

# • Transport Plan for Brisbane — Implementation Plan 2018



**brisbane**  
australia's new world city



*Dedicated to a better Brisbane*



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# Part 1 — Introduction

# Introduction

Brisbane City Council's *Transport Plan for Brisbane — Strategic Directions* (Transport Plan) will guide the evolution of Brisbane's transport network over the next 25 years and beyond. It provides a framework to ensure our city stays connected, liveable and prosperous into the future.

The *Transport Plan for Brisbane — Implementation Plan 2018* (Implementation Plan) outlines initial actions to achieve the outcomes of the Transport Plan and establishes the role Council and others will play in achieving these outcomes.

Implementation of the Transport Plan will also involve coordinated actions with other levels of government, other South East Queensland (SEQ) local governments, transport authorities, business, industry, research sectors and the community. While the Implementation Plan does not seek to direct the actions of others, it outlines the matters on which Council will be seeking to engage with others.

This Implementation Plan has the following parts —

## Part 1 — Introduction

The introduction sets out the purpose of the Implementation Plan.

## Part 2 — Implementation framework

This part provides an overview of the Transport Plan and its relationship to the Implementation Plan and associated roles and responsibilities for implementation. It also outlines Council's planning and delivery framework that will be used to address Council related actions.

## Part 3 — Key initiatives

Key initiatives sets out the highest priority activities to Council to be developed in the first two years to show leadership in achieving the intent and outcomes of the Transport Plan.

## Part 4 — Implementation program

The implementation program sets out initial implementation actions that will help deliver the outcomes and strategic directions of the Transport Plan in the short to medium-term.

## Part 5 — Monitoring and reporting

Monitoring and reporting sets out the mechanisms and processes that will be used to monitor and review the implementation activities. It also indicates the intent to develop measurable performance indicators that will measure our performance in achieving the outcomes of the Transport Plan.



# Part 2 — Implementation framework

# Implementation framework

## *Transport Plan for Brisbane — Strategic Directions*

**The Transport Plan will guide decision-making over the next 25 years to ensure Brisbane's transport network supports and adapts to the city's needs and contributes to Brisbane's liveability and prosperity.**

The Transport Plan identifies the challenges and opportunities facing Brisbane and provides strategic transport directions and desired outcomes under four citywide themes — enhancing liveability, delivering economic benefits, harnessing innovation and evolving the network. The integrated set of 80 transport directions is intended to guide and direct transport decision-making to achieve these citywide outcomes.

The Transport Plan also sets the network intent in meeting the transport task for Brisbane in five different contexts: global, national and state, regional and Greater Brisbane Metropolitan Area, Brisbane citywide, Brisbane inner city and Brisbane suburban.

The Transport Plan is underpinned by a set of transport principles that form

a checklist for decisions to deliver a transport network that meets the task and is socially, economically and environmentally sustainable.

The Transport Plan will guide the development of policies, plans, programs and initiatives by Council and key stakeholders. The results of these outputs and actions will form the basis for monitoring and evaluating the effectiveness of the Transport Plan and will inform future iterations of the Transport Plan and supporting documents.

The Transport Plan recognises the need to take new approaches and be flexible in responding to change and opportunities. However, it is not prescriptive and does not identify individual delivery programs or projects.

## *Transport Plan for Brisbane — Implementation Plan 2018*

**The Implementation Plan aligns the themes, outcomes and strategic directions of the Transport Plan with actions to achieve the intent of the Transport Plan.**

Focusing on the short to medium-term, the Implementation Plan includes key initiatives to be led by Council as well as actions that will require the involvement of stakeholders, including all levels of government, industry, stakeholder organisations and the community.

The implementation actions are structured around the citywide themes and transport directions in the Transport Plan.

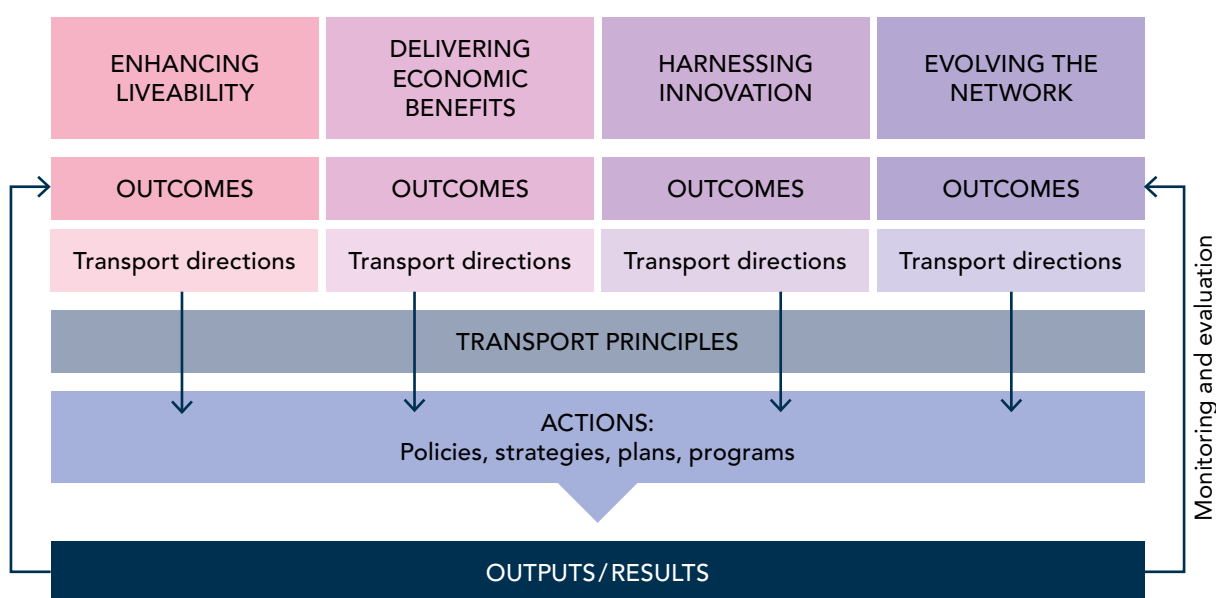
The Implementation Plan does not replace or restate actions outlined in existing plans, policies and programs at the state, regional or local level but may identify existing initiatives that may need to be realigned to the outcomes of the Transport Plan.

