



# Transport Coordination Plan

Performance Snapshot - 2024 Edition

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# Contents

- Introduction..... 4
- Our performance at a glance..... 6
- Key area 1: Customer experience and affordability..... 8
- Key area 2: Community connectivity..... 9
- Key area 3: Efficiency and productivity..... 10
- Key area 4: Safety and security..... 11
- Key area 5: Environment and sustainability..... 12
- Glossary (Our performance at a glance)..... 13
- Glossary (Key areas)..... 14



# Introduction

The vision for transport in Queensland is to create a single integrated network accessible to everyone<sup>1</sup>. 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 2023.

## 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:

1. customer experience and affordability,
2. community connectivity,
3. efficiency and productivity,
4. safety and security,
5. 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.

<sup>1</sup> The vision for transport is set out in the Department of Transport and Main Roads Strategic Plan 2019–2023 (revised for 2020/21).

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

## Road performance

1. Statewide overall road traffic volumes have risen, with significant heavy vehicle activities observed in Southern Qld Region.
2. The SEQ road network demonstrates significant congestion with a notable increase in travel time for a 10 km trip observed on the SEQ wide motorway networks.
3. Across the key freight network, the average heavy vehicle travel time for a 10 km trip increased in 2022/23 compared to the baseline.

Improved performance

Focus for improvement



↓ **6.4%**

Decrease in all crashes per 100 million VKTs on state roads (2022/23 vs baseline<sup>2</sup>)



↑ **8.0%**

Increase in fatality and hospitalised casualties of all road users (2022/23 vs baseline<sup>2</sup>)

Focus for improvement

Focus for improvement

Focus for improvement



↑ **5.3%**

Increase in all vehicle kilometres travelled<sup>3</sup> on state-controlled roads (2022/23 vs baseline<sup>2</sup>)



↑ **39 seconds**

Increase in road travel time in SEQ state-controlled roads networks in the PM peak (2022/23 vs baseline<sup>2</sup>)



↑ **5 seconds**

Increase in heavy vehicles travel time across key freight network (2022/23 vs baseline<sup>2</sup>)

<sup>2</sup> Baseline is the average of the previous four financial or calendar years

<sup>3</sup> Draft 2023 AADT used for vehicle kilometres travelled

## Public transport

1. Public transport patronage was greatly affected since COVID-19 outbreaks and continues to recover towards pre-covid levels.
2. Increase in bus departure time variability on major bus corridors<sup>4</sup>, due to road network upgrade across the SEQ region.
3. Reported injuries on the PT network has reduced, while warnings and fines on the network have increased.

## Active transport

1. Active transport mode share has risen slightly in line with growth in average daily pedestrian traffic observed on major bike routes<sup>5</sup> in Greater Brisbane compared to baseline<sup>2</sup>.
2. A slight decline in major bicycle commuter corridors<sup>5</sup> in Greater Brisbane is due to existing construction road works and increase in days with adverse weather conditions which is consistent with the outcome from the 2023 National Walking and Cycling Participation Survey.

## Environment and sustainability

1. Carbon Dioxide Equivalent emissions for all road vehicles have increased slightly indicating continued travel demand growth.
2. Ongoing expansion of the Queensland Electric Superhighway and co-funded public charging infrastructure to promote electric vehicle update to reduce CO2 equivalent emissions.
3. High usage of QldTraffic during critical weather events, especially during the 2022 SEQ Flood due to the widespread media-coverage across multiple channels and platforms.

