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	A 12.7	Revise transport infrastructure design manuals and approval procedures, and implement measures during the construction and operation phase of new transport infrastructure so that: <ul style="list-style-type: none"> <li>- any impact on environmentally sensitive areas including agriculture, open space, wetlands and forests is within acceptable standards;</li> <li>- designs consider amenity and visual appeal, and respects the heritage, character, design and quality of urban and rural built environments;</li> <li>- agreed environmental quality standards are met; and</li> <li>- recycling and waste minimisation are implemented.</li> </ul>		MR	QT, LG, QR	97/98	5
	S 12.8	Continue programs to reduce and manage noise impacts and develop noise management plans according to the forthcoming Environment Protection Policy on Noise. Noise management and reduction will include quieter vehicles, buffers, noise barriers, building redesign, monitoring and predictive noise assessment. <ul style="list-style-type: none"> <li>a rail noise</li> <li>b road noise - State-controlled roads</li> <li>c road noise - local roads</li> <li>d noise considerations in integrated planning</li> </ul>		(none)		97/98	15
				QR		97/98	15
				MR		97/98	15
				LG		97/98	15
				QT		97/98	15
	S 12.9	Develop guidelines to assist local government to ensure that: <ul style="list-style-type: none"> <li>- planning approvals for new land uses adjacent to transport corridors will ensure compatibility with transport noise; and</li> <li>- building approvals for development adjoining major transport corridors support the achievement of noise exposure levels below the QEPA noise guidelines.</li> </ul>		QT	MR, LG	97/98	5
	<b>Implementing the IRTP</b> KA 13.1	Integrate regional transport planning with other regional growth management activities through the SEQ 2001 Regional Coordinating Committee (RCC) which has a high level coordination, conflict resolution and monitoring role in relation to transport planning and growth management in the region. <ul style="list-style-type: none"> <li>a Ensure that the RCC receives regular reports on the development and implementation of the IRTP</li> </ul>		QT		97/98	15
				QT		97/98	15

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	KA 13.2	Establish IRTTP implementation steering arrangements.		QT	MR, LG	97/98	1
	A 13.3	Establish formal protocol agreements on clear roles and responsibilities for planning, funding and operating transport infrastructure and services.		QT/MR	LG	97/98	2
<b>Integrated transport planning</b>							
	A 13.4	Refine the Queensland Transport integrated portfolio planning framework to ensure the results of endorsed integrated transport planning processes guide transport investments.		QT	MR	97/98	2
	KA 13.5	Progressively develop Integrated Local Transport Plans for multi-modal transport planning in local government areas.		LG	QT, MR	97/98	3
	a	Sunshine Coast Transport Study		MR	LG, QT, QR	97/98	2
	b	South Coast and Area Transport Study and Gold Coast City ILTP		QT/LG	QR, MR	97/98	2
	c	Caboolture Area ILTP		LG	QT, MR	97/98	1
	d	Laidley Shire ILTP		LG	QT, MR	97/98	1
	e	Redlands ILTP		LG	QT, MR	97/98	1
	f	ILTPs for other local government areas		LG	QT, MR	98/99	1
	A 13.6	Strengthen local government's role in integrated transport planning.		QT	MR, LG	97/98	15
	a	Ensure local government planning for corporate activities, strategic planning, urban management, and integrated local transport activities are fully linked		LG		97/98	15
	b	Enhance the role of local government as a lead agency for integrated transport and land use outcomes within its jurisdiction		QT	MR, LG	97/98	15
	c	Ensure local government transport projects conform with agreed transport objectives in integrated local transport plans before being included in construction programs		LG		97/98	15
	A 13.7	Clearly establish future strategic transport needs through the IRTTP and Integrated Local Transport Plans, and introduce a process that enables the private sector to propose options which meet these needs.		QT	MR, LG	97/98	2

