

Wide Bay Integrated Transport Plan

2002 - 2020



Produced by the Queensland government
and the councils of the Wide Bay
region as a guide to future regional
transport planning requirements



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Disclaimer

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Foreword

The Wide Bay Integrated Transport Plan seeks to facilitate the development of an efficient and comprehensive transport system for the Wide Bay region for the next 20 years and beyond.

The Wide Bay Integrated Transport Plan has been developed by Queensland Transport in partnership with the Department of Main Roads and the ten local councils of Wide Bay: Bundaberg, Burnett, Cooloola, Hervey Bay, Isis, Kolan, Maryborough, Miriam Vale, Tiara and Woocoo.

This partnership approach was adopted in the development of the plan to ensure commitment and agreement on outcomes.

The Wide Bay Integrated Transport Plan, following from the Wide Bay 2020 Regional Growth Management Framework, is testament to state and local government commitment to working cooperatively on issues of regional significance with the aim of delivering a better Wide Bay.

The Wide Bay Integrated Transport Plan provides a coordinated approach to transport planning across all levels of government and will help to guide transport investment.

The actions contained in the Wide Bay Integrated Transport Plan have been designed to facilitate a number of key outcomes for the region including:

- effective land use management practices to promote efficiency in the provision of transport
- improved economic development and employment opportunities
- the timely, cost-effective and appropriate provision of transport infrastructure and services
- the provision of environmentally responsible transport infrastructure and services which impact positively on quality of life and support community and economic need
- greater accessibility and enhanced coordination of transport infrastructure and service provision
- higher quality of information for decision-making and
- the provision of opportunities for the Wide Bay community to help to shape the region's transport system.



Some of the actions are already underway, while some have not yet been progressed to a detailed planning stage and will require appropriate environmental impact assessment and public consultation before final decisions are made. Funding of these actions will need to compete with other priorities in this area and transport priorities in other parts of the State.

The development of the Wide Bay Integrated Transport Plan has involved extensive consultation with business, industry, government and the community in Wide Bay to ensure that the transport system contributes positively to business and industry and to the lifestyle of residents in the region. We would like to take this opportunity to gratefully acknowledge the support and contribution of those who provided input to, and for constructive comments on the draft plan and other supporting documents.



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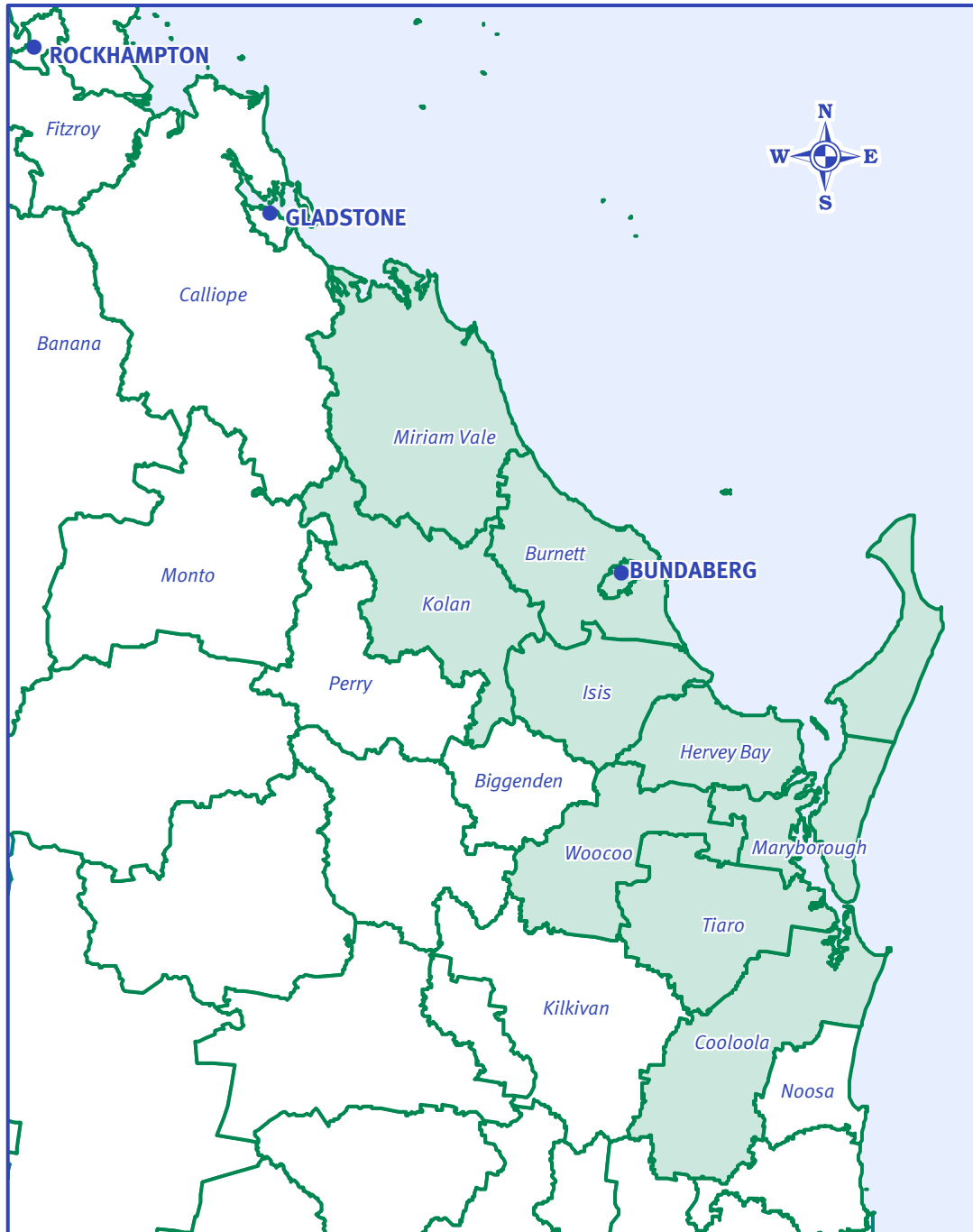
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Introduction





Wide Bay Integrated Transport Plan Study Area

Planning for the future of transport in Wide Bay

The Wide Bay Integrated Transport Plan sets the future directions for the development and management of an integrated transport system in Wide Bay. It identifies initiatives in public, passenger and freight transport and establishes a framework within which detailed planning and works programs can be coordinated.

The aim of the Wide Bay Integrated Transport Plan is to provide a strategic framework for the development of an effective, safe and efficient transport system for Wide Bay, which considers the needs of the region's residents and the economic requirements of the industrial, agricultural and tourism sectors in a sustainable manner over the next twenty years.

The Wide Bay Integrated Transport Plan covers all modes of transport in the region and will assist relevant agencies to ensure a consistent approach to transport planning.

Wide Bay 2020 Regional Growth Management Framework

The Wide Bay Integrated Transport Plan is the transport response to the broader regional planning exercise - the Wide Bay 2020 Regional Growth Management Framework.

The Wide Bay 2020 Regional Growth Management Framework provides an integrated approach to the future growth and development of the Wide Bay region. Specifically, it provides a broad long-term strategy to guide the region's future development and management of population growth using current institutional structures and planning processes. Its purpose was to guide decisions which influence the economic, social, environmental and cultural wellbeing of the region.

The Wide Bay 2020 Regional Growth Management Framework sets the following vision for Wide Bay:

The quality of our region's lifestyle is widely known and distinguishes the Wide Bay from other places in Queensland and Australia.

It is characterised by ready access to a well managed natural environment which underpins a robust regional economy. This in turn supports better employment opportunities, a range of community services, and a choice of affordable housing options that satisfy the community's needs.

People choose to live in or visit the Wide Bay because it has a strong sense of community and a distinct identity based on the ability of the region to manage its natural resources, settlement pattern, and economy.

(Wide Bay 2020 Regional Growth Management Framework, 1998, p.12)

Underpinning this vision, the Wide Bay 2020 Regional Growth Management Framework provides four transport objectives:

- achieving integration between land use and transport planning throughout the Wide Bay region
- ensuring an efficient transport network in the Wide Bay region for the movement of people and produce
- achieving passenger transport services throughout the Wide Bay region which cater for community needs and reduce the dependency on private motor vehicles as the principal form of mobility in the larger urban areas, and
- fostering economic activities and growth in the Wide Bay region by providing necessary transport infrastructure and services required by the industrial, agricultural and tourism sectors.

The Wide Bay 2020 Regional Growth Management Framework gives direction to future growth across the region, based on the likely population growth scenario, by providing a framework of policy principles and policy actions. The policy principles provide a basis for decision-making and guidance for other planning activities.

The specific objectives of the Wide Bay Integrated Transport Plan are to implement the Wide Bay 2020 Regional Growth Management Framework transport policy principles and actions by:

- providing a framework for state and local government transport planning
- integrating land use and transport, and
- ensuring the integration of transport planning with the Wide Bay 2020 Regional Growth Management Framework.

Input to the Wide Bay Integrated Transport Plan

Previous transport studies undertaken in Wide Bay have reviewed the transport network, regional travel patterns, community views, technical issues, freight movement and the Bundaberg port. This research investigated the transport task up to the year 2020 and involved consultation with stakeholders from industry, community groups and the community at large to determine the requirements of the transport network.

The Wide Bay Strategic Transport Network, developed in early 2000, considered the findings of this research and provides a vision of what the regional transport network could be by the year 2020, based on the Wide Bay 2020 Regional Growth Management Framework.

Further investigation was then undertaken within the three sub-regions of Wide Bay to address transport issues specific to those sub-regions. This investigation resulted in the preparation of the:

- Northern Integrated Transport Strategy (NITS) - focussing on the local government areas of Bundaberg City, Burnett, Kolan and Miriam Vale
- Central Integrated Transport Strategy (CITS) - focussing on the local government areas of Hervey Bay City, Isis, Maryborough City, Tiara and Woocoo, and
- Southern Integrated Transport Strategy (SITS) - focussing on Cooloola Shire.

The three integrated transport strategies are background documents which outline transport issues and potential actions to address these issues within the sub-region. These proposed actions have been further refined in the development of the Wide Bay Integrated Transport Plan.

The Wide Bay Integrated Transport Plan has considered the recommendations of the integrated transport strategies, Wide Bay Strategic Transport Network, Wide Bay 2020 Regional Growth Management Framework, other relevant studies, and input from interested individuals and organisations. The Wide Bay Integrated Transport Plan will provide the overall transport plan for the Wide Bay region. A list of publications referenced in the Wide Bay Integrated Transport Plan is provided in Appendix B.

Where appropriate, the Wide Bay Integrated Transport Plan has considered cross-boundary links and issues. This has included consideration of the Gladstone Integrated Regional Transport Plan released in 2001 and the Integrated Regional Transport Plan for South East Queensland and its companion document, Transport 2007, finalised in 1997 and 2001 respectively. The boundaries of the adjacent Integrated Regional Transport Plan Study areas are shown in the map of the Wide Bay Integrated Transport Plan study area in the enclosure pocket.

