



SEQ Transport Infrastructure – Facing the Challenges, Supplying Solutions



The Committee for Economic Development of Australia

12 November 2008



Congestion – what is it?

“A certain level of urban congestion is natural and unavoidable” (COAG Review 2006)



Congestion in Brisbane

- Predicted highest growth in avoidable congestion costs by 2020
- Congested vehicle kilometres travelled - 8 million in 2001 to 21 million in 2026
- Overcrowding on public transport system
- Freight task to double by 2020

Problem

- Delays
- Reliability
- Costs \$1-3bn

Types

- Recurrent
- Event driven
- Urban/non-urban

Causes

- Growth
- Land use
- The network
- Car ownership
- Peak demands



The Vision

- A transport system that keeps people and goods moving freely
- A transport system that provides a choice of easy, reliable and safe transport options
- Working together, in partnership with other levels of government, industry and the community



The Solution

- **SmartMobility: an urban congestion strategy and action plan for SEQ**
- 5 core elements
- Balanced but focused approach
 - short, medium and long term initiatives

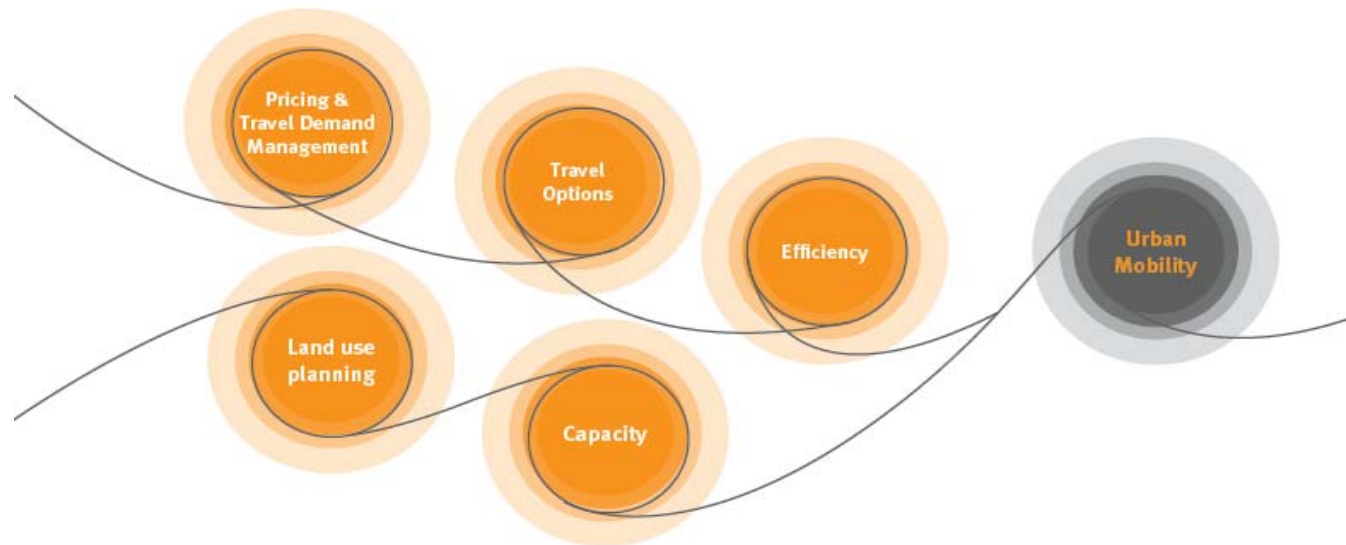
Government working together

- all levels of government as a collective force



SmartMobility Strategy

Balancing initiatives across 5 core elements



1. Land Use and Planning

Using available land to make our journeys shorter and easier

Initiatives:

- Government decentralisation
- Better land use planning
- Strategic urban developments
 - Transit Orientated Developments
- Developing multi-modal corridors
 - Brisbane North Urban Corridor
 - Gateway motorway Corridor





2. Pricing and Travel Demand

Changing the way people travel

Initiatives:

- **TravelSmart Program - \$22.6 million**
 - Communities
 - Schools
 - Workplaces and Events
- **Pricing mechanisms** – making more efficient use of existing capacity



