Part B: Priorities for taking action
4. Six priorities for action

The draft Connecting SEQ 2031 contains more than 150 strategic policies, actions and projects to develop a sustainable transport system in SEQ. Action will begin immediately and will be monitored, reported and reviewed regularly. Not everything in the plan is currently affordable, or needs to be done as a high priority. To help focus future transport action on the most important needs, six ‘priorities for action’ with essential ‘key actions’ have been established.

1. Creating compact and connected communities

Ensuring the transport system supports desired outcomes of SEQ Regional Plan

- Centres access hierarchy – establishing public transport and employment hubs based on the activity centres designated in the SEQ Regional Plan
- Creating 15-minute neighbourhoods – where people can access jobs, education, services and leisure activities within 15 minutes of their home
- Priority transit corridors – encourage increased density and mix of infill housing, local employment and community services along strategic public transport corridors
- Accessible business and industry areas – protect land close to priority freight routes for business and industry.

2. Changing travel behaviour

Making it easy for people to choose sustainable travel

- TravelSmart communities to support individuals to make sustainable travel choices
- TravelSmart schools to support generational change in school travel culture
- TravelSmart workplaces to encourage sustainable work travel and help manage peak period congestion
- Encourage trips outside peak periods.

3. Improving transport system efficiency

Using cost effective measures to improve the efficiency and reliability of the transport system

- One network – integrated management of state and local government-owned roads to maximise performance
- Electronic technology – use new technology to maximise throughout on the road and rail networks and enhance traveller information
- Incident response – better management of incidents to reduce delays
- Road user priority – ensure priority is provided for buses where it will improve the number of people able to be moved on a corridor.

4. Supporting economic vitality

Ensuring the transport system supports economic development and growth

- Strategic freight routes – important freight routes cater for freight, with missing links in the freight network provided
- Intermodal freight terminals – expand existing and provide new intermodal terminals
- High capacity public transport to centres – major centres are serviced with high-frequency public transport to get people to work.

5. Protecting environmental quality and health

Ensuring the transport system protects the environment

- Cleaner vehicles – support a shift to low-emission buses and cars
- Sustainable transport – support sustainable transport, including a decrease in private car use and more freight on rail.

6. Delivering an integrated transport network

Expanding the transport network to address deficiencies (full details of improvements for public transport, road, active transport and freight networks are included in Part C).
Creating compact and connected communities

Principle

Land use policies will be coordinated with strategic transport investment to support: a series of 15-minute neighbourhoods connected by public transport; and reliable freight and heavy vehicle access to the priority freight routes.

Policies to support compact and connected communities

1.1 Promote the centres access hierarchy and priority transit corridors to enable better coordination of public transport investment with higher density development
1.2 Foster transport and land use integration for development areas and identified growth areas by ensuring these areas provide access to community facilities by active transport and are of sufficient density to support viable public transport services
1.3 Promote the priority freight network and connected and managed motorways network to encourage industry, logistics and low density employment to locate in areas with direct access to airports, sea ports and markets.

The current form of new urban development in the region is based on car travel as the predominant mode of transport. There is also a preference for bigger homes in new suburbs. This results in a dispersed pattern of settlement that makes walking and cycling less attractive as well as reducing the effectiveness and increasing the cost of public transport operations.

More diverse, compact urban communities means the distance between origins and destinations is reduced. Non-motorised travel to local destinations like shops and schools is easier, while demand for public transport is more concentrated.

The SEQ Regional Plan 2009–2031

The SEQ Regional Plan (through Desired Regional Outcome 8) establishes a clear policy and legislative platform to achieve compact settlement as the region enters its next phase of growth. Specifically, it requires:

• urban development to be within the designated urban footprint

• 50% of the future dwelling growth to be within existing urban areas to maximise existing investments in infrastructure and public transport services

• a diversity of uses and employment opportunities in new developments at densities that support walkable communities and allow efficient provision of public transport services

• higher density and mixed use development around regional activity centres and high-frequency public transport corridors

• priority be given to new development areas that are in close proximity to existing communities, or where direct transport linkages to existing urban areas can be established early in the development

• transport and land use planning to occur concurrently and development to be sequenced with transport infrastructure provision

• management of car parking supply in regional activity centres and around high-frequency public transport corridors to make development more walkable and support more walking, cycling and use of public transport

• protection of the strategic freight network, while managing the impact of freight movement in urban areas

• land accessible to the freight priority corridors and the ports is protected for industry, logistics and other lower density uses that generate high volumes of commercial or freight trips.

Supporting the SEQ Regional Plan

The draft Connecting SEQ 2031 builds on the SEQ Regional Plan’s land use framework by seeking to optimise the location of land use groups in relation to the transport network, in particular identifying:

• optimal areas to locate employment in terms of transport accessibility

• centres and corridors where a good standard of public transport service will maximise the opportunities for higher-density residential and office development.

Queensland Government (Department of Infrastructure and Planning) 2009 South East Queensland Regional Plan p90
Centres access hierarchy

The draft Connecting SEQ 2031 establishes a centres access hierarchy where the standard of service for public transport access to activity centres is identified.

The hierarchy designations for activity centres are depicted on the transport and land use integration maps in part D.

The centres access hierarchy does not change the land use policies or the intent of the SEQ Regional Plan. It will help inform decisions so ‘public transport contestable’ land uses such as tertiary education, medical and office-based employment that will benefit from higher quality public transport can be located in those centres included in the hierarchy.

The centres access hierarchy includes three levels of public transport ‘hubs’. The hubs will have high-frequency public transport services operating every 15 minutes or better, all day, seven days a week:

- Regional hubs: CBD-style centres that form the interchange and terminus for most public transport services in that part of the region and act as the key transfer location for public transport services to other parts of the region. These centres should be the primary locations for in-centre public transport contestable land uses. The regional hubs are Brisbane CBD, Ipswich CBD, Southport and Maroochydore. As specified in desired regional outcome 8 of the SEQ Regional Plan, development densities in these centres should be about 40 – 120 dwellings per hectare (net) or greater\(^{15}\).

