Submission: Draft Transport Plan for Brisbane – Strategic Directions

Introduction
The Policy and Advocacy Committee of the Planning Institute of Australia (PIA) Queensland Division have prepared the following submission in relation to the Draft Transport Plan for Brisbane – Strategic Directions (Draft Transport Plan).

We would like to commend Brisbane City Council (Council) on the preparation and release of the Draft Transport Plan and acknowledge the importance of building upon the previous Transport Plan for Brisbane 2008-2026 (TP4B), to provide a transport plan that responds to the opportunities and challenges around transport at present day. With rapid population growth across all of South-East Queensland, a transport plan for Brisbane plays a critical role in advancing the whole South-East Queensland region, including responding to current and emerging challenges and pressures facing the region.

Producing an effective transport plan that balances current community values and transport preferences but responds to emerging trends, demographic changes and transport challenges is a difficult task. Overall, PIA contends that the document is underpinned by effective transport planning principles that are clearly explained, allowing a broad spectrum of stakeholders to comprehend what the Draft Transport Plan is trying to achieve.

Recognising the aims of the YourSay campaign associated with the release of the Draft Transport Plan, we take this opportunity to provide a submission from the perspective of the planning profession. In this regard, we thank BCC in advance for their consideration of this submission and the efforts already made through the Lord Mayors External Reference Group and separate workshop event, to encourage the involvement of PIA QLD in the Draft Transport Plan consultation.

The following submission has been structured around key matters and components of the Draft Transport Plan. The submission has been structured to provide broad general comments regarding the document as a whole, before outlining more detailed feedback relevant to the individual sections and strategic transport directions within the Draft Transport Plan. Further, this submission has been focused around what PIA QLD considers to be key factors of transport planning, including but not limited to:

- Walkability and health;
- Equitable access;
- The role of transport in achieving sustainable outcomes;
- Integration of transport and land use planning;
- The role of parking;
- Transport and affordable living;
- Transport planning at a regional scale;
- Emergence of new transport technologies including autonomous vehicles;
- The prioritisation of transport forms; and
- Investment in transport and its role in economic development.

General comments

The Draft Transport Plan for Brisbane – Strategic Directions contains a number of positive aspects and includes strategic transport directions that generally are a positive step towards effective transport planning for the future of Brisbane. Generally the themes emphasised within the Draft Transport Plan provide a holistic approach to transport, acknowledging the broad role of transport in livability, sustainability, equality, economic development and technology.

Plan implementation and evaluation

From the outset, it is acknowledged that the Draft Transport Plan incorporates a different approach to transport planning in comparison to previous transport plans. The Draft Transport Plan reflects a focus on broad objectives and deliverables for the transport networks of Brisbane. The Draft Transport Plan reads as a visionary document that aims to set the framework for specific and targeted policies moving forward.

Whilst it is recognised that the plan comprises a high-level, strategic document, it is important the document still acts as a plan in its primary function. The Draft Transport Plan does not prescribe specific measures or actions, but provides a broad overarching vision for the future intent of transport across Brisbane. Whilst this is acknowledged as being intentional, it is considered a shortcoming of the current document and concern is raised that a lack of implementation detail may removes accountability for achieving the intent of the plan.

The Draft Transport Plan would benefit from greater detail around implementation, including tangible measures and actions for how Council will specifically achieve and contribute to the strategic transport directions of the Draft Transport Plan. Following consultation of the Draft Transport Plan, we understand that the intention of Brisbane City Council is to expand upon the ‘Making it Happen’ section as well as possibly creating a separate implementation plan in support of the Transport Plan. PIA supports and strongly encourages these further actions. In particular, to provide greater transparency and understanding as to how the strategic transport directions will be achieved, PIA recommends an expanded implementation strategy state as a minimum, the following further detail:

- Responsible agencies / involved groups;
- Indicative Timeframes; and
- Specific projects or tasks which will deliver / achieve the directions

Integration with existing planning framework

Acknowledgement of the planning framework within which the Draft Transport Plan sits is viewed as a key positive of the Draft Transport Plan. The alignment of the Draft Transport Plan with existing State and Local
Government plans and policy is fundamental to ensuring integrated transport and planning outcomes and a holistic approach to transport planning. The strong references made to key State Government planning and transport policies (ShapingSEQ 2017 and ConnectionSEQ 2031) as well as existing Council plans and policies (Brisbane City Plan 2014, Brisbane Economic Development Plan 2012-2031 and Brisbane. Clean, Green, Sustainable 2017-2031), is commended. Notwithstanding this, it is considered that the Draft Transport Plan would benefit from greater explanation around how the Transport Plan will seek to realise transport direction 51 and align with other key statutory planning documents. Specifically, this should include further detail of the measures taken to ensure the outcomes advocated for within the draft Transport Plan align and are integrated with these existing planning policy, particularly the Brisbane City Plan 2014 and ShapingSEQ.

