Regional Transport Plans

Glen Warner & Matthew Pitot | Department of Transport and Main Roads (Transport Strategy and Planning – Policy Planning and Investment Division)
Queensland government’s objectives and values
Creating a single integrated transport network accessible to everyone

Our customers
Create a customer-centric culture that meets our customers’ needs first time every time

Innovation
Lead emerging technologies so our transport network meets the needs of customers now and into the future

Liveable regions and active cities
Deliver a single, integrated transport network that promotes prosperity in our cities and regions

Sustainable funding
Ensure our funding model is equitable, serves our customers’ needs and is responsive to our future network

Contemporary workforce
Skill our people to provide excellent customer service and deliver the transport network of the future

Regulation
Build with our customers a regulatory framework that is fair and reasonable

We bring Queensland closer together
Our most recent Integrated Regional Transport Plan (RTP)

Technical excellence
4 years

Transport and Main Roads’ focus
Modal response

Significant capital infrastructure
Current environment

1: Reform
Improving service performance through an amendment of existing institutions and laws.

2: Better use
Improving service performance by influencing demand (i.e. not building new capacity).

3: Improve existing
Improving service performance through relatively (compared to new) low cost capital works that augments existing infrastructure.

4: New
Construction of new infrastructure.
Define development priorities for transport systems in 12 Districts

- 1.8m km²
- 4.8m people
- $314b economy (GSP 14/15)
- 33,343km state controlled roads (excluding busways)
- 6,596km of rail corridor
- 4.88m vehicles registered
- 3.43m drivers licensed
- 254,144 recreational vessel registrations
- 814,807 recreational boat licenses
- 179.26m trips taken annually on bus, rail, ferry and light rail
- 14.21m trips outside SEQ
- 70–80m trips taken in taxis each year
- 20 ports
- 1.8m km of rail corridor
Link government policy and transport direction

- Government Policy
- Infrastructure Plans
- Land Use and Economic Plans
- Regional Transport Plans
- Detailed Transport Plans
- Investment Plans
- Partnerships and Customer Focus
- Planning pipeline
- Strategic alignment
- District Priorities
- One Network
Developing a new RTP model

New Model

• RTPs will define the priorities for development of the transport system in each of the department’s 12 Districts

New Process

• Increase value the department and its customers receive from RTPs

Private Sector Innovation

• An innovative application of the dual-ECI procurement process was used to seek two alternative approaches

RTP prototype hybridisation (Transport and Main Roads)

• RTP prototype using Mackay/Whitsunday
• Business model (Guidelines)
Application to Mackay Whitsunday District RTP

Challenges and Opportunities

Priorities

15-year Action Plan

Transport and Main Roads input

Local Government Input

Industry / Customer Group Input

Federal Government Plans / Investment

State Government Plans / Investment

Local Government Plans / Investment
### Program-wide delivery

<table>
<thead>
<tr>
<th>Region</th>
<th>Draft RTP</th>
<th>Final RTP</th>
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<tbody>
<tr>
<td>North QLD</td>
<td>May 16 – Feb 17</td>
<td>Dec 17</td>
</tr>
<tr>
<td>Mackay Whitsunday</td>
<td>May 16 – Sep 16</td>
<td>Dec 16</td>
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<tr>
<td>Central QLD</td>
<td>Nov 16 – Jun 17</td>
<td>Dec 17</td>
</tr>
<tr>
<td>Downs South West</td>
<td>Nov 16 – Jun 17</td>
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<tr>
<td>SEQ</td>
<td>May 16 – Apr 17</td>
<td>Dec 17</td>
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</tbody>
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Thank you

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