

Redlands on the move

Community Engagement Report

Redland City launched a collaborative community conversation in late 2015 about the City's transport issues and needs.

This community conversation was driven by a partnership of Redland City Council, the Department of Transport and Main Roads and local Fairfax newspaper, The Redland City Bulletin.

It included a grass-roots editorial campaign that complemented a series of forums and lectures by leading experts in the fields of transport, planning and infrastructure.

This program was concurrent with consultation for the Draft City Plan 2015. The program also coincided with the release of the State's draft infrastructure strategy and with Federal Government dialogue about the need to bring transport infrastructure planning to the fore.

As part of the State Government's review of infrastructure planning, it has encouraged local government to engage with communities and Redland City was the first to do so through this month-long conversation which will ultimately inform a Redland City Transport Plan and Priority Infrastructure Plan.

Method

The engagement focus on three key questions:

- Where are we now?
- Where do we want to go?
- How do we get there?

These questions informed a library lecture series, social media dialogue and editorial content.

Lecture series

2pm Sunday 1 November - Connecting Cities

Presenters

- Dr Stefan Hajkowicz
- Associate Professor Mathew Burke
- Mr Darren Crombie Executive Director Dept Infrastructure Local Government and Planning

This forum focused on:

- What are the emerging mega-trends in transportation?
- How well do we connect with our neighbours?
- What's working well and what are our black holes?
- Who is responsible for providing transport infrastructure and who should be responsible?
- What does our city need to do to strengthen its connection with its neighbours, what are our black holes?
- What defines a liveable city?

2pm Saturday 7 November - Navigating the future

Presenters:

- Professor Neil Sipe
- Marcus Brown – Economic Associates
- Ben Wilson – Cycling Queensland

This forum focused on what our transport system should look like in twenty years time to meet emerging needs.

- Where are we headed - if we do nothing at all where will we end up in twenty years?
- Where do we want to go?
- Will we need to drive so much in twenty years when high speed broadband makes it easier to work from our homes or in regional centres?

2pm Saturday 14 November - Getting in gear - it's how we get there that counts!

Presenters

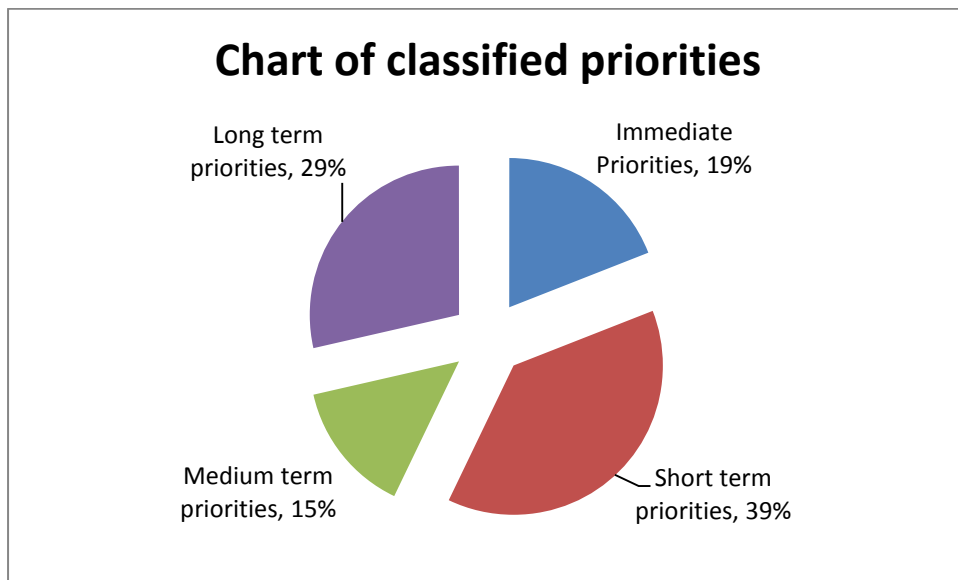
- Warren Rowe – Gold Coast Light Rail
- Associate Professor John Steel

This forum addressed:

- What can we do right now/ what is the lowest hanging fruit?
- What are our biggest transport priorities?
- Who should do what?
- How do we pay for this?

