



Transport Coordination Plan

Performance Snapshot

2020 Edition

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Foreword

Every day, Queenslanders rely on the state's transport system to connect communities, access markets and support our growing economy.

Ensuring transport is safe, sustainable and accessible is a key priority for the government, as the demand to move people and goods continues to increase.

Through the Transport Coordination Plan 2017-2027, the Department of Transport and Main Roads (TMR) sets out the government's objectives for the strategic planning and management of transport over a 10 year timeframe.

A key part of the Plan is a commitment to report every two years on how the transport system has performed against the objectives set out in the Plan. Monitoring our performance allows us to understand the benefits being delivered by investments in the transport system, and identify where more focus is needed.

Since the Plan was released in 2017, significant improvements have been achieved across the state.

Queensland's phenomenal growth has presented opportunities as well as challenges. With Queensland's population having steadily grown by 1.7 per cent every year, more people have been travelling on our network (+2.1 per cent) in vehicle kilometres travelled) over longer distances.

While the current state of our state and national borders have temporarily affected population growth, this doesn't change the fact that our transport system needs to become everyday more efficient to sustain our economic growth and liveability into the future.

Initiatives like our Fairer Fares policy, and major projects like stage two of the Gold Coast Light Rail and opening of the Redcliffe Peninsula Line, have seen more people using public transport more often.

Unfortunately, more recently we have seen patronage levels decreasing as a result of customers having fewer reasons to travel during the current pandemic. While this report does not include relevant transport statistics during COVID-19, TMR is also closely monitoring changing customer expectations and attitudes, and continues to develop measures to encourage customers back to the public transport network as social distancing and other restrictions are relaxed.

We anticipate releasing new data in coming years, showing how Queensland has successfully responded to the challenges of the COVID-19 pandemic.

In the face of these challenges, TMR continues to work to deliver the objectives set out in The Transport Coordination Plan 2017-2027, and to do our part in Queensland's economic recovery.

Investment in transport infrastructure will be a key part of how we support this recovery. Following the release of the state budget in December last year, we launched the Queensland Transport and Roads Investment Program 2020/21 to 2023/24. This four-year program delivers a record \$26.9 billion investment – the largest in our history – and will support

23,600 jobs, maintaining or upgrading our transport network across all regions.

But there is still more to do. We want everyone who uses the transport system in Queensland to be safe, and we will be delivering \$1.4 billion over the next four years on targeted road safety programs, to reduce road trauma across the state.

As we move towards zero net emissions by 2050, a more sustainable transport system is a key part of our efforts to tackle climate change.

Most importantly, we continue to monitor our performance to respond to emerging needs and priorities, while making sure that every dollar we spend provides clear benefits for the people of Queensland and drives our great state on the road to economic recovery.



Neil Scales OBE
Director-General

Department of Transport
and Main Roads

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Introduction

The vision for transport in Queensland is to create a single integrated transport network accessible to everyone¹. 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 timeframe. 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 February 2020.

However, due to data availability, the current snapshot reporting period for most metrics is up until the 2018-19 financial year, with some metrics reporting data up until February 2020. As such this snapshot does not report on the performance of the transport network during the recent COVID-19 pandemic. The Department will release more updated data in the near future, in line with the reporting commitment outlined in the Transport Coordination Plan 2017–2027.

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 systems as a whole. This performance snapshot supports the ongoing monitoring and reporting processes for the TCP.

How to use this snapshot

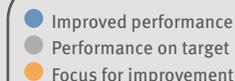
This snapshot should be read in conjunction with the Transport Coordination Plan 2017–2027. The snapshot includes:

- 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.

¹ The vision for transport is set out in the Department of Transport and Main Roads Strategic Plan 2016–2020.



Our performance at a glance (2018-19 or 2019-20**)



Road safety

1. The number of hospitalisation crashes per 100 million Vehicle Kilometres Travelled (VKTs) on state-controlled roads has **increased**.



↑ **4.5%**

Increase in hospitalisation crashes per 100 million VKTs on state roads (2018-19 vs baseline*)



↓ **16.1%**

Fatalities for vulnerable road users decreased (2018-19 vs baseline)

2. The number of fatalities has **decreased** in 2018/19, including fatalities for vulnerable road users.

Road performance

1. Targeted investment in key corridors like the Bruce Highway and M1 has seen motorway productivity **improve** across South East Queensland (SEQ).



