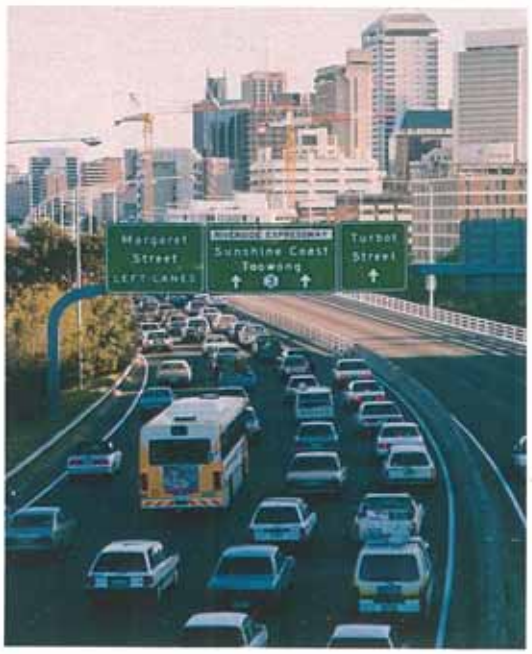
PART B Shaping the future transport system

Chapter 4: A new approach to transport planning

4.1 Need for a new approach



As the number of people living and working in South East Queensland grows, the high costs of car dependency are becoming noticed through:

- financial costs of providing additional road capacity;
- social costs imposed on nearby communities;
- environmental costs of air pollution; and
- increasing congestion and impacts on business and industry.

What is needed is a major shift towards more efficient, environmentally friendly modes of transport which can provide people with access and mobility without the undesirable impacts of single occupant car travel. This will require concerted efforts on behalf of government and private sector operators to improve the quality and coverage of public transport. Pedestrian and cycling facilities will have to be improved and better integrated into land use planning. Utilising road space more efficiently in peak hours by sharing rides will also avoid the need to add more road capacity. Planning and ultimate construction of a road network in developing areas will support passenger transport, freight, economic development and provide a system of roads for local trips.

And recognising the impacts of major transport facilities on subsequent land use and urban development patterns will allow these facilities to be designed to support more self-contained urban communities which reduce the amount people have to travel.

4.2 The IRTP approach

Success in developing a more sustainable transport system will begin with a fundamental change in the way transport projects are developed in the first place.

Past approaches to transport planning were based on identifying and satisfying likely growth in peak period travel demand. The emphasis was on moving cars, not people. Individual components of the transport system such as roads or rail lines were planned in isolation, and there was little opportunity to consider the system as a whole.

The IRTP recognises that the transport system must be managed and developed alongside decisions about broader urban development and lifestyle choices. It uses a new, better

integrated approach to transport planning which considers public transport, road traffic capacity, non-motorised transport and travel reductions together.

ACTION:
A 4.1 Adopt IRTP planning guidelines

4.3 IRTP objectives for more sustainable transport

South East Queensland needs an integrated transport system which can reduce dependence on the private car and encourage increased use of public transport and shared rides, as well as more opportunities for walking and cycling. This will free up valuable road space and defer or avoid the need to add capacity to the road system.

Meeting the transport task with less vehicle trips will also have "flow-on" effects including less congestion for road freight movements, and less emissions of pollutants and greenhouse gases to the enviroment.

Better public transport will also provide considerable social benefits for those who do not have access to a car.

These broad aims have been translated into the following objectives for the IRTP:

- *developing a more sustainable transport system* - by increasing the proportion of trips made by public transport, walking and cycling, and in shared rides, and reducing growth in peak commuter car travel;
- *restraining the growth of peak period car travel demands* - by reducing the predominance of single occupant vehicle travel, increasing ride-sharing, improving public transport, eliminating unnecessary trips and better sharing of the load around the network to make the most of the existing transport system;
- *providing efficient and sufficient road capacity* - by planning to meet moderated traffic demands and accommodate the growth of the region's urban areas;
- *ensuring the efficient movement of freight* - by high quality rail, road, air and sea links and intermodal facilities;
- providing improved facilities for pedestrians and cyclists;
- *coordinating transport and land use planning* - by supporting more compact, better designed urban development which supports public transport and allows people to walk and cycle more;
- *ensuring social justice* - by a more inclusive transport system which shares the costs and benefits of transport equitably across the region; and
- *maintaining environmental quality* - by cleaner vehicles and better approaches to providing transport infrastructure.

