Transport Networks
Transport network tasks

Today’s transport challenges of traffic congestion and network performance constraints, coupled with expected population, employment and freight growth, require a multi-faceted approach to managing the network to achieve the community’s future vision for Brisbane. There are also many opportunities and innovations that will support the drive towards achieving an accessible and connected city.

Our transport network caters for many trip purposes and connects a multitude of destinations. Five distinct, but highly inter-related transport tasks have been identified. This section of the plan describes each of these tasks, the trends, challenges and opportunities, and how Brisbane’s transport network will be developed to meet these tasks and to meet our intended liveability, economic, innovation and network outcomes.

### Transport task with level of demand by trip purpose

<table>
<thead>
<tr>
<th>TRIP PURPOSE</th>
<th>TRANSPORT TASKS</th>
<th>Global, national and state</th>
<th>SEQ and Greater Brisbane Metropolitan Area</th>
<th>Brisbane citywide</th>
<th>Brisbane inner city</th>
<th>Brisbane suburban</th>
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<tbody>
<tr>
<td>Commuter</td>
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</table>
Global, national and state

Brisbane is a gateway to international, national and state destinations and markets for visitors, goods and services. As Australia’s New World City, Brisbane requires strong, direct and efficient transport connections to global populations and markets. Similarly, as the economic and administrative centre for Queensland, transport links between Brisbane and regional Queensland and other states, particularly New South Wales and Victoria, are critical.

Key global, national and state transport movements for Brisbane include:

- import and export bulk goods, container freight and specialist goods
- visiting tourists and business travellers
- international students
- State-wide access to high-level health care, education and government services.

The hub of Brisbane’s global and national transport network is the ATC precinct including the Brisbane Airport and the Port.

The efficiency of the air and sea port functions are heavily influenced by land-based transport connections. Within the next 20 years the landside transport system is projected to need to support almost a tripling of the freight task from Brisbane’s sea and air ports, along with an increase of more than 25 million passenger movements to and from other state, national and international destinations.

Road links to state and national destinations are provided by the State and National Highway network. The inter-state rail line connects New South Wales markets to Acacia Ridge and the Port for freight and Roma Street Station for passenger services. The Queensland narrow gauge network links Brisbane to regional and State markets via Ipswich (west) and Caboolture (north).

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35 Queensland Transport and Logistics Council and Port of Brisbane, Import/Export Logistics Chain Study, Summary Report, June 2013, p34
36 Brisbane Airport Corporation, Passenger Statistics Year Ending December 2017, 2018
37 Brisbane Airport Corporation, Brisbane Airport Corporation 2014 Master Plan, Chapter 5 — Growth Forecasts and Development Objectives, p58
Trends, challenges and opportunities

Air and sea ports
Increasing global market demands and strong economic growth in Queensland will drive growth in container and bulk freight through the Port and passenger movements through Brisbane Airport. International air cargo is capturing a growing market share providing growth opportunities. Maintaining and improving land transport access to Brisbane Airport and the Port will be critical in supporting Brisbane as a major global city.

The ATC precinct, Brisbane Airport and the Port is the largest employment area in Brisbane outside the CBD and inner city. Providing improved commuter transport options, including public and active transport services, will both reduce the need for private car travel to the area and improve accessibility for workers in the area.

Land freight task
Currently, less than three per cent of container and bulk cargo to the Port is carried on rail.38

A comprehensive, long-term transport management plan is required to deal with the projected growth in container freight to the Port, the trend for larger trucks, truck ‘platooning’ and the impacts of congestion on road movements. This will ensure secure, sustainable freight movements to and from the Port.

Cruise industry
Cruising is one of the fastest-growing sectors in Queensland’s tourism industry, contributing approximately $1.1 billion to the Queensland economy in 2016-17.39 Brisbane is ideally placed to provide base port facilities for cruises to the Pacific Islands and the Australian east coast, as well as a major port of call for the world’s mega cruise ships.

The new Brisbane International Cruise Terminal is proposed at Luggage Point to accommodate the large, new-generation cruise ships that are being increasingly used by the industry.

Inland Rail
The Australian Government has committed funding to the Inland Rail project linking Melbourne and Brisbane to open up new market opportunities in western New South Wales and Victoria.

Development of the Inland Rail link will provide an economic boost to both Brisbane and the SEQ region. The new rail link is currently proposed to terminate at Acacia Ridge.

In the long-term, the development of a dedicated freight rail link through to the Port will be required to maintain its global competitive position and resolve freight impacts on Brisbane residents.

38 Port of Brisbane, Port of Brisbane Response to the Inquiry into National Freight Supply Chain Priorities, July 2017, p7
39 Cruise Lines International Association, Cruise Tourism’s contribution to the Australian economy 2016-17, 2017, p8
Transport network intent

The focus of the global, national and state transport network within Brisbane is to:

- maintain and improve Brisbane’s competitive edge as a New World City
- efficiently move people, goods and services between Brisbane and external global, national and state markets
- provide efficient and sustainable land-based transport links to our import and export transport facilities
- manage the impact of externally generated transport movements on community amenity and the city’s urban environment.

Transport network development

Airports

- Enable the continued operation and expansion of the Brisbane Airport as the premier aviation gateway to Brisbane, SEQ and Queensland.
- Enable the evolution of Archerfield Airport as a secondary aviation gateway to Brisbane.
- Enable operation and expansion of airport and air-service-related industries within and connected to the airports.
- Support efficient and sustainable transport access to Brisbane Airport and adjacent industry precincts.

