



Transport Coordination Plan

Performance Snapshot - 2023 Edition

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Introduction

The vision for transport in Queensland is to create a single integrated network accessible to everyone. Queensland's large and complex transport system means there are significant opportunities for the network into the future.

The Department of Transport and Main Roads (TMR) released the *Transport Coordination Plan 2017–2027* to set the strategic direction for Queensland's transport network over a 10-year time frame. The plan includes a suite of key performance indicators (KPIs) to drive and monitor the achievement of better transport outcomes in Queensland.

This performance snapshot shows our progress against the KPIs. Many positive results have been achieved since the plan was released and up until 30 June 2022.

About the Transport Coordination Plan

The Transport Coordination Plan (TCP) guides the department, on behalf of the Queensland Government, to plan, manage and invest in the transport system in order to improve regional and economic development and the quality of life of Queenslanders.

The plan's objectives focus on five key areas:

- customer experience and affordability
- community connectivity
- efficiency and productivity
- safety and security
- environment and sustainability.

These objectives are interconnected. Choices made in relation to one objective may have consequences for other objectives. This integrated, whole-of-system view enables the benefits and impacts of transport decisions to be evaluated.

Measuring our performance

The KPIs outlined in the TCP measure the progress of delivering the plan's objectives. They help us understand the performance of the transport system as a whole. This performance snapshot supports the ongoing monitoring and reporting processes for the TCP.

How to use this snapshot

This snapshot should be read in conjunction with the *Transport Coordination Plan 2017–2027*. The snapshot includes:

- a summary of key trends focusing on road performance, public transport, active transport, commute time and distance and road safety
- results of our progress against each KPI across the five key areas
- case studies and insights into improved performance, planned programs and future investments.



Our performance at a glance

Road safety

1. The number of fatal and hospitalisation crashes per 100 million Vehicle Kilometres Travelled (VKTs) on state-controlled roads has decreased.
2. However, the fatalities and hospitalised casualties of all road users, have seen an increase compared to baseline*.

Road performance

1. Road volumes are slightly lower than the pre-pandemic levels.
2. The afternoon peak has seen a noteworthy decline, in particular on North Coast and South Coast arterial networks, which indicates a change in travel behaviours.
3. The rising demand for home delivery during and after the pandemic has led to an increase in the number of small trucks on the roads.

Improved performance



↓ 0.6%

Decrease in fatal and hospitalisation crashes per 100 million VKTs on state roads (2021/22 vs baseline*).

Focus for improvement



↑ 2.4%

Increase in fatalities and hospitalised casualties of all road users (2021/22 vs baseline*).

Improved performance



↓ 2.0%

Decrease in vehicle kilometres travelled~ on state-controlled roads (2021/22 vs baseline*).

Focus for improvement



↑ 20 seconds

Increase in road travel time on North Coast and South Coast arterial networks in the PM peak (2021/22 vs baseline*).

Improved performance



↑ 10.2%

Increase in smaller heavy vehicles (trucks or buses) kilometres travelled on state-controlled roads (2021/22 vs baseline*).

Public transport

1. Public transport patronage was greatly affected by various events, including successive COVID-19 lock-downs in July 2021, the emergence of the COVID-19 Omicron variant and the 2022 February SEQ flood.
2. Upgraded Anita St/Cleveland Redland Bay Rd intersection reduced bus service departure time variability.

Focus for improvement



↓ **30.0%**

Decrease in public transport patronage on the SEQ network (2021/22 vs baseline*)

Improved performance



↓ **36** seconds

Decrease in bus departure time variability on the SEQ public transport network (2021/22 vs baseline*).

Active transport

1. Active transport mode share has risen, possibly as a result of a shift towards local travel and reduced reliance on public transport.
2. A decrease in traffic on major bicycle commuter routes in Greater Brisbane, mainly due to poor weather and flood events in 2022 and increased working from home.

Improved performance



↑ **1.2** points

Increase in active transport mode share for SEQ (2021 vs baseline#).

Focus for improvement



↓ **16.7%**

Decrease in average daily bicycle traffic on major bike routes^ in Greater Brisbane (2022 vs baseline*).