Funding for Council actions will be sought through established Council processes and reflected in updates to Council's annual plans and budgets.



Where the action involves collaboration with other stakeholders, joint funding and resourcing may be required.

The Implementation Plan is intended to be regularly reviewed to record progress in the delivery of actions, measure achievement against key performance indicators and respond to emerging opportunities and issues.



## Roles and responsibilities

Brisbane's transport future and the successful implementation of the Transport Plan is not the sole responsibility of Council and will be shared across different levels of government, industry and the community.

### Council's role

As custodian of the Transport Plan and the local government authority responsible for Brisbane, Council will contribute through developing and implementing initiatives, leading by example and participating as a key stakeholder, partner and facilitator, working with other levels of government, the private sector, other organisations and the community to achieve the outcomes of the Transport Plan.

## Council has a number of roles to play in implementing the Transport Plan.



### Provider

Plan and provide infrastructure and programs and manage and maintain transport networks in a sustainable way that maximises productivity of existing resources and investment.



### Partner

Collaborate with stakeholders to plan, fund, deliver and manage aspects of the network consistent with supporting innovation and the evolution of the transport networks.



### Regulator

Regulate to ensure safe, fair and appropriate access to Council's transport assets and services and respond to changes in legislation and statutory responsibilities.



### Facilitator

Encourage market-led proposals for smart and innovative solutions consistent with the intent of the plan.



### Funder

Fund the provision of Council infrastructure, services and programs in a balanced, transparent and measured way.



### Advocate

Advocate for more effective, efficient and affordable transport options for Brisbane's transport future.

## Other agencies

### Other governments

Federal, state and local governments contribute to the planning, funding, development and operation of Brisbane's transport networks and services. Building sustainable long-term cooperative partnerships between all levels of government will be critical to achieving a sustainable and world-class transport network.

### Industry and stakeholder organisations

Council will work with private sector organisations, education and research, other non-government organisations and not-for-profit organisations to encourage involvement in delivering the outcomes of the Transport Plan. Council will lead, promote and coordinate activities across organisations to implement actions supporting the Transport Plan and to monitor and track progress over time.

### Community

The community will play a key role in achieving the outcomes of the Transport Plan. The choices we all make — how we commute, shop, access services and our leisure pursuits — have an impact on Brisbane's transport network. Through awareness and understanding of the true costs and benefits of different travel choices, everyone can help us to achieve a better transport future for Brisbane.



## Council implementation process

The Transport Plan will influence Council's transport planning, delivery, management and operations.

The Implementation Plan provides a key focus for translating the transport directions and network outcomes in the Transport Plan into deliverable programs, projects and services.

While existing activities will continue, some may be realigned to support the outcomes of the Transport Plan. New initiatives and processes will also be undertaken to deliver the outcomes of the Transport Plan.

The outcomes of the Transport Plan will be implemented through Council plans, programs and activities including:

- *Brisbane City Plan 2014*, including:
  - Neighbourhood Plans
  - Local Government Infrastructure Plan
- Brisbane Economic Development Plan 2012-2031
- *Brisbane Long Term Infrastructure Plan 2012-2031*
- *Brisbane. Clean, Green, Sustainable 2017-2031*
- *Brisbane Active Transport Strategy 2012-2026*
- Brisbane Access and Inclusion Plan 2012-2017
- *River's Edge Strategy Brisbane's Inner-City River Activation Strategy 2013*
- local laws
- transport network plans and corridor studies
- active travel programs
- congestion reduction management.

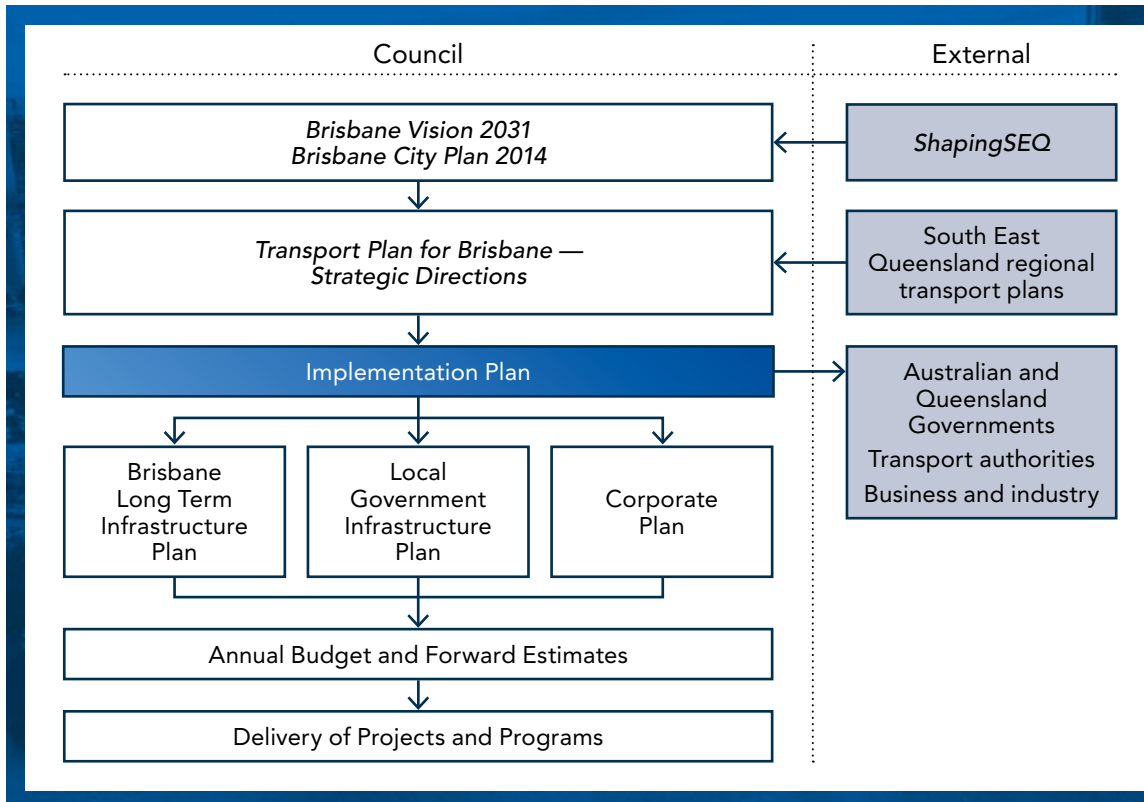
Formal delivery of projects and programs by Council are through:

- *Brisbane City Council Corporate Plan 2016-17 to 2020-21 – 2017 Update*
- Council annual plans and budgets.

Implementation Plan oversight will be the responsibility of Council's Transport Planning and Operations, however implementation actions will involve many areas of Council as well as external

partners and the wider community. Through strong ongoing collaboration and engagement with stakeholders, Council will ensure that implementation is progressed.

Table 1 — Transport implementation process



## Local Government Infrastructure Plan (LGIP)

The LGIP is a component of the *Brisbane City Plan 2014* that outlines the forward capital trunk infrastructure required to meet future development needs.

The LGIP is a requirement under the *Planning Act 2016* to enable Council to apply infrastructure charges for approved new developments. Council's current LGIP was adopted on 5 June 2018 and became effective as of 29 June 2018.

The LGIP adopts a 10-year planning horizon (2016 to 2026), aligning with Council's Asset Management

Plan and statutory financial sustainability requirements.

The LGIP details the proposed trunk infrastructure upgrade projects related to future growth and development of the city for four citywide networks:

- transport
- stormwater
- public parks
- land for community facilities.

## Brisbane Long Term Infrastructure Plan (BLTIP)

The BLTIP sets out Council's long-term infrastructure policy for the city.

The purpose of the BLTIP is to:

- ensure that infrastructure provision is consistent with the city's economic, social and environmental aspirations
- guide the prioritisation and alignment of Brisbane's infrastructure building and asset maintenance program
- ensure Brisbane receives an appropriate return on its infrastructure investments
- realise savings and synergies from simultaneous, comprehensive planning and delivery of different infrastructure classes
- provide a reference for other levels of government to consider their complementary roles in contributing to Brisbane's infrastructure
- provide a reference for the private sector to consider its role in contributing to and investing in Brisbane's infrastructure.

Transport is one of the seven infrastructure categories referred to in the BLTIP. Future updates to the BLTIP will incorporate the transport directions and priorities established in the Transport Plan and Implementation Plan.

## Corporate Plan

The Corporate Plan is Brisbane City Council's medium-term plan for achieving *Brisbane Vision 2031* outcomes.

It describes the goals and outcomes for each of Council's programs and business units. It informs the development of the annual plans and budgets.



## Part 3 — Key initiatives

Council has identified 14 key initiatives to kick-start implementation of the Transport Plan in the first two years following its release. These initiatives are of the highest priority to Council and will be catalysts for other activities that will contribute to achieving the desired outcomes for Brisbane.

The initiatives are aligned to the Transport Plan's four themes — enhancing liveability, delivering economic benefits, harnessing innovation and evolving the network. Council will work with key stakeholders, including other levels of government, local government, industry and the community to progress these initiatives.

# Key initiatives

## Enhancing liveability



1

### Walkable Brisbane

Our subtropical climate and active lifestyle positions Brisbane with the opportunity to be one of the world's most walkable cities.

Walking provides direct health and wellbeing benefits and can help reduce obesity levels in our community.

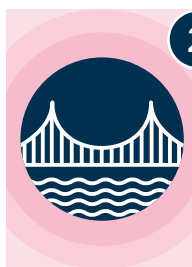
By addressing barriers and improving pedestrian access, connectivity, capacity and amenity we can support walking as a viable travel choice for commuting, business, accessing services and recreation.

This will provide personal health and wellbeing benefits and help to reduce travel by car.

**Transport directions:**  
1, 5, 6, 7

#### SCOPE

- Develop pedestrian movement plans for high-activity areas (CBD, centres), major facilities (universities, hospitals) and local schools.
- Identify barriers to walking and plan, deliver and upgrade infrastructure that promotes safe and effective pedestrian movement.
- Provide shadeways and tree planting along pathways and footpaths.
- Develop and implement targeted car-free days in strategic locations.
- Encourage walking through information, education, behaviour change and events.



2

### Green bridges

The development of a linked network of strategically located cross-river walking, cycling and public transport bridges across the Brisbane River will enable residents and workers to replace car-based trips with public and active trips.

Combined with Riverwalk and existing bridges, additional river crossings will improve access and connectivity between residential and economic activity areas.

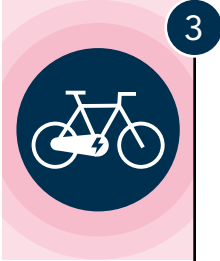
Opportunities will be investigated to provide future active and public transport river crossings to support long-term network development.

**Transport directions:**  
1, 5, 6, 8

#### SCOPE

- Investigate the feasibility and preferred alignment for new cross-river pedestrian, cycling and public transport bridges.
- Incorporate new bridge crossings in the active and public transport networks.
- Work with the Australian and Queensland Governments to develop the business case for investments in an expanded green bridge network.





3

## E-wheeling

Active travel often focuses on cycling and walking but there is a range of wheeled devices available to help people get around including power-assisted options such as e-bikes and motorised scooters.

The introduction of power-assistance in the form of batteries and electric motors has helped to extend the range of active travel journeys. For example, e-bikes help people to ride longer distances and tackle hilly terrain, making trips to more destinations more viable and appealing.

