Integrated Local Transport Strategy

2012-2031

Moreton Bay
Regional Council

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Executive summary

Over the next 20 years, the Moreton Bay Regional Council will continue to deliver an effective transport network to service the Moreton Bay region. The Council will deliver this network by managing the cost of building, maintaining and operating transport assets and services in response to user needs.

The Integrated Local Transport Strategy is Council's blueprint for the delivery of transport initiatives encompassing all forms of transport.

The Strategy considers transport as an integrated network that supports land use initiatives particularly the creation of places. This integrated network provides a greater diversity and affordability of transport choice to meet the needs of our communities, and to help business function and grow in the region.

The Strategy identifies broad Policy objectives that flow through to detailed transport policy related to:
- Networks and corridors;
- Public transport;
- Travel demand management;

- Freight; and
- Active transport.

The Strategy has been created using key values identified through the Moreton Bay Regional Council Community Plan, including:

- Healthier lifestyle choices;
- Safe and resilient communities;
- Well-connected places; and
- More sustainable travel choice and behaviour.

These key values underpin all aspects of the Strategy.

The Strategy establishes a broad strategic vision, principles that are applied to our decision making and strategic outcomes that guide Council's investment and advocacy in transport over the next 20 years.

The Strategy is endorsed as Moreton Bay Regional Council's primary policy for transport planning. It will assist Council in making informed decisions so that the Moreton Bay region becomes a more connected and accessible community

Introduction

Integrated transport in Moreton Bay

The Moreton Bay region's transport system is made up of a variety of infrastructure and services, from roads to rail and pathways to bus services. The transport system provides the community and business with the means to move people, goods and services around the region.

Transforming Moreton Bay

Transport will be a major factor which shapes the way our region develops into the future. The future transport system will support the region's changing needs.

Currently almost 85,000 residents (57%) leave the region every day to go to work. The proportion of residents leaving the southern part of the region is even higher. The Moreton Bay Community Plan sets a goal of increasing the number of residents working in the region to 70% by 2031. To do this, existing business will need to grow while new diversified business is encouraged to establish in the Moreton Bay Region. A transport system that provides reliable and quality access will attract and retain skilled people and innovative businesses.

The region's activity centres, enterprise and employment areas rely on good access for staff, customers and to their markets. The road network is often filled with trips that can be taken by active transport or public transport. Allocation of space and improved connections to major freight links will increase the attractiveness of the Moreton Bay Region for business and decrease the need to upgrade major infrastructure.

Responding to growth in the region will require closely integrated land use and transport planning. Transport planning will precede development.

Moving around

The Moreton Bay Region is ideally located for access to the major air and sea ports of Queensland. The Strategy identifies how local, state and federal government transport initiatives can further improve access and encourage new business opportunities for the Region.

People must be able to move easily and safely to get to work, places of education, shopping, and other destinations to meet their social, economic and cultural needs. The transport system needs to provide people in the Moreton Bay Region with a range of transport choices to meet their abilities including walking, cycling, public transport and motor vehicle.

Business needs to be able to move goods and services efficiently locally, nationally and internationally between places of business and key destinations.

Transport Facts*

Moreton Bay Regional Council manages approximately:

- 1,500km of pathways
- 1,300km of local streets
- 800km of collector roads
- 200km of sub-arterial roads
- 400km of arterials roads

Queensland State Government manages approximately:

- 300km of arterials roads
- 30km of National highways
- 42km of passenger rail
- 10 rail stations
- 40 bus services

In 2016, the Moreton Bay Rail Link will provide an additional 13km of railway with 6 new stations

What is an Integrated Local Transport Strategy?

Moreton Bay Regional Council's Integrated Local Transport Strategy guides planning, investment and operation of the region's transport infrastructure and services. It provides an overarching framework that brings together more detailed transport strategies to deliver an integrated network. These include the Active Transport Strategy, Transport Networks and Corridors Strategy, Public Transport Strategy, Travel Demand Management Strategy and Freight Strategy. The Integrated Local Transport Strategy will ensure decisions we make on individual transport networks are consistent with the integrated vision for the future of transport in the region.

This Strategy is part of Council's strategic infrastructure planning framework and seeks to effectively direct all aspects of Council's transport functions for the next 20 years.

The Integrated Local Transport Strategy identifies the current and future transport needs of people to access places, goods and services. This Strategy integrates transport planning with future land use intentions to achieve Place Type outcomes sought by the Strategic Framework.

The Strategy:

- aligns with the new Planning Scheme to ensure transport networks are an important element;

- identifies strategies, plans and policies for transport infrastructure and services;

- identifies infrastructure needs including the new Priority Infrastructure Plan (PIP);

- informs a range of complementary planning and management initiatives;

- identifies opportunities for collaboration with other Council programs and with external stakeholders;

- promotes opportunities for healthy lifestyle; and

- identifies transport facilities and operational services which support a connected community.

What can an Integrated Local Transport Strategy deliver?

The Integrated Local Transport Strategy will guide planning, investment and operation to deliver a safe, effective, convenient and affordable integrated transport network for the region. The Strategy provides prioritised actions identified within the more detailed transport strategies.

These detailed strategies in combination will deliver an integrated and balanced transport system that provides attractive transport choices and access options across the region.

The Strategy will help to deliver the transformation of Moreton Bay Region from our historic car-dependent dormitory suburbs into a connected, cohesive and vibrant *"region of urban place"*.

Why is the Integrated Local Transport Strategy important?

The Strategy sits within a broad policy framework. The strategy will provide the stimulus to implement a range of Federal, State and Local policies and legislation.
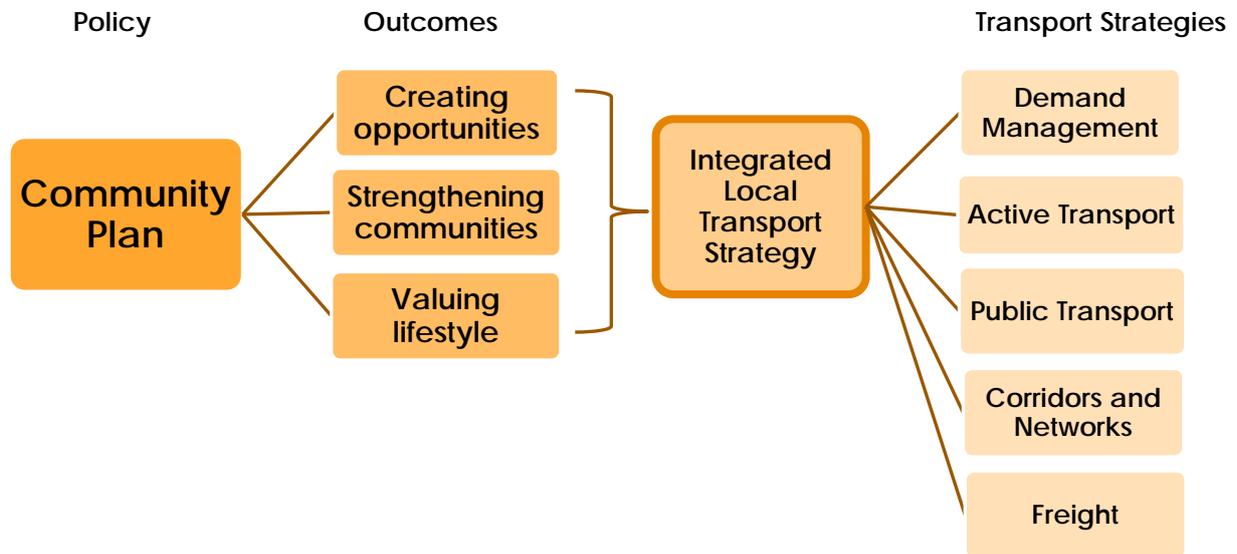

