Walking and Cycling

A major increase in the proportion of trips made by walking and cycling can be achieved by providing improved facilities and by ensuring our communities are better designed. The IRTP seeks to increase the current proportion of walking trips from 13% to 15% and cycling trips from 2% to 5% by the year 2011.

Cycles are ideally suited to journeys of under 15 km and walking is suited to trips of under 2 km. Beyond these distances, many people do not consider these transport modes viable. However, with linkages to the public transport system, the range of these combined modes can be extended greatly.

Cycling and walking are highly efficient and inexpensive modes of travel which can provide a "door-to-door" service. These modes also have the benefits of being healthy, readily accessible to most people and environmentally benign (emitting no air or noise pollution).

To increase the proportion of trips undertaken by cycling the IRTP aims to:

- provide cycleways and sealed cycle lanes on roads that are safely designed, well constructed and, where possible, separated from pedestrian networks;
- ensure cycle routes link to public transport networks;
- explore options to provide for carrying cycles on public transport;
- encourage provision of secure cycle storage facilities, showers and dressing rooms at places of employment and other key destinations;
- provide information about the benefits of cycling as a transport mode; and
- integrate cycling facilities into the early stages of land use planning and development approval.

For many of today's parents and grandparents, walking was the primary means of travel around their local area when they were growing up. Today many local trips are undertaken in cars. If we are to achieve a sustainable transport system in South East Queensland then it is essential that we act now to reverse this trend.

To increase the proportion of trips undertaken by walking the IRTP aims to:

- create safe and well maintained pedestrian pathways and crossings;
- ensure pedestrian routes link to public transport networks and pedestrians have priority in public transport precincts;
- inform people about the benefits of walking as a transport mode;
- integrate walking facilities into the early stages of land use planning and development approval;

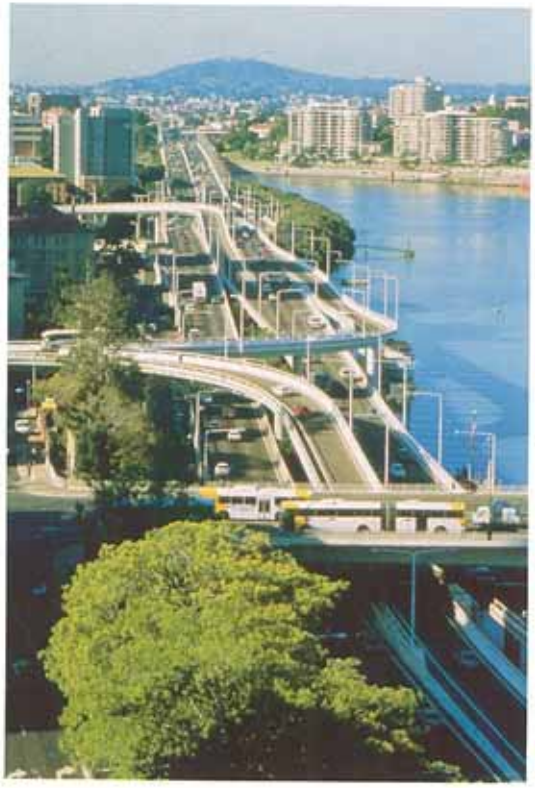
- encourage a better mix of land uses to establish an environment conducive to walking; and
- ensure that the designs of pedestrian facilities address personal security concerns by providing adequate lighting, provision for passive and active surveillance and where possible, separation of cycle ways and pedestrian routes.

Travel demand management

Travel demand management measures seek to meet a portion of the community's needs without increasing the capacity of the transport system. This will save resources that can be better used for government services in other areas. It will also reduce the impact of new transport infrastructure on the community.

The primary focus of travel demand management is on influencing travel demand to generate more efficient use of existing transport capacity. In particular, this can be achieved by discouraging the growth of single occupant vehicle travel in peak periods. Measures will include:

- community education and promotion of alternative modes, especially public transport, ride sharing, walking and cycling;
- priority to higher efficiency passenger vehicles around the road network;
- using technology and more flexible operating hours for education, shopping and employment to share the load better and make best use of the available transport system capacity;
- support for ride-sharing schemes;
- rationalised parking policy so parking is not easier and cheaper than using public transport; and
- considering transport pricing measures, so the cost of each trip becomes apparent.



The regional road network

Achieving the IRTP targets for increased use of more sustainable transport practices will moderate projected travel demand by nearly 20%. However, there will still be about 5.9 million vehicle trips taken on the road system each day in 2001, compared to 4.2 million in 1992.

To maintain our current ability to move around the region, roads will need to be developed and managed so they can meet the needs of people for movement and deliver goods to markets safely without unacceptable impacts on the community and the environment.

- make better use of existing road capacity, including widening and upgrading existing roads to maximise their usefulness; and

- provide advice to local government on ways to support public transport and reduce the need to travel.

Better public transport

The IRTP seeks to increase the current proportion of trips made on public transport in SEQ by 50% in the year 2011. The overall market share of public transport would increase from 7.0% in 1992 to 10.5% of all trips, compared with a decline to about 6.3% if present trends continued.

To achieve the targets, the IRTP proposes a major program of improvements to deliver a high quality, integrated public transport system based on:

- traditional mass transit (buses and trains);

- opportunities for new forms of mass transit including light rail;

- midi and mini buses to service less popular routes economically;

- hail and ride services in inner urban areas;

- maxi taxis and taxi buses which are available on call for shared rides (dial-n-ride) to offer more choices with increased flexibility and convenience;

- taxis for rapid response, shared rides or individual journeys; and

- ferries in those areas where water transport offers a realistic alternative to land transport.

In addition, the support services for public transport will be improved and better coordinated through:

- improved vehicle design to improve accessibility and reduce boarding times;

- easily accessed, secure physical design of interchanges and stops;

- integrated timetables so that feeder services connect to line haul services;

- integrated fares, ticketing, passenger information and marketing to ensure convenient affordable travel; and

- implementation of public transport priority measures where congestion is experienced.

The IRTP's regional road network strategy presents a balance between:

- moderating traffic growth and giving priority to public transport;
- widening and upgrading existing roads; and
- constructing new road links, especially bypasses and ring road connections.

The task of managing and developing the road system involves much more than satisfying demands for private vehicle use. Roads carry many forms of transport and should be viewed as multi-modal transport infrastructure. Accordingly, agencies involved in road planning, management and development will adopt a multi-modal focus.

Since road-based vehicles will continue to meet the majority of public passenger demands, management of the road system will play a crucial role in meeting the targets for increased market share for public transport.

Freight

To realise its full economic potential, the region must ensure that a high quality freight transport system is able to deliver goods to markets quickly and cost-effectively, while minimising the impacts on the community and the environment.

Investigations are proposed to find the best way to move freight around the Brisbane rail network in the face of increasing capacity constraints caused by growth of passenger traffic.

While every effort will be made to ensure rail freight is competitive with road transport, the majority of the region's freight movements are local in nature or are small tonnages which are generally not a market rail can penetrate. This means the vast majority of freight will be moved on the road system.

If freight vehicles are faced with chronic road congestion, commodity prices will be higher, and the region will find it increasingly difficult to attract new business and industry.

There are road proposals aimed at providing a continuous system of high capacity, safe and secure roads which will maximise separation of freight traffic from urban settlement areas.

As the region's economy expands, new freight terminals will be needed at strategic locations to reduce pressures on the existing limited freight facilities. Potential sites are limited in number and need to be identified and protected from incompatible surrounding development.