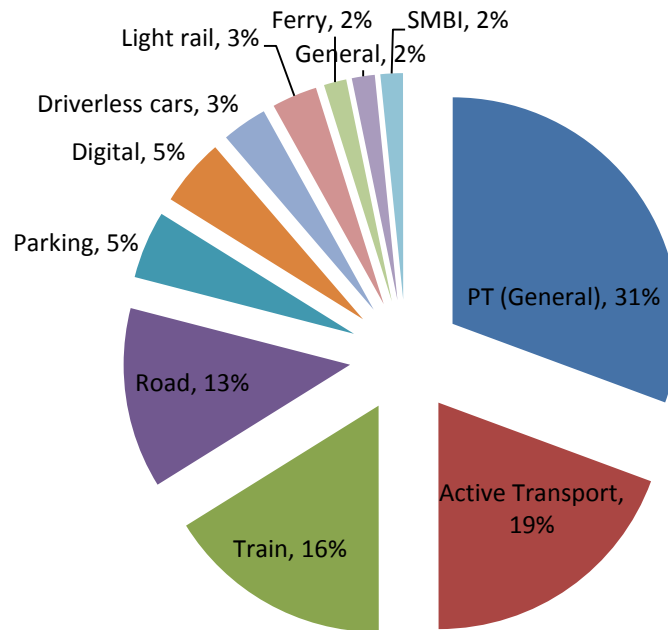
Results and discussion

Almost 200 people participated in a survey and the public forums led by twelve Australian experts in engineering, economics, transport modelling and future science.



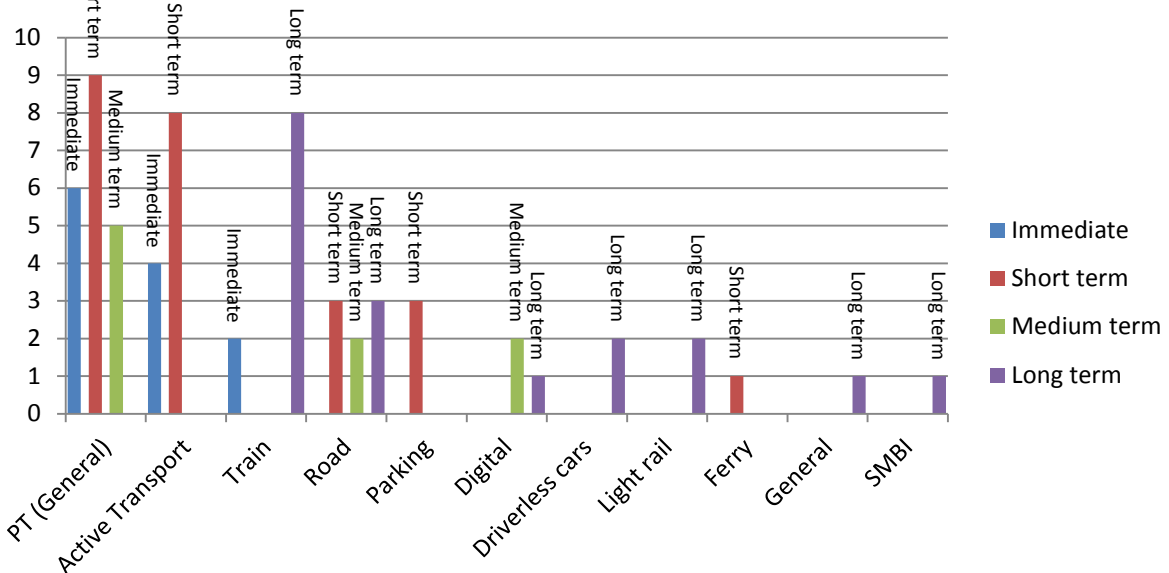
This classification looked at the type of ideas people were describing. These results show a fairly even distribution of immediate, short-term, medium-term and long-term ideas. This demonstrates that people understood the importance of looking at what we could do right now as well as what might be needed down the track.