3. Travel Options

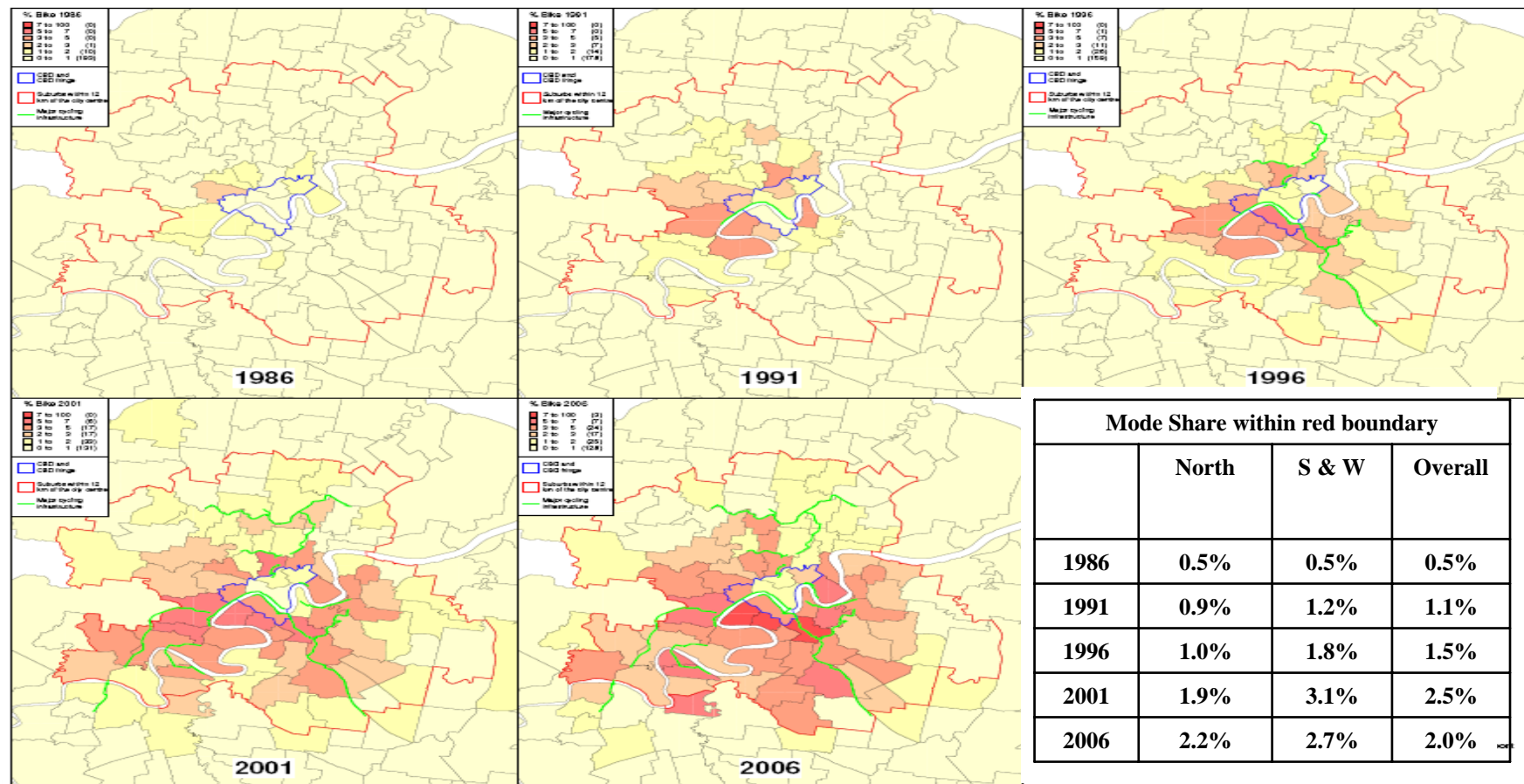
Providing better public transport, cycling and pedestrian services

Initiatives:

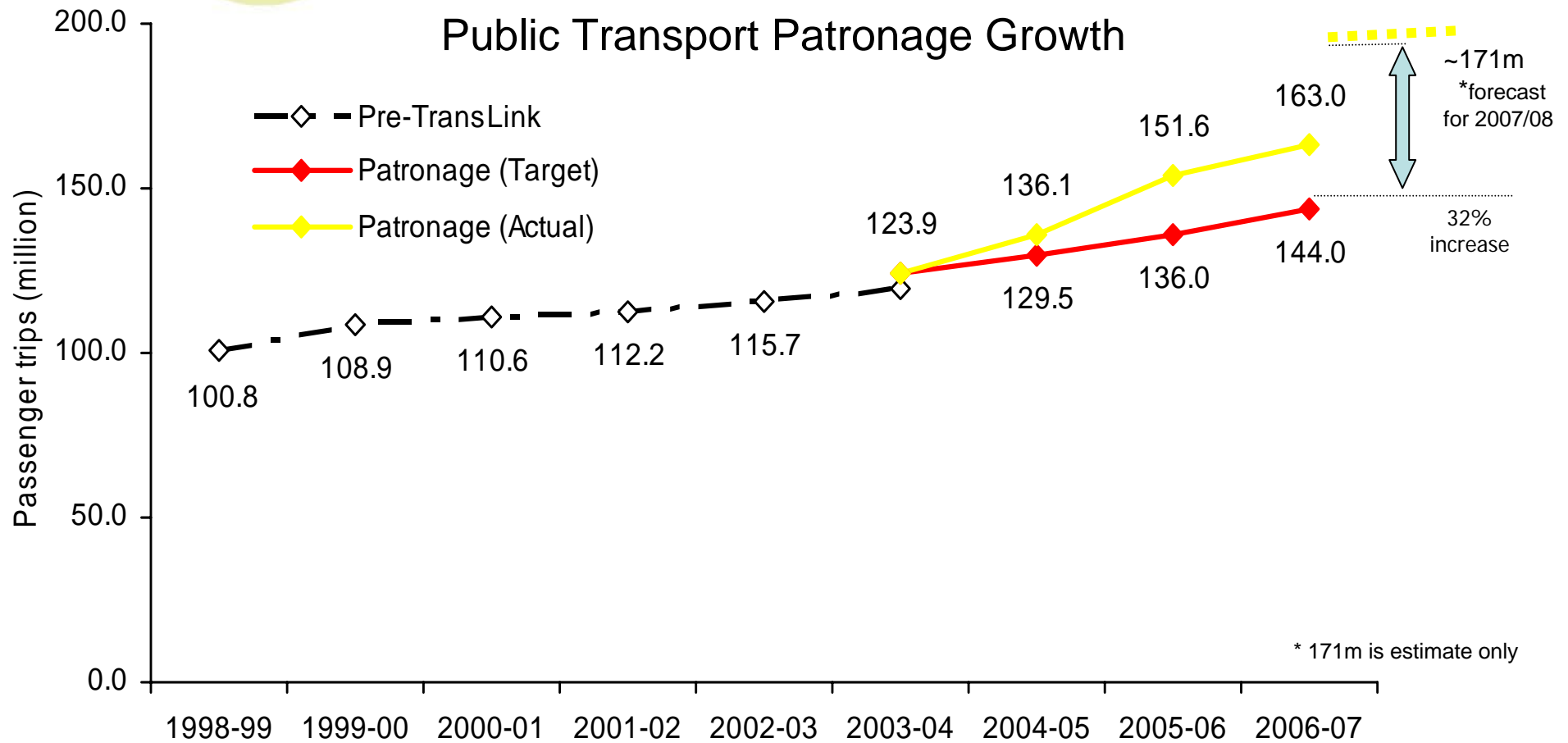
- TransLink Network Plan
- SEQ Cycle Network
- End of Trip facilities



