

## Executive summary

This *Integrated Regional Transport Plan for South East Queensland* (IRTP) is a 25 year plan to develop and manage the transport system in a way that supports the agreed plans for accommodating the region's expected major population and employment growth.

It draws together plans to manage the movement of people and goods in the region from Noosa to the NSW border and west to Toowoomba.

As a Queensland Government initiative involving the region's 18 local government councils and the Commonwealth Government, this IRTP will complement the forward planning of all government agencies and will play a vital role in managing the future development of the region.

The IRTP is a companion document to the *South East Queensland Regional Framework for Growth Management* which was the outcome of the SEQ 2001 regional planning project.

Opportunities for community input have been provided throughout the development of this IRTP. The views expressed through these processes have formed an important consideration in framing the proposals. Significant transport planning research has been used to establish achievable targets for increased walking, cycling, public transport use and shared rides, and reduced traffic growth.

The IRTP is a "living" document which will be revised every five years to monitor progress toward achieving the targets, to respond to changing community attitudes and to incorporate the findings of the more detailed studies recommended in this plan.

### The transport challenge

South East Queensland faces the challenge of managing sustained population growth well into the next century. One of the most obvious results of population growth is a predicted large increase in transport activity. Using the agreed land use patterns developed through the SEQ 2001 regional planning project, the IRTP has determined the extent of the future transport task.

The projections highlight the need to plan a more sustainable transport system. If the current trends are projected for the 20 years between 1992 and 2011:

- population will increase 60%;
- the number of person trips taken each day will increase by 70%; and
- because the urban areas are spreading out further in a dispersed settlement pattern, the total amount of car travel on the region's roads will increase by nearly 100%.

Adding new road capacity will provide some relief and support the development of new communities. However a strategy based solely on providing more and more new road space is not a viable solution in the longer term.

The amount of construction required to add enough capacity to the road system to maintain traffic flows at previous levels may prove unaffordable. In any event, extensive urban development and geographic constraints mean there are few corridors available to construct major new roads in rural areas, and the community is increasingly reluctant to tolerate intrusions of motor traffic through developed areas.

### A new approach

The *Integrated Regional Transport Plan for South East Queensland* (IRTP) balances the future needs for public transport, freight, general motor traffic, non-motorised transport and travel demand reductions in the one process. The term "integrated" also means the transport system is considered alongside broader urban development and lifestyle choices, with greater integration of land use and transport as a key goal.

A key aim of this IRTP is to moderate, rather than strive to satisfy unrestrained traffic growth. To achieve this, it establishes targets for increased use of public transport, ride sharing, walking and cycling. Together, achievement of these targets will reduce the number of vehicle trips on our road system by 1.3 million trips each day. This will reduce predicted travel demand by nearly 20%.

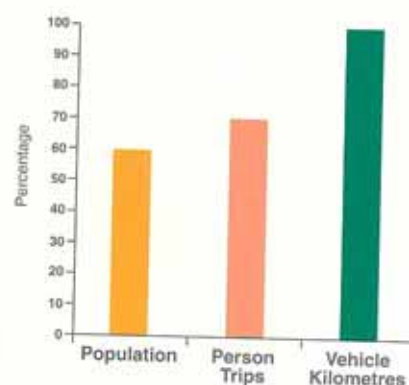
The development process surrounding this IRTP has already changed the emphasis in transport planning away from moving vehicles to moving people and goods, and supporting better designed communities which reduce the need to travel.

### Previous work and public consultation

A significant amount of work and public consultation has paved the way for this IRTP. The most significant of these are:

- *South East Queensland Passenger Transport Study* (1991);
- *SEQ 2001 Transport Policy Paper* (1993);
- *South East Queensland 2001 Regional Framework for Growth Management* (1995);
- Discussion paper entitled *Towards an Integrated Regional Transport Plan for South East Queensland* (1995);
- *Draft Integrated Regional Transport Plan for South East Queensland* (1996); and
- *South East Queensland Regional Framework for Growth Management Update* (1996).

### Percentage growth for population and travel



Predicted growth over 20 years 1992 to 2011

Population growing at 2.5% p.a.  
 Person trips growing at 2.8% p.a. because people are travelling more.  
 VKT growing at 3.5% p.a. because of increased person trips and our urban areas are getting bigger.

To support the 1995 discussion paper on the IRTP, there was a major survey of households and the Regional Transport Reference Group was convened to provide advice on the matters which were worthy of broad community support. The release of the Draft IRTP in August 1996, and the accompanying consultation program, provided the opportunity for the public to comment on the draft proposals.

Over 50 000 people were directly involved in some way during the IRTP consultation program.

### **The objectives**

The IRTP establishes a vision of a transport system which efficiently moves passengers and freight, supports economic development, and reduces car dependency. To fulfil this vision, it establishes the following objectives:

- *developing a more sustainable transport system* - by increasing the proportion of trips made by public transport, walking and cycling, and in shared rides, and reducing growth in peak commuter car travel;
- *restraining the growth of peak period car travel demands* - by reducing the predominance of single occupant vehicle travel, increasing ride-sharing, improving public transport, eliminating unnecessary trips and better sharing of the traffic load around the network to make the most of the existing transport system;
- *providing efficient and sufficient road capacity* - by planning to meet moderated traffic demand and accommodate the growth of the region's urban areas;
- *ensuring the efficient movement of freight* - by high quality rail, road, air and sea links and intermodal facilities;
- *providing for pedestrians and cyclists* - by providing safe, secure and integrated facilities and networks;
- *coordinating transport and land use planning* - by supporting more compact, better designed urban development which supports public transport and allows people to walk and cycle more;
- *ensuring social justice* - by a more inclusive transport system which shares the costs and benefits of transport equitably across the region; and
- *maintaining environmental quality* - by cleaner vehicles and better approaches to providing transport infrastructure.

## Shaping the future transport system

The integrated approach adopted in this IRTP recognises that public transport and private vehicles have complementary, not competing roles. What is needed is a balance that limits new road capacity expansion and favours public transport, and high efficiency passenger and freight vehicles.

Travel demand management through trip reduction programs, rationalised parking supply and consideration of more direct user pricing for road use, must accompany policies to provide transport facilities and services. This will reduce the need to provide new roads and make better use of the existing system.

### The proposals

This IRTP contains 140 actions. In summary, the major proposals are:

- change the planning approach so the projects considered are more closely aligned with the sort of transport system the community wants;
- ensure there is a "seamless" public transport system which combines all available public transport operations and provides a range of alternatives to car travel;
- upgrade the traditional line haul public transport (rail and bus) systems to cope with massive peak period increases;
- make public transport safer, more frequent, convenient, accessible, secure, affordable, reliable and faster;
- improve cross city public transport services and introduce more flexible types of public transport including "on demand" and "hail and ride" mini bus services;
- give priority, congestion-free running to road-based public transport vehicles in major urban areas;
- develop an efficient and reliable system of transport interchanges linked to public transport and private vehicle networks;
- provide additional peak period road capacity for higher occupancy passenger vehicles and freight;
- support economic development by ensuring quality passenger and freight transport links and terminals are available to major industry and employment areas;
- focus on urban ring roads and bypasses, and avoid increasing peak period general motor traffic capacity to congested major centres;
- plan and provide local arterial road systems as part of new urban development;