

### **Land use and transport**

Land use and development must build on and support the existing transport system, and help make public transport, walking and cycling more competitive with car travel.

The IRTP supports a long term shift to forms of urban development which provide a quality urban experience on a walking scale. Instead of large areas of segregated housing, better designed neighbourhoods would offer the lifestyle benefits of reduced car dependency and increased access to local activities.

Within these communities, there will be a place for a range of quality public transport services which are easily accessed by walking and cycling, as well as private cars.

The region also has a major imbalance between the location of housing, which is often located in urban fringe areas, and jobs, which are usually found in the existing urban centres like the City of Brisbane. To reduce this imbalance, the IRTP supports a less centralised pattern of employment including the development of "Key" regional employment centres as proposed under the *Regional Framework for Growth Management*.

At the same time, new industrial and commercial development zones need to be identified by local economic development strategies and supported by transport investments.

Published guidelines entitled "Shaping Up" will provide the ideas and opportunities for better designed communities which support the IRTP objectives.

### **Social justice**

A socially just transport system needs to ensure all members of the community can access basic services like employment, education and shopping. And the costs of providing transport, both in financial terms and in terms of community impacts, should be shared equitably across the region.

Expansion of the public transport system will amplify the considerable social benefits it provides to the community. At the same time, the system will be made safe, secure and affordable. For example, regular audits of the public transport system involving user groups most at risk will identify security and accessibility concerns to be addressed by government and operators.

Improved procedures will ensure the planning and evaluation of transport options considers the full range of costs and benefits of all options. And planning will identify those urban areas of the region which suffer relative disadvantages of available public transport services. This will enable services to be provided at appropriate levels across the region.

The IRTP also encourages public debate on how to spread the cost of providing transport facilities more equitably. For example, a person who only uses a car in off-peak periods pays the same general taxes and charges as a person who drives themselves to work in congested periods.

### **Environmentally sustainable transport**

Transport activity is a major contributor to energy consumption and emissions to the environment. The environmental consequences of transport must be managed in a coordinated way and the number of private vehicle trips contained to improve the environmental performance of the transport system.

Currently the region's air quality is much less affected by vehicle emissions than that of Sydney or Melbourne. Progressive reductions in lead content in petrol have improved air quality. However with a doubling of present travel demand possible in 20 - 25 years, there is no reason for complacency.

Reducing the number of private vehicle trips and increasing the proportion of trips made by public transport, walking and cycling will be the key to improved environmental performance of the transport system.

Major new transport initiatives will also be required to demonstrate how their design and use will contribute to the achievement of adopted environmental guideline levels.

### **Implementation**

The strategic policies and actions contained in this IRTP provide a clear basis for guiding South East Queensland towards more sustainable transport in the future. Implementation of the IRTP will centre on appropriate consultation, agreed sharing of management responsibilities and adequate funding for the transport system.

The IRTP implementation arrangements, guided by the Regional Coordination Committee, will allow coordinated planning of the various elements of the transport system in conjunction with growth management in South East Queensland and will treat all modes of transport consistently.

Queensland Transport will ensure there is a specific focus on implementing the IRTP. The department will work closely with local governments and relevant state government departments such as the Department of Local Government and Planning and the Department of Main Roads.

Local governments will assume a lead agency role for local integrated transport and land use planning within their jurisdiction, with support from Queensland Transport and the Department of Main Roads.



The need for an integrated public transport system will require all service providers to work in combination with other service providers, to give the highest possible level of service to the public.

### **Community involvement in transport decisions**

The community must be consulted at the right time to enable it to influence transport decisions before government commitments are made.

Community involvement has played a major part in drawing up this IRTP. Its release also provides the community with a framework under which local studies will be conducted.

Input from communities will be sought at all planning scales from the IRTP to more local planning studies and the individual project scale. There also needs to be clear rules which must be followed by transport agencies in conducting consultation, planning and transport development processes.

The IRTP has developed guidelines which outline improved processes for community consultation. These are supported by detailed draft processes and procedures being developed by Queensland Transport and the Department of Main Roads. These types of formal guidelines should be followed by all agencies.

### **Transport investment**

As the region continues to expand, it will be increasingly difficult to provide high quality transport infrastructure and services from available revenue sources. This will be the case irrespective of whether the IRTP targets for increased public transport, ride sharing, walking and cycling are achieved. The major issue is that while population is growing at between 2 and 2.5% each year, travel demand is growing at around 3.5%.

To maintain the current levels of access and mobility, up to \$31 billion will be needed for system improvements, operating costs and maintenance over the next 25 years, and \$19 billion for capacity enhancement for roads, rail, and other public transport.

If the average motorised trip time doubled from the 1992 level of 17 minutes to 34 minutes in 2011, as the IRTP predicts could happen without intervention, then household car trips in an urban area would cost, on average, an additional \$ 2.30, and a commercial trip would cost, on average, an additional \$ 8.60. In the year 2011, there will be about 8 million private vehicle trips, and 2 million commercial trips in the region each day. The cost of not implementing the IRTP and achieving the targets would therefore be in the order of \$34 million per day or \$12 billion per year.

*"The cost of not implementing the IRTP would be around \$12 billion per year."*

Estimates of the shortfall between likely available funding for transport, and the need for investment to improve and expand the transport system range between \$10-12 billion over the next 25 years. The IRTP begins discussion on how the proposed system improvements can be funded.

Transport pricing measures relate to the marginal cost of the individual trip. The IRTP recognises that direct transport pricing measures can be an efficient and equitable way to raise public funds for new transport improvements, because these costs are paid by the infrastructure user. They can also help restrain the growth of travel demand, reducing unnecessary travel.

Improvement is also needed in the way the benefits and costs of transport projects are evaluated, so investments support agreed community objectives and represent an appropriate use of public funds.

### **Conclusions**

The predicted growth, the potential impact of excessive car dependence, and the possible extent of the funding shortfall, create significant challenges for government and the community.

Based on experience with urban transport issues in population growth areas around the world, governments in South East Queensland will find it increasingly difficult to match the public's expectations for mobility with:

- their willingness to finance transport system improvements;
- their willingness to accept the inevitable impact of new transport facilities on communities and the environment; and
- the state of the environment this generation wishes to leave for future generations.

The support and understanding of the community is essential if major changes to travel culture are to be achieved. This *Integrated Regional Transport Plan for South East Queensland* establishes a course for finding the right balance.