

# Integrated Transport

Strategy

2022



Phase 1 Consultation Information Paper

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# Introduction


Moreton Bay is experiencing rapid population growth and is one of the fastest growing regions in Australia. The population in Moreton Bay is expected to grow from approximately 480,000 people in 2021 to 690,000 people in 2041, based on medium series population projections. Development pressures associated with increased demand for housing and infrastructure alongside other trends requires us to plan, prioritise and take action to ensure the ongoing liveability of Our Moreton for current and future generations.

Our road network serves a dispersed population with several distinct centres interspersed with rural and semi-rural areas. Many roads in Moreton Bay already have heavy demand which we must accommodate. We recognise that a significant proportion of residents, businesses and visitors will continue to be dependent on the road network, and despite moves to alternative options, we will always have a heavy road demand in our region.

Through extensive community consultation a set of community values have been identified that underpin all aspects of the Integrated Transport Strategy as well as the Growth Management and Environment Strategies. Our Moreton community values the:

- Natural beauty of the region
- Affordable lifestyle
- Active lifestyle
- Access to services

**"Many roads in Moreton Bay already have heavy demand which we must accommodate."**



The Integrated Transport Strategy sets policies for transport infrastructure that allow the growing population of Moreton Bay access to services while preserving the values that make Moreton Bay a desirable place to live. The strategy will aim to achieve this by applying principles such as:

- Integrating land-use and transport through the creation of “places” so that services are close to where people live. This facilitates sustainable transport, such as active and public transport, making them practical and attractive choices
- Planning for a resilient and efficient transport network that serves all modes of transport
- Connecting centres across the Moreton Bay region to support our progressive local economy and identity

The aims of the Integrated Transport Strategy will be achieved by applying the principles to Council’s decision making and investment decisions to transport projects and plans. The success of the strategy will be supported by regular reviews of the transport habits of the community to test whether the desired community outcomes have been achieved. These reviews will be used to adjust transport plans if required, to ensure community expectations of the Integrated Transport Strategy are met.



“The strategy sets policies for transport infrastructure that allow the growing population of Moreton Bay access to services while preserving the values that make Moreton Bay a desirable place to live.”







# Overview of outcomes

## **We have infrastructure that integrates with surrounding land use and supports our growing communities.**

The effect of integrating land use and transport infrastructure results in people needing to make fewer car trips because the services that they need, such as shops, medical services and schools, are close to where they live. This makes active and public transport attractive options to access services and can reduce congestion and the quantity of car parking places.

Flow-on effects of this strategy includes positive environmental, health, economic and social outcomes. To achieve this objective Council will incorporate best practice urban design to all projects and collaborate with other infrastructure providers to efficiently service our growing region.

## **We have a more efficient, connected and resilient transport network enabled by smart technologies and innovative design.**

A well connected and resilient transport network gives the community confidence that they can get to their destination on time and with minimal stress. A well connected transport network services multiple modes and supports people, businesses and the economy within the region. Council is also planning to minimise the impacts of climate change induced flooding and fire on the road network. Reliable, efficient and safe public and active transport reduces congestion on the roads. Incorporating technology that increases confidence in active and public transport makes these modes more attractive to use. This results in greater reliability for all movements in the region by reducing congestion. Council will maintain, improve and expand an efficient, reliable and integrated transport network using smart technologies and innovative design. Meeting this objective supports the values of the Moreton Bay community viz, the natural beauty of the region, access to services, and an affordable and active lifestyle.



**Our communities have access to safe, affordable and diverse transport choices that meet their needs and make sustainable travel modes an attractive and practical choice.**

Not all residents of Moreton Bay are able to use a car to travel across the region. By advocating for reliable and efficient public transport and providing good active transport infrastructure, Council is expanding the opportunities for everyone in the community. Council infrastructure supports active transport options including cycling and walking. Greater uptake of transport modes other than private car usage has community benefits such as greater social inclusion for all, health benefits and improved amenity of the local environment. It also contributes to supporting the community values.

