



Chapter 3. Consultation

3.1 Consultation on the structure of the region

The IRTP was a key recommendation of the *Regional Framework for Growth Management* which is a strategy developed by the three spheres of government to manage growth in the region up until the year 2011. This was the major outcome of the SEQ 2001 regional planning project and represents the community's vision for the region.

Extensive consultation and refinement during the SEQ 2001 project produced a land use framework and significant transport policies and actions which have been incorporated in this IRTP. In addition, the four Sub-Regional Organisations of Councils have produced planning reports which contain significant transport recommendations. These have also been considered in this IRTP.

This IRTP aims to set the strategic directions in the development and management of the transport system in a way that is consistent with the community's vision for the region.

3.2 IRTP consultation

This IRTP was developed with very extensive input from the community.

The process provided the community with the opportunity to have input on how the future transport system will support the *Regional Framework for Growth Management* plans for the structure of the region, not just on where a pre-determined transport facility should be built.

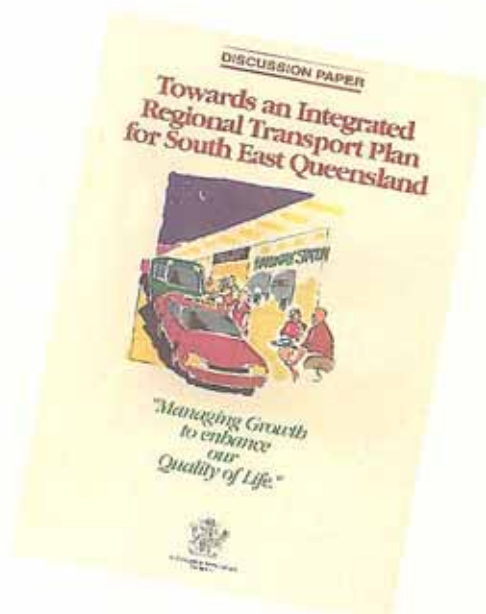
The IRTP consultation process involved two phases:

- a Discussion Paper phase to provide an opportunity for views to be expressed on regional transport issues; and
- a Draft IRTP phase which made the Draft IRTP available for public comment following consideration of the comments received on the Discussion Paper.

Phase 1: Discussion Paper

The Discussion Paper consultation process involved:

- an information brochure with a tear-off survey form to 735 000 households;
- the distribution of 21 000 Discussion Papers;
- a toll free telephone information hot-line;



- 22 workshops around the region; and
- meetings and seminars with major interest groups.

The Regional Transport Reference Group was established to provide independent advice and comment on the development of the Plan. Membership comprised non-government organisations, unions, transport interest groups, industry groups and government departments.

The strong public response to the consultation process included:

- 45 000 survey responses;
- 1200 comprehensive written submissions; and
- attendance of over 1000 people at workshops and seminars.

The Regional Transport Reference Group prepared a major communique setting out key issues and strategies which it considered worthy of broad community support.

In all, nearly 50 000 South East Queenslanders were interested in giving their views on regional transport issues.

Strong public support was given for:

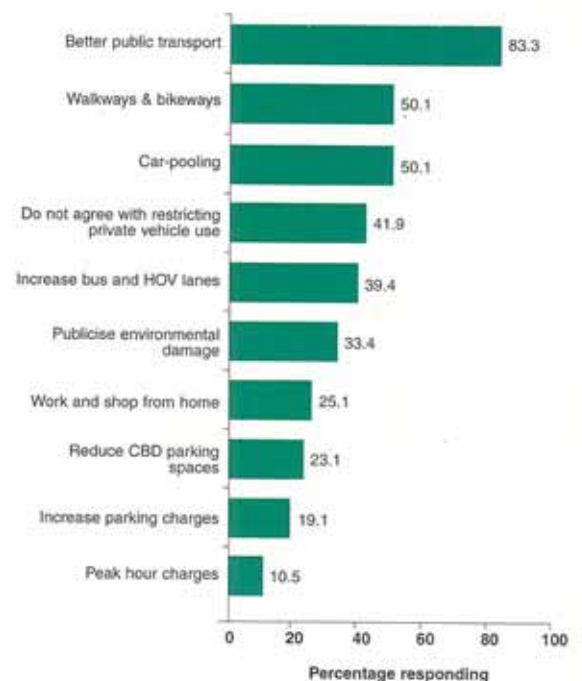
- improving public transport by increasing services and reducing fares;
- using non restrictive measures for reducing private vehicle use;
- constructing ring roads and using more rail freight to reduce the interaction between private and heavy vehicles in urban and city centres; and
- increasing the attractiveness of walking and cycling through more bicycle and pedestrian paths and bicycle storage facilities.

People supported the construction of new major roads where there is:

- a clearly identified need;
- fuller evaluation of environmental impacts; and
- accountable planning and decision making processes in place.

In response to the possible introduction of tougher travel demand management measures or the raising of revenue for roads on a “pay as you go” rather than a fixed cost basis, there

Support for each option for decreasing private vehicle use



was a reluctance to consider changes until alternative public transport systems were improved. The use of public education campaigns, akin to anti-drink driving and anti-smoking campaigns, was seen as a more acceptable measure to help change travel culture, at least in the short term.