### Improved performance



↑ **6.6%**

Increase in public transport patronage on the SEQ network (2022/23 vs baseline<sup>2</sup>)

### Focus for improvement



↑ **48 seconds**

Increase in bus departure time variability on major bus corridors<sup>4</sup> (2022/23 vs baseline<sup>2</sup>)

### Improved performance



↑ **0.8 points**

Increase in active transport mode share for SEQ (2022 vs baseline<sup>2</sup>)

### Focus for improvement



↓ **2.4%**

Decrease in average daily bicycle traffic on major bike routes<sup>6</sup> in Greater Brisbane (2023 vs baseline<sup>2</sup>)

### Focus for improvement



↑ **3.4%**

Increase in Carbon Dioxide Equivalent emissions for all road vehicles (2022/23 vs baseline<sup>2</sup>)

<sup>4</sup> Major bus corridor includes Cleveland Redland Bay Rd, Coronation Dr, Gympie Rd, Lutwyche Rd, Main Rd/Pinelands Rd/Calam Rd, Moggill Rd, Mt Lindesay Hwy, Southeast Busway and Wynnum Rd in Greater Brisbane, Christine Av and Gold Coast Hwy at Gold Coast

<sup>5</sup> Baseline is the average of 2017, 2018, and 2019 years

<sup>6</sup> Bikeway traffic data is from a lower sample 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 more safe and accessible for Queenslanders by:

- development of Cross River Rail twin tunnel to address capacity bottlenecks,
- introducing a QLD wide 6-month trial on heavy concessioned public transport fares,
- introducing statewide Smart ticketing,
- building 65 new six-car passenger trains,
- expanding and upgrading park 'n' ride facilities in SEQ,
- development of Logan and Gold Coast Faster Rail and Direct Sunshine Coast rail connection to Caloundra,
- extending the Gold Coast Light Rail to Burleigh Heads (Stage 3).

## Our performance



↑ **6.6%**

Increase in public transport patronage (SEQ) (2022/23 vs baseline<sup>2</sup>)



↑ **13.5%**

Increase in weekly transport cost for a couple with two children statewide (2023 vs baseline<sup>2</sup>).



Stable and comparable ratings for overall experience for all public modes in SEQ network (2022/23 Q4 vs 2021/22 Q4).



↑ **2.7%**

Toowoomba: urban centre with largest increase in transport need met (2021 vs baseline<sup>2</sup>)



# 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

TMR is committed to investing in the most critical connections on the Principal Cycle Network to make cycling safer and more convenient for everyone throughout Queensland. We're also supporting local governments to undertake Walking Network Planning to help understand the walking transport needs and opportunities in a place.

Supporting connected and active communities through:

- delivering the Queensland Cycling Strategy 2017–2027 and Queensland Walking Strategy 2019–2029,
- implementing the Queensland Cycling Action Plan 2023-2025 and Action Plan for Walking 2022-2024 including practical actions for planning and delivering active transport infrastructure

to encourage more riding, more walking, more often,

- funding the Active Transport Investment Program,
- extending, improving and promoting our major commuter bikeways like the Veloway 1 and North Brisbane Bikeway and supporting local governments to improve their networks

## Our performance



↓ **2.4%**

Decrease in average daily bicycle traffic on major bike routes<sup>4</sup> in Greater Brisbane (2023 vs baseline<sup>2</sup>)



↑ **0.8%**

Increase in active transport mode share in South East Queensland (2022 vs baseline<sup>3</sup>)



↓ **1.9%**

Decrease in public transport mode share in South East Queensland (2022 vs baseline<sup>3</sup>)

# 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 \$37.4 billion over the next four years into Queensland's road and transport infrastructure across local, state and national networks,
- improving the capacity, safety and flood immunity of the Bruce Highway,
- allocating \$3.026 billion to Coomera Connector (stage 1),

- delivering major upgrades on the M1, \$750 million Eight Mile Plains to Daisy Hill Upgrade and \$1.5 billion Varsity Lakes to Tugun Upgrade.

## Our performance



↓ **5.3%**

Increase in traffic on state-controlled roads (2022/23 vs baseline<sup>2</sup>)



↑ **39 second**

Increase in travel time per a 10 km trip in South East Queensland during the afternoon peak (2022/23 vs baseline<sup>2</sup>)



↑ **5 seconds**

Increase average heavy vehicle travel time for a 10 km trip across key freight network (2022/23 vs baseline<sup>2</sup>)



**\$23 billion**

investment made in roads and transport infrastructure<sup>8</sup> (2019/20 to 2022/23)

<sup>8</sup> TMR expenditure only i.e. 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

## 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 ('Unplyabl Series', 'Speeding? You're No Hero', 'Drinking? Never drive etc.),
- introducing Personal Mobility Device Safety Action Plan and e-Mobility Parking Plan,
- investing \$1.8 billion for Targeted Road Safety Programs, funded in partnership with the Australian Government, demonstrating the Queensland Government's dedication to creating safer roads and protecting the lives of all,
- introducing speed camera signs pilot in school zones and roadworks,

- investing in motorcycle rider safety through the Ride to Zero program and Motorcycle Ride to Zero Grants.

