.

Demand-responsive public transport: Characterised by flexible routes and schedules responding partially or fully to the requests of individual passengers.

Freight network: Designated road and rail transport infrastructure supporting efficient freight movement and minimising impacts on the community.

Grade separation: Separation of transport routes using over and underpasses.

Green belt: Open or vacant land set aside between built-up areas.

Greenhouse gases: Gases (mainly carbon dioxide) contributing to the greenhouse effect and climate change.

Greenway: Combination public transport priority systems and traffic control services designed to allow small public transport vehicles to exclusive travel through street closures.

Growth management: Ensuring that development and growth occurs in a way which achieves agreed social, economic and environmental objectives.

High-occupancy vehicle (HOV): Passenger vehicle carrying more than a certain number of occupants (normally 3 or more).

Infrastructure: Fixed equipment (such as roads, railways and traffic lights) needed for transport services.

Integrated: Combined into a unified system taking into consideration all relationships. In terms of transport this means considering all modes, land use patterns and social, environmental and economic impacts.

IRTP: Integrated Regional Transport Plan for South East Queensland.

Key centres: Key centres are identified through SEQ 2001 as the preferred locations for major employment growth through office, retail, community services, leisure and cultural facilities and government services, facilities and infrastructure.

Light rail: A modern electric train system capable of on-street running, but segregated from road traffic as much as possible.

Line haul: Fast, reliable, high passenger capacity public transport routes linking outer areas to Major Centres and the Central Business District.

Major centres: Strategically important urban centres identified through the SEQ2001 Project. They include the Brisbane CBD, Key Centres and Major District Centres.

PTSC: Public transport service contractors (includes Brisbane Transport).

Public transport interchange: Place built for passengers to gain access to public transport or to transfer from one public transport vehicle to another.

Ramp metering: Controlling the flow of traffic on a congested freeway by regulating access at entry ramps.

Rapid transit: Fast public transport using an exclusive right-of-way.

RCC: Regional Coordination Committee is the committee that oversees the SEQ2001 process.

Region: The South East Queensland region (see SEQ).

Regional Framework for Growth Management (RFGM): The South East Queensland Regional Framework for Growth Management 1995 and Update 1996 which was developed through SEQ 2001 as a guide for growth and development in the region.

Ride-sharing: A form of transport, other than public transport, in which more than one person shares in the use of the vehicle, such as a mini bus, van or car, to make a trip. Car pool and van pool are forms of ride-sharing.

Ring road: Road encircling an urban area to enable traffic to avoid the centre of that area.

ROC: Regional Organisations of Councils which have been established to facilitate coordination. SEQ is organised into a single ROC for the whole region (SEQROC) and also includes four sub-ROCs (including Brisbane City Council).

Seamless public transport: Public transport services provided by different operators and different modes appear to the user as if they were a part of a single system of integrated services, fares and tickets.

SEQ: South East Queensland - the region comprising the Local Government areas of Beaudesert, Boonah, Brisbane, Caboolture, Caloundra, Esk, Gatton, Gold Coast, Ipswich, Kilcoy, Laidley, Logan, Maroochy, Noosa, Pine Rivers, Redcliffe, Redland and Toowoomba.

SEQ 2001: A regional planning project established in 1991 to develop and implement strategies for managing population growth in South East Queensland.

Service contract: An agreement for the provision of transport services between a transport operator and the government.

Social amenity: Pleasantness and attractiveness of surroundings in a community.

Social costs: Total costs (including financial and external costs) of transport borne by society.

Sustainability: Maintaining into the indefinite future certain essential and desirable characteristics of the way we live and the environment in which we live.

Traffic calming: Traffic management techniques aimed at reducing the impact of traffic on local streets.

Transit-oriented development (TOD): Urban development comprising of mixed residential and commercial uses within comfortable walking distance of public transport and the core commercial area.

Transport system: Infrastructure, services and equipment to provide for the movement of people and freight.

Travel demand management (TDM): Measures to influence the demand for travel, and how and when this travel is undertaken, leading to an overall reduction in traffic congestion, energy and pollution costs.

Trip: A one way journey by an individual using any mode of transport.

Urban development: Establishment of new communities comprising residential, commercial and other areas.

Urban form: Broad shape and structure of an urban community and the distribution of its major features.

Vehicle emission controls: Government regulations limiting pollution from the exhausts of the diesel and petrol powered vehicles.

