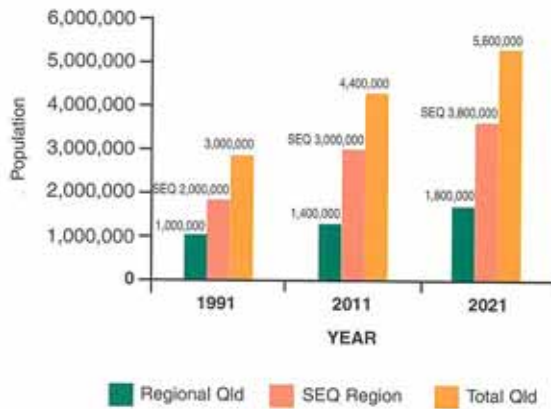
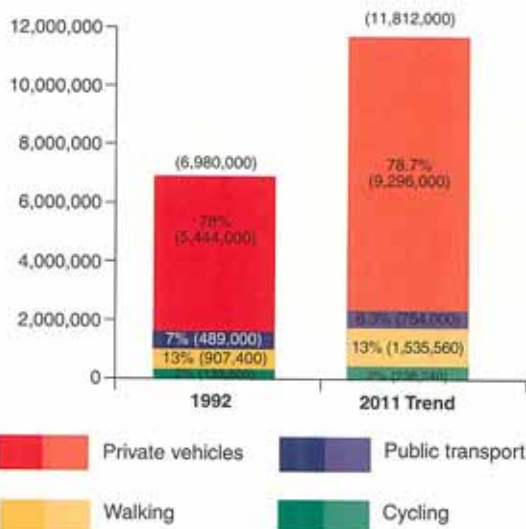


# PART A The transport challenge

## SEQ region will experience continuing population growth in the 21st century



### Trend Weekday person trips



By 2011, the trend is:

- increase from 6,980,000 to 11,812,000 trips per day
- 3,851,000 additional car trips per day (71% increase)
- public transport market share will decline from 7% to 6.3%
- 256,000 additional public transport trips per day (55% increase)

## Chapter 1: Introduction

### 1.1 The region's transport problem

The South East Queensland region extends from Noosa in the north, west to Toowoomba and south to the NSW border. The region has been experiencing sustained high levels of population growth, higher than 2% per year, since the early 1970s.

While efforts will be made by government to share population growth around the State, population projections show this rapid growth is expected to continue well into the 21st century. By 2021, the population of South East Queensland will exceed 3.8 million and will constitute about 68% of Queensland's 5.6 million people.

The region now faces a major challenge: managing population growth in a way that maintains and enhances the quality of life for its residents.

One of the most obvious effects of sustained high growth in population is a large increase in transport activity. On current trends, the following changes are predicted over the 20 years between 1992 and 2011:

- population will increase to around 3 million, up more than 60%;
- the number of trips made each working day will increase to 11.8 million, up 70%;

Unless remedial action is taken, the following transport outcomes will occur:

- the number of trips by private vehicle will increase by about 3.85 million, to 9.3 million each day, up 71%;
- the average vehicle occupancy will decline from 1.3 to 1.2 persons;
- public transport's market will decline from 7% to 6.3%;
- the proportion of all trips made by walking and cycling will remain at a relatively low 15%;
- the total amount of motorised travel, measured in vehicle kilometres, will increase by nearly 100% to about 93 million kilometres each day;
- trips to work, which are major contributors to peak hour congestion, will increase by 110% to 2.4 million trips each day, with about 200 000 commuters entering the City of Brisbane from around the region;

- the amount of freight carried will increase by between 80% and 120%; and
- the average length of motorised trips will increase from about 12.5km to over 15km.

The prevailing land use patterns over the past 40 years have seen residential development spreading out from our cities at an alarming rate, increasing the separation between jobs and housing and other services like education and recreation.

As a result, car dependency has continued to rise. Over 78% of all trips in the region are now undertaken in private vehicles. This has significant impacts on the environment and the enjoyment of life, especially for those who do not operate a motor vehicle. Cities experience environmental decay, and traffic congestion makes industry less competitive. People spend more time travelling and less time at work or with families. Accidents claim lives and impose significant social costs.

Many major roads are already congested at levels that would have been unacceptable even a few years ago. With travel growth of the magnitude expected, by about 2005 many of the major roads in the region would be heavily congested for many hours each day. Without adding significant additional capacity to the transport system, parts of the region's major cities could be almost gridlocked by 2011.

## 1.2 Meeting the challenge

Choices will have to be made as to what sort of transport system the region has in the future. The key advantage is that the implications of unrestrained growth in travel demand are known now, when there is still time to do something about it.

Adding new road capacity will provide some relief and support the development of new communities. However a strategy based solely on providing more and more new road space is not a viable solution in the longer term.

The level of construction required to add enough capacity to the road system to maintain congestion at previous levels may prove unaffordable. In any event, extensive urban development and geographic constraints means there are few corridors available to construct major new roads in rural areas. And the community is increasingly reluctant to tolerate intrusions of motor traffic through developed areas.

South East Queensland does not have to accept the current trends towards widespread congestion. Nor should it rely solely on building roads in an effort to keep pace with travel growth. What is needed is a strategy which increases the viability of alternative, more efficient transport practices, restrains the growth of motor traffic, and reduces the need to travel.



This *Integrated Regional Transport Plan for South East Queensland* follows such a strategy. It draws together plans and policies for a transport system which can maintain our present levels of access to important services and activities without the unacceptable impacts and high costs of a car-dependent society. To ensure success, the IRTP considers all modes of transport and views transport decisions as part of the broader process of creating communities.

### 1.3 Scope of the IRTP

The IRTP is based on plans adopted by the Commonwealth, Queensland and local governments under the *Regional Framework for Growth Management*. The IRTP provides a strategic framework for the development and management of the South East Queensland transport system in a way that supports these agreed plans for population and employment growth. Where appropriate, the IRTP considers interaction between the south east and adjoining regions, for example in Toowoomba, where the economy is closely linked to the Darling Downs.

The IRTP adopts a 25 year planning horizon, from 1997 until the year 2021. This will enable a proper investigation of transport actions and opportunities so corridors and funding are available when needed. Long range population projections are available for this planning period.

However, accurate projections of population and land use changes are available only up until the year 2011. In addition, most of the base data was gathered in the census of 1991, and the *South East Queensland Household Travel Survey* in 1992. For this reason, much of the planning analysis and targets cover the period from 1992 to 2011.

The IRTP will be reviewed every five years to take account of updated census and travel survey data, longer term land use projections, changing conditions and community values.

This IRTP considers transport connections to airports, but excludes direct consideration of aviation issues. Aviation could be included in the next review of the IRTP.

Many of the actions in the Implementation section of this IRTP relate to the preparation of more detailed Integrated Local Transport Plans and individual corridor studies. The results of these investigations and infrastructure developments will be included in the next IRTP.