- Sub-regional hubs: centres with direct, frequent public transport connections to the regional hub, as well as being an interchange for multiple high-frequency public transport services, providing access to other areas of employment, education or services. They support the regional hub by acting as a secondary interchange for local and sub-regional services. These centres should be the secondary locations for in-centre public transport contestable land uses.

- District hubs: interchanges located at points of significant employment activity on corridors connecting them to the regional or sub-regional hubs. Some district hubs also have a special land use focus for a particular employment activity other than office or retail, for example knowledge-based or health service precincts.

Priority transit corridors

As specified in the SEQ Regional Plan\(^{16}\), by utilising transit oriented development principles along public transport corridors, a series of priority transit corridors will be developed through local planning schemes and government investment programs. These priority transit corridors will be included in new communities as well as providing the focus for infill development in existing urban areas.

They are corridors where the combination of multiple or overlapping services will provide high-frequency public transport and reliable services in both directions all day, every day. Residents who can walk or cycle to these corridors will be able to access local centres and employment areas and transfer to other services to access destinations elsewhere in the region.

The Queensland Growth Management Summit includes an action to release Transit Oriented Development Guidelines, supported by training and workshops to build understanding of how priority transit corridors can be developed while still meeting market expectations.

---

\(^{15}\) Queensland Government (Department of Infrastructure and Planning) 2009 South East Queensland Regional Plan p 102

\(^{16}\) Queensland Government (Department of Infrastructure and Planning) 2009 South East Queensland Regional Plan p 96 and p 140
15-minute neighbourhoods

The Queensland Growth Management Summit outcomes include a vision of ‘15-minute neighbourhoods’ as one model of how new communities should be created. This means well-designed, well-connected communities with opportunities for a resident to work, attend schools, shop and recreate within 15 minutes travel by a sustainable transport mode.

Establishing more homes, jobs and services defined in the centres access hierarchy and priority transit corridors will help realise a series of connected 15-minute neighbourhoods. With high-frequency public transport at the core of these hubs, residents can also walk or cycle to their nearest centre and from there readily access more jobs and services in the CBD and other centres across town.

Development areas and identified growth areas

New development and growth areas (identified in desired regional outcome 8 of the SEQ Regional Plan) should be designed around existing or planned public transport corridors, supported by connected active transport, feeder public transport and a local urban arterial road network. Ensuring an appropriate arterial road network is in place is also critical to protect motorways from overuse for local trips, reducing the capacity to carry longer distance and freight trips.

The development of new urban areas will be coordinated with the planned provision of road, active and public transport infrastructure. Part D of the draft Connecting SEQ 2031 identifies the transport network requirements for the development areas identified in the SEQ Regional Plan and identifies critical infrastructure and services to these areas to guide investment decisions and ensure transport corridors are protected.

The Queensland Growth Management Summit outcomes include an action to investigate options to fund infrastructure to new growth areas.

International best practice suggests that 15 dwellings per hectare (net) are the minimum needed to support a regular public transport service. Higher residential densities and clustering of employment and other activities can support cost-effective delivery of more frequent services.

Accessible business and industry areas

The priority freight network for the region has been established and is shown in the SEQ Regional Freight Network Strategy and SEQ Regional Plan.

Areas with good access to the priority freight network are defined as accessible business and industry areas. They are illustrated for each local government area in Part D. These areas should be reserved for land uses that generate significant freight or heavy vehicle movements such as warehouses, heavy and general industry, marine and aeronautical support industries and services. Land at accessible business and industry areas should be protected from incompatible land uses (for example, residential) and passenger network conflicts.

18 Queensland Government (Department of Infrastructure and Planning) 2009 South East Queensland Regional Plan 2031
Recent achievements

Compact urban form

The SEQ Regional Plan establishes a clear policy to intensify transit oriented development around major public transport nodes or corridors. These developments have features which concentrate passenger demands and support walking to access local services.

Key actions – creating compact and connected communities

<table>
<thead>
<tr>
<th>Category</th>
<th>Action Number</th>
<th>Description</th>
<th>Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connected centres</td>
<td>1.1</td>
<td>Rail connections to centres (refer to 3.3, 6.1 and 6.2 for more detail)</td>
<td>TMR</td>
</tr>
<tr>
<td>Centres access hierarchy</td>
<td>1.2</td>
<td>Develop activity centres as regional, sub-regional and district public transport hubs as identified in the local government maps. These ‘hubs’ will form the basis for concentrating public transport services on centres with a high potential for development of tertiary education, medical and commercial offices, and intensified (higher density) residential activity to support increased public transport use.</td>
<td>LG</td>
</tr>
<tr>
<td>Priority transit corridors</td>
<td>1.3</td>
<td>Develop priority transit corridors at locations identified in the local government maps. These will allow for medium density (low rise) residential and compatible mixed use commercial development.</td>
<td>LG</td>
</tr>
<tr>
<td>Transport and land use integration for development areas and identified growth areas</td>
<td>1.4</td>
<td>Coordinate major new land use development with provision of transport infrastructure and services agreed through infrastructure agreements</td>
<td>DIP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Consider funding arrangements for early provision of public transport services in the development of infrastructure agreements</td>
<td>LG</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop a best practice guideline with design tools for land use planners and road designers to consider the transport – land use interface in activity centres</td>
<td>TMR</td>
</tr>
</tbody>
</table>

LG – local government; DIP – Department of Infrastructure and Planning; TMR – Department of Transport and Main Roads
Changing travel behaviour

Principle

Manage travel demand through changing travel behaviour as a cost effective way to manage congestion and make the best use of the existing transport system.

Policies to change travel behaviour

2.1 Focus on expanding the TravelSmart program to support a shift to public transport, cycling and walking
2.2 Support local government initiatives to manage parking in activity centres well serviced by public transport
2.3 Disperse peak hour travel pressures and reduce the growth of travel demand through incentives to change travel behaviour
2.4 Encourage changes in working hours and in freight logistics arrangements to spread the peak load on the transport network.

A shift away from unsustainable transport habits requires investment in alternatives as well as changes in travel behaviour. Behavioural change can reduce or spread peak demand and make better use of the existing transport network. It can also avoid costly investment in facilities that are only needed for a few hours each day.

