

# Integrated Transport

Strategy 2042



# Welcome

The Integrated Transport Strategy 2042 provides an aspirational roadmap to guide the actions of Council and our partners to achieve our long-term vision and strategic direction for our region's transport system over the next 20 years.

This strategy will help to deliver Our Well-Planned Places goal and transport outcomes identified in the Corporate Plan 2022-2027. It sets strategic priorities, policy directions, measures, and actions to advance our outcomes over the short, medium and long-term. It also provides a clear approach to regular monitoring and reporting of our progress towards achieving these outcomes.

It is one of six Council strategies that will play a central role in delivering long-term transformational change as our region grows and evolves. Together they enable an integrated and balanced approach to planning, ensuring our natural environments are protected and our communities have the services and infrastructure they need.

The strategy focuses on providing a safe, connected, and sustainable transport system that is resilient and adapts to changing transport trends and emerging technologies. It brings many pieces together for an integrated transport network that enables efficient movement between the places where people live, relax and work.

The Integrated Transport Strategy represents our first steps into a new phase of providing an integrated transport and land-use response for the region. It builds on the strong foundations established over the last decade, while addressing identified gaps, enhancing integration, and positioning the organisation to address emerging trends and opportunities.

This strategy has been developed collaboratively through engagement with our communities, local businesses, Council service providers and many other stakeholders. Ongoing engagement underpins this strategy's success.



# Corporate Plan 2022-2027

## Our Vision

Our Moreton Bay. Amazing places. Natural spaces.

## Our purpose

Our communities are central to what we do. Working together, we aim to make our Moreton Bay a great place now and for future generations.

## Our Strategic Pillars



**OUR VIBRANT COMMUNITIES**

**Our Goal:**

Our Moreton Bay will have vibrant communities that proudly come together to participate in and celebrate different cultures and life experiences, with access to the services and facilities they need.

Community Wellbeing Strategy



**OUR HEALTHY ENVIRONMENTS**

**Our Goal:**

Our Moreton Bay will be renowned for its healthy natural and built environments that enhance our identity, support biodiversity and our sustainable lifestyles.

Environment and Sustainability Strategy



**OUR PROGRESSIVE ECONOMY**

**Our Goal:**

Our Moreton Bay will have a progressive and robust economy that capitalises on its unique competitive advantages, partnerships and technology.

Economic Development Strategy



**OUR ENGAGED COUNCIL**

**Our Goal:**

Our Moreton Bay Regional Council will be an accountable, transparent, engaged and responsive organisation committed to great customer experiences and continuous innovation in service delivery.

Organisational Excellence Strategy



**OUR WELL-PLANNED PLACES**

**Our Goal:**

Our Moreton Bay will be a network of well-planned and connected places and spaces, enhancing lifestyle, accessibility and employment choices.

Integrated Transport Strategy

Growth Management Strategy

## Our Values

Service, Teamwork, Integrity, Respect, Sustainability



## Acknowledgement

We acknowledge the Jinibara, Kabi Kabi, and Turrbal peoples as the Traditional Custodians of the lands, seas, skies and waterways of the Moreton Bay Region and beyond, and pay our respects to their Elders, past, present and emerging. We recognise that the Moreton Bay Region has always been a place of cultural, spiritual, social and economic significance to Aboriginal and Torres Strait Islander peoples and this connection is enduring.

We are committed to working in partnership with Traditional Custodians and other Aboriginal and Torres Strait Islander communities to shape a shared future that celebrates Aboriginal and Torres Strait Islander histories, cultures and contributions as an irreplaceable foundation of our region's collective identity.

## Taking action on reconciliation

As this strategy was being developed, Council was also developing its first Innovate Reconciliation Action Plan (Innovate RAP), informed by Aboriginal and Torres Strait Islander voices.

The Innovate RAP aims to improve Council's capacity to deliver positive

outcomes for Aboriginal and Torres Strait Islander communities by acting as a foundation for respectful relationships, stronger partnerships, and meaningful opportunities.

The Innovate RAP, along with our broader reconciliation activities, recognises the important role and deep traditional knowledge of Traditional Custodians and Aboriginal and Torres Strait Islander communities in looking after our environment and caring for our region.

It builds on existing work to strengthen positive relationships with the region's Aboriginal and Torres Strait Islander communities through initiatives such as the Moreton Bay Murri Network and Yarning Circle, Local Aboriginal Languages Project, Welcoming Places in our libraries, and cultural heritage preservation.

The Innovate RAP will help us to effectively leverage our resources and influence to combat racism and support equity and opportunities for all our region's peoples. It represents a deliberate step on a longer journey that will occur throughout the life of this strategy document.



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### Status

This Strategy was adopted by Council resolution on 14 June 2023.

### Disclaimer

Moreton Bay Regional Council and its officers accept no liability for decisions made based on information, expressed or implied, provided in this document.

# Message from the Mayor

**We believe that well-planned places must have integrated transport and pedestrian networks to create a more connected and efficient region.**

People and goods are constantly moving around our region for work, freight, school, leisure, services and many other purposes. Our transport system supports this movement via roads, pathways, cycle facilities, and public transport services. As our population grows, both congestion and infrastructure pressures will increase, so we need to start planning differently now.

We know our region's high car dependency must change to reduce congestion and emissions. The reality is there are limited alternative options, especially for people living in our rural areas. In the short-term, we will need significant additional investment from the state and federal governments in our road capacity. Longer-term, the only way to achieve a more sustainable transport network is to invest in a truly integrated transport system that provides connections to the places people want to be.

Our new Integrated Transport Strategy focuses on supporting our communities to take short, local trips without the need for a car by creating walkable and rideable communities around economic centres. That means you can live closer to where you work and play.

Integrating land use and transport outcomes mean that people need to make fewer car trips because what they need is close by. Co-locating businesses and industries will also make it easier to for local suppliers, employees, and services to collaborate.



The introduction of smart technologies like electric vehicles, connected autonomous vehicles, e-scooters and e-bikes can also help reduce carbon emissions, congestion, and make active transport more attractive.

A resilient transport network also allows critical movement across the region, despite natural hazards and traffic incidents. As our changing climate increases the frequency and severity of extreme weather events, all levels of government will need to step up to support communities to adapt.

An efficient transport network can move more people and goods with lower environmental impacts while minimising congestion. We know this is a significant concern for our communities and we know you want Council to take a leadership role.

I hope you share our excitement for our future as we become a region of amazing places and natural spaces.

A handwritten signature in black ink, appearing to read 'P. Flannery', with a long horizontal flourish extending to the right.

**Peter Flannery**  
**Mayor Moreton Bay Regional Council**



# Our Moreton Bay



## Our region today

Our Moreton Bay region is an amazing place located in the heart of South East Queensland.

It has been home to the Jinibara, Kabi Kabi, and Turrbal peoples for thousands of years and they continue to have a deep connection to and custodianship of the region's land, seas, skies and waterways.

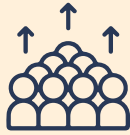
Today our region and its communities are home to people from a wide range of cultural backgrounds and welcomes visitors from all parts of Australia and around the world. We have a diverse range of community, cultural, sporting and recreation activities that contribute to an enviable lifestyle.

Our region is recognised for its natural beauty with access to the iconic waters of Moreton Bay and the D'Aguiar mountain range. We have extensive waterways, wetlands and bushland corridors with an abundance of wildlife, much of which has national and international significance.

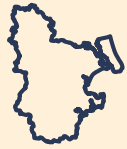
Our region is growing with around 10,000 new residents each year and a population nearing 700,000 by 2042. We have a diverse set of urban, seaside, semi-rural and hinterland communities linked by multiple urban centres including Caboolture, Morayfield, North Lakes, Redcliffe, Strathpine and other smaller centres that support jobs and services for our communities.

Our region's economy has evolved as the engine room of the South East Queensland economy. We are a flourishing base for a range of sectors including advanced manufacturing, food and agribusiness, tourism and knowledge-based industries. Our proximity to key transport and logistics infrastructure provides direct access to domestic and global markets, supporting our ability to attract investment, tourism and other economic opportunities.