↑ **2.6** points

Increase in the proportion of SEQ Motorways with good productivity in the AM peak (2019-20** minus baseline)



↑ **2.4%** p.a.

Annual increase in cost of excessive congestion for SEQ (2016-17 to 2018-19)



\$14.8 billion

Road investments (2014-15 to 2018-19) will help manage demand from a growing population

2. The cost of excessive congestion in SEQ has **stabilised** despite continuing to rise at a faster rate than inflation.

**2019-20 data is reported between February 2019 and February 2020

Public transport

1. Delivery of significant infrastructure projects is helping to **improve** accessibility to jobs, study and services.



↑ **11.9** points

Increase in the proportion of the population with accessibility of less than 30 minutes by public transport (2018 vs 2013)



↑ **7.6%**

Increase in public transport patronage in SEQ (2018-19 vs 2014-15)

2. Patronage is **increasing**, particularly in areas of new investment like the Gold Coast and Moreton Bay region.

3. Customer satisfaction continues to **perform well** at a modal level and across most measures.

Active transport

1. Ongoing investment in new bikeways has helped **increase** mode share for active transport.



↑ **0.3** points

Increase in active transport mode share across SEQ (2018 vs 2007-2017)



↑ **0.6** points

Proportion of population cycling in Brisbane in the last week (2019 vs 2017)

2. **Cycling participation has exceeded population growth in Brisbane, counter to national trend.**

Commute time and distance

1. Increased urban fringe development means **average commute times and distance to work are increasing**, worsening congestion and reducing liveability.



↑ **12.1%**

The commute distance to work in SEQ increased (2018 vs 2007-2017)

2. Investments in the transport network have provided some relief by **increasing network efficiency and reliability.**

*Baseline is the average of the previous four financial years

**2019-20 data is reported between February 2019 and February 2020

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.

- Improved performance
- Performance on target
- Focus for improvement

Our performance

↑ 7.6%

Public transport patronage (SEQ) increased (2018–19 vs 2014–15)



↓ 0.5 points

Transport cost (% of income) in Brisbane decreased (2019 vs baseline)



↑ 6.2 points

Change in proportion of SEQ population with transport need met (2018 vs 2013)



↑ 13.4 points

North Coast Region: largest increase in proportion of population with transport need met (2018 vs 2013)

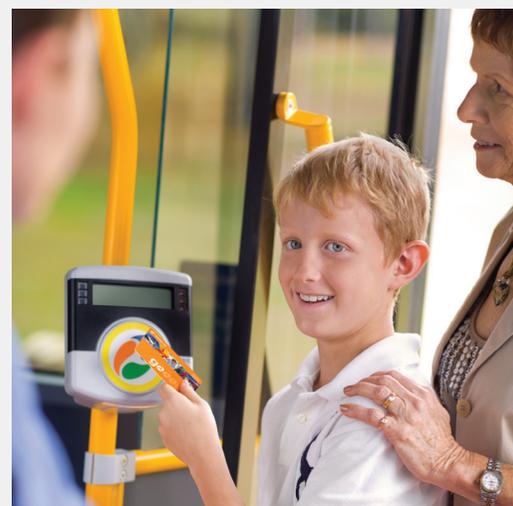


Insight: Reducing the cost of commuting

Initiatives like the Queensland Government's Fairer Fares policy have helped to reduce the costs of public transport, saving Queenslanders more than \$153 million and leading to a record 190 million trips in SEQ for 2018/19.

This has contributed to Brisbane experiencing the largest decrease in transport costs for a couple with children across all Australian capital cities.

This calculation is based on two parents who work full time and two school-aged children, using a new car, a used car and public transport.



What we're doing

Making transport more accessible and more affordable for Queenslanders by:

- delivering the Northern and Eastern transitways
- extending the South East busway
- expanding Park 'n' Ride facilities
- introducing Smart ticketing – Queensland's new \$371 million ticketing system.

Key performance indicators	Result	Rating	About this indicator
Percentage of SEQ population with transport need met	+6.2 points	●	There was an increase in the percentage of the SEQ population that had their transport needs met, particularly in areas of high investment such as the North Coast region. This was largely a result of the opening of the Redcliffe Peninsula line in 2016 (2018 vs 2013).
Transport Affordability Index	-0.5 points	●	Brisbane has seen the largest decrease in transport costs for a couple with children across all Australian capital cities, primarily as a result of the reduction in public transport fares and new zone structure (2019 vs baseline*).

