

Integrated Regional Transport Plan Summary



Travelling



well into



the future

for South East Queensland



www.qdot.qld.gov.au/irtp

View the Integrated Regional Transport Plan after May 1997 at:
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or
Most Public Libraries

Buy a copy of the IRTP after May 1997 at:
Queensland Transport Customer Service Centres in South East Queensland

For Further Information
Queensland Transport

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ISBN 0 7242 7722 6

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Sent: Thursday, 15 October 2009 12:53 PM
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Regards

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A Summary of the **Integrated Regional Transport Plan**



IT STANDS TO REASON. As our population grows, so do the number of vehicles on the road. It also stands to reason that as the number of vehicles increase, our roadways become **more crowded, particularly during peak hour**. Also, pollution levels become higher, and **our ease of just getting around, or doing business, is reduced.**

Every day we see and experience the evidence. And the simple fact is that we have to do something about it now, because, unchecked, the situation will deteriorate in the future.

Let's look at some of the predictions for South East Queensland between 1992 and 2011, **that will have an impact on our transport system.**

The Future?

Our population will increase by more than 60%, to 3,000,000 people. Without action:

- The number of trips made by road based transport each working day will increase to **11.8 million**, up **70%**.
- Trips to work, the major contributors to **peak hour congestion, will increase by 110%** to 2.4 million trips each day.
- The number of **trips by car will increase** by about 3.85 million, to 9.3 million each day, up 71%.
- The average **vehicle occupancy will decline** from 1.3 to 1.2 persons.
- The total amount of **motorised travel will increase** by nearly 100% to around 93 million kilometres each day; and
- The amount of **freight carried will increase** by between 80% and 120%.

What is The Integrated Regional Transport Plan or IRTP?

THE IRTP MAPS OUT A SOLUTION FOR A BETTER TRANSPORT SYSTEM

that will cope with the growing demands of the region. A system where public transport will be a viable, and often preferred, alternative to the car. A system that will promote economic development. A system where **cycling and walking will be encouraged**. A system that responds to environmental concerns.

The IRTP is a long term, 25 year plan. Quite simply, we must begin extensive planning, public consultation, and investment now, to avoid future problems. There is no quick fix if we seek a sustainable solution.

But the **IRTP is a "living" document** that will evolve with changing conditions. It also provides for action from the first day of implementation. Some elements are already in motion. So while 25 years may seem a long way into the future

— **OUR FUTURE HAS ALREADY BEGUN.**



Who Created the Integrated Regional Transport Plan?

BECAUSE THE IRTP WILL HAVE AN IMPACT on us all, it is very appropriate that the whole community has been involved in its creation.

Comments and recommendations have come from people from all walks of life — over 50,000 residents of South East Queensland have contributed. Business and the private sector have provided comments. Local government has played a large part, because it will be closely linked with its implementation. Queensland Transport and other state government agencies have provided their expertise, and the Federal Government has participated in the initiative.

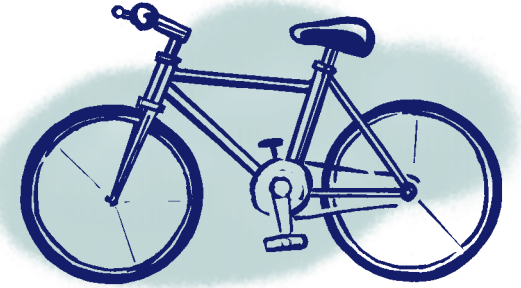
But it is important to understand that input to the plan does not end with the publication of the document in 1997. Every step of the way, people will be asked formally to comment and contribute so that its directions and activities remain alive.



What are the main points of the IRTP?

THE IRTP ADDRESSES ALL THE ISSUES that impact

directly, or indirectly, on our ability to get around. Many people would be surprised at the wide range of issues that have been considered



including types of

transport, where we live

and work, freight movement, the environment, our attitudes to travel, the development of our suburbs, towns and cities. The list goes on.....