Environment and sustainability

1. High usage of QldTraffic during SEQ Flood is due to the widespread media-coverage across multiple channels and platforms.
2. Ongoing expansion of the Queensland Electric Super Highway and co-funded public charging infrastructure to promote electric vehicle update to reduce CO2 equivalent emissions.

Improved performance



× **3.6**

Increase in users accessing QldTraffic services during critical weather events for the period July 2018 to June 2022. *Baseline is the average of the previous four financial or calendar years

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~Draft 2022 AADT used for vehicle kilometres travelled

#Baseline is the average of 2011, 2017, 2018 and 2019 years

^Bikeway traffic data is from a small number of commuter routes

Key area 1: Customer experience and affordability

Objective

Transport meets the needs of all Queenslanders, now and into the future.

What this means for Queensland

- Better ways for customers to access and experience transport.
- Improved transport affordability.

What we're doing

Making transport safer and more accessible for Queenslanders by:

- introducing statewide Smart ticketing
- building 65 new six-car passenger trains
- expanding and upgrading park 'n' ride facilities in SEQ
- extending the Gold Coast Light Rail to Burleigh Heads (Stage 3)

Our performance



↓ **30.0%**

Public transport patronage (SEQ) decreased (2021/22 vs baseline¹)



↓ **0.2 points**

Transport cost for a couple with children in Brisbane is stable (2022 vs baseline¹)



↓ **1.9%**

SEQ network rating for overall experience for all modes decreased (2022/23 Q1 vs 2021/22 Q1)



↑ **3.0 points**

Toowoomba: urban centre with largest increase in transport need met (2020 vs baseline¹)

Key area 2: Community connectivity

Objective

Transport connects communities to employment and vital services.

What this means for Queensland

- Improved mobility for people and goods through more accessible transport.
- Improved health outcomes.

What we're doing

Supporting connected and active communities through:

- delivering the *Queensland Cycling Strategy 2017–2027* and *Queensland Walking Strategy 2019–2029*
- funding the Cycle Network Local Government Grants Program
- extending, improving and promoting our major commuter bikeways like the Veloway 1 and North Brisbane Bikeway

Our performance



↓ **16.7%**

Decrease in average daily bicycle traffic on major bike routes* in Greater Brisbane (2022 vs baseline²)



↑ **0.7 points**

Walking mode share in South East Queensland increased (2021 vs baseline³)



↓ **0.9 points**

Change in public transport mode share in South East Queensland (2021 vs baseline³)

Key area 3: Efficiency and productivity

Objective

Transport facilitates the efficient movement of people and freight to grow Queensland's economy.

What this means for Queensland

- Focus on maintenance and rehabilitation of existing infrastructure.
- Improved customer experience for all transport users.
- Improved connectedness along key freight corridors and in regional areas.
- Improved freight market access.

What we're doing

By prioritising our investments we're helping facilitate the efficient movement of people and freight by:

- investing \$29.7 billion over the next four years to upgrade roads, highways and transport networks
- improving the capacity, safety and flood immunity of the Bruce Highway
- allocating \$1 billion to Bruce Highway alternative Inland Freight Route from Charters Towers to Mungindi
- delivering major upgrades on the M1, \$750 million Eight Mile Plains to Daisy Hill Upgrade and \$1 billion Varsity Lakes to Tugun Upgrade

Our performance



↓ **2.0%**

Decrease in traffic⁴ post-COVID on state controlled roads (2021/22 vs baseline¹)



↓ **6 seconds**

Decrease travel time per a 10 km trip in Metro Region during the morning peak (2021/22 vs baseline¹)



↑ **5 seconds**

Increase average heavy vehicle travel time for a 10 km trip across key freight network (2021/22 vs baseline¹)



\$21.7 billion

Investment in roads and transport infrastructure⁵ (2017/18 to 2021/22)

Key area 4: Safety and security

Objective

Transport is safe and secure for customers and goods.

What this means for Queensland

- Reduced rate of transport-related fatalities and injuries.
- Transport protected from attacks.