**Integration of transport and land use planning**

The importance of coordinated land use and transport planning is generally accepted. Following on from the above comments regarding the relationship of the Draft Transport Plan to the existing statutory Planning documents, PIA commends Brisbane City Council’s choice to include Transport and Land Use Planning integration as a core principle of the plan.

Whilst benefit is recognised in highlighting the importance of Transport and Land Use Planning integration in isolation from other directions of the Draft Transport Plan. Proper integration cannot just be achieved through a separate, stand-alone direction, but rather, necessitates consideration at every stage of transport infrastructure and land use planning processes. The comments below relating to specific parts of the Draft Transport Plan seek to provide some input as to how Land Use and Transport may be better assimilated throughout the plan.

**Transport behaviours and preferences**

PIA commends the Draft Transport Plans commentary around promoting behavioral and attitude changes towards current and future transport trends and needs. But believes the plan would benefit from greater detail that clearly articulates the benefits of increased public and active transport usership, as well as increased detail around strategies available to prioritise alternative transport methods to private vehicle use.

Various sections of the Draft Transport Plan stress the unviability of increasing road infrastructure through methods such as road widening. To compensate for road capacity issues, the Draft Transport Plan highlights the importance of developing alternative transport modes and encouraging more active travel. PIA agrees with and supports The Plans direction on this difficult policy direction.

Some concern is raised that the policy intent of the Draft Transport Plan and the delivery of future transport infrastructure over the next several years, as outlined in the Draft Transport Plan do appear to be in contradiction. That is, the intent of the Draft Transport Plan is to facilitate the delivery of sustainable, convenient and connected public transport for Brisbane. Yet the planned delivery of future transport infrastructure in the DTP primarily revolves around car-based infrastructure. For example, only three (3) major public transport infrastructure projects by comparison to seven (7) major road transport infrastructure projects are planned over the next five years in the Draft Transport Plan.
Affordable living and transport

Various studies within areas ranging from South East Queensland (Department of Infrastructure, Local Government and Planning, 2017), other large Australian cities (Dodson J. Sipe N 2006) and the United States (Leinberger C. & Rodriguez M. 2016) have demonstrated that a significant portion of household expenditure is dedicated to transport. Within the outer, less connected suburbs of South East Queensland it is estimated that transport related costs can account for more than 30% of total income. Conversely, in better serviced locations and areas closer to centres, transport costs account for as little as 15% of household income. The pressures on families within some areas of Brisbane and the vulnerability they face due to lack of alternative travel options, rising interest rates and increased fuel prices will be a major transport challenge for in the approaching decades.

The Draft Transport Plan is underpinned with principles that seek to minimise vulnerabilities to transport costs. However, there is a benefit in making a clearer distinction in the role the Draft Transport Plan can play in reducing the costs of living for Brisbane residents. Particularly in outer suburb areas that may not be well serviced with a range of transport options.

Further, the Draft Transport Plan highlights the importance of new public transport infrastructure that will be delivered across the Brisbane region (e.g. Cross River Rail and the Brisbane Metro). However, there is little mention as to the affordability for persons to utilise this infrastructure. It is also noted that the deliverable actions outlined in the strategic transport directions section only broadly mention affordability twice, with one mention relating to affordable transport infrastructure for tourists. With Council’s intent to increase public transport infrastructure patronage, the plan should take a greater focus on better partnerships and collaboration with other industry bodies to deliver more affordable transport infrastructure for users.

