



**Queensland
Government**
Queensland Transport

**Institute of Public Works Engineering Australia
Queensland Branch Conference**

“Moving Southeast Queensland – Providing Access in a Growth Region”



Bruce Wilson
Director-General
Queensland Transport

August 2004



Growth – not a new phenomenon

“As Brisbane grew it sprawled in all directions from its original centre. The undisciplined expansion of the suburbs swallowed farmland, trampled forests and strained transport links to the limit.

Single houses on their own blocks of land were by far the most favoured form of family accommodation. Unlike most large cities, including Sydney and Melbourne, rows of terrace houses were not to be seen in Brisbane.

Local and State authorities were confronted with the need to come up with effective solutions to a number of pressing infrastructure problems.”



- Sourced from “The Brisbane River Story – Meanders through Time” by Helen Gregory and “Brief History of Brisbane City in the 19th Century” at OurIndooroopily.com. An historical description of Brisbane in the 1860s to 1880s, which shows that our current growth problems are not new.



Challenges in SEQ

- Growth and sustainability
- Land use and urban sprawl
- Increased car use
- Infrastructure costs
- Modal integration
- Freight



Time and space running out

We must act now to save what's left of our green space, writes **Peter Spearritt**

OUR FUTURE
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OVER the past 40 years, two-thirds of the coastal strip from Noosa to Bundaberg has been given over to residential and commercial development. They are not allowed to do so. Local councils, with a reformed Planning Act, need the power to actively direct growth and to preserve

supply and urban development issues now confronting this 200km tract. Drawing on the discussion generated in *The Course-May in the Our*

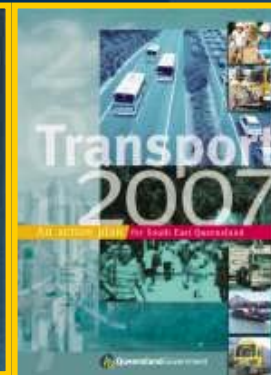
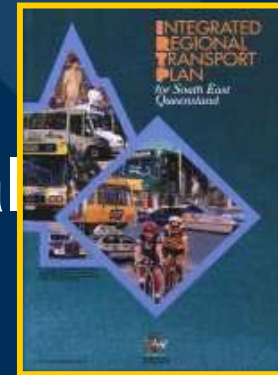
A parks reserve partly funded by the Queensland Government is shown in the plan. The site is a 200km tract of coastal strip from Noosa to Bundaberg. The plan shows the location of the reserve and the location of the LRT station. The plan also shows the location of the bus stops, daycare, retail, community building, basketball, and walkway.



Recent responses to growth

➤ Planning

- **SEQ 2001 RFGM**
- **SEQ Integrated Regional Transport Plan**
- **Transport 2007**



➤ Building new infrastructure

- **Pacific Motorway**
- **Inner City Bypass**
- **Southeast Busway**
- **Inner Northern Busway**
- **Port Motorway**
- **Rail Upgrades**





But we need to do more

- Congestion on roads and public transport
- Increased travel times
- Air emissions
- Road and ramp rage
- Public debate and media attention





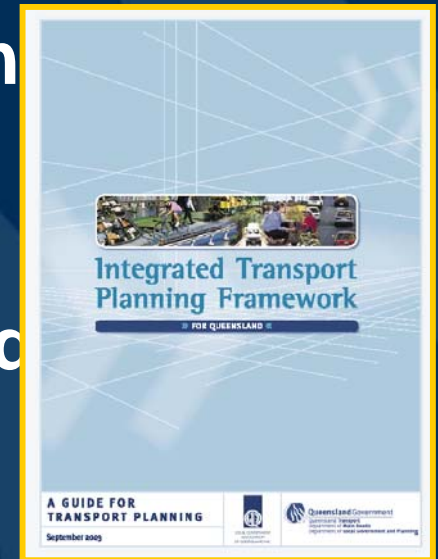
The new approach

- **Stronger planning approach - SEQ 2021 and Office of Urban Management**
- **More money for infrastructure and services**
 - **State Budget**
 - **Smart State Building Fund**
 - **Local government**
- **Stronger policy & legislation**