**Nearing 500,000**  
Population  
(additional 200,000 by 2041)



**3<sup>rd</sup> largest**  
Local government in  
Australia by population



**3<sup>rd</sup> largest**  
Number of residential  
dwellings in Australia  
(188,326 dwellings plus over  
90,000 by 2041)



**5<sup>th</sup> fastest growing**  
Local government in  
Australia by population



**2,045km<sup>2</sup>**  
Land area



**3,806km**  
Roads



**294km**  
Coastline and  
estuaries



**14,000+ha**  
Reserves and  
local parks



**\$19 billion+**  
Local economy



**32,000+**  
Registered businesses



**4 million+**  
Visitors each year



**3,000+**  
Students at UniSC  
Moreton Bay



**39 years**  
Median resident age



**94.4%**  
Residents in the labour  
force are employed



**49.5%**  
Residents live and work in  
the region



**65%**  
Residents travel to work  
by car

**Source:** Census 2021, Australian Bureau of Statistics; Queensland Government Statistician's Office, Population Projections, 2018; National Institute of Economic and Industry Research, Moreton Bay Region Economic Profile, 2022, compiled and presented in economy.id; Australian Business Register, 2022





## Our transport networks

Emerging growth areas, new employment areas, and maturing urban areas require robust planning and management of our transport network.

People and goods move about for a reason, such as work, education, or recreation. Our transport system supports this movement via roads, pathways, or the public transport network.

Moreton Bay has a wider range of land uses compared to most urban areas because of significant productive agricultural land for grazing and cropping. Our urban development is concentrated along the North Coast rail line, Bruce Highway and extends east towards the bay. Over time this diverse land use pattern has resulted in a polycentric region without a main centre, which is not the typical settlement pattern for public transport services in Australia.

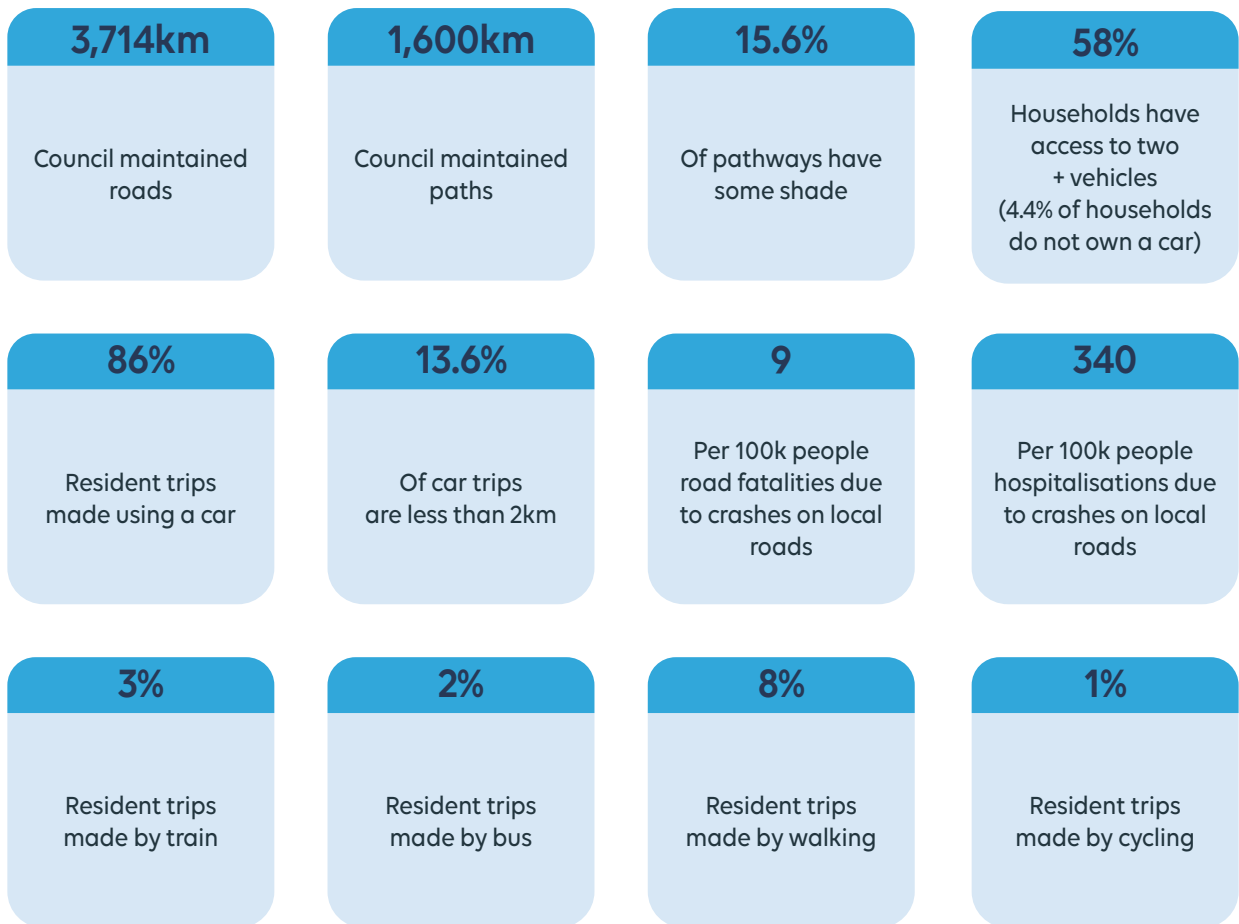
Brisbane is a major centre of employment in our region. Almost half of our working residents travel to the Brisbane local government area resulting in high demands

on the Bruce Highway. Consequently, our road network has many east-west links to the Bruce Highway with fewer north-south roads.

We know that public and active transport are more environmentally sustainable than private car use. Public transport services are mainly focused on servicing work trips to and from Brisbane. However, in our region a significant number of residents live in semi-rural or rural areas that are poorly serviced by public transport making people depend on their cars for their transport needs. It can be challenging to efficiently service these areas by public transport due to road infrastructure challenges on some rural roads and the highly dispersed population.

There are also many urban areas where public transport services are infrequent or not connected to local destinations. It is difficult to encourage travel by public transport in these areas unless it is a viable and attractive alternative to private vehicle travel.





**Source:** *Census 2021*, Australian Bureau of Statistics 2021; Queensland Government, Queensland Household Travel Survey, 2018; Queensland Government Crash data from Queensland roads, 2021

Our region is looking to increase local employment to reduce the demand for car trips while shortening the journey to work. This strategy supports this through improvements to our roads, public transport and pathway network between centres, key destinations, and services. We will also work with the Queensland Government to improve our public transport network within and between centres, key destinations, and services.

# Our drivers of change

Council's Corporate Plan 2022-2027 identifies six drivers of change that will continue to influence our work over the next 10-20 years: sustainability, planning for growth, community identity, digital transformation, community trust and adaptive workplaces.

These drivers and the following trends and opportunities are likely to have a significant impact on how we improve transport outcomes for our communities now and into the future. Their opportunities underpin this strategy's priorities, policy directions and actions.

## Transport trends, challenges and opportunities

### Car use and congestion

About 86% of trips in Moreton Bay are made using a car, and this has not changed in the last 10 years. Congestion will significantly worsen if this trend continues as more people move to our region. High rates of car use are inconsistent with federal, state and local government, community, social and environmental goals and expectations of reducing environmental impacts. However, we recognise there are few transport options for many people, especially in rural areas.

Shifting away from car use is a challenge when car trips are often considered more convenient and time efficient. High proportions of trips by car are not a sustainable form of travel and freight movements are often negatively impacted by vehicle congestion during peak periods.

### Transport safety

Over the last five years, the number of serious crashes in the region has increased, despite investment in road safety infrastructure projects. This may be a common trend as the Queensland road toll has also increased during the past 2-3 years.

Community surveys have established that active transport safety is a key concern. Almost 25% of Moreton Says survey respondents identified that pedestrian and cyclist safety should be improved as a priority. Council will adopt a Safe Systems approach to reduce the rate of hospitalisations and fatalities due to road crashes. Reducing the risk of wildlife-vehicle collisions is also likely to be needed.

"I think improving the public transport situation would be the most important way to help build a better community in Moreton Bay - less cars on the road meaning less congestion and less carbon emissions, more people travelling together can encourage them to get to know each other and make them feel safer in the community, etc. However, this can only be done by increasing the access to public transport so making buses and trains run more frequently and to more locations or introducing day/week passes for people who travel more to cut their expenses."

**(Community comment: Our Moreton Round One engagement)**

## Emerging trends

The increasing uptake of micro-mobility, electric vehicles that can become connected autonomous vehicles, shared mobility, drone and aerial transport can reduce road congestion and improve transport sustainability by reducing greenhouse gas emissions.