What we're doing

Through the *Queensland Road Safety Action Plan 2022–24* we're aiming to reduce road trauma by:

- targeting the 'Fatal Five' behaviours through communication campaigns ('Drinking? Never Drive', 'New rules for riders', 'New speed cameras are here' etc.)
- introducing *Personal Mobility Device Safety Action Plan* and *e-Mobility Parking Plan*
- investing more than \$1.4 billion for targeted road safety improvement and initiatives on many state-controlled roads, especially the Bruce Highway

Our performance



↓ **3.8%**

All crashes per 100 million VKT decreased (2021/22 vs baseline¹)



↑ **2.4%**

FSI for all road users increased (2021/22 vs baseline¹)



↑ **3.5%**

FSI for vulnerable road users increased (2021/22 vs baseline¹)



↓ **10.2%**

Marine fatal and hospitalisation incidents per 10,000 vessels regulated in Queensland (2022 vs baseline¹)

Key area 5: Environment and sustainability

Objective

Transport contributes to a cleaner, healthier and more liveable environment and is resilient to Queensland's weather extremes.

What this means for Queensland

- Improved liveability for Queenslanders.
- Greater resilience of transport to the long-term impacts of climate change.
- Enhanced safety, reliability and connectivity during extreme weather events.
- Reduced transport emissions contribute towards meeting our state and national greenhouse gas reduction targets.

What we're doing

Working towards a cleaner, healthier and more liveable environment by:

- providing a \$10 million co-fund to support more public charging options in partnership with local government and industry
- expanding the Queensland Electric Super Highway to Regional Queensland
- committing to purchase only new zero-emission buses by 2025

Our performance



↓ **1.9%**

Carbon dioxide equivalent emissions for all vehicles decreased (2020/21 vs baseline¹)



↑ **377%**

kWh used on the Queensland Electric Super Highway increased (2022 vs baseline¹)



Glossary (Our performance at a glance)

Road safety

- -0.6% – percentage change in fatal crashes per 100 million vehicle kilometres travelled on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- +2.4% – percentage change in fatalities and hospitalised casualties of all road users on the Queensland state road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.

Road performance

- -2.0% – percentage change in vehicle kilometres travelled on state-controlled roads from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- +13 seconds – Change in road travel time on SEQ state-controlled roads in the afternoon peak from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- +10.2% – Change in the kilometres travelled by smaller heavy vehicles (trucks or buses) on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.

Public transport

- -30.0% – percentage change in public transport patronage in SEQ from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- -36 seconds – Decrease in bus departure time variability on the SEQ public transport network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.

Active transport

- +6.2 points – percentage point change in proportion of population with good accessibility to a range of essential services by walking in Rockhampton from the average of 2016 – 2019 (baseline) to 2020.
- +5.9 points – percentage point change in proportion of population with good accessibility to a range of essential services by bike riding in Gladstone from the average of 2016 – 2019 (baseline) to 2020.

Environment and sustainability

- -1.9% – Percentage change in carbon dioxide equivalent emissions for all vehicles from the average of 2016/17 – 2019/20 (baseline) to 2020/21.

Glossary (Key areas)

Key area 1: customer experience and affordability

- -1.9% – percentage change in the overall experience with the network rating for all modes for SEQ between 2022/23 Q1 and 2021/22 Q1.
- -30.0% – percentage change in public transport patronage in SEQ from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- -0.2 points – percentage point change in the proportion of Queensland population with transport need met from the average of 2016–2019 (baseline) to 2020.
- -0.2 points – percentage point change in transport cost as a percentage of income for a household with a couple and two children (sample) in Brisbane from the average of 2018–2021 (baseline) to 2022.

Key area 2: community connectivity

- -0.8 points – percentage point change in the proportion of population with accessibility of less than 30 minutes by public transport from the average of 2016–19 (baseline) to 2020.
- -0.9 points – percentage point change in public transport mode-share in South East Queensland from the average of 2011, 2017, 2018 and 2019 surveys (baseline) to the 2021 survey.
- +0.7 points – percentage point change in walking mode share

in South East Queensland from the average of 2011, 2017, 2018 and 2019 surveys (baseline) to the 2021 survey.

- +0.5 points – percentage point change in bicycle mode share in South East Queensland from the average of 2011, 2017, 2018 and 2019 surveys (baseline) to the 2021 survey.
- +0.1 points – percentage point change in the proportion of population with accessibility of less than 30 minutes by walking from the average of 2016–19 (baseline) to 2020.
- -0.2 points – percentage point change in the proportion of population with accessibility of less than 30 minutes by bike riding from the average of 2016–19 (baseline) to 2020.