**“Council infrastructure supports active transport options including cycling and walking.”**



# Background

**2021**

Population  
480,000

**2041**

Projection  
690,000

## Population

In 2020, the population of the Moreton Bay Region was 479,639 people<sup>1</sup>. The Regional Plan for South East Queensland, ShapingSEQ, indicates that the population of the Moreton Bay Regional Council area will be 656,000 in 2041. Under this plan, Moreton Bay is required to deliver an additional 88,300 dwellings by 2041<sup>2</sup> with 55% of this growth (48,200 dwellings) by consolidation and 45% of the growth (40,100 dwellings) by expansion to deliver new and more complete communities that are well-planned and serviced.



**44%**  
population  
increase



**10,500**  
people per year

## Economic Profile

The Moreton Bay Gross Regional Product is estimated at \$17.72 billion, representing 4.75% of the Gross State Product. This is anticipated to grow in the future as Moreton Bay is predicted to experience a 50% increase in population by 2041. Residents are employed in a variety of industries, including industrial, tourism, agri-business with most residents employed in the health care and social assistance industry. These jobs are supported by a strong growth in locally registered business with over 32,900 businesses supplying over 118,800 jobs.<sup>3 4</sup>



**\$17.72 b**  
Gross Regional  
Product



**4.75%**  
Gross State Product

<sup>1</sup> id informed decisions, Moreton Bay Regional Council Community Profile

<sup>2</sup> The State of Queensland, ShapingSEQ, South East Queensland Regional Plan 2017, August 2017, Department of Infrastructure, Local Government and Planning

<sup>3</sup> <https://www.moretonbay.qld.gov.au/files/assets/public/services/building-development/economic-development/economic-dashboard-jan-2020.pdf>

<sup>4</sup> <https://economy.id.com.au/moreton-bay>





## Congestion

Traffic congestion increases travel time and user stress and results in a loss of productivity. The social and economic costs of chronic traffic congestion include more crashes, increased fuel and labour costs, increased pollution and vehicle emissions, reduced reliability of travel times and longer travel times. The costs of road congestion in Brisbane, the Gold Coast and Sunshine Coast are expected to increase from \$2.1 billion in 2016 to \$6 billion in 2031 if further investment does not occur.<sup>5</sup>

## Crashes

Since 2016, due to crashes on Council roads within the Moreton Bay region, there have been:

- 44 fatalities
- 1295 hospitalisations
- 1200 medical treatments
- 561 minor injuries.

Over these years there have been no clear trends in the number of crashes, except that the number has remained about the same despite an increase in population and traffic volumes.



<sup>5</sup> Infrastructure Australia, Urban Transport Crowding and Congestion (Brisbane, the Gold Coast and Sunshine Coast), 13 Aug 2019.

## Heavy vehicle routes

Heavy vehicles, such as Road Trains, B-Doubles and other Multi-Combination Vehicles are restricted to using pre-approved routes (Figure 1). Within the Moreton Bay region this includes the Bruce Highway, D'Aguilar Highway, Bribie Island Road, Pumicestone Road, Lower King Street, Morayfield Road, Anzac Avenue, Dayboro Road and Gympie Road. The majority of these roads are maintained by MBRC and service industries within the region. Congestion can have severe impacts on time-sensitive freight, resulting in lost earnings. A resilient and efficient transport network gives such industries confidence in their plans to deliver freight on time.

