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The Department of Transport and Main Roads acknowledge the Traditional Owners and Custodians of the land and waterways. We also acknowledge their ancestors and Elders both past and present. The Department of Transport and Main Roads is committed to reconciliation among all Australians.

The Department of Transport and Main Roads wishes to acknowledge the valuable input and contribution from our local government partners to develop this plan.

- Balonne Shire Council
- Bulloo Shire Council
- Maranoa Regional Council
- Murweh Shire Council
- Paroo Shire Council
- Quilpie Shire Council.

Cover images: Warrego Highway, Roma (background); Truck on King Street, Charleville (inset, left); Mt Hutton, Injune (inset, centre); Warrego River (inset, right).
Internal cover image: Quilpie.
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1. Introduction
1.1 A shared direction for transport

The South West Regional Transport Plan (the Plan) outlines a shared direction for shaping the region’s transport system over the next 15 years.

The Plan was developed in consultation with local government and key stakeholders, with input from customers and industry. The Department of Transport and Main Roads will continue to work in partnership with all levels of government, the community and industry to implement the Plan and achieve shared goals for the region.

The Plan covers all modes of transport with a focus on the networks and services in the region and the inter-regional and international connections that are vital to the region’s social and economic prosperity.

1.2 What is a Regional Transport Plan

The purpose of the South West Regional Transport Plan is to set out regional transport priorities and actions for developing the transport system in a way that supports regional goals for the community, economy and environment.

The Plan has been developed in accordance with the Transport Planning and Coordination Act 1994 and meets the department’s legislative responsibility to develop integrated regional transport plans that complement land use planning, and support the goals and objectives of regional plans.

Regional Transport Plans are a fundamental component in the hierarchy of integrated system planning. They have an essential role in defining local responses to wider community goals, system objectives, problems and priorities, through the development of policy choices and transport system strategies at a regional level.

The approach to developing Regional Transport Plans is aligned with the Australian Transport Assessment and Planning Guidelines for best practice transport assessment and planning (Figure 1).

The regional policy choices and system strategies expressed in this Plan are used to:

- inform more detailed planning or investigations at a network, area, corridor, route or link level
- guide development, assessment and selection of specific investment solutions.

The South West region is home to more than 24,000 people and includes the local government areas of Balonne, Bulloo, Maranoa, Murweh, Paroo and Quilpie.\(^1\)

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The Plan supports the department’s vision of ‘creating a single integrated transport network accessible to everyone’ through:

- guiding and coordinating effort towards common transport priorities
- communicating the long-term planning intent for the region
- defining the transport system’s role and priorities to achieve regional goals recognizing collaboration with local governments as critical to ‘one-network’ transport planning
- guiding future planning and investment in partnership with others.

The Plan will be used by Transport and Main Roads to inform investment decisions to develop the regional transport network.

1.3 Strategic alignment

This Regional Transport Plan has been developed in the context of policies, strategies, plans and investment frameworks across all levels of government (see Table 1 on page 8). These policy and planning documents are reflected in the objectives, challenges, opportunities and priorities identified in the Plan.

The Plan aligns with:

- State Infrastructure Plan
- State Planning Policy
- South West Regional Plan
- Darling Downs Regional Plan
- Maranoa-Balonne Regional Plan
- local government land use, transport plans and strategies
- economic development strategies
- the Australian Government’s Australian Infrastructure Plan (prepared by Infrastructure Australia).

The Plan responds to customer needs, as well as the goals and directions of the community, industry and all levels of government.

Transport and Main Roads also produces statewide strategies and plans that guide coordinated outcomes for transport networks and services across Queensland. These high-level plans set the broader framework for taking action at the regional and local level.

Key planning documents include:

- Transport Coordination Plan 2017–2027
- ‘Queensland Transport Strategy’ (draft)
- Transport and Main Roads Strategic Plan 2016–2020
- ‘Queensland Freight Strategy’ (draft)
- Moving People Connecting Communities
- Queensland Cycling Strategy 2017–2027
- Queensland Road System Performance Plan
- ‘Heavy Vehicle Network Plan’ (draft).

Priorities and actions identified in the Plan align with current statewide transport policies and objectives. The department regularly reviews and updates statewide strategies and plans. Future updates to the Plan will reflect any additional or amended statewide plans and strategies as part of the update.
### Table 1: The strategic fit of Regional Transport Plans

<table>
<thead>
<tr>
<th>FRAMEWORK ELEMENT</th>
<th>DIRECTION SETTING</th>
<th>STRATEGIC PLANNING</th>
<th>PROGRAMMING (including investment)</th>
<th>DELIVERING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>National</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Establish broad, high level strategic intent or policy positions</td>
<td>Develop plans or strategies to focus on key themes or areas</td>
<td>Identify, evaluate, prioritise and program initiatives including addressing funding/investment requirements, competing needs and timeframes</td>
<td>Provide services and infrastructure such as public transport, bridges and tunnels, maintenance, regulation and compliance/monitoring activities</td>
</tr>
<tr>
<td></td>
<td>Australian Infrastructure Plan</td>
<td></td>
<td>Australian Transport and Assessment Planning Guidelines</td>
<td>Toowoomba to Oakey Duplication Stage 1 and 2</td>
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<td></td>
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<td>Infrastructure Australia’s Infrastructure Priority List</td>
<td>Carnarvon Highway Upgrade Program</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>National Land Freight Strategy</td>
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<td></td>
<td></td>
<td></td>
<td>Regional, Education, Skills and Jobs Plan, Darling Downs and South West</td>
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<tr>
<td><strong>Queensland Government</strong></td>
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<td></td>
<td>Advance Queensland</td>
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<td></td>
<td>State Planning Policy</td>
<td></td>
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<tr>
<td><strong>Departmental</strong></td>
<td></td>
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<tr>
<td></td>
<td>Transport Coordination Plan 2017–2027</td>
<td>Regional Transport Plans - System strategies and plans (e.g. rail, ports, freight, passenger, road safety) - Area and corridor transport strategies - Route and link plans - Principal cycle network plans</td>
<td>10-year transport infrastructure portfolio investment planning - Queensland Transport and Roads Investment Program (QTRIP) - Highway investment strategies - Transport System Planning Program</td>
<td>Transport service contracts - Transport Infrastructure Development Scheme - Safer Roads Sooner</td>
</tr>
<tr>
<td></td>
<td>Queensland Transport Strategy (draft)</td>
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<td></td>
<td>Transport and Main Roads Strategic Plan 2016–2020</td>
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<tr>
<td><strong>Local</strong></td>
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<td></td>
<td>Vision statements</td>
<td>Planning schemes</td>
<td>Local government infrastructure plans</td>
<td>Local roads projects</td>
</tr>
<tr>
<td></td>
<td>Strategic/corporate plans</td>
<td>Local area plans</td>
<td>Local government investment and works programs</td>
<td>Bikeway and footpath projects</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local transport plans</td>
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</tbody>
</table>
1.4 Alignment with the **State Infrastructure Plan**

The *State Infrastructure Plan* outlines the Queensland Government’s strategic direction for the planning, investment and delivery of infrastructure throughout Queensland. This Regional Transport Plan applies the transport policy objectives of the *State Infrastructure Plan* at a regional level.

The Queensland Government’s strategic direction for transport infrastructure is expressed by the *State Infrastructure Plan* responses (Table 2). Accordingly, many of the planning actions in this Plan respond to these with a particular focus on improving supply chains, safer connections between regional centres and better use of data and technology.

**Table 2: State Infrastructure Plan responses (Part A, p52)**

<table>
<thead>
<tr>
<th>Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Focus on maintenance and rehabilitation of existing infrastructure to reduce the long-term cost of repair and improve network resilience.</td>
</tr>
<tr>
<td>Unlock the potential of critical supply chains by identifying and improving the freight network.</td>
</tr>
<tr>
<td>Seek innovation and technology solutions to create a better performing and lower emissions transport system.</td>
</tr>
<tr>
<td>Digitally connected smart infrastructure to improve capacity, safety and security.</td>
</tr>
<tr>
<td>Connect regional communities with access to essential services and opportunities.</td>
</tr>
</tbody>
</table>

1.5 Alignment with the **Transport Coordination Plan**

The *Transport Coordination Plan 2017–2027* (TCP) provides a strategic framework for the planning and management of transport resources in Queensland over a 10-year timeframe. The TCP was developed in accordance with the requirements of the *Transport Planning and Coordination Act 1994* and identifies the high-level objectives for transport in Queensland, across five key areas:

- **Customer experience and affordability** – transport meets the needs of all Queenslanders, now and into the future.
- **Community connectivity** – transport connects communities to employment and vital services.
- **Efficiency and productivity** – transport facilitates the efficient movement of people and freight to grow Queensland’s economy.
- **Safety and security** – transport is safe and secure for customers and goods.
- **Environment and sustainability** – transport contributes to a cleaner, healthier and more liveable environment and is resilient to Queensland’s weather extremes.

The TCP is the overarching medium-term strategic document that provides guidance and direction for more detailed transport strategies and plans produced by Transport and Main Roads, such as Regional Transport Plans and modal strategies. The TCP is consistent with the Queensland Government’s overall strategic planning for Queensland, including the government’s objectives for the community and the *State Infrastructure Plan*.

The system-wide transport objectives articulated in the TCP have informed the South West region’s priorities and corresponding transport objectives, actions and measures of success. The TCP’s transport KPIs have provided a means to measure the impact the Regional Transport Plan has on the region’s transport system and what this means for customers, the community, the economy and the environment.

1.6 Alignment with the **State Planning Policy**

The *State Planning Policy 2017* outlines the Queensland Government’s interests in land use planning and development for Queensland. It identifies and seeks to protect through the planning framework three state transport interests: state transport infrastructure, strategic airports and aviation facilities, and strategic ports.

The *State Planning Policy* identifies the Roma Airport as a strategic airport within the South West region.
1.7 Alignment with regional planning

The Department of State Development, Manufacturing, Infrastructure and Planning has authority over three relevant statutory regional plans which apply to local governments across the region. These are:

- **South West Regional Plan 2009**
- **Maranoa-Balonne Regional Plan 2009**
- **Darling Downs Regional Plan 2013**

The South West Regional Plan covers the local government areas of Bulloo, Murweh, Paroo and Quilpie. Darling Downs Regional Plan covers the local government areas of Balonne and Maranoa. It also includes Goondiwindi, Southern Downs, Toowoomba and Western Downs local government areas, which are included as part of the Darling Downs Regional Transport Plan. The Maranoa–Balonne Regional Plan covers the Maranoa and Balonne local government areas.

Recognising that local government is best placed to undertake local planning, these regional plans will not respond to all matters in the region but will play a focussed role in addressing and resolving competing state interests on a regional scale.

Collectively, this Plan and the regional plans will work together towards achieving shared goals and objectives for transport through complementary land use and transport initiatives that:

- integrate land use, transport and economic activity
- support quality lifestyle options for residents
- enhance the identity of regional communities, providing the required infrastructure and services
- protect agricultural land and regional landscapes while supporting the co-existence of other emerging opportunities, such as natural resource production
- create a more sustainable future.

Other regionally significant plans and initiatives

Statutory regional plans are part of a suite of policies and legislative instruments that guide land use planning and development. Other regionally specific plans that have informed this Regional Transport Plan include the following:

- the Department of State Development, Manufacturing, Infrastructure and Planning’s Regional priorities and economic development initiatives as at 10 August 2017; Darling Downs Economic and Infrastructure Framework 2013 (covers South West); and Surat Basin Regional Planning Framework
- Regional Development Australia’s Darling Downs and South West Inc: Regional Roadmap 2016–2020; and Darling Downs and South West Economic and Social Development Strategy
1.8 Achievements to date

Transport and Main Roads has reflected on the transport principles outlined in the regional plans that apply to the South West region, along with other strategic direction setting documents, and delivered the following transport network improvements in the region:

Multi-modal freight movement
- Facilitated movement of cattle by rail from Quilpie, Charleville, Morven, Roma and Mitchell to Oakey with the upgrade of Oakey beef rail facilities.