Prioritisation of transport methods

Like all high-level policy documents, the Draft Transport Plan outlines many aspirational transport goals that are to be read on balance and traded off to achieve the best outcome for Brisbane. This is most evident in the Transport Principles of the Draft Transport Plan, which provide a checklist when making decisions about the transport network. Although PIA QLD supports the principles, we believe the decision making process can be made clearer by prioritising the delivery of transport modes. One such model of prioritisation supported by PIA is the Green Transportation Hierarchy (Transportation Alternatives 2001). This model prioritises the most efficient transport modes based on space, energy and other costs:

1. Pedestrians
2. Bicycles
3. Public transit
4. Commercial vehicles
5. Taxis
6. High occupancy vehicles
7. Single occupancy vehicles

Providing a clear prioritisation of transport in this way will allow for the cost effective delivery of infrastructure, whilst outlining a simple way to follow policy direction for the community.
Transport mode prioritisation may not be suitable at a city or region wide scale but it could be very effective within the inner 5km, supporting the existing policy direction of the Plan. It is understood that the principles of transport mode prioritisation are found throughout the Plan (such as within Meeting the transport task, Brisbane inner city), however, PIA believes these can be made clearer.

It is also noted that there are numerous other initiatives which incentivise private car use over public transport. This includes Uber and other ride sharing services, secure a park and other tax incentives which allow individuals to travel more conveniently and cheaper by comparison to public transport. The Draft Transport Plan should provide further commentary on this issue and outline recommendations to create more unique and innovative methods to incentivise higher public transport usage over private automobiles.

Parking

The Draft Transport Plan does not consider the key role parking plays within our cities in both a land use and transport context. Parking acts within our Cities and regions as both an obstacle and enabler. The role of parking within the inner city differs dramatically to the role of parking within suburbs and this should be reflected in the Meeting the Transport task section of the plan. Particularly, in the inner city section, the Draft Transport should reference some key issues associated with parking, including the promotion of use of the private car, inequitable access to everyday uses which are designed for the private car, occupation of space which could be otherwise realised for more beneficial uses and reduction in the quality and amenity of place.

Place making

Effective transport planning should do more than get people from A to B – it should create places people enjoy being in. This ‘place making’ is essential for the social wellbeing of Brisbane residents, as well as the economic development and its national and international competitiveness.

Brisbane City Council’s transport and urban planning divisions should work together in revising the draft plan, to identify place making opportunities - focused around key nodes. Once identified, Brisbane City Council should set a direction for how these nodes should be developed. The direction should seek to create great places that uphold Brisbane’s subtropical design, realise economic potential, and promote social vitality.
Comments regarding Specific Parts of the Draft Transport Plan

The following provides comment and recommendations on specific components of the Draft Transport Plan, with a view to providing Council with direct, clear and constructive feedback on the Draft Transport Plan.

Introduction

Plan Structure and Intent - Page 3
Page 3 outlines that transport plays a fundamental role in ensuring our city remains accessible and provides for the safe and efficient movement of people and goods into and throughout our city.

Whilst agreeing with the above statement, PIA QLD believes this section of the Draft Transport Plan misses an opportunity to state that transport is more than the safe and efficient movement of people and goods’. As detailed in the Place making comments above, transport is not just crucial to the movement of people and goods, but critical to the fabric of a city, how people interact with places, sustainability and physical and mental health. The addition of comments that reflect these broad benefits of an effective and efficient transport network would improve this section.

Our Brisbane

Our Transport Network
The ‘Our Brisbane’ chapter is benefitted from the inclusion of maps illustrating railway and busway, ferry, road and air and seaport infrastructure. These maps assist with providing a clear context of Brisbane’s current transport networks. However, the Section excludes a supporting map to demonstrate existing networks for active transport infrastructure.

Whilst a map illustrating active transport infrastructure could be a visually cluttered given the coverage of active transport infrastructure across the City. PIA QLD believes a strategic infrastructure map would benefit the draft plan and assist in demonstrating that active transport networks form a key component of transport infrastructure in Brisbane. In this regard, a map could focus on key active transport routes across the City and allow the reader to better understand the active transport directions of the draft plan.

Road Network - Page 16
The section regarding Brisbane’s current road network includes a case-study for Brisbane’s TransApex strategy, highlighting several key road projects which have opened between 2010 and 2015. The section refers to these projects having effectively helped ease traffic congestion in Brisbane’s inner and middle suburbs. The section also includes a figure displaying average daily traffic volume from January 2017 to June 2017 for major arterial roads within Brisbane, but does not include the TransApex network.

PIA believes this section would benefit from evidence and figures relating to the traffic volumes of the TransApex network, including supporting data and figures regarding the number of users of these networks. This would provide helpful information regarding the current context of utilisation of toll versus non-toll roads within Brisbane and may also provide insightful information relating to user behaviours and preferences.
Responsibilities for Transport - Page 20
PIA commends the inclusion of an overview of the different stakeholders responsible for the delivery and management of transport networks. In particular, PIA supports the emphasis placed on the need for integration and collaboration between all levels of government and other organisations to achieve the best outcomes for Brisbane and to provide one network to the community.

