



Managing the Environmental Impacts of Transport

Tabled 20 August 2014

Background

Transport's environmental impacts are significant.

Greenhouse gas emissions from the transport sector grew by 41 per cent between 1990 and 2012.



Motor vehicles produce 70 per cent of other air pollution.

Traffic noise impacts are growing.

Background – *continued*

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↑ Sixty-nine per cent pollution related deaths between 2005–10.

\$5.8 billion cost—
50 per cent attributed to road transport.



Background – *continued*

Under the *Transport Integration Act 2010* (the Act), agencies must have regard to the environmental impacts of the transport system.

Photo courtesy of De Visu/Shutterstock.com.

Audit objective and scope

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Objective

To assess whether the Department of Transport, Planning and Local Infrastructure (DTPLI) VicRoads and Public Transport Victoria (PTV) are effectively managing the environmental impacts of transport.

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Scope

The audit examined whether the:

- institutional arrangements support effective strategic planning and cross-government coordination for managing the environmental impacts of transport
- key strategies and initiatives for managing the environmental impacts of transport have been effective.

Conclusions

The Department of Transport, Planning and Local Infrastructure (DTPLI) did not adequately address the environmental impacts of transport when developing the state's strategic transport and land use planning framework.

DTPLI did not provide the government with any advice on:

- how proposed strategies would address transport's environmental impacts
- defining statewide objectives or targets for reducing greenhouse gases, other air pollution and traffic noise.

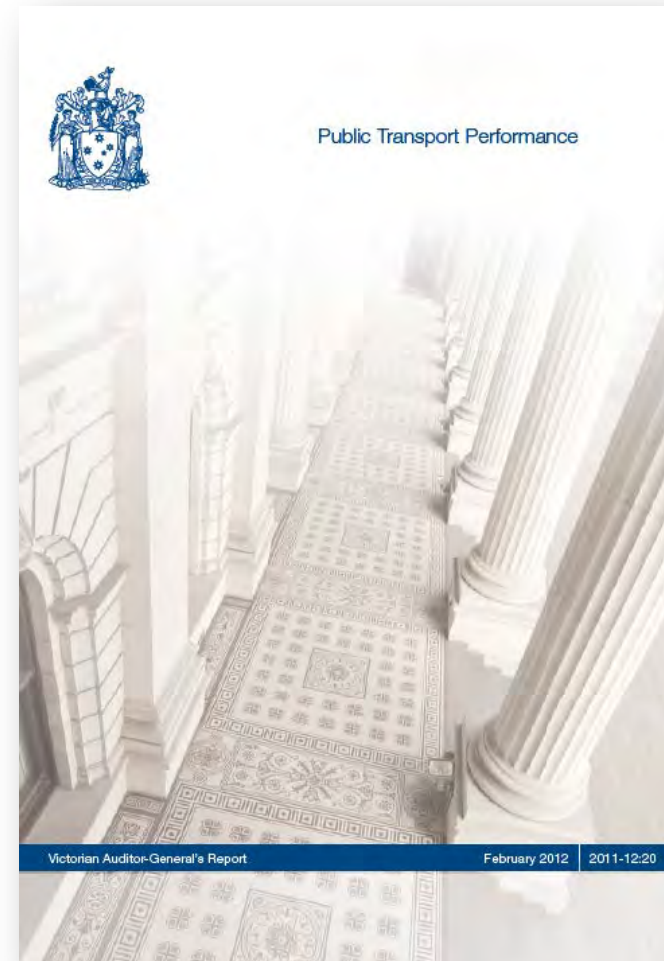


Conclusions – *continued*

DTPLI's framework is largely aspirational without clearly defined environmental objectives and standards.

Conclusions – *continued*

- VicRoads has a comprehensive plan which is a model for what should exist on a portfolio-wide basis.
- PTV does not have a dedicated plan.
- PTV has failed to act on recommendations from VAGO's *Public Transport Performance* report (2012).



Findings – DTPLI did not adequately consider the Act's environmental sustainability objective

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DTPLI did not provide the government with any advice on:

- how proposed strategies would address environmental impacts
- defining statewide objectives or targets.

The framework proposed by DTPLI is unclear and aspirational.





Findings – Governance, monitoring and reporting arrangements are not adequate

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Governance arrangements established by DTPLI do not actively monitor progress against the transport system objectives.

DTPLI is developing a new monitoring and reporting framework.

DTPLI should clearly define expected outcomes and comprehensively report on progress against these.

Findings – Corporate planning and reporting by DTPLI and PTV is deficient

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DTPLI should define strategic priorities and performance measures in its corporate plan.

PTV has no dedicated strategy to manage public transport's environmental performance.

- It did not progress options to improve public transport's energy consumption and emissions.
- Publicly-reported information on environmental performance has declined.



