

Passenger Transport Services & Facilities

Action Plan Objective:

To achieve passenger transport services throughout the Wide Bay region which cater for community needs and reduce the dependency on private motor vehicles as the principal form of mobility in the larger urban areas.

Wide Bay 2020 Policy Principle:

Provide for a high quality efficient and integrated public and complementary community transport system which will reduce dependence on the private motor vehicle and encourage increased use of public transport, cycling and walking for many urban trips.

Strategies:

- 3.1** Provide and promote public and passenger transport services in Wide Bay.
- 3.2** Provide appropriate infrastructure to support public and passenger transport services in Wide Bay.
- 3.3** Plan and manage air transport facilities in Wide Bay.
- 3.4** Plan and provide appropriate infrastructure to support and encourage walking and cycling in Wide Bay and actively promote these modes of transport.

Action Plan 3



Action Plan 3: Passenger Transport Services & Facilities

There is a need to ensure equitable public transport for all members of the Wide Bay community to meet a basic level of service. Social equity issues such as affordability, meeting the needs of people with disabilities, costs to society and safety are all important considerations.

Public transport options currently available in Wide Bay include rail, bus and taxi. Walking and cycling complement public transport and are also important personal transport modes for shorter journeys (under five kilometres).

The provision of bus and other public transport services within Wide Bay are affected by the varying levels of residential development and density. For the larger centres, such as Bundaberg, Gympie, Hervey Bay and Maryborough, services provided are sound. For the smaller centres, the efficiency and frequency of public transport provision is affected by small populations and low density development.

Long Distance Coach Services & Transit Centres

Bus services in Wide Bay include long-distance scheduled coaches operated by companies such as McCaffertys, which operate along the Bruce Highway. Sun Coast operates a service between Urangan, via Tin Can Bay, to Gympie, Brisbane and Byron Bay.

The towns of Gympie, Maryborough, Hervey Bay (Bay Central) and Bundaberg all have transit centres that provide connections to long distance coach services. In Gympie the local taxi base is located at the transit centre. Queensland Rail is also a tenant for rail, bus and freight, as well as local and long distance bus connections.

Scheduled Bus Services

There are currently four local bus services in Wide Bay operating under Queensland Transport 5 year Commercial Service Contracts (which cater for populations over 7,500):

- Duffys - servicing Bundaberg and Bargara (commenced 2001)
- Stewart & Sons - connecting Bundaberg with Innes Park, Coral Cove, Elliott Heads, Kepnock and Moore Park (temporary contract commenced 2001)
- Wide Bay Transit - servicing Maryborough, Hervey Bay & Howard, and
- Polleys - servicing Gympie and connecting Gympie with Tin Can Bay and Rainbow Beach (commenced 1999).

In addition, daily passenger services (shopper services) operate between Gin Gin and Bundaberg.

Services offered on Scheduled Bus Services in Wide Bay

	Hail & Ride Services	Electronic Ticketing	Wheelchair Accessible Bus Fleet	Peak Services	Saturday Services
Duffys (Bundaberg)	✓	✓	100% of fleet within Bundaberg City	✓ Bargara	
Stewart & Sons (Bundaberg)	✓				
Wide Bay Transit (Maryborough/Hervey Bay)	✓	✓	30% of fleet	✓	✓
Polleys (Gympie)	✓	✓	50% of fleet		✓

To be awarded a Queensland Transport Commercial Services Contract, 85% of people residing in the urban contract area must be within 400m of a bus route. Over 50% of all urban bus services in the Wide Bay area are operated with low floor accessible vehicles funded via the state government Accessible Bus Program.

School Bus

There is an extensive school bus service (40 weeks a year) throughout Wide Bay. School bus services are also available for occasional passenger travel.

Train Link Bus Services

A train link bus service operated by Wide Bay Transit transports passengers from the Maryborough West rail station to Maryborough town centre and Hervey Bay (Pialba). Queensland Rail also operates a connecting service between Gympie North Rail Station and Gympie.



Passenger Rail Services

The Wide Bay region is currently well served by high quality intercity services including the high speed tilt train. It is not expected that service improvements would be warranted in the foreseeable future. However, the need for further improvements to train timetabling needs to be monitored through regular surveys of rail passenger patronage.

Queensland Rail operates passenger services through Wide Bay including City Train (as far north as Gympie) and tilt train and long distance services on the North Coast Line. Access to rail services is via the main passenger stations at Gympie North, Maryborough West, Miriam Vale, Howard, and Bundaberg.