Greater take-up of e-wheeled devices can increase utilisation of bikeways and shared paths, provide health and wellbeing benefits and help to reduce greenhouse gas emissions.

The e-wheeling initiative will encourage greater use of e-bikes, e-scooters and emerging active transport options through network design and infrastructure improvements, including end-of-trip facilities and charging points.

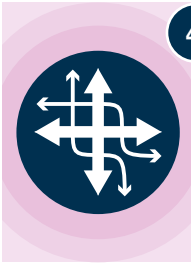
### **Transport directions:**

**2, 44, 47**

### **SCOPE**

- Monitor the emerging trends in e-wheeling and personal mobility devices.
- Incorporate provision for e-wheeling in the planning and design of the bikeway and shared path network.
- Work with employers, retailers and other organisations to encourage provision of safe and secure storage and charging facilities.
- Monitor safety and engage and educate the community regarding appropriate behaviour and conduct on pathways.

# Delivering economic benefits



4

## Efficient networks

Council will develop an integrated plan across all modes of transport (walking, cycling, public transport and road) to optimise network efficiency, effectiveness and performance.

The plan will consider a range of measures, including technology, infrastructure improvements, operational changes and managing travel demand to ensure Brisbane's transport networks operate efficiently for all users.

**Transport directions:**  
22, 45, 46, 64

### SCOPE

- Collect data on transport network use, travel behaviours and peak congestion.
- Identify and quantify major congestion points on Brisbane's transport networks.
- Investigate methods to better manage transport efficiencies for all modes.
- Develop and implement efficiency initiatives for key transport corridors and network pinch points.
- Measure the impacts and benefits of these initiatives.



5

## Urban freight plan

Urban freight provides the first and last-mile movement of goods to and from centres and businesses around Brisbane, including household delivery services. Urban freight involves a variety of vehicle types and sizes and is required to meet demanding delivery timelines set by business and the community.

An initiative to engage with industry to identify and plan for innovation in freight movement, including last-mile connections will support business and industry while managing impacts on local communities.

**Transport directions:**  
32, 34, 37, 44

### SCOPE

- Engage with the freight industry to identify existing and future demands for urban freight.
- Investigate demands on the local road network for urban freight movements.
- Investigate emerging trends in urban freight, including the impacts of new technology and changing consumer preferences.
- Develop targeted plans for urban freight for centres and large businesses.
- Assist in facilitating trials for drone deliveries.

6

## Motorcycling

Travelling by motorcycle and mopeds, particularly for commuter trips, can assist in managing congestion on our roads and reduce the need for car parking in the CBD and activity centres.

By working with the motorcycling community and key transport stakeholder groups, Council will continue to identify and develop policies, plans and infrastructure to enhance opportunities for safe, motorcycle travel in the city.

**Transport directions:**

28

### SCOPE

- Continue to engage with the motorcycle community and key stakeholders.
- Promote the transport network benefits of motorcycle use.
- Identify opportunities to improve motorcycling safety in Brisbane. Continue to identify and develop opportunities for motorcycle parking across Brisbane.

# Harnessing innovation



7

## Brisbane's transport innovation and research hub

Council will bring together government, industry and research partners and the private sector to share ideas, technologies and data and focus our efforts to be better prepared to meet the transport challenges head on.

The hub will help foster collaborative relationships, facilitate innovative solutions from the private sector and provide direct pathways for innovative ideas and opportunities.

**Transport directions:**  
47, 48, 53, 54

### SCOPE

- Establish productive working arrangements with transport research partners, including universities and industry.
- Identify and articulate potential opportunities for transport innovation and research in Brisbane.
- Develop research project partnerships with the wider transport industry and stakeholders.
- Facilitate market-led innovative solutions and ideas.
- Host events to showcase transport innovation and research.
- Capture and share data to advance wider industry knowledge, innovation and research.



8

## Smart intersections and corridors

Smart road intersections and corridors are those where real-time data is utilised to improve the network performance. This includes the ability to vary the way the network operates based on changing needs and priorities.

Council's smart intersections and corridors is an initiative that will identify opportunities for digital technology and innovative infrastructure to improve safety and operational effectiveness of our road network.

**Transport directions:**  
45, 46, 64, 75

### SCOPE

- Continue to expand and refine the operation of Council's road network intelligent transport systems.
- Identify network operational functions and locations where improved smart technology could improve network performance.
- Investigate and trial innovative approaches to transport operations and adopt those ideas that improve transport network accessibility and sustainability.
- Collect data and monitor impacts on corridor and intersection performance.

9

## Shared transport

Shared transport, including bike, car and ride sharing, are increasing in popularity as an alternative to owning or using private vehicles.

Taxis, personalised transport and community transport such as Council Cabs also provide non-private vehicle options.

Shared transport and personalised transport options will be supported and trialled to meet the diverse needs of the community and to realise more sustainable and convenient forms of transport.

This might include ride sharing services providing last-mile transport options from public transport stations to residents' homes.

### Transport directions:

12, 14, 30, 43

### SCOPE

- Support use of paratransit and personalised transport for vulnerable members of the community.
- Integrate provision for shared transport options into high-frequency public transport services to support the first and last-mile of the journey.
- Develop a Mobility as a Service (MaaS) strategy to promote increased flexibility in Brisbane's transport networks and services.

## Evolving the network

18



### 10 Inner city transport network plan

Council will develop an inner city transport network plan to detail how Brisbane Metro, Cross River Rail and other new transport projects will be integrated with pedestrian, cycling, public transport and road networks to meet the city's future transport needs.

The network plan will lay out a transport network that provides high levels of accessibility for the city centre to support Brisbane as Queensland's capital and Australia's New World City. The network plan will enhance the priority of walking, cycling and public transport as the main focus of the inner city transport system.