Diagram 1: Council's Policy Framework

The primary driver for the preparation of the strategy is Council's Community Plan 2011-2021. Moreton Bay Region's Community Plan was developed in 2011 and was prepared in partnership with community groups, businesses, state agencies and local residents. The Plan identifies a number of community outcomes, themes and targets relating to transport. The main themes and targets which are specific to the Integrated Local Transport Strategy are listed below


Diagram 2: Extract from Moreton Bay Regional Council Community Plan 2011 – 2021

Preparation of the Integrated Local Transport Strategy

The Integrated Local Transport Strategy is developed in three stages:

1. Council's vision and principles for integrated transport in the region have been identified, based on the Community Plan;
2. Existing and future transport networks have been examined to identify opportunities for Council to respond to growth and the needs of users; and
3. A framework for delivery has been determined, recognising population and employment growth and identifying the varying needs and preferences of the community to achieve the Council's vision.

Responding to User Needs

Strategic Vision

A Framework for Delivery

Integrated Local Transport Strategy
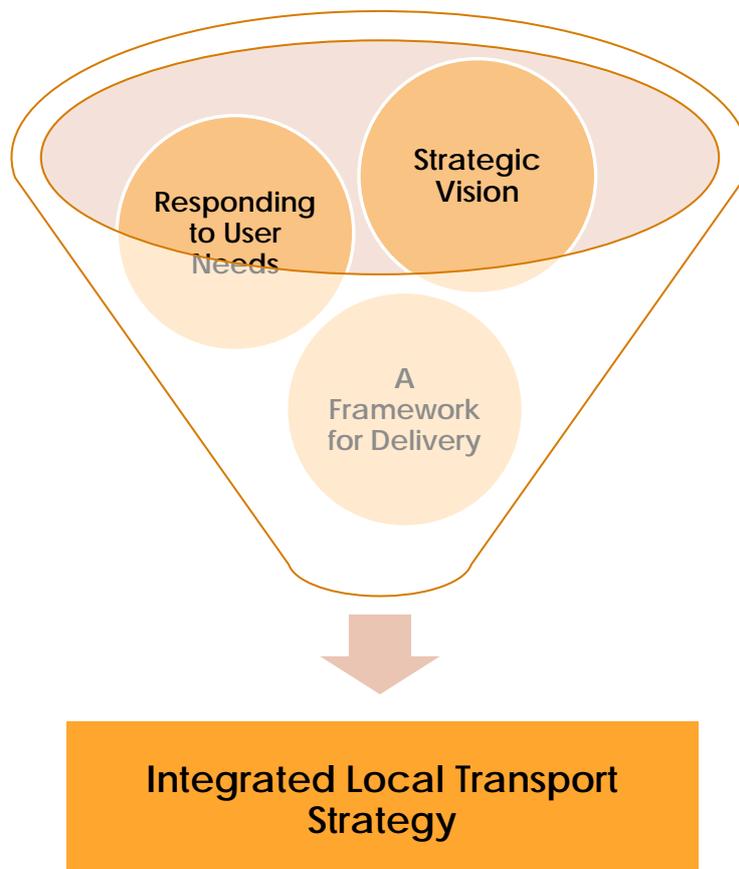
Our vision

Moreton Bay residents, businesses, workers and visitors will have access to a choice of high quality transport options that make it easy to move to, from and within the region.

Principles

The strategic direction and vision of the ILT strategy will be achieved through the application of the following fundamental principles and strategic outcomes. Applying these principles to transport outcomes will ensure consistency across the network and guide existing and future development.

Moreton Bay Region is an interconnected region

An interconnected transport system makes the best use of existing infrastructure and utilises the strengths of different modes.

Fit for purpose

The transport system will be integrated with land uses and with other infrastructure networks. This will provide communities with improved access to a range of services and activities, and opportunities to work locally. Active and public transport facilities will meet the needs of the community and the environment.

Responsive to growth

The transport network is designed to be responsive and adaptive to changes in land use and built form. It caters for increased demand, changing roles of existing and new infrastructure, and provides economic and social benefits.

Maintaining existing network

The transport system will perform at its best both now and into the future. The transport system will be well maintained and optimised to make the best use of the system for changing transport needs.

Delivering solutions through partnerships

Council will work collaboratively with other stakeholders, including the State Government and developers, for the management, improvement and provision of transport systems.

Attractive and appealing to use

Quality urban design outcomes will be applied in the delivery of infrastructure throughout the region, including transport corridors, roads and streets. Attractive, tree lined movement corridors provide multiple benefits including increased willingness to walk and cycle and the fostering of civic pride.

Supporting centres

Centres at all levels of the hierarchy will be conveniently serviced from their catchments, providing greater localisation of access to goods and services, and stimulating local enterprise and employment. These are locations that put people as pedestrians first. These places are active at street level, and are pleasant, safe and socially supportive. Vehicles in these "places" must concede priority to people.

Sustainable and resilient

Transport is an essential service. The transport system will meet the standards expected by the Council and the community, with reduced economic and social costs. An integrated approach will reduce trip lengths and consequent over-dependence on motorised transport. There will be increased lifestyle benefits as well as reduced vulnerability to global influences such as oil depletion.

The system will be robust. The risk of failure, especially during emergencies, will be managed.

Snapshot of the region

Regional profile

The people of the Moreton Bay Region

The Moreton Bay Region stretches from The Hills District in the south to Woodford in the north and from as far west as Mount Glorious, to the shores of Moreton Bay.

The Moreton Bay Region accounts for 19% of the population of greater Brisbane and is the third largest by population and third fastest growing local government area in Australia (2011).

Region summary

- The Moreton Bay Region covers over 2,000 square kilometres.
- The region's population is approximately 390,000 people (2011).
- The region is expected to grow by an additional 150,000 people by 2031.

Population and jobs growth

The Moreton Bay Region has experienced rapid and sustained growth in population and jobs since the 1950s. Information on population and jobs gives us valuable insight about the residents in the region and how their lifestyle may be changing. This helps Council make informed decisions about policy and investment to influence the future direction for the region.

