Redland
SHIRE COUNCIL

Redlands Transport Plan 2016

An Integrated Local Transport Strategy for Redland Shire

Summary Report

June 2003
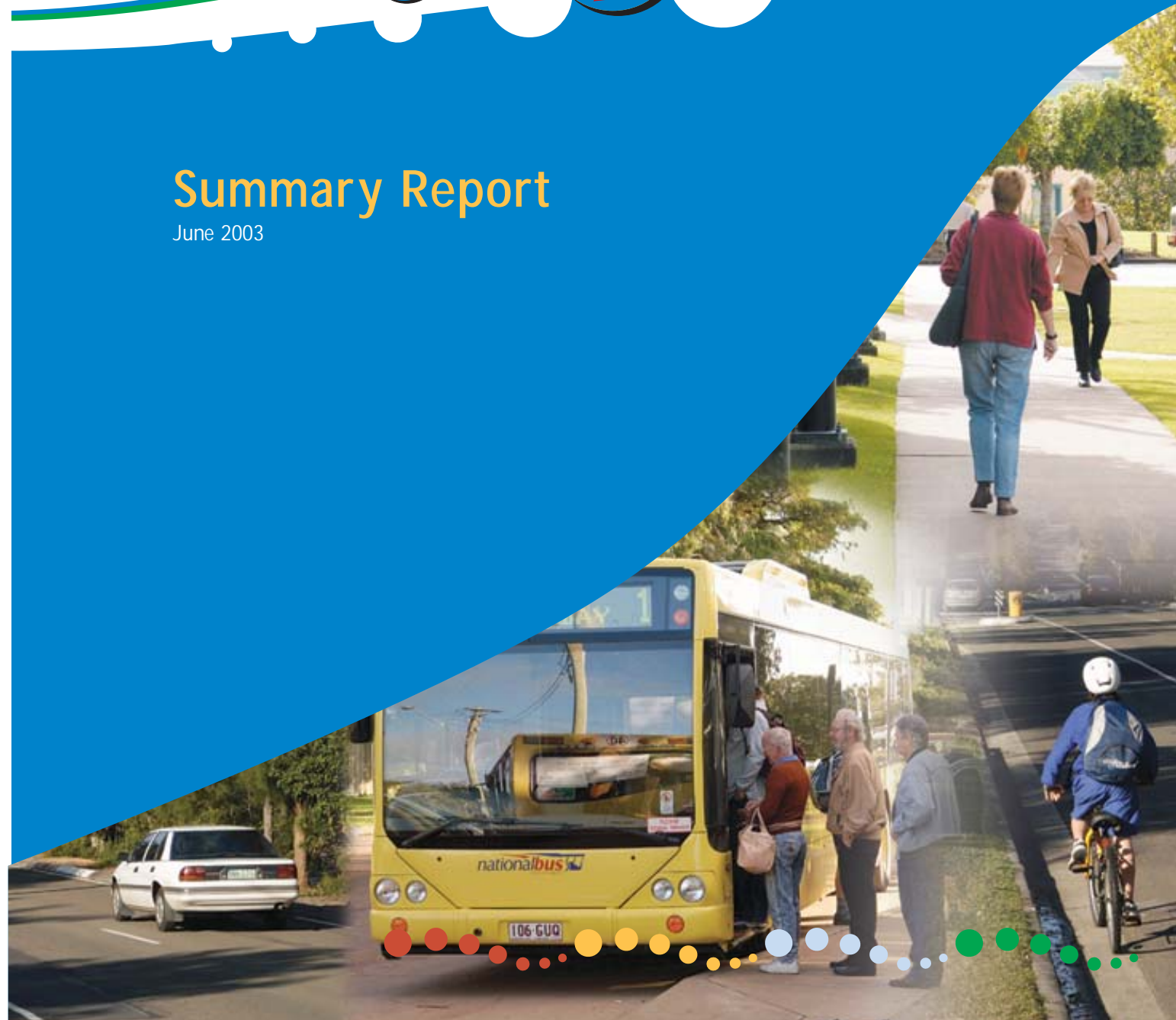
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From the Mayor

The Redlands Integrated Local Transport Plan – known as Transport 2016 – has been developed to ensure the Shire's growth is matched by an efficient, effective and environmentally sustainable transport system.

Within 15 years, the Shire will have grown to 163,000 residents – an increase of 45,000 people from our 2001 population figures.

With this kind of growth comes the potential for more pollution, increased traffic on roads and more urban sprawl – unless we proactively plan to protect our Shire's environment and lifestyle.

That's where the Redlands Transport 2016 comes in.

Part of a far-reaching planning process that began two years ago, the Transport 2016 provides strategies for Council to ensure transport and land use are in step with community needs and our shared commitment to protect the environment.

To gain a clear picture of community and industry expectations, Council sought answers to a number of questions: Where do most of us live? Where do we work? How do we get there? What freight needs to go where? What is our commitment to using public transport? The environment?

To answer these questions, Council relied on a hard-working Community Reference Group – made up of local residents who included business owners, transport operators, cyclists and environmentalists in their number – and extensive consultation with business and industry.

Finally, Council worked closely with other local government authorities and State government representatives, to ensure the strategies and actions of Transport 2016 fit the bigger picture of sustainable land and transport use throughout South-East Queensland.

The Redlands is an area of enviable beauty, with its blue seas, clear skies and areas of lush forest. By adopting Transport 2016, we'll ensure this Redlands remains our future.

Mayor Don Seccombe

Chairperson, Redland Transport Implementation Group

About Transport 2016

There's no doubt that the Redland Shire is a beautiful place to live. Its near-pristine environment makes it a unique location for residents and destination for tourists.

But it's precisely for the reason of population growth that Transport 2016 is so critical.

Our transport vision

The strategies and directions of Transport 2016 are found in a single statement of vision:

Redlands has an effective, efficient and sustainable transport system that enables residents and visitors to travel safely and conveniently while minimising impacts on the Shire's environmental qualities.

At the core of Transport 2016's vision, strategies and actions is a desire to protect the livability and beauty of the Redland Shire as we know it today. We want to welcome new residents, industry and businesses to our Shire – bringing with them increased diversity, economic prosperity and better job opportunities – but we want the benefits without increasing risks to the environment through more roads, more pollution or more traffic.

To do this, extensive planning is to ensure our land uses and transport options are wisely and strategically integrated. Transport 2016 does this through a vast array of short, medium and long-term actions.

For example, Transport 2016 will ensure that future land use decisions support the better use of public transport, walking and cycling. That means buses will be able to service all urban areas, and walkways and bikeways will become priorities in future developments.

Transport 2016 will also ensure that, in the future, the Shire's ferry, bus and rail services are coordinated – improving convenience and reliability for commuters.

And the plan will put in place strategies to manage travel demands better.

The big picture

Across South East Queensland, other local government authorities are grappling with similar issues and developing similar integrated land use and transport plans.

Providing an over-arching focus for local governments are three major regional plans: the Regional Framework for Growth Management, the 25-year Integrated Regional Transport Plan (IRTP), and Transport 2007, a seven-year action plan to supplement the IRTP. Redlands Transport Plan 2016 supports the IRTP bigger picture at a local level.

Praise from peers

Where Redlands differs from many other shires, however, is its commitment to developing its transport plan at the same time as its Growth Management Plan (Planning Scheme). Transport 2016 has been developed alongside the Redlands Planning Scheme – a plan taking in all of the land use needs of our growing shire, including physical infrastructure, open spaces and cultural heritage.

Both Transport 2016 and the Planning Scheme are based on Vision 2005 and Beyond, an entirely community-led plan developed with Redland Shire Council by a committee of community members.

This initial strategic thinking, followed by the development of the two major plans in tandem, has resulted in strong community consultation and support, and a more integrated approach to planning.

Indeed, the State Government has singled out Redland Shire Council for praise, and encouraged other local governments to follow our lead in developing major plans together.

Prioritising actions

Redland Shire Council has established a three-tiered approach to tackling the action plans proposed in the plan until 2016. It divides the priorities into short-term (achievable to 2005), medium-term (2006-2011) and long-term (2012-2016).