Warrego Highway
- Widening a 6.2-kilometre section of the Warrego Highway at Amby, as part of the upgrade of the Warrego Highway between Roma and Mitchell to allow Type 2 road train access under the Nation Building Program, jointly funded by the Australian Government and Queensland Government.

Natural Disaster Relief and Recovery Arrangements (NDRRA) Program
- Repairs to flood damaged roads across the region as part of the NDRRA program, jointly funded by the Australian Government and Queensland Government.

Active transport
- *Downs South West Principal Cycle Network Plan* and Priority Route Map for Roma developed in collaboration with local governments.

Infrastructure upgrades and rehabilitation
- Widening, sealing and realigning a two-kilometre section of Wallumbilla South Road.
- Paving and sealing works on various sections of Roma–Taroom Road to complete bitumen sealing of this road.
- Realignment of sub-standard curves on the Noondoo–Thallon Road.
- Upgrading a section of the Carnarvon Highway, 40 kilometres north of Injune.
- Strengthening and widening of high priority sections of the Diamantina Developmental Road, between Charleville and Windorah. Widening priority sections of the Bulloo Developmental Road, between Cunnamulla and Thargomindah.
- Strengthening and widening of high priority sections of the Balonne Highway, between Bollon and Cunnamulla.
- Widening of high priority sections of the Mitchell Highway, between Barringun and Cunnamulla.
- Culvert replacement on the Landsborough Highway, between Augathella and Tambo.
- Strengthening the Paroo River approaches, Bulloo Channel and Bulloo River Bridges.
- Replacement of a large culvert on the Carnarvon Highway, between St George and Surat.

Bridges
- Replacement of the Maranoa River Bridge at Mitchell, jointly funded by the Australian Government and Queensland Government.
- Replacement of a bridge at Yuleba Creek on Roma–Condamine Road.
- Replacement of the timber bridge at Snake Creek, on the Roma–Condamine Road.

Rest areas
- Construction of two new rest areas on the Carnarvon Highway, between St George and Rolleston.
- Construction of a new rest area at the intersection of the Diamantina Developmental Road and Cooper Developmental Road.
- Construction of a new rest area on the Mitchell Highway (Barringun–Cunnamulla).

Caravans parked at Hebel
1.9 Developing Regional Transport Plans

Planning principles

All levels of government routinely face increasing pressure to fund more public services and infrastructure in order to meet community expectations. Funding is limited, so competing priorities must be continually balanced.

Regional Transport Plans will help to achieve this in several ways:

- by establishing the region-centric planning that leads to good investment decisions – a focus at this level helps to ensure that funds are prioritised to meet regional needs and customer expectations
- by promoting consideration of non-infrastructure solutions for regional priorities which are often more cost-effective than building new infrastructure
- by helping to identify and align cross-agency priorities and actions to promote efficient and coordinated planning and investment.

In the context of constrained funding, Regional Transport Plans are being developed with the view that solutions to transport challenges and customer needs are not always about building new or expanding existing infrastructure, but include identifying new and innovative ways to do more with less. The best outcome may not be a new road or other type of transport facility. Instead, it may be modification of an existing asset, for example, reconfiguring a road to accommodate bicycle or bus lanes.

Consideration of lower cost and non-infrastructure solutions within planning and investment decision-making processes ensures we are getting the most from our existing assets and using infrastructure smarter and more efficiently than before. Identifying shared goals and partnership opportunities across government and the private sector positions the region to leverage collective expertise and resources to achieve more with available funding. The department’s approach to identifying, prioritising and investing in transport system solutions aligns to the State Infrastructure Plan’s options assessment approach as shown in Figure 2.

Department of Transport and Main Roads approach to transport system investment

<table>
<thead>
<tr>
<th>1. Run</th>
<th>1. REFORM Improving service performance through an amendment of existing institutions and laws.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Maintain</td>
<td>2. BETTER USE Improving service performance by influencing demand (i.e. not building new capacity).</td>
</tr>
<tr>
<td>+</td>
<td>3. IMPROVE EXISTING Improving service performance through relatively (compared to new) low cost capital works that augments existing infrastructure.</td>
</tr>
<tr>
<td>Low cost and non-infrastructure solutions (Smarter solutions: network optimisation framework)</td>
<td>4. NEW Construction of new infrastructure.</td>
</tr>
<tr>
<td>3. Build and expand</td>
<td></td>
</tr>
</tbody>
</table>

Figure 2: Alignment between the departmental and government approaches to infrastructure investment

- Changes to governance arrangements, organisational structure and culture, service delivery models and cross-agency planning.
- Regulatory change, safety and environmental standards, land-use planning controls, access regimes and licensing.
- Reform initiatives such as the personalised transport framework which seeks to ensure that Queenslanders have access to safe, reliable and affordable personalised transport services into the future.
- Demand management, pricing, influencing user behaviour and expectations.
- Digital technology for example, smartcards and intelligent transport systems such as signal coordination and incident management systems.
- Smart infrastructure with embedded sensors to optimise maintenance and replacement.
- Rail signal movements and bus priority.
- Road widening, such as to accommodate vehicle lanes, bus lanes and cycle lanes, and rail line duplication.
- Intersection upgrade, focusing on pinch points.
- Construction of new assets following the elimination of less capital intensive options.
Process

The Plan was developed with a ‘customer-first’ and ‘one network’ approach. Early engagement with customers, stakeholders and partners was vital to identify and understand the region’s issues, challenges, opportunities, goals and priorities for taking action. Key stages in the development process are set out below.

- Early engagement with partners, stakeholders and customers through meetings and workshops to understand regional goals, challenges and opportunities
- Review of relevant strategies, plans and policies to establish a holistic understanding of transport objectives and desired regional transport outcomes
- Analysis of economic and population trends to understand key drivers underpinning future transport needs
- Collaborative development of priorities and actions to set a framework for future planning and delivery partnerships

Roma Saleyards truck wash
Customer-first approach

A ‘customer-first’ approach is about being conscious of how customers experience the transport system, and being willing to change the way we do things to improve that experience. It also means viewing the transport system as customers do: as ‘one network’, with little perceivable difference between the various parts provided or managed by the different levels of government.

Transport and Main Roads’ customer-first approach is central to the way it does business. The approach is about shaping deliverables and services with customers in mind, co-designing solutions that embrace the future and communicating effectively and meaningfully.

One network

Regional Transport Plans are developed on the basis that the transport system operates as ‘one network’.

Working and collaborating with all relevant transport system stakeholders to develop this Plan ensures planning priorities for the regional transport system are considered as a whole.

Transport and Main Roads will continue to partner with local governments and transport operators to continuously improve the transport system and the experiences of our customers.

Engaging with our customers

To achieve a ‘one network’ approach, the department involved customer representatives early in the development of all Regional Transport Plans and engaged and developed content in partnership with local government and other government agencies. To inform the development of this plan, representatives were selected from different locations in the region, covering a range of sectors and interests, including agriculture, mining, health, tourism to small business. To gain customer input, the department hosted workshops and facilitated a number of meetings and one-on-one interviews. Some of the key issues that emerged from this engagement included:

- the importance freight plays in support of the region’s economy
- connecting the towns and people across a vast, predominantly rural region
- transport system resilience and responsiveness to weather events, including floods and drought
- the safety of people travelling across a vast region
- the importance of the tourism industry to the region.

This input from customers has informed the priorities and actions identified in this Plan.

Structure

The document comprises five chapters covering an introduction, setting the scene, planning context, transport response and implementation. The sequence and content of chapters reflects the development and implementation stages for the Plan.

- Chapter 1 introduces the purpose, scope and strategic alignment of the Regional Transport Plan.
- Chapter 2 provides an overview of the region’s community, economy and transport system.
- Chapter 3 describes the region’s goals, challenges and opportunities and their relationship to transport.
- Chapter 4 sets out the priorities, objectives and actions for shaping the transport system over the next 15 years.
- Chapter 5 outlines the Plan’s implementation and review process.

Table 3 outlines the key components of the Regional Transport Plan.
Table 3: Structure of the South West Regional Transport Plan

<table>
<thead>
<tr>
<th>STRATEGIC CONTEXT</th>
<th>PLANNING CONTEXT</th>
<th>SHAPING TRANSPORT TO ACHIEVE REGIONAL GOALS</th>
<th>TRANSPORT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOALS</td>
<td>CHALLENGES</td>
<td>OPPORTUNITIES</td>
<td>ROLE OF TRANSPORT</td>
</tr>
<tr>
<td>A diverse economy, where resilient and adaptable infrastructure connects people and business.</td>
<td>Economic sustainability.</td>
<td>Enhancing agricultural productivity.</td>
<td>A transport system that supports economic development through efficient access to local and global markets.</td>
</tr>
<tr>
<td>An inclusive region with a sense of community, where people can safely and reliably access essential services.</td>
<td>Attracting and retaining residents, including skilled workers.</td>
<td>Improving access to global markets.</td>
<td>A transport system that enhances liveability through connected communities.</td>
</tr>
<tr>
<td>Sustainable management of natural resources, environment and cultural heritage.</td>
<td>Connecting the region’s dispersed and remote communities to essential services.</td>
<td>Harnessing new technology and digital connectivity across the region.</td>
<td>A safer transport system.</td>
</tr>
<tr>
<td></td>
<td>Impacts of weather.</td>
<td>Economic projects and initiatives.</td>
<td>A resilient and responsive transport system.</td>
</tr>
<tr>
<td></td>
<td>Road safety.</td>
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</tbody>
</table>

Chapter 2 provides an overview of the key characteristics of the communities that make up South West, and the different elements of the region’s current transport system across all modes, networks and services.

Chapter 3 details the goals, challenges and opportunities that are the main drivers for establishing the region’s transport priorities and actions. Review of existing planning, analysis of information, and consultation with customers were key steps in defining the goals, challenges and opportunities.

Chapter 4 sets out the transport response to achieving regional goals, addressing challenges and supporting opportunities. The transport priorities express the regional goals with a transport system focus. The priorities set the high-level direction for framing objectives, measures of success and actions.

Transport objectives describe the desired future state for transport in meeting the region’s goals and transport priorities. Meeting each objective through taking action will result in real and measurable outcomes or ‘measures of success’ that can be tracked to indicate progress over time.

The majority of actions identify the Queensland Government’s strategic intent for taking the critical steps in the short-term towards achieving the transport objectives and regional goals over the indicative 15-year life of the Plan. Medium/long-term actions identify possible responses to emerging or potential future transport planning needs.

Actions are led by the Queensland Government, however many will involve partnerships and collaboration with industry and community.

Chapter 5 outlines the approach for delivering in partnership to implement the Plan. It also sets out the framework for monitoring and review.
2.

The South West Region
2.1 Region overview

### Key Features of the Regional Economy:

- The agriculture, forestry, and fishing industry employs the greatest amount of people (2,700 jobs at 2016).
- The construction industry has the greatest output of all industries across the region ($1,597 million).
- The mining industry adds the greatest value to the economy ($765.8 million) and produces the most exports ($1,186 million) across the region.
- Over the three years prior to 2016, there was a 13.4% increase in the number of visitors to the region and a 24.1% increase in holiday makers, driven largely by the grey-nomad tourism market.*

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Local government areas

Balonne is located in the south-east of the region, bordering the Darling Downs region. The local government area has 2589 jobs and 945 businesses and contributes $315 million to the gross regional product, the highest in the region.9

The highest employment industry is agriculture, forestry and fishery which accounts for 34.3 per cent, followed by health care and social assistance with 12.1 per cent and retail trade at 9.2 per cent.