Perhaps the most encouraging response was the widespread support for developing an integrated transport program which supports agreed land use outcomes. People clearly appreciated that a regional strategy represents the best chance to change the current trends towards increasing car dependency.

Phase 2: Draft IRTP



The Draft IRTP was released in August 1996 for public comment. The consultation process involved:

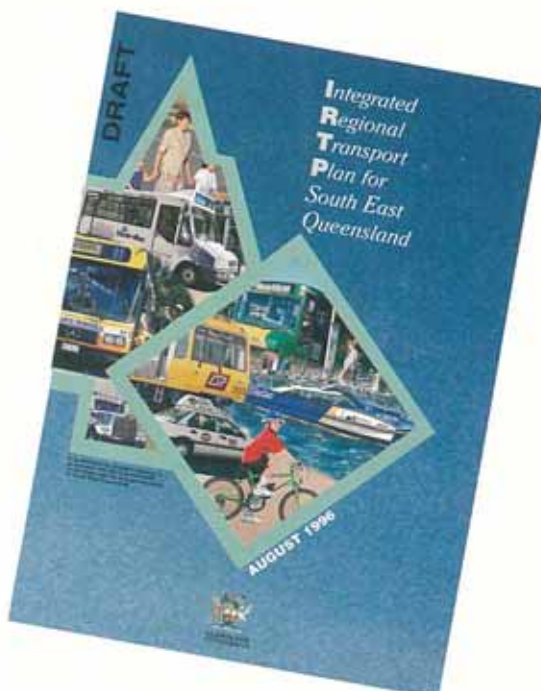
- 21 000 Information Brochures;
- a toll free telephone information hot-line;
- internet site;
- 13 workshops around the region; and
- meetings and seminars with local governments and major interest groups.

A total of 547 submissions on the Draft IRTP were received:

- 15 from local government or groupings of local governments;
- 31 from major interest groups;
- 220 form letters; and
- 281 individual submissions.

The key themes from submissions were:

- a) strong support for the concept of an IRTP;
- b) concern that any proposal to increase rail freight capacity would impact on environmentally sensitive areas in southern Brisbane;
- c) concern that western metropolitan transport capacity improvements would include only road based solutions;
- d) mixed views about the IRTP targets (considered too low by environment and community groups, and too high by industry bodies and some local governments);
- e) comments, especially from local government, about the funding shortfall and implementation timing for projects;
- f) strong support for actions aimed at improving public transport and reducing car travel demands;
- g) divided opinion on road congestion (its use as a travel restraint measure versus impacts on the economy);



Chapter 2: Urban settlement and travel patterns in the region

2.1 Population and employment location in the 21st century

Where people live, and where jobs are located, has a major bearing on future travel demands and the likely success of transport system changes. If large distances separate the starting and finishing points of trips, motorised transport is necessary. And if trip ends are dispersed throughout the community, public transport services are less likely to pass close enough to be competitive with the car.

The region has a major imbalance between the location of housing and jobs. For example, in 1992 the City of Brisbane had about 40% of the region's population, but over 53% of its jobs. People are tending to live in suburban dormitory areas and accessing employment and other essential activities by car.

This IRTP is based on agreed plans in the *Regional Framework for Growth Management* which seeks to concentrate population growth in agreed urban development corridors and concentrate new jobs in agreed business and industry centres across the region. This would help reduce the imbalance between employment and housing location and cut down on the amount of peak period commuter travel. It would also assist public transport by concentrating passenger demands around major service corridors.

Under the *Regional Framework for Growth Management* the majority of new housing and population growth will be accommodated in four major urban areas:

Sunshine Coast	214 000
Gold Coast City (including Beenleigh)	252 000
Toowoomba	25 000
Brisbane Metropolitan area (including Ipswich)	609 000
Existing smaller urban areas and balance of region	81 000
Total growth between 1992 and 2011	1 181 000

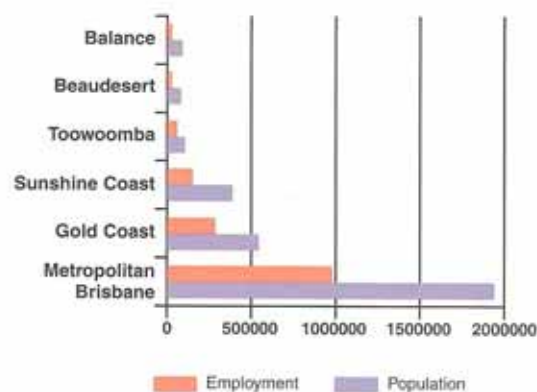
Employment growth is expected to roughly match population growth, increasing by 65% from about 911 000 jobs in 1992 to 1.5 million jobs in 2011. Under previous trends, employment growth was expected to remain focussed on the City of Brisbane, while its population would increase only slightly on 1992 levels.

Even with the changes proposed by the *Regional Framework for Growth Management*:

- much of the population growth will be accommodated in new development on the fringes of the region's urban areas. Only 12% of the additional population will be accommodated in the City of Brisbane;



Total population and jobs in 2011



Predicted population and employment in SEQ metropolitan areas