The plan, which will be reviewed every three years, also identifies 10 high priority actions for immediate action:

Top priorities:

HPA 1	Define and set up the Redland Transport Implementation and Working Group to assist in implementing Transport 2016 actions.
HPA 2	Review parking demand and supply at Weinam Creek ferry terminal and, as a first step, investigate how demand can be minimised through improved coordination of ferry and bus services.
HPA 3	Review parking demand and supply in the Cleveland CBD and Capalaba centres and investigate mechanisms to manage or rationalise parking.
HPA 4	Investigate and, if feasible, launch a demonstration conversion program to convert one or two roundabouts in the Shire to a model walking and cycling-friendly roundabout consistent with Austroads Standards. Possible roundabouts for trials could include the roundabout near Moreton TAFE and roundabouts in Cleveland, which have higher levels of cycle and pedestrian traffic.
HPA 5	In cooperation with relevant State Agencies, undertake a travel demand management trial of car-pooling and ride-sharing in the southern parts of the Shire, such as Bayview or Mt Cotton, or one of the islands, like Macleay Island.
HPA 6	In accordance with the IPA, develop a transport infrastructure charges plan to provide a mechanism that will ensure development proposals would require the provision of contributions for pedestrian, bicycle, public transport and road infrastructure.
HPA 7	In cooperation with the Department of Main Roads (DMR), undertake prerequisite studies and designs to implement traffic management system (TMS) activities on the three major east-west arterial roads in the Shire to manage peak capacity and level of services. Examples of the TMS activities include signal coordination along these roads, camera surveillance of congestion and incident queues, bus priority treatments at intersections and peak period clearways for buses on breakdown lanes.
HPA 8	In cooperation with QT, DMR and BCC, investigate and implement appropriate improvements. Areas could include sections of Transit Lanes (T2) along the Shire's east-west arterials and the external roads to Brisbane, such as Old Cleveland Rd. Introduce a line haul bus system that links with Capalaba and other parts of the Shire.
HPA 9	Trial, in conjunction with Queensland Transport, the option of a flexible bus service like a maxi-taxi for a demand-responsive and fare-share hiring bus service on one of the islands.
HPA 10	Investigate, develop and implement a Work Place Travel Plan for RSC staff, including a ride-sharing and car-pooling program.

Integrating land use and transport

Land use planning and transport planning are inextricably linked.

The relationship between the two influences the distance people need to travel, the proportion of trips that can be made with a particular mode of transport, and the cost effectiveness and services able to be offered by public transport.

The following actions aim to improve land use planning within the Shire, in order to encourage the use of public transport, walking and cycling, and they are expressed in two key strategies:

- Establish an integrated land use pattern and movement system based on a combination of road, rail and water transport and pedestrian and cycling systems.

- Ensure an urban form that allows for public transport to be developed to a level and efficiency that makes it more attractive than the use of the private motor vehicle.

Strategy 4.2.1:

Establish an integrated land use pattern and movement system based on a combination of road, rail and water transport and pedestrian and cycling systems.

A4.1	Identify new areas in the Shire that offer high accessibility and can be efficiently supported by public transport. Include these centres in the land use plan as potential sites for major new employment.
A4.2	Identify policy measures that increase local employment opportunities and encourage pedestrian-friendly precincts or centres where people can walk or cycle to employment, education and entertainment.
A4.3	Help to develop a Priority Infrastructure Plan – in accordance with the Integrated Planning and Other Legislative Act (IPOLA) – to minimise the need for new road infrastructure, vehicle trips and long car travel, and encourage new bikeways, walkways and public transport routes.
A4.4	Promote the Shaping Up guidelines (and other similar documents) to developers and architects/planners developing sites, and encourage them to adopt best planning practice in land use and transport planning.
A4.5	With Queensland Transport, organise workshops with potential developers involved in the Shire, following the Shaping Up guidelines or similar best planning practices.
A4.6	Ensure development proposals require contributions to pedestrian, bicycle and public transport networks. The Infrastructure Charges Schedule (IPS) – part of IPOLA – should include a method to support all forms of transport infrastructure.
A4.7	Through new codes, ensure transport infrastructure, and major buildings – such as institutional, commercial and educational – include secure bicycle parking spaces and shower and change facilities.
A4.8	Analyse the hierarchy of the existing arterial road network in the Shire (in consultation with Department of Main Roads in the case of state-controlled roads). Appropriate controls need to be developed to protect the access, function, capacity and potential of these roads, particularly to allow future feeder bus services along frontage roads that serve line haul, mass transit and bus routes.
A4.9	The Planning Scheme should require that developments within an 85th percentile walking distance of rail stations and other high capacity public transport nodes should be built at a minimum residential density of 40 dwellings/ha.
A4.10	The Planning Scheme should require all new residential developments, except those close to high capacity public transport nodes, to achieve a residential density range of 12-15 dwellings/ ha.
A4.11	Council should identify, facilitate and promote local examples of transit-oriented development to the development industry and community.
A4.12	Propose the State Government (through state or joint funding, as decided by Council) undertake a demonstration project within the Shire to promote public transport-oriented housing or mixed-use development. This would form part of IRTP initiatives to encourage local governments to use Shaping Up guidelines.
A4.13	Research and pursue increased employment opportunities within the Shire in order to improve self-containment.
A4.14	Ensure the higher order activity centres of the Shire are located near major line haul modes.
A4.15	Implement regional and sub-regional processes to coordinate strategic transport and land use planning to address cross-border issues.

Strategy 4.2.2:

Ensure an urban form that allows for public transport to be developed to a level and efficiency that makes it more attractive than the use of the private motor vehicle.

A4.16	Investigate alternative uses – such as public transport and cycling – for transport corridors identified on the current strategic plan.
A4.17	Promote the development of more compact urban form which will encourage and be able to support a higher level of public transport, and at the same time reduce the overall average trip length required for travelling to work, shopping and school, etc.
A4.18	All new major employment and visitor attractors should be adequately supported by public transport, ensuring any car restraining policy does not adversely affect people's mobility and the success of these centres.
A4.19	Encourage the development of mixed use, self-contained precincts, pedestrian and bicycle-friendly centres where people can walk or cycle from the places of residence to the places of employment, services and facilities.
A4.20	Educate developers to prepare their development proposals in accordance with the Shaping Up guidelines or other best practices for transit-oriented development, in order to ensure the future provision of public transport services can be more cost-effective.
A4.21	Ensure, with Queensland Transport, that new residential developments allow for the early introduction of public transport services (line haul), as well as walkways and bikeways that meet relevant Council and State government policies and Australian Standards.

Where are we going?

Each day, tens of thousands of Redlands residents travel beyond the Redlands to work, study, shop and relax.

The majority of out-of-Shire trips start in the Capalaba and Cleveland areas, representing almost 40 per cent of all trips and the largest population areas in the Shire.

Alexandra Hills (14 per cent) and Birkdale (10 per cent) also figure highly in trips to beyond the Shire's boundaries.
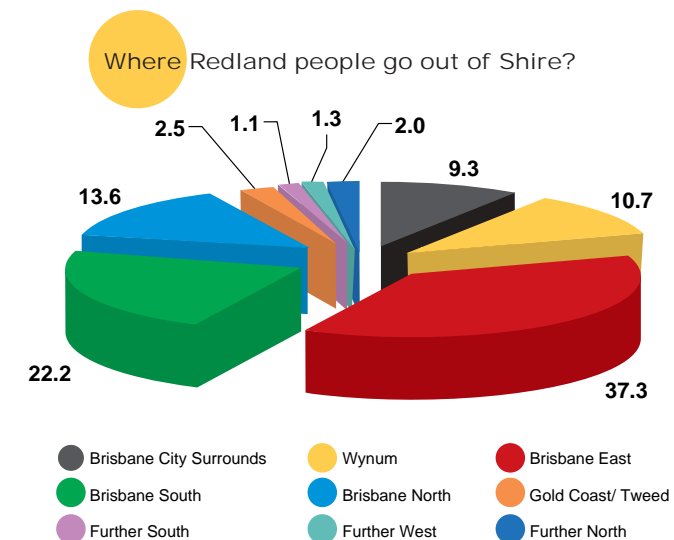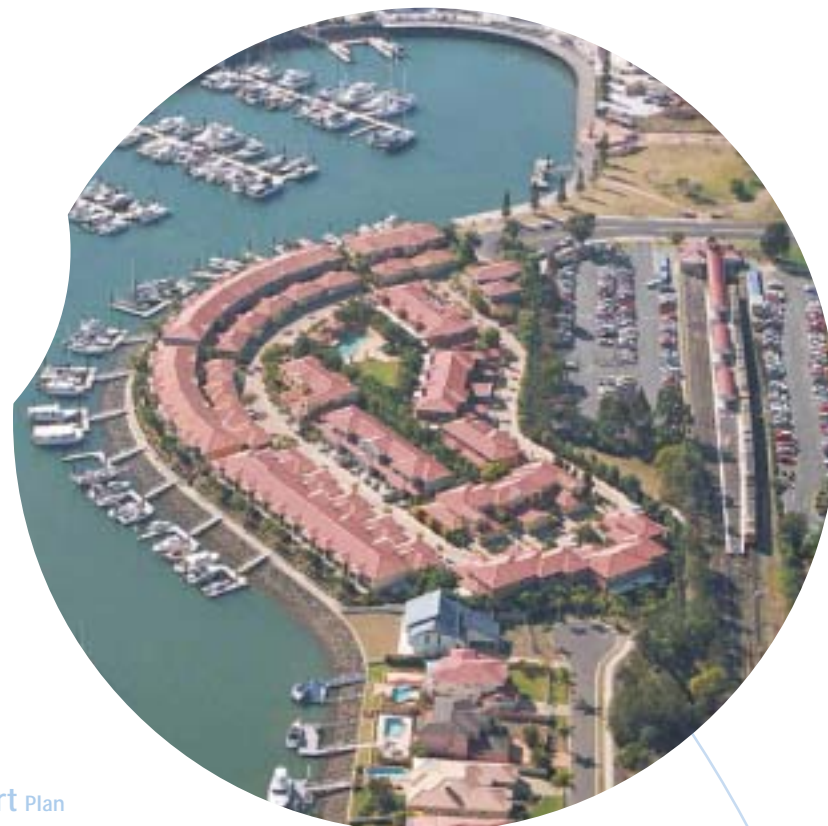
Recent strong growth in the southern Shire suburbs of Thornlands, Victoria Point and Redland Bay will also now figure highly in the origin of out-of-Shire trips.