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.

- Improved performance
- Performance on target
- Focus for improvement

Our performance

↑ **11.9** points

Change in proportion of SEQ population that can access essential services in less than 30 mins by public transport (2018 vs 2013)



↑ **0.6** points

Proportion of population cycling in Brisbane in the last week increased (2019 vs baseline)



↑ **14.2** points

Increase in proportion of SEQ population that can cycle to a range of essential services in less than 30 minutes (2018 vs 2013)



Insight: Queensland's rail revolution

Expanding the commuter rail and light rail network is improving access to jobs and study, while reducing reliance on private vehicle travel.

The Gold Coast Light Rail will help the region cope with the expected population growth. Stages 1 and 2 are complete, with over 46 million paid passenger trips occurring on trams since 2014.

From 2025, Cross River Rail, Queensland's largest public transport infrastructure project, will further increase the accessibility and reliability of the rail network.

By unlocking key bottlenecks in the inner city, this \$5.4 billion investment will mean more trains running more often. It will also deliver Brisbane's first new CBD rail station in 100 years.



What we're doing

Connecting communities to employment and vital services by:

- making train stations more accessible, through the \$300m station upgrade program
- investing \$21m to expand the wheelchair accessible taxi fleet
- investing \$219m in cycling projects like the Veloway 1 and North Brisbane bikeway.

Key performance indicators	Result	Rating	About this indicator
Proportion of people with good accessibility to a range of essential services using public transport (SEQ)	+11.9 points	●	The proportion of the population with accessibility of less than 30 minutes by public transport increased as a result of investment in public transport networks and increasing densification around public transport hubs (2018 vs 2013).
Public transport mode share	-0.4 points	●	Increased patronage on government contracted services has delivered the first increase in public transport mode share across SEQ since 2009. However, further improvements may be hindered by large population growth at urban fringes and potential changes in behaviour post COVID-19 (2018 vs baseline).
Cycling and pedestrian mode share	+0.3 points	●	Active transport (walking and cycling) mode share has remained stable in SEQ but it is expected to grow thanks to \$219 million committed to active transport infrastructure until 2023 (2018 vs baseline).
Proportion of population cycling in Brisbane in the last week	+0.6 points (Greater Brisbane)	●	2019 survey data suggests that cycling participation in Brisbane has exceeded population growth, counter to the state and national trend (2019 vs 2017).
Proportion of population with good accessibility to a range of services for bicycles (SEQ)	+14.2 points	●	The proportion of population that can cycle to a range of essential services within 30 minutes has increased, partly due to investments in the active transport network (2018 vs 2013).

Key area 3: Efficiency and productivity

Objective

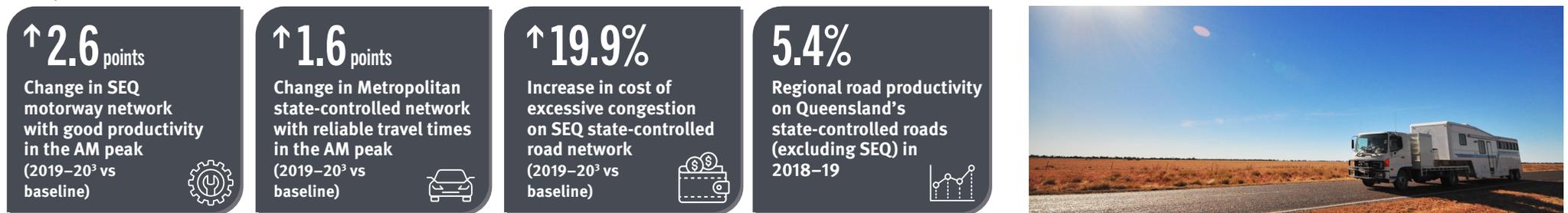
Transport facilitates the efficient movement of people and freight to grow Queensland's economy.

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.