Battery-electric drone and aerial deliveries of freight and people have been shown to be more energy efficient and release less carbon than the same trip undertaken on the road, thereby avoiding congestion during peak periods.

Technological and social changes such as working from home also impact transport demand. Fuel affordability is negatively impacting many people, contributing to poor social, economic, and health outcomes. While big data provides valuable insights and great outcomes for many people, it can also lead to reduced privacy.

Some of these trends can increase transport sustainability and affordability while others pose challenges. Council will respond to these emerging trends by embracing opportunities and mitigating challenges.

## Self-containment

In Moreton Bay, half of all work and education trips travel to Brisbane. The South East Queensland Regional Plan (ShapingSEQ) estimates that this will remain consistent to 2041.

Self-containment is about working close to where you live. More jobs in Moreton Bay save residents travel time and cost while supporting local economic growth. Integrating land use and transport outcomes ensures we have the right type of roads, pathways and public transport services across our region.

Another opportunity for Council is to partner with the Queensland Government to increase uptake of active and public transport. Challenges include having enough space to build active transport pathways and advocating for public transport that adequately services our polycentric region.

## Ageing and mobility

The 2021 Census shows that the median age of Moreton Bay residents is increasing, and this is reflected in the increasing proportion of seniors across the region. This strongly relates to increasing rates of mobility impairment in our community, resulting in greater need for accessibility and connected alternative travel options.

## Brisbane 2032 Climate Positive Games

Council recognises that the Brisbane 2032 Olympic and Paralympic Games provide significant benefits. These include an economic boost to tourism, jobs and trade, as well as community and health benefits such as increased participation in sport and volunteering.

It is also an outstanding opportunity to engage our communities in the journey to deliver climate positive outcomes, foster local innovation and influence behavioural change. Our focus will be on creating a legacy that aligns to our vision of a region of amazing places and natural spaces for a sustainable future.



# Our strategic framework

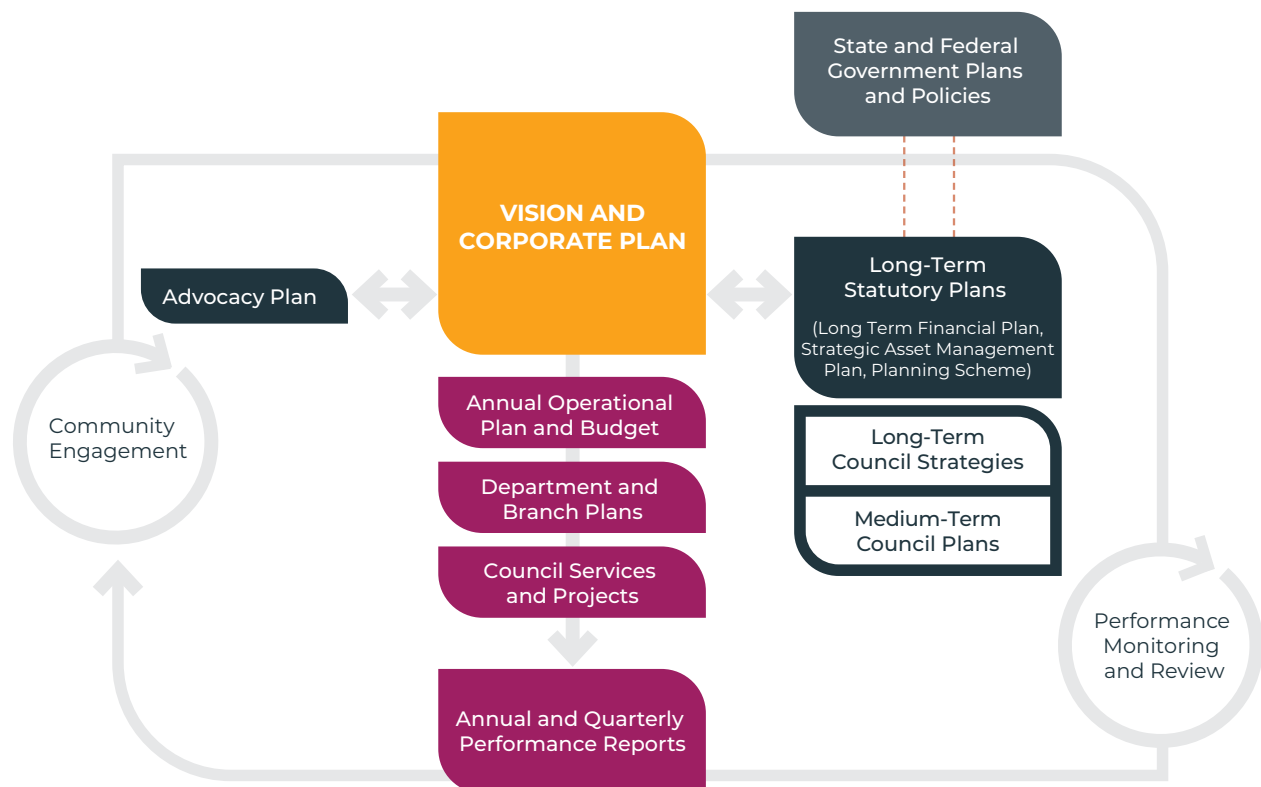
## Our planning approach

Our approach to strategic planning is based on the integration of our vision, corporate plan, long-term financial and asset management plans, the planning scheme, other planning instruments, long-term strategies and supporting plans.

Our strategies are integral to delivering long-term transformational change, and responding to current and emerging trends, challenges and opportunities. They draw on all areas of Council, and are informed by consultation with our communities, stakeholders, and other levels of government.

This Integrated Transport Strategy complements Council's other five long-term strategies through a consistent program of collective planning, decision-making, performance monitoring and reporting.

### Moreton Bay Regional Council Integrated Planning and Performance Framework



# Our strategy framework

This strategy provides a whole-of-council long-term framework for future policies, plans and initiatives to ensure seamless and connected transport networks. Key medium-term plans that support this strategy’s delivery are outlined below.



*\*Proposed future plan*

Existing plans will be reviewed, while other plans will be developed to address identified gaps, enhance integration and improve alignment with this strategy’s directions.

Council policies and operational directives will also be updated to align with this strategy’s directions.

# Our policy influences

This strategy has been informed and guided by federal and state legislation, policies, plans and industry standards.

Achieving this strategy's priorities will contribute towards the Queensland Government's goals and targets.

## Key legislation

*Local Government Act 2009* and *Local Government Regulation 2012* is the principal legislation governing Council's establishment, constitution and operation.

*Planning Act 2016* outlines an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning, development assessment and related matters for ecological sustainability.

## Federal plans

*Australian Transport Assessment and Planning October 2020* provides guidance on the assessment of transport planning initiatives, from policy to small corridor planning for single modes.

*National Road Safety Strategy 2021-30* sets out Australia's road safety objectives over the next decade, and includes key priorities for action and targets to reduce the annual number of fatalities and serious injuries.

*Australian Infrastructure Plan 2021* sets goals for national transport, including reliable public and freight transport.

## State policy and plans

*The Queensland Plan* outlines a 30-year vision for Queensland, including 35 goals, measures and targets with progress reports by the Queensland Government.

*South East Queensland Regional Plan (ShapingSEQ)* guides regional growth and development within SEQ.

*South East Queensland Regional Transport Plan 2021-36 (SEQ RTP 21)* supports the vision of creating a single integrated transport network accessible to everyone

*Queensland Transport and Roads Investment Program 2022-23 to 2025-26* outlines planned investment in road and transport infrastructure.

*Queensland Transport Strategy 2019-49* provides a 30-year vision for harnessing emerging transport trends, including active transport options, to continue to move people and products safely and efficiently into the future.

*Queensland Freight Strategy - Advancing Freight in Queensland* establishes the 10-year vision for a multi-modal, integrated, resilient and safe freight system that supports Queensland's economy and communities.

*South East Queensland Rail Connect (SEQ Rail Connect)* is the rail blueprint for the SEQ region for the next decade and will drive investment in the rail network.

*Queensland Walking Strategy 2019-29* sets the direction to make walking an easy choice for everyone.

*Queensland Cycling Strategy 2017-27* sets the planning direction for cycling and networks that are complete, connected and integrated with other transport modes to encourage more cycling more often.