As most would expect, Shire residents mostly head to Brisbane for work.

However, the CBD itself only represents about 10 per cent of trips, with almost 60 per cent of destinations covering Brisbane South and Brisbane East.

Destinations in Brisbane's northern suburbs and beyond take up 15 per cent of trips, while areas closer at hand, like Wynnum, account for 10 per cent of trips.

This challenges the way we deliver public transport services now, with most services aimed squarely at delivering passengers to the CBD.

Where Redland people go out of Shire?

- ● Brisbane City Surrounds
- ● Brisbane South
- ● Further South
- ● Wynum
- ● Brisbane North
- ● Further West
- ● Brisbane East
- ● Gold Coast/ Tweed
- ● Further North

2.5 1.1 1.3 2.0 9.3 10.7 13.6 22.2 37.3

Public transport

Redland Shire presently offers four different types of public transport: taxi, bus, rail and ferries.

Key challenges

One of the main issues to be addressed by Transport 2016 is how to make public transport appear a more attractive and alternative form to the car. Many land use planning factors influence people's decision-making, such as buses within 400m of residential homes and train stations within 800m. But other feedback during the consultation process includes the strong need for an integrated, coordinated approach to public transport timetabling, ticketing and operation within the Shire.

Buses, specifically, were identified as an area in decline during the Transport 2016 study process, and issues identified included the duration of travel, cost and routes.

Rail services, which serve the northern part of the Shire to Cleveland, were seen as offering modern facilities but needed more express services to reduce travelling time to the city. The safety of night-time travel, frequency of services at night and cost comparison to bus further diminishes its appeal.

Ferry services, are the mode of travel between the islands and the mainland, they operate via contracts that are regulated by Queensland Transport. Key challenges identified within ferry operation include limited operating hours and a lack of coordination with other public transport methods. As a result, many island residents park their cars permanently on the mainland, choosing to drive to work from the ferry. Despite these drawbacks associated with its use, the ferry transport market is growing at a steady rate.

Taxis were seen as an essential element in the transport mix, as they provide accessible transport for people with disabilities. However, only two accessible taxis are rostered for use in the Shire, and taxis represent a high cost to users.

Solutions

Solutions to issues identified have been posed through a series of strategies:

- Improve public transport so that it becomes the preferred mode of travel for greater numbers of people

- Establish institutional arrangements to monitor and proactively improve public transport services and facilities

- Ensure the mobility requirements of disadvantaged groups are met through public transport

- Improve the local bus-based public transport to centres, employment areas and line haul transport system stops

- Take maximum advantage of the opportunity to use the existing railway

- Ensure the ferry services within the Shire are improved to provide an efficient, safe, reliable, accessible and cost effective form of transport for residents and visitors to the Shire

- Ensure taxi services continue to be reliable, efficient, accessible and improved within the Shire

- Ensure the function of bus interchanges encourages efficient and reliable coordination for passengers

Each strategy has its own raft of action plans:

Strategy 5.1.1:

Improve public transport so that it becomes the preferred mode of travel for greater numbers of people.

A5.1	Identify and adapt performance indicators to evaluate public transport in the Shire. Performance indicators could include patronage, catchment, frequency of operation, inter-modal integration, reliability, comfort and safety.
A5.2	Adopt the public transport network system plan and make annual improvements after reviewing performance indicators.
A5.3	Investigate mechanisms to promote and gain awareness of public transport to encourage and inform people to use it. TravelSmart in Perth is an example of a community awareness and education program that promotes the benefits of public transport.
A5.4	Implement and continually improve the clarity and presentation of public transport information. This includes public transport network map and bus stop information.
A5.5	Work with the State Government to address the funding requirements of public transport improvement proposals for the Shire.
A5.6	Work with TransLink to improve bus, ferry and train linkages and coordination by introducing integrated public transport fares, electronic ticketing and coordinated timetables. Two examples are a TrainLink service between Birkdale/Moreton Institute of TAFE and Capalaba, and a Redland Bay/Victoria Point/ Cleveland FerryLink service.
A5.7	Work with TransLink to develop a ticketing pricing strategy, reducing the number of ticket types and specifying or extending the number of hours passengers can travel with transfer ticket received at the start of journey. This will ensure public transport fares are simple to understand and represent good value for money.
A5.8	Develop a positive new image for public transport through marketing and promotion. For example, promote the TransInfo line of 13 12 30 and www.transinfo.qld.gov.au web site, ensuring information is regularly updated.
A5.9	Work with TransLink to review opportunities for improved bus facilities at Capalaba and beyond, with the aim of providing a staged, longer term, line haul public transport development plan. For example, bus or High Occupancy Vehicle (HOV) lanes could be converted to a dedicated busway and then, when demand existed, a light rail system.
A5.10	Ensure public transport infrastructure in the Shire meets both functional and aesthetic requirements.

Strategy 5.1.2:

Establish institutional arrangements to monitor and proactively improve public transport services and facilities.

A5.11	Establish a local institutional framework to advocate and incorporate local government input in defining public transport routes. The framework would also plan, coordinate, monitor and evaluate the system – such as the operator's performance and the system's performance – assist in commuter planning, and implement TransLink's initiatives within Redland Shire. This group could be referred to as the Redland Transport Implementation Group (RTIG). The RTIG would be supported by the officer-level Redland Transport Working Group (RTWG).
A5.12	Support the State Government in its initiatives to address the necessary level of funding required to implement the IRTP and ILTP.
A5.13	Provide local level input to TransLink to develop ways of sharing revenue among operators, making modal coordination (eg rail, bus and ferry) a mandatory requirement of the service contracts, and arranging meetings with CityTrans. Of immediate concern is the revenue-sharing arrangement between National and Brisbane City bus operators.
A5.14	Council should employ an officer (eg a Traffic Demand Management coordinator) who would promote walking, cycling and public transport and provide input to public transport planning. The role would include coordinating and following up with Queensland Transport, operators, and adjoining local government agencies, and helping to develop public transport policy for Redland Shire Council and overseeing the performance of public transport services.

Strategy 5.1.3:

Ensure that the mobility requirements of disadvantaged groups are met through public transport.

A5.15	Introduce low floor buses in the fleet by gradually replacing the current bus fleets in accordance with transport standards in the Disability Discrimination Act.
A5.16	Apply pressure to the State Government to fund appropriate buses for physically impaired people, supporting provisions of the Disability Discrimination Act.
A5.17	Review and ensure wheelchair access to bus, ferry and train stations and associated facilities meet the requirements laid down by the Disability Discrimination Act.
A5.18	By developing or applying existing codes, ensure local bus services are accessible to all people, regardless of physical disability.

Strategy 5.1.4:

Improve local bus-based public transport to centres, employment areas and line haul transport system stops.