Key exports include cotton and grain. Cotton grown around St George and Dirranbandi is consolidated in local cotton gins, then transported east for export by road and rail. Grain which is predominantly grown in the eastern areas of the region is consolidated in Roma and Thallon before being transported east by road and rail.

Major road connections converge in St George including Moonie Highway (east to the Darling Downs region), Camarvon Highway (north to Surat and Roma, south to New South Wales), Balonne Highway (west to Cunnamulla), St George Dirranbandi Road (south to Dirranbandi) and Mitchell St George Road (north to Mitchell).

Bulloo is located in the far south-west corner of the region and borders both South Australia and New South Wales. The local government area has 370 jobs and 202 businesses and contributes $277 million to gross regional product.10

Employment in public administration and safety accounts for 21.9 per cent of employment. Mining accounts for 21.6 per cent followed by agriculture, forestry and fishery at 19.4 per cent.

Natural/coal seam gas extracted throughout the region is piped to Gladstone or South Australia.11,12

Bulloo Development Road connects from Thargomindah to Cunnamulla in the east. Thargomindah is connected to Quilpie in the north via the Quilpie-Thargomindah Road, as well as via a westerly connection from Bundeena Road connecting through to Diamantina Developmental Road via Eromanga.

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10 Ibid.
Introduction

Goals, challenges and opportunities

The South West Region

**MARWEH SHIRE COUNCIL**
Charleville, Augathella

Murweh is located in the centre of the region and is bordered by the Central West and Fitzroy regions to the north. The local government area has 2639 jobs and 640 businesses and contributes $286 million to gross regional product.16

The highest employment industry is agriculture, forestry and fishing (17.5 per cent) followed by health care and social assistance (10.1 per cent) and public administration safety (7.8 per cent).

Cattle are transported by road to the Roma Saleyards for either consolidation or transfer to eastbound rail services or by road to local pastures. Cotton grown around Roma is transported by road to cotton gins in St George and the Darling Downs, then transported east for export by road and rail.

Grain which is predominantly grown in the eastern areas of the region is consolidated in Roma before being transported east by both road and rail. Natural/coal seam gas extracted throughout the region is piped to Gladstone or South Australia.14,15

The Warrego (east-west) and Carnarvon (north-south) highways traverse the area through Roma. The Mitchell St George Road is also a key state-controlled road connecting Mitchell with St George to the south. The Surat Development Road provides a connection from Surat to the Darling Downs region in the east.

**MARWEA REGIONAL COUNCIL**
Roma, Augathella

Marweh is located in the north-east of the region, bordering the Darling Downs region. The local government area has 8498 jobs and 2512 businesses and contributes $150 million to gross regional product.13

The highest employment industry is agriculture, forestry and fishing (17.5 per cent) followed by health care and social assistance (10.1 per cent) and public administration safety (7.8 per cent).

Cattle are transported by road to the Roma Saleyards for either consolidation or transfer to eastbound rail services or by road to local pastures. Cotton grown around Roma is transported by road to cotton gins in St George and the Darling Downs, then transported east for export by road and rail.

Grain which is predominantly grown in the eastern areas of the region is consolidated in Roma before being transported east by both road and rail. Natural/coal seam gas extracted throughout the region is piped to Gladstone or South Australia.14,15

The Warrego (east-west) and Carnarvon (north-south) highways traverse the area through Roma. The Mitchell St George Road is also a key state-controlled road connecting Mitchell with St George to the south. The Surat Development Road provides a connection from Surat to the Darling Downs region in the east.

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Local government areas and population centres

**PAROO SHIRE COUNCIL**

Cunnamulla

Paroo is located to the south of the region and is bordered by New South Wales. The local government area has 953 jobs and 130 businesses and contributes $95 million to gross regional product.\(^\text{17}\)

Agriculture, forestry and fishing accounts for 29.6 per cent of employment, followed by public administration and safety with 13.4 per cent and health care and social assistance with 10.2 per cent.

The area’s major north-south and east-west road connections run through Cunnamulla. These are the Balonne Highway to the east, Adventure Way/Bulloo Development Road to the west, and the Mitchell Highway north to Charleville and south to New South Wales.

**QUILPIE SHIRE COUNCIL**

Quilpie

Quilpie is located in the north-west of the region and is bordered by the Central West region to the north. The local government area has 671 jobs and 187 businesses and contributes $146 million in gross regional product.\(^\text{18}\)

Employment is highly specialised around agriculture, forestry and fisheries, accounting for 26 per cent of employment. Public administration and safety accounts for 12.7 per cent with education and training accounting for 9.1 per cent.

The Diamantina Developmental Road connects Quilpie to Charleville in the east and Windorah in the north-west. Quilpie is also connected to Charleville by rail. Quilpie Road connects to Thargomindah in the south. Cattle bred in the western and eastern areas of the region are transported to Quilpie by road for consolidation before transfer to eastbound rail services. Natural/coal seam gas is extracted in the area which is piped to Gladstone or South Australia.\(^\text{19,20}\)

**SOUTH WEST REGION TOTAL**

2016 estimated resident population: 24,678

2036 projected population: 27,964

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\(^{18}\) Ibid


2.2 Transport network

An overview of the region’s transport network and location of key services is shown in Figure 3.

Figure 3: Overview of the South West region’s transport network and key services in the region

Charleville train station
Major roads are key to the freight network

**Major rural centres include:**
- St George
- Charleville
- Cunnamulla
- Thargomindah
- Quilpie

Roma is the region’s major regional activity centre and key freight centre

The transport network is key to supporting agriculture

Toowoomba is the nearest referring hospital approx. 350 km from Roma

Bus services run from Roma, Cunnamulla and Habel, St George and Charleville to major centres (services vary from two times per week to daily)

School bus services operate within the region

Bluecare provides some transport services to the elderly and disabled

The Western and South Western rail systems connect to key transport nodes and towns

The Landsborough, Warrego, Mitchell and Carnarvon highways are state strategic touring routes

Heavy rainfall is a disruptor of transport in the region. Moenie River system flooding resulted in road closures in excess of 20 days for three consecutive wet seasons between 2009 and 2012.

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>59%</td>
<td>Of workers travel to work by car</td>
</tr>
<tr>
<td>22%</td>
<td>Of workers do not travel, or need to travel, to work</td>
</tr>
<tr>
<td>9.1%</td>
<td>Of workers walk to work</td>
</tr>
</tbody>
</table>

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23 ibid
24 ibid
The movement of people and goods across the region is highly dependent on the road network. Private vehicle transport is the primary mode for commuter travel for all trip purposes. Private vehicle dependence is largely due to the long distances between centres, the dispersed low-density settlement pattern across the region and lack of viable alternative transport options.

Key national, state-controlled and local roads in the region can be seen in Figure 3. The Warrego and Landsborough highways, which connect through Roma to the east and through Augathella to the north are designated as part of the National Land Transport Network and given high maintenance priority by the Queensland Government.26

Most of the region’s freight is carried by road. It is either consolidated in Roma or carried through Roma and further east. The Heavy Vehicle National Law 2012 governs the operations of all vehicles over 4.5 tonnes in gross vehicle mass.

Distance and existing road standards influence the type of freight vehicle used. Typically, more remote areas can carry larger road freight vehicles due to lower passenger vehicle traffic volumes. However, the safety and quality of the road infrastructure does affect this. As shown in Figure 4, the region has a mix of roads suitable for Type 1 and Type 2 road trains.

### Air transport

The region is served by state-regulated and subsidised air services to ensure affordable and sustainable passenger and freight air services. These provide remote communities with important access to economic, medical, educational and social opportunities. The key regional airports of Ballera, Quilpie, Thargomindah, Charleville, Cunnamulla, Dirranbandi and Roma are maintained by regional councils.

Roma is designated as a Strategic Airport in the State Planning Policy and is the busiest airport with an annual patronage of approximately 136,000 in 2012.27

### Rail

The region is served by Queensland Rail’s Western and South Western rail system. The movement of commodities and freight is the main function of the region’s rail network.

The Western rail system runs between Miles and Cunnamulla via Charleville including branch lines. The system spans 1082 kilometres. A spur line, known as the Great Western Line, runs between Westgate and Quilpie. Services on the 184 kilometre section from Westgate to Cunnamulla were suspended in 2014 due to damaged rail infrastructure following a major explosion on the Mitchell Highway bridge over Angellala Creek running parallel to the rail line. The Western rail system connects with the West Moreton rail system at Miles continuing eastward to Brisbane. Thallon is served by the South Western rail system connecting Goondiwindi and Warwick to destinations east.28

Rail freight is operated by Aurizon. Major commodities transported include coal (from the Surat Basin to the Port of Brisbane), grain and livestock.29 Livestock is transported by rail to the Port of Brisbane to Dinmore and Holmview in South East Queensland.

As illustrated in Figure 4, rail is a significant ancillary transport solution for cattle movements and coal further east. It connects the far western towns of Quilpie and Cunnamulla through Charleville, Roma and Dalby. However, line efficiency is impacted by the need to change locomotives at Charleville due to differing axle load limits east and west of the town.

The Westlander service, operated by Queensland Rail, provides a twice weekly passenger rail service from Brisbane to Charleville via Toowoomba.

### Passenger transport

Passenger transport services are limited by the remoteness and small size of communities within the region. Current services include long-distance buses, school buses, the Westlander passenger train and taxi services in Charleville and Roma.

Due to the limitations of public passenger services, all long-distance passenger bus services, connecting rail bus and passenger rail services are currently subsidised by the Queensland Government.

Some school bus services operate across the region and are run by various local operators to various primary and secondary schools.

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27 Ibid
29 Ibid
28 Ibid
Active transport

Some towns and centres have dedicated walking and cycling infrastructure, such as on-road cycle lanes, shared footpaths and recreational walking and cycling trails. In addition, towns generally have wider roads and surrounding road reserves to provide informal spaces for walking and cycling.

Roma has a Principal Cycle Network Plan and Priority Route Map, which articulates the desired intent for cycling in the town.

Boating

The South West region has several dams and weirs, which are used for recreational purposes. There are four dedicated boating facilities owned and maintained by Transport and Main Roads.\(^30\)

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Road train on Main Street, Mitchell
3. Goals, challenges and opportunities
3.1 Goals

Goals describe the region’s desired economic, social and environmental outcomes that set the direction for all planning activities and initiatives in the region, not just for transport. Transport and Main Roads has engaged with the region’s local governments, industry representatives and other state agencies to understand the high level goals for the region’s future development.

Goals were developed for the Regional Transport Plan based on a review of local, regional, state and national planning documents, and directions set by stakeholders. Goals help frame the priorities and actions for transport towards achieving regionally specific outcomes for the community, economy and environment.

The relationship between goals and priorities is presented in Figure 5. Priorities are the transport response to the region’s goals in the context of addressing challenges and supporting opportunities that present.