*South East Queensland Principal Cycle Network (SEQPCN)* shows core cycling routes to support, guide and inform the planning, design and construction of the transport network

*Queensland Road Safety Strategy 2022-31* sets targets to reduce fatalities and serious injuries by 2031.



## Industry Standards

*Austrroads Guides* inform the design, construction, maintenance and operation of Australia's road network. They have been adopted by all road agencies across Australasia.

## Sustainable Development Goals

Council's vision for the future of the region reflects the United Nations Sustainable Development Goals (SDGs) which provides a shared blueprint to address common social, economic and environmental issues that impact all communities on a global and local level.

The 17 SDGs aim to ensure a holistic approach to sustainable development by aligning strategies that improve health and education, reduce inequality, and spur economic growth, while tackling climate change and working to preserve our natural environments.

This strategy aligns with the following SDGs. However, all SDGs complement and reinforce each other to support Our Engaged Council goal and help shape better local outcomes.



Our region's support in hosting the Brisbane 2032 Olympic and Paralympic Games, provides a point of focus for the achievement of these relevant SDGs.

# Council's role

Council adopts several roles to achieve this strategy's outcomes and priorities. At different times Council will provide leadership to deliver services and programs, as well as advocate, educate, facilitate or partner with our communities and other stakeholders.

## Our services

Our core services that support this strategy's delivery include:

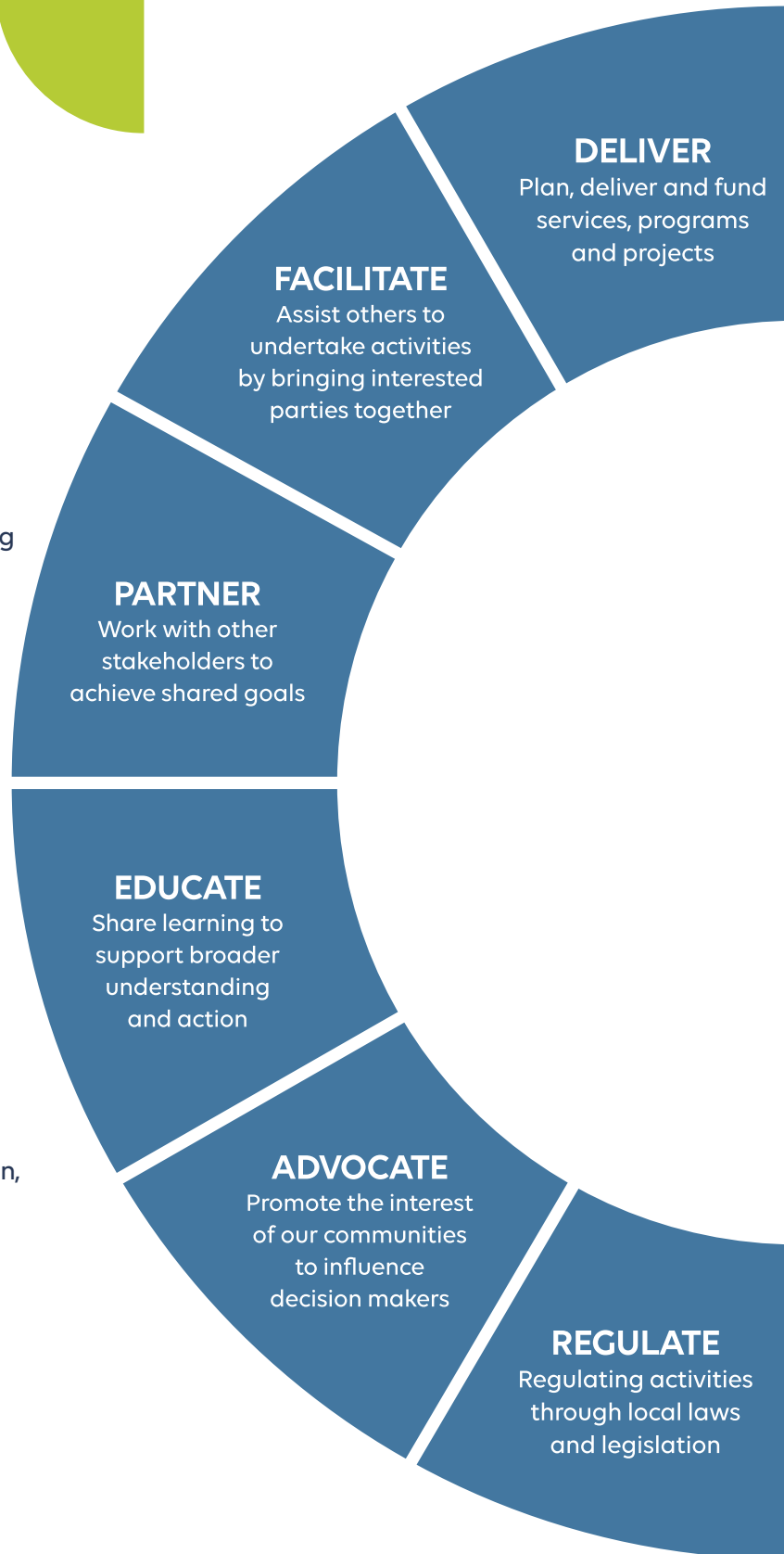
- Transport and Road Network
  - Transport Network Planning and Design
  - Active Transport Planning and Behaviour Change
  - Public Transport Planning, Partnership and Advocacy
  - Local Government Road Construction and Maintenance
  - Landscape and Streetscape Design
  - Traffic Engineering and Management.
- Infrastructure Planning
  - Parks and Open Spaces Planning
  - Coastal Infrastructure Planning
  - Green Infrastructure Planning
  - Total Water Cycle Planning
  - Flood Mitigation and Drainage Planning.



There are also many other Council services that support and influence the delivery of our transport outcomes including:

- Regional Planning and Place Making
- Neighbourhood and Growth Area Planning
- Development Services
- Environment and Sustainability Planning
- Environment Education and Awareness
- Emergency and Disaster Management
- Sport and Recreation
- Industry Advancement.

In some instances, there may be changes to how services have traditionally been delivered. Innovation and adaptation are required to address growing community expectations for improved active and public transport, active transport amenity, road safety and responses to transport congestion, climate change and natural hazards.



## Collaboration and partnerships

Collaboration is at the core of this strategy. Our communities and other stakeholders such as government agencies play an important supporting role in this strategy's delivery.

Council must also advocate and partner with others to achieve our transport priorities in areas we do not directly control, where we seek to influence change, or require additional resources.

The following illustrates the key roles and responsibilities of the lead partners that will be involved in the delivery of this strategy.



Stakeholder	Stakeholder roles	Council Roles
<b>Australian (Federal) Government</b>	<ul style="list-style-type: none"> <li>• Provide strategic direction and funding for transport network infrastructure and decarbonisation.</li> <li>• Share knowledge and best practice.</li> </ul>	<ul style="list-style-type: none"> <li>• Partner to support delivery of infrastructure.</li> </ul>
<b>Queensland (State) Government</b>	<ul style="list-style-type: none"> <li>• Provide strategic direction.</li> <li>• Share knowledge and best practice.</li> <li>• Provide and manage public transport infrastructure and services including rail and buses.</li> <li>• Provide, manage, and maintain Bruce Highway and state roads.</li> <li>• Undertake actions that support transport safety to reduce the severity of road crashes.</li> <li>• Fund on and off-road cycling infrastructure on the principal cycle network (PCN) and state-controlled roads.</li> <li>• Fund PCN infrastructure through the Cycle Network Local Government Grants Program.</li> <li>• Ensure Council is a stakeholder in planning for state owned transport infrastructure and public transport initiatives in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• Partner and collaborate to develop best practice. Support and advocate for local public transport provision and services. Council provides bus stops and active transport infrastructure.</li> <li>• Undertake transport studies to support our advocacy and partnering role for roads, freight, rail, public transport and active transport pathways. The studies strengthen our advocacy for better public transport for our region and allow better alignment, timing of upgrades and integration of our road and freight networks.</li> <li>• Integrate state road infrastructure with connections to our local road network, including local freight access to designated state freight routes .</li> <li>• Support state road safety initiatives with complementary actions on the local transport network.</li> </ul>
<b>Developers</b>	<ul style="list-style-type: none"> <li>• Deliver conditioned infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a consistent and transparent approach to infrastructure requirements through the Planning Scheme.</li> </ul>
<b>Community</b>	<ul style="list-style-type: none"> <li>• Share local knowledge and expertise.</li> <li>• Undertake actions to improve environmental sustainability of transport.</li> <li>• Engage in safe transport behaviours.</li> </ul>	<ul style="list-style-type: none"> <li>• Engage with community consultation opportunities about transport network.</li> <li>• Share information on local issues that impact transport environmental sustainability.</li> <li>• Improve local road safety.</li> <li>• Undertake actions that make sustainable transport choices more attractive.</li> </ul>

# Our engagement and research



How we developed this strategy:



## Working with our communities

This strategy has been informed by extensive community engagement through Council's Our Moreton program, as well as data from our Moreton Says surveys.