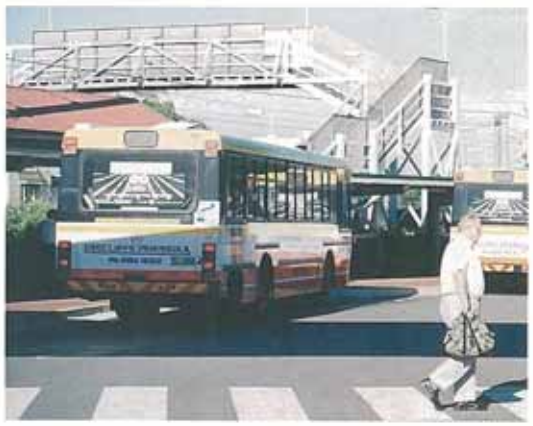
4.4 The IRTP targets

Public transport targets

Public transport's share of the total SEQ travel market has been in decline over the past few decades, dropping from 40% in 1960 to 7% in 1992. While the decline has slowed, the slide towards increased car use will continue unless concerted action is taken to improve public transport and introduce supporting travel demand management measures to make it more competitive relative to the car.

The IRTP seeks to increase the current proportion of trips made on public transport in the region by 50% in the year 2011. The overall market share of public transport would increase from 7.0% in 1992 to 10.5% of all trips, compared with a decline to about 6.3% if present trends continued. Such a target is well above the levels generally found in Australian cities and towns.

This target was established in the *Regional Framework for Growth Management.* It is a target for the entire region and will vary depending upon the type of community and the ability of public transport services to compete with car travel.



Analysis has been made of the ability to achieve the 50% increase, as well as higher increases, and the overall cost and effectiveness of achieving such a target. This work is in documents which support the IRTP.

The analysis concluded that reversing the current decline and achieving a 50% increase in public transport's share of all travel is an achievable, although difficult, target. It would reduce estimated vehicle travel demand in 2011 by 9%, from 93 million to 85 million vehicle kilometres each day.

The first step is to plan a transport system which can accommodate increased public transport use and reduced car dependency.

The projected population increase of 60% between 1992 and 2011 will also impact on the capacity of the future public transport system. To achieve this seemingly modest 50% increase in public transport's share of travel by 2011, the public transport system will have to cater for 1 240 000 trips each day, an increase of 154% on 1992 levels.

The possibility of doubling the present share of trips by public transport (from 7% to 14% of all trips) throughout South East Queensland by the year 2011 was assessed and found not to be achievable without:

- a significant revision of current plans for urban expansion; and
- the introduction of tough measures to restrain the use of private cars in peak periods.

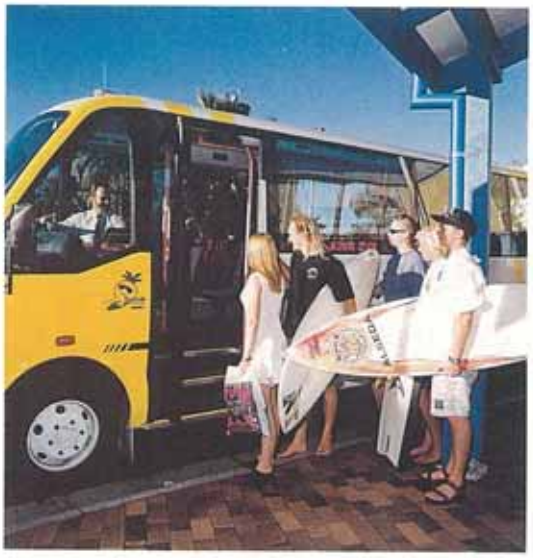
Neither of these appear to be feasible given current community lifestyle and travel preferences. However in subsequent revisions of the IRTP it may be possible to establish such a target for the year 2021 or beyond.

The City of Brisbane has higher overall population densities, higher traffic congestion and a stronger tradition of public transport use. A 100% increase within the city boundaries would be achievable with the right mix of policies and investment to improve public transport and discourage private vehicle use.

The Brisbane City Council's TravelSmart policy advocates a doubling of public transport use within the City boundaries. Achieving such a target would be necessary to help achieve the overall regional target, and it is therefore strongly supported by proposals in this IRTP.

Sub-regional targets for increased public transport travel

Since different parts of the region are, by nature, more dependent on car travel, the regional target of 10.5% has been broken down into achievable sub-regional components which still yield the same overall result:



Sector	Trend 2011 public transport mode split	Target 2011 public transport mode split
Sunshine Coast	2.3%	6.5%
Gold Coast	2.4%	6.5%
Metropolitan Brisbane (including Brisbane City)	8.4% (8.5%)	13.0% (17.0%)
Ipswich	8%	13%
Toowoomba	2%	6.5%
Balance*	3.6%	4.3%
Total for region	6.3%	10.5%

(* Balance: North West, South West, Laidley corridor)

These sub-regional targets have been translated onto the ground using "screenline" targets which intersect the major movement corridors at key points around the region. This will allow the capacity of the transport system crossing these screenlines to be tailored toward achieving the overall sector targets.

In many cases, the targets will lead to more public transport capacity, and reduce the need to provide additional general road traffic capacity. For the first time, there will be a means of actively planning and providing transport services and facilities which meet agreed regional travel outcomes.