**SOUTH WEST REGIONAL TRANSPORT PLAN GOALS**

- A diverse economy, where resilient and adaptable infrastructure connects people and business
- An inclusive region with a sense of community, where people can safely and reliably access essential services
- Sustainable management of natural resources, environment and cultural heritage

**PLANNING CONTEXT**

**TRANSPORT PRIORITIES**

**PRIORITY 1**
- A transport system that supports economic development through efficient access to local and global markets

**PRIORITY 2**
- A transport system that enhances liveability through connected communities

**PRIORITY 3**
- A safer transport system

**PRIORITY 4**
- A resilient and responsive transport system

Figure 5: Regional goals and relationship to transport priorities
3.2 Challenges

Economic sustainability

There is a strong correlation between employment growth and population growth, with regional populations heavily dependent on local employment. Agriculture is the main economic driver, comprising almost 30 per cent of Gross Value Added* to the regional economy in 2011,33 and employing 2700 people or 21.4 per cent of the region’s workforce.32 However, agriculture experienced the greatest decline in employment among major industries in the region between 2001 and 2011, partially due to increased productivity and several drought years during the early 2000s.33 This trend is forecast to continue, albeit at a more moderate pace.

Although the region has significant oil and gas deposits in the Cooper and Surat basins, this has not translated into correspondingly high levels of stable employment, partly due to the transition from a development to an operations phase, which requires less labour.34 These trends, together with the region’s rural setting, make economic sustainability a key challenge. A reliable, efficient and digitally optimised supply chain for produce to reach domestic locations and key international gateways is one way the transport system can support economic development in these sectors as well as others.35

Attracting and retaining residents, including skilled workers

The region is anticipated to experience slow population growth over the next 20 years, and some local government area populations are anticipated to decline. At the same time, it is experiencing a faster increase in the percentage of aged residents. This suggests young residents and families may be leaving or not moving to the area.36 Slow or no population growth together with an ageing population in already small communities could reduce the size of the available workforce and have a flow-on impact to the services available in these areas.

It limits the skills and knowledge pool available in the region and the number of people who can participate in the economy, develop business opportunities and respond to future economic change.37 The ageing population also places pressure on healthcare and social services.38 The region’s general remoteness can also make it difficult to attract additional residents. The availability of local jobs that support the region’s long-term sustainability is pivotal.

Factors such as well-designed main streets through towns and a transport system with quality digital and physical connections can help support attraction and retention of workers.

Connecting the region’s dispersed and remote communities to essential services

Long travel distances can make it difficult for people living in rural or remote areas to access the same standard of services as urban residents. For instance, the average cost per incident in the South West region to the Queensland Ambulance Service is $1613, which is the third highest of all regions in Queensland. This amount is two to three times that of urban regions along the coast.39

Where daily travel to school is not practical, distance education is available. However, this requires digital infrastructure such as reliable internet and telecommunications, which is not currently available in all communities.40

Service delivery methods in remote areas need to adapt to respond to the lack of supporting infrastructure, low-cost recovery and high-cost relative to more populated centres.

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*Note: An economic term which means how much additional economic input the sector creates for the local region, after allowing for all the industries’ inputs like labour and machinery and inputs like fertilisers, water, feed and seed.
**Impacts of weather**

Between 2011 and 2016 there have been 45 extreme weather events in Queensland, which have caused $13 billion in damage to public assets and infrastructure.\(^{41}\) The South West region is susceptible to extreme weather events such as drought and flooding.\(^{42}\)

Climate change exacerbates the effects of weather events on rural, regional and remote communities, compounding service and infrastructure accessibility difficulties, and adversely impacting the weather-dependent agricultural sector.

It is projected that the region will experience rising temperatures, more frequent hot days, reduced rainfall in some areas, more variability in rainfall and more intense heavy rainfall events. Flooding has a considerable effect on infrastructure, particularly in remote areas, and can make roads impassable and unsafe. This can result in lost time and poor reliability, impacting freight productivity and transport system customers generally. Flooding events can lead to delays and increased supply chain costs. Figure 6 highlights flood points on key routes.

**Protracted periods of temperatures above a road’s design specifications can lead to bitumen degradation, impacting the capacity, structural integrity and safety of the road.\(^{43}\)** This is also the case for rail lines. Such impacts can increase maintenance costs or accelerate replacement or upgrade requirements.

**Road safety**

Driver safety in a large region like South West is a significant issue. In 2016, there were five fatalities in the region. This represents approximately two fatalities for every 10,000 residents compared to 0.6 fatalities for every 10,000 residents statewide.\(^{44}\)

Driver safety is primarily an issue on the Warrego and Carnarvon highways, which have a high number of crashes relative to the other roads.\(^{45}\)

In addition, the horticultural production season (May to December) coincides with the annual tourist season, resulting in increased caravan traffic which can lead to conflict on the road and increased incidents.

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\(^{45}\) Ibid
3.3 Opportunities

Enhancing agricultural productivity

Increasing agricultural productivity can ensure the industry maintains its share of economic activity in the region.\(^{46}\)

The strength of the region’s agriculture sector creates productivity and leverages opportunities. These include:

- Market access channels and the integration of new farming technologies that can increase agricultural productivity and the value of its outputs.\(^{47}\)
- Stronger regional and statewide transport links which may help develop more productive export chains.
- Productivity and supply chain improvements, including post-farm processes that can convert basic commodities into higher value products.\(^{48}\)
- Digital agriculture to optimise freight efficiency and minimise transit times.\(^{49}\) By sharing production locations and volumes, logistics providers can optimise their fleet allocation and routing to bring fresh produce to market faster, increasing the export value of the region’s produce.

Improving access to global markets

The region is positioned to respond to increasing demand for high-quality agricultural products from developing markets, especially those in Asia. Asia is an important trading partner and demand will likely continue due to population growth, increasing incomes and ongoing national responses to food security and reliability.\(^{51}\)

China has a growing middle-class that is increasingly conscious of consuming safe, high-quality produce.\(^{52}\) Queensland, including the South West, has strengths in terms of product quality, safety and sustainability, characteristics that resonate in China.\(^{53}\)

The cattle industry in the South West region has significant export potential. The South West and Darling Downs regions together carry approximately 22 per cent of Queensland’s cattle, and two of Australia’s closest neighbours (Indonesia and Vietnam) are currently the largest importers of live cattle.\(^{54}\)

Major transport projects adjacent to the region, such as the Toowoomba Second Range Crossing, Toowoomba Wellcamp Airport and planning for Inland Rail, can improve freight productivity and supply chain efficiency, which improve access to global markets.\(^{55}\)

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Harnessing new technology and digital connectivity across the region

Harnessing new technologies and providing reliable mobile network access can significantly improve community and business connectivity.

As digital platforms improve it may contribute to reducing long distance travel requirements of residents accessing health, education and consumer services. This provides significant time, productivity and safety benefits for South West residents.

Digital connectivity between assets, service providers and customers can also improve the safety and management of the region’s transport network. Investment in technologies can enable the region to make better use of its existing infrastructure and facilitate better solutions to existing problems. For example, new technologies could improve the efficiency of road network management during and after flood events.

By determining the fastest routes to market or monitoring traffic counts, incidents and faults, decision-makers can make informed decisions about the key road corridors to upgrade and travellers could be forewarned about incidents, enabling them to make alternate arrangements.

Digital transformation is also enabling vast amounts of data to be captured and analysed. Harnessing and implementing new technologies can enable more evidence-based decisions and improve business outcomes throughout the region’s supply chain, from primary industry, logistics and freight, through to end-user consumption.

Expanding the tourism market

The tourism sector in the South West region is less mature compared to other regions across Queensland due to its remoteness and lack of through-traffic. An opportunity exists to grow this sector, particularly given its high-value scenic and natural amenity including landscapes and national parks, rural experiences, cultural and historic sites and regional events, for instance the Natural Science's iconic driving route.

In the three years to 2016, there was a 13.4 per cent increase in the number of visitors to the region and a 24.1 per cent increase in holiday makers, driven largely by the “grey nomad” tourism market. This presents a strong base to increase customer reach.

Recent and ongoing improvements to economic infrastructure, including telecommunications connections, will also enhance commercial growth and investment and tourism in the region, by improving mobile phone coverage and internet connections.

Transport and Main Roads asset management

Transport and Main Roads (TMR) will be implementing a Program of Work to replace its legacy asset management information systems with a contemporary solution across all transport infrastructure assets to support integrated asset management. This will enable TMR to share common asset data practices and will leverage, where practicable, other data initiatives such as Building Information Modelling (BIM) and Austroads Data Harmonisation project.

Cobb and Co Changing Station, Surat

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59 Ibid
ECONOMIC PROJECTS AND INITIATIVES

There are several economic projects which have either commenced or are proposed in the South West that may influence transport planning and provide opportunities within the region. Some of these include:

- Roma Saleyards and multi-purpose precinct upgrade, funded by the Department of State Development, Manufacturing, Infrastructure and Planning and Maranoa Regional Council.

- Airport runway and terminal projects in St George, Roma and Thargomindah totalling $5.9 million to increase air travel capacity for freight and passenger services.

- Charleville industrial precinct development project for 17 new industrial sites to develop a strategic base for supply chain services associated with regional natural resources activity and cattle industry. The project is funded by the Department of State Development, Manufacturing, Infrastructure and Planning and Murweh Shire Council.

- Charleville West water supply project to increase service resilience in flooding events and facilitate capacity for up to 100 new developments west of the river. The project is funded by the Department of State Development, Manufacturing, Infrastructure and Planning and Murweh Shire Council.

- Water treatment and supply projects in Cunnamulla funded by the Department of State Development, Manufacturing, Infrastructure and Planning and Paroo Shire Council to increase service reliability and provide capacity for expansion.

- Development of a $3 million museum in Eromanga, funded by Department of State Development, Manufacturing, Infrastructure and Planning and Quilpie Shire Council, which is expected to increase business and tourism.

Over size over mass vehicle
4. Priorities and actions
Priorities set the direction of the regions transport network over the next 15 years. They provide the overarching direction for the objectives and actions to achieve this. Collectively, the priorities, objectives and actions consider:

- the region’s goals
- the region’s challenges and opportunities
- the region’s transport task, including transport specific challenges
- existing policy requirements
- customer preferences.

In addition, customers were consulted on their desired future state for transport in the region. Key customer inputs are summarised in Figure 7 and have been grouped into three overarching themes that reflect customer feedback.

These themes and the associated customer inputs have assisted to inform the corresponding priorities, objectives and actions. Collectively, they portray the desired future state for transport in the region.

Actions are grouped into short-term and medium/long-term. Short-term actions identify the first critical steps needed to achieve the desired future state over the indicative 15-year life of the Plan. Medium/long-term actions identify possible responses to emerging or potential future transport planning needs. Actions will be reviewed and updated periodically as part of the implementation, monitoring and review process described in Chapter 5.

Actions are primarily planning and partnership initiatives to be further scoped, defined and programmed in collaboration with partners and stakeholders. Transport and Main Roads through its planning, investment, management, operations and maintenance of the transport network gives priority to improving safety for our customers.

Actions, and the subsequent project recommendations that follow, will inform future updates of investment plans and programs such as the State Infrastructure Plan, Queensland Transport and Roads Investment Program and other relevant service and infrastructure investment strategies across all levels of government and transport service providers.

Each action under the four priorities are linked to transport objectives and measures of success that will be used to indicate progress towards meeting the goals and priorities set out in this Plan. Transport objectives are key drivers for taking action. Actions link to achieving one or multiple objectives.

The relationship framework linking priorities, objectives and measures of success shown in Figure 8.