This comprehensive engagement exceeded previous community engagement programs. It provided several opportunities for Council's strategy teams to meet with our communities. We listened to residents and visitors across the region to ensure our long-term planning reflects their aspirations and priorities.

These engagement activities enabled us to create a strategy that reflects the priorities and aspirations of our communities and stakeholders.

Council has released several consultation reports that summarise community feedback received during each consultation project. These are available on Council's [Your Say Moreton Bay](#) website.

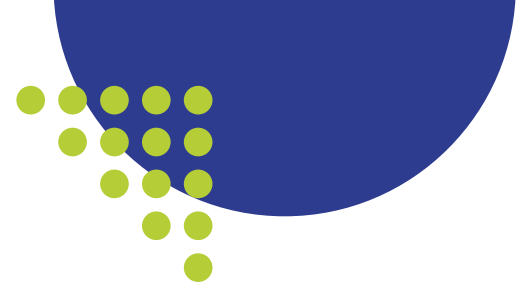
**95% of our survey respondents drive a car**

**76% agree to Council helping the community to reduce its carbon footprint**

## What our communities told us

Our communities told us they feel optimistic about the future of transport in the region. The following themes emerged through consultation activities undertaken to inform this strategy.

<p><b>Well-planned transport network</b></p>	<ul style="list-style-type: none"> <li>• Improving our walkable neighbourhoods and uptake of public and active transport strongly aligns with our community's desire to maintain the natural beauty of the region and had over 80% support.</li> <li>• There was 60% support for engagement with Traditional Custodians about traditional transport corridors. As transport infrastructure necessarily impacts land in Moreton Bay, Council will engage with Traditional Custodians to determine their perspective to achieve a well-planned transport network.</li> <li>• Our communities highly value well-connected or well-planned communities with shared spaces.</li> <li>• Younger people identified the need for communal facilities, multifunctional hubs and community spaces that drive connection.</li> </ul>
<p><b>Integrated transport network</b></p>	<ul style="list-style-type: none"> <li>• More than 80% support from respondents to:               <ul style="list-style-type: none"> <li>- Plan for the transport needs of emerging communities and deliver transport infrastructure as growth occurs</li> <li>- Plan and provide inclusive and accessible transport infrastructure and services</li> <li>- Integrate active transport with land use, public transport, and the green network</li> </ul> </li> <li>• 76% support for increasing housing density around public transport stops.</li> <li>• While more than a third of our communities have access to high frequency public transport, the majority indicated that it is easier and more convenient to drive than use public transport.</li> <li>• The main reasons for our communities' reliance on cars are the lack of public transport and attractive active transport infrastructure.</li> <li>• Car dependency continues to be a key challenge for our communities and Council.</li> <li>• The limited disagreement with these priorities was related to parking issues associated with high-density developments, a lack of investment in public transport or being unlikely to use public transport.</li> </ul>
<p><b>Connected transport network</b></p>	<ul style="list-style-type: none"> <li>• More than 80% supported all the strategic priorities for a connected transport network including:               <ul style="list-style-type: none"> <li>- Improving the transport network's resilience to natural hazards, events, and incidents</li> <li>- Limiting the environmental impact from transport</li> <li>- Designing and delivering a well-connected transport network with multi-modal travel options between destinations.</li> </ul> </li> </ul>



### Connected transport network

- Drivers identified the following issues for Council to address: road congestion, car parking in narrow streets, accessibility, safety and resilience of the road network.
- People said the lack of higher frequency, reliable public transport in the region prevented them from getting around effectively and efficiently. Our communities discussed the provision of electric vehicle charging stations across the region as they become more common.
- More than 80% supported all the strategic priorities for a connected transport network including:
  - Improving the transport network's resilience to natural hazards, events, and incidents
  - Limiting the environmental impact from transport
  - Designing and delivering a well-connected transport network with multi-modal travel options between destinations.
- Drivers identified the following issues for Council to address: road congestion, car parking in narrow streets, accessibility, safety and resilience of the road network.
- Respondents requested improved sustainability and resilience within the transport network, with a focus on corridor preservation.

### Transport choices

- 75% or more supported the priorities for this outcome, including:
  - Improving infrastructure, comfort, convenience, and connectivity for active travel to reduce car reliance
  - Improving safety of our road, active and public transport
  - Reducing wildlife vehicle collision risks
- Our communities requested a truly integrated transport system that provides connections between places.
- They told us to prioritise a safer, more accessible and affordable experience using the transport network.
- Our communities requested improvements to active transport infrastructure, including cycling, micro-mobility corridors, and footpaths.
- They proposed Council permits shared e-bikes and e-scooters as an alternative to car use.
- They told us the quality of infrastructure, safety, inclusiveness, shade and urban heat islands all impact their enjoyment and use of active transport options.
- The limited disagreements with these priorities were related to different individual priorities, the lack of detail provided or not agreeing with the topic.





# Our strategy roadmap



## Our journey ahead

Our strategy roadmap is structured around the following four outcomes:

### Outcome 1: Well-planned transport network

We have well-planned neighbourhoods that support changing communities, respect cultural heritage and enjoy a unique sense of place.

### Outcome 2: Integrated transport network

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

### Outcome 3: Connected transport network

We have an efficient, connected, and resilient transport network enabled by smart technologies and innovative design.

### Outcome 4: Transport choices

Our communities have access to safe, affordable and diverse transport choices that make active travel easy.

*These are referenced as Outcomes 4, 6, 7, 8 respectively in our Corporate Plan 2022-2027*

These outcomes work together to achieve Our Well-Planned Places goal. Each outcome has strategic priorities and policy directions to guide our approach to planning and decision-making over the next 20 years, including measures of success to help track our progress.

While our roadmap is designed to show the direction we want to take, there are many options for how we put it into practice.



## Our guiding principles

The following principles will shape and guide how we deliver this strategy. They work together with our organisational values and community engagement principles to support meaningful conversations to keep us on track and move beyond the status quo to achieve lasting change and value for our communities.

### **Engaged communities**

We engage with our communities to deliver a transport system that meets their accessibility and connectivity needs while improving the transport system's sustainability. Engaged communities are more likely support a co-owned program that encourages sustainable transport behaviours such as walking or cycling.

### **Adaptable and resilient**

We support a resilient transport network that allows critical movements during natural hazards such as floods. We plan and design an adaptable transport network to accommodate societal, environmental, and technological changes.

### **Growth**

Our growing region places significant demand on our transport system. We are therefore focusing on improving our communities' access to active and public transport to replace some car trips with public transport, walking or cycling to reduce congestion.

We acknowledge there are no alternative viable transport options for many people in the community. We will plan, advocate and design our transport network to maintain or reduce trip time variability for all travellers, including car drivers on key corridors wherever possible.

### **Safety**

We need to reduce the fatality and hospitalisation crash rate on our local roads to align with our national and state targets. To achieve this aim, we consider local roads and pathways as part of our places. Local roads near places where people gather and linger need treatments and posted speed limits that ensure people are safe when crossing or cycling on the street.

### **Sustainability**

We understand that building new infrastructure has an environmental and financial cost. It is important to be discerning in the construction of new transport assets by considering behaviour change, adapting, or upgrading existing assets first.

We will consider the environmental impacts of infrastructure construction materials and choose more sustainable materials with similar performance characteristics where possible.

We support the adoption of transport technologies and behaviours that lead to better environmental outcomes for our region.

# **Outcome 1: Well-planned transport network**

We have well-planned neighbourhoods that support changing communities, respect cultural heritage and enjoy a unique sense of place.