People tend to fall into travel habits early in life and these can be hard to change, even though most people may agree in principle with the need to protect lifestyles and the environment. Many people also do not feel responsible for collective problems like congestion or pollution because they cannot solve them on their own. This can lead to individuals putting travel behaviour change in the too hard basket.

Behavioural change can be achieved by practical measures like discounted off-peak public transport fares which lead to clear benefits of riding off peak. These practical measures can be enhanced by measures which address the attitudes of individuals and ask them to reconcile contradictions between their stated values and their actual behaviour.

TravelSmart

The TravelSmart program employs a range of measures which target the attitudes and behaviours of individual members of the community. It supports investments in public transport, walking and cycling to help break old habits in homes, schools and workplaces.

TravelSmart’s primary aims are to reduce vehicle travel sharing rides and using alternative, sustainable transport modes. A reduction in the total amount of travel reduces congestion and emissions, as well as saves money for individual users. The Climate Q response to climate change also identifies this will reduce emissions of greenhouse gases and contribute to a healthier Queensland.

TravelSmart programs involve the Queensland Government working together with local governments, businesses and the community. Supporting individuals to change just five of their 25 trips each week from car to public transport, cycling or walking would achieve our target to reduce the share of trips by car from 85% to 66%.

TravelSmart workplaces

Work trips are the major contributor to peak hour traffic congestion, so it is important for organisations to promote and encourage the use of sustainable transport for journeys to and from a workplace to reduce single occupancy vehicle trips.

Businesses interested in becoming a TravelSmart Workplace can receive help to develop travel plans outlining how they will increase sustainable transport use, and help manage traffic congestion.

Carpooling

Carpooling is where people share a car to a common destination to reduce travel costs, fuel use, pollution and traffic congestion.

Carpooling is promoted as a TravelSmart alternative for people that reside a long distance from their workplace, or who may feel excluded from other TravelSmart activities such as walking and cycling due to their residential location.

Personal security is often cited as a concern as people are apprehensive about travelling with strangers. Workplace or school carpooling can address this concern as the staff or students have their workplace or school in common.

Successful carpooling requires careful consideration of security issues, back up planning and etiquette on such matters as cost sharing, the route, timing and punctuality, smoking, eating and even the choice of radio station.

If these matters are all addressed carpooling can save money and reduce traffic, environmental emissions and the pressure on car parking areas.
TravelSmart schools in Noosa

A TravelSmart project undertaken at three schools in Noosa achieved great results for the local community. Tewantin State School, Noosaville State School and Good Shepherd Lutheran College took part in the project, which involved the development of school travel plans, classroom activities (such as cycle skills classes) and distribution of access guides showing community facilities, cycleways and public transport information.

A total of 1300 households took part in the project, funded jointly by the Queensland Government and the local council. At the end of the project, one third of families were estimated to no longer use their cars as the main mode of transport, walking increased by a third, cycling almost tripled and car-pooling nearly doubled.

Brisbane City Council Active School Travel program

Brisbane City Council works with local schools to encourage more students to walk and cycle to school. Each year 21 schools are selected, with the council supporting schools to maintain motivation and commitment towards sustainable and long-term behaviour change. In 2007, participating schools achieved an 11% reduction in car trips across participating schools and in 2008, schools achieved 24.8% reduction in sole family car trips.

TravelSmart workplace, Department of Community Safety, Kedron

The Department of Community Safety (formerly the Department of Emergency Services) at Kedron in Brisbane recently took part in a TravelSmart workplace project, successfully meeting the targets and objectives of its travel plan. Results included a reduction in weekly car trips to work by 15% and increased public transport trips, which now account for 35.2% of all weekly trips.

Some of the activities undertaken to achieve these results included participation in the Queensland and National ‘Ride to Work’ and ‘Walk to Work’ days, personal journey planning sessions, ‘fuel for your feet’ health information sessions, self defence classes, and cycling skills and bicycle maintenance workshops.

TravelSmart communities

TravelSmart Brisbane North achieved its objectives of increasing use of public transport, walking and cycling while reducing the number of vehicle kilometres travelled in the study area – results are detailed on the facing page.

The TravelSmart communities program is focused on encouraging people to try a new way of getting around by offering useful information and services. While the measurable change in the modes people use to get around demonstrates the success of the program, people who have participated in TravelSmart communities projects have reported many benefits of travelling smart such as:

- improved health – especially when making an effort to walk or cycle instead of driving
- reduced travel costs
- time savings – exercise as they travel, read on the bus, escape traffic jams
- less stress – they can relax on a bus or train, rather than deal with peak hour traffic
- increased social opportunities – carpool with a friend, or meet up with neighbours while out on a walk
- improved community safety – less cars and more people out and about.
Key actions – changing travel behaviour

<table>
<thead>
<tr>
<th>Category</th>
<th>Action Number</th>
<th>Description</th>
<th>Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>TravelSmart</td>
<td>2.1</td>
<td>Expand the TravelSmart program in line with the roll out of new transport</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>networks and services and targeting trips to schools, universities and workplaces</td>
<td></td>
</tr>
<tr>
<td>Peak spreading</td>
<td>2.2</td>
<td>Develop and implement ongoing flexibility to stagger workplace start times in</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>government, business and schools</td>
<td></td>
</tr>
<tr>
<td>Public transport</td>
<td>2.3</td>
<td>Promote off-peak public transport travel by developing an all day network of</td>
<td>TTA</td>
</tr>
<tr>
<td>incentives</td>
<td></td>
<td>frequent services</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrade public transport stations and transfer facilities to support a whole</td>
<td>TTA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of journey approach to public transport travel</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue to develop and enhance passenger information and trip planning</td>
<td>TTA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>facilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue to investigate the viability of further incentives to encourage a</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>shift to public transport use, such as employer funded public transport</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>fares</td>
<td></td>
</tr>
</tbody>
</table>

TMR – Department of Transport and Main Roads; TTA – TransLink Transit Authority

Recent achievements

- **TravelSmart communities**
  The 2007 Brisbane North TravelSmart Communities project was jointly funded by Transport and Main Roads, the Australian Greenhouse Office (Commonwealth Government) and Brisbane City Council, in partnership with TransLink.
  Project results include:
  - 49% increase in walking
  - 50% increase in cycling
  - 22% increase in public transport
  - 13% reduction in vehicle kilometres travelled in private cars
  - 28 000-tonne reduction in greenhouse gas emissions per year, equivalent to the annual electricity use of around 2100 households.