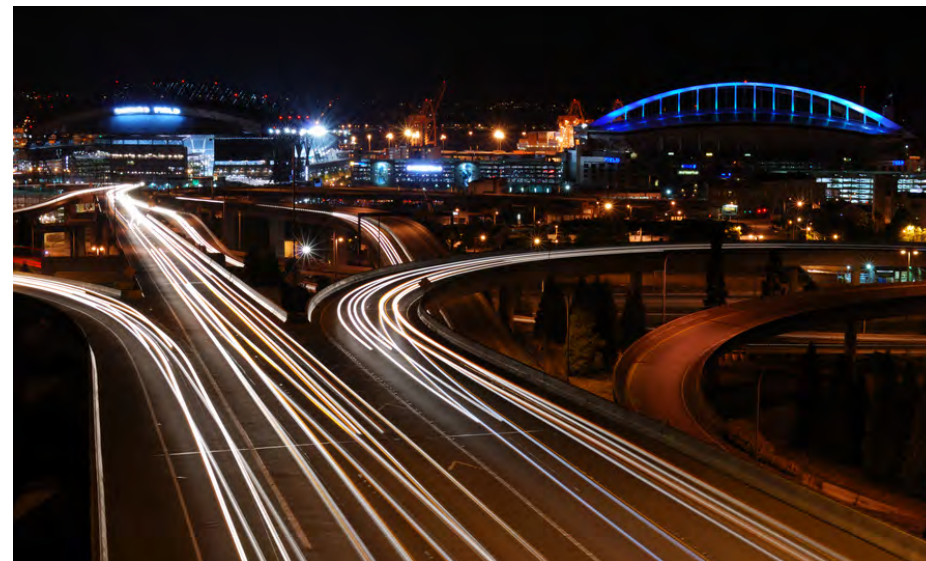
Findings – VicRoads' planning and reporting is comprehensive

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VicRoads' Sustainability and Climate Change Strategy 2010–2015:

- targets key impacts of the road system
- has specific environmental goals.
- VicRoads publicly reports on progress.



This is a model of what should exist on a portfolio-wide basis.

An aerial photograph of a city, likely Los Angeles, with a dense urban area in the foreground and mountains in the distance under a cloudy sky. The image is used as a background for the text boxes.

Findings – The impact of agency initiatives is mixed

DTPLI's initiatives have potential environmental benefits.

VicRoads' initiatives address the key environmental impacts of the road system and have positive outcomes to date.

PTV has made little progress in improving public transport's environmental performance.

Recommendations

| | | Accept |
|--|--|--------------|
| That DTPLI, in consultation with other transport agencies: | | |
| 1. | develops a statewide strategy that sets out clear strategic priorities and actions with statewide objectives, targets, and performance measures to address the environmental impacts of the transport system | In Principle |
| 2. | reviews its governance arrangements and establishes mechanisms to monitor and coordinate related agency actions | ✓ |
| 3. | establishes arrangements to measure and report on the performance of the transport system and related agencies in meeting the Act's environmental sustainability objective. | ✓ |

Recommendations – *continued*

| | | Accept |
|-------------|---|--------------|
| That DTPLI: | | |
| 4. | ensures that the priorities and performance measures contained in the proposed statewide strategy are reflected in the department's and relevant portfolio agencies' corporate plans | In Principle |
| 8. | publicly reports on the outcomes of the FleetWise and electric vehicle trials and investigates related opportunities for improving the environmental performance of the transport system. | ✓ |



Recommendations – *continued*

| | | Accept |
|----------------|--|--------|
| That VicRoads: | | |
| 5. | ensures that key performance indicators developed under its new five-year strategy and corporate plan, are outcomes focused to measure the impact of related actions on the environment. | ✓ |
| 9. | develops arrangements to monitor and report on the environmental impacts of its initiatives to improve traffic flow and the mode share of public transport. | ✓ |



Recommendations – *continued*

| | | Accept |
|-----------|---|--------|
| That PTV: | | |
| 6. | develops specific actions, targets and related performance measures for improving the environmental performance of the public transport system and publicly reports against these annually | ✓ |
| 7. | systematically evaluates the environmental outcomes of major investments in public transport including, where relevant, the vehicle kilometres saved and associated reduction in greenhouse gas and other emissions | ✓ |
| 10. | addresses all recommendations from the former Department of Transport's draft <i>Victorian Public Transport Energy Consumption and Greenhouse Gas Emissions</i> report | ✓ |
| 11. | investigates the potential costs and benefits of sourcing electricity from renewable sources. | ✓ |

Relevant reports

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- *Coordinating Public Transport (August 2014)*
- *Developing Transport Infrastructure and Services for Population Growth Areas (August 2013)*
- *Managing Traffic Congestion (April 2013)*
- *Public Transport Performance (February 2012)*
- *Management of the Freight Network (October 2010)*



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