

## 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 IRTTP 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 IRTTP 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.