The Mary Valley Historical Railway is a tourist railway which operates between the Gympie Railway Station and Imbil, with three stations in between.

Taxis

Gympie currently has 14 taxis, one of which is wheelchair accessible. Maryborough and Hervey Bay have 15 and 13 taxis respectively. Six of these are wheelchair accessible. Bundaberg has 28 taxis, two of which are wheelchair accessible. Childers and Gin Gin have one taxi each.

Air Transport

Regular passenger transport air services operate from Bundaberg Airport, Maryborough Airport and from Hervey Bay Airport. These services are provided by Sunstate. There are also other operators which run charter services and scenic flights.

There are three aerodromes in Wide Bay which are not serviced by any regular passenger transport services: Gympie Airport (located approximately 15 kilometres south of Gympie and operated by Cooloola Shire Council); and the privately operated Rainbow Beach Aerodrome and Cooloola Village Airstrip.

Airports on Fraser Island not serviced by regular passenger transport services are: Orchid Beach Airstrip (managed by Orchid Beach Aircraft Landing Association); Wangoolba Creek Airstrip (managed by Eurong Beach Resort); and Toby's Gap Airstrip, managed by Queensland Parks & Wildlife Service.

Walking & Cycling

Increasingly, facilities for pedestrian and bicycle access are being recognised by the community and all levels of government as an essential component of integrated and environmentally sustainable transport systems. These changes in attitudes are being reflected by a major shift in policy, with government placing a higher emphasis on the creation of more liveable communities and reduced car dependence. Providing facilities for pedestrians, wheelchairs and people on bicycles is a crucial part of a sustainable and equitable transport system.

Bicycle and pedestrian networks have evolved to varying degrees throughout Wide Bay. Naturally, the highest levels of cycling and pedestrian activity are evident in the more populated urban and tourist areas. Relatively flat cities and wider roads in most of Wide Bay means that there are good opportunities to provide facilities for walking and cycling in towns and to encourage their use.

The Wide Bay Region currently has a good level of cycling, with 3.1% of all journeys to work being made by bicycle in 1996. In the 1996 Census walking comprised 6.25% of all journeys to work, but it should be recognised that walking is also a component of most journeys including those by car and public transport.

School students are the heaviest users of bicycles and walking for transport. Currently the majority of cycling facilities in the region are concentrated around schools, but footpaths and some bike paths and on-road bike lanes are provided throughout Wide Bay and generally perform a local function. Continuous, good quality cycling and pedestrian networks are required to support and encourage these modes of transport. It is also important that these facilities are designed so that they can be used by people in wheelchairs.

There is potential to further encourage and promote walking and cycling in Wide Bay for trips to work, school and shopping and for leisure, recreation and tourism. For example, Hervey Bay City Council is redeveloping the disused railway land that runs through the heart of Hervey Bay. The result will be a landscaped environmental corridor known as "The Links", initially running from the city heart at Pialba to Urangan. The corridor will link key buildings and city districts and will incorporate shared pathways that will be accessible for pedestrians, cyclists and people using wheelchairs or electric buggies. Links to the pathways and bikeways along the esplanade are also planned for construction at strategic points along the corridor.

Sport and Recreation Queensland can assist in the way of planning expertise and funding through the Local Government Development Program which provides councils with an opportunity to access funds under the “Planning” category to develop cycling and walking strategies or under “Places” category which supports the design and construction of recreational pathways or cycle ways.

Walking is also encouraged on Fraser Island and is well catered for. The island has walking tracks from a mere few hundred metres along some of the creek waterways to up to 13km treks, such as that between Lake McKenzie and Lake Wabby.

Increasing walking and cycling trips within the region will contribute to achieving state and national physical activity targets, greenhouse gas reduction targets and cycling trip targets proposed in the draft Queensland Cycling Strategy.

A bike plan has been developed by Maryborough City Council which guides the future provision of facilities and also seeks to educate and encourage cyclists. Other councils within Wide Bay are also developing walking and cycling plans.