It acknowledges that buses, trains, trucks and cars, or any form of transport for that matter, cannot be looked at in isolation of how we live and work, individually, as businesses, and as a community.

The IRTP contains around 140 actions aimed at improving our transport system. These actions provide for the delivery of new or upgraded infrastructure and services, as well as a new approach to planning urban development that is mindful of current and future transport demands at the earliest stages. It also outlines community actions that will play a large part in the development of a better transport system.

The **principal** elements

can be **summarised.**

- Ensure there is a public transport system which combines all available public transport operations and **provides a range of alternatives to car travel;**
- **upgrade the traditional rail and bus systems** to cope with massive peak period increases;
- **improve cross city public transport services** and introduce more flexible types of transport including "on demand" and "hail and ride" mini bus services;
- **give priority and congestion-free running to road-based public transport** vehicles in major urban areas;
- **ensure land use planning** supports the provision of cost-effective public transport;
- provide additional **peak period road capacity for higher occupancy passenger vehicles and freight;**

- support economic development by ensuring **quality passenger and freight transport links are available to major industry and employment areas;**
- **focus on ring roads and bypasses,** and avoid increasing peak period traffic to congested major centres;
- **plan and provide local arterial road systems** as part of new urban development;
- where necessary, **widen and upgrade existing roads** to maximise their usefulness;
- **provide cycleways and cycle lanes** that link to public transport networks;
- **create safe and well maintained walkways and pedestrian crossings;** and
- provide for **the participation of the entire community** in planning for a better transport system.

How Will it Affect Us?

As Individuals

FROM THE PERSPECTIVE OF THE COMMUNITY AT LARGE, the IRTP provides for a range of projects and activities that will provide alternative travel choices to the car. The plan is not about replacing the car, because that is clearly neither realistic nor desirable. However, the IRTP through its various initiatives, will help us to moderate traffic growth, particularly during peak hour when traffic is at its highest volume.

The factors that currently deter us from using public transport will be overcome through an integration of programs including:

- priority roadways for public transport and high occupancy passenger vehicles;
- better rail and bus line-haul capacity and operational performance;
- improved connections between different types of public transport;
- additional types of public transport to supplement bus, train, ferry and taxi;
- better information, security, frequency, accessibility, affordability, and reliability for public transport; and
- a network of cycle and pedestrian paths connecting to public transport.

Flexibility, convenience, comfort and, importantly, the ability to fast-track travel between destinations, will be provided.

In Business

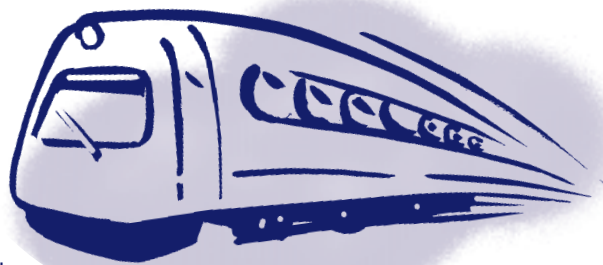
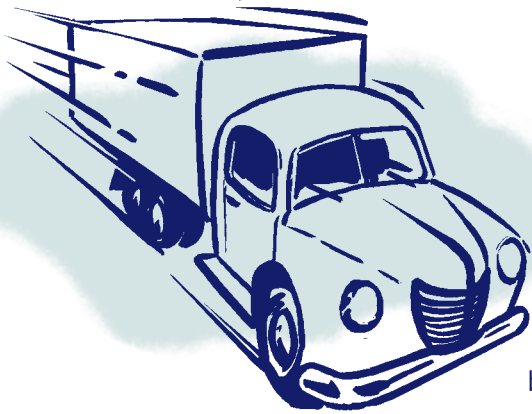
THE ABILITY TO MOVE GOODS AROUND OUR REGION

EFFICIENTLY IS, in many ways, equally as important as moving people. Freight costs impact directly on economic competitiveness, and ultimately, profitability of business and employment opportunities. So it is essential that the

transport system is developed to ensure goods can get to their destinations efficiently, with minimum impact on communities and the environment.