## Our performance



↓ **6.4%**

Decrease in all crashes per 100 million VKT increased (2022/23 vs baseline<sup>2</sup>)



↑ **8.0%**

Increase in fatality and hospitalised casualties for all road users (2022/23 vs baseline<sup>2</sup>)



↑ **42.6%**

Increase in motorcyclist fatalities (2022/23 vs baseline<sup>2</sup>)



↓ **22.6%**

Decrease in Marine fatal and hospitalisation incidents per 10,000 vessels regulated in Queensland (2022 vs baseline<sup>2</sup>)

# 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 \$45 million through the Queensland Zero Emission Vehicle Rebate Scheme to encourage electric vehicle uptake,
- providing a \$10 million through the Electric Vehicle Charging Infrastructure Scheme, a Co-fund to support more public charging options,
- expanding the Queensland Electric Super Highway to Western Queensland,
- committing to purchase only new zero-emission buses from 2025

in SEQ and from 2025-2030 across regional Queensland,

- developing a Net Zero Emissions for Transport Roadmap to reduce emissions in the transport sector.

## Our performance



↑ **3.4%**

increase in carbon dioxide equivalent emissions for all vehicles (2022/23 vs baseline<sup>2</sup>)



**87.1%**

Motor vehicle's share of total emissions in the transport sector (2021/22)



↑ **325%**

Increase in kWh used on the Queensland Electric Super Highway (2023 vs baseline<sup>2</sup>)

# Glossary (Our performance at a glance)

## Road safety

- -6.4% – percentage change in all crashes per 100 million vehicle kilometres travelled on the state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +8.0% – percentage change in fatalities and hospitalised casualties of all road users on the state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.

## Road performance

- +5.3% – percentage change in all vehicle kilometres travelled<sup>3</sup> on state-controlled roads from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +39 seconds – Change in road travel time on SEQ state-controlled roads in the afternoon peak from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +5 seconds – Change in heavy vehicle travel time across key freight network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.

## Public transport

- +6.6% – percentage change in public transport patronage on the SEQ network from the average of 2018/19 to 2021/22 (baseline) to 2022/23.
- +48 seconds – change in bus departure time variability on major bus corridors<sup>3</sup> from the average of 2018/19 – 2021/22 (baseline) to 2022/23.

## Active transport

- +0.8 points – percentage point change in active transport mode share for SEQ from the average of 2017 – 2019 (baseline) to 2022.
- -2.4% – percentage change in average daily bicycle traffic on major bike routes<sup>5</sup> in Greater Brisbane from the average of 2018/19 – 2021/22 (baseline) to 2022/23.

## Environment and sustainability

- +3.4% – Percentage change in carbon dioxide equivalent emissions for all vehicles from the average of 2018/19 – 2021/22 (baseline) to 2022/23

# Glossary (Key areas)

## Key area 1: customer experience and affordability

- 0.0% percentage change in the overall experience with the network rating for all modes for SEQ between 2022/23 Q4 and 2021/22 Q4.
- +6.6% percentage change in public transport patronage in SEQ from the average of 2018/19 - 2021/22 (baseline) to 2022/23.
- +0.7 percentage point change in the proportion of Queensland population with transport need met from the average of 2017–2020 (baseline) to 2021.
- +13.5% percentage 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 2019–2022 (baseline) to 2023.

