

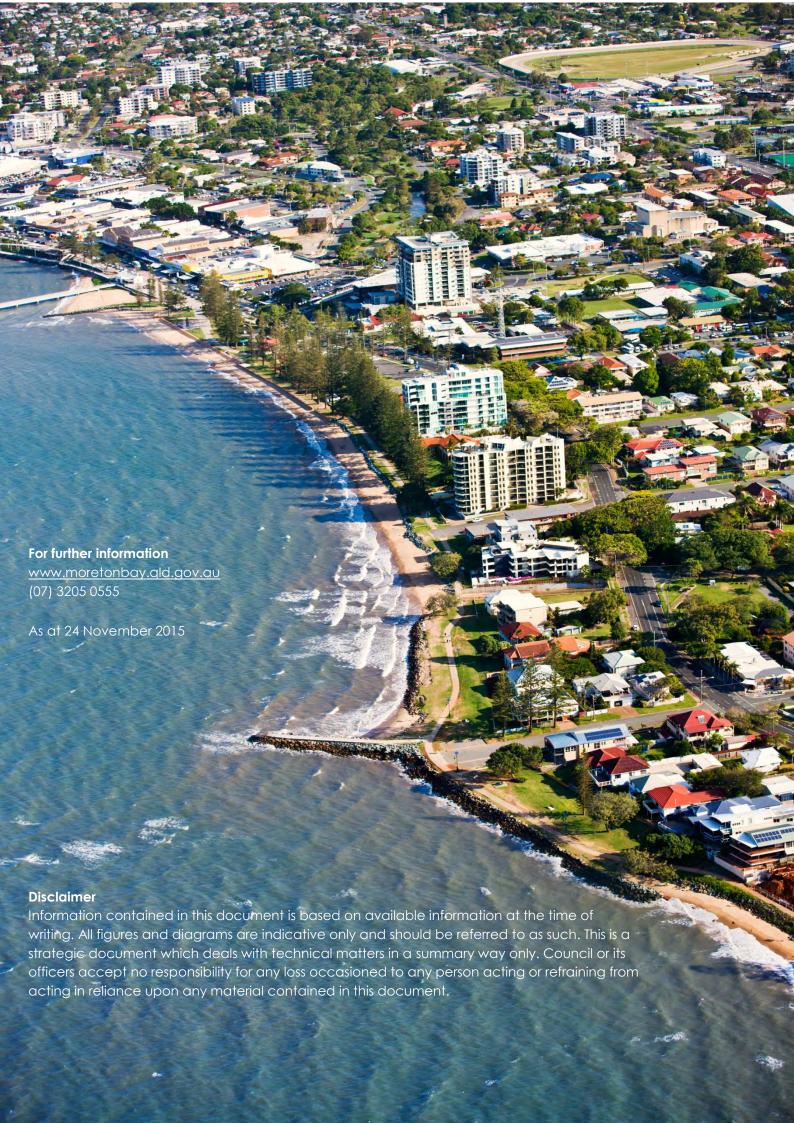
Public Transport Strategy

Strategic Vision 2012-2031



Welcome to Caboolture Caboolture





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Executive summary

Local residents, business people and visitors to the region need convenient transport options that are affordable and reliable. An effective public transport system can provide residents, workers and visitors with alternatives to private vehicle use.

It is estimated that over 30% of the people living in the Moreton Bay Region do not have access to a car (Moreton Bay Regional Profile).

The region is facing unprecedented growth over the next 20 years. This growth will present many challenges for Council to guide development and the integration of infrastructure.

The Public Transport Strategy provides the vision for the region's public transport network. The strategy aligns local and State Government investment in public transport with Council's vision for public transport in the Moreton Bay Region.

The Strategy responds to the key values in the Moreton Bay Region Community Plan 2011-2021, including:

- More sustainable travel choice and behaviour
- Well-connected places

- An equitable transport system which provides access for all people
- Healthier lifestyle choices
- Safe and resilient communities

These key values underpin the Strategy.

The Strategy will establish Council's priorities and direction for public transport advocacy and investment over the next 20 years. The Strategy is endorsed as a primary policy.

