



22 July 2020

Mr Greg Chemello  
Chief Executive Officer  
Moreton Bay Regional Council  
PO Box 159  
Caboolture QLD 4510

**BY POST/EMAIL – [mbrc@moretonbay.qld.gov.au](mailto:mbrc@moretonbay.qld.gov.au)**

Dear Mr Chemello,

**RE: Moreton Bay Regional Council's Public Consultation on its Public Transport Network**

The Urban Development Institute of Australia Queensland Moreton Bay branch (the Institute) writes to Moreton Bay Regional Council (council) on its consultation on the region's public transport network.

The Institute acknowledges that cities around the world are currently grappling with a range of pressures and commends council on progressing urban improvements in this environment. The Institute considers the Moreton Bay region integral to the housing future of Queensland. To contextualise, we highlight that *ShapingSEQ* anticipates that an additional 88,300 dwellings and 217,700 people will populate this region by 2041. An effective, reliable, and robust public transport network will be key in ensuring the region can mobilise its population without an over reliance on private vehicles.

We note the current Public Transport Strategy was for the period 2012-2031. Given the paradigmatic shifts in transportation over recent years, the Institute encourages council to use information collected from this consultation to draft a new public transport strategy that plans for 2031 and beyond.

The Institute has three main points for council to consider as part of this consultation and a future public transport strategy.

The first is in relation to servicing the first and final public transport journeys when the region's residents commute to Brisbane for work. The Institute recommends council research and investigate use of the region's main rail corridors - Caboolture and Redcliffe and Kippa Ring Lines - to better integrate public transport and other modes as well as to consider how to service trips to and from train stations. Improvements in this area can significantly reduce car dependency.

Second, council should consider how to move the population more efficiently within the region. Better internal connecting public transport within the region, can give residents greater options for local workplaces and economic development. The Institute recommends council investigate better

connecting existing residences to employment hubs in the region via public transport to reduce car dependency.

Finally, the Institute recommends a land use planning and incentives review. Implementation of such strategies would further encourage denser forms of urban development near high frequency public transport routes. In addition, opportunities for employment hubs to be located on high frequent public transport nodes would emerge as well as options for more distributed mixed use centres near growing residential areas. The Institute notes that alignment between public transport and land use planning will be key to the region achieving more sustainable outcomes. The Institute recommends council review its existing land use planning strategies through the lens of achieving effective transport and land use opportunities.

Thank you for the opportunity to provide comments on the region's public transport network. We strongly encourage council to continue to engage with the Institute and advise that we would greatly appreciate the opportunity to participate in drafting a new public transport strategy. If you have any questions relating to the material in this letter, please contact Policy Executive, Robert Tily ([rtily@udiaqld.com.au](mailto:rtily@udiaqld.com.au)) (07) 3229 1589.

Yours sincerely,

**Urban Development Institute of Australia Queensland**



Keith Cairns  
**Moreton Bay Branch President**