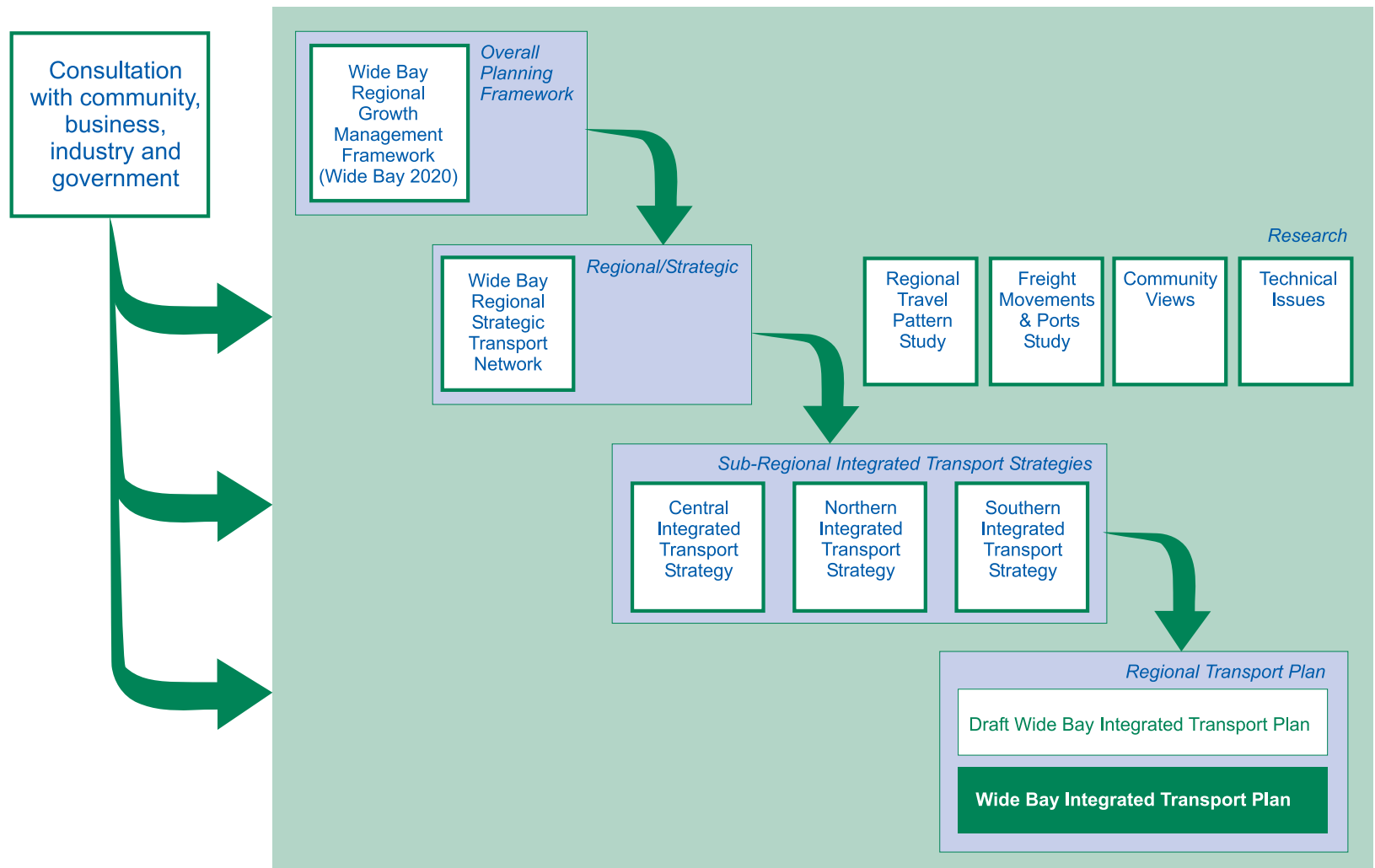


Figure 1. Development of the Wide Bay Integrated Transport Plan

Regional Overview

The Wide Bay region's diversity ranges from inland rural service centres to newly emerging communities on the coast, intensive agriculture around Maryborough and Bundaberg, beef and dairy cattle in the rural areas and extensive plantation forestry between Maryborough and Gympie. Wide Bay is an area of natural beauty, agricultural prosperity and significant population growth. This growth has brought with it substantial benefits for economic and social development, increasing the region's wealth and cultural diversity. This growth has also highlighted the need for a well planned and integrated regional transport system.

People & Settlement

More than 80 percent of the Wide Bay region's population is located in the four major centres of Bundaberg, Maryborough, Hervey Bay and Gympie. These centres act as three economic sub-regional settlement areas focused on Bundaberg in northern Wide Bay, the dual node of Maryborough/Hervey Bay in central Wide Bay, and Gympie in southern Wide Bay. There are also a large number of coastal and rural centres and numerous smaller locations in Wide Bay. Extensive rural residential developments have been established in rural areas, while some cane and intensive horticultural areas have a low density of rural living.



Northern Wide Bay

Northern Wide Bay covers the local government areas of Burnett, Bundaberg City, Kolan and Miriam Vale.

Burnett Shire comprises the majority of rural and tourist sectors of northern Wide Bay and completely surrounds Bundaberg which serves as the district's commercial centre. The main residential centres are the coastal towns of Bargara, Innes Park, Coral Cove, Elliott Heads, and Moore Park.

Bundaberg provides for the delivery of higher order goods, services, employment opportunities and a range of housing choices. The majority of the districts service industries are located in industrial areas within Bundaberg City. The presence of large infrastructure facilities, such as the Port of Bundaberg, present opportunities to expand the economic base of the area.

Miriam Vale remains a rural shire. The northern half of the shire generally utilises Gladstone as a regional centre, while the southern half of the shire is based on Bundaberg. Agnes Water is the most significant area of development within the shire and is a largely self-contained rural/village community, developing into a tourism-based coastal urban centre.

Gin Gin is the major service centre in Kolan Shire, with Bundaberg as the higher order centre serving the Shire's population.

The urban area of Bundaberg and some of the nearby centres adjoin areas of highly productive land. Some of northern Wide Bay's highly productive rural sectors' secondary production facilities include sugar mills and vegetable processing plants.

Central Wide Bay

Central Wide Bay covers the local government areas of Tiaro, Woocoo, Maryborough City, Hervey Bay City and Isis.

The coastal setting of Hervey Bay, access to Fraser Island, tourism opportunities such as whale watching, and housing affordability, will continue to attract new residents and visitors to the area. Maryborough provides a range of services and facilities including regional offices of many government departments. Like Maryborough, the National Trust town of Childers contains, in its urban area, significant areas of cultural heritage value.

Similar to Bundaberg, future urban growth around Hervey Bay and Maryborough is likely to impact on good quality agricultural land, including cane land, which is currently an important resource for the local economy.

There are a number of smaller communities in Central Wide Bay which rely on services provided by both centres. The rural-based local authorities of Woocoo, Tiaro and Isis have a solid farming tradition. Sugar cane farming, cattle grazing and dairy farming play a large part in the prosperity of the area.

Production facilities in central Wide Bay include a proposed chicory plant, sugar mills and manufacturing plants.

Southern Wide Bay

Southern Wide Bay covers the local government area of Cooloola Shire. It has one regional centre (Gympie) and two other centres (Tin Can Bay and Rainbow Beach). The city of Gympie provides a range of services to Cooloola Shire residents and residents in adjoining shires to the north and west. There is also a reasonable level of interaction with retailing and employment opportunities on the Sunshine Coast to the south, which impacts on the role of Gympie. Gympie contains many areas of cultural heritage value.

Regional Economy

Economic development in the Wide Bay region during recent years has been dominated by the services sector and industries required to service population growth. The principal base industries in Wide Bay are:

- sugar
- timber
- horticulture
- heavy manufacturing
- extractive industries
- livestock (beef and dairy cattle)
- commercial fishing, and
- tourism (including recreational and retirement industries).

These industries provide base demand for a range of supporting public and private service sectors, including transport.

Primary Industry

The Wide Bay region relies on a productive primary sector which provides substantial income for the region. Current information suggests that up to 20 percent (approximately 400,000 hectares) of the region may be suitable for cropping or limited cropping purposes.

The Wide Bay region's cane crop occupies 77,000 hectares of land and contributes five percent of the gross value of all crops in Queensland. The need to locate cane milling close to cane land generates additional local employment in this industry.

Wide Bay produces a substantial amount of the total Queensland tomato production and, in recent years, the area under tree crops such as macadamias, mangoes, lychees and citrus has expanded rapidly.

Over half of the Wide Bay region is suitable for pastoral purposes. Grazing, including approximately ten percent of the Queensland dairy herd, is an important agricultural activity. The beef industry is also significant and there are opportunities for niche grazing industries, such as deer, ostriches, emus and goats to be established.

About 20 percent (420,000 hectares) of the Wide Bay region consists of state forests in public ownership. Large amounts of native forest also exist on private land. Most forests are native, but substantial plantations (105,000 hectares) of exotic pine and native hoop are present in Imbil, Gympie and Maryborough districts. These plantations represent 60 percent of the total Queensland plantation estate and almost ten percent of the total Australian estate.

Wide Bay also supports an expanding recreational and commercial fishing industry, with many of the region's bay and estuaries providing important marine nursery grounds.

Tourism

Tourism is a significant component of the Wide Bay regional economy. A variety of tourism experiences are provided in the region.

The tourism opportunities offered in Wide Bay are complemented by its transport network and services which include a variety of public and passenger transport services and a comprehensive road network. The road network allows easy access throughout the region via the Bruce Highway or along the coastal tourist route available from Tin Can Bay to Hervey Bay (via Fraser Island for 4WD vehicles) and on to Bundaberg and up to Agnes Water.

Currently there is 4WD access from the southern end of Fraser Island at Hook Point to barge access points on the western side of the island at Wanggoolba Creek, Kingfisher Bay and Moon Point. These barges then link to the mainland at River Heads and Urangan Boat Harbour. Further

details of roads on Fraser Island are provided on page 26 and on the map located at the back of this document.

Environmentally significant land and coastal water, including Fraser Island, Woongarra Marine Park, the Mon Repos turtle rookery and the Great Barrier Reef, comprise a large portion of the Wide Bay region. Fraser Island is situated at the southern end of the Great Barrier Reef and is the world's largest sand island. It is a unique part of the Wide Bay region with its unusual formation of sand and rainforest, coloured sand cliffs, unique fresh water lakes and diverse flora and wildlife.

Fraser Island has various centres providing information about the island and Great Sandy National Park. Information Centres can be found at Eurong National Parks and Wildlife Office, Central Station, Dundabura and Waddy Point.

Reef access is provided in the vicinity of Bundaberg from Burnett Heads and the port of Bundaberg and the town of 1770.



Transport Planning Principles

The Wide Bay 2020 Regional Growth Management Framework was developed in a way that required all elements of the framework to be considered in unison with each other. The Wide Bay Integrated Transport Plan considers issues and themes raised by the Wide Bay 2020 Regional Growth Management Framework.

WIDE BAY 2020 THEMES

Land Resources

(e.g. protecting agricultural land and forested land from incompatible land use)

Water Resources

(e.g. water quality)

The Atmosphere

(e.g. climate change & air quality)

Open Spaces

(e.g. protecting open spaces)

The Coastal Environment

(e.g. protecting beaches, dunes, wetlands, estuaries & bays)

Wildlife & Vegetation

(e.g. protecting remnant native vegetation, riparian vegetation, native wildlife and their habitats, forests & fisheries)

Special Places

(e.g. protecting places of major environmental & cultural heritage value)

Settlement Pattern

(e.g. achieving the preferred settlement pattern for the region)

Infrastructure Services

(e.g. appropriate development sequencing to ensure efficiency and timely delivery of infrastructure)

Indigenous Cultures & People

(e.g. ensuring that the region's Indigenous local heritage is protected and preserved and that Indigenous people can fully participate in decision-making processes in the region which impact on their interest)

Human Services & Community Planning

(e.g. ensuring that the social impacts of development proposals are fully identified and managed)

Economic Development

(e.g. co-locating major compatible economic activities and maximising economic growth and investment activity through the coordinated planning, funding and provision of key infrastructure)

Transport

The development of the Wide Bay Integrated Transport Plan is underpinned by adherence to a number of transport planning principles. These principles have been distilled from the Wide Bay 2020 Regional Growth Management Framework:

- Integrated land use & transport planning
- Economic efficiency & growth
- Sustainable development
- Equity, employment & social justice
- Affordability
- Efficient & effective transport solutions

These principles were developed to support the identification of actions in the Wide Bay Integrated Transport Plan to ensure key regional issues, identified during consultation and in the Wide Bay 2020 Regional Growth Management Framework, were appropriately considered. These principles are inherent in all actions proposed in the Wide Bay Integrated Transport Plan and should be considered across all transport modes and actions.