What are the big ideas?



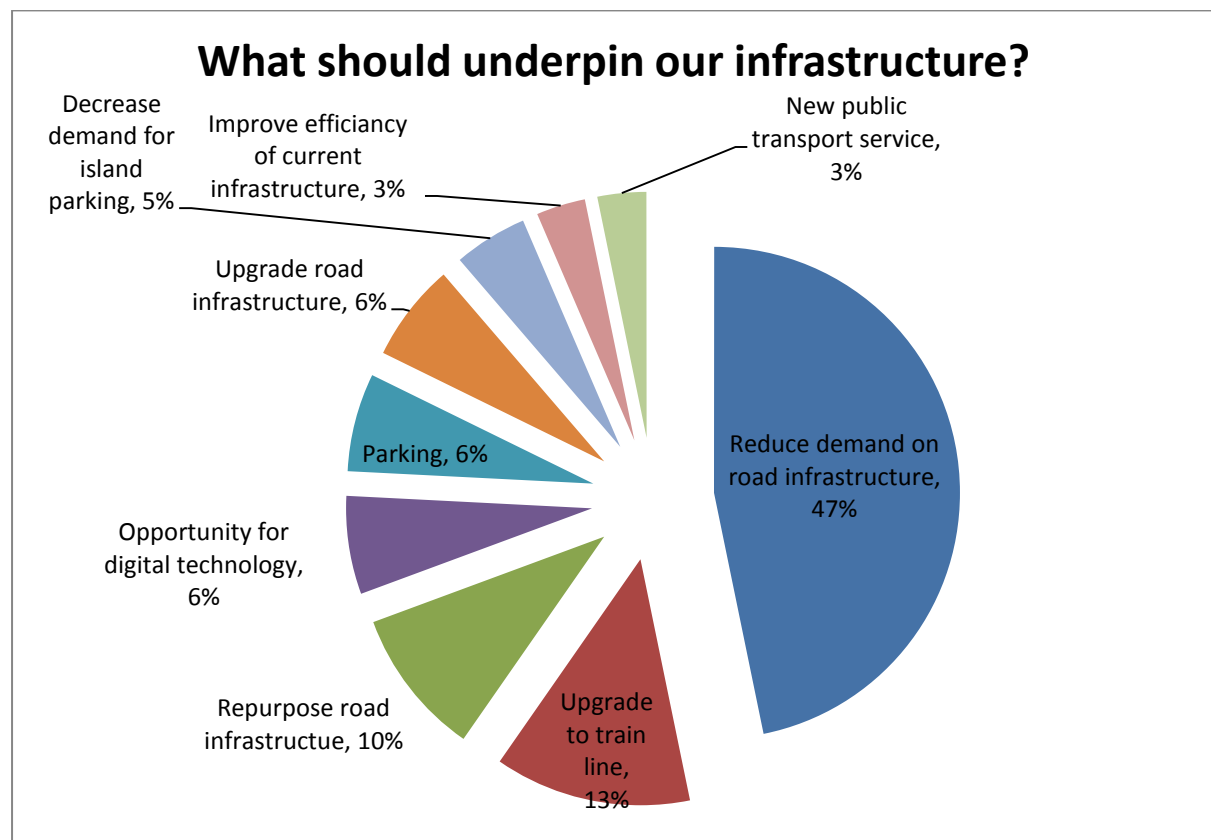
Most of the audience discussion focused on the importance of public transport. People talked about the importance of extending the busway and having high frequency connections between our major centres.

What are the short vs long term solutions?



This graph shows that people felt our best immediate and short-term solutions were improving active transport (footpaths, pathways, cycle-routes and behaviour change programs) and public transport (eg: high frequency services, resolving scheduling connections at interchanges such as ferry terminals and train stations and better connection to the hospital). These improvements are generally low cost requiring

minimal (if any) infrastructure upgrade and demonstrate that people think we can make better use of our existing infrastructure.