Walking Tracks on Fraser Island

Walking tracks in the southern half of Fraser Island include:

- Dilli Village to Lake Boomanjin (7km)
- Lake Boomanjin Circuit (4km)
- Lake Boomanjin to Lake Birrabeen (10km)
- Lake Birrabeen to Central Station (5km)
- Central Station to Pile Valley (2km)
- Central Station to Lake McKenzie (6km)
- Lake McKenzie to Lake Wabby (13km)
- Lake Wabby to Ocean Beach (3km)






Walking tracks in the northern half of Fraser Island include:



- Ocean Lake Circuit (5km)
- Dundubara Creek to Wungul (3km)
- Dundubara to Lake Bowarrady (12km)

More information is provided in a walking track guide for Fraser Island produced by Queensland Parks & Wildlife Service and from Ranger Stations on the island.






STRATEGY 3.1: Provide and promote public and passenger transport services in Wide Bay

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	3.1.1 Consider the implementation and funding of innovative local bus services to improve access for more remote communities	QT Bus Operators All Councils	ongoing <i>availability of potential service subsidies/ sponsorship from sources other than QT</i>	CITS
	3.1.2 Promote public transport through initiatives such as Travel Smart	QT Bus Operators (CSC, HBCC, MCC, BCC, BSC)	ongoing	
	3.1.3 Investigate the introduction of greater use of smaller, more flexible and affordable public transport services, such as dial-and-book mini-buses, ride-share taxis	QT Bus Operators Taxi Operators	short-medium term	SITS
	3.1.4 Improve coordination for bus-bus and bus-rail-bus services to improve access to health and community facilities	QT	short term	SITS
	3.1.5 Improve bus network coverage as consolidation of population permits	QT Bus Operators	ongoing	
	3.1.6 Review existing scheduled bus routes through the Commercial Services Contracts with bus operators	QT	ongoing	SITS CITS NITS
	3.1.7 Review effectiveness of bus networks to improve efficiency and operations	QT	ongoing	SITS CITS NITS
	3.1.8 Monitor passenger patronage and demand to determine the need for further improvements to train time-tabling	QT (QR)	ongoing	SITS CITS NITS
	3.1.9 Identify existing community and public transport networks and services in Wide Bay	QT Community transport providers (WBHSN, All Councils)	short term	

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	3.1.10 Map existing community and public transport networks and services in Wide Bay Human Services Network Regional Information System and Community Directory Database to complement existing means of providing information on community and public transport and raising its profile	WBHSN (All Councils)	short term <i>contingent on future funding of WBHSN</i>	
	3.1.11 Investigate the potential for improving the utilisation and coordination of community transport and other (specialist) forms of transport for those who are mobility impaired	community & private sector All Councils QT	ongoing	Safe mobility for all for life









STRATEGY 3.2: Provide appropriate infrastructure to support public and passenger transport services in Wide Bay

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	3.2.1 Consider the provision of good quality walk and cycle access to public transport and between public transport interchanges and the traveller's ultimate destination	All Councils	short term	SITS CITS NITS
	3.2.2 Monitor the potential for locating bus stop bays for long distance bus services on the Bruce Highway where appropriate	DMR Bus Operators (QT)	ongoing <i>as demand is identified</i>	CITS
	3.2.3 Monitor the safety and efficiency of school bus interchanges	QT All Councils	ongoing <i>as demand is identified</i>	








STRATEGY 3.3: Plan and manage air transport facilities in Wide Bay

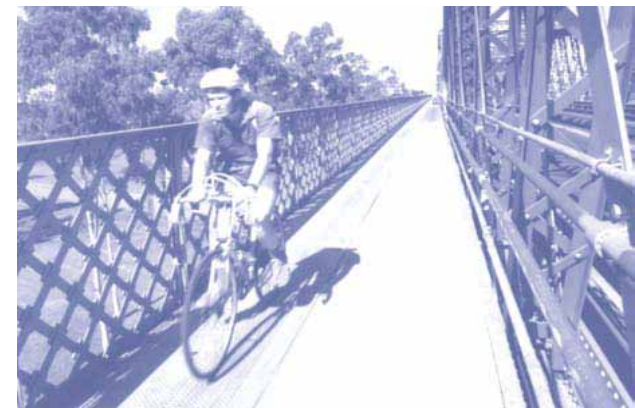
	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	3.3.1 Preserve appropriate options for the maximum utilisation of the existing airports at Bundaberg, Hervey Bay and Maryborough in accordance with their respective airport master plan	BCC MCC HBCC	ongoing	CITS NITS
	3.3.2 Investigate the potential to introduce direct regular passenger services between Hervey Bay/Maryborough and tourist and commercial centres to the north including Cairns, Townsville and Mackay	HBCC MCC	short term <i>future air traffic demand and regular operation of medium sized jets</i>	CITS
	3.3.3 Monitor use and requirements of the region in relation to airports to determine the need for establishing a new regional facility for central Wide Bay	MCC HBCC QT	ongoing	CITS
	3.3.4 Investigate the potential for improvements to direct passenger services between Bundaberg and tourist and commercial centres to the north including Cairns, Townsville and Mackay	BCC (BSC)	short term <i>future air traffic demand</i>	
	3.3.5 Adopt a monitoring policy in relation to tourist and freight demand, prior to proceeding with runway extension at Bundaberg Airport	BCC (BSC)	ongoing <i>future air traffic demand</i>	NITS
	3.3.6 Investigate the potential for providing emergency airstrips and helipads for small rural communities as required	MVSC TSC	ongoing	