Integrated Land Use & Transport Planning

The Wide Bay Integrated Transport Plan recognises the need to integrate regional transport networks and land use to facilitate the movement of freight and cater for the needs of residents.

Integrated land use and transport planning involves:

- integrating road, rail, air, public and passenger transport and other transport infrastructure
- integrating land use and transport planning
- promoting appropriate transport modes and making full use of emerging technology, and
- integrating transport needs into Local Government Planning Schemes and other land use management schemes.

Economic Efficiency & Growth

The Wide Bay Integrated Transport Plan promotes a high quality, efficient and integrated passenger and freight transport system which supports agreed settlement patterns, minimises environmental impact and promotes economic efficiency and growth in primary industry, manufacturing and tourism. Specifically, it also seeks to ensure that transport linkages can facilitate export development.

Facilitating economic efficiency and growth involves:

- identifying and preserving transport corridor options for the future provision of regional road, rail and other transport infrastructure
- planning transport networks in a flexible manner in order to accommodate new, expanding and changing industries within Wide Bay
- maximising funding opportunities to meet future demands, particularly by industry, on transport networks, especially road, and
- ensuring the long-term viability of transport links to strategic regional infrastructure such as ports, airports and major industry.

Sustainable Development

The Wide Bay Integrated Transport Plan seeks to develop a sustainable transport system for Wide Bay which meets the needs of industry, business and the community without compromising the environmental integrity of the region. This is consistent with the National Strategy for Ecologically Sustainable Development and the Biodiversity Planning Assessment for South East Queensland (SEQ BPA) and aims to minimise adverse impacts on natural resources and the environment.

This will involve:

- implementing sensitive alignment design, construction and management of all transport infrastructure to minimise impact on natural and cultural values
- ensuring that the planning, construction and operation of the Wide Bay transport system minimises noise, air quality degradation and other traffic impacts on residential areas, noise-sensitive land uses and the natural environment
- ensuring that the consideration of flora and fauna and the function of natural ecosystems are adequately addressed as part of all impact assessment processes, and
- supporting the use of public and passenger transport and walking and cycling.



Equity, Employment & Social Justice

The Wide Bay Integrated Transport Plan seeks to plan and provide transport infrastructure and services for Wide Bay which provide a socially just transport system. A socially just transport system should ensure that all members of the community are able to move around to fulfill basic needs. It should be safe, secure and affordable, have minimal intrusion on people's lives, involve community in the development and management of the system, and ensure that the costs of providing transport are equitably shared.

Supporting equity, employment and social justice involves ensuring that the planning, provision, operation and management of transport infrastructure and services:

- fully assesses social and community impacts and needs
- contributes to meeting gaps and unmet transport need
- considers safety and accessibility, especially for older people and people with a disability
- meets appropriate guidelines, standards and legislation contributing to social justice objectives
- considers cultural heritage matters appropriately, and
- recognises the right of people to provide comments on transport issues that affect them and have input into decision-making.

Affordability

The Wide Bay Integrated Transport Plan recognises that a long-term holistic approach needs to be taken to funding and managing regional and local transport infrastructure. Affordability is a key aspect of the provision of cost-effective transport solutions and involves:

- ensuring the costs of transport infrastructure in future developments are distributed fairly and equitably between all stakeholders
- realistic financial analysis of transport proposals, including the preservation and maintenance of the transport asset
- proposals which are affordable within existing and projected sources of funds
- optimising the timing of investments, and
- rigorous investment appraisal by respective agencies, ensuring approved projects promise the greatest overall benefits in achieving an integrated and sustainable transport system.

Efficient & Effective Transport Solutions

The Wide Bay Integrated Transport Plan recognises that the projected continued growth in population and economic activities in Wide Bay over the next 20 years will sustain pressure for the need for efficient transport solutions.

Delivering efficient and effective transport solutions involves:

- considering all modes of transport as an integrated system serving economic and social needs while at the same time minimising environmental and social impacts
- providing a transport system which provides adequate access to services and offers appropriate transport options for the movement of people and goods
- considering the impacts of natural hazard events on the operation of the transport network in transport network planning and development, and
- integrating transport, land use and economic planning.

Action Plans 2002-2020



Action Plans: 2002-2020

The Wide Bay Integrated Transport Plan aims to address issues that impact directly or indirectly on the Wide Bay transport system or that the Wide Bay transport system impacts upon. A diverse range of issues has been considered in the Wide Bay Integrated Transport Plan, including all modes of transport, the movement of goods and people and the interaction of the transport system with land use and the environment.

The Wide Bay Integrated Transport Plan contains four action plans aimed at improving the transport system in Wide Bay. The action plans have been based on the four transport themes of the Wide Bay 2020 Regional Growth Management Framework:

- transport and land use coordination
- road transport facilities
- passenger transport services and facilities
- other transport infrastructure for economic development

The actions contained in the action plans are derived from the policy principles outlined in the Wide Bay Regional Growth Management Framework and the transport planning principles identified in this Plan.

The action plans provide for the planning and delivery of new or upgraded infrastructure and services, as well as a sound approach to planning urban and industrial development that is mindful of current and future transport demands at the earliest stages. The action plans also outline opportunities for further investigation and community input that will contribute to the development of an efficient and effective transport system for Wide Bay.

Each action plan has been divided into strategies and a recommended capital program. The strategies outline actions to achieve the objective of the Action Plans. Each action provides:

- a description of the action, including the type of action
- lead and collaborating agencies
- proposed timing and threshold factors, and
- source documents.

Recommended Capital Program

The recommended program of expenditure on key transport-related infrastructure of regional significance is outlined in each of the action plans under the corresponding recommended capital program. This program is intended to assist in implementing the outcomes of the infrastructure-based actions outlined in each strategy. It does not include local level capital works planned for Wide Bay which are not of regional significance. It also does not outline the routine maintenance and other transport-related operations and initiatives that agencies undertake as part of their core activities.

For each of the items outlined in the Recommended Capital Programs the following information is provided:

- a description of the proposed capital works action
- lead and collaborating agencies
- proposed timing and threshold factors
- indicative costs and funding sources and status where available, and
- source documents.

Where possible, actions within each strategy and the Recommended Capital Program of the action plans have been arranged roughly south to north in terms of their geographic location.

Terminology Used in Action Plans

Action Type

The Action Plans use icons to show the general type of action proposed. The icons used are:



Timing & Threshold Factors

Where possible, a target timeframe is specified for each action outlined in the action plans, however, it should be noted that many of the actions will be implemented on an ongoing basis.

The following timeframes apply to each of the action plans:

short term:	2001–2005
medium term:	2005–2010
long term:	2010–2020

Where appropriate, threshold factors have also been included. Threshold factors refer to conditions required for an action to be undertaken or triggers which will determine the need for an action to occur, which may affect timings.

Lead Agency & Collaborating Agency

The Wide Bay Integrated Transport Plan uses the term agency to refer to government departments, local councils or other organisations that might be responsible for part or all of the implementation of individual actions contained in the plan.

Lead agencies have the overall responsibility for coordinating implementation of a specific action. There may be more than one lead agency for an action. Collaborating agencies assist the lead agency in their areas of responsibility or expertise.

The following abbreviations are used for describing lead and collaborating agencies:

BCC	Bundaberg City Council
BPA	Bundaberg Port Authority
BSC	Burnett Shire Council
CSC	Cooloolah Shire Council
DLGP	Department of Local Government & Planning
DMR	Department of Main Roads
DPI	Department of Primary Industries
DSD	Department of State Development
DTRFT	Department of Tourism, Racing & Fair Trading
EPA	Environmental Protection Agency
HBCC	Hervey Bay City Council
ISC	Isis Shire Council
KSC	Kolan Shire Council
MCC	Maryborough City Council
MITWG	Marine infrastructure Technical Working Group (coordinated by EPA)
MVSC	Miriam Vale Shire Council
NR&M	Department of Natural Resources & Mines
NSC	Noosa Shire Council
QPWS	Queensland Parks & Wildlife Service
QR	Queensland Rail
QT	Queensland Transport
SRQ	Sport & Recreation Queensland
TQ	Tourism Queensland
TSC	Tiaro Shire Council
WBHSN	Wide Bay Human Services Network
WSC	Woocoo Shire Council

Source Documents

Source documents refer to documents which have outlined the need for a specific action or provide technical support, guidance or direction for undertaking an action.

The following abbreviations are used for describing source documents:

CITS	Central Integrated Transport Strategy
EIS	Environmental Impact Study
IAS	Impact Assessment Study
MRIG	Main Roads Investment Guidelines
NITS	Northern Integrated Transport Strategy
REF	Review of Environmental Factors
RIP	Department of Main Roads' Road Implementation Program
RNS	Rail Network Strategy
SITS	Southern Integrated Transport Strategy
STN	Strategic Transport Network
STRS	Strategic Tourism Roads Strategy

Indicative Cost

Costings, where provided, are estimated in 2001 dollars and are based on best available current information. Costings should be treated as broad estimates only.

Funding of the recommended capital program for Wide Bay will require ongoing financial support from all sectors of government (federal, state and local) as well as the private sector. The Wide Bay community may also help by supporting actions involving community and public transport initiatives.

The abbreviation TBD has been used to indicate that costings are yet to be determined or are contingent on the findings of a related study or more detailed planning.

Funding Status

Funding status has been provided for actions in the Recommended Capital Program for each action plan.

The following categories for funding status have been identified:

- **funded** - Funding has been approved under a current infrastructure program by the respective agency.
- **part funded** - The action is part funded. Refer to the Main Roads Implementation Program, local government works program or respective agency's works program for level of funding and timing. The status of part funded does not preclude the availability of future funds becoming available.
- **unfunded** - The short-term action is not currently funded in existing infrastructure programs.
- **beyond current funding programs** - The timing for the funding of this action is beyond the currently approved infrastructure programs of the respective agency/agencies. The funding status of such actions would be periodically reassessed.

The following funding sources have been identified for funded and part funded actions and for actions with an indicative forward allocation of funds:

State Government

- Main Roads' Roads Implementation Program 2001-2002 to 2005-2006 (RIP)
- Transport Infrastructure Development Scheme (TIDS)
- Maritime Capital Investment Program
- Great Walks of Queensland Program
- Transport Services Contract (Rail Infrastructure)

Local Government

Federal Government

- National Highways System program (NHS)
- Federal Office of Road Safety (FORS)

Commercial Funding Arrangements

Transport & Land Use Coordination

Action Plan Objective:

To achieve integration between land use and transport planning throughout the Wide Bay region.

Wide Bay 2020 Policy Principle:

Transport and land use planning should be carried out in an integrated and coordinated planning and policy framework to ensure a high quality, efficient and integrated passenger and freight transport system which supports agreed settlement patterns and minimises environmental impacts.

Strategies:

- 1.1** Promote best practice land use and transport planning in local government planning schemes.
- 1.2** Appropriately consider and manage potential transport impacts arising from development and other land use planning initiatives.
- 1.3** Ensure that tourism development planning appropriately considers potential impacts on the transport system and supports alternative modes of transport.