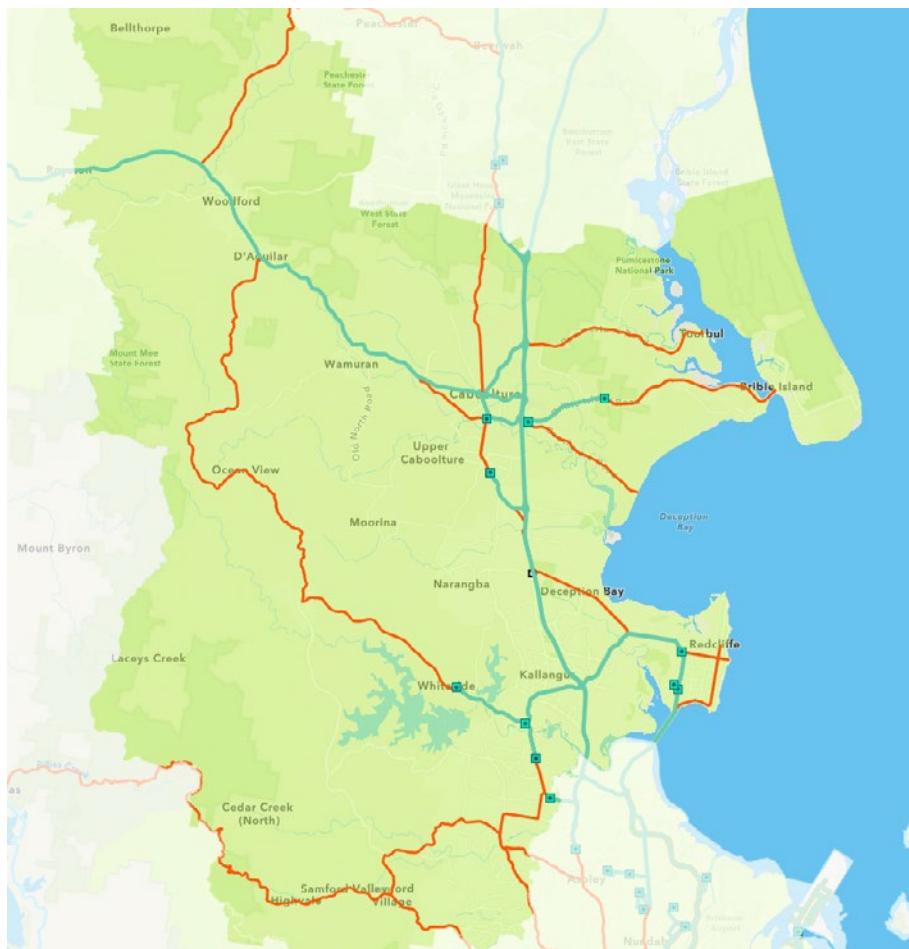


Figure 1 - Approved Heavy Vehicle Routes within MBRC

## Household travel

Since 2011, the mode shares in Moreton Bay have stayed static, with approximately:

- 86% of trips made in a private vehicle
- 6% of trips using public transport and
- 8% using active transport.

In the Moreton Bay Region, 13% and 16% of car trips are less than 2km and 4km respectively. Some of these short trips could be replaced by active transport trips either by walking or cycling. Active transport trips are typically about 1 kilometre long with the majority walking while the public transport trips are more than an hour with most trips using the train.

Looking at the origins and destinations of Moreton Bay trips the following conclusions could be made:

- Private vehicle trips are mostly local trips starting and ending within either north or south Moreton Bay
- Most public transport trips starting in North Moreton Bay ended in the same region
- Most public transport trips in South Moreton Bay were to and from the Brisbane CBD

Trip purposes provide another snapshot of the travel habits of people within the Moreton Bay region:

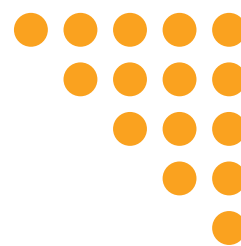
- Moreton Bay north residents overwhelmingly travel locally for work
- Almost of half of residents in Moreton Bay south work in the Brisbane region.
- Most education trips are to local to Moreton Bay, however there is a significant minority from Moreton Bay south that travel to Brisbane for their education. These may be tertiary students.