How we travel - Page 22
The illustration of transport mode splits for commuter trips to the Brisbane City Council LGA in this section demonstrates a significant preference towards private vehicle use, with private vehicles taking up over 90% of trips to Brisbane from all surrounding LGA’s.

Whilst the following page states that public and active transport provide the opportunity to move greater numbers of people and reduce the number of trips by private car, PIA recommends the How we travel section more clearly emphasise the adverse economic, social and environmental impacts caused by the current preference to private vehicles. It is acknowledged that this is discussed in the Meeting the Transport Task (Pages 86-88), however given the substantial gap between these two sections, it is considered important that the How we travel section clearly demonstrate the challenges and implications of current commuter behaviours and preferences.

Factors influencing mode choice - Page 23
The Draft Transport Plan touches on breaking ingrained travel behavior. This section of the Draft Transport Plan provides a summary of how this is achieved through education and awareness, infrastructure and service improvements and/or a change in the transport network that motivates a user to question car travel.

Whilst this is supported by PIA, a focus on the need for changed transport behaviours should be given more prominence within the Draft Transport Plan. This includes a more detail explanation as to why current transport preferences are not sustainable. The Draft Brisbane Transport Plan should also take a role in working towards changing travel behaviors, by providing specific measures, actions and goals to assist in changing travel preferences and behavior.

Transport Directions

Transport Principles – Page 37
The transport principles contained within page 37 of the Draft Transport Plan are generally supported by PIA and recognise that we need to embrace and advocate for people first transport networks, equity, connectivity and integration.

Advocating for these principles is critical in moving forward, and must shape the attitudes towards transport planning decisions into the future. Acknowledging that the Draft Plan contains a reduced implementation section, it is key that the transport principles are duly reflected through to actions and measures contained within the expanded Making it Happen section or a future implementation plan.

Transport Outcome - A clean, green, sustainable city - Page 40-41
This outcome seeks to achieve environmental benefits through transport planning. However, the outcome does not acknowledge the critical role land use coordination and planning plays in realising transport networks that minimise impacts on the environment and help mitigate the impacts of climate change.
PIA recommends the addition of a new direction, to ensure transport network and land use planning decisions consider and compliment one-another, to support transport by sustainable modes and full effective use of underutilised infrastructure.

**Transport Direction 1 - Page 41**
PIA generally supports transport direction 1 and considers a reduction in private car travel to be a vitally important direction. However, reduction in private vehicle use will require significant investment in public transport and more than just improving only the ‘attractiveness’ of sustainable transport options.

In addition to advocating for only high-quality public and active travel infrastructure, transport direction 1 should be amended to also include reference to achieving improved quantity and quality of public and active travel infrastructure.

**Community health and wellbeing - Page 42**
This outcome seeks to improve the health of Brisbane residents through transport planning. It is considered that the outcome should better acknowledge the role planning frameworks (development codes, neighbourhood plans or zone codes) play in ensuring individual developments play in making active transport attractive and integrated with development. PIA therefore recommends a new direction be added, to ensure active transport infrastructure is designed and located to integrate with urban development.

Furthermore, transport directions 5-8 should make reference to the importance of integration between public transport and active transport networks, to facilitate more convenient and sustainable access to public transport and assist in incentivising the adoption of active travel as part of trips over larger distances. This could include a direction encouraging improved active transport connections to public transport stations and buses/trains that provide convenient bicycle storage. The benefits of this approach in reducing demand on park and ride facilities should also be noted.

**Meeting people’s needs - Page 45-46**
Community engagement and buy-in with regard to transport planning decisions is vital to achieving the vision of the Draft Transport Plan. PIA encourages the specific reference to community engagement provided by transport direction 10. It is important to explain transport planning decisions and communicate the benefits of change, rather than just informing, as a lot of residents may not understand the rationale. For example, this video by Auckland Transport explains the benefits of completely changing how people travel, to achieve better transport outcomes for the city: [https://at.govt.nz/projects-roadworks/new-public-transport-network/#purpose](https://at.govt.nz/projects-roadworks/new-public-transport-network/#purpose)

Regarding transport direction 13, personalised and on-demand transport options are going to continually evolve with technology. Therefore, it is important to plan for the emergence of these technologies, so they are appropriately integrated with and complement the existing public transport system rather than disrupt or compete with existing systems.

