



Draft Connecting SEQ 2031

An Integrated Regional Transport Plan for South East Queensland

DRAFT
FOR
CONSULTATION

Tomorrow's Queensland:
strong, green, smart, healthy and fair

Toward ²
Tomorrow's Queensland

 **Queensland**
Government

A nighttime photograph of a city street with light trails from cars and buildings. A blue semi-transparent box is overlaid on the upper left portion of the image, containing white text. The background shows a multi-level structure, possibly a transit station or a modern building, with various lights and architectural details.

Connect with us

The draft plan is all about your future and the next generation's future. You can get more information or contact the project team by:

- 1800 038 178 (free call across Australia. Call charges may apply from mobile and pay phones)
- Email us team@connectingseq.qld.gov.au
- Visit the website and provide feedback online at www.connectingseq.qld.gov.au
- Address: Connecting SEQ 2031
Transport and Main Roads
PO Box 213
Brisbane QLD 4001

Foreword

Vision for a sustainable transport system

Transport is the lifeblood of our community. Getting our transport infrastructure and travel behaviour right are critical to ensuring economic prosperity, sustainability and quality of life in the future.

Nowhere is this more of a challenge than in south east Queensland where population growth of more than 80 000 people each year places pressure on our existing transport system and makes for a rapidly changing urban form.

This draft *Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland* is the state government's blueprint for meeting the transport challenge over the next 21 years. Its purpose is to provide a coherent vision to guide government decision making and provide the community with an insight and say into how our transport system can look and work in the future.

It is clear that it is neither financially nor environmentally sustainable for road traffic to continue to grow at current rates. As such, this is a plan to fundamentally change current transport patterns by:

- doubling the share of public transport from 7% to 14% of all trips
- doubling the share of active transport (such as walking and cycling) from 10% to 20% of all trips
- reducing the share of trips taken in private motor vehicles from 83% to 66%.

The plan is a big one but we have made such big shifts in travel behaviour before. Two generations ago, most people did not own a private car and as recently as 20 years ago, half of all journeys to school were made by walking or cycling.

The draft *Connecting SEQ 2031* works in partnership with the state government's Regional Plan delivered in 2005 and subsequently updated in 2009, and the *South East Queensland Infrastructure Plan and Program*, which is updated annually.

Without good land use planning, transport planning is reduced to building roads among poorly-connected urban sprawl. With the good land use planning the state is undertaking, we can create higher density communities where people can get to everything they need within 15 minutes, ensure that public transport arrives ahead of communities and better utilise the major transport corridors we currently have.

The key elements of the draft *Connecting SEQ 2031* can be clearly articulated as:

- Rail forming the backbone of the transport network with its ability to carry large numbers of people. Rail will be enhanced through Cross River Rail, new higher-capacity trains, more frequent services and more efficient timetabling.
- Bus providing crucial urban links and being made more efficient, with more busways and bus priority on major roads.
- Walking and cycling becoming more appealing and safe, particularly through segregating walkers and cyclists from heavy traffic under programs like 'Complete 5', which provides a network of designated bike paths within five kilometres of principal and major activity centres.
- Roads continuing to play a major role in moving traffic, freight, buses and cyclists. A key function of the plan is to create a better functioning hierarchy of roads, so heavy traffic uses major motorways and highways and trucks are kept off suburban roads.

The government has delivered on busways as proposed in the 1997 *Integrated Regional Transport Plan*. The major busways will be completed over the next 20 years and the focus will shift to rail investment as the region continues to grow. While bus improvements will still be important, our rail network should be modernised and expanded to achieve a sustained swing to public transport.

This draft plan to change the transport mix again can only be realised with government funding to support the shift and community assistance, both through a willingness to support those investment decisions and, on the part of individuals, a willingness to change travel behaviour. The targets are ambitious but will be met if each south east Queenslander changes just five of their 25 trips each week from car to public or active transport.

This plan has been developed over two years by the Department of Transport and Main Roads in co-operation with the SEQ Council of Mayors and consultation with key stakeholders. It draws on the best available Australian and domestic research as well as a detailed analysis of south east Queenslanders' travel behaviour.

Now is your chance to have your say. Before this plan is finalised, formal public consultation will be undertaken. We look forward to hearing your views on the future of transport in this vibrant and growing region.