The IRTP carefully *analyses and balances the relationship between the movement of goods, the economic development of the region, community amenity and the transport system* and focuses on:

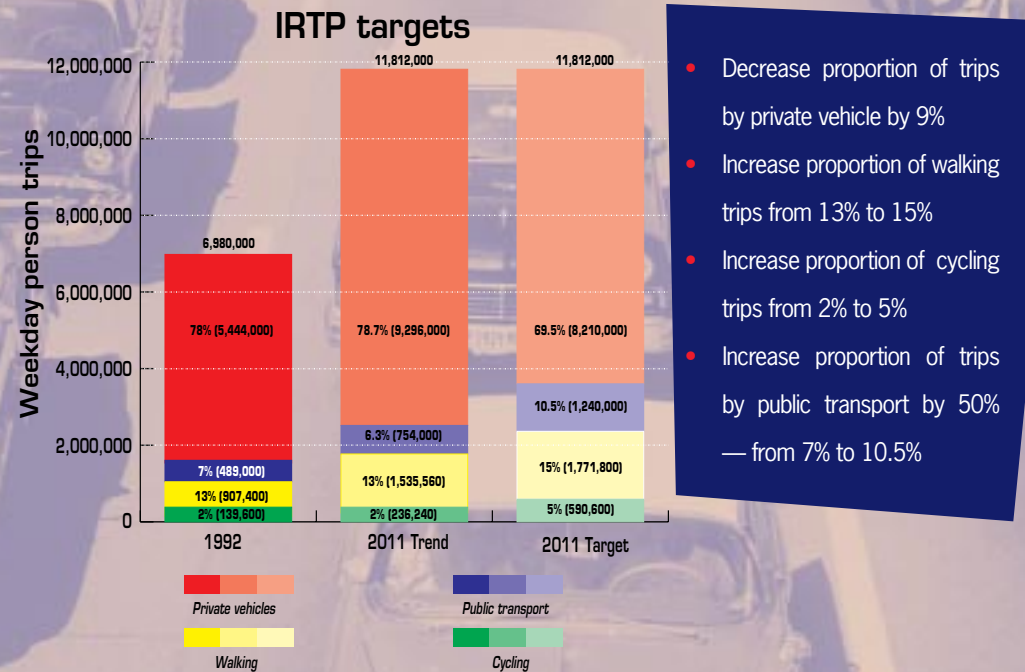
- high quality rail and road links to the port and industrial areas;
- identifying more freight rail capacity;
- identification of potential new freight terminals;
- encouraging local government to identify and prioritise freight transport infrastructure; and
- local road systems that reduce the need for people to travel on major transport routes.



What are we aiming for?

THE IRTP FOCUSES on the need to reduce car dependency and promotes the use of public transport and cycling and walking as positive alternatives that will help to minimise traffic congestion and pollution.

The provision of infrastructure such as busways, rail lines, transit lanes, cycle paths and pedestrian walkways will expand our transport choices. Supported by a genuine community desire to participate, the targets set under the IRTP are achievable.



Notes:

Weekday person trips is the number of people making trips rather than the number of vehicles. The IRTP uses person trips to provide a better basis for planning a mix of transport modes.

The target to increase average vehicle occupancy from 1.3 to 1.4 will also reduce the number of vehicles needed to carry the 8,210,000 trips that would be taken in cars.

The IRTP — A Quick Guide

SOUTH EAST QUEENSLAND NEEDS AN INTEGRATED TRANSPORT SYSTEM which can reduce dependence on the private car and encourages increased use of public transport, shared rides, walking and cycling. The IRTP uses a new, better approach to transport planning which balances public transport, road capacity, walking, cycling and travel demand management.