Port

- Enable the continued operation and expansion of the Port as the region’s container and bulk goods cargo port.
- Enable the continued operation and expansion of freight and logistics industries and centres that support Port operations.
- Enable the continued development of the ATC industrial area, including logistics and freight industries allied to the Port.
- Enable the development of the new Brisbane International Cruise Terminal to support the region’s tourism industry.

National/State road network

- Facilitate the continued development of the National and State Highway network within Brisbane and SEQ for movement of freight, goods, services and people to global, national and state markets.
- Support development of a high-quality national heavy vehicle freight network.

National/State rail network

- Maintain and enhance the rail freight network to the Port and regional freight destinations.
- Facilitate development of Inland Rail between Brisbane and Melbourne.
- Identify and preserve a potential dedicated rail freight corridor connecting Inland Rail to the Port.
- Maintain and enhance regional and interstate passenger rail networks.

Public and active transport networks

- Enhance commuter public transport services to Brisbane Airport, the Port and the ATC.
- Provide and enhance public transport services to Brisbane Airport for visitor and tourists, including services from non-CBD destinations.
- Enhance intermodal transit centre facilities for regional, state and national coaches, rail and other tourist and passenger services.
- Enhance active transport network links to and within the Brisbane Airport, the Port and the ATC.
Global and national land transport
Regional and Greater Brisbane Metropolitan Area

Brisbane is the primary regional centre of SEQ and the Greater Brisbane Metropolitan Area. Within its boundaries, Brisbane provides the greatest concentration of people, employment, activity and the highest order of services and so attracts people, business and freight travel from across the region.

The SEQ region currently relies heavily on the road network for moving goods, services and people around the region and into/out of Brisbane. Brisbane’s transport networks integrate seamlessly with adjoining local government suburbs with a high proportion of cross-border travel for commuting, schools, services and recreational activities. Brisbane’s transport networks also support the prosperity and wellbeing of the region, providing access to employment, goods and services and leisure activities for the community and driving the region’s supply chain.

The regional public transport network, centred around Queensland Rail passenger rail networks, provides efficient connection between regional residential areas and the Brisbane CBD and economic areas. **Region-wide strategies are required to:**
- reduce unnecessary car-based trips into/out of Brisbane
- prioritise public transport for commuter and personal trips across SEQ
- provide clear designation and separation of regional road movements from local Brisbane communities
- protect and retain efficient operation of regional freight movement networks.
Trends, challenges and opportunities

Commuting
The projected high population growth in SEQ, coupled with the dominance of new employment being located within Brisbane, will see a potential additional 266,000 people needing to commute to Brisbane from outside the local government area on a daily basis by 2041.

The current reliance on private vehicle travel for external commuter trips into Brisbane is affecting road network efficiency, reliability and congestion. Improving the convenience and accessibility of public transport within all SEQ local government areas is fundamental to managing commuter accessibility to Brisbane employment centres.

The rail network provides the primary public transport services between SEQ local government areas and Brisbane. Infrastructure capacity in the Brisbane CBD and inner city area is restricting the ability to meet growing regional demands. The Cross River Rail project will alleviate current capacity restrictions and provide the initiative for further expansion of regional rail services.

Improved cross-city and cross-regional public transport services are also required to meet the growing commuter demand in regional employment centres outside of the inner city area.

Freight movements
Freight movements between the Port and regional industrial precincts and markets will continue to place heavy demand on road and rail transport in Brisbane. Much of this demand is on the south and south-west transport corridors to Ipswich, Logan and the Gold Coast. The Logan and Gateway Motorways support efficient north-south freight movements within SEQ, by-passing the Brisbane inner city area.

Motorway and regional road network
The motorway network provides connections to major regional centres in the Gold Coast, Sunshine Coast, Ipswich, Moreton Bay and Toowoomba. Within Brisbane, motorway and arterial road networks are interconnected to form a Regional Arterial Road Network. Future upgrades to the regional road network will need to be accompanied by network improvements within Brisbane to ensure that additional transport loads are not passed onto the local Brisbane network.

Active transport
There is opportunity to encourage more active transport trips between Brisbane and adjoining local government areas through improved cross-boundary network connections.

The South East Queensland Principal Cycle Network Plan guides planning and investment in cross-boundary connections towards a more complete network to encourage greater cycling for recreational and commuting purposes.

40 Queensland Treasury, Regional Employment Projections Data Tables, 2010-11 to 2040-41, June 2017
Network intent

The focus of the SEQ region and Greater Brisbane Metropolitan Area transport network within Brisbane is to:

- support the economic, lifestyle, environment and urban needs and values of the SEQ region
- support transport outcomes of ShapingSEQ and regional transport plans
- provide for efficient and timely movement of people, goods and services within the SEQ region including through Brisbane
- maximise the use of public transport for movement of people, including commuters, between SEQ local government areas and employment destinations within Brisbane
- manage the impact of transport movements generated from outside Brisbane on Brisbane’s community lifestyle values and urban environment.

Transport network development

Public transport network
- Develop an integrated and sustainable regional public transport network compatible with Connecting Brisbane.
- Support public transport improvement initiatives in SEQ local government areas to complement and add to the regional public transport network.
- Remove existing inner city constraints on the suburban rail and busway networks and provide opportunities to expand regional mass-transit public transport services through projects such as Cross River Rail and Brisbane Metro.
- Upgrade the regional rail network operating systems and vehicles to provide for future passenger service needs.
- Preserve corridors for future regional transit services, for example Salisbury-Flagstone rail corridor and north-west transport corridor.

Rail freight network
- Identify and develop opportunities to improve utilisation of the rail network for regional freight movement, including to and from the Port.