Until the year 2000, annual growth in both population and jobs tracked at a similar rate. Since 2000 job growth within the region has not increased at the same rate as population growth. 44% of all working Moreton Bay residents now commute outside our region to work.

This would be likely to double if the current trend in jobs growth continues to 2031. Council believes achieving a better balance is crucial to meeting the lifestyle aspirations of the region's residents and the economic outcomes sought by the business community.

These trends have implications for the lifestyle of our residents and for all forms of infrastructure. Those residents who spend more time travelling outside the region for work are likely to have less social time. This can lead to a cycle of highs and lows on demand for infrastructure such as roads, community facilities and parks, which can become very busy in peak periods.

Age and households

When compared to other local government areas within a similar distance to the Brisbane CBD (i.e. Logan and Ipswich), the Moreton Bay Region shows some unique trends in age distribution. The region has a very low number of people aged between 17 and 35, most likely because some young adults migrate away to take up social, educational and career opportunities elsewhere. We also see a lower proportion of infants and children below the age of 5.

People from about the age 35 onwards make up a high proportion of those who tend to migrate into the region. These new residents tend to be second or third home buyers, upgrading their homes from cheaper suburbs on the urban fringe or from other local government areas. Many of these new residents have families with children aged from 7 to 17. Consistent with trends across the greater Brisbane area many choose to live in single detached dwellings, particularly in the former Pine and Caboolture local government areas.

Although single detached dwellings make up the bulk of housing stock, the Redcliffe Peninsula provides the region with a greater proportion of higher density living options. Trends towards townhouse developments in other parts of the Moreton Bay Region are leading to a greater diversity of housing choice than comparable local government areas.

The conclusions drawn from the age profile are supported by household distribution in the region. Over 70% of our residents are part of either two parent families or they share a house with at least one other adult. Both of these groups tend to have more disposable income than singles living alone or single parent families, which is why housing prices are generally higher than equivalent local governments on the greater Brisbane fringe.

The age and household structure tells Council that providing a wide range of transport options is important and that travel demand management programs can support this need.

Responding to change

Council's intent to achieve greater levels of job self-containment, accommodate significant population growth and respond to a changing age profile is addressed in Council's Strategic Framework which is part of the new Moreton Bay Region Planning Scheme. It states how Council intends to respond to growth and changing community trends. The document is a key consideration in the development of the Integrated Local Transport Strategy.

A key component of the strategic framework is place types – the different types of locations where we work, live and play. The place types are a future land use model which establishes the specific planning and design outcomes expected in a variety of locations throughout the region.

The Strategic Framework outlines the following key land use strategies to address regional trends:

- The bulk of new residential development will be accommodated within "next generation suburban neighbourhoods" each containing greater levels of services and facilities than do many existing suburban neighbourhoods.
- The development of urban places adjoining activity centres and transport nodes are intended to accommodate medium density residential development, increased urban business and employment opportunities.
- Vibrant and attractive activity centres will be designed to provide a broader range of services, facilities, business and expanded employment opportunities, centrally located within the transport network and easily accessible by residents in existing and new neighbourhoods.

- Major places for enterprise and employment will be developed where they are accessible by major transport corridors and will provide alternative employment destinations for residents of the region.

These land use strategies drive the outcomes of the Integrated Local Transport Strategy consistent with Council's investment and initiatives in developing places where business and private investment can prosper.

Council's strategy to deliver a greater mix of land uses and higher densities around activity centres and transport networks will change the region's profile by providing a diversity of housing and employment choice to the market, and providing opportunities for the 17 - 35s to remain in the region. Higher densities will provide opportunities for our residents to activate places and to 'age in place' in locations that have good access to transport options and community facilities tailored to their needs.

Moreton Bay Regional Council Planning Scheme

Key issues for the region delivering the Integrated Local Transport Strategy

The Moreton Bay Region faces significant population and transport growth over the next 20 years. This will put pressure on existing transport infrastructure and services including both roads and public transport.

The existing urban development and transport network favours people who travel by car. Car travel has been the easiest and most convenient way to move around our region.

In 2010 87% of all trips in the Moreton Bay Region were made by private car. If this trend continues there would be more car based travel in future. As population grows, more people will need to move around the region.

The nature of transport demand will change as more people have opportunities to work locally. Shorter trips which are less dependent on the use of private vehicles will help make sustainable modes of transport more attractive.

Region strengths	Region opportunities
•The region has a variety of existing pathway infrastructure for walking and cycling. •The region has a combination of both rail and bus services and supporting infrastructure. •Council is committed to infrastructure improvements to support the development and enhancement of the existing active transport network through the draft Active Transport Strategy.	•Planning for growth - an integrated land use and infrastructure plan to guide future development in a coordinated and sustainable way. •Working collaboratively – Council can work with stakeholders, schools, businesses and others to support greater sustainable transport usage. •The Moreton Bay Rail Link provides increased opportunities for more people within public transport catchments. •Council will develop a Public Transport Strategy as a tool to advocate for State Government changes and enhancements to public transport to service our communities •Proposed Transit-Oriented Developments (TODs) provide opportunities for developing, designing and/or retrofitting communities that support greater use of sustainable transport modes.

Responding to user needs

Future directions

To meet the transport requirements of a growing community, Council has developed the Integrated Local Transport Strategy around existing and future user needs. This approach not only recognises the population growth but also identifies and understands the varying needs and preferences of the community.

This information allows Council to better manage the region's transport infrastructure and services required to service the needs of our community.

Opportunities for meeting user needs

To achieve the vision and fundamental principles established above, Council has developed three themes for the Moreton Bay Regional transport system. Council will prioritise community needs by developing responses under these themes:

A. Transport choices

People want to be able to make a choice between a variety of modes. These choices need to be available to satisfy different journey purposes and different needs.

B. Convenience of travel

The choice of travel mode is the one most convenient to undertake and best suits the purpose of the trip. Travel is convenient for users when they can get to their destination with the least disruption.

C. Affordable travel

Time and cost impact on travel choice. Shorter and fewer trips reduce both time and cost for users. The cost and distance of travel influences the user's lifestyle and cost of living.

Responding to these opportunities will include:

- Changing the way our urban and non-urban places are developed
- Providing convenient transport connections to our places
- Improving the range of transport choices across the region
- Support users In making transport choices

A. Transport choices

"Travel choices need to be available to satisfy different journey purposes and different needs."

People need to have a choice of transport options. Different types of journeys can be satisfied by walking, cycling, bus, train, private car or truck.

For short trips less than 15 minutes or around 1.2 kilometres, walking is the quickest transport option at little or no cost. People often walk to connect themselves to destinations and other transport. Walking is undertaken to and from public transport, schools and local shops; in and around our activity centres and between car parks and destinations. Those who walk require facilities to make the journey safe, comfortable and attractive.