A5.19	Designate Capalaba and Koala Park Bus Stations as major line haul bus interchange facilities in the Shire's public transport network and link the line haul bus routes with feeder bus routes.
A5.20	Investigate the option of a flexible bus service, such as one that is demand-responsive and offers fare-share hiring in lower density rural areas.
A5.21	Work proactively with TransLink to identify and implement measures to integrate bus services provided by bus operators in the Shire and Brisbane Transport. One example is coordinating routes and services at major interchanges such as those at Carindale, Garden City and Mt Gravatt.
A5.22	Develop integrated land use and transport plans that support Redlands Planning Scheme's desired environmental outcome (DEO 4), covering the Shire's transport systems performance. Elements of the plan include encouraging planned local communities that can be efficiently served by buses and accessed by walking and cycling, and encouraging the use of public transport by providing walkways and bus shelters.
A5.23	Work with TransLink to develop a long-term bus route structure (or map) for major transport corridors and bus routes. This will ensure that access to public transport and bus stops can be meaningfully considered when Council is approving new subdivision plans.
A5.24	Work with TransLink to plan and promote an integrated local bus service that provides a high degree of accessibility to major centres, employment areas and line haul transport systems.
A5.25	Propose and pursue the feasibility study of a busway to Capalaba Bus Interchange and its gradual extension to the Victoria Point Bus Interchange. Ensure the current development of interchange facilities would be suitable for integrating with this proposal.
A5.26	Work with Queensland Transport's Public Transport Division and TransLink to examine funding arrangements to ensure bus services are cheaper to use than private cars. The tasks include examining the amount of fare people are willing to pay, the level of frequency, wait time and ride time passengers require, and a patronage survey to determine the level of subsidy required for bus operation. Solutions could include establishing a policy to ensure bus operators provide services along all routes – not just profitable ones – and heavily or completely subsidising bus services to access line haul stations. A public transport subsidy could also generally reduce fares and make public transport more attractive.
A5.27	Through a participatory community consultation process, establish what types of bus services and what level of services are required to make community members willing to switch from driving the car to riding the bus. The community must be made aware of the implications of their desire to have a good bus service without using it (see Action 5.29).
A5.28	Through a participatory community consultation process, obtain commitments that each household would use an improved bus service for at least 75% of the intra-suburb trips currently being made by car (where bus services are available).
A5.29	In collaboration with TransLink, work out a cost proposal for providing improved local or feeder bus services. (Action 5.27, will determine the improvements.) The proposal should include a corresponding fare required for: • Full cost recovery (zero subsidy); • 50% cost recovery; and • Nominal cost recovery (full subsidy). Establish at what level of patronage these services would be cost effective and put less demand on the public purse.

Strategy 5.1.5:

Take maximum advantage of the opportunity to use the existing railway.

A5.30	Through land use planning interventions, promote medium to high-density residential development, employment and community facilities in areas accessible to existing train stations. This should be done in accordance with Queensland Transport's State Interest Planning Policy (SIPP) for rail noise and consistent with Queensland Transport's Rail Network Strategy.
A5.31	With support from Queensland Transport, propose Queensland Rail initiate an in-depth study of how to increase frequency, zone stop and express operations, which are all necessary to reduce the overall journey time and to improve inter-modal integration through timetables.
A5.32	Advocate to Queensland Rail the ongoing importance of increasing perceived public safety in train rides. Pursue installing surveillance cameras in trains, at stations and parking facilities, and other measures for improving safety.
A5.33	Investigate the adequacy of Park and Ride facilities at train stations in the Shire. Promote the facilities be monitored and expanded, taking into account the likely shift in access mode share to walking, cycling and feeder buses following the improvement of walkways, cycle ways and feeder services around rail stations.
A5.34	In collaboration with Queensland Rail, investigate options for using rail or Government land for transit-oriented development.
A5.35	Investigate the feasibility and desirability of protecting a spur line from Murarrie to Capalaba via Chandler or a TrainLink to Murarrie using buses. This would allow an option for bus-rail coordination that caters for travel to Brisbane in case a busway to Capalaba via Carindale along Old Cleveland Road is not feasible.
A5.36	Investigate the potential of an enhanced linkage to southern parts of the Shire and the feasibility of having a light rail system within the Shire as a long-term extension to the busway program.
A5.37	Plan and provide further storage spaces for bicycles, wheelchairs and strollers on trains and stations to offer equity of access to all users.
A5.38	Incorporate the current Transitional Planning Scheme Policy – Impact of Transportation System on Urban Amenity – into the new planning scheme.

Strategy 5.1.6:

Ensure that the ferry services within the Shire are improved to provide an efficient, safe, reliable, accessible and cost effective form of transport for residents and visitors to the Shire.

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A5.39	Identify any problems (eg licensing and regulation) associated with the improvement of water-based transport in the Shire and address them through the Redlands Transport Implementation Group.
A5.40	Identify and initiate a promotion and awareness program (including reviewing the location and presentation of ferry information) of the ferry system to encourage greater use of this form of transport.
A5.41	Develop, as a component of an overall public transport network plan, proposals to improve or upgrade existing facilities and identify the needs of new facilities.
A5.42	Review the Toondah Harbour project with a view to upgrading the facility.
A5.43	Install 'bund walls' in the vicinity of ferry terminals to allow safe movement of passengers to and from the ferries, and also to prevent erosion.
A5.44	Continue to monitor the impact of water-based transport on marine and foreshore environments, such as turtle strikes by ferries, turbidity and channel dredging.
A5.45	Carry out – or collect, if available – a passenger and freight movement survey and evaluate the adequacy of the currently available service. Issues covered may include protecting particular service routes and establishing new service routes.
A5.46	Identify and assess alternative sites for additional facilities – such as passenger jetties at Russell and Macleay Islands – including facilities for recreational boating.
A5.47	Identify and assess alternative sites for additional facilities suited to recreational boating.
A5.48	Develop and, over time, refine walking and cycling networks and public transport networks for the islands. As a first step, investigate sealing primary roads and car-pooling or demand-responsive public transport for commuters.
A5.49	Continue to liaise with Queensland Transport, ferry and barge operators to improve the frequency, hours of operation and fares of island ferry and barge services.
A5.50	Investigate mechanisms to improve security of tenure to barge and ferry operators.
A5.51	Endorse and implement strategies and actions from the Southern Moreton Bay Islands ILTP.
A5.52	Evaluate if, and ensure that, Council-owned water-based transport infrastructure in the Shire is accessible to all users, including people in wheelchairs.
A5.53	Undertake a review of all island and mainland ferry modes to ensure these facilities can accommodate increased usage, including the number of ferry terminals or barge landings required and the types of vessels, such as high capacity or high frequency.
A5.54	Review parking demand and supply on island and mainland ferry terminals and, as a first step, investigate how demand can be minimised by improving coordination between ferry and bus services.
A5.55	Investigate opportunities for water-based transport for mainland residents.
A5.56	Plan new bicycle, motorcycle and car parking facilities at ferry terminals and suggest and implement security measures.
A5.57	Investigate ways to improve and integrate coordination of water-based and land-based transport systems in the Shire.

Strategy 5.1.7:

Ensure taxi services continue to be reliable, efficient, accessible, and improved within the Shire.

A5.58	Introduce innovations to create a flexible taxi service, such as demand-responsive fare-share hiring – which could be subsidised in lower density areas – using maxi-taxis.
A5.59	Provide supporting infrastructure for taxi ranks at shopping centres.

Strategy 5.1.8:

Ensure the function of interchanges encourages efficient and reliable co-ordination for passengers.

A5.60	Develop interchanges with walking, cycling and wheelchair access, and with bicycle lockers.
A5.61	Enhance safety and security at interchanges with better lighting levels, video surveillance, duress buttons and commercial outlets.
A5.62	Include real-time passenger information at interchanges.
A5.63	Provide direction signs (consistent with the Manual of Uniform Traffic Control Devices) at appropriate points on the road network to indicate the location of interchanges.
A5.64	Identify the needs and develop a plan for gradually expanding Park and Ride and Bike and Ride facilities at all interchanges – including ferry terminals, railway stations and shopping centres – with wheelchair accessibility as a priority.
A5.65	Enhance the provision of parking facilities and drop-off areas for commuters at all stations within the Shire.
A5.66	Work with TransLink to plan and provide an integrated public transport system. This includes developing inter-modal transfer facilities at existing train and ferry stations, and integrating bikeways, walkways and bus routes from respective catchments.
A5.67	Investigate the option of using the existing Capalaba Bus Interchange site for a Park and Ride facility to support the functioning of the interchange.
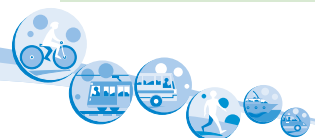
Walking and cycling

The Redland Shire offers an ideal climate and natural environment to encourage walking and cycling as transport alternatives to using the private car for short trips. As well as recognising the positive health benefits that come through increased fitness, many community-based enthusiasts promote cycling as having a positive impact on the environment. Organisations like RedBUG and RedBAC are positive proof of the popularity of cycling.

Key challenges

The key challenges facing Transport 2016 primarily concern infrastructure – such as signage, facilities, lighting and safety provisions – and public education. Issues identified include the need to improve on-road cycle ways and off-road pathways, and to embark on public awareness campaigns to boost use of cycling and walking. Infrastructure also applies to new developments, with the plan suggesting major new developments – such as education or employment centres – include facilities like showers to promote people-powered transport.

Solutions

Transport 2016 forms its response to walking and cycling issues through two main strategies:

- Take measures to improve existing pedestrian facilities and develop and maintain new ones throughout the Shire so that more people walk to their destinations.

- Establish cycling as an attractive, practical and safe form of transport.

The action plans for each strategy are outlined below.

Strategy 6.2.1:

Take measures to improve existing pedestrian facilities and develop and maintain new ones throughout the Shire so that more people walk to their destinations.

