

















Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 5.14	Investigate the feasibility and opportunities of moving to world class high speed rail services for inter-urban rail services. Include consideration of standard gauge and other technology to help achieve speed increases beyond the capabilities of the existing Queensland gauge system.		QT	QR	03/04	3
	Light rail opportunities A 5.15	Ensure that light rail options are evaluated under actions 5.1 c-d and 5.2 a-g.		QT	LG, QR	97/98	8
	Ferries A 5.16	Continue to increase the speed and frequency of ferry services on the Brisbane River between Hamilton and St Lucia in accordance with Brisbane City Council's Ferry Strategic Plan.		BCC		97/98	25
	A 5.17	Investigate the opportunity to establish a ferry network for the Gold Coast waterways.		QT		99/00	2
	A 5.18	Develop and implement a ferry plan for the Moreton Bay islands that is consistent with the outcomes of island development plans agreed between State and local government.		QT	LG	00/01	3
	On demand or personal public transport services SIG 5.19	Increase the coverage of bus services running across cities, using smaller buses and trialing demand-responsive, midi and mini bus services which can deviate to pick people up and set them down closer to the door after dark.		QT	PTSC	97/98	5
	KA 5.20	Continue to improve the quality, affordability, appropriateness and range of transport services by ongoing reforms to public transport and taxi service contracts: - improving accountability for operator and driver performance; - encouraging more commercial and innovative approaches to meet transport needs; - allowing flexibility for operators to adopt a mix of services, vehicles and fares; and - establishing on-demand services especially using minibuses, vans, taxibuses and multi-hire taxis.		QT	PTSC, QR	97/98	15

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		Supporting public services					
	KA 5.21	Develop a public transport coordination model and guidelines for a "seamless" public transport system for the region over the next 25 years. Ensure representation from the various stakeholders in planning, regulating, operating and using public transport in the region. The Task Force terms of reference would include: - high quality of service when viewed from a customer perspective; - priority to low cost, high visibility coordination measures; - clearly understood attributes of a seamless public transport system which integrates public and private operations; and - identifying the key issues to be resolved in order to achieve a seamless system.		QT	PTSC, MR	97/98	1
	A 5.22	Publish clear guidelines on the attributes of a seamless public transport system which integrates public and private operations. These would be used to support the establishment of public transport service contracts. The attributes of a high quality, seamless system should include:		QT/PTSC		97/98	2
	a	integrated bus/rail/ferry tickets for single journeys as well as weekly and monthly discounts, which offer value for money, especially for commuters and groups		QT	PTSC	97/98	2
	b	no flag-fall for change of services on a linked journey i.e. through-ticketing must be implemented		QT	PTSC	97/98	2
	c	continuously improved information about timetables, fares and tickets		QT	PTSC	97/98	2
	d	better coordination of timetables across modes		QT	PTSC	97/98	2
	e	coordination between bus and taxi systems to maximise the coverage of services and amount of information available		QT	PTSC	97/98	2
	f	system presentation (common livery, timetable and ticket formats)		QT	PTSC	97/98	2
	g	all major employment and retailing centres have access to public transport		QT	PTSC	97/98	2
	h	more than 90% of residents live within 400 metres of a public transport stop		QT	PTSC	97/98	2
	i	almost every journey can be made by public transport with a maximum of one interchange between vehicles		QT	PTSC	97/98	2

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	KA 5.23	Implement a system of bus priority measures to link the region's major employment, activity and population centres, focusing on areas where congestion is experienced. This will incorporate measures such as: - separate lanes on arterial roads for exclusive public transport use; - bus priority signals and queue jump lanes; and - peak hour and 24 hour transit lanes on major urban arterial roads.		MR/LG		97/98	15
	a	Bus priority in Brisbane metropolitan arterial network		MR/LG	QT, PTSC	97/98	5
	b	Bus priority in Ipswich		MR/LG	QT, PTSC	97/98	5
	c	Bus priority on Gold Coast Highway, Southport to Coolangatta, and on bus routes to the new rail stations	GC 1	MR/LG	QT, PTSC	97/98	5
	d	Bus priority from Maroochydore to Caloundra, with emphasis on Maroochydore town centre.	SC 4	MR/LG	QT, PTSC	97/98	5
	S 5.24	Designate on town plans a number of strategically located Major Centres and urban village nodes throughout urban areas which will provide a focus for local activities and act as points of interchange between cross city services, local feeders, and line haul public transport services. Planning provisions should consider measures to increase the range of activities at public transport stations.		DLGP	LG	97/98	2
	S 5.25	Investigate the establishment of town planning provisions which set upper limits on retail and commercial floor space for developments which are not located on line-haul public transport routes.		DLGP	QT, LG	98/99	5
	Public transport reforms						
	KA 5.26	Introduce appropriate administrative arrangements in the transport portfolio to ensure the ongoing planning and regulation of the region's public transport system as a seamless entity when viewed from a passenger perspective. The public transport system capacity must be designed, through integrated transport planning activities, to meet the mode share targets established by the IRTP. This will include:		QT		97/98	5
	a	link all major bus and rail services and interchanges through a network plan		QT		98/99	4

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	A 5.27	Ensure that public transport services in urban service contract areas keep pace with urban development by:		QT	LG, PTSC	97/98	25
	a	improving the integration between local planning schemes and bus contract planning so that services meet new demands		QT	LG, PTSC	97/98	10
	b	monitoring development approvals for major housing and commercial development		LG	QT	97/98	15
	c	ensuring bus stops, bus shelters and bus priority measures are provided as part of urban development works		LG	QT	97/98	15
	d	ensuring services are in place from the time people begin to occupy new urban development		LG	QT	97/98	15
	e	annually reviewing service levels in line with population and demographic changes		QT		97/98	15
	f	ensuring that contract areas continually change to incorporate areas of urban growth		QT		97/98	15
Cycling							
	KA 6.1	Progressively plan and develop pedestrian and cycling networks including pathways, bicycle paths, bicycle lanes and sealed road shoulders to provide safe and direct access for non-motorised transport across communities.		LG	MR, QT	97/98	15
	A 6.2	Use Austroads design standards that ensure:		MR/LG	QT, QR	98/99	1
	a	safe walking and cycling paths and lanes are incorporated in the design of new roads and railways where appropriate		SG/LG	QT, QR, MR	98/99	1
	b	safe pedestrian access to and from public transport interchanges and bus stops in urban centres		LG	MR, QR, QT	98/99	1
	KA 6.3	Produce a South East Queensland Regional Cycle Plan. State government will support the preparation of local cycle plans by local government which are integrated with regional cycle networks. State government funding of local cycle projects will be linked to these local cycling plans.		QT	MR, LG	98/99	3
	a	Produce SEQ Cycle Plan		QT	MR, LG	98/99	2
	b	Develop local cycle plans		LG	QT, MR	99/00	2