Road network
- Develop, enhance and continue to upgrade the regional motorway and arterial road network, including key corridors within Brisbane to manage regional road movements.
- Plan and develop strategic missing links in the state arterial road network, ensuring compatibility with the Brisbane road network.
- Facilitate planning and delivery of the north-west transport corridor and associated links to the regional road, public transport and active transport networks.
- Manage the function and performance of road networks across local government boundaries in a cooperative and coordinated way.

Cycling network
- Expand regional bikeways in accordance with the SEQ Principal Cycle Network Plan, including cross boundary connections.
- Deliver SEQ cycling network links to major employment centres within and outside the Brisbane local government area.
- Complete delivery of the Moreton Bay Bikeway between Redland Bay, Brisbane and Redcliffe.
Future Greater Brisbane Metropolitan Area public transport network

LEGEND
- Local government area
- CBD
- City frame
- Australia TradeCoast
- Major centres
- Major industrial areas
- Busway
- Brisbane Metro
- Cross River Rail
- Passenger rail
- Future public transport corridor
- Regional road network

October 2018
Brisbane citywide

As a major metropolitan city, Brisbane’s citywide transport demands are driven by a wide range of needs including local trips, commuting, business services and freight. Individual transport movements in Brisbane are heavily influenced by where people live and work, and where significant transport generators, such as universities, hospitals, schools and activity centres are located.

Brisbane has highly evolved road, public transport, bikeway and pedestrian networks. Future development of citywide transport networks will focus on improved use of existing networks, upgrading and modernising existing networks and addressing missing links in the network.

Our transport systems need to be robust and responsive to differing transport functions and hourly, daily and weekly demand variations.
Trends, challenges and opportunities

Population and employment growth

Brisbane City is currently home to around 1.2 million people and provides employment to approximately 820,000 workers from Brisbane and the surrounding areas. By 2041, the city’s population is expected to grow by approximately 380,000; employment is expected to grow by 430,000; and dwellings to increase by 190,000. This growth will place significant pressure on existing and future transport infrastructure and services.

Under City Plan, future population and employment growth will be concentrated in the inner city, major industrial areas, major centres and growth nodes along major transport corridors. Population growth will also occur in the city’s remaining suburban greenfield areas.

A significant change in travel behaviour and transport infrastructure and services will be required to accommodate projected population and employment growth.

Road network congestion

Road-based transport is, and will continue to be, the major way people, goods and services are moved around the city.

Continued growth in private vehicle trips, particularly in peak periods, will lead to increasing congestion on road networks.

Congestion on the network has the potential to increase travel times, increase pollution emissions and delay public transport and freight movements. Congestion at intersections and network pinch-points can also increase safety risks for motorists, cyclists and pedestrians.

Planned and managed upgrades to the road network will have a network-wide focus on managing congestion, improving safety and providing traffic capacity to meet current and future transport needs. However, continued widening of road corridors to accommodate unconstrained private vehicle demands is not a sustainable option for the city.
Connected and functional networks
All citywide transport networks need to be easily understood and connected to provide for end-to-end transport movements. Missing links in the network, network restriction points and congestion all reduce the efficiency and safety of the network. This is the case across all modes of transport.

Separation of transport modes
Separation of network operations — public transport, cycling, walking, freight and general traffic — can provide more efficient and safe operation of our networks. However, full separation of transport is not always physically or economically practical. Prioritising the delivery of separated facilities in high-use or high-conflict areas allows for the efficient allocation of resources.

When full mode separation is not possible, management of transport corridor space and mode priority, such as bicycle lanes and bus priority treatments on the road network should be considered.

Public transport coverage
Brisbane has a well-established public transport network encompassing rail, bus and ferry services. However, due to the highly CBD-centric development of the network, there are locations in the city with lower levels of service than others.

Improving public transport to middle and outer suburbs and providing cross-city services to regional centres and MIAs will provide a more balanced and holistic citywide public transport network.

Network integration
Strategic integration of transport networks can provide improved whole-of-trip experiences for customers and efficient distribution of goods and services. At the citywide level, the location of public transport interchange facilities will be significant in encouraging more people to use public transport. All transport network plans should include provision for well located and easily accessible interchange facilities.

Land use and transport integration
Land use functions, density and distribution patterns have a significant impact on the efficiency of our transport networks. Integrated and coordinated planning and delivery of land use and transport planning can significantly improve mobility outcomes for the community.

Rail level crossings
Brisbane has approximately 44 rail level crossings. Greater rail frequencies and freight tonnages are increasing the risk of incidents at these crossings and affecting road network performance.

Combined with higher traffic volumes on the road network, the impacts of incidents at level crossings on the operation of transport networks can be significant.
Network intent

The focus of the Brisbane citywide transport network is to:

- provide multiple choices for safe and efficient movement of people, goods and services within the city
- provide integrated, functional and coordinated citywide active transport, public transport and road networks
- where practical, separate incompatible transport movements
- manage congestion and movement capacity on all transport networks with a balanced approach to delivering competing transport functions
- provide a modern, high-capacity, integrated citywide public transport system connecting with local and personalised transport services
- establish well-placed and designed transport interchanges.

Transport network development

Pedestrian network

- Provide priority for pedestrian movements within and around centres and major activity areas.
- Provide high-quality, direct and safe pedestrian connections to public transport nodes.
- Provide separated pedestrian or shared (pedestrian and cyclist) networks to provide access to employment areas, schools, universities, hospitals and community services.
- Provide convenient, connected and safe pedestrian crossing facilities for barriers such as the Brisbane River, waterways, rail lines and major roads.