- Improved performance
- Performance on target
- Focus for improvement

Our performance



Key performance indicators	Result	Rating	About this indicator
Frequency and duration of unplanned closures on the state-controlled road network	+1.8 days (AATOC) ² +59 events (frequency)	●	The frequency and duration of unplanned incidents has increased in the last period across the state. The average annual time for unplanned road closures increased by 1.8 days (2018–19 vs baseline).
Proportion of the network with good productivity for AM peak, daytime off-peak and PM peak	+0.3 points (AM peak) -0.2 points (PM peak)	●	While the proportion of the SEQ combined network with good productivity has remained relatively stable, there has been a greater deterioration in the PM peak (2019–20 ³ vs baseline).
Regional road productivity	-0.1 points	●	The productivity of the regional road network has remained stable, but it has seen an increase in the Wide Bay/Burnett and Far North districts (2019 vs baseline).
Proportion of the network with reliable travel times for AM and PM peaks	+1.6 points (AM peak) ⁴ +0.2 points (PM peak) ⁴	●	Travel time reliability on Metropolitan roads has seen a modest increase in the AM peak and has remained stable in the PM peak, partially due to ongoing investment (2019–20 ³ vs baseline).
Cost of excessive congestion	+19.9%	●	The cost of excessive congestion in SEQ continues to rise, partly due to increased travel demand across the network and increased vehicle hours travelled (2018–19 vs baseline). However, the cost of excessive congestion is plateauing and increasing at a slower rate than in the past.
Average travel time (minutes per 10km) for AM and PM peaks	-5 seconds (AM peak) +3 seconds (PM peak)	●	Travel times for a 10km trip on the SEQ combined network has fluctuated, decreasing in the AM peak while increasing marginally in the PM peak, where more frequent rain events, varied travel purposes and congestion impact reliability (2018–19 vs baseline).

² Average annual time of closure.

³ 2019–20 results are an estimate based on data collected between March 2019 and February 2020.

⁴ Change in proportion of the combined network (state controlled roads in the Metropolitan region only) with reliable travel times.

Key area 3: Efficiency and productivity (continued)

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.

- Improved performance
- Performance on target
- Focus for improvement

Insight: Connecting Queensland: the challenge of congestion

Australia is one of the most urbanised nations in the world, with more than 50% of our population living in just three cities (Sydney, Melbourne and Brisbane).

The most successful cities around the world are characterised by a thriving economy and liveability. While transport is a key enabler for both economic sustainability and liveability, congestion is a challenge in all growing cities around the globe.

Building more road space is not always the solution, due to a phenomenon called induced demand. This means that, rather than completely alleviate congestion or achieve free-flow speed conditions during peak periods, we must build infrastructure to grow our cities.

To support this growth, TMR has recently delivered the \$1.6 billion Toowoomba Bypass, the \$1 billion Gateway Motorway upgrade, the \$512 million Logan Enhancement Project and has spent approximately \$700 million on the Pacific Motorway M1 upgrade to date.

TMR is also progressing a range of non-infrastructure solutions to address congestion pressures across the road network, including Mobility as a Service and Smart Motorway technologies such as variable speed limits and incident detection.



What we're doing

By focusing on maintenance and rehabilitation we're helping facilitate the efficient movement of people and freight by:

- investing \$26.9 billion over the next four years to upgrade roads and highways – Queensland's biggest-ever road upgrade program
- improving the capacity, safety and flood immunity of the Bruce Highway
- allocating \$1.5 billion over the next four years to road and transport projects in the Northern District
- delivering more than \$4.9 billion in major upgrades on the M1 and Coomera Connector (Stage 1).

Key performance indicators	Result	Rating	About this indicator
Ride quality (traffic weighted roughness)	-0.4 points	●	Ride quality remained relatively stable within the 'fair to very good ride quality' category (2018–19 vs baseline).
Growth in heavy vehicle use throughout the state-controlled network	+7.0%	●	Overall growth in heavy vehicle kilometres travelled increased (2018–19 vs baseline). The heavy vehicle GVM on the state-controlled network has remained stable during the same period.
Growth in the gross vehicle mass (GVM) of heavy vehicles on the state-controlled road network	-0.4%	●	

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.