Cycling is an attractive option for destinations within five kilometres or a 15 minute easy cycle. Cyclists need appropriate facilities for the different trip purpose and their skill. Cyclists have different needs for routes within places (such as from houses to schools) and to major destinations.

Public transport needs to be within walking and cycling distance to where people live. Public transport provides a choice for people to access their destinations without necessarily relying on a car. It needs to be reliable and provide timely travel to make it useful. Routes must allow access to the activity centres and places of employment. Changes between bus and train need to be simple and easy with a minimum of delay.

Diverse trip destinations often mean that the car is the most flexible and convenient form of transport. Cars also provide additional options regarding where people live and work.

Businesses rely on the movement of goods and services. Business freight can range from the movement of documents delivered by couriers to the transport of containers and heavy machinery. Businesses rely on the right material, at the right time and at the right place.

We will:

1.1 Develop, implement, monitor and review an Active Transport Strategy

1.2 Develop, implement, monitor and review a Public Transport Strategy

1.3 Develop, implement, monitor and review a Transport Networks and Corridors Strategy

1.4 Integrate infrastructure concepts into the development, implementation, monitoring and review of land use plans

B. Convenience of travel

"Travel is convenient for users when they can get to their destination with the least disruption."
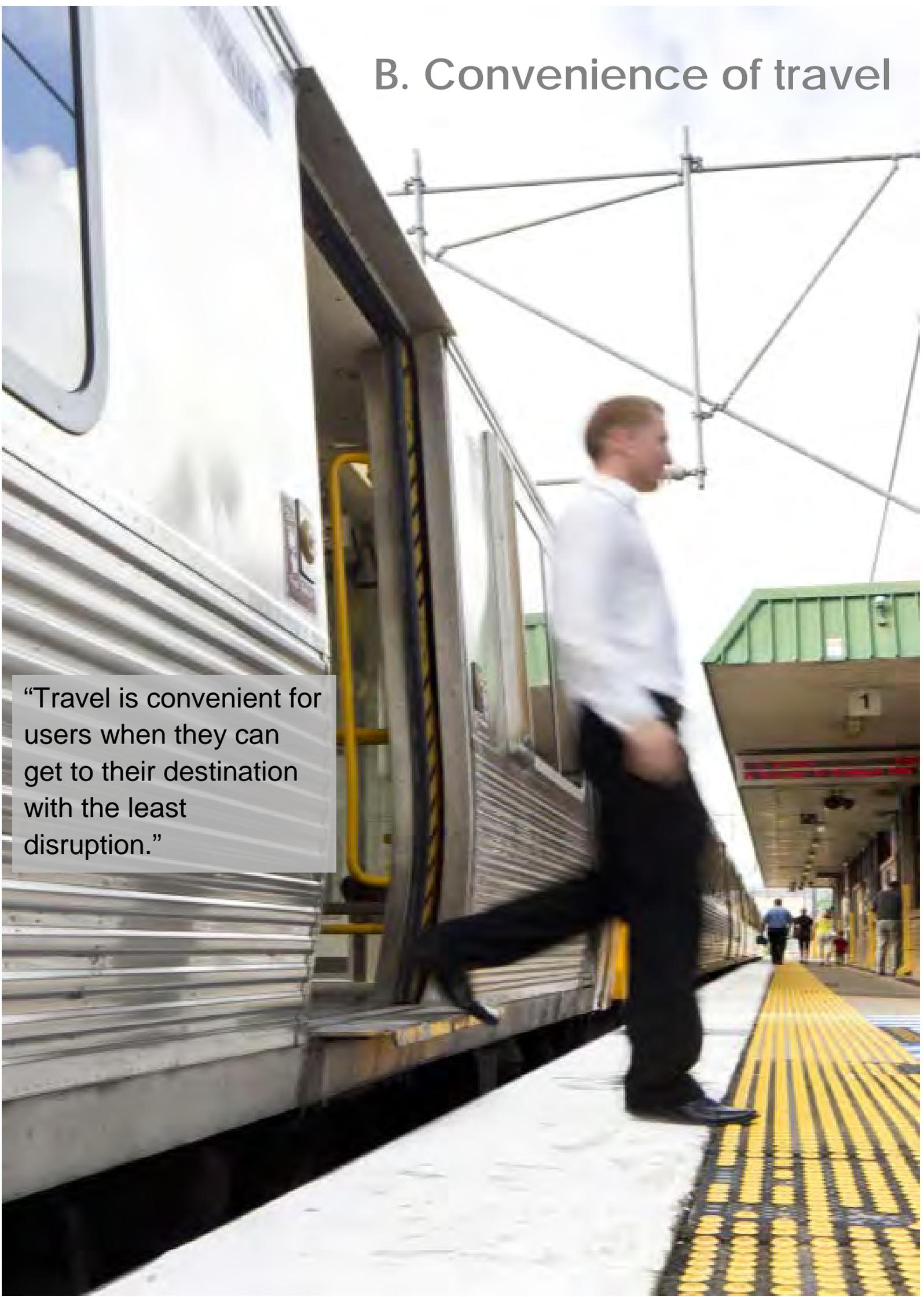
People want to be able to get to places, and once there, move around with ease. Bringing destinations closer to where people live and locating popular activities together increases convenience. Strong communities are places where people find it safe, easy and convenient to move around by walking, cycling or public transport.

People conducting their business and working locally contribute to increased economic activity. People that live and work locally know and identify with their neighbours and their neighbourhoods.

The experience of walking, cycling and using public transport is influenced by the quality of facilities and services.

We will:

2.1   Deliver the Strategic Framework by including provisions within the planning scheme that support increased local activity

2.2   Develop, implement, monitor and review a Travel Demand Management Strategy

The cost and distance of travel influences the cost of living and lifestyle.

C. Affordable travel

People seek to meet their travel needs with limited budgets. Households are under pressure from increasing costs of travel by private vehicles and public transport fares. People in Moreton Bay Region often face long trips and infrequent public transport which can waste time.

There are limits to how much additional traffic existing roads can accommodate. People find road congestion and delays frustrating. The continued expansion of road capacity and car-parking spaces is a burden on the whole community. Users need more affordable choices to move around the region.

Time and costs will be minimised when the number and length of trips are reduced. People require places to be planned in a way that provides more choice of routes and more direct trips. This will reduce the distance travelled between locations. Undertaking a single short journey to conduct multiple activities will reduce distance travelled and cost. More efficient modes take up less space to move additional people and goods. People need convenient transport choices that are affordable. It is more convenient to make shorter trips by walking, cycling, and public transport. These trips will help users further reduce travel costs.

Businesses, shops, industries, offices and homes all rely on the delivery of goods and services. Local truck movements enable shops to be stocked with goods, rubbish to be collected, buildings to be constructed and industries to get their products to their markets. Freight provides an essential service for our community and businesses.