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<b>Monitoring and review</b>							
	A 13.8	Develop a monitoring system; monitor implementation and targets; and review the IRTP every five years.		QT	MR, LG	97/98	3
	a	Develop an Action Implementation Monitoring System		QT	MR, LG	97/98	1
	b	Monitor screenlines for progress on IRTP targets		QT	MR, LG	97/98	3
	c	Publish information on IRTP implementation and performance of the SEQ transport system in relation to the objectives and targets		QT	MR, LG	99/00	1
	d	Produce an addendum each year including an updated 3 year IRTP rolling program		QT		97/98	3
	e	Review the IRTP every 5 years		QT		01/02	4
	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.		MR		97/98	15
<b>Community involvement in transport decisions</b>							
	A 14.1	Adopt formal processes and guidelines to improve consistency and quality in consultation concerning transport proposals, for example: - the IRTP Guidelines for Community Involvement - Queensland Transport and Main Roads Consultation Policy		QT/MR	LG	97/98	2
	A 14.2	Convene a Regional Transport Reference Group to meet regularly with elected and appointed transport officials to provide input on current issues and ideas for improvement. This group should be broadly representative of community interests in private car, public transport and freight areas.		QT		97/98	15
	A 14.3	Convene community advisory groups within local government areas. These would involve local elected officials and transport administrators, as well as transport operators and State Government officials.		LG	QT, MR	97/98	15
	A 14.4	Convene open house workshops/information sessions on all significant transport projects. Ensure elected members and transport officials participate in community workshops. Consultants may be used to facilitate the meeting and provide information to the public, but should not be substituted for interaction with elected and appointed officials.		(none)	QT, MR, LG	97/98	15

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	A 14.5	Make information on transport projects freely available to the community and through all stages of major transport projects. Where a major impact assessment study has been prepared and needs to be exhibited to the community, agencies may charge for copies, but should publish a free executive summary, and make full copies available in libraries.		(none)	QT, MR, LG	97/98	15
	A 14.6	Provide support for endorsed community reference groups to compile their case, for example by providing information and assistance of research staff.		(none)	QT, MR, LG	97/98	15
	A 14.7	Establish procedures for meeting the costs of attending meetings including child care and transport where community groups are asked to participate in regular meetings on transport policies and projects.		(none)	QT, MR, LG	97/98	1
<b>Closing the gap</b>							
	KA 15.1	Develop a regional financial model to: <ul style="list-style-type: none"> <li>- comprehensively analyse current revenue available for transport;</li> <li>- estimate likely revenue growth;</li> <li>- project future shortfalls given knowledge of what projects are necessary to meet future transport demand;</li> <li>- optimise the timing of investments; and</li> <li>- identify and evaluate potential new revenue sources.</li> </ul>		QT/MR		97/98	3
	A 15.2	Incorporate, in planning and development legislation, provisions to ensure that: <ul style="list-style-type: none"> <li>- where specifically provided in the local planning scheme, necessary on-site public transport permanent ways are required as part of the development works;</li> <li>- contributions from developers can be used to provide public transport permanent ways as a part of the urban development process, where this is incorporated in adopted infrastructure charging codes; and</li> <li>- proponents of major residential and commercial development are required to demonstrate how public transport will operate within the development.</li> </ul>		DLGP	QT	97/98	2
<b>Shifting the balance in funding</b>							
	A 15.3	Review arrangements for allocation of funds within governments to ensure significant increases in support for public transport.		SG	LG	97/98	2

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<b>Project evaluation</b>							
	A 15.4	Establish financing and budget planning processes to achieve an efficient allocation of funding on the basis of how well transport projects meet agreed community objectives. This will include an increased proportion of funding allocations for public transport and higher occupancy vehicles.		QT/MR	LG	97/98	15
	A 15.5	Adopt improved project evaluation procedures for all major transport projects, to ensure priority is given to projects which promise the greatest benefits to the community. Use the RFGM, IRTP, integrated local transport plans, the adopted road hierarchy and formal economic benefit cost analysis to evaluate and prioritise candidate investment opportunities.		QT/MR	LG	97/98	3