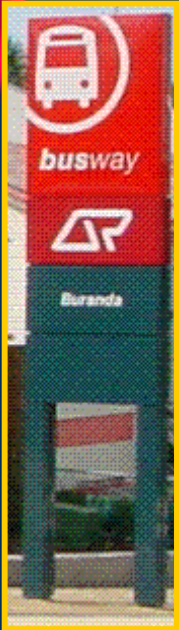
Stronger planning

- **Office of Urban Management**
- **Coordination between levels of government**
- **Powers to ensure planning coordination and right settlement pattern**
- **Revision of SEQ IRTP and Transport 2007**
- **Corridor planning and protection**





New projects and services



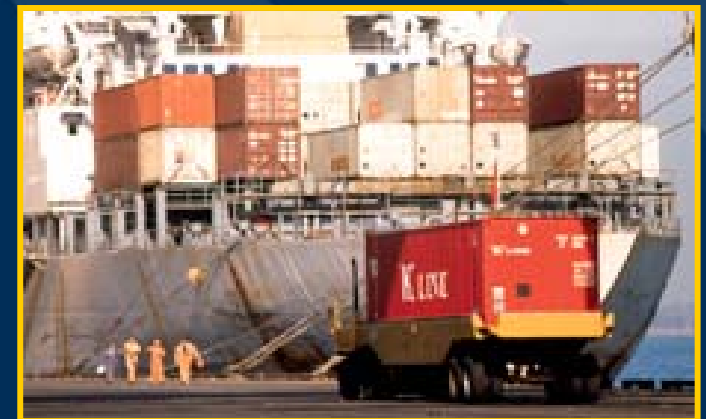
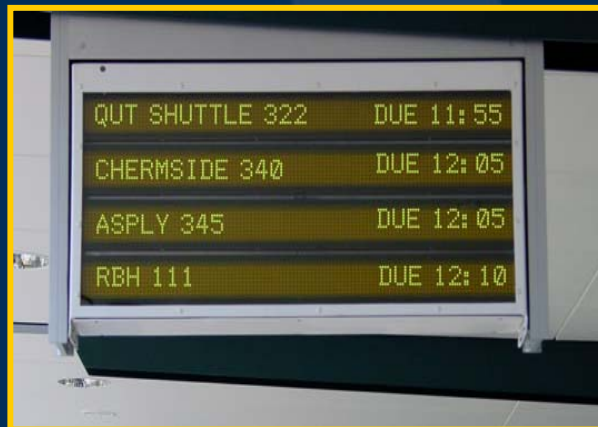
- TransLink & Integrated ticketing
- Inner Northern Busway Stage 3
- Gateway Bridge and Motorway
- Tugun Bypass
- Rail Upgrades
- North-South Bypass Tunnel
- Green Bridge





New policy and legislation

- Travel choices/travel smart
- Cycling
- Intermodal freight
- Smart technology
- Concurrence powers under IPA





Other challenges and opportunities

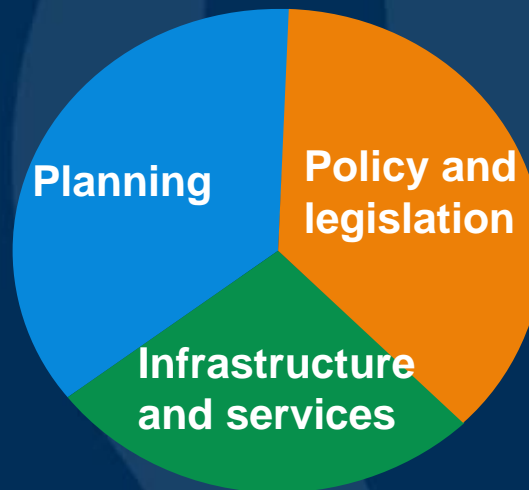
- **Big projects – capacity of profession and industry**
- **Construction in urban environment**
- **Community engagement**
- **Community attitudes**
- **Security**
 - **Personal**
 - **System**





Conclusion

- **A renewed focus on planning**
- **Smart provision of infrastructure and services**
- **Focused policy development**



- **Relationships**