A6.1	Prepare and update the Shire's inventory of pathways – including at the interface with other bordering Councils – and include these in a detailed walking and cycling network plan.
A6.2	Develop and implement a mechanism to ensure all applications for development proposals meet the requirements of the Disability Discrimination Act, Australian Standards for Disabled Access and relevant Council policies.
A6.3	Through the land use planning scheme, ensure urban form supports walking and that all new developments and subdivisions provide pathways in accordance with the walking and cycling network plan and the IPA Infrastructure Charges Plan. Walking is suited to trips under 2km. Ideally 90% of potential passengers should live within 400m of their nearest bus stop for peak period services or within 800m of rail services.
A6.4	Develop a plan to progressively improve and provide new walking facilities in the Shire by adopting State and National standards and guidelines. Include a requirement within the Redlands Planning Scheme that new developments must facilitate an interconnected network of pathways, open spaces and public spaces and that existing developments must not impede this network.
A6.5	Examine constraints that hinder the promotion of walking as a viable mode of travel, and suggest or implement measures to remove those constraints.
A6.6	Evaluate the road network in terms of the adequacy of walking facilities, such as signs, signals, refuge islands and other traffic control devices, to ensure that urban roads allow for safe walking.
A6.7	Formulate and devise an in-house mechanism within Council to gradually implement a local area traffic management plan favouring walking. Examples include developing interior streets into walking precincts or malls, and completely restricting car movements in these streets. The impact on the surrounding road network system should be fully considered.
A6.8	Through a local walkways and bikeways plan, integrate walking facilities with cycling facilities to assist in developing an integrated walking and cycling network throughout the Shire.
A6.9	Continue to fund walkways and trails (on-street, as well as off-street) throughout the Shire. Conduct an Environmental Protection Agency search of the cultural heritage sensitivities of the areas for any off-street walkways or trails.
A6.10	Develop and launch a Walk for Health program and support the National Heart Foundation's Just Walk It program as means of raising awareness of the benefits of walking. This will help to demonstrate how short trips of up to 30 minutes (or less than 2km) to work or to school can be fitted into a person's daily exercise to keep healthy.
A6.11	Work with the State Government to address additional funding requirements for walkway construction in the Shire, as this helps to maintain the IRTP's objectives of walking and cycling modal share in the Shire.

Strategy 6.2.2:

Establish cycling as an attractive, practical and safe form of transport.

A6.12	Adopt the strategic walking and cycling network plan and progressively implement the recommendations of the Redlands Walking and Cycling Strategy, once it is completed and adopted by Council. Adoption should include publishing a detailed walking and cycling map detailing facilities and services.
A6.13	Council should appoint a cycling and pedestrian coordinator to manage and implement the activities of the Walking and Cycling Strategy.
A6.14	Continue to support the activities of RedBAC and RedBUG and undertake cycling education and information programs, including those aimed at drivers. Strengthen Council's in-house capabilities to undertake activities such as cycling promotion projects and awareness campaigns.
A6.15	Through meetings with users, acquire information on bicycling trips and bicycling behaviour as independent (all-the-way) modes and as an access mode to public transport.
A6.16	Prepare and update the Shire's inventory of bikeways – both on-road and off-road – and at the interface with other bordering Councils. Include these in a detailed walking and cycling network plan.
A6.17	Engage in participatory community consultation to identify opportunities for commuter and recreational use and establish cycling desire lines in each suburb. This consultation will form a basis for progressively improving the walking and cycling network plan.
A6.18	Prepare a detailed local cycling and trail plan for all major suburbs of the Shire.
A6.19	Develop and launch bike riding benefit and awareness programs in collaboration with RedBUG and RedBAC.
A6.20	Develop and adopt codes to ensure all new development plans and proposals require secure bicycle storage facilities at major destinations – such as employment nodes, schools, shopping centres, social or recreational centres, and railway and bus stations. This should be done in accordance with Queensland Transport's draft State Interest Planning Policy (SIPP) for cycling.
A6.21	Propose and implement a bikeway safety audit of all the Shire's major bikeways – both on-street and off-street – and suggest corrective measures including lighting and uniform signage.
A6.22	Launch a demonstration conversion program to convert a roundabout in the Shire to a model walking and cycling-friendly roundabout consistent with Australian Standards. Gradually extend the program to cover other roundabouts.
A6.23	Adopt national and State cycling design standards within Council. Adoption will ensure cycling is recognised as a viable mode of transport for local trips and will improve to access railway stations, bus interchanges and ferry terminals by: • Avoiding conflict between pedestrians and cyclists on shared pathways; • Requiring these networks be part of new developments; • Integrating bikeways into open spaces; • Requiring secure facilities for bicycle parking, showering facilities, change rooms in all school and major institutions, water fountains along bikeways; • Encouraging bikes on buses and trains; and • Developing shady trees along all bikeways and walkways.

A6.24	Create bicycle usage promotional programs. For example, reward children who cycle to schools and reward employees who cycle to work.
A6.25	Develop an action plan to construct newly identified bikeways, and improve and maintain existing bikeways in all suburbs of the Shire.
A6.26	Develop a cost proposal to develop bikeways and work with State agencies such as Queensland Transport to address additional funding requirements for bikeway construction within the Shire.
A6.27	Continue to fund the development of on-street and off-street bikeways throughout the Shire. Undertake an Environmental Protection Agency search of the cultural heritage sensitivities of different areas for any off-street walkways or trail, to determine if a cultural heritage survey is required.
A6.28	Develop and launch a Bike for Health program as a means to raise awareness on the benefits of cycling. This will demonstrate how short trips of up to 30 minutes to work or to school can be fitted into a person's daily exercise needs for better health.

What if we don't change?

If peak-hour traffic seems tough to survive today, keep in mind what traffic will look like in 2011.

Projections made by transport and traffic experts as part of Transport 2016 show the cost of travel, as well as congestion and accidents, will skyrocket.

By 2016 the Shire's population will grow to 163,448 (up from 118,025 in 2001), including a large sector (38.5%) of people aged over 50 needing equitable access to transport.
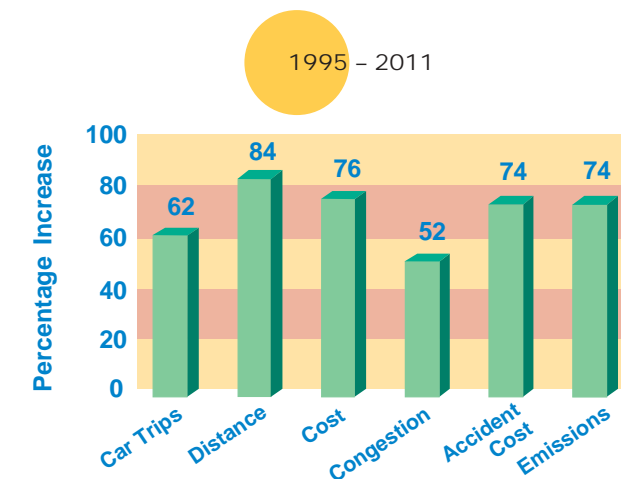
Accident costs will grow by more than 70 per cent and congestion – and the length of time it will take us to get to school and work – will grow by 50 percent within eight years.

Transport 2016 hopes to change these patterns by integrating better public transport services with more effective land use and infrastructure.

A glance at where we are today – with public transport usage representing only 3 per cent of trips inside of the shire and the car being used for 70 per cent of trips – shows how much room there is for change.

The challenges facing Redland Shire Council and its residents are many, ranging from new roads to personal transport choices.

Together, however, we can make a difference for our Shire's future.

1995 – 2011

Chart showing Percentage Increase: Car Trips 62, Distance 84, Cost 76, Congestion 52, Accident Cost 74, Emissions 74.

Travel demand management

Travel Demand Management (TDM) encompasses a number of ways governments can improve transport flow and use, match demand with supply and provide environmental benefits. TDM measures range from soft measures, like education campaigns, car-pooling and promoting teleworking, to hard measures like regulations, enforcements and parking pricing.

Key issues

Traditionally, transport plans have concentrated on hard measures to effect changes within a community. International studies consulted as part of the Transport 2016 process, however, have found soft measures are just as likely to convert community members to using alternative transport means, such as walking, cycling and public transport. While some limited hard measures – such as infrastructure and new transport systems – will need to be implemented as part of the plan, the Shire will also embark on programs aimed at voluntary travel behaviour change.

Solutions

The range of solutions suggested by Transport 2016 encompasses both hard and soft measures.

The strategies are two-fold:

- Examine pricing mechanisms to reduce the attractiveness of the private car as the dominant force of transport.

- Shift demand from the private vehicle to other modes of transport.

Strategy 7.1:

Examine pricing mechanisms to reduce the attractiveness of the private car as the dominant force of transport.