This categorisation looked at how we might spend our money. This graph shows that our audience felt the biggest effort should be given to increasing asset life of roads by reducing demand.

The next four categories looked in detail at what people thought would make the biggest difference to our transport network.

In the active transport category the single biggest priority was improving connections between current pathways and also connections to trip generators such as schools and shopping centres.

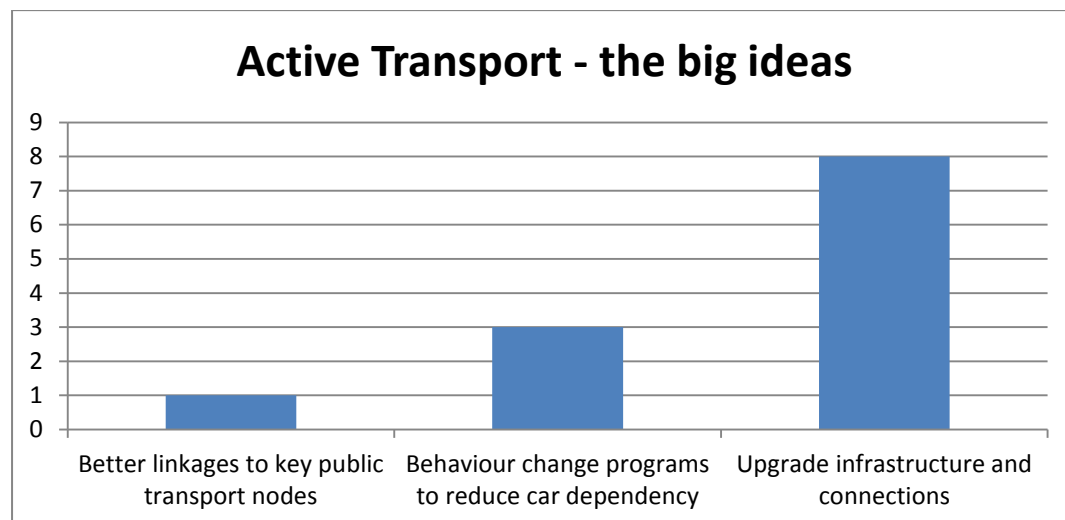
In the public transport category people felt that high frequency services to the city and to other major centres within the city would make the biggest difference.