The Hon Anna Bligh, MP
Queensland's Premier and the
Minister for the Arts



The Honourable Rachel Nolan MP
Minister for Transport
Queensland Government

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Executive summary

South east Queensland is one of Australia's most desirable places to live and establish a business, and as such will continue to grow rapidly.

Our region's population is expected to grow from 2.8 million in 2006 to more than 4.4 million in 2031.

Providing for this growth while protecting our environment, lifestyle and safeguarding our future will mean a major change to the way we plan our cities, and to the way people and goods are moved.

The challenges

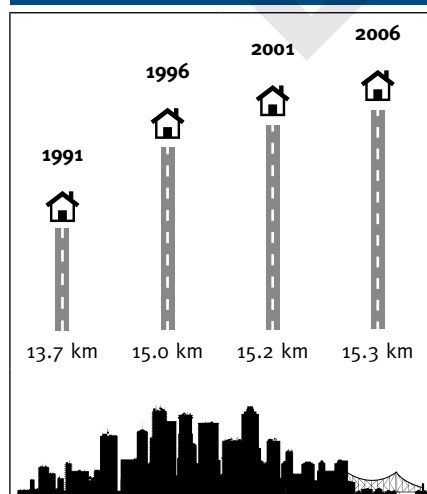
We can no longer plan our cities around cars and traffic growth. We need new policies to help develop cities so public transport, walking and cycling are more viable and more attractive.

Forecast population growth means transport trips will increase from about 10 million a day in 2006 to more than 15 million a day by 2031. Some trips are also getting longer due to the increasing size of our cities.

Tomorrow's transport system will need to support this growth to:

- enable the movement of goods and materials
- get people to and from work
- provide access to services and recreation.

Average commute distance (SEQ)



Source: Journey to work – ABS Census 2006–08

Compact and connected communities

The *South East Queensland Regional Plan 2009 to 2031* sets the region on a course towards more compact, better mixed urban development that supports public transport, walking and cycling.

The draft *Connecting SEQ 2031* has been developed as the guiding transport planning and policy document to support the desired outcomes of the *SEQ Regional Plan*. In doing so, the plan adopts an integrated approach that considers land use planning and the various modes of the transport system that move people and goods.

The draft *Connecting SEQ 2031* identifies public transport hubs in selected centres throughout the region.

These 'hubs' will form the basis for focusing public transport services on centres with a high potential for development of tertiary education, medical and commercial offices, with intensified high density residential activity to support higher public transport use.

Instead of sprawling communities with dispersed services, the region's cities can develop around these hubs, as a community of multiple centres connected by corridors served by high-frequency services.

And alongside these rail and bus 'turn up and go' public transport corridors, *priority transit corridors* will allow for medium density (low rise) residential and mixed-use development. A resident living in a *priority transit corridor* would be able to easily walk to a local centre or employment, as well as accessing high-frequency public transport to other centres.

This all leads towards a vision of an 'urban village' lifestyle in our cities, so people do not need a car to move around their community. These are 15-minute neighbourhoods where local services, entertainment and recreation are nearby, and there is ready access to frequent public transport.

Growth Summit Outcomes

The government held the Queensland Growth Management Summit in March 2010 and published its response in May. The growth summit outcomes include policies to encourage growth in regional Queensland and work with local governments in the region to confirm the distribution of dwelling targets in the region. Other growth management outcomes reflected in the draft *Connecting SEQ 2031* include:

- setting ambitious targets for a swing to public and active transport
- supporting 'decentralisation' of jobs to centres outside of the Brisbane CBD
- timely provision of infrastructure for new growth areas
- supporting considerable infill development oriented around public transport corridors.

What is a sustainable transport system?

A sustainable transport system is resilient and capable of being continued over the longer term with minimal effect on the environment. It will:

- meet the access and equity needs of individuals, businesses and community
- be affordable to construct, operate and maintain
- offer choice, convenience and support economic activity
- reduce pollution and waste
- limit consumption of resources to sustainable levels.



Our outcomes

The draft *Connecting SEQ 2031* is the Queensland Government's proposed long-term transport plan to develop a sustainable transport system in south east Queensland.

Our vision

The vision of the draft *Connecting SEQ 2031* is a transport system that:

'Supports the lifestyle enjoyed by residents and visitors, enhances the state's economic vitality and protects the natural environment.'