A7.1	Develop and implement parking plans for the major centres of Capalaba, Victoria Point and Cleveland.
A7.2	Change parking pricing to discourage all-day commuter parking and to support short to medium-term business and shopping parking.
A7.3	Develop Council's funding policy in the transport sector. For example, identify whether Redland Shire Council should fund only roads that are used primarily by private modes of transport, or whether it should fund public transport as well. A cost benefit analysis approach could be used to fund programs.
A7.4	Support that the level of facilities development funding for general motor traffic, public transport and non-motorised transport – such as walking and cycling – at State and local levels should be consistent with the desired importance of these modes.
A7.5	Advocate to the State and Federal governments that they review the existing fuel subsidy and redirect the funds to developing walking, cycling and public transport.
A7.6	Manage parking supply in major centres and investigate the feasibility of a car park charging policy in all major on-street and off-street places, based on a developed funding policy.
A7.7	Investigate, pursue and implement other revenue-generating mechanisms based on the actual cost of travel by private vehicles.
A7.8	Explore long-term, hard Travel Demand Management (TDM) measures with the State Government. These may include introducing a licensing system for separately pricing peak and off-peak period travel, and charging motor vehicle registration or renewal fees based on the amount of travel, rather than per vehicle.
A7.9	Prepare and launch public awareness and education programs to raise awareness of transport issues. The programs should be started in a suburb or a community and gradually extended over the entire Shire.

Strategy 7.2:

Shift demand from the private vehicle to other modes of transport.

A7.10	Carry out a stated preference survey and develop a mode choice model that would allow the greatest understanding of the travel behaviour of Shire residents.
A7.11	Develop Travel Demand Management measures that best respond to the community needs and behaviour. Determine the percentage of people in the community who are using one or other forms of travel modes such as: • Walking; • Cycling; • Car driving; • Car-pooling; • Ride-sharing (other than car-pooling); • Walking and public transport (Walk'n'Ride); • Cycling and public transport (Bike'n'Ride); and • Driving and public transport (Park'n'Ride). Using a participatory community consultation process, find out the conditions under which people are prepared to change from car driving to any other alternative forms of transport. Also, undertake a comparative analysis of trials undertaken so far in South-East Queensland.
A7.12	Develop and implement community ride-sharing matching services for commuters' trips out of the Shire. This could include trialling a ride-share matching service in a suburb on the mainland, using one of the islands, or developing a Workplace Travel Plan for Redland Shire Council staff.
A7.13	Advocate to the State Government and work with the business community to widely use e-shopping features within major departmental stores to reduce shopping trips.
A7.14	Work with Council's major governmental and non-governmental clients to promote and use features such as video-conferencing, video-meeting and video-workshopping to reduce the need of staff to have a face-to-face presence.
A7.15	Produce and distribute educational brochures on ways to reduce car trips and the benefits of using other alternative forms of transport.
A7.16	Publish and distribute travel option bulletins by focussing on how people can go from the Shire to various major destinations within and beyond the Shire, using alternative forms of transport.
A7.17	Develop and implement staging of working hours and support moves to vary trading hours so that these do not clash with school and commuter travel hours.
A7.18	Develop and implement a Workplace Travel Plan (includes ride-sharing and car-pooling) within Redland Shire Council.
A7.19	Conduct an annual car travel education competition within Redland Shire Council, based on the travel inventory data and in order to set an example in the Shire.
A7.20	Advocate with the State Government to promote telecommuting (working from home). Develop Council policy and guidelines for teleworking and reflect support for the initiative in the Redlands Planning Scheme.
A7.21	Create regular community transport forums regarding various contemporary travel and transport issues affecting the community, and to encourage community members to change their travel habits.
A7.22	Encourage community ride-sharing programs. These programs can begin with schools, preschools and day care facilities, to encourage parents to drop off neighbouring children. The programs can then extend to local work trips and to longer travel for regular work and higher education trips, including dropping off and picking up family members and friends from public transport stops.
A7.23	Publish a public transport information brochure – including bus and rail travel information, and the TransInfo phone number and web address – and post to each household.
A7.24	Request the State Government include in its school curriculum materials that promote the importance of reducing car travel. Until this material is introduced in schools, Council can encourage Parents' and Citizens' Associations to launch public education programs in all schools of the Shire.
A7.25	Review and investigate the possibility of integrating travel reduction programs as developed by Queensland Transport. These include behavioural change based on individualised marketing to increase public awareness of transport options and the financial benefits of reducing car trips. Selected elements of the Shire's community can trial the programs.
A7.26	Review and integrate Queensland Transport's community education programs to promote local benefits – such as personal savings and environmental benefits – of reducing and combining car trips to avoid unnecessary travel.
A7.27	As part of raising community awareness and educating the community to gain support for restraining car usage, prepare discussion papers on contemporary transport issues with facts and figures in plain language. Distribute the papers to community leaders and facilitators – such as peak lobby and stakeholder organisations – to disseminate these issues in the community.
A7.28	Develop and maintain a public transport web site to educate the community and raise awareness of the availability, importance and choice of alternative modes of travel to cars. Provide links to Council's intranet and Internet sites, Queensland Transport's web site, and the sites of the world's leading public transport systems to showcase the latest information and materials on all aspects of public transport.

Road networks

Redland Shire needs a high quality road network in order to link people, goods and services within and from the Shire. Presently, however, the demand on the Shire's three major roads is high, with population growth in the next 15 years expected to increase congestion on these roads.

Key issues

Investigations into the existing road network found the:

- Use of future-protected corridors for transport/green space/trails was not clearly outlined
- Geographical location of the Shire placed most transport activity on three major roads – revealing a need to better manage the peak hour capacity and level of services on these lanes, such as public transport lanes
- Roads do not always cater for cyclists, breakdowns or emergency parking.

Solutions

One of the major solutions is to classify the Shire's roads – and associated services – under a strategic road network hierarchy, incorporating State-controlled roads, higher order Council-controlled roads (such as arterials), and future corridors.

Other solutions are found under three key strategies:

- Achieve and maintain an effective road network that recognises roads as an essential component of the transport system and ensures that the function of roads is reflected in their design and location and is related to the land uses they service.
- Improve safety on all roads throughout the Shire.
- Develop a car parking policy or strategy that ensures adequate provision for parking, loading and access facilities to sustain the economic viability and vitality of commercial areas.

Strategy 8.2.1:

Achieve and maintain an effective road network that recognises roads as an essential component of the transport system and ensures that the function of roads is reflected in their design and location and is related to the land uses they service.

A8.1	Following Environmental Impact Studies of future trunk collectors and transport/green space/trail corridor areas to define alignment, arrange for the strategic road network hierarchy to be endorsed by Redland Shire Council and integrate the hierarchy into the new Planning Scheme.
A8.2	Ensure that a functional road hierarchy is maintained so that an appropriate length or type of trip is made on each element of the hierarchy. Regional and higher order traffic movements should be made predominantly on arterial and sub-arterial roads and local access movements should be on local streets.
A8.3	Develop, establish and work towards maintaining consistency in providing a road intersection and land access control strategy based on an adopted, functional, strategic road hierarchy structure.
A8.4	Continue to fund the upgrading of existing roads and associated infrastructure to maximise their use within the Shire.
A8.5	Using Infrastructure Charge Plans through the Shire Planning Scheme, in accordance with Integrated Planning Act and development assessment procedures: • Require that local arterial road systems be designed and provided as part of urban development; • Protect the role and function of regional roads to meet the needs of longer distance traffic; • Ensure road networks in new communities have a high degree of connectivity and fewer cul-de-sacs to encourage walking, cycling and public transport; • Protect existing and future corridors as transport, green space and trail corridors; • Protect and manage cultural heritage values in the Shire; and • Require the road hierarchy within new developments supports the external road hierarchy.
A8.6	By applying existing or new codes as required, ensure local road networks delineate between roads for through-traffic and streets as shared spaces for people and slow moving vehicles. This will avoid or reduce conflict between residential amenity and through-traffic.
A8.7	By applying existing or new codes, discourage tributary-style road networks that force public transport services to follow circuitous routes to service passenger demands.
A8.8	Support transport system management activities such as metering, signalisation improvements, camera surveillance of congestion and incident queues, and bus priority treatments in order to achieve maximum efficiency within the existing road network.
A8.9	Support the continued development and maintenance of State-controlled roads in the Shire as part of the arterial road system in the road hierarchy.
A8.10	Advocate with State Government agencies to focus the road improvement and development budget for roads in the Shire on the basis of the number of people travelling along the roads, and not on the number of vehicles using the roads.
A8.11	Develop a continuous capital works program for road construction and maintenance. Programs due for completion within five years are commitments, and timelines beyond five years are indications. This program can be used with developer contributions for new developments and to address cultural heritage concerns, as it should trigger Environmental Protection Agency searches.
A8.12	Minimise the risks to utility services – such as electricity, water and sewerage – by coordinating with utility providers. Locating the services within the road reserve will assist in future planning for road upgrades.