The Strategy will ultimately consist of three sections:

- 1. The vision and strategic direction
- 2. Responding to user needs, which draws from the Community Plan and analyses current and future needs
- 3. A framework for delivery, which provides the tools and actions necessary to deliver the Strategy over a timeframe to the year 2035.

This document outlines the first section, being Council's vision and strategic direction for the public transport network in the region.





What is our Public Transport Network?

The public transport network is a system for moving people between places. The public transport network includes bus and rail infrastructure, services and people.

The responsibility for an effective public transport network requires State Government, private providers and Council to work collaboratively. The State Government provides infrastructure and contracts public transport services, operated by both public and private providers.

Council creates places that support effective public transport and provides local public transport infrastructure. It is in Council's interest to ensure local residents, visitors and workers in the region are best served by public transport.

The public transport system comprises rail and bus networks. Effective public transport for the Moreton Bay Region relies on attractive and affordable services, co-ordination of rail and bus networks, and convenient access to those networks by other modes.

Rail network

Queensland Rail manages the Citytrain network as well as the Queensland-wide rail passenger services. The rail network within the Moreton Bay Region comprises of the North Coast Rail Line. In 2016 the Moreton Bay Rail Link is scheduled to open from Petrie to Kippa-Ring. The Moreton Bay Rail Link will provide an additional 13kms of railway with 6 new stations.

Queensland Rail passenger services use the North Coast line, as far as Longreach and Cairns including electrified rail to Rockhampton. Tilt train services to Rockhampton and Cairns provide a faster service than conventional rail. While limited access is available from Caboolture, these services, and interstate connections, are primarily accessed through Brisbane.

Taxis

Taxis serve a supporting role to the public transport network. They provide a flexible and personalised function for connections not covered by scheduled services.

Bus network

Bus services are contracted by the State Government and operated by private and public providers. The Moreton Bay Region's bus services operate on the existing road network.

Bus services interchange at Bongaree, Caboolture, Morayfield, Narangba, North Lakes, Strathpine, Petrie, Albany Creek, Ferny Grove and Kippa-Ring. The network provides connectivity between major activity centres, district centres and the neighbouring regions of Brisbane and the Sunshine Coast.

Multimodal Transport Integration

Local bus services provide connections to longer distance services by bus or transfers to train. The region has a number of public transport interchanges providing opportunities for these transitions. Walking, cycling, taxi and private vehicles connect people to public transport. Many stations have provision for drop off and collection facilities and long term parking for transit users.

The TransLink Go-Card provides a single card for all public transport modes and supports ease of transfer.

The strategy:

- Aligns with the new Moreton Bay Regional Council Planning Scheme to ensure transport networks are a key element of future planning
- Identifies infrastructure needs including the Local Government Infrastructure Plan (LGIP) and associated costs
- Identifies plans and policies for transport infrastructure and services
- Improves opportunities for healthy transport and activities accessing public transport services
- Informs strategic planning initiatives in master planning, environmental, open space, water and community facilities
- Informs the region's long term financial framework
- Informs the region's asset management framework
- Identifies opportunities for collaboration with other Council programs and with external stakeholders
- Ensures responsible financial planning and management of the transport network
- Identifies transport corridor elements which support a balanced transport network.



Local and State Government responsibilities

What is Council responsible for?

Moreton Bay Regional Council contributes to an effective public transport network for the region. Council's interests and actions are:

Infrastructure

Council controls over 1,300km of local roads within the Moreton Bay Region and this length will continue to increase as additional development occurs. Council will continue to influence the design and construction of our existing and future road network in order to support effective and efficient public transport services.

Promotion

Council can improve the viability and frequency of services through the promotion of the public transport network. Promotion can take many forms, from improving public transport reliability by investing in infrastructure, to working with other stakeholders to increase the awareness of public transport services.

Council will work locally with the community, the State Government and operators to promote access to public transport as a viable alternative to the car.

Advocacy

Council's advocacy role is critical to the achievement of an integrated and effective public transport network. With a diversity of partners ranging from the State Government to private operators, Council must provide the local context when issues such as service routes or new major infrastructure such as the Moreton Bay Rail Link are designed and implemented.