Action Plan 1

Action Plan 1: Transport & Land Use Coordination

Integrated transport planning involves considering the transport system as a whole. This requires consideration of all modes of transport alongside broader land use development needs and people's lifestyle choices - with the integration of land use and transport as a key goal.

The existing regional transport system is well developed for existing and proposed land use and predicted population. However, opportunities exist for improvement. Integrating land use and transport can:

- support the use of public transport, walking and cycling
- ensure that the transport network provides transport and access for all, including those with mobility difficulties and the transport disadvantaged
- support economic, social, sustainability and environmental objectives for the region
- deliver more efficient, safe and effective freight movement and minimise community and infrastructure impacts of freight movement, and
- minimise transport infrastructure costs and the environmental and social impacts of transport infrastructure provision and maximise investment.

Local Government Planning Schemes

Local government planning schemes are developed under the *Integrated Planning Act 1997*, which seeks to achieve ecological sustainability by:

- supplying infrastructure in a coordinated, efficient and orderly way, including encouraging urban development in areas where adequate infrastructure exists or can be provided efficiently
- managing the process by which development occurs and managing the effects of development on the environment, and
- providing opportunities for community involvement in decision-making.

They establish how land can be identified, serviced, built on and used for social and economic purposes in an environmentally sustainable way. These schemes usually consist of land use objectives, development provisions and incorporated documents. Transport and planning is an important consideration in these schemes.

Local government planning schemes will be a key tool in ensuring that best practice transport and land use are coordinated and integrated at the local level and reflect regional land use, transport, environmental and social objectives.

Each local government in the Wide Bay region will need to develop a planning scheme.

The Wide Bay Integrated Transport Plan sets the context for state, regional and local transport-related issues which should be coordinated and integrated by planning schemes in the Wide Bay region.

Transport & Land Use Coordination to Support Personal Mobility

The location of land use activities and the development of transport networks should not be planned independently. Both land use and transport planning have a major influence on where, how, and how far people travel. The location of land uses and transport infrastructure strongly influences travel demand, the efficiency of public transport services and transport options. Appropriate land use and transport planning can support the use of public transport, cycling and walking and can also deliver street networks and patterns which reduce both the number and lengths of car trips required. If done early in the planning and development cycle, this can be done without detriment to the profitability or aesthetics of a development and can improve the amenity of an area.

Transport & Land Use Coordination to Support Economic Development

The availability of road, rail, air, and other transport services and infrastructure often determines the location and distribution of different land uses and industries. Integrated land use and transport planning can also deliver more efficient and effective freight movements.

Integrating transport and land use can ensure that transport corridors and their surroundings are planned, designed, developed and managed as integrated facilities with provision for more than one transport mode if appropriate. This is equally applicable to freight movement through the provision of multi-modal freight corridors and handling facilities, as it is to the integration of passenger transport services and facilities.

Transport & Land Use Coordination to Support Environmental & Social Outcomes

Integrating transport and land use planning can also assist in addressing social and equity issues. One of these ways is through the limitation of the development of residential lots in non-urban areas as a means of both minimising encroachment on the region's economically, agriculturally, socially, culturally and environmentally significant areas and bringing a more effective delivery of infrastructure services. Of importance to the planning of transport infrastructure and services, this preferred, more compact urban form also leads to opportunities for a more efficient transport system and improves the potential viability of public transport systems within Wide Bay.

A preferred settlement pattern for the Wide Bay Region and role of its urban centres has been identified in the Wide Bay 2020 Regional Growth Management Framework, to guide growth in accordance with regional economic, environmental and social objectives. The preferred settlement pattern outlined in the Wide Bay 2020 Regional Growth Management Framework is supported by the actions contained in the Wide Bay Integrated Transport Plan.




State Coastal Management Plan






The coastline of the Wide Bay area has been recognised by the State Coastal Management Plan as particularly significant. The State Coastal Management Plan requires that the coastal transport network be planned to minimise impacts on coastal resources. For example, it requires that transport infrastructure be set back from erosion-prone areas and significant coastal resources.

The State Coastal Management Plan and the Wide Bay Regional Coastal Management Plan, currently being prepared, will need to be considered in the planning of all transport-related infrastructure.







State boat harbours have been established by the Queensland government at Urangan, Burnett Heads and Snapper Creek to foster small craft activities by providing sheltered mooring facilities and protected areas where trailer-borne craft can be launched and retrieved. The use and development of the boat harbours should be promoted as a viable and environmentally desirable alternative to patchwork-type development in the region.

STRATEGY 1.1: Promote best practice land use and transport planning in local government planning schemes






	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	<p>1.1.1 Ensure planning schemes for all councils in the Wide Bay Region integrate land use and transport planning effectively by:</p> <ul style="list-style-type: none"> a) consolidating development in and around existing centres b) containing urban expansion and encouraging infill development c) controlling satellite residential development d) encouraging street connectivity, which supports walking, cycling and the efficient and effective provision of bus services e) favouring development in areas with appropriate land forms and function to reduce infrastructure costs and promote alternative transport options f) ensuring new employment, health, educational and shopping facilities are centrally located to support access by public transport, walking and cycling g) ensuring that new transport-intensive developments (including residential areas, major centres, employment nodes and freight distribution centres) are concentrated in areas where they can make most effective use of the transport network and minimise the impact on surrounding communities h) identifying the differing land use and transport requirements of rural areas in order to preserve the amenity of those locations. 	All Councils (DLGP)	short term & ongoing	SITS CITS NITS Shaping Up
	<p>1.1.2 Protect the function of transport corridors by defining the road hierarchy in local government planning schemes and ensure that statewide interests and regional transport corridors are included in planning schemes as appropriate</p>	All Councils (DMR)	ongoing	SITS CITS NITS
	<p>1.1.3 Ensure neighbourhoods are designed to improve the quality of the transport environment for all users by ensuring development is complementary to the adjacent transport function</p>	All Councils	ongoing	Shaping Up

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	1.1.4 Ensure neither rural residential areas nor development do occur in areas which would be expensive and inefficient to supply with transport infrastructure and services	All Councils	ongoing	Shaping Up
	1.1.5 Ensure proposed land use patterns identified in planning schemes encourage the use of public transport	All Councils	ongoing	Shaping Up Austroads part 13 & 14
	1.1.6 Ensure land use patterns encourage walking and cycling by incorporating measures in planning schemes that require the provision of pedestrian and cycle infrastructure to be designed and provided to appropriate standards	All Councils	ongoing	Shaping Up
	1.1.7 Ensure the new subdivisions are designed for public transport, public utility vehicles and emergency vehicle access	All Councils	ongoing	Shaping Up
	1.1.8 Identify opportunities in planning schemes to concentrate urban development, employment-generating activity centres, social and other services around existing transport routes, public transport and pedestrian and cycling spines, with higher residential and employment densities near interchanges and stops	All Councils	ongoing	Shaping Up

STRATEGY 1.2: Appropriately consider and manage potential transport impacts arising from development and other land use planning initiatives

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	1.2.1 Ensure land use and transport planning principles and directions are considered in development application referrals and assessments	All Councils (QT, DMR)	each development application	SITS CITS NITS
	1.2.2 Control land use development in the vicinity of airports in accordance with the requirements of the State Planning Policy for Planning for Aerodromes and Other Aeronautical Facilities through council planning schemes	BCC HBCC MCC (BSC)	ongoing	CITS NITS SPP 2/92
	1.2.3 Proactively manage input to major development projects to achieve financially, environmentally and socially acceptable transport outcomes and monitor projects with the potential to have major implications for transport infrastructure planning	All Councils QT DMR	each development application	SITS CITS NITS
	1.2.4 Monitor the impacts on the transport network and respond to the changing transport demands arising from industry reform and expansion including: <ul style="list-style-type: none"> Regional Forest Agreement for SEQ changes to land use from dairy industry deregulation potential expansion in areas of irrigated crops and pastures resulting from the construction of the Burnett River Dam and the raising of the Borumba Dam. potential expansion of tourism in coastal and hinterland areas potential expansion and restructuring of the sugar industry. 	All Councils QT DMR	ongoing	SITS CITS NITS
	1.2.5 Assess the impacts on the road network of developing primary industries in areas remote from the actual developments (refer also action 1.2.4)	All Councils QT DMR	ongoing	
	1.2.6 Develop an Agnes Water Master Plan, including Traffic Impact Statement, and develop Infrastructure Charges Plan and Public Transport Strategy	MVSC (QT)	short term	NITS

STRATEGY 1.3: Ensure that tourism development planning appropriately considers potential impacts on the transport system and supports alternative modes of transport

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	1.3.1 Encourage tourist facilities to be supported by “green tourist plans” that seek to support the use of alternative modes of transport, including public and charter transport, walking and cycling	All Councils Tourist Operators TQ	ongoing	SITS CITS NITS
	1.3.2 Monitor and participate in state-wide tourism related strategies contained in the Strategic Tourism Roads Strategy	DMR	ongoing	STRS
	1.3.3 Monitor the decisions made by the whole-of-government Growing Tourism Taskforce and implement locally the outcomes of the transport-related actions detailed in the Strategy for Growing Tourism	DMR QT (DTRFT) (All Councils)	ongoing	Strategy for Growing Tourism
	1.3.4 Coordinate strategic planning and policy for roads tourism through the Roads Tourism Steering Group	DMR QT	ongoing	Strategy for Growing Tourism
	1.3.5 Consider the recommendations of the QPWS Study into the transport and access requirements on Fraser Island to provide for a sustainable transport system that protects World Heritage values and provides for appropriate recreation and tourism opportunities; and implement the recommendations accepted by the Queensland government	QPWS	ongoing	Great Sandy Region Management Plan



Road Transport Facilities

Action Plan Objective:

To ensure an efficient road network in the Wide Bay region for the movement of people and produce.

Wide Bay 2020 Policy Principles:

The preferred settlement pattern should be supported by an efficient and safe road network appropriate to the needs of urban and rural communities.

Adverse effects of freight movement within the region should be minimised and the safe movement and storage of freight (including hazardous materials) throughout the region ensured by appropriate planning.

Strategies:

- 2.1** Plan and manage the Bruce Highway as the principal corridor serving Wide Bay.
- 2.2** Identify and manage key regional roads and road corridors to support regional development in Wide Bay.
- 2.3** Manage heavy vehicles and road freight movement in Wide Bay to ensure efficiency and safety and to minimise community and infrastructure impacts.

Action Plan 2

Action Plan 2: Road Transport Facilities

Managing the road network is an exercise in managing the needs of many competing requirements within a state-wide budget. Strategies are required for key roads in the network, as well as an overall strategy for the Queensland road network.

A mature, efficient and effective road network will provide a robust system for managing ground transport. A mature, efficient and effective road network is one that:

- allows for directness of travel between major traffic generators
- provides separation between major transport routes and land uses that could be negatively affected by transport impacts
- has a recognisable hierarchy of roads within the network
- matches condition and standards with the needs of each link within the network, and
- provides for appropriate alternative routes to major destinations, where possible.

To deliver an effective road network for Wide Bay, the Wide Bay Integrated Transport Plan needs to consider the overall road network connectivity and general community accessibility to:

- provide a framework within which each road link strategy can be fashioned toward a complete goal for the region's road network
- provide choice and accessibility to a wide range of destinations for residents and visitors, and
- support and develop strong social and economic bonds between communities.

