

Integrated Transport Planning (Report 4: 2017–18).

Tabled 12 December 2017.

Slide 1: Welcome

This is a presentation about the performance audit report on integrated transport planning.

Please note that this is a summary and the full report can be read on our website.

Slide 2: Audit objective

In this audit, we examined whether the state's approach to strategic transport planning enables effective use of transport resources, and a transport system that is sustainable over the long term.

The audit included:

- the Department of Transport and Main Roads (DTMR)
- the Department of Infrastructure, Local Government and Planning (DILGP)
- five local councils.

Slide 3: Context

The Queensland Government forecasts a 54 per cent growth in South East Queensland's population by 2041. This will increase pressure on the existing transport network and require additional investment in new transport infrastructure.

The Queensland Government uses key planning documents to meet the legislative requirements for integrating land use and transport planning. These include:

- the transport coordination plan—which provides a framework for coordinating planning and management of transport over the next decade
- regional plans—which define desired outcomes for each region and provide the policy framework for achieving them
- regional transport plans—which provide direction on how strategic transport objectives can be achieved for a regional area.

DTMR is also developing the Queensland Transport Policy, to prepare for future transformations in transport and to improve system outcomes. This policy is not yet a legislative requirement.

Slide 4: Our conclusions—DTMR

We concluded DTMR:

- has a well-designed framework for coordinating transport planning
 - but to be fully effective it needs more time to implement all its elements
- DTMR faces a risk that it will not be able to maintain or improve service standards on the transport network to meet Queensland's future needs without alternative strategies to address funding issues
 - it has forecasted that the renewal backlog on the state-controlled road network will exceed \$9 billion over the next decade.

Slide 5: Our conclusions—DTMR and DILGP

We concluded DTMR and DILGP:

- are developing the foundations they need to effectively integrate land use and transport planning
- they understand the importance of measuring progress against transport outcomes
 - but they do not yet have comprehensive monitoring frameworks in place for all elements.

Slide 6: Our conclusions—other

Our other conclusions:

- The South-East Queensland regional plan (called *ShapingSEQ*)—has a preferred future where transport users to have better experiences. However, transport modelling for vehicle travel indicates the opposite is more likely
- An approved and published policy—the Queensland Transport Policy—is needed to clearly communicate the transport challenges the state faces and how best to address them.

Slide 7: What we recommend

In our report, made 13 recommendations to DTMR and DILGP about:

- the Queensland Transport Policy
- regional transport planning
- modal strategies, which are system strategies for different transport types
- performance reporting
- regional land use planning
- priority development areas, which are sites that have been set aside for specific accelerated development
- risk identification and management.

Slide 8: For more information

For more detail on these recommendations, and further information on the issues and opportunities highlighted in this summary presentation, please see the full report on our website.

Thank you.