Achieving this transport vision would mean:

- residents in urban communities would have easy access to jobs, shops, recreation and lifestyle opportunities
- freight, business and commercial traffic would enjoy reliable travel times, to access to key destinations within the region and quality links to other places
- rural communities would have safe access to local services and other parts of the region. Though private transport would still meet the majority of rural transport needs, options for those who do not own a car or are unable to drive would be available.

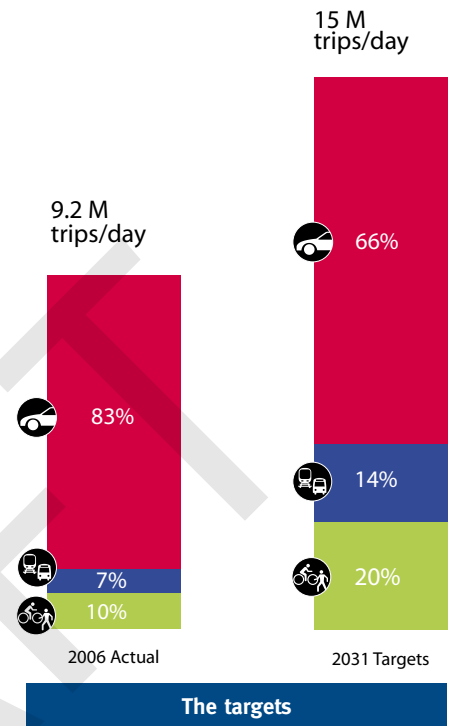
Targets

As recommended by key initiative 2.1 in the government's response to the Queensland Growth Management Summit, *Connecting SEQ 2031* establishes ambitious targets to change the way the region moves during the next 20 years by:

- doubling the share of active transport trips (such as walking and cycling) from 10% to 20% of all trips
- doubling the share of public transport from 7% to 14% of all trips
- reducing the share of trips taken in private motor vehicles from 83% to 66%.

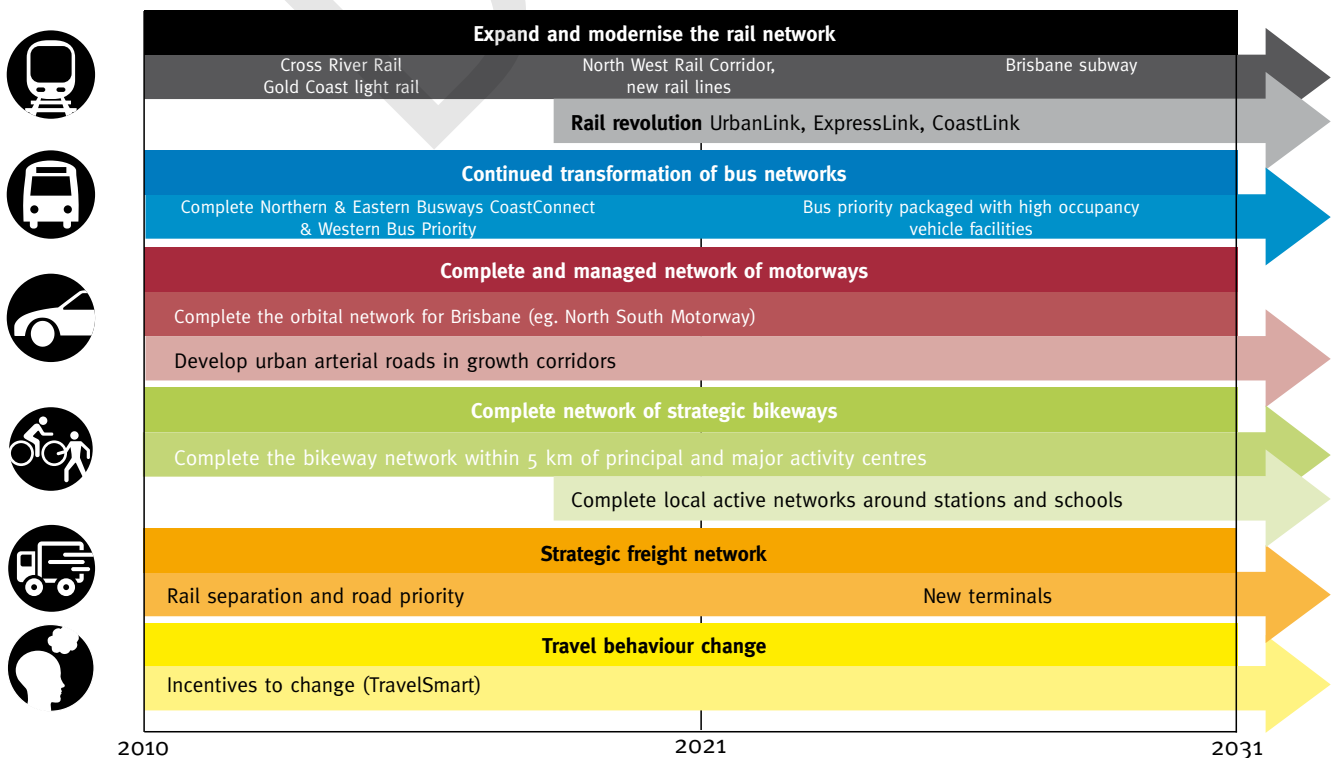
This may sound like a big task, but it can be achieved if each south east Queenslander changes just five out of 25 trips per week from car to public transport, cycling or walking.