In terms of road hierarchy, the principal corridor serving Wide Bay is the Bruce Highway. It is the most heavily used road by both passenger and freight vehicles. Apart from the Bruce Highway there are a number of other strategic and key roads in Wide Bay. Key roads include Isis Highway, Wide Bay Highway, Maryborough-Hervey Bay Road, Tin Can Bay Road, Maryborough-Cooloola Road, Bundaberg-Gin Gin Road,

Maryborough-Biggenden Road, Bundaberg-Port Road, Bundaberg-Bargara Road, Roundhill Road, Fingerboard Road and Mary Valley Highway (Gympie-Kenilworth Road). Other important roads are shown on the map inserted at the back of this document

Heavy Vehicle & Road Freight Movement

Regional roads catering for freight within the Wide Bay region contribute to the prosperity of the region. Policies which control land use need to be implemented to ensure the function of these corridors (existing and future) are not undermined. This includes local government planning schemes and Priority Service Areas (PSA) processes to optimise the use of these corridors.

Although there are no road train routes in Wide Bay, most of the major road corridors have been declared for 25m B-Double vehicles. Issues associated with heavy vehicle and road freight movement in Wide Bay include:

- the impact of freight movement on the maintenance of timber bridges and other road infrastructure
- the potential conflict between road freight vehicles and other road users
- changing industry requirements, and
- minimising community impact.

Potential impacts of development on the transport system

To maximise benefits from the road network, it is important to avoid, where possible, accelerated road deterioration or damage caused by heavy vehicles using particular roads in circumstances where the roads are not suitable for such traffic. Unanticipated and/or avoidable road damage from heavy vehicles has been a long-standing concern of both local and state government.

After extensive consultations with local government and industry representatives, the Queensland government has finalised a policy for dealing with road damage from industry development activities. It was developed in close consultation with the Local Government Association of Queensland.

The policy provides a comprehensive and integrated framework of measures for dealing with damage to roads issues. The measures cover both state-controlled and local government-controlled roads and focus on:

- giving industry adequate opportunities to input to roads planning
- improved arrangements for assessing and dealing with road impacts from specific industry development proposals, and
- a comprehensive set of road use management strategies for ensuring that heavy vehicle operations align with road capabilities.

The policy is available on the Main Roads website:
www.mainroads.qld.gov.au



Main Roads' Roads Implementation Program

Numerous road projects are programmed for construction by Main Roads over the next five years as shown in Map 1. Details of those road planning, construction and maintenance activities that the state government intends to progress are listed in the Main Roads' Roads Implementation Program (RIP). Projects on the first two years of the RIP have a firm commitment in terms of timing and funding. The last three years are indicative for planning and design purposes subject to funding.

The RIP is available for public viewing at all Main Roads' regional and district offices and at the Main Roads' website:
www.mainroads.qld.gov.au

Each council also has its own complementary capital works program. Main Roads' vision for the state regional network is shown in Map 2.

Roads on Fraser Island

Fraser Island is predominantly a protected area under the *Nature Conservation Act 1992* and is also managed as the Fraser Island Recreation Area for nature-based recreation where the needs of protection and recreation are carefully balanced. Fraser Island's roads are predominantly sand roads to provide a more natural experience. Queensland Parks & Wildlife Service has taken on the responsibility for maintaining general access roads on the island. In managing Fraser Island, the Queensland Parks & Wildlife Service faces the challenge of keeping the delicate balance between protecting the island and allowing recreational use.

To support this, recent road and beach closures have been instituted on Fraser Island. These fulfilled a number of recommendations contained in the 15-year Great Sandy Region Management Plan, which was endorsed by cabinet in 1994 after widespread public consultation. The closures are consistent with zoning requirements of the management plan to maintain the values of the remote northern part of Fraser Island.

From 3 September 2001, the existing western beach closure between Platypus Bay Road to Rooney Point was extended to include Sandy Cape lighthouse west to Rooney Point and the Platypus Bay Road southward to Wathumba Spit. Vehicle access to the western beach will continue to be available between Wathumba Creek and Moon Point. The Platypus Bay Road is also closed to vehicle access.

On the eastern side of the island south of Waddy Point, access and parking is available for vehicles north of the access point to South Waddy Beach. This will give people the opportunity to fish near the headland and to access the beach for worms. No vehicles will be permitted on the section of beach extending about one kilometre south of the access point. Despite this small closure, there is still more than 100 kilometres of eastern beach available to vehicles.

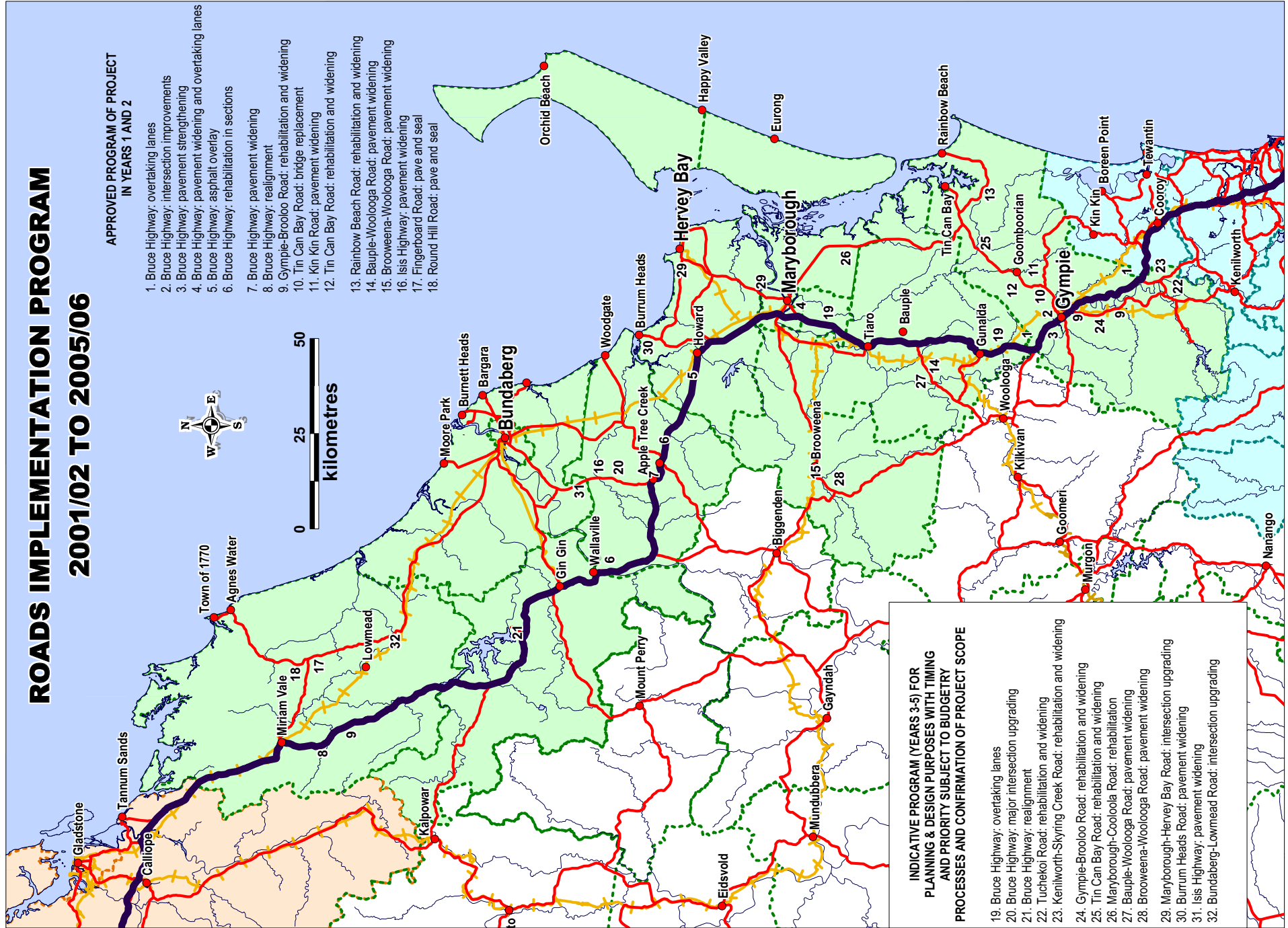
About 24km of beach from Dilli Village to Hook Point will be closed in 2002 once the old mining road has been upgraded.

Closures implemented in 1996 helped protect a number of the island's lakes, while vehicle access to other nearby lakes continued. The planned closures will help protect a small portion of the island's beaches while allowing more passive, safe and enjoyable access.

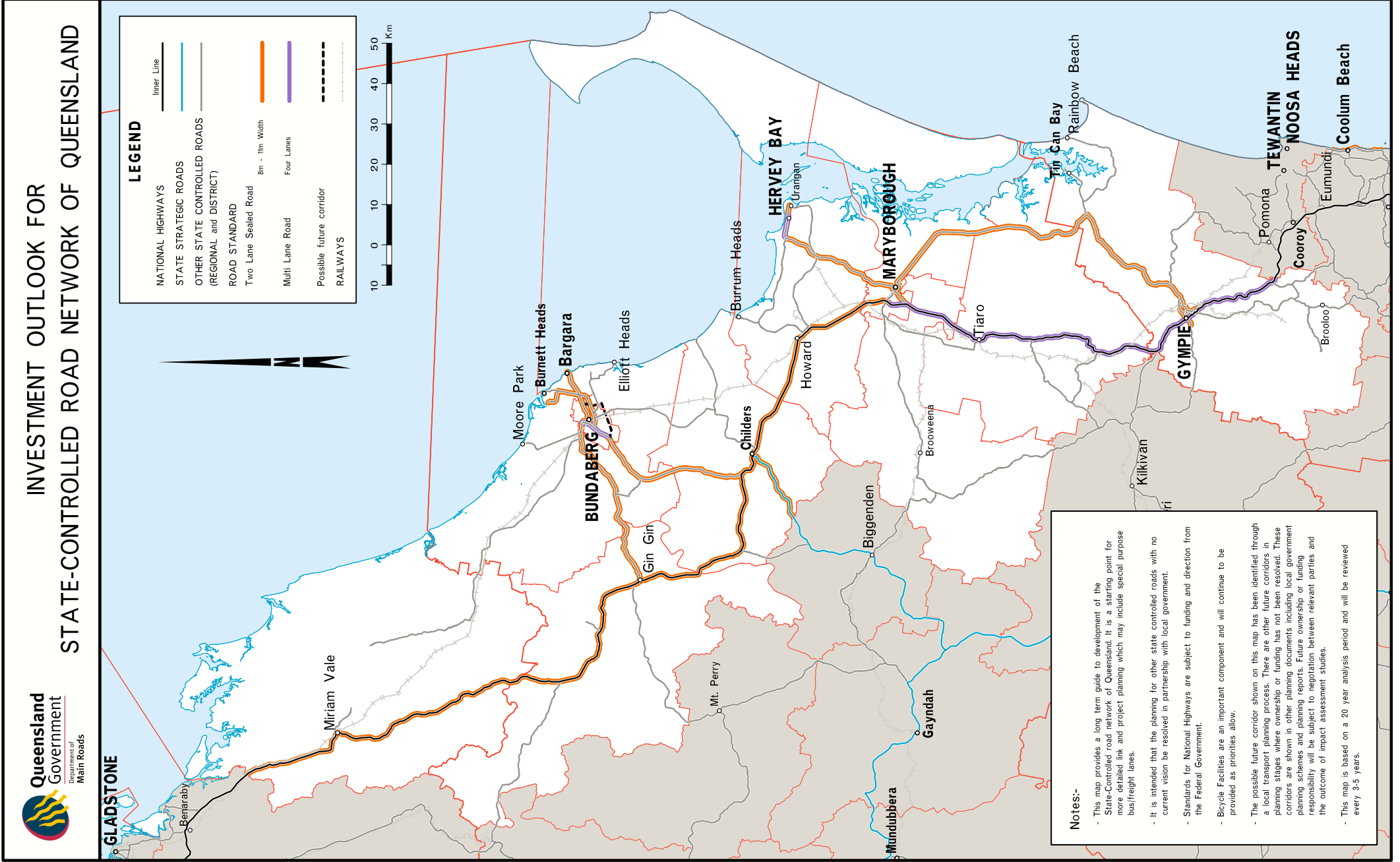
Emergency services and other authorised vehicles will still be allowed access to these areas. Closed roads and tracks will be maintained for this emergency access and as firebreaks.

