

## Chapter 10: Land use and transport

### 10.1 Land use structure

The shape and scale of our cities and towns has a fundamental influence on:

- the distance people have to travel;
- the proportion of trips that can be made by public transport;
- the ability to provide cost-effective public transport; and
- whether people can walk or cycle to fulfil their needs locally.

Sprawling communities disperse passenger travel demands and make it difficult for conventional public transport systems to function effectively. Large areas of housing segregated from employment, shopping and other attractions mean people need to use motorised transport, instead of being able to walk or cycle to fulfil daily needs.

For these reasons, transport policies by themselves are unlikely to achieve the objectives of the IRTP. Land use policies will be a pivotal part of the overall approach.

### 10.2 Land use strategies

#### Shaping urban communities to reduce car dependency

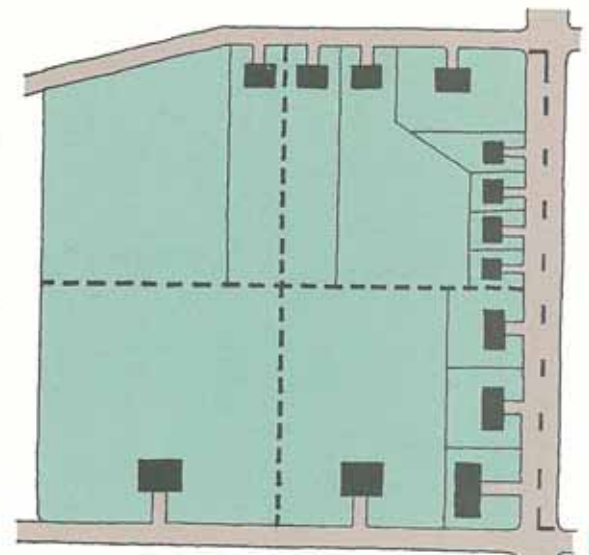
The IRTP supports a long term shift to forms of urban development which provide a quality urban experience on a walking scale. Instead of large areas of segregated housing, better designed neighbourhoods would offer the lifestyle benefits of reduced car dependency and increased access to local activities.

Within these communities, there will be a place for a range of quality public transport services which are easily accessed by walking, as well as private cars.

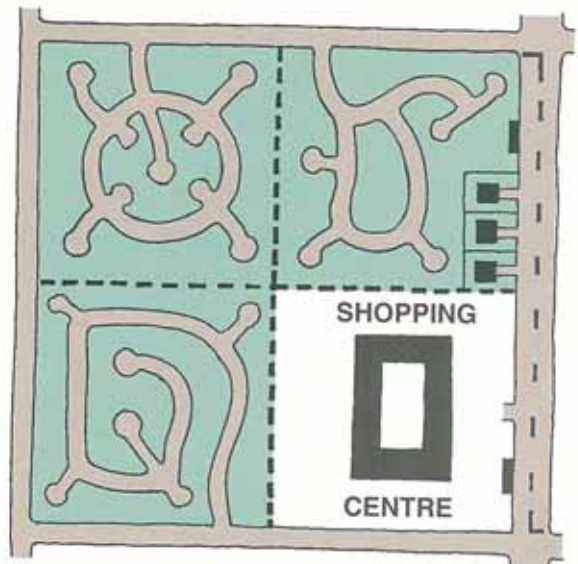
Published guidelines entitled "Shaping Up" to be released soon by the Queensland Government will provide ideas and opportunities for local government and land developers to provide better designed communities which support public transport and non-motorised modes.

#### ACTIONS:

- SIG 10.1 Develop and promote "Shaping Up" guidelines on urban form and structure.
- S 10.2 Encourage local government and major development proposals to use the "Shaping Up" guidelines.
- A 10.3 Support local government integrated transport planning.
- S 10.4 Undertake a demonstration project for a public transport-oriented housing or mixed use development.

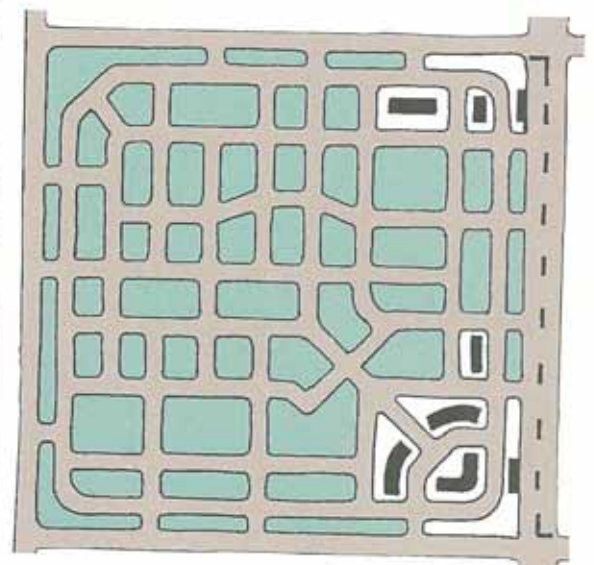


Rural situation



Typical car-oriented development

- Disjointed development by 4 different developers
- Poor connections



Better urban structure under "Shaping-up" guidelines. Integrated design supports walking and cycling