- **Flexible workplace program**
  Transport and Main Roads recently conducted a flexible workplace trial across government offices in central Brisbane. Some results include:
  - a 34% decrease in morning peak hour travel and a 32% decrease in afternoon peak hour travel
  - decrease in total travel with participants telecommuting and working compressed work weeks
  - 36% reported a more enjoyable commuting experience with less traffic, less congested public transport and/or shorter waiting time.

- **Busways**
  Delivery of the busway network for Brisbane is well under way and some of the benefits delivered by the busways include:
  - higher public transport use with 20% patronage growth on the South East Busway compared to 12% on average growth for all Brisbane Transport services in 2005–06
  - efficient use of space with the South East Busway moving up to 12 400 passengers an hour (one-way) during peak times
  - fast, reliable, congestion free travel with busway passengers able to count on trips taking the same time each day
  - reduced greenhouse gas emissions with a half full bus (about 30 passengers), producing around four times less greenhouse gas emissions per person per trip than an equivalent car trip. In the peak, with higher passenger loads on buses the environmental benefits would increase.

- **Car parking supply**
  Brisbane City Council has limited the increases in supply of parking in the city frame area to a reasonable maximum since 1986, and has tightly managed the development of new public carparks. The success of this policy is reflected in the public transport now exceeding 50% in the morning peak for all trips to the CBD and immediate surrounds.

- **Public transport incentives**
  An example of a successful scheme is the integration of public transport fares with major event ticketing at stadiums in the region. Suncorp Stadium has a scheme supported by parking controls and a comprehensive public transport plan which regularly achieves more than 90% mode share for public transport to major events.
Improving transport system efficiency

Principle
Wider application of cost effective measures that improve the efficiency and reliability of the transport system will reduce the need for costly expansion of capacity.

Policies to improve transport system efficiency
3.1 State agencies and local governments will adopt a ‘one network’ approach to planning and management of strategic roads, including the relationship of the road with adjacent land uses
3.2 Travel time reliability will be improved through incident management schemes and use of intelligent technology to optimise movement of traffic
3.3 Bus priority and other high occupancy vehicle (HOV) facilities will be included on road corridors regularly affected by congestion, particularly where new, alternative traffic routes and infrastructure are provided
3.4 Motorways and strategic freight routes will be managed to ensure reliable travel times for freight
3.5 Rail system capacity will be improved by upgrades which enhance the efficiency of the existing network.

Expanding transport system capacity is expensive and has impacts on the surrounding community. An important feature of Connecting SEQ 2031 is to make best use of investments we have already made, by optimising the performance of the existing transport network.

Measures to improve the efficiency of the network include:
- managing the various components of the network as a single system, not a series of separate facilities
- using electronic monitoring technology and automated data to review performance in real time and optimise performance as well as providing real time traveller information
- responding effectively and consistently to unplanned incidents
- assigning road user priority to public transport and freight vehicles on congested parts of the network
- improving rail utilisation by increased train capacity and more off peak services.

One network approach
Roads are the primary links in the transport network and need to be managed as an integrated network. Currently about 80% of the region’s roads are controlled by local government, and the balance by Transport and Main Roads.

A roads alliance has been developed to ensure roads are planned and managed in a coordinated manner, so an agreed hierarchy of strategic and local roads is developed across the region. New traffic management centres combining state and local network management have been established in Brisbane, the Gold Coast and Sunshine Coast.

The Connected and Managed Motorway project aims to develop and manage a completed motorway network and its supporting arterials so traffic is able to move evenly around the network.

Improved local planning processes developed by Transport and Main Roads through its State Planning Program will ensure new urban arterial roads are created in growth corridors to avoid over reliance on the strategic motorway and highway network.

Rail system efficiency can be enhanced by providing clearways for express services, removing open level crossings from major roads and providing more stabling locations to avoid dead running of trains at the start and finish of shifts.

Electronic technology
Further development of electronic technology through the traffic management centres and the managed motorways concept will allow for monitoring and management of the motorway and arterial network in real time. The technology will be able to vary speed limits and traffic flows on ramps and intersections so traffic flow is smoothed across the network, and incidents are detected rapidly.

The technology will also allow the provision of real time travel information so people can choose the best mode and time to travel. The previously separate signal management systems of the state and local governments will be made interoperable to provide integrated management of traffic flows on both state and local roads.

Incident response
Delays from unplanned traffic incidents account for up to 60% of delay hours on the road network each day. While the safety of crash victims remains paramount, an ongoing program of incident management is delivering better detection, improved emergency service responses and better clearance methods. This includes electronic surveillance and new traffic response vehicles to ensure safe site procedures and rapid clearances (as detailed on page 33).

Road user priority
More than 50% of public transport passengers are carried by bus on the road network. Road freight also dominates freight traffic.

The SEQ HOV Network Plan will identify policies and enforcement needs for high-occupancy vehicles on the region’s strategic road network. In areas close to major freight terminals and industrial zones, it may be necessary to prioritise high capacity freight traffic.

Rail system capacity
Improved signalling on the rail system will boost capacity and enhance safety. The rail system will also benefit from higher capacity rollingstock on the inner suburban network, and timetable revisions to expand shoulder services to encourage people to travel just outside the peaks.