Queensland Parks & Wildlife Service are currently undertaking a study on the transport and access requirements on Fraser Island. The study will identify the requirements for a sustainable transport management system for Fraser Island World Heritage Area, that protects World Heritage values and provides for appropriate recreation and tourism opportunities. It will also consider linkages between land, air and sea based transport options to/on the island.







Map 1: Roads Implementation Program 2001 / 02 & 2005 / 06










Map 2: Investment Outlook for State-Controlled Road Network of Queensland



















STRATEGY 2.1: Plan and manage the Bruce Highway as the principal corridor serving Wide Bay

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	2.1.1 Conduct a traffic planning study for Gympie to determine priorities for upgrading of the Bruce Highway through Gympie	DMR	short term	SITS
	2.1.2 Undertake a strategy study into upgrading the Bruce Highway to national highway standards from Cooroy to Cooloola/Tiaro boundary	DMR	short term <i>this action could be undertaken concurrently with Traffic Planning Study for Gympie - Action 2.1.1</i>	SITS
	2.1.3 Implement appropriate recommendations of the strategy study regarding Bruce Highway from Cooroy to Cooloola/Tiaro Boundary	DMR	medium-long term <i>findings of strategy study regarding Bruce Highway from Cooroy to Cooloola/Tiaro Boundary - Action 2.1.2</i>	SITS
	2.1.4 Confirm the corridor for the Childers Bypass by undertaking an environmental impact assessment to meet legislative requirements	DMR	short term	STN CITS
	2.1.5 Implement the recommendations of the Childers Bypass study as appropriate, including ensuring proposed development is managed to safeguard the viability of the selected route	DMR ISC	long term <i>findings of Childers Bypass study - Action 2.1.4</i>	CITS
	2.1.6 Undertake detailed planning of complete overtaking lane site selections for Bruce Highway overtaking lanes (Gin Gin to Miriam Vale) and select the most cost-effective sites for early implementation.	DMR	ongoing	NITS






STRATEGY 2.2: Identify and manage key regional roads and road corridors to support regional development in Wide Bay

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	2.2.1 Establish a strategic functional road hierarchy for the current and future state-controlled and local government networks, including a system of standards, level of service and access management criteria and review as required. The road hierarchy will address: <ul style="list-style-type: none"> principal trips; access to developments; road elements & characteristics; abutting land use; desired traffic speed; network deficiencies. 	DMR All councils	short term (by 2003)	
	2.2.2 Plan and preserve the route for a new road link between Boreen Road and Tin Can Bay Road	CSC NSC DMR	in progress	SITS
	2.2.3 Monitor growth in freight traffic on the sections of the Isis Highway and Burnett Highway connecting the Wide Bay region with southern markets and plan route upgradings as demand warrants	DMR	ongoing <i>to be undertaken in consultation with industry groups & upgradings to routes to be planned as demand warrants</i>	CITS
	2.2.4 Investigate the need and demand for regional links between the Bruce Highway and the Maryborough to Cooloola Road between Maryborough and Gympie	TSC	medium-long term	STN CITS
	2.2.5 Investigate network constraints and implement appropriate recommendations for managing tourist and heavy vehicle traffic on the state-controlled road network through Maryborough to Hervey Bay. This will be achieved by activities such as: <ul style="list-style-type: none"> incorporating the established road hierarchy (developed in Action 2.2.1) into the planning scheme of Maryborough City Council undertake upgrading of Ferry/Walker Street, Walker/John Street and Ferry/Alice Street Intersections 	DMR MCC	short term <i>as traffic and local amenity issues demand action (linked to Action 2.3.2)</i>	CITS CITS Traffic Model Report
	2.2.6 Investigate mitigation measures to improve the flood relief for the approaches to Granville Bridge in Maryborough	DMR MCC	short term	CITS
	2.2.7 Plan for the development of an eastern corridor for Maryborough	MCC	short term	










	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	2.2.8 Investigate and determine the ultimate cross-section, standard and alignment for the Maryborough-Hervey Bay Road, including provision for cyclists	DMR	short term	
	2.2.9 Monitor the outcome of the Fraser Island Tourist Access and Transport Strategy and incorporate actions where relevant, into the Wide Bay ITP	HBCC MCC CSC QT DMR	short term	Fraser Island tourist access and Transport strategy
	2.2.10 Investigate the appropriate standard and timing for the upgrading of the Urraween Road Corridor	HBCC	short term	CITS
	2.2.11 Investigate the timing for a duplication of Boat Harbour Drive between Pialba and Urangan	DMR	short term	CITS
	2.2.12 Monitor the need and timing for a direct link from the Bruce Highway to the Maryborough-Hervey Bay Road, north of Maryborough	MCC DMR (HBCC)	medium term <i>also refer action 2.2.5</i>	
	2.2.13 Monitor development in the coastal corridor east of Bundaberg and respond to changing transport demand on the southern access link (Goodwood Rd) from Bundaberg/Burnett Coast to the Bruce Highway	DMR	ongoing	NITS CITS
	2.2.14 Initiate planning of an overtaking lane strategy on Bundaberg-Gin Gin Road and select the most cost-effective sites for early implementation	DMR	Progressively over the next twenty years	NITS
	2.2.15 Undertake planning and protect the Bundaberg Ring Road. This will be achieved by ensuring: <ul style="list-style-type: none"> Bundaberg Ring Road route is incorporated as a future road corridor in the Bundaberg City Council planning scheme planning scheme includes provisions requiring new development to recognise and make provision for the road corridor envisaged 	DMR BCC (BSC)	short term <i>Critical infrastructure for the Bundaberg food precinct</i>	NITS

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	2.2.16 Complete detailed planning for Burnett Shire North-South Distributor Road, and commence construction with initial priority given to the proposed link connecting Hughes Road to Back Windermere Road	BSC <i>(DMR - interaction with state-controlled roads)</i>	short term	NITS
	2.2.17 Investigate the upgrading requirements of Kalpower Road for the timber industry	DMR	short term <i>changes in usage due to changes in timber industry</i>	NITS
	2.2.18 Complete detailed feasibility study for Moore Park Road local realignments	DMR	medium term	NITS
	2.2.19 Plan corridor for Moore Park Road, includes ensuring proposed development is managed to preserve the viability of the preferred alignment	DMR BSC	medium-long term <i>monitor development & findings of Moore Park Road Feasibility Study - Action 2.2.18</i>	NITS
	2.2.20 Monitor status of planning applications for major industrial development at Fairymead and associated construction of new bridge over the Burnett River and amend Burnett Shire Council Road Network Hierarchy as necessary	BSC <i>(BCC)</i> <i>(DMR - for road network impacts)</i>	short term	
	2.2.21 Develop a link strategy for Bundaberg - Lowmead Road	DMR	short term	NITS
	2.2.22 Monitor growth and development relating to a link between Bruce Highway and Tableland Road	KSC MVSC BSC	ongoing	NITS MRIPD
	2.2.23 Develop a link strategy for Roundhill Road and Fingerboard Road	MVSC	short term	NITS
	2.2.24 Investigate the need and demand of a new corridor between Turkey Beach and Agnes Water	MVSC <i>(QPWS)</i>	medium-long term	NITS









STRATEGY 2.3: Manage heavy vehicle & road freight movement in Wide Bay to ensure efficiency & safety and to minimise community & infrastructure impacts

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	2.3.1 Review, identify and protect the most appropriate network of freight (including B-Double routes) to facilitate the efficient movement of goods, whilst minimising impacts on amenity and safety, consistent with projected funding considering: <ul style="list-style-type: none"> • a northern route from East Gympie to the Bruce Highway • a southern route from East Gympie to the Mary Valley Highway (Gympie-Brooloo Road) • the recommendations of the Forest Industry Road Transport Study • the need to replace timber bridges 	DMR QT All councils private industry	short-medium term	SITS CITS
	2.3.2 Investigate an alternative to Maryborough - Cooloola Road/ Granville Bridge route through Maryborough for heavy vehicles destined for the Bruce Highway	MCC	short-medium term	SITS CITS
	2.3.3 Monitor the school bus network with respect to safety and potential for conflict with freight vehicles	QT (All councils) (DMR)	ongoing <i>to be undertaken in conjunction with public transport actions - Action Plan 3</i>	SITS
	2.3.4 Continue to establish hours of operation agreements or conditions with major freight originators (timber, dairy etc), such that freight vehicles do not use narrow or unsealed roads during school bus service times	All councils QT DMR	ongoing	SITS
	2.3.5 Work with rural industry stakeholders (eg sugar, horticulture, forestry) in order to identify efficient and viable freight transport and handling systems, and to develop appropriate transport plans, as required, to meet the identified needs	All councils QT DMR	ongoing	




RECOMMENDED CAPITAL PROGRAM: Road Transport Facilities

	Action	Lead Agency (Collaborating Agency)	Order of Cost	Timing (Threshold Factors)	Funding Status
	2.1C Implement recommendations for upgrading the Bruce Highway, identified in the traffic planning study for Gympie, as appropriate	DMR	TBD	short-medium term <i>findings of Traffic Planning Study for Gympie - Action 2.1.1</i>	beyond current funding programs
	2.2C Improve the standard (alignment, speed and flood immunity) of key roads providing access to rail freight facilities including Traveston Road	CSC	TBD	ongoing	part funded (FORS)
	2.3C Construct southern link between Boreen Road and Tin Can Bay Road	NSC	TBD	ongoing	part funded (NSC)
	2.4C Upgrade mid-link (Kin Kin Road) between Boreen Road and Tin Can Bay Road	DMR	TBD	long term	beyond current funding programs
	2.5C Construct northern link (Counter Road) between Boreen Road and Tin Can Bay Road	CSC	\$6 million	short term	unfunded
	2.6C Undertake minor alignment improvements on Tin Can Bay Road between Gympie and Goomboorian	DMR	\$8.5 million in short term	short-medium term	part funded
	2.7C Widen Rainbow Beach Road and undertake minor alignment improvements	DMR	\$11 million	short-medium term	part funded
	2.8C Progressively widen the narrow bitumen on Bauple-Woolooga Road west from Gundiah Road	DMR	\$12 million	ongoing	part funded
	2.9C Undertake improvements to overcome traffic constraints for the through movement of freight transport and safety of all road users between Gympie and Miriam Vale. This will be achieved via a range of traffic engineering works such as providing overtaking lanes at regular intervals and selected intersection improvements.	DMR	TBD	ongoing	part funded (NHS)

Note: Actions listed here with DMR as lead agency relate to specific road issues raised through the WBITP consultation process. Main Roads' vision for the state regional network is shown in Map 2.

