
















Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	Car parking KA 7.9	Develop and implement local government parking plans for all Major Centres which: - do not jeopardise public transport viability by unnecessarily encouraging or expanding commuter parking; - restrict parking in inner urban business areas to approved car parks; - progressively implement parking levies for centres serviced by high quality public transport, with revenue from the levy specifically directed to improving public transport services and infrastructure; - levies would apply to parking meters, public car parking stations and corporate spaces; - progressively increase the cost of long stay parking; and - provide cheaper all day parking for high occupancy vehicles than for single occupant vehicles.		LG		97/98	5
	a	Develop a plan for inner Brisbane which sets growth limits on the total number of car parking spaces in the CBD and "City frame" areas including South Brisbane, Milton and Spring Hill.		BCC		97/98	2
	KA 7.10	Reduce urban planning scheme requirements for designated numbers of parking spaces to be provided at commercial and retail developments where there are adequate public transport facilities and services.		LG		97/98	5
	Transport pricing S 7.11	Progress the evaluation and implementation of the transport elements of the Queensland Commission of Audit, including key actions that align revenue for transport with the amount of travel undertaken.		SG	QT, MR, QR	97/98	5
	A 7.12	Convene a community summit on funding transport to explore the problem and build a consensus on general approaches.		QT	MR, QR, LG	98/99	1
	Road hierarchy KA 8.1	Adopt a scheme for classifying roads which clearly states the guidelines for planning, developing and managing roads and adjacent land uses in accordance with the agreed functions and importance of the roads in meeting National, State and Regional transport needs. Classify all existing and planned roads in the region according to this hierarchy.		MR	LG, DLGP	97/98	2

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	KA 8.2	Implement measures to sustain the road hierarchy by keeping non-essential traffic out of local streets and to maintain the capability of major roads to carry high volumes of traffic including:		MR	LG, QT	97/98	15
	a	ring-roads and by-passes to keep heavy vehicles and high volume traffic out of residential areas		MR	LG	97/98	15
	b	road design and urban form which ensures the arterial road system provides direct travel across the urban area without relying on local roads or streets		MR	LG	97/98	15
	c	urban speed management whereby the speed limit in local streets is reduced, while the limit on higher order urban roads is increased		QT	MR, LG	97/98	3
	d	Local Area Traffic Management (LATM), using traffic engineering practices to reduce the speed and intrusion of vehicles in residential and commercial areas and create an environment where pedestrians and cyclists are safer. These schemes should generally be limited to local roads and streets which are not used by buses		LG	MR	97/98	15
	e	upgraded identification of heavy vehicle movements using modern technology to support enforcement of heavy vehicle routes		QT	MR	98/99	3
131	A 8.3	 Consider adjustments to the current State controlled roads using the Regional Road Network Strategy update process to determine which roads should be transferred to local government and which should be transferred to the State Government and consult with local government on the basis for transferring road controls.		MR	LG	99/00	1
	S 8.4	Adopt clear guidelines for planning and management of major roads and adjacent land uses and ensure that these are reflected in local planning schemes.		MR	LG	97/98	5
	Priority use of road space			MR	LG	97/98	5
	KA 8.5	Implement a system of bus priority measures to link the region's major employment, activity and population centres, focusing on areas where congestion is experienced. Subject to analysis of overall impacts on travel in the corridor, this may incorporate measures such as: separate lanes on arterial roads for exclusive public transport use, bus priority signals, queue jump lanes and peak and 24 hour transit lanes.		MR	LG	97/98	5

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	KA 8.6	Use technology based on Intelligent Transport Systems (ITS) for improved traffic-responsive traffic signal control on major arterial roads in South East Queensland. This will allow:		MR	LG,QT	97/98	15
	a	smoothing out of traffic peaks and changing signals to accommodate traffic conditions prevailing at the time, rather than predetermined signal settings		MR	LG	97/98	15
	b	better detection and management of traffic incidents		MR	LG, QPS	97/98	2
	c	identifying priority vehicles like buses and speeding their progress through the signals system		MR	LG	98/99	4
	d	accurate in-home and road-side public information on traffic flow conditions, congestion and parking supply along key arterial roads		MR	LG	97/98	15
	e	enforcing freight and dangerous goods routes by tagging vehicles and issuing automatic infringement notices when an unlawful route is used		QT	MR, QPS	98/99	5
	f	providing route guidance information in the vehicle to the motorist to allow for navigation through unfamiliar territory or in unusual traffic conditions		QT	MR	98/99	5
	g	collecting tolls electronically on toll roads and bridges		MR		97/98	3
	A 8.7	Implement procedures and training for emergency services staff, traffic police, government officials and tow truck operators to achieve better management of accidents and breakdowns on all major arterial roads during peak hours through:		MR/LG		97/98	25
	a	stringent enforcement of parking controls		LG		97/98	15
	b	on call tow trucks to remove broken-down vehicles		MR/LG		97/98	1
	c	monitoring traffic conditions to detect and remedy incidents		MR		97/98	15
	d	accident attendance procedures which minimise disruption to traffic		QPS	MR, LG	97/98	2
	A 8.8	Plan a network of transit lanes across South East Queensland. Trial the use of T 2 transit lanes (which give priority to vehicles carrying two or more people) on sections of arterial road where bus lanes or T 3 transit lanes are not considered viable.		MR	QT, LG	97/98	5

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	A 8.9	Revise road design standards to ensure new transport infrastructure accommodates the needs of public transport, making specific provision for: - priority bus and car access to major public transport interchanges and park and ride facilities bus lane and bus lay-by design; - accessible kerbing, footpath and road surface to suit low floor buses; - pedestrian and cycling paths; and - direct routes through urban areas for buses.		MR	LG	97/98	2
	Better planning of road needs						
	KA 8.10	Ensure that inter-connected local arterial road networks are developed to preserve the capacity of existing inter-city highways to carry inter-regional traffic and improve safety for local traffic movements. Local road networks to be planned include:		MR/LG		97/98	2
	a	Pine Rivers North/Mango Hill	BM 3	MR/LG		97/98	2
	b	Caboolture - Narangba	BM 16	MR/LG		97/98	2
	c	Beenleigh - Upper Mt Gravatt corridor	BM 16	MR/LG		97/98	2
	d	Beenleigh - Gold Coast corridor	GC 6	MR/LG		97/98	2
	Strategic road network actions						
	KA 8.11	Undertake transport investigations of capacity road options from the maps of strategic transport opportunities, either as individual studies or as part of integrated local transport plans.		MR	LG, QT	97/98	2
	a	Bermuda St extension to Tallebudgera Connection Rd	GC 7	MR	LG, QT	97/98	2
	b	Southern Gold Coast/Tugun transport capacity	GC 9	QT	LG, MR	97/98	2
	c	Port Road upgrade	BM 12	MR	LG, QT	97/98	1
	d	Transport corridor Capalaba to Cleveland	BM 19	MR	LG, QT	97/98	1
	e	Tewantin Bypass	SC 1	MR	LG, QT	97/98	2
	f	Kawana transport corridor	SC 7	MR	LG, QT	97/98	1
	g	Caboolture Northern Bypass	SC 10	MR	LG, QT	97/98	1
	h	Eenie Ck transport corridor	SC 11	MR	LG, QT	97/98	1
	i	Kilcoy Bypass	SC 12	MR	LG, QT	98/99	1
	j	Mt Lindsay Highway deviation to Bromelton	SW 11	MR/LG	QT	97/98	1
	k	Link road from Mt Lindsay Highway to Springfield Arterial	SW 13	MR/LG	QT	97/98	1