

4. Review of strategies, plans and studies

This chapter summarises the various public transport strategies, plans and planning studies of several agencies responsible for Brisbane's public transport network.

A review of these studies led to the conclusion that the future for the efficient and sustainable movement of the population of Brisbane lies with investment in public transport and the early planning of - and budgeting for - the services required alongside investments in road infrastructure.

Table 4-1: Agency responsibilities

Responsibility	Agency	Mode	Plans
Transport policy and planning	Queensland Transport	All modes	SEQ Integrated Regional Transport Plan
	Brisbane City Council	All modes	Transport Plan for Brisbane City Centre Master Plan Brisbane 2026 CityShape 2026
	Department of Local Government, Planning, Sport and Recreation	All modes	SEQ Regional Plan
Public transport infrastructure investment	Brisbane City Council	Bus, ferry	Brisbane 2026
	TransLink (Queensland Transport)	Bus, commuter rail	TransLink Public Transport Network Plan and program
	Main Roads	Road-based modes	Road Improvement Program
Public transport service planning	Brisbane City Council	Ferry Bus (advisory)	Transport Plan for Brisbane
	TransLink (Queensland Transport)	Bus, rail Ferry (advisory)	TransLink network Plan and program

4.1.1 South East Queensland Regional Plan

South East Queensland is the fastest growing metropolitan region in Australia. Although this growth brings opportunities, it also brings challenges. The State Government's South East Queensland Regional Plan (SEQRP) provides a growth management strategy for South East Queensland to the year 2026. The plan is a statutory and planning instrument which ensures alignment of local authority and State Government planning and policies.

The SEQRP has a vision of having a connected and accessible region based on an integrated transport system that supports more compact urban growth and efficient travel; connects people, places, goods and services; and promotes public transport use, walking and cycling.

The SEQRP sets a policy framework for transport in the region. It emphasises the need for integrating transport, land use and economic activity. Public transport infrastructure and service investment is required to lead and support the desired future urban form. The plan also gives strategic direction with regard to sustainability and environmental protection which impact on transport.

4.1.2 South East Queensland Infrastructure Plan and Program

The South East Queensland Integrated Plan and Program (SEQIPP) is a strategic long-term infrastructure plan that supports the South East Queensland Regional Plan. It provides certainty to State Government agencies, local government authorities, the private sector and communities on the priorities and timing for major infrastructure investment in South East Queensland.

The 2006–2026 SEQIPP identifies \$3 billion of investment in increasing capacity on the passenger rail system and expanding the busway network up to 2026.

4.1.3 Transport Plan for Brisbane 2002–2016

The Brisbane City Council's Transport Plan for Brisbane 2002–2016 was published in 2002 and was a 15-year plan of coordinated actions and strategies to achieve balanced transport solutions for Brisbane.

The actions and strategies of the plan are grouped under six key objectives:

- **quality public transport** that everyone can use and encourages people to leave their cars at home
- **manage travel demand** so that traffic growth is kept below population growth
- **coordinated transport and land use** that makes it easy to travel across Brisbane using sustainable forms of travel
- **a safe and efficient road network** that minimises traffic impact on neighbourhoods and the environment
- **deliver goods on time to the right place** so that freight moves efficiently and safely throughout Brisbane while protecting residential areas
- **more clean and green transport** providing a safe and attractive alternative to driving.

The Transport Plan set a target for a 24-hour mode share for public transport of 14% and peak-hour public transport mode share of 68% of motorised trips to the CBD.