Increasing use of the go card and off-peak pricing will continue to spread passenger loads throughout the day.
## Key actions – improving transport system efficiency

<table>
<thead>
<tr>
<th>Category</th>
<th>Action Number</th>
<th>Description</th>
<th>Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>One network</td>
<td>3.1</td>
<td>Plan and manage the road network, as ‘one network’ regardless of ownership</td>
<td>TMR/LG</td>
</tr>
<tr>
<td>Road system efficiency, particularly for public transport and freight</td>
<td>3.2</td>
<td>Ensure local government and state government traffic management signal systems are interoperable so all signals are coordinated</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Improve traffic flow through ongoing upgrades of traffic signal management and incorporating bus priority</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop and implement the SEQ HOV Network Plan to provide priority on the road network for buses and other high occupancy vehicles</td>
<td>TMR/LG</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Progressively remove open level rail crossings on major roads, with Beams Road, Carseldine, Boundary Road at Coopers Plains and Cavendish Road at Coorparoo as high priorities</td>
<td>TMR/QR/LG</td>
</tr>
<tr>
<td>Connected and Managed Motorways</td>
<td>3.3</td>
<td>Develop and implement the Connected and Managed Motorway project, using intelligent transport technology to improve the reliability of travel on the region’s motorway network and improve traveller information</td>
<td>TMR</td>
</tr>
<tr>
<td>Rail system efficiency</td>
<td>3.4</td>
<td>Purchase rollingstock to support the transformation of the rail network to a higher capacity system</td>
<td>TTA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide additional services to improve frequency of ‘shoulder’ services</td>
<td>TTA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate opportunities for new rail stabling locations to reduce dead running time for services</td>
<td>TMR/QR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Establish network separation to provide ‘clearways’ for express services and increase frequency for all-stops services</td>
<td>TTA/QR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrade rail signals to increase line capacity from 20 to 24 trains per hour</td>
<td>TTA/QR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate communications based signalling and automated rain protection system to improve safety and increase line capacity from 20 to 30 trains per hour</td>
<td>TTA/QR</td>
</tr>
<tr>
<td>Incident management</td>
<td>3.5</td>
<td>Enhance systems to identify, respond to, and clear incidents on the road and rail systems</td>
<td>TMR</td>
</tr>
</tbody>
</table>

TMR – Transport and Main Roads; TTA – TransLink Transit Authority; QR – Queensland Rail; LG – Local Governments

## Recent achievements

- **New traffic management centres**
  
  New traffic management centres have been established in metropolitan Brisbane, Nerang on the Gold Coast and at Mooloolaba on the Sunshine Coast. These centres provide a base to coordinate incident responses and maximise efficient operations of the road network.

- **Incident response**
  
  Since the joint Queensland Government and Brisbane City Council’s Brisbane Metropolitan Transport Management Centre was established three years ago, the average time it takes to clear a road crash on the Brisbane network has reduced from one hour to 50 minutes.

  Each year, the centre responds to almost 40 000 incidents on the Brisbane road network, including more than 6000 crashes, 20 000 vehicle breakdowns and 2500 planned events, such as changed traffic conditions due to roadworks or sporting events.

  This joint effort is helping to manage the network efficiently, with an independent assessment of the centre estimating a reduction in congestion costs by as much as $27 million a year.

- **TransLink go card**
  
  The go card has revolutionised public transport ticketing in the region by combining an integrated fares system with a prepaid card. Using a go card cuts individual boarding time from about 11 seconds to just three, which translates to a time saving of up to seven minutes on an average bus trip.
4 Supporting economic vitality

**Principle**

Ensure the transport system supports economic development and growth of employment by connecting:

- industries, suppliers and markets
- businesses to other businesses
- labour to employment.

**Policies to support economic vitality**

4.1 Service major employment centres with high-frequency public transport

4.2 Manage motorways and strategic freight routes to ensure travel time reliability for freight

4.3 Protect land for use by freight intensive industrial and commercial activities close to freight terminals and logistics centres, motorways, highways and other priority freight corridors

4.4 Direct heavy vehicle movements away from the suburban road network

4.5 Ensure the freight network supports the movement of freight by the most efficient mode.

Without efficient freight movements the region's economic growth will be restricted and availability of consumer goods will be reduced.

To achieve its economic potential, the region needs a modern, reliable and high-capacity freight network of rail lines, roads, and inter-modal transfer terminals that can move increasing volumes of goods without impacting on the amenity of cities.

Transport investment will support the SEQ Regional Plan policy of developing a diversified economy that aims to retain local jobs and build on the regional and sub-regional competitive advantages.

**Connecting SEQ 2031** will also contribute to the Toward Q2 target of making Queensland Australia’s strongest economy by providing transport infrastructure to support growth.

**Strategic freight routes**

Between 2003 and 2020, the road freight task in Brisbane is forecast to grow by 3.7% per year, compared to 3% per year forecasts for Sydney and Melbourne.

Areas likely to experience major increases in road freight activity include:

- Brisbane CBD (primarily light commercial vehicles)
- Australia TradeCoast
- Acacia Ridge, Yatala, Brendale, Virginia, Wacol and Swanbank
- regional business centres such as Ipswich and Southport
- new industrial land areas such as Ebenezer, Bromelton, Park Ridge and Purga.

To meet demands for road freight, a connected and resilient network of managed motorways suitable for higher mass limit vehicles and 24-hour operation will be developed by upgrading existing motorways and providing strategic missing links.

Freight volumes through the Port of Brisbane are expected to increase substantially in the next two decades. Containerised trade is expected to triple with a forecast increase of 7.4% per year until 2025, above the national forecast average of 5.4% per year.

As a result, the number of heavy vehicle movements through the Port of Brisbane is expected to increase from 5000 vehicle movements per day in 2006 to 15 000 by 2031.

Increasing the share to and from the port of containerised freight movements carried by rail will reduce pressure on roads servicing the port.

**Inter-modal freight terminals**

The major inter-modal freight terminals are at Australia TradeCoast and Acacia Ridge. To provide for growth and support increased rail freight, two additional terminals will be needed by 2031.

Sites identified as candidates for new inter-modal terminals include:

- Bromelton
- Ebenezer in conjunction with the possible inland standard gauge rail from Melbourne
- north of Caboolture on the North Coast rail line.

---

20 Queensland Government (Department of Infrastructure and Planning) 2009 South East Queensland Regional Plan p 112
22 DP World Brisbane 2008 Submission to Infrastructure Australia, Stage 2 Port of Brisbane Motorway
High-capacity public transport to centres

The relationship between where the labour force lives and employment locations affects the likely growth in demand for transport and the ability of businesses to access expert labour. The region currently suffers from a major imbalance between the location of employment and residential development. The city of Brisbane provides the economic core of the region, containing more than 50% of jobs but only 38% of population in 2006. Without government intervening this situation is unlikely to change significantly by 2031.