Bicycle mode share to CBD 1986 - 2006



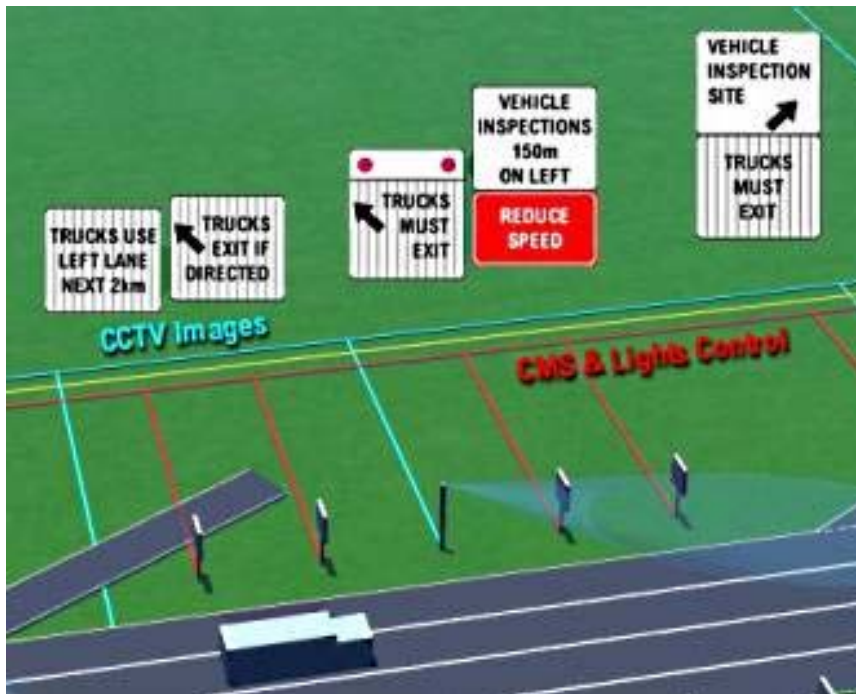
Moving SEQ forward



* 171m is estimate only

4. Efficiency

Working smarter to improve our existing network



Initiatives:

- **Incident Management**

- Emergency vehicle and bus priority
- SEQ HOV Program
- Traffic signal coordination

- **Electronic tolling systems**

- **Open Roads Policy**

5. Capacity

Build capacity for growth – new roads and new infrastructure

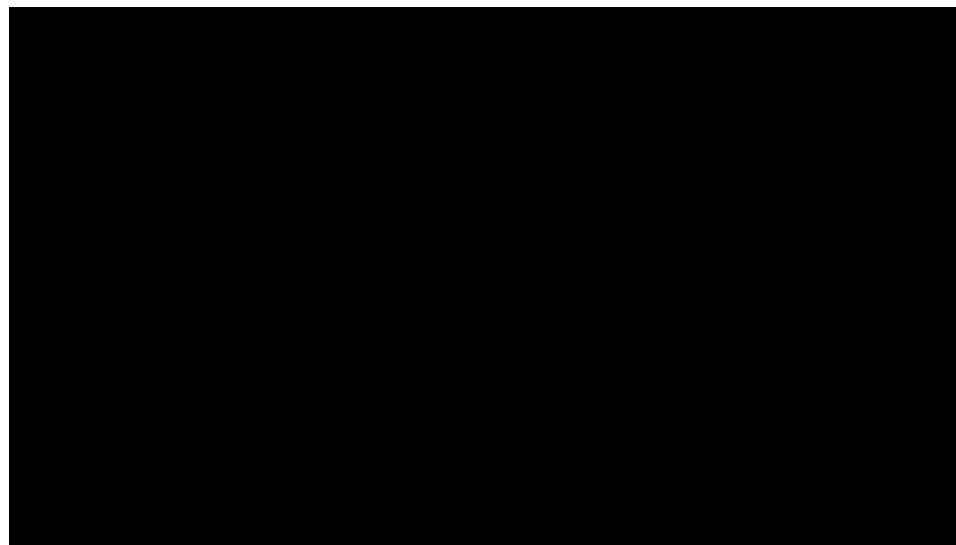


Initiatives:

- Gateway (North and South)
- Northern and Eastern Busways
- Inner City Rail Capacity
- Brisbane North Urban Corridor
- Gold Coast Rapid Transit Project