1. Better Public Transport Through a major program of initiatives including improved public transport infrastructure such as busways, similar to the busway pictured below, more rail services, better ticketing, new public transport services and improved information, the IRTP seeks to increase the current proportion of trips made on public transport.



2. Walking and Cycling The IRTP seeks to increase the number of trips made by walking and cycling. Particularly for local journeys, walking and cycling can provide a cost-effective and environmentally responsible means of transport. The IRTP focuses on improved facilities and access for pedestrians and cycling, including networks of paths, cycleways and bicycle lanes.



3. Restraining Travel Growth The IRTP seeks to discourage the growth of single occupant vehicle travel, particularly in the peak hour. This will be achieved by giving priority to public transport and multiple passenger vehicles, providing information on alternative modes of travel such as walking and cycling and encouraging the community to consider all transport choices when planning trips.

4. Regional Road Networks The IRTP presents a balance between moderating traffic growth and giving priority to public transport and freight, and widening and upgrading roads to make the most of existing capacity. New road links will provide better connections between communities and will take traffic off local streets.



5. Freight A high quality freight transport system is necessary to get goods to markets quickly and cost-effectively with minimum impact on the community and environment. The IRTP proposes a detailed investigation into existing rail and road networks and freight terminals to make better use of the existing system.



6. **Land Use** The IRTP supports a long term shift to forms of urban development that promote walking and cycling through the provision of suitable facilities, and the integration of transport needs in early planning. It encourages local government and developers to adopt planning measures that reflect the fundamental interaction between communities and transport.

7. **The Environment** Today South East Queensland's air quality remains much less affected than other regions in Australia. However, increased transport activity will, over time, contribute to its deterioration. The IRTP provides strategies to reduce emissions and energy consumption, and major new transport initiatives will be undertaken in an environmentally responsible way.



At Home

THE URBAN AREAS OF OUR CITIES AND TOWNS HAVE SPRAWLED out from commercial centres because land, essentially, has been a plentiful and relatively inexpensive commodity. It is this availability of land that has nurtured our residential culture of the "1/4 acre" block. But the desire for personal space has come at the cost of efficient transport systems that enable us to get around within our own suburb and beyond.

The **IRTP promotes better designed neighbourhoods** that, at the point of initial planning, take into account the provision of, or accessibility to, public transport, as well as cycle and pedestrian paths.

The IRTP, in cooperation with local government, will plan ahead of urban development for the needs and lifestyles of its future residents. Developers are part of the process — local road networks, public transport stops and neighbourhoods that incorporate a range of essential services, such as community shopping centres, will make up our suburbs of the future.

Who Will Benefit from the IRTP?



THERE ARE BENEFITS FOR

EVERYONE. At home, in the workplace, in business, and on the road. Our environment and future generations will also benefit. An improved public transport system will

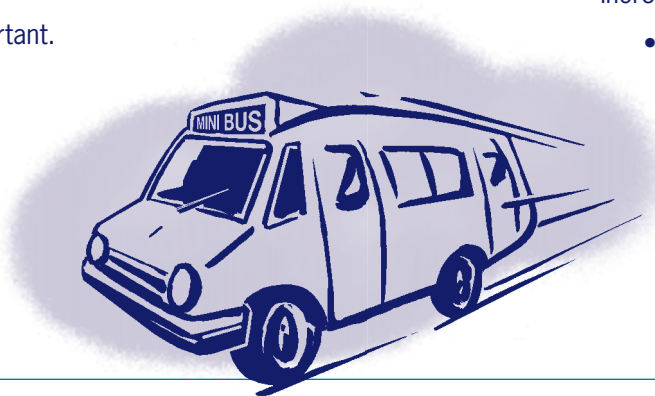
help us avoid traffic congestion and

will enhance our mobility. Cycle paths and

pedestrian walkways will promote a healthier lifestyle. Priority road management plans will speed goods and people to their destinations.