The SEQ Regional Plan aims to address the imbalance by ensuring major new communities include local and regional employment opportunities and locating employment centres at strategic points throughout the region.

However, in a diverse region with such a broad range of lifestyle choices, it is inevitable that people will not always live close to where they work.

The commuter role of the transport network is vital in connecting workers to jobs. Without ready access to labour resources, businesses will locate outside the region.

Interaction between businesses is also vital to support growth and diversification of the region's economy. Cities and regions develop because businesses like to cluster together to gain the benefits of shorter travel distances. Ensuring ‘business to business’ trips can be made efficiently will assist the region's cities to attract and retain business and industry growth.

Since modern businesses need to access business in other parts of Australia and overseas, reliable connections to the region's airports are also vital to supporting economic growth.

Commuter travel and business-to-business travel will be supported by connecting our major centres with high-quality public transport. This will allow:

- businesses to access a broader pool of expert labour from the region's major residential areas
- business travellers to access other business services located in any centre across the region, as well as ready access to the region's airports for domestic and international business travel.

Strategies to remove unnecessary truck movements are already being put in place through constructing the Clem7, Airport Link and Gateway upgrades. There are also measures in place to restrict heavy vehicles using the Brisbane Urban Corridor as a through route.

Additional inter-modal freight terminals will be co-located with compatible land uses to enhance the efficiency of freight distribution. The terminals will be located away from residential areas to keep trucks off local roads.

In the future a complete orbital motorway network around Brisbane will provide a basis for directing and regulating heavy vehicle movements out of the suburban arterial road network.

The orbital motorway network of Brisbane will include:

- upgraded Gateway, Logan and Centenary Motorways
- the Northern Link tunnel to Inner City Bypass and Airport Link
- a new north-south motorway from Toowong to Everton Park with a connection to the Bruce Highway.

Trucks off suburban roads

Each day about 140,000 heavy articulated vehicle movements and more than 200,000 medium rigid truck movements occur on Brisbane's road system.

It is estimated 80% of these movements use the suburban arterial road network for a substantial part of their journey.

Many of these suburban movements are necessary due to local delivery destinations, while others occur due to lack of a viable alternative route, or a desire to avoid a congested area or tolled motorway.

23 Queensland Government (Department of Infrastructure and Planning) 2009 South East Queensland Regional Plan pp 111-114
Recent achievements

- **Gateway Motorway upgrade**
  The Gateway Motorway has been upgraded to six lanes between Nudgee Road and Mt Gravatt-Capalaba Road with a second Gateway Bridge and Gateway deviation.

- **New motorway connections**
  The Clem7 (Brisbane City Council project) opened in March 2010. Together with Airport Link (scheduled for completion in 2012), this will form a motorway standard connection from the M3 at Woollongabba to the Gateway Motorway (M1).

- **Strategic rail network upgrades**
  Strategic upgrades of the rail network will support rail freight movements, including the duplication of the rail line from Caboolture to Beerburrum and grade separation of the Beaudesert Road level crossing at Acacia Ridge.

### Key actions – supporting economic vitality

<table>
<thead>
<tr>
<th>Category</th>
<th>Action Number</th>
<th>Description</th>
<th>Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road freight</td>
<td>4.1</td>
<td>Develop a resilient network of Connected and Managed Motorways suitable for 24-hour operation of freight vehicles</td>
<td>TMR</td>
</tr>
<tr>
<td>Trucks off suburban roads</td>
<td>4.2</td>
<td>Develop and implement a plan to remove truck movements from urban areas through regulation and electronic enforcement</td>
<td>TMR</td>
</tr>
<tr>
<td>Rail freight</td>
<td>4.3</td>
<td>Improve freight segregation on the suburban rail network and upgrade the north coast line with freight refuges for 1500-metre trains</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake improvements to freight and passenger rail conflict points namely, Corinna junction and Roma Street/Exhibition configuration</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrade the Dutton Park to Salisbury corridor to provide a dedicated freight track on the existing dual gauge track (linked to Cross River Rail delivery and additional passenger rail tracks) to accommodate rail freight accessing the Port, Acacia Ridge and Bromelton</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Protect a corridor for a standard gauge non-electrified rail link from Rosewood to Acacia Ridge (Southern Freight Rail Corridor) in conjunction with the possible inland freight rail line from Melbourne</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate and adopt a target for increased freight by rail to and from the Port of Brisbane</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate upgrade requirements to achieve short-haul transfer of freight by rail from the port to inter-modal terminals elsewhere in the region (rail shuttles)</td>
<td>TMR</td>
</tr>
<tr>
<td>Intermodal terminals</td>
<td>4.4</td>
<td>Investigate, procure and protect suitable sites for future road-rail inter-modal terminals at possible locations of Ebenezer, Bromelton and a site north of Caboolture</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expand capacity of Acacia Ridge to accommodate 1500-metre trains</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Improve Paradise Road access to Acacia Ridge from the Logan Motorway</td>
<td>TMR</td>
</tr>
</tbody>
</table>

TMR – Department of Transport and Main Roads
Protecting environmental quality and health

Principle
A shift to a sustainable transport system involves long-term efforts to reduce carbon emissions and reliance on fossil fuels, with a strong focus on a cleaner fleet, reduced need to travel and greater use of public transport and active transport.

Policies to improve environmental quality and health

5.1 Provide for a shift towards a more fuel efficient and lower carbon-emitting vehicle fleet (private vehicles, buses, taxis, trains and trucks)

5.2 Encourage a shift to public and active transport and for goods from road to rail freight along specified corridors.

Cleaner vehicles
The use of cleaner vehicles will be promoted by government programs to encourage the purchase of fuel efficient and low emission vehicles. Campaigns to educate drivers to operate vehicles in a way that conserves fuel and reduces emissions (termed ecodriving) will also be implemented.

