



## 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.

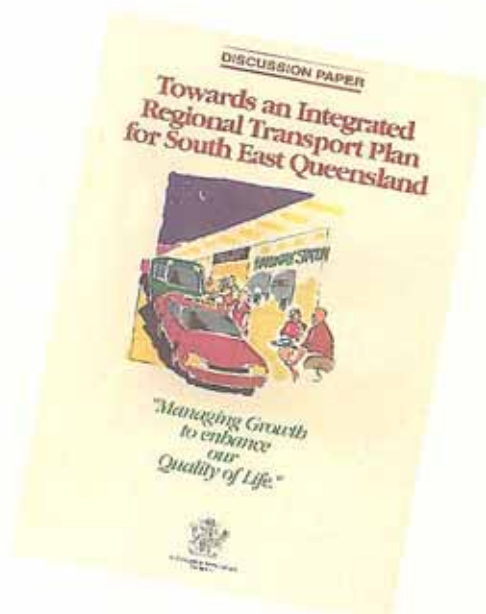
The IRTP consultation process involved two phases:

- 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;



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:

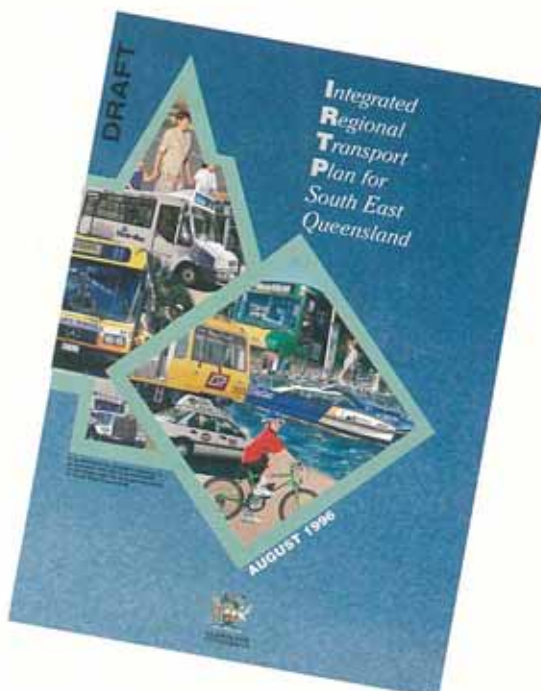
- 21 000 Information Brochures;
- a toll free telephone information hot-line;
- internet site;
- 13 workshops around the region; and
- meetings and seminars with local governments and major interest groups.

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);



- h) comment that cycling and walking ought to be treated more directly; and
- i) concern about the environmental impacts of transport.

There is widespread support for an integrated transport plan which supports agreed land use outcomes. And while the community wants to see the environmental impacts of transport minimised, there remains debate in the community about the level to which the use of the private vehicle should be restricted.

This IRTP maintains the targets set out in the Draft IRTP, but now sets individual targets for walking and cycling. The analysis shows that the Draft IRTP targets are achievable but difficult targets, given the community's current reluctance to change travel behaviour.

However, the IRTP aims to build on the community's support for minimising environmental impacts to help achieve the targets. By making improvements to public transport, cycling and walking facilities, these modes will be available as realistic options more often. Also, by continuing to provide information to the community on the impacts that personal travel choices have on the environment and communities, it is expected that travel behaviour will gradually change.

The next review of the IRTP will be able to take account of updated census and travel data to determine how actual travel behaviour relates to the targets. Changing conditions and community values will be considered and the targets and strategies revised accordingly.

The two issues which attracted the most comment on the Draft IRTP were rail freight capacity and western metropolitan transport capacity. These issues have been addressed by clearly defining the scope of specific transport investigations into these two matters, and staging the studies so that an integrated analysis of needs and problems is conducted before any new corridors are considered.

Cycling and walking have been treated more directly in this IRTP by consolidating and augmenting the cycling and walking material that was dispersed through the Draft IRTP into one chapter.

Comment about implementation has been addressed by strengthening the implementation section of the IRTP and establishing an indicative three year program to outline the first stages of implementation in more detail. Each year, an addendum will be produced which will outline the updated three year implementation program.



### 3.3 The vision for the region

#### A vision for transport in the future

Extensive community consultation has contributed to the development of a long term strategic vision for the transport system of South East Queensland. The vision for South East Queensland's transport system will ensure more efficient passenger movements, support economic development, enhance environmental sustainability, improve safety and reduce car dependency.

This can be achieved through:

- a high quality, seamless and accessible public transport network which covers all sectors of the urban area and provides rapid transit to all the major centres;
- priority operating conditions for road-based public transport through an interconnected system of busways, bus lanes and transit lanes;
- high quality, cost-effective rail services for suburban and inter-urban travellers;
- public transport interchanges centrally located in major urban centres;
- more variety of activity at public transport facilities;
- quality park-and-ride facilities where major arterial roads pass near public transport stations;
- a continuous system of major arterial roads giving priority to road based public transport, high occupancy vehicles and freight;
- a freight transport system connecting major freight terminals, commercial and industrial areas which minimises the negative impacts on communities;
- local arterial roads planned and provided as part of urban development, to avoid major highways being clogged by local traffic;
- neighbourhood streets where pedestrians and cyclists share space with cars operated at slow speeds;
- a continuous network of pedestrian and cycling paths connecting across suburbs, cities and towns; and
- improved urban design along major mass transit routes and around public transport stations so more people live and work within an easy walk of public transport.

Community consultation revealed a mood for significant changes to current travel trends. This long term vision reflects this mood for change. But to achieve this vision, short term objectives and actions are needed. Major changes must begin now if current trends are to be reversed.