SHOPS



### Concentrating employment

Concentration of employment and other activities like retailing in areas of high public transport accessibility will reduce the need to travel by car, and improve the viability of public transport services.

Increasing employment in targeted locations closer to the major housing development areas, providing medium density housing around existing and new commercial centres, and increasing the population in the City of Brisbane, will deliver a better balance between housing and job location.

Priority will be given to the establishment of “key” employment growth centres designated in the Regional Framework for Growth Management. This will include providing good road access, as well as high capacity public transport services.

These Key Centres will then provide a primary focus for line haul and feeder public transport services around the region. They would include a centrally located public transport interchange.

The use of air-space above selected rail and busway stations for commercial and residential development will be encouraged. Increasing activity next to public transport platforms will be encouraged to help add vitality and security at stations.

Where major arterial roads pass close to rail and busway stations, air-space above stations can also be developed for secure park and ride facilities which provide people in cars with the opportunity to easily change modes.

For a variety of reasons including communications technology and changing working hours, suburban employment is becoming more dispersed. To ensure good public transport access to these jobs, suburban employment could be concentrated in a network of designated district centres located on public transport routes. These local centres would range from major district centres to local town centres and urban villages. They could also be supported by walking and cycling connections.

The impact of home-based business and telecommunication advances on employment location and trip patterns will need to be monitored. While working from home or in suburban “tele-cottages” could lead to reduced need for commuter trips, there is also the possibility that it will lead to further dispersion of employment and trips around the suburban areas. This type of employment pattern makes public transport less competitive with the car.



**ACTIONS:**

- A 10.5 Continue to support the Brisbane Central Activity District (CAD) as the primary regional centre through investments in public transport.
- A 10.6 Give priority to supporting the establishment of Key Centres designated by SEQ 2001.
- A 10.7 Give second priority to transport investment which supports the establishment of major district employment centres.
- A 10.8 Encourage greater variety of activity at public transport facilities.
- A 10.9 Participate in tele-commuting research to determine implications for transport, and initiate pilot projects.

**Residential development**

Most people walk to public transport. In 1992, 73% of train passengers and 91% of bus passengers walked from their point of origin to the service. New residential development can build on and support public transport if it is laid out so as to concentrate passenger demands within an easy walk of public transport stops.

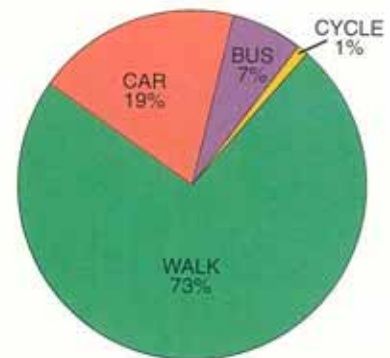
It is often suggested that a density of 15 dwellings per hectare is needed to support effective mass transit services. Research for the IRTP suggests that a dwelling density of at least 12 per hectare is needed to allow rail services to operate cost-effectively. This density is found in Brisbane suburbs like Wooloowin and Eagle Junction which contain a mix of higher density and detached housing.

Around the region, residential allotments of 600 m<sup>2</sup> or larger are the predominant form of development. This achieves about 6-7 dwellings per hectare once parks, drainage and road reserves are included. In areas where small lots (less than 400 m<sup>2</sup>) are permitted, a density of about 10 dwellings per hectare is achieved.

The IRTP supports continued moves to both higher density of housing lots, as well as mixed use and better urban design so pedestrians can easily move to local attractions and public transport stops. At the same time, it recognises current community preferences for detached housing, and supports increased emphasis on demand-responsive, more personalised public transport services within low density urban areas.

Where new mass transit services are planned, be they fixed track or busway technology, the surrounding land uses must be planned to ensure appropriate concentration of passenger demands.

Adopting a "public transport first" approach for new urban development means planning and funding public transport infrastructure and services as part of new communities. This

**Access to public transport***Train access mode share**Bus access mode share*