

Chapter 17: Detailed list of actions

This chapter consolidates the actions, investment opportunities and investigations in the *Integrated Regional Transport Plan*, and assigns priorities, lead agencies, supporting agencies, and indicative timing to them. The actions are designed to show in detail how the IRTP objectives will be achieved.

The Detailed List provides a statement of the government's intentions and the agreements struck during the development of the IRTP. Implementation relies on the goodwill and understanding of the community, as well as the agencies involved.

Types

The Detailed List uses icons to show the general type of action proposed. The icons are described below:



Planning



Partnerships



Investigations
and Studies



Information



Guidelines and
Standards



Operations



Investment

Reference

The numbering system for actions is made up of a letter, denoting priority and two numbers separated by a decimal. The left hand number refers to the chapter where the IRTP discusses the action; and the right hand number shows the sequence in which the chapter discusses the actions. Lower case letters (for example "a", "b", "c") indicate sub-actions or specifics. They can be referred to as "KA 5.2a" for example.

The IRTP uses four categories of priority:

- SIG Signature Projects - these actions are the highest priority. They consist of things that need to be done urgently to demonstrate the effectiveness of the IRTP planning approach.
- KA Key Actions - these are actions are critical to the success of the IRTP
- A Actions are important to achieving the IRTP objectives.
- S Supporting activities are things that are happening under related processes that support the achievement of IRTP objectives.

Description

This section gives a full explanation of the planned actions. The text of the IRTP includes abbreviated descriptions of the actions.

Corridor code

The corridor codes refer to the maps at the front of the IRTP, as follows:

- GC Gold Coast Map
- BM Brisbane Metropolitan Map
- SC Sunshine Coast Map
- SW South West Map

The numbers refer to the numbering of the corridors shown on the maps.

Lead agency and supporting agencies

The IRTP uses the term “agency” to refer to government departments, local governments or other organisations that might be responsible for parts of the IRTP implementation.

Lead agencies have the overall responsibility for a particular action. Supporting agencies assist the lead agency in their areas of responsibility or expertise.

The following abbreviations are used for describing organisations:

- BCC Brisbane City Council
- CG Commonwealth Government
- DLGP Department of Local Government and Planning
- DOE Department of Environment
- LG Local Government (includes BCC where relevant)
- MR Department of Main Roads
- PTSC Public Transport Service Contractors (includes Brisbane Transport)
- QPS Queensland Police Service

QR	Queensland Rail
QT	Queensland Transport
SG	State Government

Many of the actions assign either shared or sole responsibility to the Commonwealth Government and the region's eighteen local governments.

Agencies have been involved in drawing up this IRTP and their agreement to undertake actions as well as the timing of actions will be sought.

Indicative start year and duration

Governments usually use financial years to plan their work programs. The financial year in which an action is expected to commence is listed under "indicative start year". The "duration" column gives an estimation of how long an action might take. Actions that are listed as beginning in 97/98 and running fifteen or more years indicate activities that are essentially ongoing.




The timing will be continually revised in terms of current priorities. Candidate projects also need to be evaluated to ensure they represent appropriate commitments of public funding and to determine the optimum timing of investment.

Proper evaluation is needed before committing to projects

More detailed evaluation will be undertaken before a particular project is accepted for implementation. This will either be done as part of integrated local transport planning processes, or in specific planning in major transport corridors.

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

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

Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
		The IRTP approach					
	A 4.1	Adopt the IRTP transport planning guidelines so transport problems are addressed with reference to overall community objectives relating to the type of cities people want to live in. The IRTP transport planning approach will produce more public transport options, plan for moderated vehicle travel growth and not try to meet peak period private vehicle demands.		QT	MR, LG	97/98	25
		Applying the new planning approach					
	KA 4.2	Incorporate the IRTP targets for increased public transport mode share and higher peak period vehicle occupancy into integrated local transport plans for all local government areas of the region. These plans may be at local government scale or a geographic scale consistent with detailed design of integrated transport system elements.		QT	MR, LG	97/98	25
		The right type of public transport for the task					
	A 5.1	Ensure the right public transport mode is selected for the task and establish opportunities for new modes of public transport. Selecting the right mode means considering the strengths and weaknesses of available public transport options, and selecting the right mode for the task, having regard to: <ul style="list-style-type: none"> • peak period carrying capacity needed; • frequency of service matched to travel needs; • ability to pick up and set down passengers close to where they wish to be; • efficiency in both capital and operating costs; and • flexibility to cope with future increases in passenger demand. Also, opportunities should be investigated for new modes of public transport including light rail, monorails and bus O'Bahns.		QT	PTSC, QR, LG	97/98	15
	a	Ensure new public transport services are competitive with the level of service experienced by car travellers		QT	PTSC, QR	97/98	25
	b	Investigate light rail from Fortitude Valley-CAD-Southbank		QT		00/01	2
	c	Investigate light rail from Helensvale/Southport to Broadbeach/Robina, and possibly to Coolangatta	GC.1	QT		01/02	2
	d	Investigate fixed track rapid transit or priority bus transit to Brisbane Airport	BM 11	QT		99/00	2