

The process of implementing this IRTP will involve the preparation of more specific integrated local transport plans which translate the policies and planning approach into plans which suit local communities.

Walking and cycling targets

In 1992 about 15% of all trips were by non-motorised modes, although this dropped to less than 7% for journeys to and from work. For most people, walking journeys of up to 2 km and cycling journeys of up to 15 km are possible. These non-motorised modes can provide cost-effective and environmentally responsible means of transport. The IRTP aims to increase the proportion of cycling trips from 2% to 5%, and the proportion of walking trips from 13% to 15% to achieve a target of 20% for non-motorised modes in 2011. This can be achieved by providing the right facilities and by improving the structure of urban areas, for example, through:

- improved facilities for pedestrians and cycling, including well-connected networks of paths, bikeways and bicycle lanes across cities and towns, and secure bicycle lockers at shops, major transport stops and places of employment;
- better design of town centres and neighbourhoods to improve connectivity, accessibility and safety for pedestrians and cyclists (including local streets which are shared spaces between pedestrians, cyclists and slow vehicles);
- developing options to allow cycles onto public transport at all times;
- ensuring residences and businesses are oriented towards local streets and pathways to improve pedestrian security; and
- encouraging people to fulfil needs locally by more compact communities and better mixing of land uses.

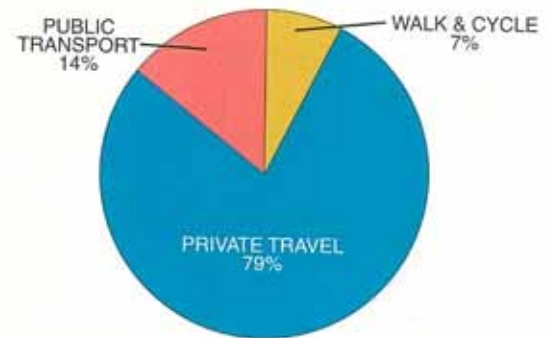
Vehicle occupancy targets

It has been estimated that the region's average vehicle occupancy rate declined from 1.4 in 1976 to about 1.3 persons per vehicle in 1992. With increasing car ownership and diversity of trips, this is predicted to decline further unless concerted action is taken to support more efficient use of road space.

Increasing vehicle occupancies, particularly in peak periods, will result in major savings in the need to provide additional road capacity. The IRTP target for vehicle occupancy is 1.4 persons per vehicle in 2011. This will result in a saving of about 8 million vehicle kilometres per day, which is about the same saving as will be gained by increasing public transport use by 50%. It would also reduce fuel consumption by over 700 000 litres each day.

Peak demand factors

Mode of travel to work
Brisbane Statistical Division 1991



IRTP targets are for 24 hour travel.
Mode shares are different for peak hours.



Measures to increase vehicle occupancy include:

- high occupancy vehicle lanes or “transit lanes” to give multi-occupant vehicles priority, congestion free running;
- discount city parking and priority parking for cars entering with multiple occupancy;
- promoting ride sharing as part of corporate and household trip reduction strategies; and
- introducing ride-sharing schemes such as car pools and van pools to pick up and drop off people at their door.

Vehicle kilometres travelled targets

In 1992, the average weekday vehicle kilometres travelled per person in the region was 25 km. Under current trends, the combined impact of social factors and urban expansion is projected to result in an increase in average weekday vehicle kilometres travelled to 31 km per person in 2011.

The IRTP target for 2011 is to maintain vehicle kilometres travelled at 1992 levels of 25 km. Achievement of the public transport, walking, cycling and vehicle occupancy targets outlined in this chapter would allow this target to be achieved.

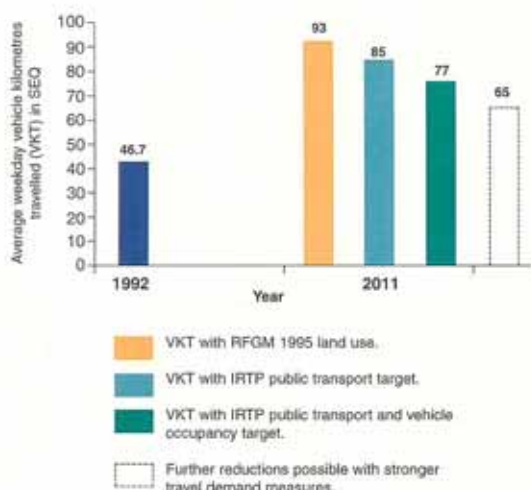
Targets for more sustainable transport

The IRTP seeks to achieve the following travel targets by the year 2011:

- proportion of trips by public transport increased by 50% from 7.5% to 10.5% of all trips;
- proportion of trips by cycling increased from 2% to 5% (+323%*);
- proportion of walking trips increased from 13% to 15% (+95%*);
- a big increase in daily public transport use + 751 000 trips (+ 154%*);
- increased average vehicle occupancy to 1.4 persons (+ 10%*);
- total daily private vehicle trips reduced from 7.2 million under trend to 5.9 million, or 19% less than trend(+ 38%*);
- total reduction on trend fuel consumption of 1.4 million litres each day; and
- total reduction in average weekday vehicle kilometres travelled from 31 km per person under trend to 25 km (0%*)

* (%) shown are increases on 1992 levels

Vehicle kilometres travelled



4.5 Applying the new planning approach

The IRTP establishes targets and proposes strategic actions to shape the future transport system.

Over the next three years, more detailed integrated local transport plans and corridor studies will design local transport networks based on achieving the sector and screenline targets for increased public transport use, non-motorised transport and vehicle occupancy.

The IRTP targets can be met by applying the new planning approach to local transport plans and corridor studies, and providing the right sort of transport services. Transport facilities must also build on and support agreed urban settlement patterns, and help restrain the continuing expansion of the region's cities.

The targets will guide the development of transport investment projects and policy settings by State and local government agencies.

To support the achievement of the targets, and establish the basis for the future regional transport system, the IRTP has also developed actions, transport investment opportunities and other investigations which are based on achieving the swing away from car dependency.

Apart from the transport mode targets, these actions and opportunities also take account of:

- policies and opportunities derived from the public consultation program;
- agreed housing, employment and industry location plans; and
- best practice in urban transport planning.

ACTION:

KA 4.2 Incorporate the IRTP targets into Integrated Local Transport Plans

4.6 Strategic transport opportunities

The maps on the following pages show the strategic transport system development opportunities. These are explained in the remaining chapters that make up Part B of this plan, with Part C providing details of implementation. The text accompanying the maps briefly describes the purpose of each opportunity and gives a reference to the relevant IRTP action.

The IRTP projects are derived from a strategic regional transport planning analysis. In many cases, only the strategic transport task is identified, with more detailed work and consultation needed to determine the right mix of transport

services. This will either be done as part of integrated local transport planning processes, or in specific planning in major transport corridors.

The results of these processes will feed into the next review of the IRTP.

Before a firm commitment to undertake any investment project is made:

- the project must be evaluated through government investment appraisal processes to ensure they represent appropriate commitments of public funding and to determine the optimum timing of investment; and
- detailed public consultation will be undertaken in accordance with adopted guidelines, to ensure the full range of issues and concerns are addressed.

The evaluation processes are discussed in further detail in the implementation section, Part C, of this IRTP.