**Transport directions:**  
1, 27, 56, 65

#### SCOPE

- Establish an integrated vision and goals for the CBD and inner city transport network.
- Investigate the impacts of future development and major new infrastructure (Brisbane Metro and Cross River Rail) on the inner city transport network.
- Consider all networks with improved opportunities for walking, cycling and public transport.
- Develop sustainable plans for each network component and the inner city transport network overall.
- Facilitate implementation of new transport projects and services to transform the inner city network.



### 11 Connecting Brisbane — Public Transport Plan

Council will work with the Australian and Queensland Governments to develop an integrated public transport network for Brisbane, based on *Connecting Brisbane*, and develop the full potential of Brisbane Metro and Cross River Rail.

A high-frequency, reliable, citywide public transport network is critical to meeting the future transport needs of Brisbane. This will require the development of a high-capacity trunk network supported by on-road bus priority routes and cross-city services. The provision of well-located and efficient interchanges will be integral to the success of the network. In low-density areas, demand-responsive or paratransit services can be used to link to the core public transport network.

**Transport directions:**  
1, 24, 56, 65

#### SCOPE

- Develop an integrated, whole-of-city public transport plan, encompassing all forms of public transport, based on *Connecting Brisbane*.
- Identify and protect future trunk public transport corridors.
- Undertake investigations and develop business plans for the development of the trunk network — incorporating rail, Brisbane Metro, busways, transit ways, new strategic bus links and on-road bus priority.
- Plan and develop strategic cross-city bus services, including services to high-activity suburban centres and employment areas.
- Identify opportunities to supplement the network with demand-responsive or paratransit services.
- Continue to pursue a public transport alliance with the Queensland Government to facilitate the effective delivery of network improvements.

12

## On-road bus priority



Council will prioritise public transport movements to meet travel demands through technology and infrastructure on key transport corridors, which will assist in providing reliable travel times and make bus travel more attractive.

Improving travel times for bus services on our major road corridors will make public transport more attractive to commuters.

### Transport directions:

1, 23, 45, 64

### SCOPE

- Identify opportunities for on-road bus priority measures such as bus jumps and traffic signal modifications.
- Evaluate the impacts and benefits of identified priority measures and implement at strategic locations.
- Monitor the impacts and benefits of implemented priority measures.

13

## Move Safe Brisbane



All members of the community have the right to be and feel safe while completing their journey without harm. Council intends to continue to improve safety and reduce incidents and accidents on our transport networks.

Pedestrians and cyclists are our most vulnerable road users. Integrated actions to improve the transport environment and better manage potential conflict points can assist in improving safety for vulnerable transport users.

Personal security and safety when using public and active transport, particularly at night, should also be given high priority.

### Transport directions:

75, 76, 77, 79

### SCOPE

- Develop an integrated transport safety plan for Brisbane that encompasses all transport modes and users affected by our transport networks.
- Link outcomes to national and state transport safety objectives, plans and initiatives.
- Develop short, medium and long-term goals, objectives and actions aimed at continuing to reduce transport-related incidents and accidents in Brisbane.
- Conduct investigations including lighting audits to identify potential security and safety improvements around public transport hubs.



14

## Safe travel together

Roads in the city need to provide for the safe movement of people, goods and services. Incidents involving heavy vehicles and cyclists can have fatal consequences. Safety concerns can be a significant barrier preventing people from taking up this healthy and active mode of transport.

Safe travel together will help cyclists and heavy vehicles to safely share Brisbane's roads through information, design and technology.

As well as reducing accidents and injuries, improving the safety of interaction between bicycles and heavy vehicles can encourage more travel by bicycle.

**Transport directions:**  
36, 75, 76, 79

### SCOPE

- Work with the heavy vehicle and bus and coach industries to raise awareness of cyclist vulnerability and advocate for vehicle modifications and improvements including special cycle safety technology such as sensors and cameras to improve safety.
- Engage with bicycle user groups and the broader community to raise awareness of the challenges for heavy vehicle drivers and encourage safe cycling practices when sharing the road.
- Work with key stakeholders to identify transport infrastructure planning, design and operational improvements to foster safe road sharing (e.g. signage and road marking).
- Identify and prioritise locations for safety improvements based on recorded accident data, stakeholder information and community feedback.





# Part 4 — Implementation program

## Implementation actions by theme

This section outlines the short to medium-term actions that Council and its partners will take to progress implementation. These actions are in addition to the current work Council and others undertake, with several building on existing plans and programs.

The actions are organised by the main theme and sub-theme they address, however, many will deliver on the intents of multiple themes and outcomes.

## Enhancing liveability

### A clean, green, sustainable city

**1** **Electric vehicles** — work with industry and other levels of government to facilitate the establishment of a network of charging stations in strategic locations (centres, commercial car parks, work places, recreation/tourist sites) in Brisbane.