## Why is this important?

Our region consists of many new and existing communities, each with their own heritage and sense of place. All neighbourhoods benefit from good planning that respects cultural heritage and creates complete communities with local services, choice of housing and nearby employment opportunities. They also need local green spaces, community and cultural facilities that let people play and relax without travelling far.

Transport planning contributes to this outcome by applying the Movement and Place Framework<sup>1</sup> which supports well-planned neighbourhoods through network planning, road hierarchy and corridor preservation. This results in movement corridors, such as the roads between our centres, that are built for freight, buses, cars, and cycle facilities. Examples include Oakey Flat Road and New Settlement Road.

Neighbourhood centres and larger urban centres (places) work well when they have a range of facilities within walkable distances for people to move between spaces and dwell in places. These areas have slowed or no traffic so people can feel more confident crossing the street where it's convenient. Cars are parked once or are guests within the pedestrian spaces creating an increased sense of place and community. Examples include Redcliffe Parade and Lakefield Drive in North Lakes.

Council uses industry best practice frameworks such as the Austroads Movement and Place Framework to support the development of appropriate paths, streets and roads while reducing reliance on private cars for short trips.

This improves community wellbeing and can reduce carbon emissions. These potential benefits align with the Community Wellbeing Strategy and Environment and Sustainability Strategy. Improved access between centres that increases opportunities for local employment also aligns with the Regional Economic Development Strategy. There is a risk that additional or widened roads between centres can increase habitat fragmentation, adding further stress on our natural places and spaces.

This strategy's aspiration is for short, local trips to be undertaken without the need or desire for a car. Walkable or rideable recreational, convenience or school trips provide positive health and wellbeing outcomes. Communities where alternative transport options are popular have less dependence on cars, and this also benefits drivers by taking pressure off the road network. This means ensuring our neighbourhoods have safe, direct, and accessible active transport pathway connections from houses to local shops, parks, open spaces, schools and to and from public transport stops and stations.

Increasing the uptake of public and active transport relies on the availability of appropriate infrastructure and supportive behaviour change programs. Behaviour change is challenging to deliver and can take a long time to realise results. A successful behaviour change program is dependent on capturing a baseline and consequent changes in activity following the project's implementation.

**A well-planned neighbourhood is an attractive place to live, work and play.**

<sup>1</sup>NSW Government, Movement and Place Framework, 2023





## What we are already doing

- Planning and delivering multiple corridors that serve our communities travelling between neighbourhood centres. These include upgrades of Buchanan Road, Caboolture River Road, Oakey Flat Road, and Youngs Crossing Road.


## Our strategic priorities

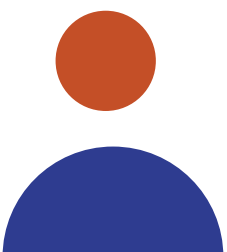
- Plan and create or upgrade walkable neighbourhoods that cater for active transport users and are well-connected by integrated and sustainable transport options.
- Improve awareness, inclusion, and uptake of public and active transport within and to local centers.
- Engage with Traditional Custodians to better understand traditional transport corridors and how these might be incorporated into future actions.

## Our policy directions

- Improve walkable connections for active transport users to community and cultural facilities by providing suitable pathways.
- Increase recreational active transport by extending the length and connectivity of recreational routes.
- Increase the number, appeal and attractiveness of our public places and deliver better travel options by using the Movement and Place Framework (New South Wales Government, 2023).

## Our measures of success

Measure	Desired Trend
Community participation in public and active transport 	Increase



## **Outcome 2: Integrated transport network**

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



## Why is this important?

Integrating land use and infrastructure planning drives transport infrastructure, employment opportunities, and services to be co-located. This means that people need to make fewer car trips because employment, shops, medical services, and schools are close to where they live. Co-located businesses and industries also makes it easier to find local suppliers, employees, and services. The interface between destinations and the transport network is critical to deliver an accessible and inclusive transport network for everyone.

Our region's high car dependency will require additional road capacity as our population continues to grow. It will be challenging to provide enough road capacity to service the community's transport needs if this trend continues.

People who currently depend on the active and public transport network have unequal access to services and destinations. Access can be improved by connecting the pathway network, increasing the length of pathways that are suitable for people with disabilities and improving the amenity of pathways (e.g., providing seating, water bubblers, shade, bicycle repair stations etc).

Providing end of trip facilities, such as lockers, bike lockups and showers at suitable locations can substantially influence the accessibility and attractiveness for active travel.

For people who live further away from our centres and in rural areas it is challenging to efficiently service them by public transport, though this may change in the future with changing technology and societies. Therefore, most people living in these areas depend on private cars for their transport needs. Consequently, transport planning and service provision is focused on safety, connectivity and managing congestion in rural areas. Low volume pedestrian use of existing roads in appropriate rural areas can be facilitated through traffic management and verge treatments where building pathways is unsuitable. Council will continue to partner and advocate with the state government to improve active and public transport within and between centres, key destinations, and services.

Congestion and travel time variability can have significant negative impacts for car-dependent people, such as our rural populations. Addressing travel time variability is a key method to ease transport challenges for road users, allowing people to confidently plan their day.

Parking can impact an area's accessibility by different transport modes; it is often unsafe and unpleasant to walk or cycle through a car park, and on-street parking discourages people from cycling. Car parking is necessary in our centres as many people need to drive to access work and services.

A balance of short and long-stay parking areas near businesses allows access for trade, staff and visitors. Connected and covered pathways enable these parking opportunities to be located at appropriate walkable distances to destinations. By innovative planning and management of parking supply Council can meet current parking needs while facilitating a transition to vibrant, prosperous and environmentally sustainable urban centres in the future.

The provision of street parking is subject to local laws with appropriate adjustments to suit site constraints. Street parking also presents many challenges as it impacts safety through reduced visibility, development yields, contributes to local congestion, needs enforcement while negatively impacting amenity; each of these impacts have a bigger effect as growth intensifies. Narrow streets present particularly challenging parking issues such as large vehicle access, parking supply and non-compliance of local parking laws by people while accessing properties (e.g. 5.5m wide residential streets).

These issues are a transport symptom of growth, accessibility, connection, location, property tenancy types, legacy land-use planning and lack of viable transport options such as public and/or active transport. Ensuring all developments deliver suitable road widths for the location and proposed land uses can avoid repetition of these kinds of issues in the future.

**"With the rapid rate of development in the region, it is critical that the decisions regarding transport and the environment are made from day one, not reactively. It is Council's responsibility to ensure that ecosystems and the services they provide are not compromised and that active/public transport is considered during design instead of creating car dependent communities."**

**(Community comment: Our Moreton Round One, Strathpine resident)**

Convenient, accessible, and integrated active and public transport infrastructure and services provide alternative options to facilitate people's movement throughout the region.



## What we are already doing

- Advocating for increased and improved public transport.
- Connecting our pathway network through the Missing Link Pathways Program.
- Planning, designing and delivering bus stops in collaboration with the Queensland Government.
- Providing tree shade cover for paths that are part of road infrastructure delivery.


## Our strategic priorities

- Plan for emerging communities and their transport needs to deliver future transport infrastructure as growth occurs.
- Support increased housing density around public transport stops to provide additional or more frequent public transport services.
- Plan and provide transport services and infrastructure that is inclusive and accessible to everyone by applying universal design principles.
- Integrate active transport with land use, public transport and the green network.

## Our policy directions

- Improve access (time efficient and better connectivity) for public transport last-mile journeys to all services, including health, cultural, recreational and essential services.
- Manage street parking supply to ensure that there is appropriate value between competing demands by considering placemaking, land value and accessibility.

## Our measures of success

Measure		Desired trend
Reliability of travel time on key transport corridors		Increase



# **Outcome 3: Connected transport network**

We have an efficient, connected, and resilient transport network enabled by smart technologies and innovative design.

## Why is this important?

Our region consists of many centres where travel demand is spread across several areas. Transport networks that connect our multiple centres should service multiple modes that support people, businesses, and the economy. It gives the community confidence that they can get to their destination as planned.

Rural and freight transport also rely on our road network, for at least part of their journey, and are likely to continue to do so in the future. While freight corridors are mostly on state roads and the rail network, Council roads form key connections between rural and industrial areas to these corridors. Roads used by heavy freight vehicles suffer from increased wear.