- Improved performance
- Performance on target
- Focus for improvement

Our performance

↓ 2.1%

All crashes per 100 million VKT reduced (2018–19 vs baseline)



↑ 3.4%

Increase in FSI crashes per 100 million VKT (2018–19 vs baseline)



↓ 16.1%

Fatalities for vulnerable road users reduced (2018–19 vs baseline)



↑ 40.2%

Marine fatalities and hospitalisations per 10,000 vessels regulated in Queensland (2019 vs baseline)



Insight: Staying safe on the water

A new Maritime Enforcement Team has been established to help stem a rise in boating incidents across the state. The team of specially-trained officers from Maritime Safety Queensland are supported by compliance partners from Queensland Water Police and Queensland Boating and Fisheries Patrol.

Using a combination of education and enforcement, the team are taking safety messages to boaties and skippers wherever they are operating. This includes making sure safety equipment, such as life jackets, are up to date and properly serviced, and enforcing limits on speed, distance and alcohol.



What we're doing

We are making investments to improve safety on many state-controlled roads, especially the Bruce Highway. Through the Queensland Road Safety Action Plan 2020–21 we're aiming to achieve zero fatalities and serious injuries by:

- implementing tougher measures for drunk and distracted drivers
- targeting at risk groups with education campaigns
- introducing new road safety technology, including camera detection and intelligent transport systems.

Key performance indicators	Result	Rating	About this indicator
Number of fatal and serious injury (FSI) crashes per 100 million vehicle kilometres travelled (VKT)	+3.4%	●	There has been an increase in serious injuries crashes per VKT across the state-controlled network (2018–19 vs baseline). However, fatal crashes per VKT have decreased significantly (-16.2%).
Number of road fatalities and serious injuries for all Queensland roads	+7.5%	●	The change in FSI casualties for all road users has increased (2018–19 vs baseline), but FSI casualties for vulnerable road users have decreased significantly (-4.1%).
Marine fatalities per 10,000 vessels regulated in Queensland	+40.2%	●	The percentage change for marine fatalities per 10,000 vessels regulated in Queensland increased (2019 vs baseline).

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 national greenhouse gas reduction targets.

- Improved performance
- Performance on target
- Focus for improvement

Our performance

1.29 million

Visits to the QLDTraffic website during severe tropical Cyclone Debbie



Insight: The future challenges of our current land-use

Historical land use patterns continue to affect the sustainability of our transport system. Ongoing population growth, urban sprawl and limited local employment all raise challenges. This particularly impacts SEQ, where the majority of jobs are dispersed across centres that are difficult to serve via mass transit or located in the CBD.

Increasing commute times and reduced travel time reliability, along with falling public transport mode

share, contributes to rising congestion and increased emissions. To address this, the Queensland Government is committed to providing infrastructure solutions where they are most needed.

Future investment will aim to increase areas of self-containment, where journey to work times are under 30 minutes, while also considering future land use patterns and the role of digital connectivity.



What we're doing

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

- investing \$241.5 million in cycling infrastructure and programs between 2017-18 and 2020-21
- implementing The Future is Electric – Queensland's electric vehicle strategy
- delivering better public transport, so more people can leave their cars at home.

Key performance indicators	Result	Rating	About this indicator
Average commute distance (work and education trips) for all modes of transport	+12.1% (Work) -1.9% (Education)	●	Despite investment in network efficiency, continued urban fringe development has likely led to an increase in travel times and distances to work in SEQ (2018 vs baseline). However, travel times and distances to education have seen a small decrease.
Level of flood immunity along the Bruce Highway (Brisbane to Gympie)	-18.3 hr/yr ⁵	●	Flood immunity along the Bruce Highway has increased, particularly in key sections such as Brisbane to Gympie, as a result of investment in upgrades.
Use of QLDTraffic during critical weather events	x3.3	●	Severe weather events, particularly Cyclone Debbie, and media coverage has contributed to an increase in people using the QLDTraffic website to access traffic information.
Frequency and total duration of road closures during flooding events	+4.2 days (AATOC) ⁶ +148 events (Frequency)	●	Significant flood events between 2014-15 and 2018-19 have resulted in an increase in flood closures across the state-controlled road network (2018-19 vs baseline).
Estimate of greenhouse gas emissions from transport	+5.1%	●	While emissions from traffic in capital cities roads has remained steady, increased VKTs across the network has resulted in an increase in CO ₂ -equivalent from traffic (2017-18 vs baseline).