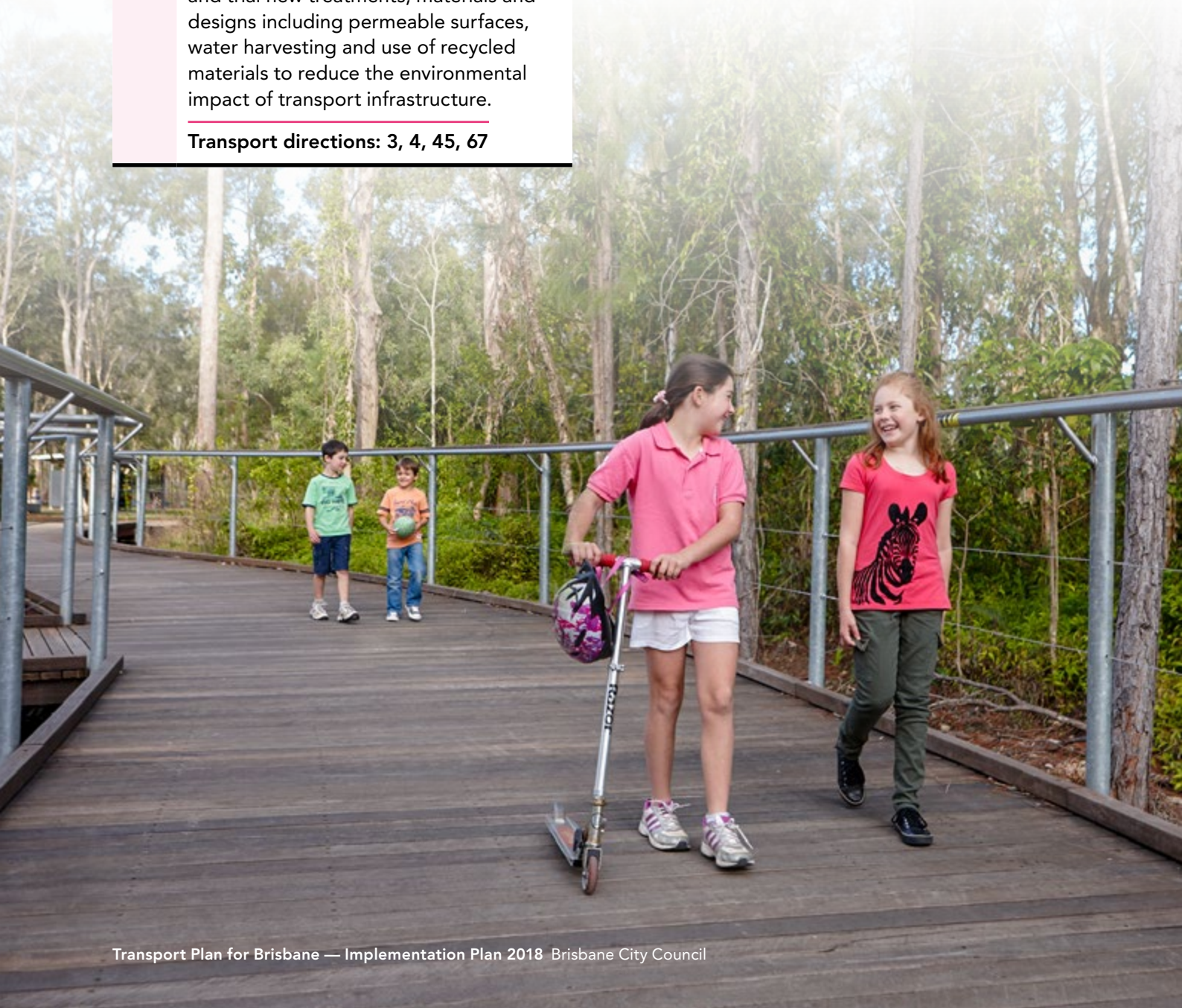
**Transport directions: 2, 44, 47**

**2** **Sustainable materials and innovations** — enhance programs to investigate and trial new treatments, materials and designs including permeable surfaces, water harvesting and use of recycled materials to reduce the environmental impact of transport infrastructure.

**Transport directions: 3, 4, 45, 67**

**3** **Environmental design guide** — develop an integrated environmental design management guide for use by Council and delivery partners (including developers) in the design of transport infrastructure and services, including better management of transport infrastructure in natural areas and parklands.

**Transport directions: 3, 4, 67**





# Enhancing liveability

## Community health and wellbeing

**1** **Active pathways** — plan and develop new and upgraded walking and cycling pathways in local and district parks and reserves creating healthy and active trails.

**Transport directions: 1, 5, 9, 18**

**2** **Leisure and recreation access network** — plan and upgrade infrastructure to encourage greater use of public and active transport options to connect residents and visitors to:

- regional sports and recreation venues
- natural areas, the Brisbane River and waterways
- event and entertainment precincts
- places of interest.

**Transport directions: 9, 38, 40, 41**

**3** **Signature parks** — facilitate development of sustainable transport connections to, from and within Brisbane’s parkland and reserve areas: Brisbane Botanic Gardens, Mt Coot-tha Forest Reserve, Roma Street Parkland, South Bank Parklands, Wynnum Esplanade and Sandgate Esplanade.

**Transport directions: 5, 9, 18, 38**

**4** **Active transport technology** — provide access to Council data to create more apps and other tech-enabled initiatives to encourage people of all backgrounds to get involved in active transport.

**Transport directions: 8, 50**

## Enhancing liveability

### Meeting people's needs

- 1 **Pathways to public transport** — Take a holistic approach to public transport infrastructure planning and delivery by ensuring pathway connections to train stations, ferry terminals, bus stations and bus stops are connected, safe and legible.

**Transport directions: 5, 10, 13, 26**

- 2 **First and last-mile services** — partner with the Queensland Government, community organisations and service providers to improve and trial first and last-mile transport options to better connect the community to public transport services. This may include a suburban trial of flexible or on-demand and personalised transport options.

**Transport directions: 14, 30, 31, 51**





# Enhancing liveability

## Better journey experience

**1 Inner city public transport wayfinding** — work with TransLink to design and implement an integrated public and active transport wayfinding plan and signage for the CBD and inner city to help residents and visitors navigate the network.  
**Transport directions: 15, 16, 39**

**2 Accessible and efficient interchanges** — assist the Queensland Government to identify, plan and implement upgrades to strategic public transport interchanges to improve the user experience and efficiency of transfers between services and modes.  
**Transport directions: 19, 24**

**3 Place-making transport** — investigate opportunities to develop a strong sense of place with the delivery and upgrade of transport infrastructure such as Brisbane Metro stations, train stations, Cross River Rail stations, major bus stops, pathways and bridges.  
**Transport directions: 18**

**4 Urban street place making** — develop a street revitalisation trial(s) in consultation with local business and the community, to better integrate road space with adjacent land use and activity and improve the public realm.  
**Transport directions: 18**

**5 Bikeway/shared-pathway program extension** — enhance existing bikeway/pathway program and work with organisations in activity centres across Brisbane to provide better integration and facilities including end-of-trip facilities to encourage more local trips by active transport.  
**Transport directions: 1, 6, 19, 57**

**6 Bus on-board messaging** — work with the Queensland Government and bus service operators to investigate and provide/trial on-board audio and visual messaging to help customers to more confidently access and use bus services.  
**Transport directions: 15, 16, 50**

## Delivering economic benefits

### Sustained growth of business and industry

- 1 **Economic precinct mobility plans** — work with the Queensland Government, business and industry to develop and implement transport mobility plans for all major industrial areas and regional centres, incorporating all travel modes and transport services.