Businesses rely on the transport system to deliver employees and customers along with goods and services. Trucks and other commercial vehicles make use of the road network that is often at capacity for a number of hours of the day.

Delays from the transport system increase costs and can make doing business less attractive.

We will:

3.1   Develop, implement, monitor and review a Freight Strategy

3.2   Develop a transport corridor network plan

Framework for delivery

Delivering the Strategy

Delivering our vision and responding to the needs in the region is the primary objective of this Strategy. This will provide our residents with a vibrant and integrated network of transport infrastructure.

Delivery of the Strategy will be achieved through a series of programs with measurable targets and an ongoing monitoring and review schedule.

The outcomes of this Strategy and future programs will inform Council's Integrated Regional Infrastructure Strategy (iRIS), Council's capital and operational works program, the Moreton Bay Planning Scheme and the Priority Infrastructure Plan as well as other infrastructure network strategies currently in development.

Planning for our Active Transport

The Active Transport Strategy for Moreton Bay Regional Council identifies opportunities for more people to walk and cycle more often. It presents a range of solutions for active transport so that a growing and changing population can travel more easily.

> **Our vision:**
>
> "Active Transport in Moreton Bay provides safe, comfortable and attractive movement choices for more people, more often, leading to an improved, active and healthy lifestyle."

The Active Transport Strategy assists the Council, users and other key stakeholders to deliver and promote active transport facilities.

Council has prioritised the community's needs by addressing strategic responses under the themes of:

A.   Active communities

Many places are important destinations for walking and cycling. These include mixed use activity centres, public transport stations, schools and employment nodes. It is important that we establish better walking and cycling connections to and within these places.

This connectivity and high level of amenity will make these locations more accessible, lively and enjoyable.

B.   Connecting across the region

Moreton Bay region covers over 2,000 square kilometres, including a variety of rural and urban communities. Walking and cycling links between communities will offer greater travel choice.

C.   Building an active transport culture

Changing attitudes to walking and cycling is important. Promoting active transport will make walking and cycling a preferred choice for more people.

Planning for Transport Networks and Corridors

The Transport Networks and Corridors Strategy for Moreton Bay Regional Council has been developed to ensure the transport network provides for the transport needs and choices of our communities both now and into the future. Networks and corridors are a critical component of the transport infrastructure for the region. They are the arteries which provide for the movement of people and goods, and which serve Moreton Bay destinations.

> **Our vision:**
>
> "The transport networks and corridors support transport and land use in the context of their place type, to enhance the quality of places, and to ensure the efficient and effective movement of people and freight."

Council is responding by providing better transport networks and corridors using the following themes:

A. Moving about within places

A network of streets underpins the structure of a neighbourhood. Permeable and fully connected street networks are important in establishing local movement patterns within destinations. When planned and designed with low traffic speeds, legible street networks promote walking and cycling and allow access for buses, while protecting the character and amenity of the places they traverse.

B. Serving our places

The sustained growth of our region will see increasing densities and intensity of activity within our centres. Providing good access and travel choice to and within these centres will have multiple benefits for the whole region. This will support the principles of transit oriented development, and foster the conditions necessary for economic regeneration and more self-containment of employment within the region.

C. Moving between places

The region's network of transport corridors provide for the movement and mobility of people and goods for both local and longer trips. The variety of facilities provides travel choice across all trips purposes. Travel opportunities need to be available to allow users the freedom to choose the most appropriate mode depending on their journey type and purpose.

Planning for Public Transport

Public transport is a vital component of the Moreton Bay Region's transport system. People use public transport for a variety of trip purposes including access to employment, education and recreation. Public transport provides an efficient way to deliver and support more cohesive and connected communities and places.

> **Our vision:**
>
> "Public transport in Moreton Bay Region provides improved efficiency and connectivity through safe, comfortable and cost effective movement choices for more people."

The Public Transport Strategy is being prepared to assist Council and other key stakeholders to deliver and manage the public transport system to meet local community expectations.

Council will prioritise the community's needs by developing strategic responses to address:

A. Timely and reliable public transport

Journey times need to be consistent and comparable to other transport options. Users expect a balance between availability, journey time, cost, coverage and frequency.

B. Accessible and affordable public transport

All users should find public transport easy, attractive, comfortable and affordable to use without being limited by physical or financial capacity.

C. Clear and useful public transport information

Users and potential users of public transport need the right information before and during a journey. Information must be available to give users confidence in getting to where they want to go, when they want to go.
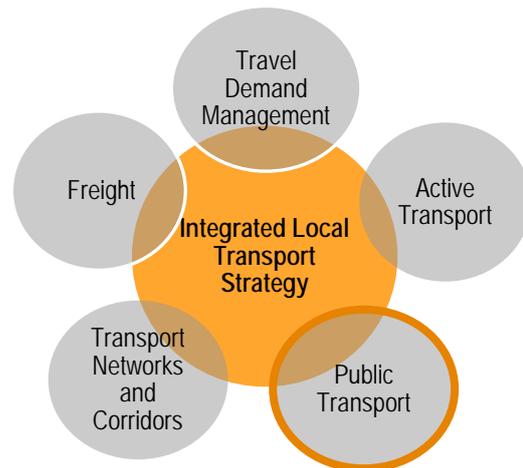
Managing our demand for travel

To make the most of our transport network, we need to make new and smarter choices about how, where and when we travel. Travel demand management is about providing transport choices, options and information to help people reduce the negative impacts of their travel.

> **Our vision:**
>
> "More people in Moreton Bay Region are aware of alternative transport options and the true costs of travel choices. Businesses support alternative transport options and can move goods and services with ease."

We can't easily stop the need to travel but we can change the way we travel by making options other than the private car more desirable. These options include walking, cycling, public transport, combining trips, shortening vehicle trips and travelling outside of peak times. One less trip by car, per household, per week can make a positive difference for the region.

Council is responding by helping people manage their travel, under the following themes:

A. Reducing the need to travel

Less travel can be achieved through shorter and fewer trips. The way our places are laid out influences our need to travel at the site, within the local area, and across the district. If our homes are closer to things we need – we can travel there more easily by walking, cycling and public transport.
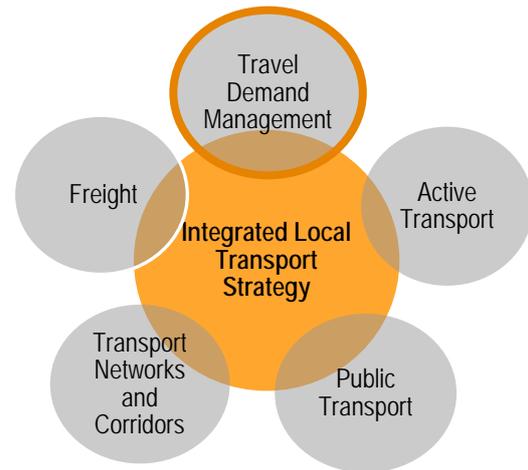
B. Better transport options

People want to be able to make a choice as to how and when they travel. They need a variety of routes and means to travel. Available choices need to satisfy different journey purposes. People expect a reasonable level of transport service throughout the urban area.