⁵ Average change in Annual Time of Submergence (AToS) on the Bruce Highway, Brisbane to Gympie (2018 vs 2013). By decreasing the time of submergence, immunity increases.

⁶ Average annual time of closure

Glossary (Our performance at a glance)

Road safety

- +4.5% – percentage change in hospitalisation crashes per 100 million vehicle kilometres travelled on the state-controlled road network from the average of 2014/15 - 2017/18 (baseline) to 2018/19
- -16.1% – percentage change in fatalities for vulnerable road users (motorcyclists, cyclists and pedestrians) on the Queensland road network from the average of 2014/15 - 2017/18 (baseline) to 2018/19.

Road performance

- 2.6 points – percentage point change in the proportion of SEQ state-controlled motorways (sample) with good productivity in the AM peak (6 – 10 AM) from the average of 2015/16 - 2018/19 (baseline) to 2019/20 (preliminary values – 03/19 to 03/20)
- +2.4% – percentage change per annum in cost of excessive congestion on the SEQ road network (sample) from 2016/17 to 2018/19
- \$14.8 billion – total investment in the Queensland road network from 2014/15 to 2018/19.

Public transport

- +11.9 points – percentage point change in the proportion of SEQ population with accessibility of less than 30 minutes by public transport to a range of essential services (education, employment, health, recreational, retail and community) from 2013 to 2018
- +7.6% – percentage change in public transport patronage across SEQ from 2014/15 to 2018/19.

Active transport

- +0.3 points – point change in active transport mode share (cycling and walking) across SEQ from the average of 2007, 2009, 2011 and 2017 surveys (baseline) to the 2018 survey
- +0.6 points – percentage point change in proportion of population cycling in Brisbane in the last week from 2017 to 2019.

Commute time and distance

- 2.1% – percentage change in average commute distance to work across SEQ from the average of 2007, 2009, 2011



Glossary (Key areas)

▶ Key area 1: customer experience and affordability

- **+7.6%** – percentage change in public transport patronage across SEQ from 2014/15 to 2018/19
- **-0.5 points** – percentage point change in transport cost as a percentage of income for a household with a couple and two children (sample) from the average of 2015 – 2018 (baseline) to 2019
- **+6.2 points** – percentage point change in the proportion of SEQ population with transport need met from 2013 to 2018
- **+13.4 points** – percentage point change in the proportion of North Coast district population with transport need met from 2013 to 2018.

▶ Key area 2: community connectivity

- **+11.9 points** – percentage point change in the proportion of SEQ population with accessibility of less than 30 minutes by public transport to a range of essential services (education, employment, health, recreational, retail and community) from 2013 to 2018
- **+0.6 points** – percentage point change in proportion of population cycling in Brisbane in the last week from 2017 to 2019
- **+14.2 points** – percentage point change in the proportion of SEQ population with accessibility of less than 30 minutes by cycling to a range of essential services (education, employment, health, recreational, retail and community) from 2013 to 2018
- **-0.4 points** – percentage point change in public transport mode share across SEQ from the average of 2007, 2009, 2011 and 2017 surveys (baseline) to the 2018 survey.

▶ Key area 3: efficiency and productivity

- **+2.6 points** – percentage point change in the proportion of SEQ state-controlled motorways (sample) with good productivity in the AM peak (6 – 10 AM) from the average of 2015/16 - 2018/19 (baseline) to 2019/20 (preliminary values – 03/19 to 03/20)
- **+1.6 points** - percentage point change in the proportion of Metropolitan Region state-controlled road network (sample) with reliable travel times in the AM peak (6 – 10 AM) from the average of 2015/16 - 2018/19 (baseline) to 2019/20 (preliminary values – 03/19 to 03/20)