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Customers’ desired future state for transport

**Smart**
- Technology enabled
- Efficiency improvement
- Real-time information
- Digital asset management
- Affordability and value for money
- Enable economic development, such as through freight and tourism
- Better use of existing infrastructure

**Fit-for-purpose**
- High quality roads where needed
- Resilient and responsive system
- Safety appropriately prioritised
- Accessible
- Evolving in response to community changes
- Convenient

**Integrated**
- Multi-modal freight and passenger transport
- Collaboration across government and industry
- Coordination between physical and digital infrastructure
- Linking with other regions, such as Darling Downs and inter-state

*Figure 7: Customers’ desired future state for transport*
### Transport System

The safety of all transport system customers is our primary priority as we create a single integrated transport network accessible to everyone.

#### RTP Priorities

<table>
<thead>
<tr>
<th>Priority 1</th>
<th>Priority 2</th>
<th>Priority 3</th>
<th>Priority 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>A transport system that supports economic development through efficient access to local and global markets</td>
<td>A transport system that enhances liveability through connected communities</td>
<td>A safer transport system</td>
<td>A resilient and responsive transport system</td>
</tr>
</tbody>
</table>

#### Role of Transport

**Responding to the challenges of:**
- Economic sustainability
- Attracting skilled workers.

**Responding to opportunities for:**
- Enhancing agricultural productivity
- Access to global markets.

**By taking action to:**
- Prioritise infrastructure investment into key freight corridors that support the region’s economy
- Optimise supply chains where possible, through a fit-for-purpose approach to first and last mile access.

**By taking action to:**
- Responding to the challenges of:
  - Road safety.
- Responding to the opportunity for:
  - Harnessing technology.

**By taking action to:**
- Encourage safe travel behaviour
- Build, maintain and operate safe transport infrastructure and facilities.

#### Transport Objectives

1. Provide an adaptable and connected freight network that meets the region’s local and global distribution needs.
2. Provide a contestable freight system that can maximise efficiency gains.
3. Support the tourism sector via a well-connected, multi-modal transport network.
4. Design, construct, operate and maintain the transport system to be resilient to disruptions.
5. Minimise the environmental impacts of transport to support environmental sustainability and the continued protection of natural assets.
6. Adopt an integrated technology enabled response to minimise the impact of disruptions on customers.

**By taking action to:**
- Responding to the challenges of:
  - Community connectivity
- Responding to the challenge of:
  - Community connectivity

**Responding to the opportunities for:**
- Expanding tourism
- Harnessing technology.

**By taking action to:**
- Provide transport options for customers that fit the region’s context
- Connect communities across and outside the region
- Enhance regional amenity through high quality design and customer experience.

**By taking action to:**
- Minimise opportunities for crashes through education and infrastructure that keeps customers safe and secure.
- Leverage technology to enhance the safety of customers using the transport system.

### Measures of Success

- Freight productivity improves.
- Transport supports the regions tourist economy.
- Improved customer satisfaction ratings of transport facilities and quality of experience.
- Improved customer satisfaction ratings of transport facilities and quality of experience.
- Greater access and connectivity to places, services and information.
- Proportion of people choosing to walk, cycle and take public transport increases.
- Reduction in transport-related incidents, crashes, injuries and fatalities.
- Improvements in safety of the National Land Transport Network.
- Customers are able to safely access digital information on their journey.

**By taking action to:**
- Design and operate the transport system to minimise modal conflict.
- Minimise opportunities for crashes through education and infrastructure that keeps customers safe and secure.
- Leverage technology to enhance the safety of customers using the transport system.
- Minimise the impact of unplanned closures.
- Reduce emissions.
- Customers are able to safely access digital information on their journey.

**By taking action to:**
- Keep customers moving, as far as practicable, in spite of weather or incidents
- Deliver transport projects in line with best practice environmental standards and sustainability principles.

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Figure 8: Regional Transport Plan relationship framework linking priorities, objectives and measures of success
4.1 Priority 1: Supporting economic development

A transport system that supports economic development through efficient access to local and global markets.

The region’s long-term viability depends on supporting productivity and employment through economic development.

The South West region is a significant generator of freight activity due to the key roles agriculture and mining play in the local economy. Improved connectivity between the region’s freight generators and local and global markets will support enhanced productivity. Supply chain efficiencies enable goods and fresh produce to be brought to local and global markets faster, increasing the value of the region’s key exports.62

Tourism also relies heavily on the transport network. The Landsborough, Warrego, Mitchell and Carnarvon highways are identified as state strategic touring routes, however, they are also key freight routes. Balancing the needs of different users appropriately is key to support the co-existence of economic opportunities in the region.

This priority seeks to enhance economic development through:

- freight that can be transported on high-quality, fit-for-purpose corridors
- first- and last-mile access that supports the efficient distribution of goods. Where first- and last-mile investment is not feasible, alternate arrangements exist, such as access to consolidation centres
- producers, businesses and freight operators having a complete understanding of the multi-modal freight transport opportunities in the region
- a freight network that is contestable between modes to support overall supply chain optimisation
- growth in tourism facilitated by supporting easy access and use of the transport system by visitors
- planning for strategic transport and supply chain corridors that support regional productivity and access to markets.

Priority 1 aligns to:

- The Transport Coordination Plan’s objective for transport that facilitates the efficient movement of people and freight to grow Queensland’s economy.
- The State Infrastructure Plan’s focus on transport infrastructure that unlocks the potential of critical supply chains by identifying and improving the freight network.
- Regional planning aims to protect agricultural land and regional landscapes while supporting the co-existence of other emerging opportunities, such as natural resource production to help create a more sustainable future.

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Transport objectives and measures of success

Objective 1.1: Provide an adaptable and connected freight network that meets the region’s local and global distribution needs

The freight distribution needs of the region are driven by domestic and international demand for locally-produced goods. Coordinating the optimum freight system to support the region’s key industries requires a broader understanding of the local, state, national and international markets that drive the demand for goods to be produced in the region. Strategic planning that holistically considers the supply chain from producers through to end consumers will be key to support distribution needs.

Providing an adaptable and connected freight network will:

- support consolidation centres (for example the St George cotton gin and Quilpie cattle spelling yards), where appropriate, to enable greater economies of scale

- recommend the right supply chain improvements, including reforms to policy, making better use of existing infrastructure and constructing new infrastructure where required

- provide appropriate inter-regional and inter-state connectivity to:
  - the north-south inland freight corridor via the Carnarvon Highway
  - inter-modal facilities and industrial precincts such as the Charlton Wellcamp Enterprise Area
  - enable access for High Productivity Vehicles and Over Size Over Mass vehicles
  - identify opportunities to leverage technology and real-time data to support supply chain optimisation.

Major projects committed in QTRIP for the South West include:

- partial paving and sealing on Innaminka Road, linking with the Dig Tree Heritage site, Birdsville races, Innaminka National Park and Strzelecki Track.
- sealing priority sections of Quilpie-Adavale Road
- sealing sections of Hungerford Road
- pavement and widening works on the Carnarvon Highway at various locations.

Future planning identified in QTRIP for the South West includes:

- pavement widening and strengthening of various sections of the Carnarvon Highway
- pavement rehabilitation and infrastructure upgrades.

CASE STUDY: TRUCK SHARING TO IMPROVE SUPPLY CHAIN EFFICIENCY

Backed by Telstra, Australian start-up Freight Exchange uses a digital platform to connect shippers with carriers in real-time. Carriers can advertise spare capacity in their trucks from the centralised platform at no cost, creating efficiencies which enable them to offer cheaper shipping to regional and metropolitan centres.

'To date, this innovation has over 700 carriers and nearly 2000 business shippers. In the first 12 months of trading, Freight Exchange has helped to get many hundreds of trucks off the roads, as well as reduced expenditure for key customers by 25 per cent. Importantly, it has made a significant contribution to the development of regional Australia, while at the same time improving sustainability and reducing our carbon footprint.'


Road train, Sturt Street, Charleville
Objective 1.2: Provide a contestable freight system that can maximise efficiency gains

The provision and operation of the freight system within the region is complex. Regulations for road freight and managed access to rail paths potentially impact on the contestability of the overall freight system. Understanding the capacity available on the network via freight movement data could enable efficiency gains to be realised.

Providing a contestable and optimised freight system will:
- require regulation that balances community expectations with practical freight requirements
- support better understanding of the available capacity within the freight network
- incentivise cooperation and information sharing to enhance network efficiency
- seek to remove impediments to access the various modes.

Objective 1.3: Support the tourism sector via a well-connected, multi-modal transport network

Tourism provides a growing source of income for the region and is a future opportunity for growth. Providing good connectivity and access between cultural and natural places of interest will encourage more first-time and repeat visitors to the region.

The transport network needs to respond to increasing demands of the tourism market by providing visitors with transport choice on a safe transport network.

Key considerations for facilitating the growth of the tourism sector are:
- enhanced wayfinding and route legibility
- network optimisation activities based on understanding how, when and where visitors use the existing transport network.

This may include consideration of how other modes of transport might support the tourism industry, including improved air access, passenger rail, cycling and provision of rail trails.
Measures of success

<table>
<thead>
<tr>
<th>Measure of success</th>
<th>Proposed indicator</th>
<th>Source</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight productivity improves.</td>
<td>Vehicle operating cost per vehicle kilometres travelled.</td>
<td>Transport and Main Roads (TMR)</td>
<td>1.1 ✓ ✓ 1.3</td>
</tr>
<tr>
<td>Transport supports the regions tourist economy.</td>
<td>Evolving measure to be further developed.</td>
<td>To be confirmed</td>
<td>✓</td>
</tr>
<tr>
<td>Improved customer satisfaction ratings of transport facilities and quality of experience.</td>
<td>Evolving measure to be further developed.</td>
<td>To be confirmed</td>
<td>✓</td>
</tr>
</tbody>
</table>

Actions

**PRIORITY 1: SUPPORTING ECONOMIC DEVELOPMENT**

**OBJECTIVES**

| Objective 1.1: Provide an adaptable and connected freight network that meets the region’s local and global distribution needs | 1.1 |
| Objective 1.2: Provide a contestable freight system that can maximise efficiency gains | 1.2 |
| Objective 1.3: Support the tourism sector via a well-connected, multi-modal transport network | 1.3 |

**Actions – short-term**

<table>
<thead>
<tr>
<th>Actions</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1.01 Rail trails and iconic cycle routes</strong></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Identify and undertake planning to progress delivery of rail trails and iconic cycle routes to support cycling tourism.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A1.02 Investment Planning for Priority Widening Projects</strong></td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Investment planning to assess south west district’s, Regional and District Roads of seal with ≤6 m. Development of investment planning documents for the priority sections.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A1.03 Heavy vehicle regulations</strong></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Transport and Main Roads and Local Government to identify opportunities to improve heavy vehicle regulations in collaboration with the National Heavy Vehicle Regulator and National Transport Commission.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A1.04 First-and last-mile freight links</strong></td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Work with key stakeholders to improve connectivity and efficiency for livestock freight accessing key destinations such as Roma sale yards, feedlots and abattoirs.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A1.05 Heavy vehicle network plan</strong></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Develop a strategy for increasing access for High Productivity Vehicles in a safe, affordable and prioritised manner.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A1.06 South West freight study</strong></td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Consider the transport network planning response to connect the South West to Charlton Wellcamp Industrial Precinct and the Wellcamp Airport.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## PRIORITY 1: SUPPORTING ECONOMIC DEVELOPMENT

### OBJECTIVES

| Objective 1.1: Provide an adaptable and connected freight network that meets the region’s local and global distribution needs | 1.1 |
| Objective 1.2: Provide a contestable freight system that can maximise efficiency gains | 1.2 |
| Objective 1.3: Support the tourism sector via a well-connected, multi-modal transport network | 1.3 |