C. Knowledge of transport choices

Users can choose to change their travel behaviour by being informed of implications of the transport options available to them. Access to information on footpath networks and public transport services can encourage the use of more sustainable transport modes.

Travel behavioural change programs offer multiple benefits including reducing traffic congestion and improving personal health and lifestyles

Planning for the movement of goods and services

Freight is moved in the Moreton Bay Region by rail and road. Planning for the movement of freight is critical to meet the region's self-containment goal. Reducing dependence on non-freight vehicles will relieve unnecessary trips on the network and will assist in providing improved capacity for freight.

Our vision:

"To provide for the safe and efficient movement of goods and services within Moreton Bay Region whilst seeking to reduce adverse impacts"

Routes that connect locations are needed to generate and attract freight movement both within and outside the region. These routes need to support the movement of freight by offering reliable travel times and the ability to accommodate large vehicles. The best location of these routes will change due to economic activity, population distribution and the needs of these places for goods and services.

Brendale is currently the region's major strategically-placed enterprise and employment area. It is within 30 minutes from Brisbane's air freight terminal and 40 minutes from the Port of Brisbane, Australia's fastest growing container port and Queensland's largest general cargo port.

Regional growth and freight needs will require new and innovative solutions for freight movement and exchange. As the northern gateway to the Brisbane metropolitan area, this may include identification of an inland freight terminal to transfer freight between road and rail.
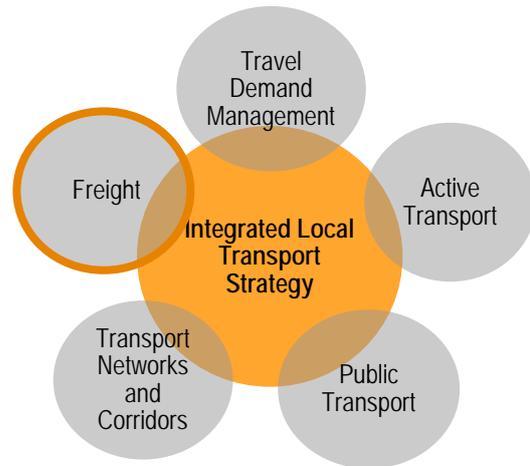
Council will develop a Freight Strategy to assist Council and stakeholders in supporting the movement of freight within the region. The strategy will address:

A. Freight awareness

Developing greater understanding of the role and significance of freight within our places by educating industry and the community.

B. Accommodating freight movement

Identifying and improving suitable routes to meet user needs. This includes design and integration of freight facilities to provide for delivery while reducing the impact on communities.

C. Optimising the movement of freight

Considering better ways and modes to move and exchange freight.

Partnerships

Transport facilities and services provide benefit to the community, whether managed by Council or others. Where facilities or services are managed by the state government or other service providers, Council will work to ensure that community needs are addressed. This will involve partnering to develop and enhance our transport network as a seamless and coordinated single transport system.

Public education and communication

Community education and awareness of transport options and choices is an important role of Council. Council will work in partnership with its schools, business and communities to develop and implement better transport outcomes. This includes education and capacity building programs to promote better travel choices.

Establishing a commitment by the community to take positive action to change travel behaviour is critical to the long term sustainability of the region.

We will:

4.1 Partner with State Government and service providers.

4.2 Ensure that all transport stakeholders are considered in the transport system.

4.3 Engage with the community to improve understanding of community and business transport choices and needs.

Leadership and governance

Moreton Bay Regional Council will adopt the findings of this strategy and its action plan as policy. Council will champion the vision of achieving desired integrated transport outcomes and will work to achieve the goals and targets contained within the Strategy. Council will establish a cross-departmental committee to implement and monitor the Strategy and action plan and ensure that the action plan is updated on an annual basis.

The design and delivery of projects will reflect the strategy and the principles that define the needs of the community.

Council will build capacity within its corporate structure to facilitate quality planning and design outcomes that reflect the vision and respond to the needs of the community. Cost effective outcomes addressing user needs will be identified by a multi-disciplinary review panel considering project scoping, planning, concept design and detailed design. Where collaboration on joint projects is undertaken, the design review panel may include external agencies, such as the Queensland Department of Transport and Main Roads.

We will:

5.1 Adopt as Council policy the Moreton Bay Regional Council Integrated Transport Strategy.

5.2 Assign responsibility for implementation of the Strategy within the organisation.

5.3 Establish cross-departmental processes to ensure effective implementation of the Strategy.

iRIS and Council's capital works program

Moreton Bay Regional Council performs a leading role in coordinating the delivery of infrastructure for existing and new communities throughout the region.

The Integrated Regional Infrastructure Strategy, or 'iRIS', will combine Council's infrastructure priorities with the priorities of other infrastructure providers in the region, such as transport, water, sewerage and energy. iRIS will coordinate the planning, design and construction process for all infrastructure networks. This will assist Council in prioritising infrastructure projects based on a quadruple bottom line

assessment that stimulates economic development, is socially equitable, environmentally robust and has a governance framework based on excellence and value-for-money.

The Integrated Local Transport Strategy will inform the preparation of iRIS by identifying a coordinated suite of transport infrastructure and services required to meet changing community needs.