Other benefits will be less apparent, but no less important.

The costly second car will not be the inevitable choice for households. Finite resources such as fuel and land will be conserved and our air will be cleaner.



Will It Really Happen?

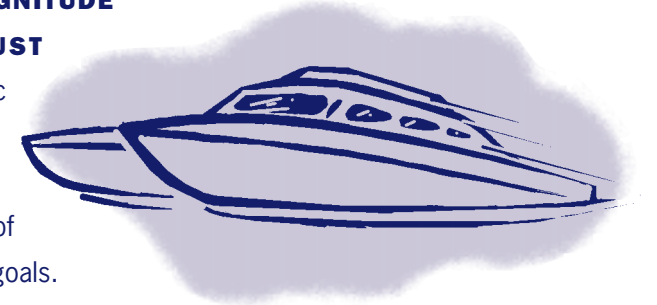
THE INTEGRATED REGIONAL TRANSPORT PLAN is not a report that contains merely recommendations. Rather it is an action plan, based on getting things done.

The plan defines who is responsible for specific actions and provides approximate timelines for those activities, with "steering" being provided from the highest levels of state and local government.

What Do We Hope to Achieve?

A PLAN OF THE MAGNITUDE OF THE IRTP MUST

HAVE CLEAR, realistic goals and each of the activities outlined in the IRTP promotes the achievement of ambitious, but achievable goals.



These include:

- Increasing the proportion of trips by public transport by 50%, from 7.0% to 10.5% of all trips;
- Increasing the proportion of walking trips made from 13% to 15%;
 - Increasing the proportion of cycling trips from 2% to 5%;
 - Increasing the average vehicle occupancy from 1.3 to 1.4 persons;
 - Reducing daily private vehicle trips from 7.2 million to 5.9 million.

The plan includes a three year rolling implementation program with specific tasks more effectively managed and monitored. Importantly, the whole plan will undergo a review every five years to take account of changing community attitudes and values.

ALTHOUGH THE IMPLEMENTATION OF THIS WIDE-RANGING PLAN IS A COMPLEX TASK, four “signature” projects announce a very clear intention to act:



- **The South East Transit Project** Launched in December 1996, this project includes a busway between the Brisbane City area and the Gateway Motorway, and high occupancy vehicle (HOV) lanes between Klumpp Road and the Logan Motorway.
- **Transit 21** This project aims to integrate and co-ordinate information about public transport, and provides for the gradual introduction of further transport services that respond to our future needs.
- **The "Shaping Up" Planning Guidelines** These guidelines will provide ideas and opportunities for local government and land developers to provide better designed communities which support public transport, cycling and walking.
- **Air Care** This is a multi-faceted program to tackle air pollution by directly targeting vehicle emissions. It incorporates public education, expansion of the Smoky Vehicles and Random Roadworthiness programs, and voluntary vehicle inspections within the South East Queensland region.

Will the IRTP Tackle the Hard Issues?

WHEN THE ISSUE OF INCREASING TRANSPORT CAPACITY ARISES, things can become very controversial very quickly. The easy answer would be to avoid controversial studies altogether. But the simple facts are that with the growth pressures in South East Queensland, and the pace of development, opportunities to improve the transport system may shrink further or close altogether unless the difficult planning issues are confronted.

The IRTP identifies areas where current or future transport problems may exist. It also prescribes a staged approach which seeks to find an integrated and sustainable solution. This process will identify what the needs are first; commit to developing, as much as possible, existing transport infrastructure to meet future needs; and assess and manage social, economic and environmental impacts.

The combined result will be thoroughly researched projects that take all current and future interests into account.

Notwithstanding this level of consultation and research, it would be naive to suggest that controversial decisions which may be unpopular with some elements of the community, will not be made along the way. The IRTP process, however, seeks to find a balance between individual, business and community demands.