Key area 3: efficiency and productivity

- +0.3 points – percentage point change in fair to very good ride quality (traffic weighted roughness) on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- -1.7 points (AM peak), -1.9 points (Off Peak) and -2.0 points (PM Peak) – percentage point change in the proportion of SEQ state-controlled network (sample) with good productivity in the AM peak (6–10 AM), Off peak (10am – 3pm) and the PM peak (3–7 PM) from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- -2.2 points (AM peak), -0.5 points (Off Peak) and -2.7 points (PM

- Peak) – percentage point change in the proportion of SEQ state-controlled roads (sample) with reliable travel times in the AM peak (6–10 AM), Off peak (10am – 3pm) and the PM peak (3–7 PM) from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- +4 seconds (AM Peak), +9 seconds (Off Peak) and +13 seconds (PM Peak) – change in travel time for a 10 km trip on the SEQ state-controlled network (sample) in the AM peak (6–10 AM), Off peak (10am – 3pm) and the PM peak (3–7 PM) from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - +18 seconds (AM Peak), +24 seconds (Off Peak) and +24 seconds (PM Peak) – change in travel time for a 10 km typical bus journey in SEQ public transport network in the AM peak (6–9 AM), Off peak (10am – 3pm) and the PM peak (3–7 PM) from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - -36 seconds (AM Peak), -30 seconds (Off Peak) and -42 seconds (PM Peak) – change in bus service departure time variability in SEQ public transport network in the AM peak (6–9 AM), Off peak (10am – 3pm) and the PM peak (3–7 PM) from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - +1.5 days – change in average annual time of unplanned road closures on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - +27 events – change in frequency of unplanned road closures on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - +5 seconds – average change in heavy vehicle travel time for a 10 km trip along state-controlled key freight routes from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - +34 seconds – average change in heavy vehicle travel time for a 10km trip between Toowoomba to Goondiwindi from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - -2.0% – percentage change in kilometres travelled on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - +9.1% – percentage change in heavy vehicle kilometres travelled on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
 - \$21.7 billion – total TMR investment in roads and transport infrastructure. This figure excludes School Bus Upgrade Program, Maritime Safety Minor Works as well as external agencies of Queensland Rail and Gold Coast Waterways Authority.

Key area 4: safety and security

- -10.2% – percentage change in marine fatal and hospitalisation incidents per ten thousand registered vessels in Queensland from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- **+2.4% – percentage change in fatalities and hospitalised casualties of all road users on the Queensland state road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.**
- +3.5% – percentage change in fatalities and serious injuries for vulnerable road users (pedestrians, bike and motorbike riders) on the Queensland road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- -0.6% – percentage change in fatal and serious injury crashes per 100 million vehicle kilometres travelled on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.

- -3.8% – percentage change in all crashes (fatal, hospitalisation, medical treatment and minor injury) per 100 million vehicle kilometres travelled on the state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.

Key area 5: environment and sustainability

- -8.5% (work) and -7.1% (education) – percentage change in average commute time to work and education across SEQ from the average of 2011, 2017, 2018 and 2019 surveys (baseline) to the 2021 survey.
- x3.6 – increase in accesses to the *QLDTraffic* website during critical weather events (as defined by the NDRRA) between July 2018 to June 2022.
- +6.0 days – change in average annual time of closure for flood related closures on the Queensland state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- +224 events – change in frequency of flood related road closures on the Queensland state-controlled road network from the average of 2017/18 – 2020/21 (baseline) to 2021/22.
- -1.9% – percentage change in carbon dioxide equivalent emissions for all vehicles across Queensland from the average of 2016/17 – 2019/20 (baseline) to 2020/21.
- +377% – percentage change for total Kwh used on the Queensland Electric Super Highway from the average of 2018–2021 (baseline) to 2022.
- +0.3 – percentage point change in the proportion of the Electric Vehicle fleet - Full Battery Electric Vehicles (BEVs) from the average of 2018–2021 (baseline) to 2022.