**Better Journey Experience - Page 47-48**
PIA encourages the reference to the role of transport in creating a sense of place, provided by transport direction 18. To align with the Draft Transport Plans intent to focus improve of existing infrastructure rather than new, PIA considers that it may be useful for direction 18 to provide include a specific reference to the
opportunities to create a ‘sense of place’ around existing transport corridors and facilitates, for example, land use activities around train stations or busway stations.

**Sustained growth of business and industry and Convenient commuting - p.51, p.55**

Transport directions 20 and 30 are considered extremely important, as economic activity centres are key drivers of transport demand. Transport demand starts with a relationship between two land uses which generate a reason of travel. Linking residential uses with economic activity centres with integrated transport along key corridors will generate more efficient transport outcomes.

PIA further supports transport direction 31 which advocates for an integrated, citywide public transport network with high speed and high frequency. It is however noted that this direction would require transferring services and changing travel habits, therefore the clearly articulating the benefits of these networks (i.e. better service frequencies and coverage for all residents) is key to implementation of this direction.

**Curitiba, Brazil Bus Rapid Transit - Page 58**

The Curitiba case study included on page 58 attributes the success of Curitiba’s public transport system to development incentives. However, there is no discussion of previous or new incentives being introduced in Brisbane or a reference to this being something which could be utilised in the future. Thereby, making the relevance of this case study is unclear.

In addition, case studies that are more directly relevant to Brisbane’s transport modes should be considered for inclusion in the Draft Transport Plan. For example, the Kelvin Grove Urban Village may be considered as an example of integration with busway infrastructure. Similarly, the Helensvale activity center could be considered as an example of integration with multiple transport modes, particularly rail infrastructure. King Street could be included as an example of maximizing linkages between high-street development and nearby transport infrastructure, while the RBWH could be included as an example of active transport integration. Weight should also be given to case studies showing proper integration of metro infrastructure, to help guide future development around the planned Brisbane Metro route.

**Automated vehicles - Page 64**

The provided case study regarding automated vehicles is well rounded and focuses on the varying applications of AV in transport. The Draft Transport Plan discusses automated vehicles in a positive light, and this is reflected in Transport Directions 44-47 that advocate for facilitating opportunities for future automation of transport vehicles and services in the planning and development of our transport networks.

It is agreed that these emerging transport technologies must be addressed and suitably prepared for, however the Draft Transport Plan would be benefitted by further detail around the possible impacts of automated vehicles particularly with regard to private AV vehicles.

Predictions on how autonomous vehicles will impact on cities have ranged from the minor to the extreme. From free flowing streets as AVs communicate to develop optimum travelling speeds. To eternal gridlock, as commuters travel further, liberated to engage in a full range of activities now that they are not burdened with the bother of paying attention to the road, and vacant cars hover endlessly rather than pay fees for parking (Yigitcanlar, 2017).
PIA therefore encourages Council to ensure the Draft Transport Plan to investigate the challenges and opportunities that autonomous vehicles may present to the city and region in more detail.

**Robust organisations and partnerships - p.67**

Transport Directions 48-51 are considered to be a positive step moving forward. It is critical that all key partners undertaking transport planning or providing transport services work together to create a holistic, integrated transport system, which achieves the most efficient and effective transport outcomes. Specifically, PIA considers Direction 51 to be very important approach to transport planning, with many academics and researchers at universities providing valuable insights for transport.

**Integrated land use and transport – Pages 70-71**

Integrating land use and transport needs to be set as a clear policy direction and be supported by the policy frameworks. Therefore, PIA generally supports transport directions 52-57 and commends the inclusion of specific directions that seeks to align the Draft Transport Plan with other key planning policy, including ShapingSEQ and City Plan 2014.

Implementation of these directions is critical and PIA would strongly encourage specific actions and measures, proposed as part of an expanded *Making it Happen* section or supporting implementation plan, that duly align with directions 52-57 in order to ensure the accomplishment of integrated outcomes.

Notwithstanding this, PIA considers there is benefit in the additional of directions that reflect intent to:

- Ensure planning and development decisions make effective use of current and planned transport infrastructure capacity;
- Consider opportunities to reduce the need to and distance of travel through planning and development decisions; and
- Ensure planning frameworks which guide new development are designed to prioritise travel by sustainable modes, instead of private motor transport.

The addition of these directions supports the core principles of land use and transport integration, while also supporting the role of the plan as a “checklist for decisions” as reference in page 37.