Two areas are already the subject of discussion — the transport system capacity in Western Brisbane and the future of rail freight. Both will be the subject of intensive consultation prior to deciding the most appropriate outcomes. Along the way debate will occur. Nevertheless, open community debate that is based on the facts will provide a sustainable solution that has the highest regard for potential environmental and community impacts.

But How Much Will it Cost?



MANAGING GROWTH UNDENIABLY COMES AT

A COST. Apart from the time needed to put infrastructure into place, the actual cost of the infrastructure has to a large extent dictated the timeframe over which the IRTP will be implemented.

It is estimated that over the 25 years of the plan additional funding of around \$10 - \$12 billion will be needed. The IRTP encourages community debate on ways and means of closing the gap which could include private sector funding, private bus facilities and railways, developer contributions and transport pricing measures.

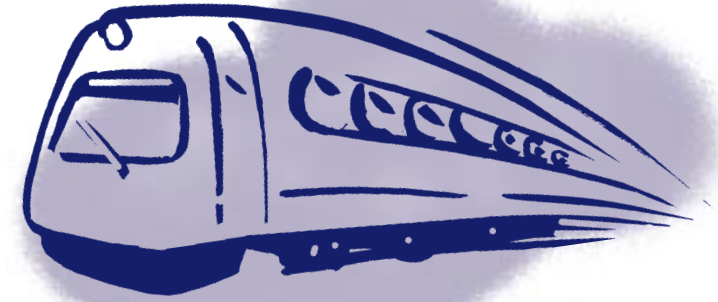
The final measures will be decided over a number of years and only after extensive consultation and discussion within the community.

But it must be remembered that the cost of not taking action will be high indeed. We can expect congestion, reduced travel speeds, deterioration of the environment, loss of profitability and productivity, as well as unaffordable demands for more roads.



When Do We Start?

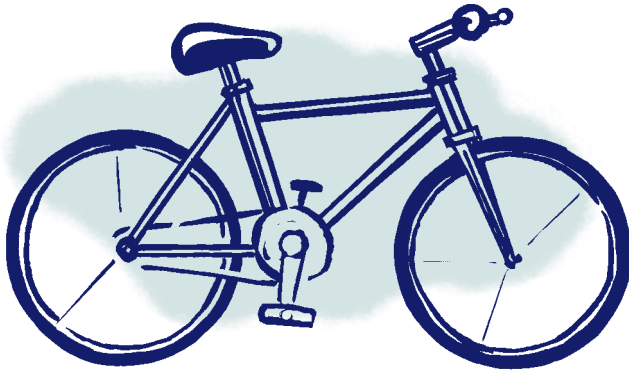
WE START NOW. Already plans for Brisbane's first South East Busway are underway with construction expected to commence in 1998. Work on the integration of the greater Brisbane metropolitan area's public transport system is underway with the introduction of, and enhancement to, services offered through an existing public transport information service called



TransInfo. Soon commuters will be able to plan their trip ahead based on precise time and cost information.

Transit lanes already operate along some roads within the city. The Pacific Motorway, between Brisbane and the Gold Coast, is also undergoing a major upgrade. Public transport is being augmented by "Hail and Ride" services, City Cat ferries, low floor buses and maxi taxis. Planning for a number of other projects within the region has commenced.

As a community we can start our quest for a better transport system. We can reconsider our everyday transport choices, mindful of the impact of travel on both our region and ourselves. Walking or cycling may be options. Leaving the car at home just once a week will bring immediate benefits to the system.



The Future Guided by the IRTP

THE LIVABILITY AND DEVELOPMENT OF MANY OF THE WORLD'S "GREAT" CITIES is seriously threatened by inadequate transport systems. A lack of appropriate planning and foresight has reduced individual mobility and freight movement to a crawl.

Through the IRTP we are seeking to avoid this outcome so that South East Queensland will continue to prosper and grow, with our standards of livability and economic development enhanced by a viable and well planned transport system.