With a private vehicle dominated transport network, over 48% of Moreton Bay households own 2 vehicles <sup>6</sup>.

**“In the Moreton Bay region, 13% and 16% of car trips are less than 2km and 4km respectively”**

<sup>6</sup> <https://public.tableau.com/app/profile/qldtravelsurvey/viz/QueenslandHouseholdTravelSurveyInteractiveReport/QueenslandHouseholdTravelSurvey>





## Active Transport

The Strava heatmap<sup>7</sup> below (Figure 2), captures the sports activities of cyclists and runners. Some of the trips are also commuter trips, therefore making the heatmap a good indicator of preferred commuter routes for active travel. Red lines indicate high use routes while blue lines indicate less frequently used routes. As most of the active trips captured by Strava are highlighting tourist routes, it is reasonable to conclude that there are few commuter trips that use the active mode being captured by Strava in Moreton Bay. This is corroborated by the Household Travel Survey data showing a low proportion of active transport trips.

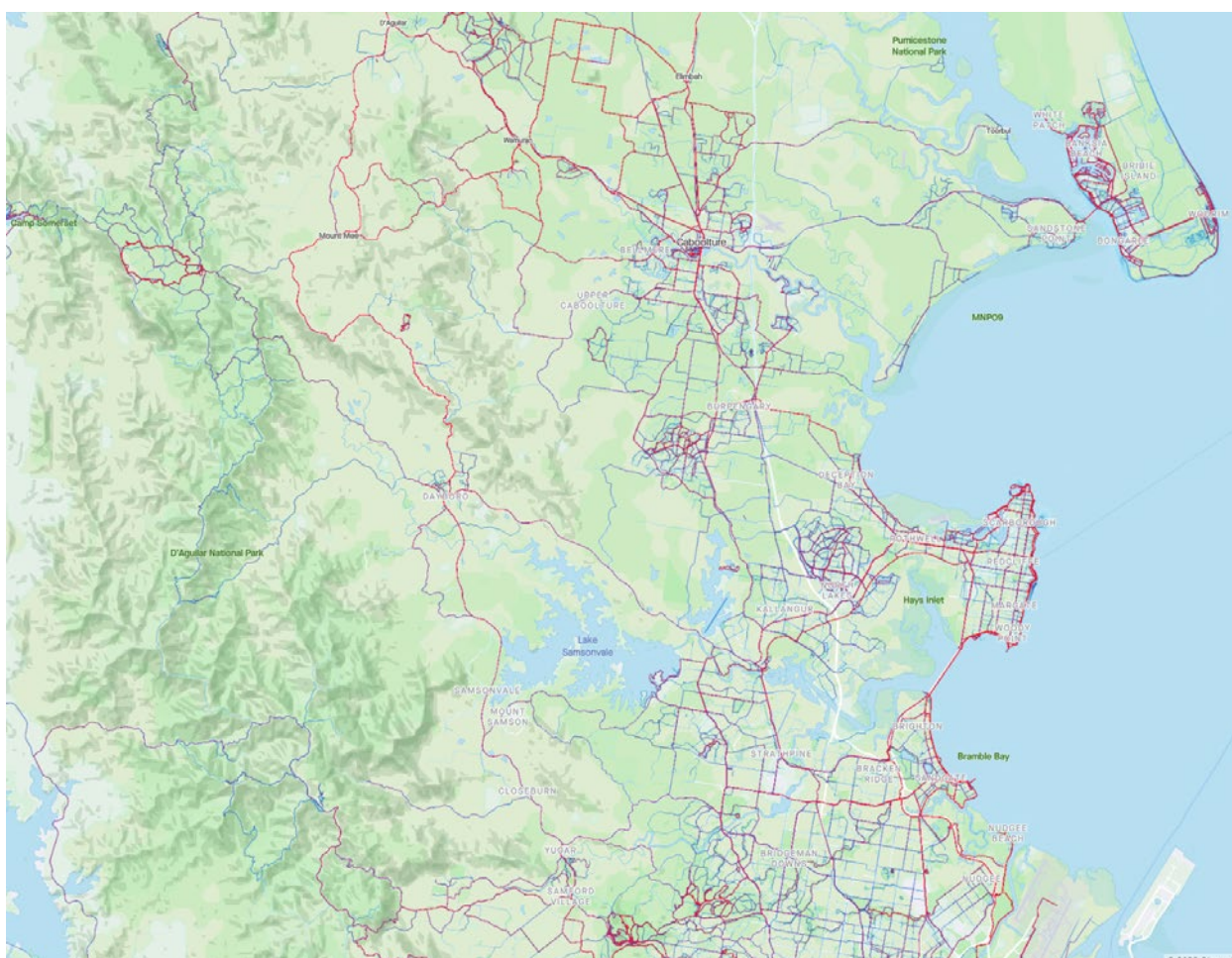


Figure 2 - STRAVA heat map for cycling and running/walking (11 January 2022)

<sup>7</sup><https://www.strava.com/heatmap#15.59/152.93596/-27.14198/bluered/ride>

A decorative graphic in the top right corner features a series of orange concentric circles. To the right of this graphic is a photograph of a green bus with 'NORTH LAKES 661' on its destination sign, driving on a street. The background of the page is white with a large, light blue curved shape in the top left and a green and blue curved shape in the bottom left.

## Pressures

With a growing population and the impacts of climate change, the transport infrastructure in Moreton Bay faces significant challenges. These include:

- Impact of climate change induced flooding and fires on the transport network
- Providing transport connections for all modes for existing and new communities in Moreton Bay
- Maintaining shade on active transport routes. Council knows that walking is a more attractive option when people have a shady path to their destination.
- Urban areas suffer heat island effects due to a lack of tree cover. Large, open-air car parks contribute significant heat to urban areas.