The draft *Connecting SEQ 2031* also establishes targets to reduce the very high proportion of students who are driven to school.



To achieve the targets the weekly travel patterns of the average SEQ resident would need to change only incrementally.

Highlights of the plan



Expanding and modernising the rail network

The cornerstone of the draft *Connecting SEQ 2031* is a modernised and expanded rail network. Rail can support more compact urban form and move high volumes of people more efficiently.

New rail lines are included in the plan – expanding the reach of the rail network to more communities across the region.

A new north-west rail line from Strathpine to Alderley will serve growing communities in that area, as well as increasing rail capacity between Brisbane, Moreton Bay Regional Council and the Sunshine Coast.

Rail revolution

The plan proposes a major revolution of how services operate, starting with delivery of Cross River Rail, including:

- **UrbanLink** – converting inner parts of the greater Brisbane rail network to high-frequency ‘turn up and go’, all stops services using high capacity trains
- **ExpressLink** – all day express services connecting outer Brisbane suburbs to the rest of the region
- **CoastLink** – fast express services from the Gold and Sunshine Coasts to Brisbane in about an hour.

There will also be local all-stops UrbanLink services on the Gold and Sunshine Coasts to cater for local travel.

New types of rail services

Light rail on the Gold Coast

Light rail will provide high-frequency services to transform the busy coastal movement corridor on the Gold Coast.

A project to deliver light rail from Gold Coast Health and Knowledge Precinct to Broadbeach is well under way, with completion scheduled for 2014. The draft *Connecting SEQ 2031* envisages light rail extending to Coolangatta, with a connection to CoastLink rail services.

Brisbane subway

With an extra 100 000 people forecast to live in inner Brisbane (CBD, Spring Hill, Milton, South Brisbane and Fortitude Valley) and doubling of employment by 2031, there will be about 2.4 million trips a day in the inner city (up from one million in 2006).

The Brisbane subway will be an entirely separate new network. The London Underground and New York city subway are well-known examples of this style of rail operation.

Connecting SEQ 2031 – the rail strategy



1997 Integrated Regional Transport Plan

The Integrated Regional Transport Plan released in 1997 saw the establishment of the TransLink integrated public transport network and ushered in Brisbane's busways which are recognised internationally and across Australia as world's best practice in bus rapid transit systems. Busways have proved popular with the public and the busway system will be completed over the next 20 years.

As the region continues to grow and enters its next phase of maturity, the focus will shift to modernising and expanding the rail system to accommodate a much larger public transport task. Rail offers the most efficient way to move large numbers of passengers. This provides the opportunity to encourage more compact, more diverse urban settlement patterns which rely less on car transport and more on public transport, walking and cycling.

Signature projects – rail

Cross River Rail (planning under way)

A new north-south rail line and stations in the inner city Brisbane.

Rail revolution

A major revamp of how services operate on the region's rail network.

Brisbane subway

Toowong to Newstead (first section) providing a high-capacity, high-frequency, distributor system connecting central Brisbane.

Gold Coast light rail

Light rail from Helensvale to Coolangatta.