	Action	Lead Agency (Collaborating Agency)	Order of Cost	Timing (Threshold Factors)	Funding Status
	2.10C Upgrade the Maryborough-Cooloola Road in response to increased usage due to changes in the timber industry resulting from the Regional Forestry Agreement for SEQ and possible sugar industry expansion.	DMR	\$12 million	ongoing <i>changes in usage due to changes in timber & sugar industry</i>	part funded (RIP)
	2.11C Upgrade Maryborough-Biggenden Road (including Boompa Road and the northern section of Brooweena-Woolooga Road) within the existing alignment	DMR	\$5 million	ongoing	part funded (RIP)
	2.12C Implement the recommendations of the Maryborough traffic study as appropriate	DMR MCC	TBD	a range of actions ranging from short to long term <i>findings of Maryborough Traffic Study - Action 2.2.4</i>	beyond current funding programs
	2.13C Progressively upgrade the River Heads Road, acknowledging its function as an important tourist access link to Fraser Island vehicular and passenger terminal	HBCC	\$8 million	short-medium term	part funded <i>in accordance with HBCC 10 year plan</i>
	2.14C Upgrade Ferry/Walker Street, Walker/John Street and Ferry/Alice Street intersections	DMR	TBD	short term <i>findings of Action 2.2.5</i>	part funded (RIP)
	2.15C Implement the recommendations of the Granville Bridge approaches study as appropriate.	DMR	TBD	<i>findings of Granville Bridge approaches study - Action 2.2.6</i>	beyond current funding programs
	2.16C Undertake road upgrading projects on Goodwood Road to maintain safety and level of service in line with established road hierarchy	DMR	TBD	short-medium term <i>linked to Actions 2.2.1 and 2.2.13</i>	beyond current funding programs
	2.17C Undertake Bundaberg Lowmead Road progressive improvements	DMR	\$2 million	medium term contingent upon findings of Link Strategy for Bundaberg-Lowmead Road - Action 2.2.21	beyond current funding programs

Note: Actions listed here with DMR as lead agency relate to specific road issues raised through the WBTP consultation process. Main Roads' vision for the state regional network is shown in Map 2.

	Action	Lead Agency <i>(Collaborating Agency)</i>	Order of Cost	Timing <i>(Threshold Factors)</i>	Funding Status
	2.18C Construct infrastructure projects on the Bundaberg Ring Road	DMR	TBD	<i>timing dependant upon development and demand particularly the Bundaberg food precinct - Action 2.2.15</i>	beyond current funding programs
	2.19C Complete sealing of Roundhill Road	MVSC <i>(DMR - through TIDS funding)</i>	\$1.6 million	short term	funded (TIDS & MVSC)
	2.20C Complete sealing of Fingerboard Road	MVSC	TBD	<i>medium term contingent upon findings of Link Strategy for Fingerboard Road - Action 2.2.23</i>	unfunded

Note: Actions listed here with DMR as lead agency relate to specific road issues raised through the WBITP consultation process. Main Roads' vision for the state regional network is shown in Map 2.

Passenger Transport Services & Facilities

Action Plan Objective:

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

Wide Bay 2020 Policy Principle:

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

Strategies:

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

Action Plan 3



Action Plan 3: Passenger Transport Services & Facilities

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

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

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

Long Distance Coach Services & Transit Centres

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

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

Scheduled Bus Services

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

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

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

Services offered on Scheduled Bus Services in Wide Bay

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

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

School Bus

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

Train Link Bus Services

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



Passenger Rail Services

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

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

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

Taxis

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

Air Transport

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

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

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

Walking & Cycling

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

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

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

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

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

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

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

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

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

Walking Tracks on Fraser Island

Walking tracks in the southern half of Fraser Island include:

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







Walking tracks in the northern half of Fraser Island include:



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

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






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

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

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









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

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












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

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








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

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

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



RECOMMENDED CAPITAL PROGRAM: Passenger Transport Services & Facilities

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

Other Transport Infrastructure for Economic Activity

Action Plan Objective:

To foster economic activities and growth in the Wide Bay region by providing necessary transport infrastructure and services required by the industrial, primary and tourism sectors.

Wide Bay 2020 Policy Principle:

Encourage the provision and protection of transport services and infrastructure to service the needs of industry and facilitate development to foster the region's economic growth.

Strategies:

- 4.1 Plan and provide rail infrastructure for the transport of freight within Wide Bay and to the ports of Gladstone, Bundaberg and Brisbane.
- 4.2 Investigate the potential for inter-modal freight facilities in Wide Bay.
- 4.3 Plan and provide the Wide Bay region's port infrastructure, facilities and services.
- 4.4 Plan and provide recreational boating facilities in Wide Bay.
- 4.5 Plan and provide barge and ferry infrastructure in Wide Bay.

Action Plan 4

Action Plan 4: Other Transport Infrastructure for Economic Activity

The Wide Bay Regional Growth Management Framework seeks to ensure that economic development occurs to enable Wide Bay to provide for increasing demand for jobs and adopts a number of objectives to promote economic development including:

- the achievement of environmentally sustainable forms of economic development and growth in the region
- the maximisation of economic growth and investment activity through the coordinated planning, funding and provision of key infrastructure
- the maximisation of the economic and employment benefits from Wide Bay's nature-based tourism features in a sustainable manner.

Diversification of agricultural products, and growth of the sugar cane, timber, beef and tourism industries are important opportunities for future employment creation in Wide Bay. For these areas of employment and economic development to remain competitive appropriate transport linkages and systems must be available.

Key industries in Wide Bay include:

- timber
- dairy
- livestock
- horticulture (including pineapples, and other fruits, vegetables and nuts)
- aquaculture and fishing
- mining/excavation
- manufacturing
- tourism, and
- sugar.

In addition to the road network and passenger transport infrastructure, other transport infrastructure related to these key industries includes

- rail infrastructure:
 - mainline
 - cane railways (private)
- the Bundaberg Port
- recreational and commercial boating infrastructure, and
- air transport of cargo and passengers.

Rail Infrastructure & Management

Mainline

The main rail corridor servicing the Wide Bay area is the North Coast Line which links Brisbane to Cairns. There are two operational branch lines which run off the North Coast Line. The Monto Line runs from south of Maryborough through Biggenden and Monto to Gladstone. The Kingaroy Line runs from Theebine through Murgon to Kingaroy. There are also spur lines off the North Coast Line into Gympie, Maryborough, Hervey Bay, Owanilla wood chip facility and east Bundaberg (Bunda Street).

The rail infrastructure in the region provides essential transportation for many industries including sugar, timber, horticulture, meat and grain, and a general freight service offering door-to-door facilities is also provided.

Queensland Transport as the policy arm of state government responsible for the Rail Network Strategy and as the lessor of rail corridor land is responsible for rail corridor stewardship.

Queensland Transport's Rail Network Strategy is the first overarching state-wide network strategy for rail. This document identifies specific strategies relating to policy and planning for the future of Queensland's rail infrastructure and rail corridors.

The strategy's objectives have been drawn up in an operating environment which has recently incorporated the introduction of third party railway managers to the state-based railway operators. These reforms have seen the responsibility for railway policy and planning in Queensland move from QR to Queensland Transport. However, QR will continue to manage its existing track infrastructure and plan for future investments.

The Rail Network Strategy is concerned with the land and fixed rail infrastructure forming the rail network. These assets include some structures such as catenary and signals above ground level, but which are commonly referred to as "below rail" assets.

Cane Railway

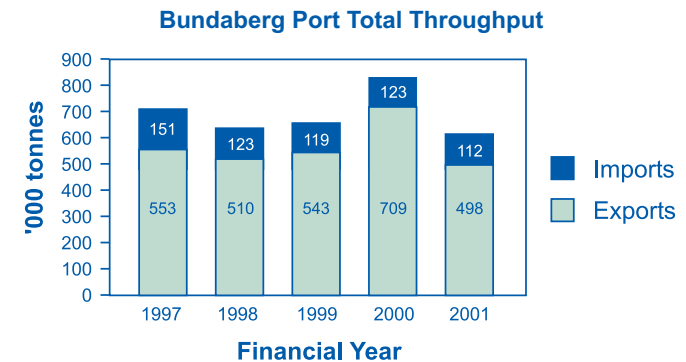
Bundaberg Sugar owns and operates a cane railway system (500km/610mm gauge track) to supply the Fairymead, Millaquin and Bingera mills. The cane railway system covers an area from Elliott River in the south to Baffle Creek in the north and west to Tirroan. Isis Central Mill owns and operates 150km of cane railway. The cane railway system services approximately 92% of their current sugar growing area and is an important transportation mode which has benefited the community over many years through reduced road haulage, lower traffic density and associated adverse impacts on roads, other road users and the community. However, as agricultural land use changes with other crops utilizing previous sugar land, it is becoming less economical to use the cane railway system. As the sugar area changes in size more pressure will be placed on the road network.

Bundaberg Port

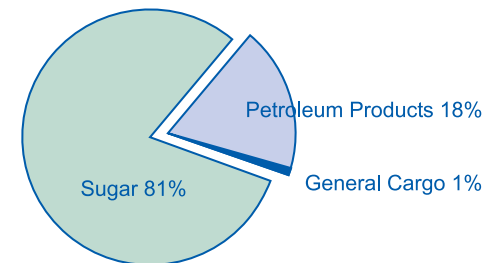
The Port of Bundaberg is the main seaport in Wide Bay. It is situated 19.3km downstream from the city of Bundaberg. It is 4.8km from the mouth of the Burnett River and has an entrance channel 8 km in length.

The port is an important regional service supporting key regional industries. port operations can generally be considered as:

- the receipt and assembly of cargoes and transfer of cargoes to ships for export (predominantly sugar)
- the unloading of important cargoes to storage and distribution of cargoes to the local market (predominantly bulk petroleum), and
- trawler, passenger and recreational activities.



Percentage Throughput by Commodity for Bundaberg Port



There are two main wharves at the Bundaberg port. One is used for the shipment of bulk sugar, the other is the bulk loading point for molasses and petroleum products. A new approach wharf has been constructed for general cargo users, providing access to the bulk sugar wharf for handling laden semi and B-double vehicles, forklifts and, recently, telegraph poles and Austoft farm machinery.

The 2000/01 financial year saw a decrease by 26.7% in all trade throughput figures at the Bundaberg port, mainly because of continuing poor seasonal conditions experienced by the sugar industry.

Sugar is the port of Bundaberg primary trade commodity, making up over 80% of the it's throughput. Fuel contributed to over 18% of the port's trade and the remainder consisted of general cargo.

Dredging to deepen and widen the port's channel commenced in June 2001. It is anticipated that this significant development will provide access for and attract other cargoes to utilise the port of Bundaberg.

There is currently no rail access available to the port, although a rail spur does exist through Bundaberg to the industrial area east of Bundaberg.

Recreational & commercial boating infrastructure

There are a number of recreational and commercial boating infrastructure facilities at various coastal settlements throughout Wide Bay (including Cooloola Shire, Maryborough City, Hervey Bay City, Isis Shire, Bundaberg City, Burnett Shire and Miriam Vale Shire) as well as recreational boat ramps on major watercourses and dams.

Queensland Transport provides funding for public recreational boat launching facilities. Other agencies are responsible for the provision of barge ramps and other infrastructure connected with tourism, fishing and other commercial interests, such as marinas and boat harbours.

Marinas and facilities for recreational and commercial vessels are available at the state boat harbours at Snapper Creek (Tin Can Bay), Urangan and Burnett Heads. The Burnett Heads Boat Harbour is managed by the Bundaberg Port Authority, while the other two state boat harbours are managed by Queensland Transport.

The Snapper Creek Boat Harbour provides for a range of commercial and recreational facilities including a marina, a slipway, commercial trawling facilities, and public boating facilities, including a two-lane boat ramp, pontoon and car/ trailer park.

At Urangan Boat Harbour, the facilities include a marina with a tourist residential complex, a barge ramp, slipway, whale-watching tourism terminal, and the state's largest recreational boating facility, comprising two four-lane boat ramps with associated car/trailer parking.