The outcomes of iRIS will guide Council's capital works program for the next 20 years.
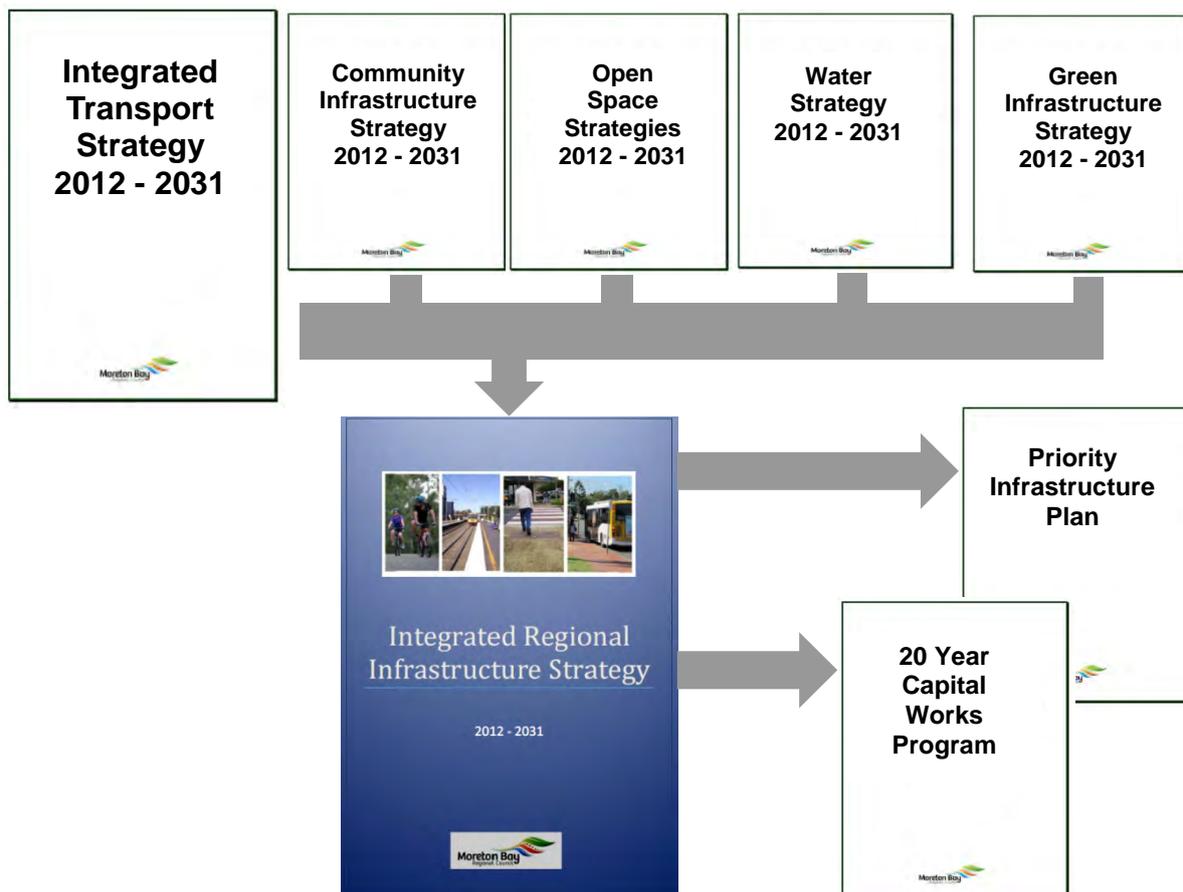
Planning Scheme

Moreton Bay Regional Council is planning for the future with a new regional planning scheme. The new Moreton Bay Planning Scheme will respond to growth and development across the region with the focus on making "places". Council has released the Strategic Framework which provides a vision and strategy for the region and will form part of the new Planning Scheme.

The Integrated Local Transport Strategy will inform the development of the Planning Scheme, including new standards in transport facility design and management.

Priority Infrastructure Plan

The Integrated Local Transport Strategy will inform the development of a Priority Infrastructure Plan (PIP). The PIP seeks to integrate land use and infrastructure planning by encouraging growth in areas where infrastructure exists or can be provided efficiently.

This Strategy will inform the PIP by determining future trunk and non-trunk transport infrastructure requirements based on population growth and estimating and allocating the cost to provide this future infrastructure.

Targets and goals

Moreton Bay Regional Council is working towards improving the provision and management of transport infrastructure in the region. While Council is not the only provider of transport infrastructure and services, it plays a significant role in both provision and advocating for provision of facilities by the State Government, transport operators and the private sector.

To meet the goals of this Strategy, Council has set short, medium and long term targets.

Short Term to Medium Term Selective Key Targets 0 - 4 years	Long Term Selective Key Targets 5 - 10 years
• Deliver the long term outcomes identified within the specific transport strategies, including Travel Demand Management, Active Transport, Public Transport and Networks and Corridor and Freight • Implement the outcomes of transport strategies in conjunction with local plans and the planning scheme • Monitor, review and update the transport strategies at least every five years	• Deliver the short to medium term outcomes identified within the specific transport strategies, including Travel Demand Management, Active Transport, Public Transport and Networks and Corridor • Implement the outcomes of the transport strategies into the planning scheme • Inform and advocate the outcomes of the suite of transport strategies to State Government, transport operators and the private sector • Establish a cross departmental committee to jointly implement and monitor the Strategy and action plan with continuous liaison • Establish a multi-disciplinary review panel with membership across the Strategic Planning Department and the Engineering, Construction and Maintenance Division

Monitoring and review

To ensure we continue to meet the vision and actions proposed in this Strategy, evaluation and monitoring will be undertaken. This will allow Council to continually review its progress, be responsive to legislative change and remain current.

Regular monitoring of the strategy will be completed to ensure Council remains on track to achieve set targets and goals. Council will continuously improve the planning, funding and provision of transport infrastructure and services to follow current best practice where feasible at all times.

Monitor

- Monitor and refine strategy outputs as subsequent detailed strategies are completed and implemented to meet user needs

Review

- Strategy Review (5 Yearly)
- Works program review (annually)
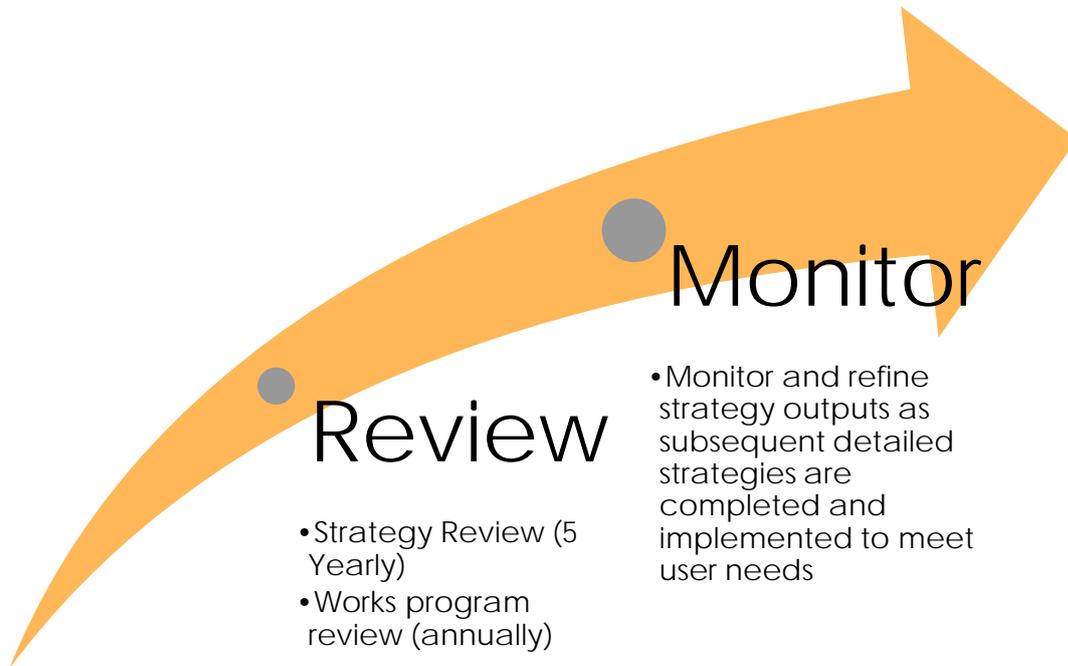
Appendix A

Program action plan
Integrated Local Transport Strategy 2012-2031

Program action plan

The Action Plan identifies a prioritised list of projects that Council will undertake to deliver the integrated local transport vision for the region. The program action plan is Council's direct response in meeting the strategic objectives identified in the Strategy's themes for meeting user needs. This response includes defining the actions, purpose and the timing, responsibility and status of achieving those actions.