Cycling network

- Designate and provide a primary on and off-road commuter network that provides safe and direct connections to major employment and activity centres.
- Designate and provide a connected recreational cycle network that is continuous, safe, enjoyable and suitable for all age groups and abilities.
- Identify, plan and construct strategic missing links in the primary bikeway network to provide continuous and easily understood paths of travel to key city destinations.
- Separate cyclists from pedestrians and vehicles on high-volume routes.
- Provide on-road facilities where necessary, suited to the form and function of the road.
- Provide convenient, connected and safe cycling facilities for barriers such as the Brisbane River, waterways, rail lines and major roads.
- Provide ‘last-mile’ cycling network connections in activity centres as well as secure end-of-trip facilities and bike parking.
Future citywide primary cycle network
Public transport network

- Develop a citywide trunk public transport network comprising:
  - rail network
  - busway and Brisbane Metro network
  - high-frequency and express line-haul bus routes
  - cross-city bus network
  - CityCat and ferry network.
- Protect future primary public transport corridors and facilitate development of new high-capacity trunk routes including: Northern Busway to Bracken Ridge and Aspley; Eastern Busway to Carindale; UQ Lakes to Indooroopilly; and Salisbury to Flagstone rail line.
- Provide high-quality public transport interchanges at strategic locations on the network including Chermside, Indooroopilly, Darra, Upper Mt Gravatt, Mitchelton and Toombul.
- Develop improved public transport to interchanges and connect to major employment centres including Brisbane Airport, the Port and SWIG.
- Encourage the provision of strategically located park ‘n’ ride facilities in suburban areas to provide improved access to trunk public transport services.
- Provide on-road bus priority on key routes to improve service reliability and network performance.
- Provide high-frequency, cross-city public transport services to connect suburban centres and activity areas.
- Provide improved interchanging between local bus, personalised transport and paratransit services at rail, busway and Brisbane Metro stations.
- Investigate options to provide future public transport connections across the Brisbane River in strategic locations.
- Provide improved cycling and pedestrian links and bike parking to enhance access to public transport stations.

Connecting Brisbane

As Australia’s New World City, Brisbane’s economic and lifestyle future is dependent on delivery of a high-quality, integrated citywide public transport network.

Connecting Brisbane — an integrated public transport strategy for Brisbane was released on 6 June 2017 as a joint initiative between Council and the Queensland Government, and was prepared in consultation with the Australian Government. The strategy supports evolving the city’s public transport network to make the journey experience more effective, efficient and reliable.

Central to the strategy are Brisbane Metro and Cross River Rail as complementary city-shaping projects. Combined, these projects will improve the capacity of Brisbane’s public transport system and meet our growing needs through the delivery of modern, high-frequency mass-transit consistent with a New World City.
Future Brisbane citywide public transport network

TRANSPORT NETWORKS

LEGEND

- Local government area
- CBD
- City frame
- Australia TradeCoast
- Principal and major centres

- Major Industrial Areas
- Passenger rail
- Cross River Rail
- Brisbane Metro
- Busway

- CityGlider
- Regional road network
- Future public transport corridor
- High-frequency bus routes
- Cross city connections

Transport Plan for Brisbane — Strategic Directions  Brisbane City Council
Road network

- Update the Brisbane road hierarchy plan to provide a functional road network to meet all transport movement needs and to provide clear separation of local and major road corridors.
- Develop functional corridor management plans for major road corridors, incorporating provision for all modes of travel.
- Develop efficient cross-city road links to reduce the need for trips through the CBD and inner city.
- Identify and upgrade road congestion pinch-points in the network.
- Council will assist the Queensland Government to progressively eliminate or improve operation of rail level crossings to improve the safety and efficiency of the road and rail network.
- Provide a designated citywide freight transport network for the efficient movement of goods across the city.
- Develop efficient road network links to adjacent local government areas including regional centres and activity areas.
- Improve the operational capacity and efficiency of the major road network to reduce congestion and facilitate transport movement across the city.
Future Brisbane road network

LEGEND
- Local government area
- Australia TradeCoast
- CBD
- City frame
- Principal and major centres
- Motorway
- Arterial
- Future arterial
- Future transport corridor

Transport Plan for Brisbane — Strategic Directions  Brisbane City Council
Brisbane inner city

The Brisbane inner city area covers an approximate five kilometre radius around the CBD and includes a number of major employment and residential precincts accommodating Brisbane’s most intense economic activity and its highest density of development.

*ShapingSEQ* and City Plan identify the CBD and inner city area as the region’s primary business and administrative hub. Economic activities will continue to seek to co-locate in the inner city including education, health, professional, scientific and technical services.

The inner city will continue to have a major concentration of residential population and tourist accommodation with a high level of access to world-class services, facilities and cultural and entertainment opportunities.

The *Brisbane City Centre Master Plan 2014* and the City Centre neighbourhood plan aim to guide how the CBD will accommodate forecast growth and demand for office, retail, residential, visitor, transport and public space into the long-term to achieve Brisbane’s vision of a growing subtropical, river and New World City.
Trends, challenges and opportunities

Economic growth
Continued economic growth in the CBD and inner city is projected over the next 25 years. Major developments like Queen’s Wharf Brisbane and other planned CBD developments are expected to intensify and co-locate more jobs and resident and visitor accommodation within the city area. Continued development of health, education, research and professional service facilities in the inner city are creating specialist precincts and strengthening Brisbane’s global reputation as a New World City.

The ability for workers, residents and visitors to move quickly and easily within and between inner city precincts will be essential to the success of Brisbane’s economy.

The development of new and expanded inner city train and metro stations as part of Cross River Rail and Brisbane Metro will provide opportunities for renewed economic activities around these facilities.