### Actions – short-term

<table>
<thead>
<tr>
<th>A1.07 Corridor and Route Planning</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undertake planning for the state strategic and state regional road network for high priority inter-regional routes such as the Carnarvon Highway to aid strategic investment decisions.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1.08 Oversize Overmass (OSOM) network plan</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a strategy which identifies the OSOM network, defines the optimum short-, medium- and long-term OSOM dimensions and loads for each link in the OSOM network. Develop a high level program of prioritised upgrades for key OSOM links for inclusion in future infrastructure investment programs.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1.09 Rail barriers</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate any barriers to access for current and future rail freight systems.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1.10 Infrastructure design standards</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>In partnership with local governments, identify and update any existing transport infrastructure design standards for which greater value for money outcomes can be achieved in rural and remote areas.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1.11 Heavy vehicle rest areas and stopping places</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prioritise existing heavy vehicle rest area infrastructure in the region to develop a strategy for upgrades, and undertake planning activities.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Actions – medium/long-term

<table>
<thead>
<tr>
<th>A1.12 Freight consolidation</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate regional opportunities for intermodal and freight consolidation facilities that link the Western and Southern Western rail systems to the strategic road network to support the transport of viable quantities of goods, cattle and agricultural produce.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1.13 Transport for tourism</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undertake planning required to implement the Queensland Tourism and Transport Strategy across all regions. Undertake analysis and engagement to inform consideration of tourism in transport planning across the region.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1.14 Real-time freight information</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate the application of real-time freight transport information that shows where vehicles, including rail, are located across the network.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1.15 Regional freight strategy</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a multimodal regional freight strategy that considers productivity priorities and contestability, in response to statewide freight and heavy vehicle network strategies.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1.16 Improve data collection</th>
<th>1.1</th>
<th>1.2</th>
<th>1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve data collection and sharing to support supply chain optimisation.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Committed projects

- C1.01 Innamincka Road – partial paving and sealing
- C1.02 Hell Hole National Park (Red Road) – rehabilitate and widen
- C1.02 Quilpie - Adavale Road – construct to sealed standard
- C1.03 Carnarvon Highway (Injune - Rolleston) – widen pavement
- C1.03 Carnarvon Highway (St George - Surat) – widen pavement
- C1.04 Warrego Highway

Disclaimer: This map is indicative to illustrate proposed planning actions for the region and is not intended to be accurate in terms of exact geographic extent.
4.2 Priority 2: Enhancing liveability through connected communities.

A transport system that enhances liveability through connected communities.

Priority 2 aligns to:

- The Transport Coordination Plan’s objectives for transport that meets the needs of all Queenslanders, now and into the future, connects communities to employment and vital services, and contributes to a cleaner, healthier and more liveable environment.
- The State Infrastructure Plan’s focus on connecting regional communities with access to essential services and opportunities.
- Regional planning aims to integrate land use, transport and economic activity, support quality lifestyle options for residents and enhance the identity of regional communities by providing the required infrastructure and services.

“Liveability is the sum of the factors that add up to a community’s quality of life including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.”

To improve liveability, it is important to consider how residents in rural and remote areas can be sufficiently connected to essential services such as healthcare, education and recreation.

For customers who cannot drive or do not have access to a private vehicle, travelling around the region can be difficult due to a lack of alternative transport options. Roma, St George and Charleville have scheduled bus services with connections to major centres, such as Toowoomba, but outside of this, few options exist other than travelling by private car.

Air travel provides important access to a range of services. For example, the Royal Flying Doctor Service of Australia provides access to emergency healthcare from bases in Roma, Charleville and Ballera.

A transport system that connects people with services will help sustain vibrant local communities and support access for visitors.

This priority seeks to enhance liveability through:

- a fit-for-purpose road network that takes account of land use to balance freight distribution and local community needs
- a pleasant experience for customers on main streets in towns through high-quality design where the street relates to surrounding land uses
- provision of safe and equitable transport for customers to connect to family, friends and essential services
- enabling access to recreation and essential services supported by digital connectivity.

---

Transport objectives and measures of success

**Objective 2.1: All customers have equitable access to a fit-for-purpose transport system**

Private vehicles will continue to play a key role in personal mobility across the region. Therefore, safe physical connections between communities and amenities will continue to be a priority. Provision of the Principal Cycle Network and designing appropriate pedestrian and disabled access caters to all users including children, elderly, recreational users and commuters.

Providing mobility options for customers who cannot or choose not to drive is important for local and long-distance inter-regional trips. Alternative service delivery models that blend public and private transport can create passenger transport options. This includes peer-to-peer type arrangements, community transport and school services that could be matched appropriately with demand.

The digital environment will also create opportunities for customers to personalise their transport preferences, while supporting data collection and analytics for service providers.

Into the future, autonomous vehicles may provide greater mobility for passenger and freight movements, improving connectivity and access to essential services.

Providing a fit-for-purpose transport system will:

- allow all customers in the region to be mobile, even if they cannot drive
- improve accessibility to employment, recreation and essential services
- reduce isolation and improve community welfare.

**CASE STUDY: LIBERTY MOBILITY NOW – PEER-TO-PEER REGIONAL TRANSPORT**

Liberty Mobility Now is a rural and small urban peer-to-peer transport service provider in the United States. Liberty engages with local service providers to identify a community's transportation gaps and assist to service them. Using a smart phone application and a central call centre, volunteer drivers from the community are deployed to assist vulnerable members looking to access essential services. Where appropriate, taxis and other transportation services are used. Liberty charges customers $1.10 to book and $1 dollar per mile on average.

Liberty launched as a start-up in 2016. Their rural strategy has already rolled out to three states (Nebraska, Ohio, and South Dakota) with a total of seven expected by the end of 2017.

**Objective 2.2: The transport system is easy to understand and supports a pleasant customer experience**

The transport system itself contributes to amenity and the customer experience of both residents and visitors. It provides the means for people to be mobile, but also provides opportunities for positive experiences, regardless of mode. Functional road design and good legibility are important for easy navigation through the region, particularly for visitors. Combining legibility with visitor attractions can enhance customers’ travel experiences and support tourism growth.

A data-enabled road network allows better wayfinding for travellers as well as advice on road hazards, network incidents and interruptions.

Providing a pleasant customer experience also requires an understanding of their mobility needs. Engaging with customers and harnessing data informs planning for the system to ensure it is easy to use and meets customers needs.

A transport system that is easy to understand will:

- support economic growth and diversification, particularly in tourism
- facilitate a transport environment that is as enjoyable and seamless as possible.
Objective 2.3: Integrate transport and land use planning to facilitate good transport outcomes that balance the needs of all customers

Local amenity can be impacted by the transport system. Freight and passenger vehicles travelling through towns can impact safety for vulnerable road users. In addition, the design of streets influences whether people want to use them.

Well-designed streetscapes in towns, particularly on appropriate main streets, can encourage those passing through to stop and use local businesses and create an attractive environment for residents.

Strategic planning to facilitate land use and transport integration, combined with high-quality urban design will:

- facilitate efficient freight movements that minimise impacts on towns
- enhance amenity and accessibility, particularly in the region’s towns
- reduce modal conflicts to improve safety.

Measures of success

<table>
<thead>
<tr>
<th>Measure of success</th>
<th>Proposed indicator</th>
<th>Source</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved customer satisfaction ratings of transport facilities and quality of experience</td>
<td>Evolving measure to be further developed</td>
<td>To be confirmed</td>
<td>✓</td>
</tr>
<tr>
<td>Greater access and connectivity to places, services and information</td>
<td>Availability of 'mobility as a service' options</td>
<td>Operators</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Mobile communications coverage</td>
<td>To be confirmed</td>
<td>✓</td>
</tr>
<tr>
<td>Proportion of people choosing to walk, cycle and take public transport increases</td>
<td>Proportion of people choosing to walk cycle and take public transport</td>
<td>TMR</td>
<td>✓</td>
</tr>
</tbody>
</table>
Actions

PRIORITY 2: ENHANCING LIVEABILITY

| Objective 2.1: All customers have equitable access to a fit-for-purpose transport system | 2.1 |
| Objective 2.2: The transport system is easy to understand and supports a pleasant customer experience | 2.2 |
| Objective 2.3: Integrate transport and land use planning to facilitate good transport outcomes that balance the needs of all customers | 2.3 |

Actions – short-term

<table>
<thead>
<tr>
<th>Actions</th>
<th>2.1</th>
<th>2.2</th>
<th>2.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>A2.01 Long distance passenger services</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue to review long distance bus, rail and air services to establish fit-for-purpose long distance mobility options.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>A2.02 Household travel survey</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Undertake household travel surveys and investigate mechanisms to engage with customers to collect transport data.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2.03 Strategic road network planning</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan for the long-term strategic network to facilitate efficient freight movements and improve amenity and accessibility in towns such as Roma and Charleville.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2.04 Cycle planning</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>In collaboration with local government, review and update Principal Cycle Network Plan every five years and every two years for Priority Route Maps.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2.05 School travel assistance</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Review the School Travel Assistance scheme to identify aspects that do not meet the needs of school students in the South West region.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2.06 Disability access</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Work in collaboration with partners and stakeholders to identify capability gaps and improve the end-to-end journey for people with a disability using passenger transport services in the region in accordance with the Disability Action Plan 2017.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>A2.07 Vision standards</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work in collaboration with the Regional Roads and Transport Groups to review network vision standards, road hierarchy and road ownership in the region, to ensure road maintenance and management sits with the appropriate jurisdiction.</td>
<td></td>
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</tr>
<tr>
<td>A2.08 Priority cycle routes</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Undertake options analysis and business case development for highest priority routes on the principal cycle network in Roma to support more cycling, more often on safe, direct and connected routes.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>A2.09 Boating infrastructure</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Continue to prioritise investment in boating infrastructure across the region based on an assessment of demand and input from the community and stakeholders.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2.10 Pedestrian environment</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Work with local government to investigate and prioritise opportunities to improve the pedestrian environment at key activity nodes throughout the region to strengthen walkability and local amenity.</td>
<td></td>
<td></td>
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</tbody>
</table>
Actions

PRIORITY 2: ENHANCING LIVEABILITY

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 2.1: All customers have equitable access to a fit-for-purpose transport system</td>
</tr>
<tr>
<td>Objective 2.2: The transport system is easy to understand and supports a pleasant customer experience</td>
</tr>
<tr>
<td>Objective 2.3: Integrate transport and land use planning to facilitate good transport outcomes that balance the needs of all customers</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTIONS – MEDIUM/LONG-TERM</th>
</tr>
</thead>
<tbody>
<tr>
<td>A2.11 Community transport</td>
</tr>
<tr>
<td>Investigate the viability of fit-for-purpose community transport options in the region’s major centres. These can follow a demand-responsive transport approach, peer-to-peer transport and utilisation of spare capacity on school bus services (when not in use).</td>
</tr>
<tr>
<td>✔  ✔  ✔</td>
</tr>
<tr>
<td>A2.12 Cross-border connections</td>
</tr>
<tr>
<td>Continue to work with Transport for NSW to prioritise planning for cross-border connections.</td>
</tr>
<tr>
<td>✔</td>
</tr>
<tr>
<td>A2.13 Autonomous vehicles</td>
</tr>
<tr>
<td>Understand and prepare for the role autonomous vehicles will play in passenger and freight movement across the region in the future considering the low density population and geographic extents.</td>
</tr>
<tr>
<td>✔</td>
</tr>
</tbody>
</table>

Sturt Street, Charleville
Committed projects

- C2.01 Kyabra Road – widen pavement
- C2.02 Dirranbandi Road
- C2.03 Thargomindah Road – pave and seal
- C2.04 Bollon Road – re-sheet unsealed road
- C2.05 Killarney Road – construct to sealed standard
- C2.06 Jobs Gate Road – re-sheet unsealed road
- C2.07 Redford Road – upgrade unsealed road
- C2.07 Mount Moffatt Road – re-sheet unsealed road
- C2.08 Cunnamulla Airport Road

Disclaimer: This map is indicative to illustrate proposed planning actions for the region and is not intended to be accurate in terms of exact geographic extent.