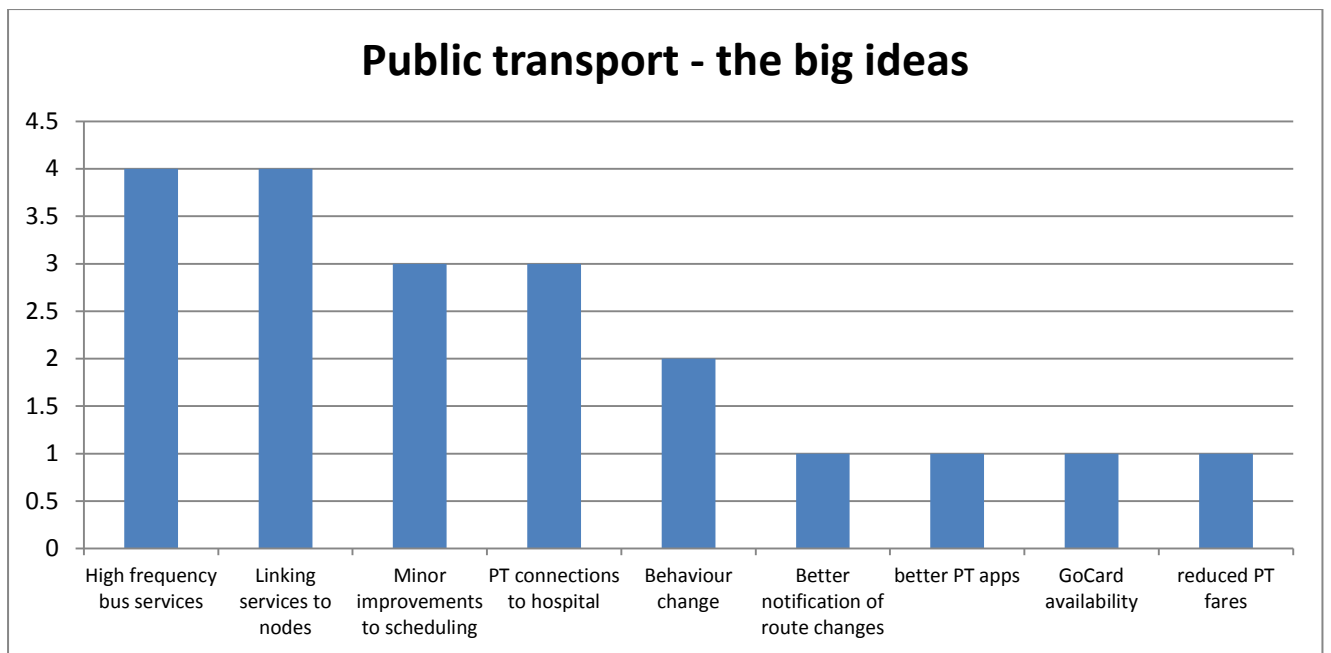
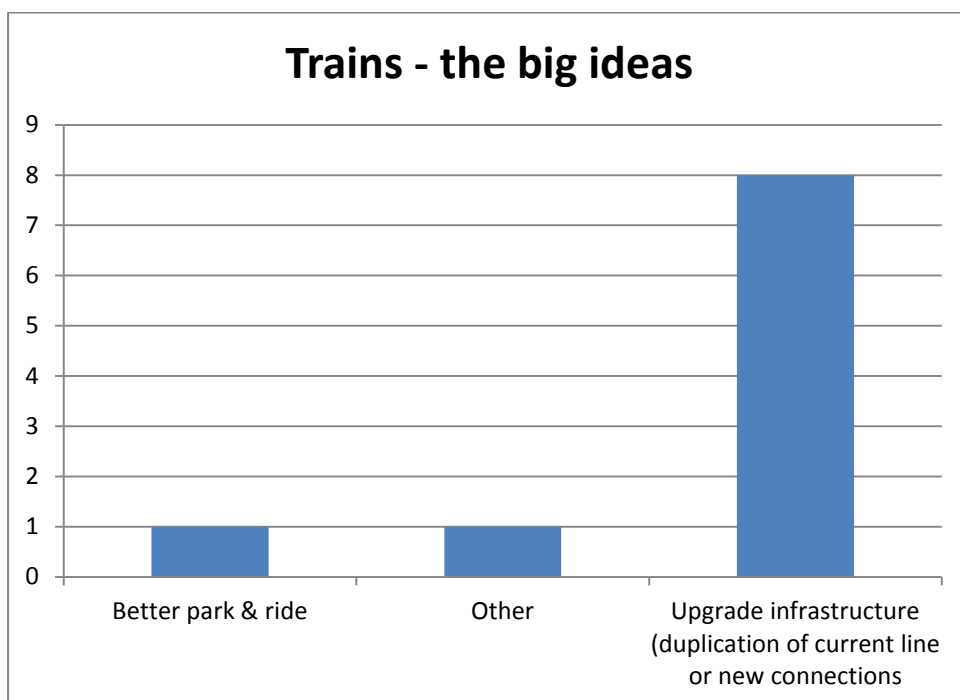
People felt that completing the duplication of the train line from Wellington Point to Cleveland would facilitate high frequency services.