**Well planned, designed and managed networks - P.73**

Transport Direction 61 encourages multi-modal transport networks with a series of high-speed, high-frequency public transport spines supported by complementary feeder services, flexible personalised transport and active transport networks. Whilst this direction is supported, it is considered that significant behavioural change is required to achieve this direction.

Many Brisbane commuters want one-seat public transport journeys, being in conflict with direction 61. Therefore, to achieve the direction requires a properly integrated public transport system with better coverage and better frequencies. As previously discussed, the challenge lies in communicating these benefits to the travelling public.

There are some very specific and practical goals within the plan. However, PIA believes there could be more specific in terms of encouraging alternative uses for local or inner city roads, to allow the public to experience the benefits of these other uses. In this regard, specific goals or actions like the ‘Car Free Sundays’ case study referenced in page 74 of the Draft Transport Plan should be incorporated into the Transport Plan.
Meeting the Transport Task

The Meeting the Transport Task section is positioned after the strategic Transport Directions, however the strategic directions appear to be the response to the transport task. Therefore, we believe there may be merit in incorporating more information contained with the Meeting the Transport Task section before the Transport Directions, to provide better context for the reasoning behind and need for the directions.

This section of the Draft Transport Plan clearly highlights the difference between the location of population growth and employment growth in South-East Queensland. With a predicted trend of continued high population growth across SEQ, particularly within LGA’s surrounding Brisbane, but dominance of new employment being contained within Brisbane. The Meeting the Transport Task section also highlights that the clear majority (over 90%) of people who travel from surrounding LGA’s to Brisbane for work use private cars, as well as highlighting the current inhibited rail network capacity in Brisbane and need to promote that improvement in the convenience and accessibility of public transport within all SEQ local government areas. The illustration of this issue in the Draft Transport Plan is a supported by PIA. However, it is considered that this existing circumstance and future trend should be clearly emphasised as a major transport challenge earlier in the plan within the Our Brisbane Section, to provide clearer context.

Furthermore, as discussed in the below comments relating to the Making it Happen section, PIA is concerned the Draft Transport Plan lacks clear and direct measures and actions for addressing the above issue. Whilst PIA acknowledges that the Transport Directions advocate for solutions to this commuting issue, the Draft Transport Plan must contain clear action to support direction and intent to reduce commuter trips by private vehicle.

The separation of the Meeting the Transport Task section into differing parts of Brisbane assists in providing a well-considered section that addresses the differing needs for the differing parts of the Brisbane.

The inner-city section of the Draft Transport Plan refers to each component of the transport network in the following order:

- Pedestrian Network
- Cycling Network
- Public Transport Network
- River Network
- Road Network

Whilst seeming inconspicuous, PIA supports the presentation order of each topic and believes the Inner-City section should be clear about a prioritisation of transport methods reflecting the above list.

Whilst PIA acknowledges it is important to address each network component, the Inner City – Road Network section reflects intent to maintain the integrity of arterial road corridors that provide for through movement in the inner city. PIA recommends that the Inner City section should have a stronger preference to public and active transport networks and may also benefit from promoting the sharing of roads within the inner-city between pedestrians, cyclists, public transport and cars.
Making it Happen

It is acknowledged that the Draft Transport Plan adopts a focus on strategic Transport Directions, from which more specific measures and actions can be formed. Currently the Making it Happen section is in a formative state. As detailed in the Plan Implementation part of this submission PIA believes it is key to expand upon the Making it Happen section to include a more direct outline about how the Transport Directions of the Draft Transport Plan will be achieved and implemented.

It is noted that partnerships, collaboration and engagement will be key to realising the directions and intent of the plan. PIA supports these topics being discussed in the Making it Happen Section; however these must be supplemented by more detailed implementation measures. PIA encourages and looks forward to expansion of the Making it Happen section as part of the final Brisbane Transport Plan or a supporting implementation plan to supplement the Brisbane Transport Plan.

Conclusion

The Policy and Advocacy Committee of the Planning Institute of Australia (PIA) Queensland Division thanks Brisbane City Council for providing the opportunity to provide comment on the Draft Brisbane Transport Plan. With transport now as crucial as ever to the livability of South-East Queensland, this plan plays a key role in guiding future transport investment, patterns and behaviors.

We hope this submission provides beneficial feedback and we look to further engagement with Brisbane City Council moving forward to the release of the final Brisbane Transport Plan.

Yours Sincerely,

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References