**Transport directions: 20, 21, 71, 72**

- 2 **24-hour economy** — work with the Queensland Government and transport service providers to facilitate growth of a 24/7 integrated transport network that can support the development of a world-class 24-hour economy and support sectors with non-conventional business hours (e.g. ports, industry, entertainment and hospitals).

**Transport directions: 20, 41, 42, 44**





# Delivering economic benefits

## Convenient commuting

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**1** **Bus operational efficiencies** — work with TransLink and bus service operators to develop and implement vehicle and operation changes to improve service efficiency. Options may include off-bus ticketing with no on-board tickets in peak periods, all-door boarding and changes to bus station and major bus stop boarding procedures.

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**Transport directions: 23, 24, 45**

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**2** **Suburban public transport access** — undertake an assessment of public transport accessibility for Brisbane suburbs to identify areas with low public transport accessibility. For selected trial areas, develop integrated solutions to improve access to public transport, potentially including use of new BUZ routes, local feeder services, paratransit services and demand-responsive transport services.

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**Transport directions: 12, 23, 30, 31**

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**3** **Greater Brisbane Metropolitan Area public transport network** — work with the Queensland Government and adjacent local governments in the Greater Brisbane Metropolitan Area to improve public transport services to reduce the reliance on private car transport to access employment and services within Brisbane.

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**Transport directions: 23, 24, 51**

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**4** **Commuter pedestrian and bikeway network** — target delivery of active transport infrastructure to major employment and activity centres, including completion of missing links in the commuter network.

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**Transport directions: 1, 23, 26, 27**

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## Delivering economic benefits

### Safe and efficient freight movement

- 1** **SEQ freight strategy** — work with the Queensland Government, Australian Government and industry to prepare an integrated regional freight strategy to provide for the movement of freight by road, rail, sea and air and support the supply chain network in Brisbane and SEQ.

**Transport directions: 32, 33, 34, 35**
- 2** **SEQ road freight network** — work with the Queensland Government, adjacent local governments and industry to develop a preferred network for management of heavy freight movement within and through Brisbane. Network planning to incorporate emerging trends such as heavier and larger freight vehicles, platooning and automated vehicles.

**Transport directions: 32, 33, 35, 49**
- 3** **Construction transport management plans** — work with industry to ensure construction activities have appropriate planning for transport movements to minimise impacts on vulnerable road users, residents, business and sensitive land uses.

**Transport directions: 32, 36**
- 4** **Logistics and transport services** — work with the logistics, freight and transport services industry to plan for future transport network and operational requirements.

**Transport directions: 32, 33, 34, 35**







## Delivering economic benefits

### Supporting tourism and visitor industries

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- 1** **Public transport airport links** — work with the Queensland Government, Brisbane Airport Corporation and public transport providers to develop improved public transport services between the airport, CBD and regional centres.

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**Transport directions: 25, 38, 41**

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- 2** **Pedestrian access to Suncorp Stadium and the Gabba** — lobby the Queensland Government to improve pedestrian links from the CBD and Roma Street to Suncorp Stadium and the new Cross River Rail station directly to the Gabba across Main Street.

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**Transport directions: 38, 41**

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- 3** **Pre-travel planning** — work with the tourism industry to enhance information available to tourists, visitors and international students about Brisbane’s transport network to help them plan for their needs prior to their arrival, in multiple languages and culturally appropriate formats.

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**Transport directions: 15, 39**

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- 4** **Walking and wheeling city** — actively promote Brisbane’s active transport networks to tourists and visitors to encourage more travel by active modes such as walking, cycling and scootering and encourage opportunities to develop walking and wheeling tourist activities.

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**Transport directions: 38**

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## Harnessing innovation

### Innovative transport systems

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- 1 **New transport service models** — work with the Queensland Government and service providers to evolve planning, regulatory and delivery frameworks to ensure emerging transport service and business models can be developed to assist delivery of desired transport options (e.g. MaaS).

**Transport directions: 43, 44, 53**

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- 2 **Transport management systems** — continue to develop and enhance transport management technologies and intelligent transport systems to improve the efficiency, performance and integration of Brisbane's transport network.

**Transport directions: 45, 46**

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- 3 **Out-of-centre employment transport needs** — undertake a review of the potential impact of work from home, flexible work hours and suburban business/industry centres on our public transport and road networks.

**Transport directions: 25, 44, 45**

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## Harnessing innovation

### Technology-enabled solutions

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- 1 **Data and digital information** — capture and share Council data, including real-time data, to help industry to develop information and tools to assist people in travelling around Brisbane. This will include working with transport authorities and industry partners to identify and collect data and develop new datasets to better inform travel decision-making.

**Transport directions:** 15, 48, 50, 70

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- 2 **Connected and automated vehicles (CAVs)** — work with government and industry to prepare for CAVs and help ensure that this technology contributes to better transport outcomes for Brisbane. This includes establishing the regulatory framework and identifying requirements and responsibilities for the necessary infrastructure and data to support safe deployment of CAVs.

**Transport directions:** 47, 49

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- 3 **Road design for CAVs** — work with transport organisations to review road and transport infrastructure design and construction standards to identify changes required to accommodate future CAVs and other innovative transport vehicles.

**Transport directions:** 47, 49, 53

## Harnessing innovation

### Robust organisations and partnerships

- 1 **Funding innovation** — work with the Queensland Government and Australian Government to review alternative funding and delivery models, including those involving the private sector and other partners to reduce the transport funding burden for Council.

**Transport directions: 53**

- 2 **Public transport alliance** — establish a cooperative public transport alliance with the Queensland Government to jointly deliver a New World City integrated public transport network for Brisbane.