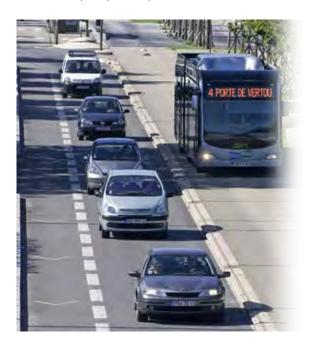
Council connects the infrastructure and services to the people who use them.

Allocation of space and prioritisation of public transport

Within the local road network, Council will allocate space and provide priority to public transport to move people more efficiently. Council can support improved transport journey times with initiatives such as dedicated lanes and priority measures at intersections.

Land use planning

Council is responsible for land use planning for the Moreton Bay Region through the Planning Scheme and development assessment. Council influences the way our communities are laid out and the density and mix of development that contributes to creating a viable public transport system that more effectively connects people to places.



What can Council influence that the State Government has control over?

The State Government has primary responsibility for the provision of public transport in the region. Council's areas of positive influence on the State Government's interests and actions are:

Promotion

State Government and transit operators can create a more efficient and viable public transport network by promoting services and availability.

Council works with the State Government and operators to promote access to public transport as a viable alternative to the car.

Land use planning & advocacy

Higher residential densities, employment intensities and provision of retail and personal services at public transport hubs and along routes supports greater use of public transport, so is in the State Government's interest.

Council has a strong advocacy role in planning for land use outcomes that better support public transport viability. Better utilisation of services and infrastructure makes public transport more efficient and viable. Council's planning scheme and infrastructure investment delivers these land use outcomes.

Allocation of space and prioritisation of public transport

Council identifies local situations where improvements to its strategic road network can significantly improve public transport journey times.

Council also advocates State Government allocation of State-controlled road network space and provision of priority to public transport to move people more efficiently.

Infrastructure

The State Government owns the Citytrain network, which includes the North-Coast line and the Moreton Bay Rail Link (MBRL), which will be operational in 2016.

Moreton Bay Regional Council has shown, through the MBRL Project that advocacy and investment can help deliver major new public transport infrastructure to support better urban outcomes in this growth corridor.

The State Government controls higherorder elements of the strategic road network throughout and external to the region. Council also controls much of the strategic road network critical for public transport. These roads provide major service routes and connections between employment and retail centres within the region.

Service delivery

The operation of public transport services are managed by the State Government. The delivery of public transport is contracted to a variety of private and public operators. Public transport services within Moreton Bay Region are provided by Queensland Rail, Brisbane City Council, and a number of private companies for bus and taxi services.

Council has a role in providing the local context, and works with these providers and the State Government to ensure that the public transport services meet the needs of our communities.

Why is Public Transport important?

Public transport connects our communities. Public transport links our centres and serves the transport needs of otherwise unconnected communities.

Public transport provides a travel choice for people as an alternative to relying only on the private car. Public transport can cost less, be less stressful and more convenient, and safer.

Public transport is a choice for some, but a necessity for those without access to a car.

Over a third of residents in the Moreton Bay Region do not have access to a private car. An effective public transport network is needed by the elderly, the young, people with disabilities and those who cannot afford to own and operate a car. These people rely on public transport for access to jobs, education, community services, health, shopping, recreation and other needs.



What is the Public Transport Strategy?

Moreton Bay Regional Council's Public Transport Strategy provides a basis for investment in public transport initiatives throughout the Moreton Bay region.

The Public Transport Strategy provides the vision for the region's public transport network. The strategy aligns local and State Government investment in public transport with Council's vision for public transport in the Moreton Bay Region.

The Public Transport Strategy is one of a suite of integrated transport strategies for the Moreton Bay Region. These strategies deliver an integrated and balanced transport system for the region.

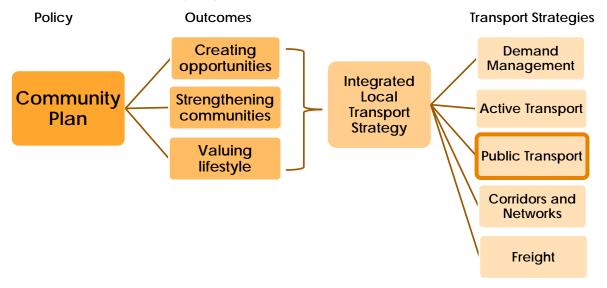


Diagram 1: Council's Policy Framework



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

Why do we need a Public Transport Strategy?