4.1.4 Brisbane Transport Plan Update 2006–2026

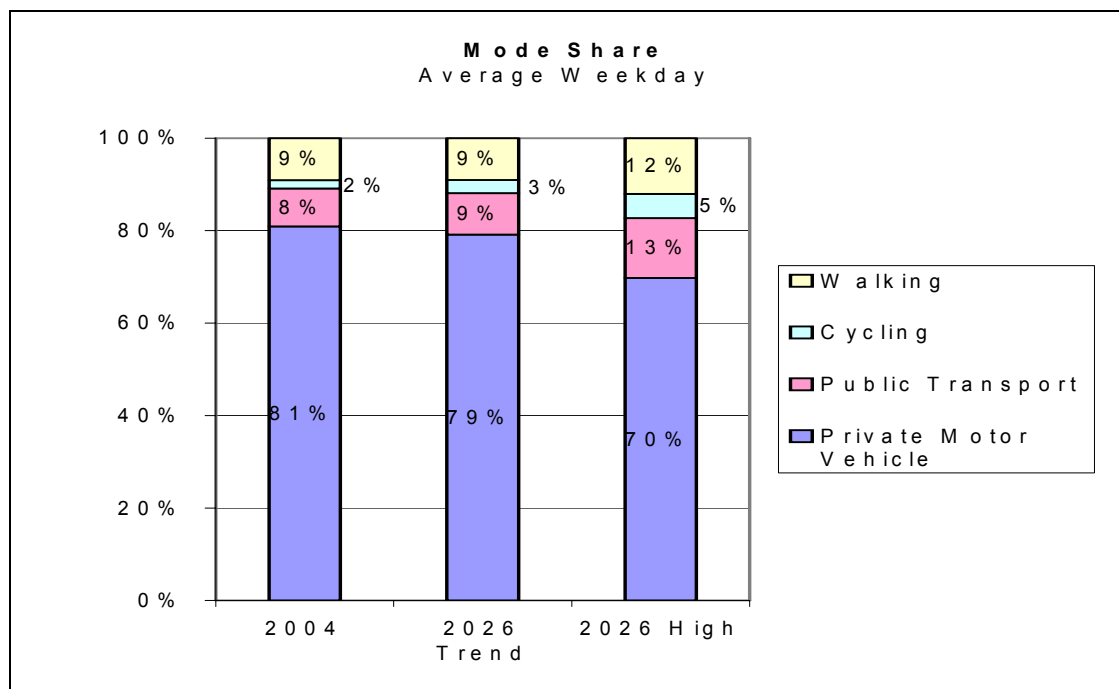
A draft updated transport plan for Brisbane was released in 2007. The update improved the accuracy in costing of road projects providing greater detail on the public transport resources required to achieve the mode-share targets. The update also has a longer-range focus with greater detail around the public transport services and infrastructure needed to provide for a sustainable future.

The Transport Plan Update considers three scenarios for public transport:

- Trend — a continuation of the long-term trend towards a greater proportion of trips being undertaken by car with excess demand over the capacity of the road network being addressed by further road widening mainly for private motoring.
- High public transport — trip demand over capacity of the road network out to 2026 is absorbed by expansion of public transport services. This does not prevent road widening and construction as planned in the South East Queensland Infrastructure Plan and Program (SEQIPP) and the Transport Plan for Brisbane 2002–2016. Further expansion of the road network beyond these projects would emphasise walking, cycling and public transport.
- Medium — a middle approach between trend and high public transport.

The draft Transport Plan Update recommends the high public transport approach, leading to the following overall mode-share targets for travel in the Brisbane City Council area as set out in Figure 4-1.

Figure 4-1: Mode-share percentage and total trips 2004 to 2026 (Brisbane City Council)



Source: Transport Plan for Brisbane Update (2007)

The plan sets targets for the peak public transport services by mode to achieve a daily public transport mode share of 13% for the city. This is contrasted with the mode split which would result from a continuation of current trends. The mode share for the CBD and an inner ring approximately 5 km from the centre are illustrated in Table 4.2.

Table 4-2: Mode-share targets for CBD and inner ring

Zone	Public transport mode share		
	2004	2026 trend estimate	2026 high estimate
CBD	45%	53%	75%
Inner ring	30%	35%	59%

Source: Transport Plan for Brisbane Update (2007)

4.1.5 City Centre Master Plan 2006

The Brisbane City Council's City Centre Master Plan 2006 sets a 20-year vision for the future of Brisbane's city centre. The focus of the Master Plan's proposal is the CBD and the transport, land use and the built-form relationship between the CBD and its immediate surroundings.

Transport strategies designed to service the busiest parts of the city centre are included in the Master Plan. The strategies link key generators and attractors in the city frame, and look at introducing new bus and train routes and stations, ferries and Mass Transit options.