North-west rail line

New rail line from Strathpine to Alderley servicing communities in Brisbane's north-west.

Continuing to transform bus services

Buses will be crucial in achieving the target of doubling the share of trips on public transport from 7% to 14% by 2031 and will carry more than half the two million daily passengers needed to meet the 2031 target.

The draft *Connecting SEQ 2031* identifies high-frequency UrbanLink bus services on strategic corridors across the region as a key part of improving bus travel. The 'turn up and go' UrbanLink bus network will provide:

- frequency of 15 minutes or better off-peak, 10 minutes or better during the peak
- high-frequency all day (at least 6am to 9pm), seven days per week
- quality shelters and information
- simplified high-frequency network map with no need for a timetable
- a doubling of the proportion of SEQ residents within walking distance of 'turn up and go' services by 2031.

Brisbane busway network

Significant sections of the busway network are now in place and have proven highly successful, increasing bus passengers since the opening of the South East Busway in 2001. Planning is underway for the extension of the Northern Busway to Bracken Ridge and the Eastern Busway to Capalaba.

Priority for buses on the road network

Most bus services in the region operate on roads, usually in the same lanes as general traffic. During peak times, congestion significantly impacts bus travel times and reliability. The focus will be on providing bus priority on strategic corridors, supporting the high-frequency 'turn up and go' network. Providing priority for buses (such as bus lanes, transit lanes and queue jumps for buses) to avoid congested parts of the road network makes journeys faster and travel times more reliable.

The *SEQ High Occupancy Vehicle (HOV) Network Plan* will establish a network of strategic on-road bus priority and bus routes through centres to guide investment in bus priority facilities. Measures to be identified include bus lanes, transit lanes, bus-only access and bus queue jumps at traffic signals.

'Green links' for buses

There will also be a focus on 'green links' for buses and active transport. These could comprise:

- short sections of busway into major centres
- bridges for buses and active transport
- short cuts and bus gates.

Connecting SEQ 2031 – strategic bus corridors



Roads

The draft *Connecting SEQ 2031* sets a target to reduce the share of trips by private car from 83% to 66% by 2031, with a major shift to sustainable transport (public transport, cycling and walking). In 2031 this will mean about nine million private and small commercial vehicle trips, more than 600 000 heavy commercial vehicle trips, and more than one million bus trips on the region's road network each day.

Overall the number of trips on the road system would grow by 19%, or about 2.8 million trips per day between 2006 and 2031. On trend, if the targets for more sustainable transport were not achieved, the number of road trips would increase to almost 12 million.

Even the targeted 19% growth is significant and cannot be accommodated by the current road system. Further development of the region's strategic road network will be necessary to move essential traffic, avoid major congestion, and connect new communities and employment centres to the rest of the region.

New links will complete an orbital motorway network and new multi-modal arterial roads will ensure accessibility within new communities.

The draft *Connecting SEQ 2031* creates a functional hierarchy of roads to ensure heavy traffic uses a connected network of motorways and highways, and trucks do not have to unnecessarily use suburban roads. This hierarchy includes:

- motorways and highways to move large volumes of traffic over longer distances between communities
- multi-modal arterial roads to provide connections for all types of transport within communities
- bypass roads to remove through traffic from urban centres
- community boulevards to provide a high standard of amenity and local access to activity and town centres.

Signature projects – road

Connected and managed motorways

Complete a series of projects to connect all parts of the motorway network.

Use technology to optimise performance and maximise capacity of the motorway network.

Connecting SEQ 2031 – the major roads in SEQ



Did you know?

The number of heavy vehicle movements through the Port of Brisbane is expected to triple from 5000 vehicle movements per day in 2006 to 15 000 by 2031.

Freight

Freight movements are growing much faster than population due to economic development, the increasing levels of consumption and reliance on imported goods.

The draft *Connecting SEQ 2031* establishes a program of action to develop a strategic 24-hour freight network for the region, and supports national priorities for moving freight,

Signature projects – freight

Freight terminal strategy

Upgrade existing freight terminals and implement new freight terminals at strategic locations, including Bromelton.

including competitive international gateways and developing our rail networks so more freight can be moved by rail.

Active transport

To encourage people to walk and cycle more, there will be investment in walking and cycling paths to separate pedestrians and cyclists from heavy motor traffic. Education programs will also help transform our culture to one that better embraces active transport.