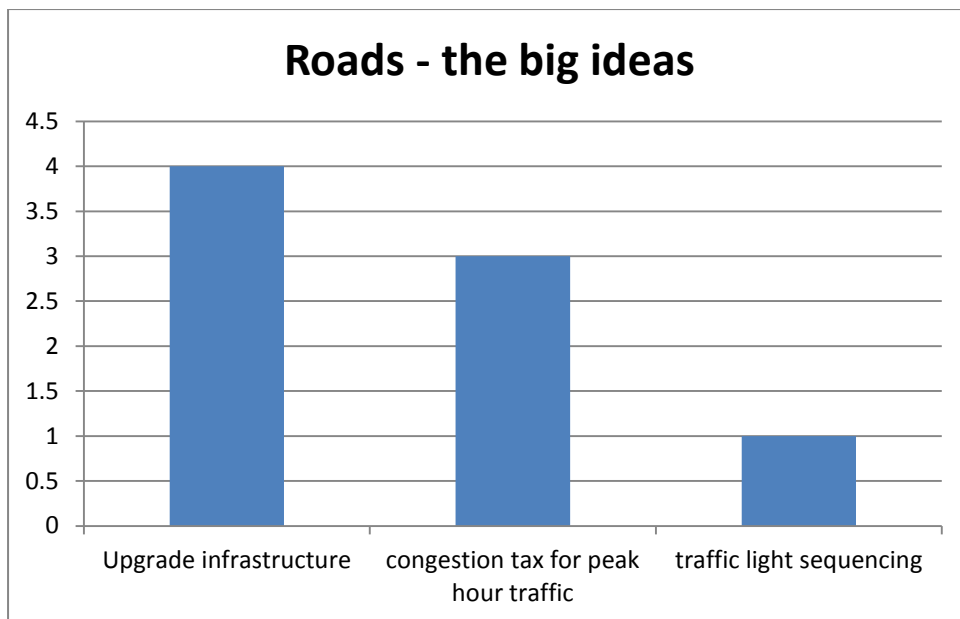
People felt that improvements were needed to our road network. These comments focused on the need to improve connections both to Brisbane City as well as to Logan and the Gold Coast.

Many people also commented on the need to provide some bus priority on the network particularly at traffic lights.

Finally, the importance of digital technology came up in a variety of ways. People talked about the opportunities of high speed broadband. They also talked about remote business hubs located in city centres.







Conclusions

People are frustrated with road congestion and improvements to public transport are a clear priority for residents. However, in describing their current transport needs and frustrations, participants demonstrated a willingness and readiness to adapt to new forms of working and the adoption of future transport modes and funding options.

Key among the identified issues was strong frustration with poor public transport services, poor service connectivity and frequency, lack of direct express or fast trunk services to the city and major places of employment.

One to one and a half hour public transport journey-to-work times were common and a significant impact on economic productivity with trunk and arterial road congestion and choke points for both private and public journeys which often shared the same narrow infrastructure and subsequent congestion costs.

A range of solutions included major infrastructure investments like the Eastern Busway extension and Cleveland Rail line duplication. Compelling arguments were also put forward for shorter term solutions that included better public transport service planning, working to eradicate the slip lane and turn lane backlogs that cripple single lane roads during peak hours, duplicating rail station tracks to allow passing services and increased frequency, and examining peak hours school traffic such as the staggering of school classes starting and extending school bus access inside catchments for all students.

Speakers, including experts from the CSIRO; Griffith University; the Department of Infrastructure Local Government and Planning; and the University of Queensland among others highlighted a range of possible solutions to today's problems and issues if we are able to think differently about transport planning.

Importantly, they also highlighted the rapidly advancing and disruptive technology trends that will, and are already making traditional transport infrastructure and modes of travel increasingly redundant.

Driverless vehicles, communication technology such as smart travel apps including access to what are perceived as more flexible transport services (uber) and smart travel information, and new modes of shopping and working, are all challenging the way we think about transport infrastructure and where and how we get to places of work and do business.

When demands for high-speed broadband and growing local jobs are considered together, this emerges as a greater priority than roads. The location of smart business job hub or centres in the city, was seen as one of the potential options. Significantly participants were prepared to consider congestion taxes and community participation in alternative community funding of transport solutions where there are clearly defined and explained benefits.

The Forums have highlighted both short and long-term priorities and the critical need to "future-proof" the vital transport trunk infrastructure network so that Redlands and the region is able to respond adequately to growing demand and new technology applications.