

## 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.