Transport resilience and reduced travel times are key to improving transport outcomes for freight transport on our network. A resilient transport network always allows critical movement across the region, despite natural hazards and traffic incidents. As climate change is predicted to increase the frequency and severity of extreme weather events, all levels of government must assist communities to adapt to these changes.

Transport resilience can be achieved through alternative modes or routes which enable travel to continue even when one mode or route is negatively impacted by an incident. It requires community awareness and notification of emergency response procedures, incident management plans and potential alternative routes.

An efficient transport network can move more people and goods with lower environmental impacts while minimising congestion. Our community told us that they want Council to reduce its carbon emissions and help others to do the same. Smart transport technologies, such as electric vehicles, connected autonomous vehicles, Intelligent Transport Systems, e-scooters and e-bikes, can help reduce carbon emissions and congestion.

E-scooters and similar devices are subject to state regulations stipulating where and how they can be used in Queensland. These regulations are in response to safety and conflicts between pedestrians and e-scooter users. However, it is also recognised that these devices can contribute to increased uptake of sustainable travel in the region. They increase the catchments of public transport stops as they do not require physical effort to use. With the rising cost of fuel there are increasing numbers of people using e-scooters in Moreton Bay. Council is investigating how to facilitate and manage the increasing uptake of e-scooters while avoiding the conflicts with pedestrians and injuries of riders as experienced elsewhere.

Construction methods and materials can have a substantial impact on the sustainability and resilience of transport infrastructure. For example, cool pavements can reduce heat island impacts, especially for vulnerable communities.

**Connected transport networks allow people to reliably and efficiently travel to their destination, no matter where they live.**

## What we are already doing

- Maintain our flood and storm tide models to understand flood behaviour, likelihood, and impact of inundation on our transport network.
- Maintain our mapping of vulnerable land uses such as hospitals, aged care facilities, etc.
- Plan, design and deliver infrastructure that has increased flood immunity in key locations (based on the Local Government Infrastructure Plan 2).
- Monitor the quality of our active transport infrastructure to plan maintenance and improvements.
- Support our natural environment by preserving our endangered species habitat, providing fauna crossing infrastructure and an offset program.


## Our strategic priorities

- Design and deliver a well-connected transport network with multi-modal travel options between destinations.
- Improve the transport network's resilience to current and future natural hazards, events and incidents.
- Limit environmental impact from transport, including material selection and use, greenhouse gas emissions and urban heat island effects.

## Our policy directions

- Plan a modal transport hierarchy that considers current and future needs.
- Use risk modelling to understand, plan for and respond to current and future natural hazard risks to the transport network. Plan adaptable and multiple purpose transport corridors, e.g. road corridors that support separated high frequency public transport services.
- Limit transport related network habitat fragmentation by identifying and closing unformed road reserves that can be used for environmental purposes instead.
- Facilitate electric vehicle charging facilities and car sharing in dense urban environments to reduce CO2 emissions.

## Our measures of success

Measure		Desired trend
Resilience of key transport corridors to flooding		Increase



## **Outcome 4: Transport choices**

Our communities have access to safe, affordable and diverse transport choices that make active travel easy.



## Why is this important?

A safe transport network reduces crash incidents and severity for pedestrians, cyclists and vehicles. Additionally, increasing personal and perceived safety will support the increased uptake of active travel on our network. An active travel network that is connected, accessible, visible, and separated from vehicles creates accumulated benefits for road network congestion and safety.

Council supports the long-term vision of national and state road safety plans. A safe transport system needs input from everyone. We will apply a Safe Systems approach in our Transport Safety Plan to ensure all roads have safe speed limits, risk assessments and infrastructure upgrades where needed, and support a road safety culture in our communities.

We will also include Australasian New Car Assessment Program (ANCAP) safety standards in our vehicle fleet procurement to increase the uptake of safer vehicles and reduce the risk of severe crashes on our roads.

Our region's continued growth will challenge the ability to reduce crashes or crash severity. Limiting car trips, applying transport safety engineering solutions and safe system principles on our roads will provide long-term benefits such as reduced road fatalities, reduced carbon emissions, and improved community health.

Our region has some communities that need to travel by car for all trips, as well as people without a car. Many seniors and people with disabilities rely on the active and public transport networks for their mobility.

Our communities told us they want improved access for all modes to rail stations in the region. The long-term ambition of this strategy is for all communities to have transport choices that are appropriate for the location.

Walking or cycling connectivity to destinations, and accessible bus stops have positive outcomes for people, the environment, society, and the economy. When people walk or cycle, they are more likely to linger, meet other people and spend money at local businesses.

**Council's ambition is for everyone to have convenient and accessible transport choices.**



## What we are already doing

- Planning and delivering the Missing Links Pathways Program for our active transport network. This program provides a continuous pathway network between destinations.
- Our road safety plan continually assesses, plans and delivers infrastructure to reduce the risks of severe crashes.



## Our strategic priorities

- Deliver an active travel pathway network as a convenient travel choice for short trips.
- Improve connectivity, amenity, facilities and tree shade cover of the existing pathway network.
- Reduce car reliance by improving awareness of and access to alternative transport options.
- Reduce the risk of wildlife vehicle collisions by constructing fauna crossing infrastructure.
- Reduce the severity of road crashes on Council roads.
- Improve passive surveillance and Crime Prevention Through Environmental Design measures on active and public transport networks.

## Our policy directions

- Deliver fit-for-purpose new pathways.
- Support the safe use of micro-mobility devices in our region.

## Our measures of success

Measure		Desired trend
Tree shade cover for walking and cycling paths		Increase
Local road safety		Increase



# Delivering our strategy



This strategy seeks to provide a consistent and integrated approach to transport planning for Council, setting strategic priorities and actions for the future. This strategy's timelines look to 2042 to align with our vision, while focusing on the next 5-10 years.

## Planning our actions

This strategy is supported by an action plan that identifies priority actions to be implemented over the next five years. This plan may be reviewed during this time to include new actions as they are identified or amend actions to ensure we are meeting expectations.

A suite of Council plans will also provide further detail on the types of priority actions required to implement specific themes over the medium to long term.

## Monitoring our success

Our progress towards this strategy's achievements will be monitored and reported through Council's Annual Report. This will include progress against our measures of success, targets and implementation plan. These reports will be shared with our communities to drive transparency and accountability.

## Reviewing our strategy

This strategy is a living document that will be adjusted as required. It includes a major review every five years to align with our corporate plan review process. This will ensure our strategy achieves the intended outcomes, responds to emerging challenges and opportunities, and meets community expectations.

As we progress and mature in our approach, we may also find better ways to measure success and community benefit in active transport and sustainable transport choices.

## Resourcing our strategy

Our annual budget and operational plan process will guide priorities and resource allocation to progress this strategy's implementation and supporting plans.

This strategy will also guide our advocacy work to help influence collaboration, partnerships and resourcing for our transport network and communities.

Council's transport network is connected to the state transport network via key roads such as the Bruce Highway and Morayfield Road, and the rail and public transport bus networks.

While the state transport network is not controlled by Council, this strategy aims for improved integration of all transport modes and infrastructure. Evidence based planning, demonstrating the benefits of improved integration of our networks, increases the strength of our advocacy with the state government and can lead to better transport outcomes for Moreton Bay.

**Thank you for helping us shape our transport network for the future.**

# Action Plan

## Catalyst initiatives

There are three initiatives that have the potential to transform our Council and region over the next 20 years. Each outcome area in this strategy will embrace and harness their potential and enable collaboration to create value for our communities.