Timeframes

Short Term - 1-2 year time frame

Medium term – 3-4 year time frame

Long term – 5+ year time frame

Definitions

SPD – Strategic Planning and Development Division

ECM – Engineering, Construction and Maintenance Division

CES – Community and Environmental Services Division

DSS – Desired Standard of Service

PIP – Priority Infrastructure Plan

N&CTS – Networks and Corridors Transport Strategy

ATS – Active Transport Strategy

A. Transport choices					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
1.1	Develop, implement, monitor and review an Active Transport Strategy				
1.1.1	Develop, implement, monitor and review an Active Transport Strategy	The Active Transport Strategy and its recommendations are complimentary to the Integrated Local Transport Strategy.	Short term	Strategic Planning	Complete
1.2	Develop, implement, monitor and review a Public Transport Strategy				
1.2.1	Develop, implement, monitor and review a Public Transport Strategy	The Public Transport Strategy and its recommendations are complimentary to the Integrated Local Transport Strategy.	Short term	Strategic Planning	Underway
1.3	Develop, implement, monitor and review a Transport Networks and Corridors Strategy				
1.3.1	Develop, implement, monitor and review a Transport Networks and Corridors Strategy	The Transport Networks and Corridors Strategy and its recommendations are complimentary to the Integrated Local Transport Strategy.	Short term	Strategic Planning	Complete
1.4	Integrate infrastructure concepts into the development, implementation, monitoring and review of land use plans				
1.4.1	Integrate infrastructure concepts and transport into the development, implementation, monitoring and review of land use plans	The Master Planning program provides opportunities to ensure our urban places are designed to include integrated infrastructure.	Short term and on-going	Strategic Planning	Underway

B. Convenience of travel					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
2.1	Deliver the Strategic Framework by including provisions within the planning scheme that support increased local activity				
2.1.1	Deliver the Strategic Framework by including provisions within the planning scheme that support increased local activity	The Strategic Framework and planning scheme supports increased of local activity and employment opportunities.	Short-term	Strategic Planning	Complete
2.2	Develop, implement, monitor and review a Travel Demand Management Strategy				
2.2.1	Develop, implement, monitor and review a Travel Demand Management Strategy	The Travel Demand Management Strategy and its recommendations are complimentary to the Integrated Local Transport Strategy.	Short-term and on-going	Strategic Planning	Complete

C. Moving goods and services					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
3.1	Develop, implement, monitor and review a Freight Strategy				
3.1.1	Develop, implement, monitor and review a Freight Strategy	The Freight Strategy and its recommendations will complement the Integrated Local Transport Strategy.	Short-term and on-going	Strategic Planning	Not yet commenced
3.1.2	Develop a transport functional road network plan	Development of a functional road network plan considering "place" functions	Short-term and on-going	Strategic Planning	Underway

D. Leadership and Governance					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
4.1	Adopt MBRC Integrated Local Transport Strategy as Council policy				
4.1.1	Adopt the strategy as Council Policy and implement actions through Council programs	The formal adoption of the Strategy will give currency to its Action Plan and provide a strategic direction for its projects and programs.	Short term	Strategic planning	Underway
4.1.2	Develop and implement the MBRC Integrated Design Manual across council	The Design Manual is based on the integration of various elements of streets and public spaces using current best design practices.	Short term	Strategic Planning	Complete
4.1.3	Establish benchmarks to ensure innovation is part of the design process	Transport facility design is a rapidly-evolving field. It is important to keep abreast of advances in this area to add value to the MBRC network.	On-going	Strategic Planning and ECM	Underway
4.1.4	Develop and apply a process to include design and access statements with all relevant development and works projects.	Designs meet our policy direction as embraced in the Strategic Framework and the principles contained within our land use and infrastructure strategy. Designs must be integrated with the surrounding urban form and context.	Short term	Strategic planning, ECM and DS	Underway
4.1.5	Further develop and scope the suite of programs contained within this Action Plan to implement the strategy	The programs required by this Action Plan will guide implementation of the projects and investments necessary to realise the vision. These programs are necessary to inform capital works and resourcing allocations, Priority Infrastructure Plans, and operational budgets.	Short-term and on-going	Strategic planning, ECM and CES	Underway
4.1.6	Establish budget allocations to fund actions and relevant programs	The adoption of the Strategy and Action Plan provides direction for implementation. A budget allocation to fund actions and relevant programs is necessary to meet that commitment.	Short-term and on-going	Strategic planning with ECM	Underway

4.2	Assign responsibility for the implementation of the Strategy within the organisation				
4.2.1	Assign a single officer to the overall responsibility for integrated transport project planning	A single point of contact to ensure coordination of projects and programs across Council, and to ensure consistent application of the Design Manual and relevant planning codes. A single point of contact will provide transparent accountability.	Short-term	Strategic Planning and ECM	Complete
4.2.2	Establish a streamlined design process where projects are scoped and authorised through a single point of authority	A single point of design responsibility will ensure the intent of the Design Manual is realised in implementing the right projects in the right places.	Short-term	Strategic planning with ECM	Not yet commenced
4.3	Establish cross-departmental processes to ensure effective implementation of the Strategy				
4.3.1	Establish a multi-disciplinary design review panel	Transport facilities are influenced by a wide range of disciplines including engineering, urban design, land use planning and social and community interests. A multi-disciplinary review panel will ensure that outcomes are appropriate to the whole range of user needs, rather than simply complying with rigid standards.	Short-term	Strategic planning, ECM, CES and DS	Not yet commenced
4.3.2	Establish regular planning and design meetings across departments	Regular planning and design meeting will ensure the strategic intent is being delivered at the design and implementation stages.	Short-term and ongoing	Strategic planning, ECM, CES and DS	Underway
4.4	Work with State Government to deliver outcomes to meet Council's vision				
4.4.1	Establish regular planning and design collaborative reviews with State Government and MBRC	Regular collaborative meeting will ensure the strategic intent is being delivered at the design and implementation stages to ensure consistency of outcomes across agencies.	Short-term and on-going	Strategic planning and TMR	Underway

4.5	Investigate alternative funding sources				
4.5.1	Review and monitor funding sources and consider innovative methods for delivering of travel demand management program.	Funding of infrastructure should not be limited to conventional methods. Maintaining corporate knowledge of new ideas and contemporary research may provide opportunities to deliver programmed services, earlier than planned.	Short-term and on-going	Strategic planning	Not yet commenced