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A8.13	Develop an understanding and knowledge of Council's responsibilities for State-controlled roads as detailed in the document, Agreement between Local Government Association of Queensland Inc and Department of Main Roads for Cost Sharing. Work with the Department of Main Roads to develop an understanding of the impact of the proposed Local Roads of Regional Significance Initiatives on Council's road program.
A8.14	Monitor and advocate the need to incorporate public transport, walking and cycling-friendly measures on State-controlled roads as part of road improvements, including road junctions along Finucane Road and other Shire roads that are under State control.
A8.15	Standards for walking and cycling-friendly measures – such as those outlined in the Department of Main Roads' Road Planning and Design Manual – shall be gradually implemented on roads in the Shire under both State and Redland Shire Council control.
A8.16	Choose one of the more than 40 roundabouts in the Shire and improve it to demonstrate how roundabouts can be converted to be walking, wheelchair and cycling-friendly. Prepare cost proposals and plans to gradually convert all existing major roundabouts in accordance with Austroads Standards.
A8.17	Delineate all bicycle lanes compliant with the Manual of Uniform Traffic Control Devices through signs and road painting, together with road maintenance and traffic management activities. (This is in addition to a separate walking and cycling development program.) Develop mechanisms to include these activities in ongoing road maintenance and traffic management programs as part of integrating all transport nodes.

Strategy 8.2.2:

Improve safety on all roads throughout the Shire.

A8.18	Carry out a safety audit of roads in the Shire, considering the safety of pedestrians, cyclists and wheelchair users, as well as car drivers, on roads in the Shire.
A8.19	Develop and implement a Shire speed management plan in Council-controlled roads, consistent with Queensland Transport. The focus of the speed management plan in residential streets should be on changing driving behaviour and not on policing or enforcing. On arterial roads, the focus should be on frontage development and managing and controlling parking.
A8.20	Monitor drivers' speeds and lobby police to enforce speed limits.
A8.21	Develop campaigns with the community to address local speeding, using available brochures and material from Queensland Transport and the Department of Main Roads.

Strategy 8.2.3:

Develop a car parking policy/strategy that ensures adequate provision for parking, loading and access facilities to sustain the economic viability and vitality of commercial areas.

A8.22	Launch road safety education and awareness programs in schools.
A8.23	By developing the Redlands Planning Scheme, balance the priority for public transport use with the need for sufficient parking in commercial and other employment areas. Excessive amounts of free parking also discourages civic improvements such as streetscapes. Also, consider limiting parking in commercial developments and other on or off-street parking provisions to discourage reliance on the car for work and other journeys.
A8.24	Develop and gradually adopt a car parking and access code after establishing feasibility criteria to ensure consistency with other codes. The code should ensure that parking and loading facilities meet disability, mobility and economic needs while limiting supply enough to encourage alternative transportation modes. Other elements of the code should include: • Residential areas need to have sufficient areas for off-street parking; • Developers should provide less parking in areas served by public transport and contribute to transport improvement; • Major tourist precincts and destinations will include sufficient coach parking and set-down facilities; • Design standards for car parking spaces and car parking areas should meet Austroads Guidelines; and • The number, size and position of vehicle access points to each property and land use should be controlled to minimise safety and traffic problems.
A8.25	Consider making provision for a cash contribution in lieu of a parking provision for selected new developments.
A8.26	Investigate using transport or parking contribution funds from developments for local public transport or other travel modes facilities.
A8.27	Initiate discussion with the community and operators to find out ways, such as providing off-street parking, which help to prevent the entry and parking of trucks or large commercial vehicles in residential streets.
A8.28	Conduct a parking demand survey in the Shire.

Freight movement

Within Redland Shire, roads are the primary means of moving freight. Freight movements include extractive material, dredging material and commercial, rural and industrial products.

Key issues

Presently, there is no formal recognition of the freight network. Other issues identified as part of Transport 2016 include the impact of congestion, capacity restrictions, safety concerns and land use planning on efficient freight movement.

Solutions

Freight has been addressed by a single strategy within Transport 2016 – to develop better planning instruments to ensure suitable access for heavy freight traffic. This strategy will also seek to minimise the impact of freight transport on the environment.

Strategy 9.2.1:

Through the development of appropriate planning instruments propose future commercial and industrial areas in suitable locations that can accommodate heavy vehicular traffic and manage heavy vehicle movements to minimise their impact on the environment.

A9.1	Identify major freight routes in the Shire, develop and implement the Freight Network Plan to ensure an efficient freight system that satisfies industry requirements and minimises freight movement impacts on safety and congestion by using a preferred network for heavy vehicle movements.
A9.2	Consolidate freight to specific corridors through: • Land use planning (including encouraging freight-generating development to locate within 500m of the major freight network); • Road infrastructure investment; and • Reducing freight transport impacts through ways including noise barriers and limiting hours of operation.
A9.3	Maintain an ongoing maintenance program of freight routes to address the impact of heavily laden vehicles on pavement and roadside furniture conditions.
A9.4	Ensure road freight movements are not unnecessarily delayed by excessive congestion by implementing initiatives to facilitate improved freight movement efficiency.
A9.5	Remove barriers on routes that are acceptable for use by freight efficient vehicles (eg B-doubles). As an example, monitor movement of freight trucks from Toondah Harbour and develop a long-term strategy to use Shore Street.
A9.6	Ensure freight transport complies with the Australian Code for the Transport of Dangerous Goods by Road and Rail by developing appropriate routes for transporting dangerous goods, creating emergency plans for rapid response and clean-up, and catering for moving dredging material from canals and harbours to landfill sites.
A9.7	Through the use of existing local laws, new codes, and in consultation with the industry and community, propose the parking of large, heavy vehicles away from sensitive land uses and residential streets. Potential impact on State-controlled roads and on safety will also be considered. (Redland Shire Council has already undertaken extensive industry and community consultation as part of preparing the Transitional Planning Scheme Policy.)
A9.8	Review the performance of high usage, heavy vehicle routes – such as extractive material haulage routes – and discuss with Department of Main Roads strategies to improve traffic flow. This may include implementing passing lanes on Mt Cotton Road.

Social aspects of transport

As well as being a vital element in the social and economic vitality of the Shire, Transport 2016 considers equal access to transport to be a right of all residents.

Presently, all forms of public transport attempt to incorporate some level of accessibility. For example, Queensland Rail's Easy Access program modifies and improves passenger access to rail services and Citytrain stations. Similarly, Queensland Transport's Accessible Bus program aims to improve the quality of life for people with decreased mobility.

Within the Shire, there is a range of community-based transport services to meet the needs of people with disabilities. These include purpose-designed services, such as ones operating within retirement villages, and the Special Transport Access Redland (STAR) service, providing access to health facilities via private vehicles and volunteer drivers.

Key issues

Transport 2016 identifies ongoing issues in terms of equal access to transport for people with disabilities or reduced mobility. These issues include the accessibility and affordability of transport, personal safety and security, community amenity and the impacts of new developments.

Road safety is another issue, and towards this end Council is trialling new wheelchair-accessible roundabouts throughout the Shire.

Solutions

Solutions to these dominant issues are addressed in a single strategy: Provide equitable and safe transport opportunities to all members of the community, ensuring convenient access to affordable transport.

The action plans are as follows:

Strategy 10.1.1:

Provide equitable and safe transport opportunities to all members of the community ensuring convenient access to affordable transport.

A10.1	Continue State-level programs within the Shire (eg RailEasy Access Program, Accessible Bus Program and the Taxi Subsidy Scheme) for disabled mobility access.
A10.2	Continue State-level initiatives for a safe and secure transport network within the Shire. These include the Safe Station Program, Guardian Trains, gated mazes connected to train signalling at key pedestrian level crossings, and the Queensland Road Safety Strategy.
A10.3	Adopt the latest standards for new or when upgrading any old road and pathway infrastructure to ensure accessibility by wheelchair users. Conduct regular road safety audits to ensure walking and cycling networks are safe for users.
A10.4	Review facilities required for emergency services in the Shire and liaise with the relevant agencies to allow for these. Examples include a helipad for hospitals and 'keep clear' zones on roads outside access points for emergency services.
A10.5	Increase the affordability of public transport by adopting fare structures that may – where and when appropriate – involve the payment of higher subsidy levels to public transport operators.
A10.6	Expedite initiatives to make public transport facilities, public transport vehicles and local infrastructure accessible to people with mobility difficulties.
A10.7	Ensure disabled parking facilities and numbers at major retail centres and public facilities (including educational facilities and hospitals) are in accordance with standards and are legally signed as per Australian Standards AS1428 Parts 1 and 2 and AS4299. Encourage the enforcing of legal parking at these facilities.
A10.8	Increase levels of speed limit enforcement throughout the Shire, and if police resources are inadequate to achieve the desired outcome, investigate other options.
A10.9	Through the development approval process, require that all development applications meet the provisions of the Disability Discrimination Act Transport Standards, Queensland Traffic Act and other relevant codes for catering for the mobility needs of people with a disability.
A10.10	Through subsidies and other means, ensure transport providers utilise vehicles – buses, ferries or trains – that meet the Disability Discrimination Act Transport Standards and are convenient for use by wheelchair users, people with prams, strollers or children, and people with shopping bags.
A10.11	Continue to support the STAR (Special Transport Access Redlands) Service.