**Transport directions: 52, 54**



## Evolving the network

### Integrated land use and transport

**1** **Connected centres** — work with the Queensland Government to improve public transport connectivity between major centres, special centres and major industrial areas in Brisbane and SEQ to reduce travel to the inner city for cross-city purposes based on the *Connecting Brisbane* framework.

**Transport directions: 25, 55, 56**

**2** **Streets for people** — champion and support local projects and ideas that encourage people to use their local streets for community purposes, including car-free days in local/major centres, road closures for community events, prioritisation of pedestrian movements and development of new shared zones.

**Transport directions: 18, 62, 64, 70**

## Evolving the network

### Well planned, designed and managed networks

**1** **Bikeway network plan** — complete the planning for an integrated network of shared and separated paths and update Brisbane's Bikeway Network Plan to guide future delivery of active transport infrastructure.

**Transport directions: 23, 25, 61**

**2** **Footpaths and pedestrian pathways** — prioritise the provision and upgrade of pedestrian pathways and footpaths to improve access to local areas, residential properties, public transport nodes, schools and local facilities.

**Transport directions: 1, 63**

**3** **Brisbane Metro** — facilitate delivery of the new 21km, high-frequency Brisbane Metro involving two dedicated lines: Eight Mile Plains to Roma Street and Herston to St Lucia and 18 stations.

**Transport directions: 24, 64**

**4** **Cross River Rail** — work with the Queensland Government to facilitate the delivery of the Cross River Rail project between Dutton Park and Exhibition Station, including six new or upgraded stations.

**Transport directions: 24, 65**

**5** **Major road and intersection improvements** — assist the Queensland Government to plan, design and deliver upgrades to key strategic major road corridors and intersections to improve network efficiencies and provide capacity for existing and future demands on Brisbane's major road network (motorways, arterial and suburban roads), including linkages to the State and regional road network.

**Transport directions: 62, 63, 64**

**6** **Local road network improvements** — plan, design and deliver upgrades to local road networks to improve safety, manage local congestion points and moderate traffic speed and volumes on local streets.

**Transport directions: 62, 63, 64**

# Evolving the network

## Travel demand management

**1** **Understanding change behaviour triggers** — investigate options for data collection, research and analysis on key travel behaviour decision-making factors and evaluate potential effective mechanisms for influencing people, industry and business travel choices.

**Transport directions: 48, 70, 74**

**2** **Inform and educate** — work with government and community partners to better inform and educate the community about the personal and broader costs and benefits of travel behaviours and mode choices.

**Transport directions: 71, 72**

**3** **High school travel programs** — consult with the Queensland Government and high school communities to investigate and develop sustainable travel behaviour programs suitable for high school students and teachers.

**Transport directions: 72**

**4** **University and hospital mobility plans** — work with major university and hospital campus managers to develop facility-specific mobility plans that support and encourage more public and active transport use by employees, students and visitors.

**Transport directions: 70, 71, 72**



## Evolving the network

### Safe transport networks

- 1 **Safe and slow** — investigate and evaluate options in high pedestrian activity areas to improve safety, connectivity and amenity.

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**Transport directions: 76, 77**
- 2 **Separation of modes** — continue to plan, design and build infrastructure to separate different transport modes (e.g. separate cars and bicycles, separate pedestrians and bicycles) particularly in high-volume or high-speed environments.

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**Transport directions: 76**
- 3 **Planning for emergencies** — ensure transport network planning and management allows for emergencies, disasters and other events to maintain safety and minimise disruption. This may include planned redundancy in the network.

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**Transport directions: 80**
- 4 **Rail level crossings** — assist the Queensland Government to identify and implement improved management of rail level crossings to improve safety and network efficiencies. Council will continue to offer 15% of costs on State-approved and funded projects.

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**Transport directions: 22, 63, 76, 78**





# Part 5 — Monitoring and reporting

## Monitoring and reporting

Monitoring of changes in the city's environment, lifestyle values and the economy can assist in understanding how the city is changing and how effective government, industry and community actions are improving these values over time. As transport can significantly impact on these values, having an effective way of measuring these impacts will assist in future management of the city's transport infrastructure and services.

An effective monitoring program will need to cover a number of different reporting processes:

- achievement of overall citywide liveability, economic and environmental desired outcomes
- achievement of desired citywide transport outcomes
- application and achievement of the Transport Plan's transport directions
- application and achievement of the transport network intents for international, state, regional, citywide, inner city and suburban networks
- implementation of key initiatives and actions.

**The ability to monitor the success of the Transport Plan will rely heavily on the contribution and collaboration of stakeholders to collect, analyse, share and maintain data.**

This may include utilising technology to capture data from the community, including smartphones and other devices.

Council will continue to forge partnerships to maximise the benefits from data in monitoring success and planning new initiatives.

Using existing mechanisms such as the national Census, traffic counts, public transport

patronage and customer satisfaction surveys will also be used to monitor performance.

It is intended to develop a robust monitoring and reporting program, including measurable performance indicators within the first year of the Transport Plan's implementation. The program will be developed in consultation with the Queensland Government and other key transport stakeholders in Brisbane.

## Transport Plan and Implementation Plan review and reporting

Monitoring and evaluation will underpin reviews of the Transport Plan and the Implementation Plan through providing information on how Council and stakeholders are tracking in delivering the outcomes and transport directions as well as identifying gaps and opportunities for improvement.

This will allow Council and stakeholders to learn, adapt and change to ensure the desired outcomes are achieved.

The Implementation Plan will be reviewed and updated every two years to respond to progress in the implementation of actions, achievement of key performance indicators and emerging opportunities and

issues. Ongoing feedback from the community and stakeholders will also be considered.

The Transport Plan will be subject to a periodic review and will consider the results of monitoring that has been undertaken as well as new and emerging challenges and opportunities.

# Transport Plan for Brisbane — Implementation Plan 2018

**brisbane**  
australia's new world city



*Dedicated to a better Brisbane*

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Paper from responsible sources



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