<b>1: Brisbane 2032 Olympic and Paralympic Games</b>	<p>Previous Olympic Games have demonstrated that transport networks need to accommodate mass movements of people. The Brisbane 2032 Olympic and Paralympic Games are committed to being car-free and public and active transport events. This is anticipated to have behaviour changing outcomes that can benefit Moreton Bay, especially if this behaviour is maintained.</p> <p>While sustained behaviour change is challenging to achieve and measure, our region's environmental challenges make it increasingly urgent to increase the uptake of sustainable travel behaviours.</p> <p>To achieve a car-free Games, events in our region require a connected and accessible public transport service from many of our neighbouring and nearby council areas.</p> <p>The active transport network near the event location must have clear legibility, be accessible to all people, and be safe and comfortable for mass movements. In addition, sufficiently wide pathways require improved shading, seating, and easy wayfinding.</p>
<b>2: Adapt the transport network for safe use of micro-mobility</b>	<p>The Queensland State Government has enacted regulations governing the use of micro-mobility devices such as e-scooters in response to conflicts between users, crashes that have seriously injured or killed scooter riders, and pedestrians.</p> <p>Council is investigating how to accommodate increasing demand for e-scooters and other micro-mobility devices on our network while maintaining the safety of others on our pathways. Much of this can be achieved by careful planning and application of the state regulations without the need for new infrastructure.</p> <p>These devices could significantly increase the catchment areas of public transport, leading to improved services for all residents.</p>
<b>3: Increase uptake of sustainable travel</b>	<p>Sustainable travel includes the use of active, public, and shared mobility travel modes such as e-scooters, car-pooling etc.</p> <p>Benefits of sustainable travel include reduced congestion and negative environmental impacts.</p> <p>The following issues must be understood and/or implemented to be successful:</p> <ul style="list-style-type: none"><li>• The existing use of our active transport network</li><li>• Community expectations, attractions and impediments to active travel</li><li>• Service and amenity gaps in infrastructure.</li></ul>

# Action Plan

No.	Actions	Council roles	Timeframe
<b>Outcome 1: Well-planned transport network</b>			
1.1	Develop a regional plan and policy framework that delivers an improved transport network for all modes and includes a sustainability and accessibility assessment of our transport network.	Deliver	Medium-term
1.2	Update the region's road hierarchy to consider placemaking, connectivity, and accessibility of all transport modes.	Deliver	Medium-term
1.3	Develop a sustainable and affordable travel behaviour plan and policy for the region.	Deliver	Medium-term
1.4	Incorporate input and guidance from Traditional Custodians in transport network plans.	Partner	Ongoing
<b>Outcome 2: Integrated transport network</b>			
2.1	Develop and implement a regional transport data capture plan to inform infrastructure development, sustainable travel behaviour, travel time reliability of key corridors and monitor change in behaviour over time.	Deliver	Short-term
2.2	Develop an advocacy framework and plan for all levels of government and other stakeholders to support our polycentric region, economic development, and the region's transport goals of the region underpinned by rigorous planning and data.	Deliver, Partner, Advocate	Ongoing
2.3	Develop a leisure active travel plan that supports healthy and sustainable lifestyles and the tourism outcomes of the Regional Economic Development Strategy's tourism outcomes.	Deliver	Medium-term
2.4	Review and update the Planning Scheme and supporting policies to reflect and incorporate desired outcomes from Council's strategies.	Deliver	Medium-term
2.5	Integrate transport infrastructure with land use and open space to improve transport network outcomes.	Deliver	Ongoing
<b>Outcome 3: Connected transport network</b>			
3.1	Develop an adaptable transport corridor framework that improves transport connections for communities now and in the future.	Deliver, Partner, Advocate	Medium-term

No.	Actions	Council roles	Timeframe
3.2	Undertake area based multi-modal hierarchy planning to consider mode priority over time and different conditions.	Deliver	Medium-term
3.3	Undertake a multi-hazard risk assessment to understand transport network risks and develop a plan and policy to increase transport resilience to current and future natural hazard risks.	Deliver	Medium-term
3.4	Develop a plan and policy (aligned with the Environment and Sustainability Strategy) to address habitat conservation, urban heat, sustainable materials, construction methods and other sustainability issues relating to transport infrastructure and services.	Deliver, Partner, Advocate	Medium-term
3.5	Investigate and plan, where appropriate, for the uptake of new transport technologies and behaviours through policy, planning and infrastructure.	Deliver, Partner, Advocate, Educate, Regulate	Ongoing

#### Outcome 4: Transport choices

4.1	Develop a transport network safety policy and plan.	Deliver, Partner, Advocate	Medium-term
4.2	Develop a Green Infrastructure Network Plan incorporating road safety to reduce wildlife vehicle collisions and active transport corridors wherever possible.	Deliver	Short-term
4.3	Develop a regional plan and policy framework to deliver an improved transport network for all modes.	Deliver	Medium-term
4.4	Develop a sustainable and affordable travel behaviour plan and policy for the region considering all modes.	Deliver	Medium-term



# Glossary

Term	Description
Active transport	Transport that involves physical activity, e.g. walking, cycling, riding scooters etc.
Austrroads	Austrroads is a collective of Australian and New Zealand transport agencies, representing all levels of government. It supports the delivery of efficient, reliable and safe road transport in Australia and New Zealand.
Big data	The large volumes of data (collected through sensors and networks) that can be analysed to make better informed decisions about Council's operations and service delivery.
Business as usual	Actions delivered as day-to-day organisational operations.
Complete communities	Provide all the basic needs of residents regardless of income or culture through integrated land use planning, transport and urban design.
Connected and automated vehicles (CAVs)	Connected vehicles can talk to other connected vehicles, roadside infrastructure and traffic management systems. Automated vehicles can perform primary driving functions without human input. Connected and automated vehicles have both elements.
Corporate Plan	Council's five-year roadmap that describes the strategic goals and outcomes that support our vision: <i>Our Moreton Bay. Amazing places. Natural spaces.</i>
Council	Moreton Bay Regional Council.
Council Budget	Council's annual operational and capital expenditure programs, including long-term financial forecast, financial policies, rates, and charges.
Crime prevention through environmental design (CPTED)	Designing new or redeveloped environments in ways that help to create safer spaces and reduce crime.
Electric vehicles (EVs)	Vehicles (e.g. cars) powered by electricity and do not require fuel.



Term	Description
<b>Habitat fragmentation</b>	Large habitats gradually being broken into smaller, disconnected parts that don't allow fauna movement.
<b>Innovation</b>	Doing something different to improve processes and outcomes.
<b>Integrated transport</b>	Transport infrastructure that complements the surrounding land uses and services.
<b>Intelligent Transport Systems</b>	Using technologies to increase the safety, efficiency and sustainability of transport infrastructure and services, such as public transport.
<b>Long-term</b>	Actions that occur after 5 or more years, however planning or design may occur in the medium-term.
<b>Measures</b>	Indicators of success against strategy outcomes that help to monitor progress.  Icon indicates this measure is also reflected in the Corporate Plan 2022-2027
<b>Medium-term</b>	Actions that occur within 3-5 years.
<b>Micro-mobility</b>	An electric personal mobility device, eg e-scooter.
<b>Mode</b>	Method of travel, e.g.. active travel, public transport, private vehicle.
<b>Mode share</b>	Number of trips using different modes, eg increased active travel mode share means increased number of trips undertaken by walking and cycling. Private vehicle mode share of 86% is the percentage of trips are undertaken in a car.
<b>Moreton Bay region</b>	Moreton Bay Regional Council Local Government Area.
<b>Moreton Says</b>	Council's region-wide community survey and engagement program.
<b>Movement and Place</b>	A framework for planning, designing and managing transport networks to maximise benefits for the people and places they serve.
<b>Offset Program</b>	Planting trees in another area to make up for the loss of trees elsewhere in Moreton Bay.
<b>Operational Plan</b>	Council's annual program of services to deliver strategic outcomes against key performance indicators.
<b>Outcomes</b>	High-level focus areas that guide strategic priorities.

Term	Description
<b>Pedestrians</b>	People walking, pushing prams, jogging, running and using a mobility device (i.e. a wheelchair, walking frame or walking stick).
<b>Planning Scheme</b>	Guides the development and use of land, buildings and structures in the region.
<b>Reconciliation</b>	Strengthening relationships between Aboriginal and Torres Strait Islander people and non-Indigenous people to benefit all Australians.
<b>Safe systems approach</b>	A holistic view of the road transport system which aims to create a safer road environment for people and vehicles.
<b>Self-containment</b>	People can live, work, study and access essential services within the region.
<b>Shared mobility</b>	Shared transport services, such as ride-sharing (e.g. Uber), car-sharing (e.g. GoGet and Car Next Door), or hired devices (e.g. e-scooters and e-bikes provided by Neuron, Beam or Lime).
<b>Strategic priority</b>	A strategic pathway to achieve an outcome.
<b>Short-term</b>	Actions that occur within 1-2 years.
<b>Urban heat island</b>	Occurs when urban areas have much higher temperatures than nearby undeveloped areas as buildings and road absorb and retain daytime heat. This can be mitigated by planting shade trees or providing building shade covers.



# Resource list

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For more information on our new Integrated  
Transport Strategy visit [moretonbay.qld.gov.au](http://moretonbay.qld.gov.au)

