



28 March 2018

New Transport Plan for Brisbane
 Brisbane City Council
 GPO Box 1434
 Brisbane Qld 4001

To whom it may concern,

Draft Brisbane City Council Transport Plan for Brisbane 2017– BDA The Committee for Brisbane Submission

Thank you for the opportunity to review and contribute to Brisbane City Council’s (BCC’s) Draft Transport Plan (“the plan”).

The BDA supports the work of the Council in developing the draft plan to address the significant future challenges of population growth and subsequent infrastructure needs that will occur over the next 25 years.

The comments and recommendations set out below are intended to offer informed insight from members of our organisation. Should Council wish to discuss any of these matters, we would be happy to meet and talk through the rationale for our comments and how we think the plan can drive *and* deliver effective outcomes to make Brisbane the world’s most liveable city.

BDA The Committee for Brisbane has recently refocused its policy advocacy efforts on four key themes, namely:

Theme	Examples of challenges to be explored:
Connectivity	<ul style="list-style-type: none"> - Transport - technology - interconnected green space
Outdoor city/culture & lifestyle	<ul style="list-style-type: none"> - Subtropical design - Indigenous Brisbane - Culture & tourism economy
Enterprise & innovation	<ul style="list-style-type: none"> - Innovative culture - enterprise zones - night time economy
Equitable Brisbane	<ul style="list-style-type: none"> - Housing affordability - Employment - Housing balance and aged care



Improving connectivity for people and freight, amidst rapid population growth, will be a vital element of our collective effort to optimise Brisbane's liveability, environmental sustainability and economic prosperity.

Accordingly, we constructively offer the following feedback on the Draft Transport Plan.

Generally, the document is comprehensive and well-structured albeit driven by a Vision for 2031 that covers familiar territory. It is suggested that the eight principles underpinning this Vision be 'sharpened' with a bolder and more transformative focus on enhancing liveability, delivering economic benefits (including improved emphasis on freight movement), harnessing innovation and evolving the network as primary aspirations.

To assist in this regard, it is respectfully suggested that the refinement of the Draft:

- Include greater detail on the affordability and costs of transport. Commuter (both private and public) and freight transport in Brisbane is becoming increasingly expensive. While transport choice is addressed quite comprehensively, cost is given scant attention. Therefore, the plan needs to give heightened focus on and the costs that will define Brisbane's best transport future. If the plan simply places such matters in the 'too hard basket' (as has happened too frequently in the past) a significant opportunity to improve the city will be lost.
- Identifies, and plans to address, the large areas of transit-poor locations across the city where there is presently little choice but to drive private vehicles. Considerable research on this topic has been undertaken (e.g. the Griffith University in their Vampire Index of accessibility and affordability) and it is suggested that BCC revisit this body of work and the related advocacy for a '30 minute city' (being part of a broader '45 minute intra-city'), built on the types of highly accessible and affordable public transport system that progressive cities around the world have invested in to their citizens' advantage.

The draft plan principally focuses on the radial network in to the city and does not afford sufficient coverage of the other principal and major activity centres. In short, the network focus is not as detailed as it needs to be.

- Consider the inclusion of a true mass-transit system (including heavy and/or light rail) for public transport. A sole, or even primary, reliance on buses and their variants in addressing future public transport needs is considered problematic and likely to fail our best possible mass transit future. While recognition of exponential growth and the inter and intra-regional nature of the transport challenge is noted, no clear mass-transport solution is offered. Whilst accepting that this will principally be the domain of State government,



this omission and the lack of coordination in delivering such vital infrastructure is a notable and unsustainable deficiency in the plan.

- Extend the adopted planning horizon beyond the next 25 years (although noted as appropriate in terms of alignment with other regional documents - e.g. the SEQ Regional Plan) to deliver a 40-50 year strategic platform as is now common practice for rapidly growing cities internationally. In doing so, the plan could then contain bolder strategic ideas. Major transport projects can take many decades to deliver from the initial concept, so it's important that we, as a City, take this opportunity afforded by the Transport Plan to take a longer-term view and 'dream big' about our aspirations for a better Brisbane.
- Provide far greater emphasis on, and detailed responses to, the influence of disruptive technologies in the transport sector. Whilst some coverage of digital impact is provided, detail in this area of the report is wanting in relation to our ability and agility to cope with the disruptive speed of change and inevitable outcomes that will lead to altered transit habits and freight and logistics movements. Collecting data is a sound step in the correct direction but having the ability to respond in real time on the ground to alleviate issues immediately isn't presently addressed in relation to the dawning impact of factors including but not limited to:
 - Electric and automated vehicles
 - The potential impacts of the shared vehicle economy
 - The platooning of road freight vehicles
 - The use of larger road freight vehicles in certain industrial areas (e.g. in and around the Port of Brisbane)
 - The use of drones as an alternative transport mode
- Considers the identification, preservation and future development of existing and new road and rail freight corridors that connect the port (and other key industrial nodes) to the SEQ region's hinterland and markets. While road freight access to the port remains crucial, rail's present mode share of Brisbane's containerised freight task (presently running at <2.5%) is not considered sustainable in terms of port functionality or regional liveability in the longer term (20-30% being a benchmark rail mode share for most large international port cities). Presently, rail freight to the port shares the same corridor as several of Brisbane's metropolitan passenger rail services. The potential to maintain and/or grow rail freight using this line is constrained as a result of the increasing frequency of passenger rail services. Accordingly, the plan should consider the future development of a dedicated/segregated freight rail corridor/connection that will:



- link the port to the Federal Government's Inland Rail Project
- remove significant volumes of freight rail from the existing passenger network (thus freeing up capacity for increased public transport – an outcome considered vital for the increased density of inner-city residential development planned for Brisbane under City Plan 2014)
- reduce road congestion and thus reduce greenhouse emissions, road safety risks and road maintenance costs (by removing thousands of trucks from the road)
- create a viable, efficient, long-term route to market for the region's agricultural, resource, general cargo and container trades
- Augments the positive, and long-standing, reference to preserving the North West Transport Corridor (to open up the north-side, Moreton Bay and Sunshine Coast links) with a more positively asserted program to deliver this desperately needed piece of infrastructure within the 25 year framework of the plan.
- Provide far greater emphasis and detail on how the plan is to be implemented, staged, funded and delivered. A simple summary of these vital planning and governance aspects is not considered adequate or appropriate for a plan as important to Brisbane's future as this one has the potential to be.

Finally, the draft plan does not set out implementation and delivery specifics and doesn't provide sufficient context as to how the draft plan will be staged, funded and delivered. As there are no stated actions, thus, there are no stated targets. Ideally, aims would be clearly identified and how we might monitor progress and take corrective actions – plan, monitor, manage also identified. In the absence of such elements, the document is more akin to a briefing paper than a plan.

BDA The Committee for Brisbane looks forward to engaging further on these matters and to supporting BCC's efforts in finalising and implementing the new Transport Plan for the benefit of the Brisbane community.

If you have any questions pertaining to this submission, please feel free to contact me on 3253 3901.

Yours sincerely

Brendan Christou
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BDA The Committee for Brisbane