








Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	S 10.12	Provide incentives in local planning schemes and other regulations to encourage more intensive development in "transit" precincts including: - reduced car parking requirements; - reduced local government parking levy rates; - lower developer contributions for transport infrastructure; - air space development rights; and - site development bonuses.		LG		97/98	15
	KA 10.13	Encourage concentration of transit oriented development in the following new urban growth areas to help build on and support investments in public transport:		LG	SG	97/98	20
	a	Coomera-Robina rail corridor	GC 2	LG	SG	97/98	20
	b	Strathpine-Caboolture rail corridor	BM 2	LG	SG	97/98	20
	c	Ipswich to Rosewood rail corridor	BM 2	LG		97/98	20
	d	Springfield/Ripley (new) public transport corridor	SW 14	LG	SG	97/98	15
	e	Algester to Greenbank (new) public transport corridor	BM 9	LG	SG	97/98	15
	f	Cleveland rail corridor	BM 2	LG	SG	97/98	15
	KA 10.14	Encourage redevelopment of existing residential and commercial areas to increase the mix and intensity of development within the following corridors:		LG		97/98	20
	a	Brisbane inner urban rail corridors (all inner urban rail lines)	BM 2	LG		97/98	20
	b	SEQ Regional Busway Network corridors		LG		97/98	20
	c	selected major bus corridors on arterial roads within the metropolitan area (as identified by Brisbane City Council)		LG		97/98	20
	A 10.15	Develop a land use/transport corridor development process. This will assist in coordinating major transport investments with supporting urban development. Government and private sector developers will be able to maximise the economic performance for these major investments by concentrating passenger demands along the route.		QT		98/99	2

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	KA 10.16	Incorporate in urban planning legislation, provisions to ensure that infrastructure plans for local transport systems are prepared.		DLGP	LG, MR, QT	97/98	5
	a	ensure that existing and planned major roads are shown in all local government planning schemes		MR/LG	DLGP	97/98	15
	b	ensure public transport infrastructure, including rail lines and stations, bus stations and priority lanes and signals are included as part of local government infrastructure planning, and developers are required to ensure that adequate public transport permanent ways are provided as a part of urban development		QT/LG	QR, DLGP	97/98	15
	c	ensure walking and cycling infrastructure is provided as part of urban development and incorporated in infrastructure plans		LG	QT, MR, DLGP	97/98	15
	d	ensure that where major development for any purpose generates significant passenger trips, the use of public transport is promoted from the outset		LG	QT, DLGP	97/98	15
	e	ensure indicative priority and sequencing for new transport facilities are indicated on integrated local transport plans.		LG	QT, MR, DLGP	97/98	15
<b>Equity in coverage of public transport services</b>							
	A 11.1	Establish an ongoing monitoring process to identify the levels of transport accessibility for people within the region using the following characteristics: - income and income support; - car ownership; - passenger transport availability and cost; - availability of services, facilities and employment; - make-up of local community; - disabilities; and - language.  Work with public transport providers to ensure high levels of service and accessibility for those people and local communities which are identified as a high priority.		QT		98/99	15
	<b>Accessible and safe public transport</b>						
	A 11.2	Adopt design criteria which specify physical access standards for all transport infrastructure, consistent with the national accessible transport initiatives and building codes, giving specific attention to: - bus stops, railway stations and transport interchanges; - vehicles; - pathways, kerbs and ramps; and - passenger information systems.		QT	PTSC, QR, LG, MR	98/99	15