The Public Transport Strategy contributes to the council objectives of self-containment, economic development and an improved lifestyle for our residents.

The Public Transport Strategy is needed to balance the variety of travel demands across the region. The Strategy's outcomes will attract more people to choose public transport for trips to destinations within the region as convenient and cost effective.

The Moreton Bay Region will house an additional 150,000 residents by 2031. Our transport network will need to meet the additional demand while providing improved transport access for the community.

Responding to growth by increasing the capacity for private vehicles would likely result in a more congested road network across the region. Such a response would not be financially sustainable. Public transport is a more efficient and economically way to move more people.

The Strategy must provide guidance on how to balance these demands and identifies different approaches within the region's public transport system to cater for different users and place types.





Source: http://en.wikipedia.org/wiki/Optare_Solo

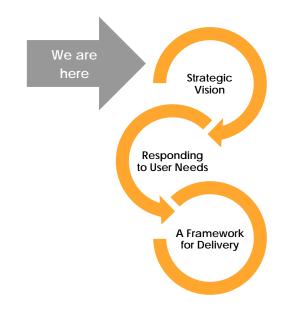
Preparation of the Public Transport Strategy

The Public Transport Strategy has been developed in three stages.

First, Council's vision and principles for public transport in the region were identified, based on the Community Plan.

Second, the existing and future public transport network was examined to identify opportunities for Council to respond to growth and the needs of users.

Finally, a framework for delivery will be developed - identifying and prioritising facilities and programs to achieve Council's vision.







"Public Transport in the Moreton Bay Region provides an efficient, connected, safe, comfortable and cost effective travel choice for people"



Principles

Principles are broad statements that provide a framework for decisions about the public transport network. Applying the following principles to public transport initiatives will assist Council to realise its public transport vision.

Integration

Public transport is an integral part of the total transport network serving the Moreton Bay Region. Public transport that operates with and complements other transport modes contributes to an integrated transport network.

Public transport and land use are dependent on each other. The integration of higher residential and commercial intensities with major public transport services and infrastructure creates well-connected, vibrant and viable communities.

Safety

The Public Transport Network is designed and operated to be safe and fit for purpose for all users at point of access and during each journey.

Amenity

The public transport experience is designed and maintained to be attractive, comfortable and clean to make it appealing to the user.

Accessibility

The transport network is designed to make it convenient for people in the catchment to use public transport. Pedestrian and bicycle facilities connect with local stops and stations. Local public transport routes, taxis and the local road network provide access to transit hubs and major routes.

The public transport network is accessible to people of all abilities.

Affordability

Investment in public transport infrastructure and services is cost-effective and represents value for money for provider and user.

Public transport moves more people more efficiently and economically. Public transport investment is most often a less expensive alternative to increasing road capacity for cars.

Connecting people to place

Public transport connects people with their destinations in an efficient manner. Public transport connects centres of activity within the region, supporting economic exchange and access to local jobs and services.

Legibility

People are well informed on how, where and when to access the public transport services in the region.

Collaboration

Effective public transport provision depends on working collaboratively with the State Government, operators and other stakeholder



Regional profile

The Moreton Bay Region stretches from The Hills District in the south to beyond Woodford in the north and from as far west as Mount Glorious, to the shores of Moreton Bay. The region covers over 2,000 square kilometres and has an estimated 2012 resident population of over 400,000 people (Australian Bureau of Statistics -ABS).

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

Region summary

- The Moreton Bay Region covers over 2,000 square kilometres.
- The region's 2012 population is slightly more than 400,000 people.
- 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 people that reside and work in the region and how their lifestyles 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 the year 2000, job growth within the region has not accelerated at the same rate as population growth; 44% of all working Moreton Bay residents now commute outside our region to work. 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.

This has implications for the lifestyle of our residents and 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 demand for infrastructure such as roads, trains, buses, community facilities and parks. These types of facilities 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 (e.g. 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 see a lower proportion of infants and children below the age of five.