The Master Plan identifies the need to improve public transport provision to and within the CBD and surrounding areas. It proposed some key transport elements that could make up such a system namely:

- an underground heavy rail link between Woolloongabba and Bowen Hills via Eagle Street and Parliament House to serve the eastern sector of the CBD and provide increased river crossing and city station capacity
- an accessible and recognisable Mass Transit service linking West End, South Brisbane, CBD, Valley, Teneriffe and New Farm to cater for the high growth and urban renewal.

The Master Plan does not specify the mode to provide the Mass Transit service but indicates that it should be a 'highly visible, extremely accessible high-capacity mode' which would be instantly recognisable and be integrated with other public transport services to provide a circulation system to enliven the city and connect key attractions. The Master Plan indicates a preference for light rail or similar services.

4.1.6 TransLink Public Transport Network Plan

In July 2007 the TransLink Network Plan was published. The plan provides a 10-year plan (2004–2014) for developing the public transport network and a 4-year program (2004/05–2007/08) of public transport services and infrastructure improvements.

The TransLink Network Plan sets out how TransLink will support the mode-share objectives of the Transport Plan for Brisbane. The plan sets out a program for increasing bus and rail capacity into the CBD on an expanded busways network and through increased rail capacity. It does not consider the possibility of the provision of an alternative Mass Transit solution for inner-city distribution as proposed in the City Centre Master Plan 2006 and therefore offers little guidance on the options to be considered in this investigation.

4.1.7 CityShape 2026

The Local Growth Management Strategy plan to manage growth in Brisbane over the next 20 years as required by the SEQRP is called CityShape 2026, currently in draft, and which sets the vision for the future development of Brisbane. The draft was developed by the Brisbane City Council in consultation with the community and will be finalised after further consultation.

The vision for the future Brisbane is for a multcentred city with growth encouraged along public transport corridors and around major centres located on public transport routes. CityShape proposes improving the public transport network to allow improved cross-city links and links between secondary centres. Achieving this vision will mean that between 2004 and 2026, 48% of new jobs will be created within 5 km of the CBD while 27% will be created in the CBD.

A key implication is that there is a need for public transport to better service travel to destinations other than the CBD.

4.1.8 Climate Change and Energy Taskforce Report

The Climate Change and Energy Taskforce Report was prepared in August 2006 to advise the Brisbane City Council on preparing the city for climate change and peak oil. Key recommendations relating to public transport are:

- to increase investment in public transport infrastructure and services, including the expansion of Mass Transit services to perform a distribution function within the CBD
- to lead the move to reduce greenhouse gas emissions by moving Brisbane City Council transport fleet to 'greener' fuels.

A key implication is that Mass Transit modes considered should preferably use 'green' fuels.

4.1.9 Inner City Rail Capacity Study

Queensland Transport is currently undertaking an Inner City Rail Capacity Study (ICRCS), supporting the development of the radial rail network in inner Brisbane. The purpose of this study is to develop an inner city rail master plan for the inner city.

The study is examining options to address the limited capacity that exists at the Merivale Bridge river crossing and at the inner-city tunnels and stations. This will include the possibilities of providing new underground rail links through the inner city.

The study will provide strategic direction for rail investment in the inner city to 2026 and beyond with initial advice due in the latter part of 2007.

4.1.10 The Bus Access Capacity — Inner City Study (BACICS)

This project is currently being undertaken by TransLink to assess future bus access and capacity needs in the inner city. The study will develop appropriate policy options and investment strategies to adequately provide for demands to 2016, 2026 and 2056. The study links with the Inner City Rail Capacity Study to ensure the same demand forecasts are used with a common understanding of the roles and long-term network strategy of rail. The study will provide strategic direction for bus investment in the inner city with initial advice due in the latter part of 2007. Final conclusions of the study will be made by mid-2008.

4.1.11 Western Brisbane Transport Network Investigation

The investigation is commissioned by Queensland Transport to produce a transport strategy that will guide the development of the transport system for western Brisbane for decades to come. It will investigate all transport options — public transport, roads, bikeways and pedestrian facilities — and how these modes will be integrated with other transport initiatives of the South East Queensland Regional Plan. By late 2007 stakeholder and community engagement on alternative network options will be undertaken. Final conclusions of the investigation will be published by mid-2008.