This includes a target to reduce greenhouse gas emissions from the Queensland Government fleet by 50% by 2017.

Cleaner buses will play a strong role in reducing air pollution. The government will continue to support compressed natural gas buses in Brisbane and trial low-emission, diesel-electric hybrid buses.

The Queensland Government will also actively work to encourage greater use of new, low-carbon transport technologies such as electric vehicles and alternative-fuel hybrid vehicles. This work will include examining likely infrastructure needs and impacts of these new technologies.

Mode shift to sustainable transport
Active transport (walking and cycling) will receive increased policy emphasis as a mainstream mode of urban transport, rather than being seen as a supporting mode for motorised transport.

State and local governments will adopt a 'whole of journey' approach to active transport planning to deliver a connected network of safe on and off road active transport facilities. This will include providing end-of-trip facilities with secure bicycle parking and showers in town centres and at strategic public transport stations.

Investment in roads entering regional activity centres, education precincts and transport hubs will focus on managing roads as multi-modal facilities catering for walking, cycling and buses, with a less dominant role for private vehicle traffic.

Key action area four also covers supporting more freight on rail, which will deliver environmental benefits, as well as help keep trucks off local roads.
## Recent achievements

The Queensland Government is spending a record $100 million on cycling in 2009–10. The government and local councils have increased their focus on end-of-trip facilities and active transport routes by projects including:

- **Cycle centres**
  - Delivering the King George Square (420 bicycle parks) and Royal Brisbane and Women’s Hospital (750 bicycle parks) cycle centres which provide secure bicycle and clothing storage, showers and bike repair facilities.

- **End of trip facilities**
  - Ensuring local planning regulations require incorporation of end-of-trip facilities in new office buildings. End-of-trip facilities have been included in government buildings in the CBD.

- **Eleanor Schonell Bridge**
  - Constructing the Eleanor Schonell Bridge as a green bridge for buses and active transport only. Delivering the Goodwill Bridge, Kurilpa Bridge and Toowong Bridge (over the Centenary Freeway) for active transport only.

- **Active transport included in major projects**
  - Gateway Upgrade Project includes a 4.2-metre-wide shared facility built as part of the Gateway Bridge (M1) duplication.
  - The Ted Smout Bridge from Brighton to Clontarf includes a 4.5 metre wide shared pedestrian and cycle facility which will form a link in the Moreton Bay Cycleway.
  - Princess Alexandra Hospital bikeway built by the Boggo Road Busway Alliance in conjunction with the busway, provides an overpass over Ipswich Road to Annerley Road. This cycle facility provides a link connecting the South East Freeway to the University of Queensland.

---

## Key actions – improving environmental quality and health

<table>
<thead>
<tr>
<th>Category</th>
<th>Action Number</th>
<th>Description</th>
<th>Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower emission vehicles</td>
<td>5.1</td>
<td>Ensure government purchasing policies require fewer vehicles in the fleet and encourage the purchase of fuel efficient and electric vehicles</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake a campaign to encourage ecodriving to reduce vehicle emissions</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake a low emission bus trial using diesel-electric buses</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Include incentives in TransLink bus contracts for operators to use low emission buses</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Encourage taxi licensees to operate low emission vehicles</td>
<td>TMR</td>
</tr>
<tr>
<td>Active transport</td>
<td>5.2</td>
<td>Complete the SEQ principal cycle network</td>
<td>TMR, LG</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake a comprehensive program to improve active transport connections to major centres, educational institutions and public transport</td>
<td>TMR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue to enhance integration of active and public transport networks</td>
<td>TMR, LG</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Adopt a policy for provision of active transport facilities on public land, in buildings and private developments, including end-of-trip facilities in commercial developments more than 2000m²</td>
<td>TMR, LG</td>
</tr>
</tbody>
</table>

TMR – Department of Transport and Main Roads; LG – local government
Delivering an integrated transport network

Principle
The transport network will be expanded to address deficiencies and connect communities with the most sustainable mode to enable the system to cope with a significant increase in travel demand.

Policies to guide completion of an integrated network
6.1 Focus new investment on achieving a region of interconnected communities where transport contributes to a safe, healthy and accessible lifestyle.
6.2 Make freight, public transport and active transport networks the priority for capacity enhancement projects.
6.3 Rail will be the backbone of the future passenger system – investment priority will include ensuring the region is connected by efficient high-frequency rail, light rail and the Brisbane subway.
6.4 Transform bus networks through continuing the Brisbane busway network, rolling out bus priority on radial and cross town routes and delivery of high-frequency services on strategic routes.
6.5 Focus road network development on completing a connected and managed strategic road network, supported by multi-modal arterial roads for local travel.

Capacity enhancement focused on getting the right trips on the right modes is an important priority of the draft Connecting SEQ 2031.

While investments in new road facilities will always be required, building more and more roads to cater for peak period traffic demands will not support a shift to more sustainable transport modes.

Connecting SEQ 2031 emphasises the role of rail to improve the efficiency of passenger movements and support a longer term generational change toward compact urban settlement patterns, as specified in the SEQ Regional Plan.

A brief overview of the initiatives to complete the integrated transport network are included below. Further details of the network strategies for public transport, roads, active transport and freight are included in Part C: Detailed Network Strategies for 2031.

Public transport network

Cross River Rail
Cross River Rail is an additional rail link through the inner city to address the bottleneck in the inner city rail network. Cross river rail will provide the essential extra capacity to support the ongoing expansion of the rail network and the addition of higher frequency rail services.

It is a major step in transforming the region's rail network and will make the rail revolution possible delivering a high capacity transport system.

With a $25 million commitment from the Commonwealth and Queensland Governments, planning for Cross River Rail is under way.

Rail revolution
There will be a major revamp to segregate rail options as capacity is expanded. This will ensure the system meets a broader range of traveller needs.