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 the new residents have families with children aged from seven to 17. Consistent with trends in the Greater Brisbane area many choose to live in single detached dwellings, particularly in the former Pine Rivers 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 Region are leading to a greater diversity of housing choice than similar 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 transport infrastructure and 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. The Strategic Framework is part of the Moreton Bay Region Planning Scheme and states how Council intends to plan and respond to growth and changing community trends.

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.

Council's strategy to deliver higher densities around activity centres and transport networks will change the region's profile by providing a diversity of housing, education and employment choice to the market and allowing opportunities for the 17-35s to remain.

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.

These land use strategies are key considerations for the Public Transport Strategy consistent with Council's investment and initiatives in developing places where business and private investment can prosper.

Moreton Bay Regional Council Planning Scheme

Key issues for the region's public transport network

The Moreton Bay Region faces significant population growth and increasing traffic volumes over the next 20 years.

As competition for road space grows, so does the cost of providing the necessary level of road infrastructure. Increasing capacity for cars is often not the most affordable investment in moving people.

Activity centres with a combination of jobs and services are local destinations achieving greater levels of self-containment. This provides opportunities to utilise the public transport networks for more intra-regional trips.

Transport networks have historically been developed to serve commuter trips to and from Brisbane. The public transport network within the Moreton Bay Region has not been aligned to community needs for local trips, nor to support local employment opportunities.



Traffic dominates the use of road space







Future directions

To meet the public transport requirements of a growing community, Council has developed the Public 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 plan the type, location, function and quantity of public transport facilities and programs 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 five themes for the Moreton Bay Regional public transport network. These themes provide a clear target to aim for when planning for public transport.

A: Improving travel choices across the transport network

To ensure the provision of public transport is a viable travel choice for the majority of employment, essential service education, and leisure trips within the region

Individuals and businesses have a variety of transport choices available to them. Public transport becomes an everyday viable choice when it is reliable, convenient and affordable.

Rail and bus services need adequate and accessible stops and stations in optimal locations to conveniently serve their catchments.

Transport corridors must allow for bus priority to ensure door to door journey times are competitive with the private car.

Rail services must be reliable, frequent and provide opportunity for functional and attractive interchange with other modes.

A commitment to decreasing journey times and increasing public transport frequencies ensures that the mode maintains and enhances its competitive edge, and that capacity is not exceeded by demand.

Affordability of whole journey costs (in comparison to car/fuel and parking costs) is a key criterion is attracting, maintaining, and growing public transport patronage.

As the Moreton Bay Region changes and becomes more urbanised, the public transport network adapts to higher levels of service and a wider range of transport services.



B: Accessible and attractive urban places

Accessible public transport contributes to successful places by supporting increases in density and diversity of activity

Successful urban places rely on a combination of active and intensive land use, civic spaces, public transport, cycling and walking. Delivering successful urban places is pivotal to the Moreton Bay Regional Council's Strategic Framework.

Public transport hubs are part of the fabric of urban places and are planned in the context of the surrounding land use intent.

Activity centres, main streets and other key destinations are designed to be activated by a vibrant mix of land uses. These urban places satisfy a diverse range of trip purposes serviced by a variety of transport modes including public transport.

Public transport provides an efficient way of serving urban places, reducing the demand for low intensive urban uses such as surface car parking.

"Streets are places that, by their design and management, both prioritise the movement needs of pedestrians, cyclists and public transport users, while providing settings for meeting the human need for social interaction and community life."

> Moreton Bay Street, Place and Movement Guideline, 2011



C: Designing an efficient, affordable and convenient transport system

The public transport network is designed to provide an efficient and affordable network in order to provide an attractive alternative to the private car.