The draft *Connecting SEQ 2031* target to double the share of trips by active transport from 10% to 20% by 2031 can be achieved if every south east Queenslander changed just two of their 25 trips each week from car to walking and cycling.

The most important priority for government is to enhance the attractiveness and safety of walking and cycling, especially by developing a network of interconnected bikeways and bike lanes that are segregated from heavy traffic.

The *SEQ Principal Cycle Network Plan* was released in 2007 and provides a master plan for the region's principal cycling routes to support local cycle networks. Continuing implementation of this network is part of our plan. The cycle network program under the *South East Queensland Infrastructure Plan and Program 2010–2031* (SEQIPP) has a \$600 million allocation for cycling infrastructure.

End-of-trip facilities

Providing end-of-trip facilities at public transport stations, workplaces and activity centres can encourage more people to walk and cycle. Policies and town plans will ensure end-of-trip facilities including bicycle storage, lockers and showers are included in major new building developments.

Signature projects – active transport

Strategic bikeway network

Continue to develop bikeways that are separated from general traffic, including ongoing implementation of the *SEQ Principal Cycle Network Plan*.

Complete 5

Complete the principal cycle network within five kilometres of the region's activity centres as a priority for delivery. Complete 5 offers high potential to support a shift to active transport.

Connect 2

Connect 2 will focus on providing safe and convenient walking and cycling routes that connect to major public transport stations and stops, supported by holistic journey planning that incorporates walking and cycling routes and estimates of travel times.

Educated Ways

Educated Ways will focus on walking and cycling routes to schools and universities supported by travel plans to encourage more students to walk and cycle.

Did you know?

It is easy to achieve the recommended 30 minutes of physical activity each day by using active transport for short trips.



Implementing Connecting SEQ 2031

The draft *Connecting SEQ 2031* is an aspirational plan that suggests a generational change towards a sustainable transport system in our fast growing region.

It is not intended to be fully funded. Many of the projects proposed are new and conceptual and have not been the subject of detailed cost estimates.

Business cases examining project need, scope, priority, affordability, funding options, timing and contribution to achievement of *SEQ Regional Plan* objectives will be developed for each project. These will be considered by governments having regard to their funding and priority setting process.

The estimated capital component for new and enhanced infrastructure is about \$123 billion. This estimate is based on 'pre-project' estimates across 21 years from July 2010 to June 2031. The Queensland Government alone will not be able to meet the funding task during the 21 years.

Given the scale of funding required, the projects are dependant on significant Australian Government and local government support, with any contributions from the state being subject to fiscal capacity. *Connecting SEQ 2031* provides a planning framework that can be used to underpin bids for funding at all three levels of government.

Connecting SEQ 2031 will guide investment of available funds to deliver maximum benefits across the transport system. This plan will inform the development and annual revisions of the *Queensland Infrastructure Plan* (scheduled for release in 2011 to replace SEQIPP) which will give momentum to transport infrastructure delivery in south east Queensland in the context of state-wide funding contestability spanning geographical and sectoral boundaries.

TravelSmart

The Queensland Government is investing heavily in new transport infrastructure, but we can't simply build our way out of congestion. It's just as important to use existing services and assets smarter and look at other ways to ease congestion.

Connecting SEQ 2031 includes the TravelSmart program – the world's largest travel behaviour change campaign. TravelSmart projects work directly with communities to increase the use of sustainable modes of transport.

TravelSmart's projects target households, schools and workplaces and provide information about local travel options to promote public transport, walking, cycling and carpooling. TravelSmart encourages people to think more about how their travel choices impact on their local community and environment.

A TravelSmart project completed in Brisbane's north in 2007 targeted 74 500 households and achieved a 13% reduction in vehicle kilometres travelled, proving how individuals acting together can ease the burden on the transport system. This project also achieved a:

- 49% increase in walking
- 50% increase in cycling
- 22% increase in public transport.

Based on the strength of these results, a TravelSmart campaign will be rolled out to 324 000 households by 2011 across suburbs in Brisbane, Ipswich, the Gold Coast and the Sunshine Coast. If similar results are achieved in the rest of the region, it will make a major contribution to managing traffic congestion and reducing greenhouse gas emissions.