Gold Coast Rapid Transit Project





Northern Busway





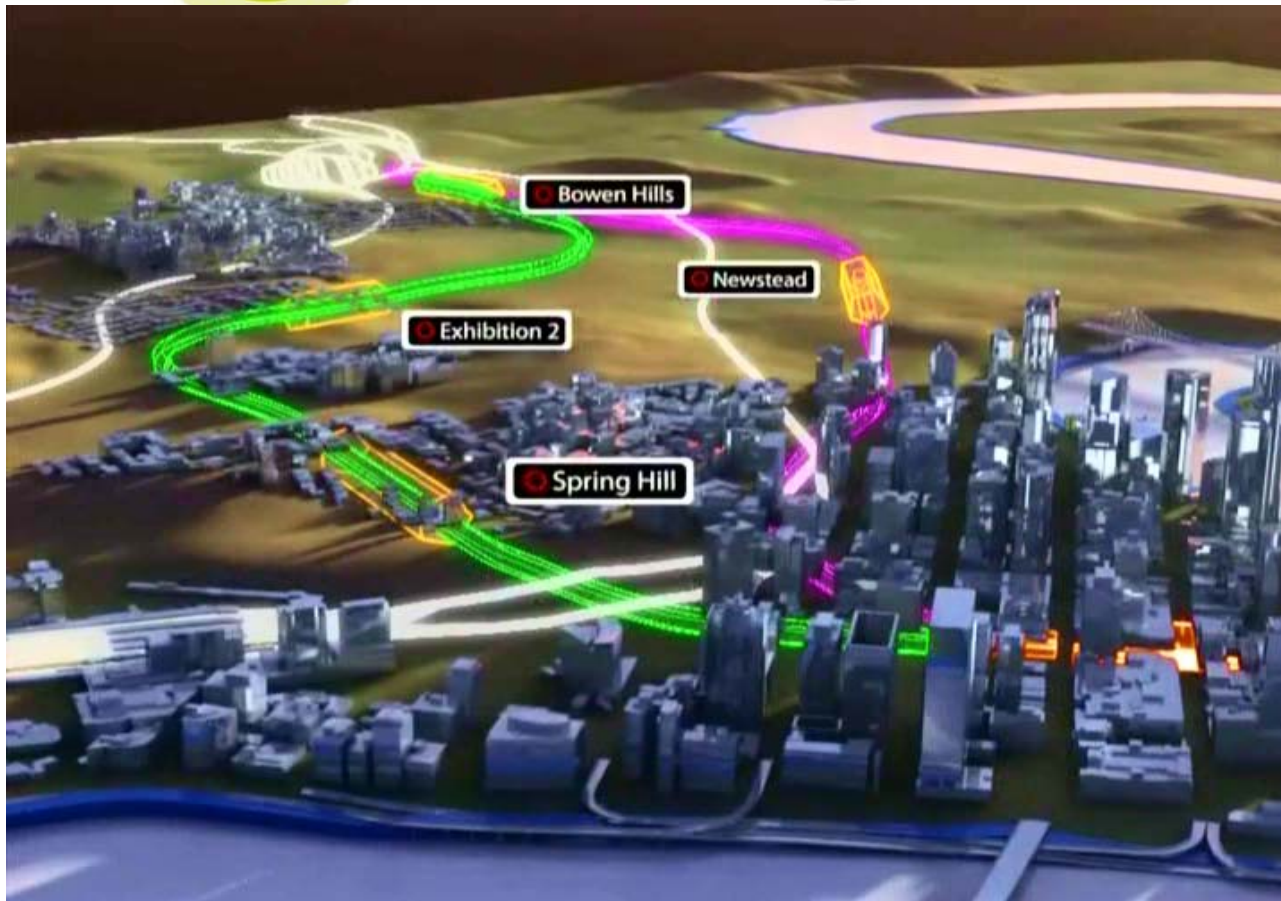
Inner City Rail Capacity Study





Inner City Rail Capacity Study

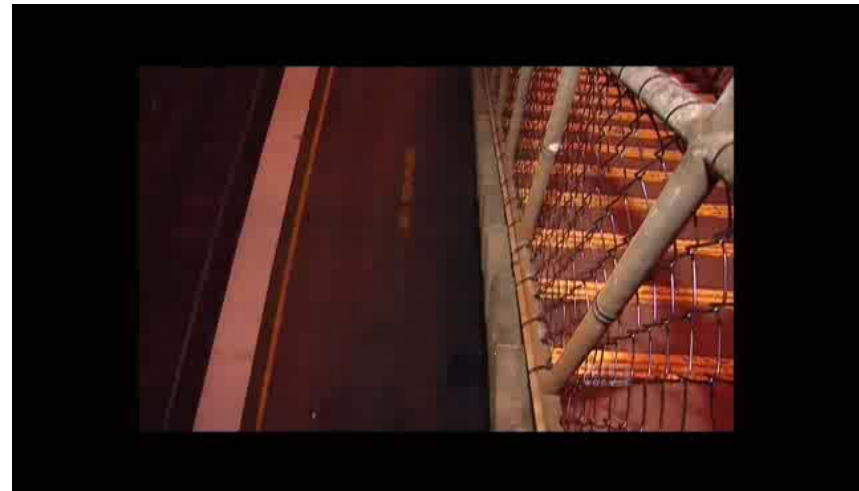




Inner City Rail

- Over the next four years, the Queensland Government will invest more than \$7.7 billion in transport and roads infrastructure and \$168.4 million to improve customer services across the TransLink network.
- Addressing congestion will rely on a combined effort and investment into the 5 key areas
- Need to manage congestion across the road, freight, public and active transport networks

Issues for future consideration





Questions?

For more information:
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