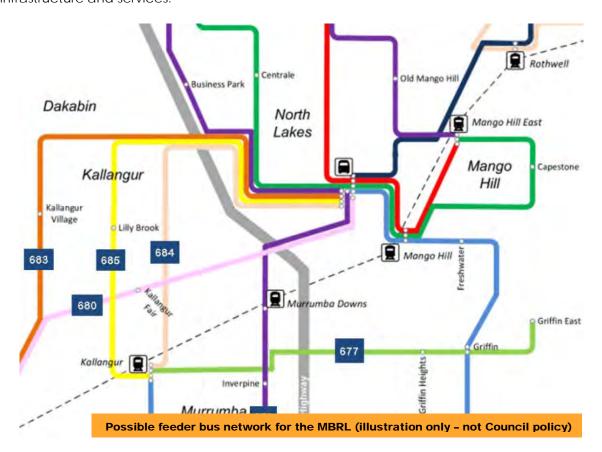
Efficiency and convenience are essential attributes to enhancing the attractiveness of the public transport network. The Moreton Bay Region's transport facilities are designed to connect people into the public transport network.

The integrity and 'fitness for purpose' of the public transport network should ensure that it is and remains efficient, affordable and convenient.

Council's local road network is designed to accommodate services that are conveniently located to the majority of residents. Council's pedestrian and cycle network is designed to feed people to convenient stops and stations.

Feeder bus services ensure that new and existing rail networks and line haul bus services are adequately served from their wider catchments.

Council advocates to the State Government for the services and higher order infrastructure to make best use of these networks for the benefit of the community. This aligns the provision of infrastructure and services.



D: Promoting Public Transport as a more attractive travel choice

Promotion of public transport as a viable alternative is needed to increase its modal share.

Consultation and promotion are key elements in growing the user base for public transport in the Moreton Bay Region.

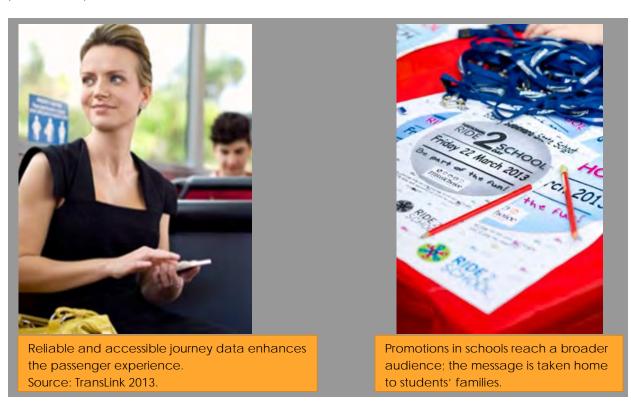
Through consultation Council can identify the perceived barriers to the use of public transport. Feedback from existing commuters can be used to target occasions where the public transport system falls short of expectations.

Consultation enables Council, the State Government and operators to improve services and infrastructure to better meet the community's expectations.

Council can improve the viability and frequency of services through the promotion of the public transport network. Promotion can take many forms, from investing in infrastructure, improving public transport reliability to working with stakeholders to increase the awareness of public transport services.

Travel behaviour change campaigns focus on positive attributes such as savings on fuel and parking, travel quality, ride experience, journey time and reliability benefits.

A significant initiative is the use of individual travel behaviour change programs. Personalised journey planning provides both information and incentives to empower consumer decision making about the available opportunities to use public transport for everyday trips.



E: Making better use of our transport infrastructure

Public transport is a highly efficient means of utilising our existing road network.

Moreton Bay Regional Council seeks to manage increased demand for travel by better utilising road space, and by changing travel patterns.

Responding to growth by increasing the capacity for private vehicles will not be financially sustainable. Public transport is a way to move more people more efficiently and economically.

Allocation of road space and intersection design to better accommodate alternate modes including public transport, will make best use of the existing network. This may include dedicated public transport infrastructure such as bus priority measures at traffic signals, bus lanes and opportunities for dedicated infrastructure such as bus ways.

The Strategic Framework supports greater self-containment of employment and services within the Moreton Bay region. This results in greater localisation of trips and a better balance of trips in each direction along each corridor during peak periods. With a more balanced pattern of desired trips, bus services can operate efficiently without overcrowding or running empty.

A loaded bus can carry forty times more people than a single occupancy car whilst only taking up twice the area of road space.



What's next?

This document outlines the first section of Council's Public Transport Strategy, being the vision, principles and strategic directions for the public transport network in the region.

The remaining section of the Public Transport Strategy – A Framework for Delivery, will rely on close collaboration with the State government. It will be finalised for release at a later date.