Figure 10: Priority 2 region map
4.3 Priority 3: Transport Safety

Priority 3 aligns to:

- The State Infrastructure Plan’s focus on continually addressing identified safety deficiencies on the transport network to improve safety of vulnerable road users, and using the latest and most efficient asset management approaches to improve transport network safety.
- The Transport Coordination Plan’s objective for transport to be safe for customers and goods.
- Regional planning, which aims to support quality lifestyle options for residents through a safer transport system.

A safer transport system.

Providing a safer transport system is an important priority, particularly given the impact it can have on the lives of the region’s residents and customers.

Long distances between destinations are a factor contributing to driver fatigue and can increase the risk of crashes. Rural and remote regions expose drivers to hazards such as wildlife and network interruptions which, due to fewer alternate routes, can lead to risk-taking behaviour.

Given the scale of the region and the remoteness of many of its transport assets, it is not always feasible to achieve a common standard of infrastructure across the whole network.

A pragmatic approach to safety and maintenance is needed which will include:

- provision of a safe transport environment, where driver fatigue and the chance of human error is minimised as much as possible
- education and awareness of high risk crash locations and the need to rest frequently.
Transport objectives and measures of success

Objective 3.1: Design and operate the transport system to minimise modal conflict

Holistically, Transport and Main Roads aims to achieve a zero death toll on Queensland’s transport system. Achieving a zero death toll requires a safe transport network and a safe approach to the use of roads, rail, air and waterways. This requires consideration of safety on individual modes, as well as safety in locations where modes interact.

Minimising modal conflicts through safe design and operation will:
- incorporate engineering solutions to create a safer travel environment on the physical network
- improve safety at level crossings to reduce danger for both pedestrians and vehicles and allow for efficient rail and traffic movements
- protect the safety, efficiency and operational integrity of strategic airports by ensuring development and associated activities avoid increasing risk to the public in public safety areas.

Objective 3.2: Minimise opportunities for accidents through education and infrastructure that keeps customers safe and secure

Freight, tourism, local traffic and active transport need to co-exist so that transport infrastructure caters for all users’ needs. Capturing transport network data will enable governments to make targeted improvements to infrastructure to improve safety in the areas of highest risk.

Safety programs to encourage safe travel behaviour on roads and waterways, combined with disaster management planning, contribute to a safer transport system, reducing the number of deaths and serious injuries. A safer system will create a more forgiving road environment by reducing opportunities for human error, fatigue, collisions with wildlife and address safety hazards that particularly affect rural and remote locations.

Minimising opportunities for crashes through targeted infrastructure will:
- reduce the number of crashes on the region’s road network
- reduce fatalities and hospitalisations.

Objective 3.3: Leverage technology to enhance the safety of customers using the transport system

Effective use of technology will play a key role in improving safety. Safety mechanisms such as phone apps and collision avoidance technology that detects driver inactivity can provide driver alerts. Using live monitoring systems to detect faults on transport vehicles and infrastructure can also improve transport safety.

In the longer term, autonomous vehicles may significantly improve safety, by removing the opportunity for human error when travelling.

A safe transport environment enhanced through technology will:
- reduce the risk of human error when travelling
- reduce the number of crashes on the network including with wildlife
- reduce fatalities and hospitalisations.

CASE STUDY: WIDE CENTRELINES

Transport and Main Roads has been continuing to implement Wide Centre Line Treatments (WCLT) with Audio Tactile Line Markings (ATLMs), with a focus on the Bruce Highway.

The installation of WCLT with ATLM provides a one-metre separation between two opposing flows of traffic and helps to reduce the risk of high severity head-on crashes. It improves road safety by alerting the driver if they have strayed over the centreline and allowing a correction margin so they can return to their lane.

Work undertaken in 2015–16 increased the length of WCLT in Queensland to a total of 901 kilometres, with 711 kilometres along the Bruce Highway and 190 kilometres elsewhere. This contributes to Transport and Main Roads’ goal to have 85 per cent of travel on national highways in Queensland on three-star roads or higher by 2020.

Studies of WCLT along the Bruce Highway estimate there has been a 43 per cent reduction in head-on crashes (ARRB, 2015), with a predicted maximum reduction of between 60 per cent (TMR, 2016) and 80 per cent (Austroads, 2016). Head-on crashes are one of the most severe crash types and as such, these reduction factors are very promising for decreasing the Queensland road toll.

### Measures of success

<table>
<thead>
<tr>
<th>Measure of success</th>
<th>Proposed indicator</th>
<th>Source</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduction in transport-related incidents, crashes, injuries and fatalities</td>
<td>Number of road fatalities and hospitalised casualties</td>
<td>TMR</td>
<td>3.1 ✓</td>
</tr>
<tr>
<td></td>
<td>Number of road fatalities and hospitalised casualties per 100 million vehicle</td>
<td>TMR</td>
<td>3.2 ✓</td>
</tr>
<tr>
<td></td>
<td>kilometres travelled (state-controlled roads)</td>
<td></td>
<td>3.3</td>
</tr>
<tr>
<td>Improvements in safety on the road network</td>
<td>Percentage of state-controlled roads in the region with a medium or lower</td>
<td>TMR</td>
<td>3.2 ✓</td>
</tr>
<tr>
<td></td>
<td>risk score</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Customers are able to safely access digital information on their journey</td>
<td>Mobile communications coverage</td>
<td>To be</td>
<td>3.2 ✓</td>
</tr>
<tr>
<td></td>
<td>confirmed</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Roadworks, Maranoa*
## Actions

### PRIORITY 3: TRANSPORT SAFETY

#### OBJECTIVES

<table>
<thead>
<tr>
<th>Objective 3.1: Design and operate the transport system to minimise modal conflict</th>
<th>3.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 3.2: Minimise opportunities for accidents through education and infrastructure that keeps customers safe and secure</td>
<td>3.2</td>
</tr>
<tr>
<td>Objective 3.3: Leverage technology to enhance the safety of customers using the transport system</td>
<td>3.3</td>
</tr>
</tbody>
</table>

#### Actions – short-term

<table>
<thead>
<tr>
<th>Actions</th>
<th>3.1</th>
<th>3.2</th>
<th>3.3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A3.01 Road safety treatments</strong>&lt;br&gt;Continue to identify, prioritise and nominate candidate sites for road safety treatments as part of Safer Roads Sooner and black spot programs and through other opportunities such as planned upgrades.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td><strong>A3.02 Rail crossings</strong>&lt;br&gt;Continue to improve safety at rail level crossings by reducing the number of level crossings, improving infrastructure and exploring new technology to align with the Queensland Level Crossing Safety Strategy 2012–2021.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A3.03 Reducing crashes</strong>&lt;br&gt;Explore measures to minimise crashes by determining investment priorities for new or upgraded rest areas to address driver fatigue risks, encourage safe travel, and provision of sufficient capacity and amenities.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>A3.04 Road safety packages</strong>&lt;br&gt;Develop safety improvement packages for state-controlled roads including Warrego Highway (Mitchell to Toowoomba) considering engineering solutions.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A3.05 Aviation–public safety areas</strong>&lt;br&gt;Reflect and address land use and transport planning constraints that result from the review of public safety areas for Roma. The airport is protected as a strategic airport under the State Planning Policy.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A3.06 Boating safety</strong>&lt;br&gt;Undertake boating safety initiatives for inland waterways and waterbodies.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td><strong>A3.07 Safety promotion</strong>&lt;br&gt;Continue to develop region specific education, promotion and communication campaigns in partnership with community, industry and other authorities to encourage safe travel behaviour on roads, pathways, public transport and waterways in the region.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

#### Actions – medium/long-term

<table>
<thead>
<tr>
<th>Actions</th>
<th>3.1</th>
<th>3.2</th>
<th>3.3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A3.08 Wireless blackspots</strong>&lt;br&gt;Seek market-led proposals to reduce wireless blackspots along key transport corridors.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A3.09 Wildlife collision avoidance</strong>&lt;br&gt;Identify wildlife-to-vehicle crash hotspots to prioritise mitigation and interventions strategies.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Introduction

Goals, challenges and opportunities

The South West Region

Committed projects

C3.01 Landsborough Highway (Morven - Augathella) – improve intersection/s and reconstruction works

C3.02 Off the Warrego Hwy – provide heavy vehicle parking

Key centres – population

- +5000
- 2000–4999
- 1000–1999
- 200–999

Disclaimer: This map is indicative to illustrate proposed planning actions for the region and is not intended to be accurate in terms of exact geographic extent.

Figure 11: Priority 3 region map
4.4 Priority 4: Network resilience

Priority 4 aligns to:

- The Transport Coordination Plan’s objective for transport to be resilient to Queensland’s weather extremes.
- The State Infrastructure Plan’s focus on maintenance and rehabilitation of existing infrastructure to reduce the long-term cost of repair and improve network resilience and security.
- Regional planning aims to protect regional landscapes and create a more sustainable future.

A resilient and responsive transport system.

Disruptions to the transport system in the region are often caused by weather events, such as flooding or major accidents, sometimes making roads and rail impassable and unsafe. A changing climate may see more intense heavy rainfall events, contributing to more frequent transport system disruptions, which may:

- have detrimental impacts on people, property and industry
- compound existing service and freight access and distribution challenges
- increase road safety issues
- impede growth in freight productivity and tourist travel
- impose expensive maintenance requirements on government.

A resilient and responsive transport system will minimise the impact of disruptions. Targeted infrastructure upgrades should occur in areas where most needed, with technology used to fill the gaps. Responsiveness, both in incident management and resolution, also contributes to minimising impacts.

The transport system itself impacts the natural environment through emissions and potential loss of habitat. Climate change is projected to increase average annual temperatures, change average rainfall and lead to sea level rises. More severe weather events are expected including more extreme rainfall events. Therefore, the South West region’s transport system should be designed to minimise the impact it has on the natural environment.

A resilient and responsive transport system will ensure:

- customers can keep moving on a road and rail network that is resilient to flooding and incidents as far as practicable
- the transport system minimises negative impacts on the natural environment, including vehicle emissions.

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65 Ibid
Transport objectives and measures of success

Objective 4.1: Design, construct, operate and maintain the transport system to be resilient to disruptions

Customers need access to the region’s essential services, especially during severe weather events. Careful consideration of the design, construction, operation and maintenance of the system can minimise disruptions by reducing the impacts of weather on strategic transport infrastructure. A resilient network provides alternative routes for customers to help maintain connectivity.

Developing a more resilient and responsive transport system considers:

- disaster management and access to essential services during and following extreme weather events
- network safety
- flood immunity upgrades at affected sections of the road and rail network
- bridge renewal
- infrastructure design standards to maximise functionality and asset life.

Objective 4.2: Minimise the environmental impacts of transport to support environmental sustainability and the continued protection of natural assets

Environmental sustainability is vital to any region, not just in reducing emissions and impacts towards climate change, but also in supporting quality of life. Minimising the impacts of transport on the environment will:

- contribute to the state’s overall emissions reduction targets
- protect biodiversity and the future amenity of the region’s communities
- consider the effects of climate change
- help retain the region’s existing natural assets.