Protecting the environment

One of the aims of Transport 2016 is that the initiatives should contribute towards protecting the Redland Shire's unique environment and natural resources. Already, the Shire – following the lead of state and federal government agencies – has implemented several policies to protect its fauna and flora and to ensure a liveable community.

Key issues

Within the Shire, there are still some environmental areas of significant concern:

• Transport corridors interfere with the movement patterns of wildlife

• Road transport results in koala deaths and injuries

• Parts of areas designed as future road corridors are intact natural bushland or regrowth. These are areas of high potential for cultural heritage and should not be disturbed.

• Arterial road and rail corridors causes noise pollution

• Idle traffic (such as at traffic signals) and high traffic volumes contribute towards 70 per cent of air pollution in South-East Queensland

• Transport corridors destroy the visual amenity of the Shire

• Ferry activity causes some environmental impacts, such as turtle strikes, erosion and increased turbidity.

Image courtesy Queensland Parks and Wildlife Service

Solutions

A single strategy supports future action plans within Transport 2016 – to minimise the environmental impacts associated with infrastructure and operations.

This strategy is in addition to other environmental policies already adopted by Council, including the Koala Management Strategy and the Redlands Planning Scheme.

Strategy 11.2.1:

Ensure transport systems have minimised environmental impacts associated with infrastructure and operations.

A11.1	Develop air pollution forecasts along major road corridors and update these forecasts as more data becomes available.
A11.2	Investigate the introduction of covenants on the titles of new allotments to require residential buildings to be designed and built to protect against noise from road and rail sources.
A11.3	Develop Noise Management Plans and amelioration schedules in line with the current Redland Shire Council Transitional Planning Scheme Policy: Impact of Transportation Systems on Urban Amenity, along major roads and railway lines in the Shire.
A11.4	Protect and enhance air quality within the Shire by ILTP strategies and actions to reduce motor vehicle usage and increase non-motorised trips.
A11.5	Introduce buses that run with more environment friendly fuel types.
A11.6	Reduce emissions from motor vehicles by developing urban form that encourages the use of public transport, advocating policies for stricter exhaust emission standards and enforcing such standards.
A11.7	Reduce the consumption of non-renewable energy resources and minimise road construction through environmentally sensitive areas.
A11.8	Require compulsory best practice Environmental and Cultural Impact Assessment studies of transport sector projects.
A11.9	Develop a monitoring program to gauge the future environmental implications (eg impact of marine, water quality and foreshore environment) of water-based transport.
A11.10	Incorporate the need for koala movement and allocate appropriate funding for crossing facility (ie underpass) in any new transport corridors.
A11.11	Implement Redland Shire Council's Koala Protection Policy and Strategy and implement actions and measures to manage koala and vehicle interaction. Consider the principles and policies of the State Coastal Management Plan.
A11.12	Consider water-sensitive urban design to address stormwater treatment associated with transport infrastructure.

Making Transport 2016 happen

Transport 2016 provides the Redland Shire with well thought-out strategies, teamed with a growing infrastructure and customer-focused services.

These, in turn, all require funding.

Key issues

Councils alone cannot afford to improve the infrastructure changes required in forward-thinking transport planning. The shortfall in South-East Queensland – which is estimated at $10-12 billion over the next 25 years – must be shared by the State and federal governments.

Solutions

Council will continue to make the Transport 2016 initiatives a priority within its budget structure. As well, it will focus on the key funding strategy identified in the plan, to seek additional funding for public transport, walking and cycling infrastructure.

Contributions for transport infrastructure and services will also be available from infrastructure charges on new developments.
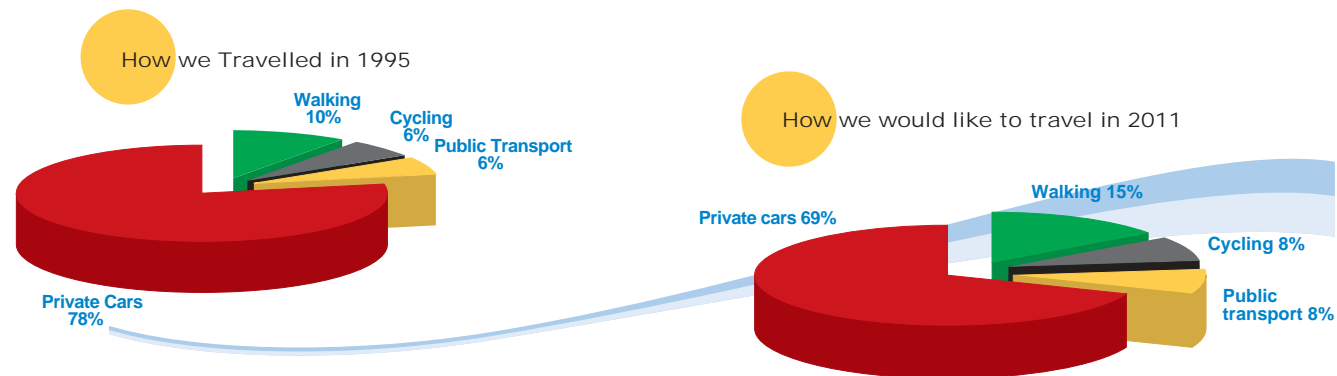
Strategy 12.2.1:

Develop mechanisms to provide additional funding for public transport, walking and cycling infrastructure.

A12.1	Advocate with State and federal governments for appropriate funding levels to support a sustainable transportation system. For example, promote the policy of user charging for private vehicle use.
A12.2	Initiate a program to charge for all business parking lots, but reduce rental for business premises.
A12.3	Propose the State and Federal governments review their fuel subsidy policy by removing the rebate for the South-East Queensland region – approximately eight cents a litre – and spending this on improved transport services and infrastructure for walking, cycling and public transport.
A12.4	Charge for roadside advertising and advertisements for roadside businesses and on bus shelters.
A12.5	Charge utility providers – Telstra, Energex and Solid Waste – for using road space in locating their services.
A12.6	Utilise an Infrastructure Charges Plan under the Integrated Planning Act to require developers contribute seed funding for public transport services to greenfield developments.
A12.7	Advocate for funding support for community transport solutions for small or rural communities, such as seed funding for a ride-sharing project.
A12.8	Employ a transportation planner within Council to act, among other duties, as Council's Public Transport Coordinator and to be responsible for transport tasks.
A12.9	Through the Redland Transport Implementation and Working groups arrange for annual meetings to review and monitor progress on ILTP action implementations and outcomes.
A12.10	Design a monitoring and review program for transportation as a basis for guiding future actions and programs. The program will provide mechanisms through which the ILTP implementation can be monitored and updated, as required, on an ongoing basis.
A12.11	Report annually to Redland Shire Council on usage data: public transport (bus, rail and ferry) patronage, overall road network use, and lengths of walking and cycling facilities.
A12.12	Report annually to Redland Shire Council on the implementation of performance measures needed to achieve ILTP targets.
A12.13	Conduct regular reviews of capital works programs relevant to achieving ILTP targets.

How we Travelled in 1995

Walking 10%
Cycling 6%
Public Transport 6%
Private Cars 78%

How we would like to travel in 2011

Walking 15%
Cycling 8%
Public transport 8%
Private cars 69%

Targeting the future

With vehicle emissions responsible for 70 per cent of smog-forming emissions and busy roads threatening local fauna, it's not hard to see that the transport decisions we make have a great impact on the local environment.

Transport 2016 recognises a clean, green effort requires policies and action by all tiers of government – but that the message also starts at home. And so public transport and people-powered transport – such as cycling and walking – are both considered essential elements of transport in the Shire.

All of the integrated local transport plans developed by shires and councils in South-East Queensland share similar objectives. They are to:

- *Develop a sustainable transport system*
- *Restrain growth in peak period car travel demand*
- *Provide an efficient and sufficient road capacity*
- *Ensure efficient freight movement*
- *Enable cycling and walking*
- *Ensure social justice*
- *Maintain environmental quality*

Specifically, Redland Shire Council has established targets for these objectives, which will show the transport choices we make in 2011. These targets, if achieved, will show a decline in people's reliance on the private car, and a growth in other forms of sustainable transport modes.

The targets are:	1995	2005	2011
Public transport	6%	7%	8%
Walking	10%	13%	15%
Cycling	6%	7%	8%
Private vehicles	78%	73%	69%
Vehicle occupancy (eg through car-pooling)	1.3	1.35	1.4

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