Mobility within the inner city
The density of development, the integrated mix of land use activities, the convergence of the city’s public transport systems and the walking and cycling facilities along the Brisbane River provide a unique opportunity to develop a sustainable transport network within the inner city area that isn’t dependent on cars. The Brisbane River while an opportunity has also been a constraint on connectivity due to limited crossings.

Providing an integrated, timetable-free public transport network can assist in moving residents, workers and visitors around the inner city precincts. Motorcycles and mopeds can also provide low-impact alternatives to car-based trips.

Cycle connectivity can be improved in the inner city by addressing missing links in the primary on and off-road bikeway network to provide a safe inner city network. Improving pedestrian connectivity, including at road crossings and intersections, can encourage people to walk more often in the inner city area.

Public transport connections to the inner city
The CBD and inner city area are destinations for a wide range of trips from within Brisbane and SEQ. These include work commutes, business-to-business, education, entertainment and access to higher-level community services.

While the inner city has the greatest density of public transport services in Brisbane and the SEQ region, network design and capacity constraints can limit their effectiveness. This includes busway capacity issues, particularly at the Cultural Centre and Mater Hill stations, and rail capacity issues, particularly at the Merivale Bridge and CBD stations. Connecting Brisbane provides an integrated framework for enhancing public transport services in the inner city area.

Inner city arterial road network
The inner city area is the focus of a number of major citywide arterial road corridors. While these corridors are important for moving traffic to and from the inner city area, they also carry a significant volume of through traffic with trip origins and destinations outside of the inner city area.

TransApex includes the CLEM7, Airport Link and Legacy Way tunnels and now provides a high-capacity network that enables through traffic to bypass the inner city area. Combined with the upgrade of the Inner City Bypass and Kingsford Smith Drive, and utilising the Ipswich, Logan and Gateway Motorways, through traffic is able to travel around the city, avoiding the inner city area.
Brisbane River

The Brisbane River is an iconic natural feature of our city that presents a range of recreation, entertainment, tourist and mobility opportunities.

Council’s River’s Edge Strategy intends to improve access and activity on and alongside the inner city reaches of the Brisbane River. The strategy guides the enhancement of the river’s recreational and economic development opportunities over the next 10 years.

The associated River Access Network identifies a plan for infrastructure for recreational and tourism-related river activities such as tour boats, water taxis and recreational craft. The network will improve access to the river for residents and visitors as well as promote an active and healthy lifestyle.

Network intent

The focus of the Brisbane inner city transport network is to:

- provide integrated high-quality active and public transport networks that provide a 20-minute connection between destinations and significantly reduces the need for private car travel within the inner city
- provide safe, convenient and attractive movement of pedestrians within the CBD and inner city area, including access to public transport nodes and services
- promote liveable streets with low traffic speeds, shade and with a priority for pedestrian, cyclist and public transport movements
- provide high-frequency, timetable-free mass-transit public transport within the inner city area that services all key activity precincts
- provide an integrated local road network to service the needs of business and industry
- separate through traffic road movements from the inner city road network movements
- develop new transport opportunities along and across the Brisbane River, linked to land-based activity areas.

Transport network development

Pedestrian network

- Foster walking as the main mode of travel within high-density environments by providing more walk time at crossings, mid-block crossing points and improving amenity through shade, seating and signage.
- Designate and develop key pedestrian pathways for high-volume movements such as between the CBD, inner city activity precincts, entertainment precincts and transport hubs.
- Provide a continuous and complete Riverwalk network utilising both sides of the Brisbane River with strategically placed river crossings.
- Utilise laneways and other road space and improve through-block movement for pedestrian use.
- Develop strategically located shared zones and other pedestrian priority areas.

Cycling network

- Provide an integrated, continuous and connected inner city bikeway network for community, recreation, tourism and business trips.
- Provide safe on-road routes in the CBD and inner city to complement the off-road network.
- Separate pedestrian and cyclist movements on high-volume routes.
- Provide strategic cross-river connections to link inner city activity precincts and the wider active transport network.
- Connect the bikeway network to key destinations and public transport hubs.
- Provide opportunities for expanding two-wheeled transport modes including electric bikes and personal mobility devices.
- Continue to operate and expand the CityCycle public bike hire scheme.
Future inner city primary cycle network
Public transport network

- Provide high-capacity, high-frequency, timetable-free public transport services to and within the CBD and inner city area.
- Deliver Brisbane Metro to increase mass-transit capacity in the inner city and improve network performance.
- Support Cross River Rail to provide improved rail connections to the inner city.
- Undertake planning of the inner city public transport network to maximise the combined benefits of Brisbane Metro and Cross River Rail.
- Provide high-quality public transport interchanges in strategic locations.
- Provide bus priority measures on key road corridors in the inner city to improve service reliability.
- Plan and provide for future public and active transport expansion with new 'green bridges'.
- Investigate options to enhance the CityCat and ferry network services.
- Identify opportunities to provide increased transport options such as water taxis, private boating, tourist and recreational activities on the river through the River's Edge Strategy.

Road network

- Manage the inner city local road network to support a vibrant, liveable, economic hub for the city.
- Improve the operational capacity of the road network through travel demand measures and efficiency improvements to minimise requirements for widening and major road upgrades in the inner city.
- Encourage through-traffic movements to use the designated motorway and arterial road networks.
- Manage kerbside allocation to provide for small freight, commercial and service vehicles as well as personalised transport options.
- Identify opportunities to provide increased pedestrian and cycling priority on local roads.
- Provide for enhanced access for motorcycles and mopeds to the CBD and inner city destinations.
Future inner city public transport network
Brisbane suburban

Suburban residential areas cover the majority of the city’s urbanised area and vary greatly in terms of topography, land use and transport networks. Approximately 79% of Brisbane’s residents live in suburban areas outside the inner city. Housing densities range from low density — particularly in outer and rural residential areas — to medium and high density, particularly along transport corridors and around activity centres.