Objective 4.3: Adopt an integrated technology enabled response to minimise the impact of disruptions on customers

Data and accurate real-time information is critical for keeping customers informed about network conditions, incidents and timeframes for resolution. Connecting residents and tourists with this information can facilitate improved road safety while providing peace of mind. Journeys will be able to be automatically re-routed according to the fastest route and users can make more informed travel choices and contingency plans.

Leveraging this information and the data collected from it, infrastructure upgrades can occur on key routes, where they are most needed, which is particularly important in a constrained fiscal environment.

Smart infrastructure approaches will allow for more effective management of assets. Where practical, smart infrastructure will provide real-time data for system operators to maintain the network.

Minimising disruptions through an integrated approach will:

- allow customers using transport corridors to access phone reception at all times of day and in all weather conditions to keep informed in real-time of what is occurring across the system
- enable automated re-routing
- support efficient and affordable monitoring of assets.

CASE STUDY: USING DRONES TO SUPPORT NETWORK MAINTENANCE

In 2016 Transport and Main Roads undertook a trial using drone technology to conduct a bridge inspection on the Riverside Expressway, Brisbane. Automating elements of bridge inspections has the potential to provide significant cost savings as well as reduce safety concerns. Through this trial the opportunities of using drones to provide detailed images of bridge components were identified. This information is now being used to develop guidelines for when drones can and should be used for bridge inspections. The application of drone technology to bridge inspections has the potential to reduce the need for lane closures, reduce inspection times, and allow for more efficient working hours, including during peak traffic times. Ultimately, a reduction in network disruptions will improve efficiency and network resilience.

**Priority 4: Network Resilience**

**Objectives**

- Objective 4.1: Design, construct, operate and maintain the transport system to be resilient to disruptions
- Objective 4.2: Minimise the environmental impacts of transport to support environmental sustainability and the continued protection of natural assets
- Objective 4.3: Adopt an integrated technology enabled response to minimise the impact of disruptions on customers

**Actions – short-term**

<table>
<thead>
<tr>
<th>Actions</th>
<th>4.1</th>
<th>4.2</th>
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</tr>
</thead>
<tbody>
<tr>
<td>A4.01 Flood immunity priorities</td>
<td>✓</td>
<td></td>
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</tr>
<tr>
<td>Undertake planning, design and business case development to upgrade flood affected sections of the road network such as the Warrego Highway between Mitchell and Roma, Bulloo Development Road at Eulo and Camarvon Highway.</td>
<td></td>
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<tr>
<td>A4.02 Bridge renewal</td>
<td>✓</td>
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</tr>
<tr>
<td>Using the outputs of regional bridge renewal investigations, commence planning for necessary bridge replacements or structural enhancements across the state-controlled road network for high priority structures in the region. Priorities include timber bridge and single lane/intervention level bridge widths replacement projects.</td>
<td></td>
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<tr>
<td>A4.03 Flood immunity strategy</td>
<td>✓</td>
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<tr>
<td>Develop a strategy which identifies affordable flood immunity targets for key links in the state-controlled road network, and a high-level program of prioritised flood immunity upgrades to key links and flood-prone locations for inclusion in future infrastructure investment programs.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>A4.04 Disaster management</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue refining responsive and adaptive disaster management strategies for emergency access, and access to essential goods and services following extreme weather events.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>A4.05 Structure Management</td>
<td>✓</td>
<td></td>
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<tr>
<td>Undertake planning and prioritisation for necessary minor and major culvert replacements on the state and federal network.</td>
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</table>
## Actions

### PRIORITY 4: NETWORK RESILIENCE

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
</tr>
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<tbody>
<tr>
<td>Objective 4.1: Design, construct, operate and maintain the transport system to be resilient to disruptions</td>
</tr>
<tr>
<td>Objective 4.2: Minimise the environmental impacts of transport to support environmental sustainability and the continued protection of natural assets</td>
</tr>
<tr>
<td>Objective 4.3: Adopt an integrated technology enabled response to minimise the impact of disruptions on customers</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Actions – medium/long-term</th>
<th>4.1</th>
<th>4.2</th>
<th>4.3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A4.06 Electric vehicles</strong></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Plan for the future roll out and integration of electric vehicles in regional and remote Queensland.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A4.07 Digital communications and connectivity</strong></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Identify opportunities to improve communications infrastructure and increase the use of innovative technology (e.g. drones) for traffic monitoring, road condition monitoring and the provision of real-time information about network closures and disruptions.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A4.08 Real-time messaging</strong></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Identify any gaps in the regional provision of information such as signage and Intelligent Transport Systems, to enable better real-time messaging to travellers throughout the region.</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
Committed projects

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C4.01</td>
<td>Warrego Hwy (Morven - Charleville) – overlay/rehabilitate pavement</td>
</tr>
<tr>
<td>C4.02</td>
<td>Carnarvon Hwy (St George - Surat) – replace floodway/s</td>
</tr>
<tr>
<td>C4.02</td>
<td>Carnarvon Hwy (Mungindi - St George) – replace floodway/s</td>
</tr>
<tr>
<td>C4.03</td>
<td>Napoleon Road – upgrade floodway/s</td>
</tr>
<tr>
<td>C4.04</td>
<td>Hungerford Road – form</td>
</tr>
<tr>
<td>C4.04</td>
<td>Hungerford Road – rehabilitate bridge/s and culvert/s</td>
</tr>
<tr>
<td>C4.05</td>
<td>Diamantina Dev. Road (Charleville - Quilpie) – strengthen bridge/s</td>
</tr>
</tbody>
</table>

Figure 12: Priority 4 region map

Disclaimer: This map is indicative to illustrate proposed planning actions for the region and is not intended to be accurate in terms of exact geographic extent.
5. Implementation
5.1 Taking action

Delivering the South West Regional Transport Plan will require:

- further integration with the strategic direction of the region’s local governments
- continued engagement with our stakeholders and customers
- collaborative and considered decision making
- a drive from all partners to deliver a safer, more efficient, reliable and integrated transport network.

This Plan will be used to inform transport planning priorities and investment decision making for the region. The Plan will ensure that future investments address priorities that matter to customers, stakeholders and the community.

Figure 13 shows the importance of Regional Transport Plans in the Transport and Main Roads investment lifecycle.

Transport and Main Roads provides opportunities for customers to provide input into planning actions outlined in this Plan via the department’s website. Information on our projects including planning, studies and construction projects can be found at: www.tmr.qld.gov.au/Projects

Transport and Main Roads and its planning partners are responsible for ensuring the priorities and actions in this Plan are realised. They will be delivered by:

- **Informing the Queensland Transport and Roads Investment Program (QTRIP)**
  QTRIP is released annually. It is a funded program of work that will be delivered over the upcoming four years. Projects are listed on QTRIP after having gone through an investment prioritisation process that will be informed by this Plan

- **Aligning with the State Infrastructure Plan**
  Regional Transport Plans will inform the program of work within the State Infrastructure Plan. QTRIP informs the State Infrastructure Plan’s construction pipeline. Regional Transport Plans align planning and investment frameworks with the region’s challenges and opportunities.

- **Being considered in local and federal government investment decisions and plans**
  This Plan has been prepared in consultation with other levels of government and considers their strategic planning and policy documents.

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**Figure 13: Regional Transport Plans are a critical step in Transport and Main Roads investment lifecycle**
5.2 Delivering in partnership

More can be achieved when partnering with stakeholders to deliver shared goals using collective expertise and resources. Throughout the development of the South West Regional Transport Plan, Transport and Main Roads has built relationships with stakeholders from all levels of government, business and industry. These relationships will be further developed in delivering the actions outlined in the Plans. Opportunities for partnering include:

- collaborative planning leveraging knowledge from researchers, universities and education providers
- inviting project development support from individuals or organisations with an interest in the implementation of an initiative or action
- establishing funding partnerships to accelerate action delivery and realise economic or commercial benefits, for example, through market-led proposals or public-private partnerships
- providing resource support such as human resources, equipment or material.

Cooperative transport planning is the foundation for delivery of Regional Transport Plans. Each Plan will be delivered with a focus on cooperation, coordination and collaboration. This approach builds on the framework for inter-agency cooperation established within the Roads and Transport Alliance (RTA). The RTA is a partnership between Transport and Main Roads and the Local Government Association of Queensland, on behalf of local governments, for the stewardship of Queensland’s regional road and transport network.

Local governments together with Transport and Main Roads form Regional Roads and Transport Groups (RRTGs) who work collaboratively to prioritise investment on road and transport infrastructure.

The priorities and actions outlined in the Regional Transport Plans will help focus the RRTG in their approach to strategic transport planning and local transport infrastructure investments.
5.3 Monitoring and review

This Plan will be monitored, periodically reviewed and updated to ensure it remains current and relevant.

In the short-term, monitoring will focus on ensuring the actions put forward are prioritised and progressed through departmental and local planning programs. As the Plan matures and planning and delivery is completed, monitoring will focus on tracking progress against objectives and measures of success (see Figure 14).

It is intended that a review of this Plan will be carried out every three to five years to maintain its alignment with other government and non-government plans, programs and initiatives.

This review will also consider changes to land use, the region’s economy, environmental considerations, demography, technological innovations, the progress of significant infrastructure projects and any other factors which may require a shift in the priorities or objectives for the region.

Overall, the effectiveness of these Plans will be measured against the measures of success outlined for each priority. These align to Transport and Main Roads’ Transport Coordination Plan 2017–2027 and will allow the department to track if Regional Transport Plans are meeting transport system objectives.

It is important to note that some of the measures of success may be updated as required to ensure they continue to provide an effective measurement of performance.

![Figure 14: Monitoring, reporting and review as the Plans mature](image-url)

**Further information**

Please email TMR_Regional_Transport_Plans@tmr.qld.gov.au for further details on this or other Regional Transport Plans.
PHOTO CREDITS

Cover, Mt Hutton, Injune, Quilpie Shire Council.

Cover, Warrego River, Paroo Shire Council.

Page 2, Quilpie, Quilpie Shire Council.

Page 4, Train tracks, Muckadilla, Maranoa Regional Council.

Page 10, Roadworks on the Camarvon Highway, Maranoa Regional Council.

Page 11, Caravans parked at Hebel, Balonne Shire Council.

Page 13, Roma Saleyards truck wash, Maranoa Regional Council.

Page 14, Kyabra Road, Quilpie, Quilpie Shire Council.

Page 19, Balonne Shire Council, Tourism and Events Queensland.

Page 19, Bulloo Shire Council, Tourism and Events Queensland.

Page 20, Maranoa Shire Council, Matthew Taylor/Tourism and Events Queensland.

Page 20, Murweh Shire Council, Tourism and Events Queensland.

Page 21, Paroo Shire Council, Tourism and Events Queensland.

Page 21, Quilpie Shire Council, Tourism and Events Queensland.

Page 26, Road train on Main Street, Mitchell, Maranoa Regional Council.

Page 28, Rail bridge, Quilpie, Quilpie Shire Council.

Page 31, Bollon Caravan Park, Balonne Shire Council.

Page 32, Cobb and Co Changing Station, Surat, Maranoa Regional Council.

Page 36, Baldy Top sunset, Quilpie Shire Council.

Page 38, Loading trucks at Roma Quarry, Maranoa Regional Council.

Page 44, Bus shelter, Bollon, Balonne Shire Council.

Page 50, Roadworks, Maranoa, Maranoa Regional Council.

Page 52, Roadworks, Maranoa, Maranoa Regional Council.

Page 55, St George, Balonne Shire Council.

Page 60, Bulloo Park, Quilpie, Quilpie Shire Council.

Page 63, Quilpie, Quilpie Shire Council.

Page 65, Lonesome National Park, Injune, Maranoa Regional Council.

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