STRATEGY 3.4: Plan and provide appropriate infrastructure to support and encourage walking and cycling in Wide Bay and actively promote these modes of transport

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	3.4.1 Develop walking and cycling plans, including network plans and promotion, education, encouragement and enforcement strategies for: <ul style="list-style-type: none"> • Hervey Bay City • Maryborough/Oakhurst • Childers • Cooloola Shire • Bundaberg and Burnett Coast region • Gin Gin and prioritise the establishment of key missing links	HBCC MCC WSC ISC CSC BCC BSC KSC <i>(QT & DMR - through provision of planning expertise)</i> <i>(SRQ through Local Government Development Program)</i>	ongoing <i>(Cooloola underway)</i>	SITS CITS NITS
	3.4.2 Integrate the planning and delivery of pedestrian and bicycle infrastructure into all new transport projects, road upgrade projects and road maintenance including level crossings	All Councils DMR	ongoing	SITS CITS NITS
	3.4.3 Ensure that all new roads and upgrades on regional roads have a continuous shoulder of 1 - 2m, depending on the speed environment for road safety and cycling purposes, where shared use is appropriate	DMR All Councils	ongoing	
	3.4.4 Adopt a principle of “Universal Design” when designing pedestrian and bicycle infrastructure so that they are accessible to people in wheelchairs and other non-motorised users and are designed in accordance with Austroads Guide to Traffic Engineering Part 13 - Pedestrian and Part 14 - Bicycles	All Councils DMR	ongoing	Austroads Part 13 & 14
	3.4.5 Integrate walking and cycling provisions into new development to ensure good connectivity and permeability	All Councils	ongoing <i>refer to land use & transport coordination planning actions in Action Plan 1</i>	SITS CITS NITS Shaping Up Qld Streets
	3.4.6 Ensure that planning schemes include a code for bicycle parking and end-of-trip facilities for all new developments according to guidelines set out in Austroads Guide to Traffic Engineering Practice - Part 14 - Bicycles	All Councils	short term	Austroads Part 14 Qld Streets

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	3.4.7 Investigate demand and timing for construction of a bikeway across Lamington Bridge and Schultz Bridge	MCC DMR	medium term	NITS
	3.4.8 Complete bikeway/pathway strategies for the Bundaberg to Gin Gin Rail Trail corridor	QT BCC BSC KSC	medium term	NITS
	3.4.9 Investigate demand and timing for construction of pedestrian and bikeway structure on Tallon Bridge	BCC DMR	short term <i>development of Bundaberg Cycling Plan - Action 3.4.1</i>	



RECOMMENDED CAPITAL PROGRAM: Passenger Transport Services & Facilities

	Action	Lead Agency (Collaborating Agency)	Order of Cost	Timing (Threshold Factors)	Funding Status
Cycling and Walking Facilities					
	3.1C Construct a bikeway across Lamington Bridge and Schultz Bridge	MCC DMR	TBD	medium-long term <i>findings of Action 3.4.7</i>	beyond current funding programs
	3.2C Develop the former rail line corridor in Hervey Bay City for walk and cycle usage	HBCC <i>(QT - to secure corridor)</i>	\$2 million	short term	part funded
	3.3C Construct pedestrian and bikeway structure on Tallon Bridge	BCC DMR	\$2 million	medium-long term <i>findings of Action 3.4.9</i>	beyond current funding programs
	3.4C Retrofit on-road and off-road commuter bicycle infrastructure within and between the major employment centres of Bundaberg and Bargara where appropriate	BCC BSC DMR	TBD	short-medium term	part funded (TIDS, BSC & BCC)
	3.5C Construct Bundaberg to Burnett Coast Bikeway	BCC BSC	TBD	ongoing	