- With an expected large growth in population, the current rate of car usage is not a sustainable option. This will lead to significant delays due to congestion and contribute negatively to the environment, economy and society. Council is consulting with community to direct the transport strategy for Moreton Bay.
- Mitigating the impacts of population growth on transport by making sustainable transport options an easy choice through integrating land-use, growth and transport

Council knows that there are many societal and technological changes happening now and in the future that impact transport. Some of these include:

- Increasing numbers of people are working from home, thereby decreasing the pressures on the road network during peak hours.
- Reduced usage of public transport due to the COVID-19 pandemic
- Electrification of cars reducing air pollution
- Autonomous vehicles – jury is out whether they are a risk or opportunity
- Micro-mobility with electric scooters and bicycles servicing the 'last mile' of public transport
- MaaS – Mobility as a Service is the idea that transport becomes a utility where the user pays a regular service fee, such as car sharing or e-scooters. Transport is accessed via a smart phone/device and depending on the fee paid, the user will be provided with various options to get to their destination.

## Current Responses

Current transport projects are focussed on:

- Providing additional capacity and to trunk and non-trunk roads to address congestion and safety while improving conditions for walking and cycling at:
  - Old Gympie Road Congestion Reduction
  - Youngs Crossing Road Upgrades
  - Caboolture River Road – Buchanan Road Connection
  - Burpengary Road Realignment
  - Oakey Flat Road duplication
- Undertaking capacity and safety improvements based on the LGIP
- Providing missing links for active transport connecting typically developer supplied footpaths to the rest of the active transport network
- Supporting the Active Schools program to increase the number of school pupils that walk or cycle to school
- Providing bus stops and advocating for improved public transport for Moreton Bay

## Future Planning

The future Integrated Transport strategy will be informed by community values and consultation as well as current best practice. Community consultation will be used in addition to transport modelling and planning to develop a strategy to meet the transport needs of the anticipated growth as well as seeking to preserve the values that make Moreton Bay a desirable place to live.