Many of our suburbs are in transition, either changing in density and supported by new shopping and commercial developments or to a completely different character, such as previously industrial land at Northshore Hamilton. Areas in greatest transition are those around public transport nodes, centres and institutions such as universities.

While most new housing is being provided via infill development, there are a number of new greenfield sites on the city fringe. These areas are being developed at higher densities than the old traditional suburbs with inclusion of service facilities and mixed use development.

Indicative suburban transport elements

44 Australian Bureau of Statistics, 2016 Census, 2017
Trends, challenges and opportunities

Commuting
Most commuter trips start and return to the suburbs and can include mid-trip mode or service changes. Commuter trips may also be combined with another purpose, such as dropping children to child care or school.

Across Brisbane, public and active transport makes up 26% of suburban trips. However, access to public transport services is not evenly distributed with many outer suburbs having poor access to reliable, high-frequency services. Improving the availability of high-frequency public transport to suburban centres and public transport interchange hubs, coupled with improved feeder services, can assist in providing improved service coverage.

Strategically located park ‘n’ ride facilities, passenger drop-off areas and personal transport services also provide the last-mile connection for suburban commuters.

Local transport movements
Most suburban areas are dominated by residential housing. Consequently, the transport priority in suburbs changes to provide local access to properties, slow speed traffic environments and enhanced walking and cycling movements to local facilities such as parks, schools and local shops and services.

School trips make up a high proportion of morning and evening peak trips in suburban areas, often leading to high levels of traffic congestion around schools.

Safe, direct and easily understood pedestrian and cycling networks designed for all levels of mobility are necessary to encourage more local trips by active transport. Prioritising the connection of pathways to schools, public transport stops and local centres will meet a high proportion of local trip needs.
Local traffic management

Traffic management in suburban areas requires balancing the need for safe streets for local residents with the need for through-traffic movements and connections to local activity centres such as schools, shopping centres, sports fields and public transport nodes.

The separation of these functions is one way to manage traffic in local areas. Where separation is not feasible, providing mechanisms to manage traffic speeds, improve pedestrian safety and manage parking can assist in improving urban amenity for local residents.

Council’s LATM plans provide an integrated approach to managing movement of traffic, including through traffic, to provide improved safety for pedestrians, cyclists and local communities.

Suburban activity centres

High-intensity suburban activity centres, including regional/district centres, hospitals, higher education facilities and local industrial areas can have competing transport demands to the local suburban neighbourhood. High traffic flows, parking demands and freight movement required to service the activity centre can have unintended impacts on the surrounding neighbourhood. Clear articulation of the local road hierarchy and use of LATMs or centre-specific traffic management plans can assist in managing those conflicts.

Local transport barriers

Railway lines, busways and major roads are often barriers to local travel by active transport. While transit stations can be destinations for trips by active transport, the remainder of these networks present physical barriers to cross-suburban walking and cycling movement. Providing safe and convenient crossing points, such as underpasses and bridges, can overcome these barriers and provide significant local community benefits.

Network intent

The focus of the suburban transport network in Brisbane is to:

- protect amenity and provide a safe environment for the local community
- promote high-amenity, people-focused ‘liveable’ streets with low traffic speeds and priority for pedestrians and cyclists.
- provide the ‘first and last mile’ transport connection for local residents to their homes
- provide safe and sustainable transport access to local facilities including schools, shopping centres, employment, parks and recreational areas
- provide access to trunk public transport services to major employment and service centres
- provide for suburban transport movements including household services, local freight and public transport including connected access to citywide arterial networks
- manage through-traffic movements to protect local safety and amenity.
Transport network development

Public transport network
- Provide local public transport options that link to high-frequency mass-transit services to major destinations and employment centres.
- Designate and provide major suburban interchanges or service points for access to the public transport network.
- Connect local neighbourhood shopping and commercial precincts to the public transport network.
- Utilise personalised transport options to supplement public transport services to connect to the wider public transport network.
- Plan strategically located park 'n' ride facilities in outer suburban areas linked to the trunk public transport network.
- Planning and development of new suburban areas to incorporate up-front provision or access to public transport services.

Pedestrian network
- Provide safe, shady and comfortable walking paths to connect residents to local services, shopping, schools, employment and public transport.
- Manage and slow down vehicle movements in local streets to improve safety and amenity, and encourage neighbourhood activity.
- Provide safe pedestrian crossing points to enable pedestrians to cross road, rail and bikeway corridors.
- Foster walking as the main mode of travel within medium and high-density environments by providing more time for walking at crossings, mid-block crossing points and improving amenity through shade, seating and signage.

Road network
- Provide safe, liveable, shady and connected local streets with low traffic speeds and with priority for pedestrians and cyclists.
- Adopt suburban road hierarchy plans that manage separation of local and through-traffic movement.
- Maintain the integrity of higher-order roads including connection to local road networks, centres and major suburban destinations to aid efficient movement of through-traffic.
- Utilise LATM plans to manage local transport networks in appropriate precincts.

Cycling network
- Provide safe, shady, legible and comfortable cycling routes to connect residents to services, shopping, schools, employment and public transport.
- Provide an integrated and connected local bikeway network linked to the primary and secondary citywide network.
- Manage local streets to facilitate safe on-road cycling.
- Provide bike storage facilities at public transport stations and local activity centres.
Making it happen
Making it happen

The plan provides the framework to ensure our transport network will meet the city’s transport needs over the next 25 years, while being flexible to respond to the opportunities and challenges ahead. The plan will direct and coordinate future activities of government and stakeholders, and will give industry and the community confidence that we are heading towards an agreed transport future.