## Key area 2: community connectivity

- +1.1 percentage point change in the proportion of population with people with good accessibility to a range of essential services of less than 30 minutes by public transport from the average from 2017 – 2020 (baseline) to 2021.
- -1.9% percentage point change in public transport mode share in South East Queensland from the average of 2017, 2018 and 2019 surveys (baseline) to the 2022 survey.

- +0.4 percentage point change in walking mode share in South East Queensland from the average of 2017, 2018 and 2019 surveys (baseline) to the 2022 survey.
- +0.3 percentage point change in bicycle mode share in South East Queensland from the average of 2017, 2018 and 2019 surveys (baseline) to the 2022 survey.
- -0.4 percentage point change in the proportion of population with good accessibility to a range of essential services of less than 30 minutes by walking from the average of 2017–20 (baseline) to 2021.
- +0.4 percentage point change in the proportion of population with good accessibility to a range of essential services of less than 30 minutes by bike riding from the average of 2017–20 (baseline) to 2021.
- -2.1 percentage point change in the proportion of Queenslanders that cycle in a typical week from the average of 2015, 2017, 2019 and 2021 surveys to the 2023 survey.

## Key area 3: efficiency and productivity

- +0.1 percentage point change in fair to very good ride quality (traffic weighted roughness) on the state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- -4.4 points (AM peak), -3.6 points (Off Peak) and -5.1 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 2018/19 – 2021/22 (baseline) to 2022/23.

- -1.3 points (AM peak), -1.9 points (Off Peak) and -2.0 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 2018/19 – 2021/22 (baseline) to 2022/23.
- +30 seconds (AM Peak), +22 seconds (Off Peak) and +39 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 2018/19 – 2021/22 (baseline) to 2022/23.
- +36 seconds (AM Peak), +48 seconds (Off Peak) and +54 seconds (PM Peak) change in travel time for a 10km typical bus journey in SEQ public transport network in the AM peak (6–9 AM), Off peak (9am – 3pm) and the PM peak (3–7 PM) from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +24 seconds (AM Peak), +48 seconds (Off Peak) and +48 seconds (PM Peak) change in bus service departure time variability in SEQ public transport network in the AM peak (6–9 AM), Off peak (9am – 3pm) and the PM peak (3–7 PM) from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- -3.0 days change in average annual time of unplanned road closures on the state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- -15 events change in frequency of unplanned road closures on the state-controlled road network from the average

of 2018/19 – 2021/22 (baseline) to 2022/23.

- +6 seconds change in heavy vehicle travel time for a 10 km trip along state-controlled key freight routes from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +5.3% percentage change in all vehicle kilometres travelled<sup>3</sup> on the state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +10.0% percentage change in heavy vehicle kilometres travelled<sup>3</sup> on the state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.

## Key area 4: safety and security

- -22.6% percentage change in marine fatal and hospitalisation incidents per ten thousand registered vessels in Queensland from the average of 2019 – 2022 (baseline) to 2023.
- +8.0% percentage change in fatalities and serious injuries of all road users on the Queensland state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +2.6% percentage change in fatal and serious injury crashes per 100 million vehicle kilometres travelled on the state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- -6.4% 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 2018/19 – 2021/22 (baseline) to 2022/23.

## Key area 5: environment and sustainability

- -9.8% (work) and -6.1% (education) percentage change in average commute time to work and education across SEQ from the average of 2017, 2018 and 2019 surveys (baseline) to the 2022 survey.
- x3.2 increase in accesses to the QLDTraffic website during critical weather events (as defined by the DRFA) between July 2018 to June 2023.
- +3.5 days change in average annual time of closure for flood related closures on the Queensland state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- -51 events change in frequency of flood related road closures on the Queensland state-controlled road network from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +3.4% percentage change in carbon dioxide equivalent emissions for all vehicles across Queensland from the average of 2018/19 – 2021/22 (baseline) to 2022/23.
- +325% percentage change for total Kwh used on the Queensland Electric Super Highway from the average of 2019–2022 (baseline) to 2023.
- +0.56% percentage point change in the proportion of the Electric Vehicle fleet - Full Battery Electric Vehicles (BEVs) from the average of 2019–2022 (baseline) to 2023.