- **+19.9%** - percentage change in cost of excessive congestion on the SEQ road network (sample) from the average of 2014/15 – 2017/18 (baseline) to 2018/19
- **5.4%** - regional road productivity on Queensland's state-controlled road network (excluding SEQ) in 2018/19
- **+1.8 days** – change in average annual time of closure for unplanned road closures on the Queensland state-controlled road network from the average of 2014/15 – 2017/18 (baseline) to 2018/19
- **+59 events** – change in frequency of unplanned road closures on the Queensland state-controlled road network from the average of 2014/15 – 2017/18 (baseline) to 2018/19
- **+0.3 points** – percentage point change in the proportion of SEQ state-controlled network (sample) with good productivity in the AM peak (6 – 10 AM) from the average of 2015/16 - 2018/19 (baseline) to 2019/20 (preliminary values – 03/19 to 03/20)
- **-0.2 points** – percentage point change in the proportion of SEQ state-controlled network (sample) with good productivity in the PM peak (3 – 7 PM) from the average of 2015/16 - 2018/19 (baseline) to 2019/20 (preliminary values – 03/19 to 03/20)
- **-0.1 point** - percentage point change in regional road productivity on Queensland's state-controlled road network (excluding SEQ) from the average of 2015/16 – 2017/18 (baseline) to 2018/19
- **+0.2 points** – percentage point change in the proportion of Metropolitan Region state-controlled road network (sample) with reliable travel times in the PM peak (3 – 7 PM) from the average of 2015/16 - 2018/19 (baseline) to 2019/20 (preliminary values – 03/19 to 03/20)
- **-5 seconds** – change in travel time for a 10km trip on the SEQ state-controlled network (sample) in the AM peak (6 – 10 AM) from the average of 2015/16 - 2018/19 (baseline) to 2019/20 (preliminary values – 03/19 to 03/20)
- **+3 seconds** – change in travel time for a 10km trip on the SEQ state-controlled network (sample) in the PM peak (3 – 7 PM) from the average of 2015/16 - 2018/19 (baseline) to 2019/20 (preliminary values – 03/19 to 03/20)
- **-0.4 points** – percentage point change in the proportion of Queensland's state-controlled road network with fair to very good ride quality from the average of 2014/15 – 2017/18 (baseline) to 2018/19
- **+7.0%** – percentage change in heavy vehicle kilometres travelled across on Queensland's state-controlled road network from the average of 2014/15 – 2017/18 (baseline) to 2018/19
- **-0.4%** – percentage change in average gross vehicle mass per vehicle across Queensland's state-controlled road network from the average of 2014/15 – 2017/18 (baseline) to 2018/19.

▶ Key area 4: safety and security

- **-2.1%** – percentage change in all crashes (fatal, hospitalization, medical treatment and minor injury) per 100 million vehicle kilometres travelled on the state-controlled road network from the average of 2014/15 - 2017/18 (baseline) to 2018/19
- **+3.4%** – percentage change in fatal and serious injury crashes per 100 million vehicle kilometres travelled on the state-controlled road network from the average of 2014/15 - 2017/18 (baseline) to 2018/19
- **-16.1%** – percentage change in fatalities for vulnerable road users (motorcyclists, cyclists and pedestrians) on the Queensland road network from the average of 2014/15 - 2017/18 (baseline) to 2018/19
- **+40.2%** – percentage change in marine fatal and hospitalisation casualties per ten thousand registered vehicles in Queensland from the average of 2015 - 2018 (baseline) to 2019
- **+7.5%** – percentage change in fatalities and serious injuries on the Queensland road network from the average of 2014/15 - 2017/18 (baseline) to 2018/19.

▶ Key area 5: environment and sustainability

- **1.29 million** – accesses to the QLDTraffic website during severe tropical Cyclone Debbie (28/03/17 – 06/04/17)
- **+12.1%** – percentage change in average commute distance to work across SEQ from the average of 2007, 2009, 2011 and 2017 surveys (baseline) to the 2018 survey
- **-1.9%** – percentage change in average commute distance to education across SEQ from the average of 2007, 2009, 2011 and 2017 surveys (baseline) to the 2018 survey
- **-18.3 hr/yr** – change in average annual time of submergence on Bruce Hwy, Section 10A (Brisbane – Gympie) from 2013 to 2018
- **x3.3** – increase in accesses to the QLDTraffic website during critical weather events (as defined by the NDRRA) between 01/2017 to 03/2020
- **+4.2 days** – change in average annual time of closure for flood related closures on the Queensland state-controlled road network from the average of 2014/15 – 2017/18 (baseline) to 2018/19
- **+148 events** – change in frequency of flood related road closures on the Queensland state-controlled road network from the average of 2014/15 – 2017/18 (baseline) to 2018/19
- **+5.1%** – percentage change in carbon dioxide equivalent emissions for all vehicles across Queensland from the average of 2013/14 - 2016/17 (baseline) to 2017/18.