The plan does not prescribe specific projects, programs or actions. Instead, it provides direction for future investigation and analysis of a range of solutions and initiatives. This will allow flexibility to respond to opportunities and develop innovative solutions to achieve outcomes under the themes of enhanced liveability, delivering economic benefits, harnessing innovation and evolving the network as they arise.

The plan is intended to be a living document to be reviewed following regular monitoring and evaluation of implementation activities. The plan requires a re-think on how transport outcomes are delivered. Implementation must incorporate options that are inclusive of all participants and make best use of existing and emerging technology and modern delivery mechanisms.
Responsibilities for transport

All levels of government and the private sector contribute to the regulation, planning, funding, delivery, operation and maintenance of Brisbane’s and SEQ transport networks.

The Australian Government is generally responsible for legislation, standards, taxes, overarching policy, the national road and rail network and national key freight routes. In Brisbane, this includes funding of the National Highway network, Black Spot and Roads to Recovery programs and management of freight movements through the National Heavy Vehicle Regulator (NHVR).

The Queensland Government has a major role in the planning, development, funding, regulation and operation of a wide range of transport networks and services. The Queensland Government’s role in transport is predominantly administered through TMR, but it is also supported by other agencies such as the Queensland Police Service and Department of State Development, Manufacturing, Infrastructure and Planning.

Transport legislation and regulation for vehicles, roads, public transport and personal transport are generally developed and administered by the Queensland Government. TMR is also responsible for the planning, development and operation of the state road network and regional cycling infrastructure.

TransLink, a division of TMR, is responsible for managing and operating public transport services in Brisbane and SEQ.

Council owns, operates and manages the largest local government transport network and services in Australia. Council is responsible for the operation and maintenance of more than 5700km of roads in Brisbane.

This includes management of an extensive citywide signalised intersection network.

Council provides pedestrian and cycling infrastructure and the CityCycle scheme as well as behaviour change programs to encourage sustainable transport choices.

Council’s extensive public transport network includes the majority of Brisbane’s bus services and the CityCat and ferry services on the Brisbane River.

The Brisbane Airport, Archerfield Airport, Airtrain and the Port are major city transport facilities managed by non-government authorities in accordance with national legislation. These authorities are also responsible for land use, roads and other transport infrastructure within their jurisdictions.

Transurban manages and operates the major tolled motorways in SEQ.

The private sector is also a major contributor of transport services including personalised transport services such as taxis, car and ride sharing schemes, and community transport.

Interrelationships between transport networks highlight the need for all levels of government and other organisations to work collaboratively to ensure the best outcomes for Brisbane and to provide one network to the community.
Implementation

The success of the plan will depend on how well it is implemented, monitored, reviewed and maintained.

The Transport Directions and Transport Network sections of the plan set the intended principles, goals, outcomes and directions for meeting Brisbane's future transport demands in an efficient, sustainable and integrated manner.

The outcomes and transport directions need to be accepted and adopted by stakeholders as partners in the plan's implementation.

Implementation is the process that turns the strategic directions and network strategies of the plan into real actions and measurable results. The plan will be used to inform future transport planning and investment priorities for the city.

The strategic directions will lead to the development of more detailed policies, strategies and plans leading in turn to specific programs and projects across a wide range of government and private organisations and business. The outputs and results of these activities are intended to contribute to the plan outcomes.

Many of the implementation activities will relate and contribute to achieving a number of outcomes of the plan. Activities will be undertaken over time, not all at once. Many rely on the completion of other activities. Opportunities like funding or partnerships may bring forward some activities.

Council’s implementation plan

As part of its commitment to implementing the plan, Council has prepared a stand-alone implementation plan.

The Transport Plan for Brisbane — Implementation Plan 2018 outlines the actions that Council is currently and will undertake to support the achievement of the liveability, economic benefits, innovation and network outcomes sought by the plan.

The implementation plan will incorporate:

- planning, delivery and operation to achieve the plan outcomes
- a set of key initiatives to change the way we deliver and use transport to move towards the sustainable outcomes in the plan
- current activities requiring minor or significant realignment to meet the expectations of the plan
- new initiatives to achieve the plan's outcomes, transport directions and network intents.

The implementation plan is intended to be monitored and updated on a regular basis to accommodate future changes and opportunities and to ensure the successful implementation of the plan’s outcomes and transport directions.
Council’s role

As custodian of the plan, Council will lead by example, developing and implementing actions. Council will also work with other levels of government, the private sector and the community in a range of roles to help achieve the desired outcomes of the plan. These roles are outlined below.

Council has many roles to play:

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<th>Provider</th>
<th>Partner</th>
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<td>Council will continue to plan and provide infrastructure and programs, and manage and maintain the transport networks in a sustainable way that maximises productivity of existing resources.</td>
<td>Council will continue to collaborate with other stakeholders to plan, fund, deliver and manage aspects of the network consistent with supporting innovation and the evolution of the transport networks to achieve Brisbane’s liveability and economic performance outcomes.</td>
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<tr>
<th>Regulator</th>
<th>Facilitator</th>
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<tr>
<td>Council will continue to regulate to ensure safe, fair and appropriate access to Council’s transport assets and services. Council will respond and adapt to changes in legislation and statutory responsibilities.</td>
<td>Council will continue to encourage government and industry proposals for smart and innovative solutions consistent with the intent of the plan. Council will demonstrate a preparedness to lead and seek positive change, and be at the forefront of fostering new ideas and different approaches including cooperative and productive relationships.</td>
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<td>Council will continue to fund the provision of infrastructure, services and programs in a balanced, transparent and measured way. In addition to maximising benefits from its investment in current resources, Council will pursue alternative financing opportunities.</td>
<td>Council will continue to advocate for more effective, efficient and affordable transport options for Brisbane. Council will seek to influence government plans, investment and regulation, and leverage off and promote our unique qualities to deliver the best options for Brisbane’s transport future.</td>
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It will be Council’s responsibility to:

- promote and coordinate activities that achieve the outcomes of the plan
- encourage involvement of government, industry, private sector and the community in providing for Brisbane’s future transport needs
- review and align Council policies, strategies, plans and programs, to contribute to achieving the outcomes of the plan
- develop innovative Council-led initiatives aligned with the plan
- monitor and track progress towards achieving the outcomes of the plan.
Evolving Brisbane’s transport network to meet the needs of our growing city and region is reliant on strong partnerships and engagement at all levels, including other SEQ local governments, the Queensland Government, private industry and the community.

**Strategic partnerships**
Council will continue to explore and develop strategic partnerships with business, non-government agencies, community groups and individuals to develop and manage Brisbane’s transport network. This includes collaboration with universities and research institutions to improve our knowledge and gain access to research, advancements and developments in behavioural sciences, engineering and urban and transport planning and design. Similarly, Council will continue to collaborate and strengthen partnerships with industry sectors and other partners to develop smart, innovative and creative solutions.

**Government partnerships**
Federal, state and local governments contribute significantly to the planning, funding, development and operation of Brisbane’s transport network. Building sustainable long-term cooperative partnerships between all levels of government will be critical to achieving a sustainable and world-class transport network. Council will work to strengthen the existing relationship with the Queensland Government and to develop cooperative and integrated transport planning and management actions with adjacent SEQ local governments.
Working with the freight and logistics industry

Moving freight, goods and services contributes significantly to traffic movements on our road network. Demand is driven by the needs of business and industry within and external to Brisbane as well as customer expectations of timely delivery of goods and services.

A holistic approach to managing the delivery of goods and services, as demonstrated through research and industry experience at a city and company level, can reduce the impacts of traffic congestion and provide financial benefits to industry. This includes the consideration of the location and management of freight distribution centres, timing deliveries to occur outside of peak traffic periods and use of low-noise vehicles in sensitive areas.

Urban freight tasks are also changing with more direct door-to-door deliveries and innovations such as collection hubs and drones. Fostering an environment where transport authorities and industry can work in partnership and collaboration with research organisations will deliver a more robust and productive transport network.

Community engagement

Education, awareness and engagement will help Council to involve stakeholders and the wider community in developing initiatives to support the plan. It is essential that engagement activities offer the opportunity for all community members to be involved. Everyone has a part to play in the evolution of Brisbane’s transport network. Education and awareness of the true cost of car dependence, travel behaviour change and improved access to active and public transport options will help Council to deliver a sustainable transport network for Brisbane.

Private sector innovation

The private sector is becoming increasingly responsible for the delivery of transport innovations and alternative solutions, particularly in the area of new technologies. Transport maps, route planning and status of freight deliveries are now available via internet sites and apps developed by the private sector. Innovative transport options such as drones and car sharing are the result of private industry initiatives. Expanding opportunities to embrace and work with private industry will provide a competitive edge in managing future transport demands for the city.
Measuring success

Monitoring and analysing the impact of the plan in achieving desirable improvements to Brisbane’s environment, lifestyle and economy will be critical in achieving a sustainable city and prosperous community.

A comprehensive monitoring program will evaluate citywide outcomes including:

- changes in Brisbane’s environment, lifestyle values and economy — particularly those values impacted by transport network and community travel choices
- the desirable outcomes expressed under the plan’s themes and sub-themes
- the network intent outcomes.

Appropriate performance indicators and qualitative and quantitative monitoring processes will be needed to evaluate changes in the values over time.

The monitoring program can also report on the implementation and impact of specific activities, projects and programs related to:

- individual transport directions
- transport network development tasks
- actions and initiatives in Council’s implementation plan
- actions and initiatives in other government, industry or relevant stakeholder programs.

Council will establish robust arrangements to monitor the progress of activities in the implementation plan.

The ability to monitor the success of the plan will rely heavily on the contribution and collaboration all stakeholders to collect, analyse, share and maintain reliable data. Council will continue to forge partnerships to maximise the benefits from data in monitoring success and planning new initiatives. Established mechanisms such as the national census, traffic counts, public transport patronage and customer satisfaction surveys will also be used to monitor performance.

The monitoring and review phases will help determine how the efforts of all stakeholders are tracking, where the gaps are and what we need to do differently. This will give us the information we need to learn from our experiences and where and to what extent we need to adapt our policies and approaches.
Key performance indicators

We need to know if the plan is having the desired effect and contributing to Brisbane’s liveability and economic performance. Developing key performance indicators that can be easily monitored against outcomes of the plan will help Council determine what impact the plan is making.

Measuring the success of the plan will be challenging. Identifying, capturing, analysing and managing data that aligns with what we are trying to measure is time and resource intensive. Also, the outcomes Council is seeking to achieve will not be apparent for some time and are the result of the cumulative effect of the sum of the many activities and external influences.

Over time Council will improve the way we collect, analyse and manage data and information, and this will give us a better understanding of how to measure the plan’s performance and the most effective measuring methods and mechanisms.

The implementation plan establishes the framework for the development of key performance indicators relevant to the long-term monitoring of Brisbane’s transport outcomes. A concise, meaningful and measurable set of performance indicators will be developed in consultation with other levels of government, transport authorities, industry and community stakeholders.
Transport Plan for Brisbane — Strategic Directions