

## PART C Implementation

### Chapter 13: Implementation arrangements

#### 13.1 Implementing the IRTP

The IRTP will be implemented through institutional arrangements which allow coordinated planning of the various elements of the transport system, and treat all modes of transport consistently.

A major benefit of the IRTP is that it has the support of the major agencies in the planning, provision and regulation of transport activity. Implementation arrangements which build on this high level of support include:

- more specific integrated transport and land use plans to be prepared by State and local government to translate the policies and planning approach of the IRTP into plans which suit local communities;
- consistent evaluation of transport proposals to ensure that investments support the directions and targets of the IRTP;
- establishment of steering and implementation arrangements for the IRTP;
- local planning regulations to incorporate requirements for developers to provide transport infrastructure as part of the urban development process;
- reforms to ensure that public transport is viewed as a commercial business aimed at pursuing and attracting maximum patronage;
- public transport services to be provided through an integrated system which is characterised by competition, contestability and reduced need for public subsidies;
- transport to be viewed as a service which meets the needs of the community for access to various activities;
- a three year indicative implementation program, updated yearly;
- development of a regional financial model and funding strategy; and
- integrated plans to be linked to funding and service delivery arrangements; this means the implementation program must guide corporate planning of government agencies; most new transport proposals should originate primarily from within the integrated transport and land use plans.



Queensland Transport will ensure there is a specific focus within the region on implementing the IRTP. The department will work closely with local governments and relevant state government departments such as the Department of Local Government and Planning and the Department of Main Roads.

Local government will assume a major role as lead agency for local integrated transport and land use planning within its jurisdiction, with support from Queensland Transport and the Department of Main Roads.

Private sector firms will generally be contracted by Queensland Transport to provide public transport services. The service contract framework will be extended to cover taxis. Within the Brisbane Metropolitan area, Queensland Rail and Brisbane Transport will operate as commercial enterprises under performance contract arrangements.

The need for an integrated public transport system will require all service providers to adopt a flexible approach which, in combination with other service providers, gives the highest possible level of service to the public.

To continue the integrated approach to transport planning and growth management between all spheres of government and the business and community sectors, Queensland Transport will provide regular reports on the IRTP to the SEQ2001 Regional Coordination Committee (RCC) which has responsibility for implementing the *Regional Framework for Growth Management for South East Queensland*.



Studies that emerge from this IRTP must be coordinated. The IRTP implementation management structure which will drive studies and oversee their implementation is shown on page 94

#### **ACTIONS:**

- KA 13.1 Ensure regular reports to RCC on IRTP implementation
- KA 13.2 Establish IRTP implementation steering arrangements
- A 13.3 Establish formal protocol agreements on clear roles and responsibilities for planning, funding and operating transport infrastructure and services

### **13.2 Integrated transport planning**

This IRTP has formal status under the *Transport Planning and Coordination Act* (1994) as the primary reference for Queensland Government transport planning and investment in the region. Projects of Queensland Transport and Main Roads will be developed with due cognisance of the IRTP strategic directions.

The strategic direction in the IRTP will also have a role in guiding local government investments in transport, especially through the completion of integrated local transport plans to support the IRTP.

Commonwealth Government programs focussing on transport and urban improvement will also benefit from having a long term strategic plan which identifies important investment needs.

Chapter 16 of this IRTP provides a three year indicative program of activities to continue the integrated transport planning process. This program is indicative and will be subject to budget and government decision making processes. A longer term detailed list of actions, encompassing all actions in this IRTP, is in Chapter 17.

#### **ACTIONS:**

- A 13.4 Refine the Queensland Transport integrated portfolio planning framework to ensure the results of endorsed integrated transport planning processes guide transport investments
- A 13.5 Progressively develop Integrated Local Transport Plans
- A 13.6 Strengthen local government's role in integrated transport planning by linking transport plans to land use and corporate plans
- A 13.7 Clearly establish future strategic transport needs through the IRTP and integrated local transport plans, and introduce a process which enables the private sector to propose options which meet these needs

### **13.3 Monitoring and review**

This IRTP establishes a 25 year vision for the transport system in South East Queensland, and also has a strong focus on implementation over the next three years to lay the foundation for the future vision.

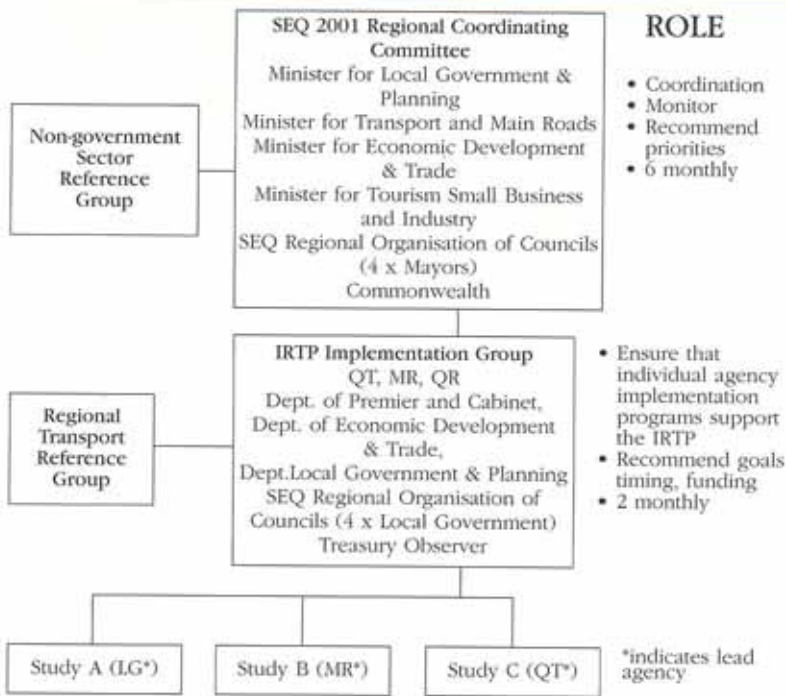
Each year, an Addendum to the IRTP will be produced which updates the three year indicative rolling program.

Data from the 1996 census will become available in 1998. A new generation of integrated transport and land use models will be available in 1997, making more detailed evaluation of transport and land use scenarios possible. A review of the *Regional Framework for Growth Management* will be commenced in 1997.

A revision of the IRTP will begin in 2001 to take advantage of the availability of new data, the opportunity to monitor progress towards achieving the targets, the opportunity to review land use scenarios, and the findings of integrated local transport planning studies and corridor studies.

**ACTIONS:**

- A 13.8 Develop IRTP monitoring system, review the IRTP every five years and produce an annual IRTP addendum including an updated three year rolling program
- A 13.9 Take account of the criteria for the declaration of State-controlled roads contained in the Road Network Strategy to determine which roads the State will manage



**Relationships Between Transport Groups In South East Queensland**

Planning Scale	Queensland Transport Only	QT/MR and External		
		Steering	Reference	Coordination or Working
Regional Growth Management		Regional Coordination Committee	Regional Non-Government Reference Group	
Regional Integrated Transport		Regional Coordinating Committee	Regional Transport Reference Group	IRTP Implementation Group
Regional Public Transport	Public Transport Coordination Forum	Regional Public Transport Action Forum		Regional Industry Working Group
Major Modal Initiative eg • SEQ Busways • Transit 21 integration project				Technical Working Group
Major Investment Project eg • SE Busway • Rail upgrade		South East Transit Project Board of Review	Community Consultative Committee	
Sub-region, Local Government or smaller		Local Area Transport Action Forum	Local Area Transport Reference Group	

LEGEND • EXISTS • POSSIBLE