This will include:
- UrbanLink – higher frequency, all stops services all day, seven days a week. The first stage will be for services inbound from Springfield, Redbank, Ferny Grove, Strathpine, Shorncliffe, the Airport, Manly and Loganlea. This style of service would also run between Coomera and Coolangatta on the Gold Coast and between Beenawah and Maroochydore on the Sunshine Coast.
- ExpressLink – transform outer suburban rail services to provide faster travel times and longer trains from Ripley, Ipswich, Beenleigh, Caboolture, Kippa-Ring and Flagstone.
- CoastLink – fast express rail service from Brisbane to the Gold Coast and Brisbane to the Sunshine Coast, with a travel time of about one hour.

Brisbane subway
A separate subway system for inner Brisbane will be developed to improve public transport network coverage and capacity into the more densely populated urban areas. The initial line will cross from Toowoong to West End, pass under the city heart and then link to Bowen Hills and Newstead.

Light rail on the Gold Coast
Light rail will provide a catalyst for land use change along the busy coastal corridor. Further extensions of light rail on the Gold Coast will be investigated as passenger demand builds on strategic bus routes.

Bus network
There will be continued transformation of bus networks through development of busways and on-road bus priority. Service improvements will include high-frequency UrbanLink bus services on strategic routes, including cross-town routes.

Local services will continue to provide the finer fabric of the public transport system.

Busways development will see the continuation of the Northern Busway to Bracken Ridge and the Eastern Busway to Capalaba.

There will also be a strong focus on supporting UrbanLink bus services with bus priority measures and upgraded facilities and information at stops.

The SEQ High Occupancy Vehicle Network Plan is currently being developed. This plan will identify strategic corridors and precincts where HOV facilities and treatments will improve the efficiency and reliability of the BusLink services.

Road network

Motorway network
Road construction will include the ongoing development of a connected and managed motorway network. This will include completing an orbital motorway network for Brisbane.

The Pacific Motorway and Bruce Highway will be upgraded to continue their role as motorways bypassing centres on the Gold Coast and Sunshine Coast. Longer term strategic road needs beyond 2031 will be limited to focus on connecting new development areas identified in the SEQ Regional Plan and will be partly funded through developer contributions.

Multi-modal road corridors
To support the creation of the orbital motorway network for Brisbane and development of the connected network of managed motorways, the government will work in partnership with local government and land developers to plan and develop a network of supporting multi-modal urban arterial roads.

These facilities will be managed to support intra-urban movements and reduce the need for local traffic to access the strategic motorway network.

Multi-modal urban arterials will generally be four lanes with a median and will include facilities for cyclists and pedestrians, as well as providing strategic corridors for buses. They will be access controlled and in most cases intersections would be at-grade.

Where required bus priority measures will be provided. In cases where arterials comprise part of the principal cycle network, they may also contain high capacity segregated veloway style facilities, or on road cycle lanes on lower demand sections.

### Key actions – completing an integrated transport network

<table>
<thead>
<tr>
<th>Category</th>
<th>Action Number</th>
<th>Description</th>
<th>Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross River Rail</td>
<td>6.1</td>
<td>Construct Cross River Rail, a new rail link with underground stations through the inner city, connecting the North Coast/Caboolture line with the Gold Coast/Beenleigh line.</td>
<td>TMR</td>
</tr>
<tr>
<td>CoastLink network</td>
<td>6.2</td>
<td>Implement extensions, upgrades and service structure required to facilitate higher capacity fast CoastLink services. Complete rail projects identified in the rail services plan in chapter 5, and the local government maps in Part D. The investment priorities will be:</td>
<td>TMR/TTA</td>
</tr>
<tr>
<td>Sunshine Coast to Brisbane to Gold Coast</td>
<td>• Construct new rail line from Petrie to Kippa-Ring</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Duplication and upgrade of North Coast line from Beerburrum to Landsborough</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Complete the Sunshine Coast rail line from Beerwah to Maroochydore</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Duplicate Gold Coast line from Coomera to Helensvale</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Extend Gold Coast line from Varsity Lakes to Coolangatta</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail revolution</td>
<td>6.3</td>
<td>Transform the suburban rail network into two networks (UrbanLink and ExpressLink) with no crossing conflicts and increased capacity as identified in the rail services plan in chapter 5, Complete rail projects identified in the local government maps in Part D. The investment priorities will be to commence progressive roll out of UrbanLink services with new high capacity rollingstock, and construct the north west rail corridor</td>
<td>TMR/TTA</td>
</tr>
<tr>
<td>Brisbane subway</td>
<td>6.4</td>
<td>Commence planning for a Brisbane subway as a distributor for passengers around the inner city. The priority for investment will be from Toowong to West End to the CBD to Bowen Hills/Newstead, with future extensions to be planned for beyond 2031.</td>
<td>TMR</td>
</tr>
<tr>
<td>Light rail</td>
<td>6.5</td>
<td>Complete light rail projects on the Gold Coast identified in the local government maps.</td>
<td>TMR</td>
</tr>
<tr>
<td>Strategic road network</td>
<td>6.6</td>
<td>Complete strategic road network projects identified in the local government maps. The investment priority will be to create a connected orbital motorway system for metropolitan Brisbane.</td>
<td>TMR</td>
</tr>
<tr>
<td>Bus networks</td>
<td>6.7</td>
<td>Continue development of Brisbane’s busway network, with the continuation of the Northern Busway to Bracken Ridge and the Eastern Busway to Capalaba. The priority for investment will be:</td>
<td>TMR/TTA</td>
</tr>
<tr>
<td></td>
<td>• extending the Northern Busway to Chermside with interim bus priority to Bracken Ridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• extending Eastern Busway to Carindale with interim bus priority to Capalaba</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• implementing the high-frequency UrbanLink bus services</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• expanding coverage and frequency of local bus services</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• developing park ‘n’ ride locations for bus</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• completing bus and high occupancy vehicle priority treatments identified in the local government maps to support UrbanLink bus services</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• developing a policy for public transport in rural communities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active transport network</td>
<td>6.8</td>
<td>Complete strategic active transport network projects identified in the local government maps and action tables. The priority will be to complete a connected network of safe bicycle routes within a five-kilometre radius of activity centres and establish cross-town ‘trunk’ bike routes</td>
<td>TMR</td>
</tr>
</tbody>
</table>

TMR – Department of Transport and Main Roads; LG – local government; TTA – TransLink Transit Authority