

















Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 9.8	Investigate the following road network improvement opportunities to support freight movements:		MR	LG	01/02	10
	a	direct connection from Logan Motorway to Acacia Ridge freight terminal and industrial area		MR	LG	01/02	2
	b	a road system to ensure safe, efficient haulage of extractive materials from Whiteside, Kholo and Toogoolawah		MR	LG	01/02	2
	c	a western bypass of Beaudesert to support major industrial and extractive industry development at Bromelton	SW 11	MR	LG	02/03	2
	d	a western bypass of Ipswich to support major industrial development at Ebenezer	SW 3	MR	LG	01/02	2
	S 9.9	Include actions to enhance the public's knowledge of the operational limitations of trucks in the public information campaign to be run under the Travel Demand Management section of the IRTP.		QT	MR, LG	97/98	2
Freight terminals							
	A 9.10	Investigate as part of integrated local transport planning work or local economic development strategies, the need for new freight terminals at strategic locations including:		QT		97/98	7
	a	investigate a freight marshalling and inter-modal transfer facility at Parkinson		QT	QR, LG	97/98	3
	b	a rail/road transfer facility at Charlton, west of Toowoomba		LG	QT, QR, MR	97/98	2
	c	a modal transfer facility at Karrabin, west of Ipswich		QT	QR, LG	01/02	2
	d	investigation of the need and opportunities for a freight consolidation and modal interchange facility on the north side of Brisbane, probably at Strathpine		QT	QR	02/03	3
Protecting our investments							
	KA 9.11	Identify and prioritise freight transport needs as part of local economic development strategies. Identify future freight corridors and terminal sites and protect these from encroachment by incompatible development through planning schemes. Where practical, plan for concentration of industrial growth around existing major freight corridors.		LG		97/98	15
	S 9.12	Ensure freight corridors are designed to minimise impact from freight vehicle operations, through appropriate siting and use of noise barriers and cuttings.		MR/QR	LG, QT	98/99	15

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	S 9.13	Ensure land use and development surrounding freight terminals, airports and the port are compatible with 24 hour freight transport operations.		LG	QR, QT, MR	97/98	15
		Shaping urban communities to reduce car dependency					
	SIG 10.1	Develop and promote guidelines on urban form and structure to assist local government and developers in the design of new and redeveloped areas which reduce vehicle trips, support public transport and increase the attractiveness of walking and cycling. The guidelines will include advice on: <ul style="list-style-type: none"> a increasing the mix and intensifying development within easy walking distance of rail stations and major bus routes to concentrate passenger demand b ensuring that major new institutional, residential and commercial developments are located near a public transport route and have high levels of local accessibility so that they can be easily reached by walking or cycling c developing local street systems which reduce vehicle speed and provide direct pedestrian access to local centres and public transport stops d providing walking paths and cycle paths throughout urban communities to provide convenient, direct access to public transport and essential services 		QT	LG, DLGP, MR	97/98	1
	S 10.2	Encourage local governments through planning schemes and major development proposals to accord with the transport/land use guidelines.		DLGP	LG	98/99	14
	A 10.3	Promote an integrated approach to transport and land use development by local government through a program of: <ul style="list-style-type: none"> a assistance, both financial and professional, for local governments to prepare integrated local planning strategies b workshops involving state and local government, community and developers where a development plan for a new growth area is prepared 		QT/LG	MR	97/98	3
				QT	MR	97/98	3
				LG	MR, QT, DLGP	97/98	3

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	S 10.4	Undertake a demonstration project for a public transport-orientated housing or mixed use development which makes use of the guidelines in achieving better urban design.		SG		99/00	3
		Concentrating employment					
	A 10.5	Continue to support the Brisbane Central Activity District (CAD) through investments in public transport as the primary regional centre for government, businesses and cultural activities. Note: Employment growth will continue in the Brisbane CAD, although some businesses with a strong preference for private car access may find the CAD less attractive in the future and seek to relocate to designated industrial or commercial areas where parking is more freely available.		SG	BCC	97/98	15
	A 10.6	Give first priority to supporting the establishment of Key Centres designated by SEQ 2001 by improving transport infrastructure and public transport services to accelerate the development of activities around a major public transport interchange. The following Key Centres will be supported:		SG	LG	97/98	15
	a	Maroochydore	SC 3	SG	LG	97/98	15
	b	Caboolture	BM 2	SG	LG	97/98	15
	c	Toowoomba	BM 4	SG	LG	97/98	15
	d	Ipswich	BM 2	SG	LG	97/98	15
	e	Beenleigh	BM 2	SG	LG	97/98	15
	f	Southport	BM 2	SG	LG	97/98	15
	g	Robina	BM 4	SG	LG	97/98	15

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	A 10.7	Give second priority to transport investment which supports the establishment of major district centres for lower order employment growth. These centres have yet to be agreed through the follow up work to SEQ 2001, but are likely to include:		QT	LG, MR, DLGP	97/98	15
	a	Strathpine	BM 2	QT	LG, MR, DLGP	97/98	15
	b	Chermside	BM 5	QT	LG, MR, DLGP	97/98	15
	c	Mt Gravatt	BM 8	QT	LG, MR, DLGP	97/98	15
	d	Carindale	BM 7	QT	LG, MR, DLGP	97/98	15
	e	Indooroopilly	BM 6	QT	LG, MR, DLGP	97/98	15
	f	Capalaba	BM 7	QT	LG, MR, DLGP	97/98	15
	g	Coomera	GC 2	QT	LG, MR, DLGP	97/98	15
	h	Caloundra	SC 4	QT	LG, MR, DLGP	97/98	15
	i	Nambour	SC 6	QT	LG, MR, DLGP	97/98	15
	j	Logan Central	BM 8	QT	LG, MR, DLGP	97/98	15
	k	Browns Plains	BM 9	QT	LG, MR, DLGP	97/98	15
		A 10.8	Encourage greater variety of land uses and activity at public transport facilities, for example retail uses near public transport platforms and stops.		QT/LG	QR	97/98
	A 10.9	Participate in telecommuting research to determine implications for transport and undertake pilot projects.		QT		98/99	2
Residential development							
	S 10.10	Initiate a project for the redevelopment of an existing urban public transport precinct containing commercial uses and low density housing, in cooperation with landowners and the community, to show how the current urban form can be made more compact, safer and more diverse to support more sustainable transport.		DLGP	LG	97/98	5
	S 10.11	Promote the establishment of "transit" precincts around and above public transport interchanges and railway stations, along bus routes and in the areas surrounding Major Centres to encourage more intensive urban development within easy reach of public transport.		QT	DLGP, LG	97/98	15