The Mary River has a growing boat building and repair industry, marina and mooring facilities. The river also provides a significant transport corridor to Maryborough. With good loading access available, there is an opportunity to ship cargo by barge to other eastern seaports (particularly Cairns and Gladstone) or even to the near northern neighbours.

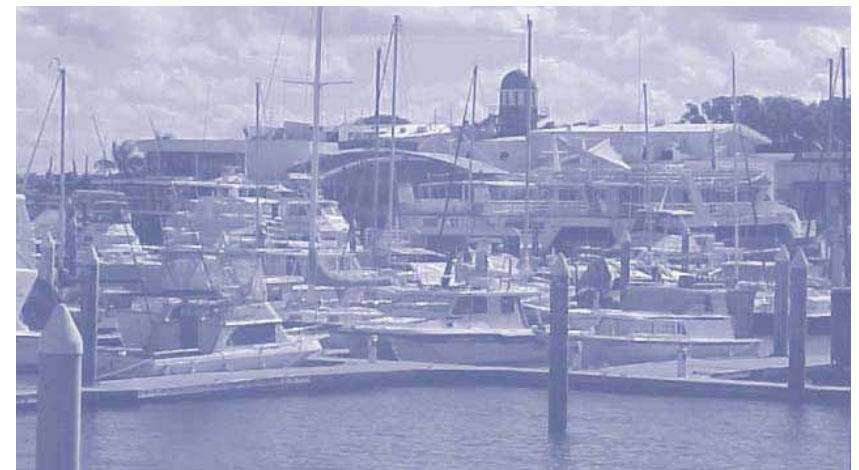
Marina facilities in the Bundaberg/Burnett region are available at Burnett Heads Marina, Bundaberg Port Marina, Mid-town Marina Complex in the Bundaberg town reach, and for trawler bases at the Port Marina. There are also pile moorings at the Corser Street precinct and at the various marinas.

Ferry & Barge Services






Ferry services are focused on Fraser Island. Ferry services operate from Inskip Point near Rainbow Beach, River Heads (Hervey Bay) and Urangan, to Fraser Island. Ferry services operate year round, although service frequencies increase during peak tourist season.

STRATEGY 4.1: Plan and provide rail infrastructure for the transport of freight within Wide Bay and to the ports of Gladstone, Bundaberg and Brisbane




	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.1.1 Develop Corridors Directions Proposals which will provide a vision for enhancing the relationship between utilisation and ongoing development of the Main North Coast Line consistent with the Rail Network Strategy	QT (QR)	short-medium term	CITS NITS SITS RNS
	4.1.2 Investigate viable options for the transport of sugar cane, taking into consideration inefficiencies associated with the existing cane tram system; the potential for expansion and diversification of land use in association with the industry; and the benefits, costs and feasibility of any alternative cane transportation system.	Isis Central Mill Bundaberg Sugar (QT DMR ISC BSC)	short-medium term	CITS
	4.1.3 Monitor the status of the cane railway system to maximise efficiency and the continued viability of the system as an effective transport mode.	Bundaberg Sugar Isis Central Mill	short-medium term	



STRATEGY 4.1: Plan and provide rail infrastructure for the transport of freight within Wide Bay and to the ports of Gladstone, Bundaberg and Brisbane


	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.1.4 Investigate the feasibility of providing direct rail access to the Port of Bundaberg and the potential to establish synergies between modal studies and possibly coordination of infrastructure and future joint road/rail use of a multi-modal corridor or part thereof.	QT (BCC BSC DMR QR)	<ul style="list-style-type: none"> • when freight demand increases • proposals for the Bunda Street Rail Spur 	NITS
	4.1.5 Monitor all major projects and transport corridor studies for an opportunity for a rail link to the Port of Bundaberg and assess opportunities for a fully commercial or fully private sector funded project	QT (BCC BSC DMR QR)	ongoing	NITS
	4.1.6 Monitor coal mine developments and the potential for establishment of a coal port within the region, with supporting rail infrastructure	QT	long term <i>dependent on future development</i>	NITS
	4.1.7 Prepare an opportunities/impacts statement to consider the future of the Bunda Line Corridor (Bundaberg)	QT BCC BSC QR	short term <i>to suit council intentions as proposed in the Burnett Riverfront Master Plan</i>	NITS
	4.1.8 Determine the suitability of closed rail corridors within the region for non-rail transport and communication purposes, and promote all suitable opportunities without compromising the safety and the integrity of rail operations	QT	medium term & ongoing	Rail Network Strategy

STRATEGY 4.2: Investigate the potential for inter-modal freight facilities in Wide Bay

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.2.1 Investigate the need and necessary requirements for a road/rail freight interchange near Gympie	QT QR DMR CSC	short-medium term	SITS
	4.2.2 Investigate the feasibility of developing a multi-modal freight facility for transport-intensive industries west of Maryborough	DMR QT QR DSD All Councils Private Industry	short-medium term	CITS
	4.2.3 Complete detailed road and rail planning in relation to potential freight terminal relocation and develop a land-banking strategy to support the relocated freight terminal and land controls to suit, integrated with QAC Industrial Park planning in Bundaberg particularly for the Bundaberg food precinct.	DSD QT, QR, BCC DMR	ongoing <i>detailed planning needs to preclude incompatible development</i>	NITS SIIP








STRATEGY 4.3: Plan and provide the Wide Bay region’s port infrastructure, facilities and services




	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.3.1 Review the Bundaberg Port Master Plan and integrate it with major road and rail network planning	QT (BSC QR BPA)	medium term	NITS



STRATEGY 4.4: Plan and provide recreational boating facilities in Wide Bay







	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.4.1 Review and update existing Queensland Transport Regional Strategic Plan for recreational boating facilities	QT All Councils	short term	Public Boat Ramps Central Qld Strategic Plan - March 1988
	4.4.2 Review existing studies and investigate the future potential demand for key recreational boating facilities and assess the capacity of those facilities to accommodate future demand	QT	short term <i>as part of review and update of Queensland Transport Regional Strategic Plan for recreational boating facilities</i>	SITS CITS NITS
	4.4.3 Review existing studies and develop a strategy for access to recreational boating facilities that seeks to maximise their use whilst minimising their impact	QT	short term <i>as part of review and update of Queensland Transport Regional Strategic Plan for recreational boating facilities</i>	SITS CITS NITS
	4.4.4 Maintain a periodic review of recreational boating facilities in liaison with council, industry and interest group representatives	QT All Councils	short term <i>as part of review and update of Queensland Transport Regional Strategic Plan for recreational boating facilities</i>	SITS CITS NITS
	4.4.5 Prepare an Environmental Management Plan for Urangan Boat Harbour	QT (HBCC, EPA)	short term <i>lease-holder endorsement</i>	Environmental Review of Urangan Boat Harbour - January 1999 Maunsell McIntyre

STRATEGY 4.5: Plan and provide barge and ferry facilities in Wide Bay


	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.5.1 Investigate the provision of barge and ferry services which ensure regular and reliable transport services within safety operating guidelines.	QPWS (NR&M QT)	short-medium term	Great Sandy Region Development Plan
	4.5.2 Implement the findings of the relocation study and determine potential for the provision of an integrated multi-user facility at Bullock Point	DNRM (CSC QT QPWS)	medium term <i>findings of Action 4.5.1 and expressions of interest from private sector</i>	
	4.5.3 Investigate the need for and location of a vehicular ferry link between Burrum Heads and Walkers Point	HBCC ISC	short-medium term	CITS



RECOMMENDED CAPITAL PROGRAM: Other transport infrastructure for economic activities

	Action	Lead Agency (Collaborating Agency)	Order of Cost	Timing (Threshold Factors)	Funding Status
Rail					
	4.1C Provide and maintain rail infrastructure in accordance with the current Transport Service Contract (Rail Infrastructure)	QT (QR)	TBD	short term	funded (Transport Services Contract (Rail Infrastructure))
Port and Recreational Boating					
	4.2C Plan and provide infrastructure at the Bundaberg port, in accordance with the Bundaberg Port Authority Strategic Plan and integration with the major road and rail network	BPA QR (BSC)	TBD	ongoing	commercial arrangements
	4.3C Dredge the approach channel to the Bundaberg port to accept Handimax shipping	BPA	TBD	short term	funded
	4.4C Commercial development of second marina development at Snapper Creek Boat Harbour	QT (EPA QPWS)	TBD	short-medium term <i>expressions of Interest, environmental approvals and funding availability</i>	commercial arrangements
	4.5C Construct a new bund wall and dredge spoil disposal and rehandling area for Urangan Boat Harbour	QT (EPA QPWS MITWG)	\$3.6 million	short term <i>funding availability</i>	funded (Maritime Capital Investment Program)
	4.6C Plan and provide maritime infrastructure in accordance with the Queensland government's Maritime Capital Investment Plan	QT	TBD	ongoing	funded (Maritime Capital Investment Program)



Action	Lead Agency <i>(Collaborating Agency)</i>	Order of Cost	Timing <i>(Threshold Factors)</i>	Funding Status
Barge Facilities				
 4.8C Improve facilities at barge ramps to improve road safety, including locating facilities for the re-inflation of vehicle tyres at those facilities which offer services to Fraser Island or similar 4WD tourist attractions	HBCC CSC QPWS	TBD	ongoing	unfunded

Financing & Implementing the Wide Bay Integrated Transport Plan



Financing the Wide Bay Integrated Transport Plan

The Wide Bay Integrated Transport Plan identifies existing and future transport infrastructure needs for the Wide Bay region. This also includes identifying the need for pre-planning and investigation studies to enable the identification of appropriate infrastructure requirements. In some cases the identified infrastructure may not even be required, depending on regional growth and the choices and decisions made by government, business, industry, service providers and the community over the next twenty years and beyond.

By identifying the required actions and projects for the next twenty years, the Wide Bay Integrated Transport Plan will ensure that the transport needs of the region have been considered in an integrated and focused manner. Infrastructure and services which may be long term, can then be planned for and the appropriate identification, planning and safeguarding of transport corridors can occur.

It should be noted that all actions and recommended capital works will need to be subject to:

- future funding approvals
- relevant studies and investigations listed in the Wide Bay Integrated Transport Plan
- appropriate environmental and other impact assessments
- further public consultation, and
- the lead agency's planning and assessment processes for their respective actions, including comprehensive technical, financial and other evaluations.

Many of the actions and items of potential future infrastructure identified in this document are currently unfunded under current funding arrangements for the region. Reasons for the identification of future currently unfunded items include:

- the need to identify and safeguard transport corridors to ensure that transport and development options are not prematurely restricted
- the need to identify current and future regional transport requirements in an integrated way
- the need to identify critical thresholds for design and funding requirements
- the need to provide opportunities for the Wide Bay community to understand the decision-making processes of transport agencies and influencing factors, such as scarcity of resources
- the need to provide opportunities for the Wide Bay community to provide input into transport decision-making processes, and
- the potential for the advancement of reasoned and demonstrated arguments for possible additional funding, if available, for critical items and projects.

For significant additional sums of money to be allocated for the infrastructure identified in the Wide Bay Integrated Transport Plan there is a very clear need to justify that expenditure. It is also important to note state and local governments fund a wide range of transport and non-transport initiatives.

Implementing the Wide Bay Integrated Transport Plan

Circumstances will change over the next twenty years. Planning assumptions, priorities and issues will need to be reviewed and revised and new priorities may emerge. The Wide Bay Integrated Transport Plan will need to be adjusted and reviewed over time to take account of these changing circumstances.

In particular, it should be noted that within the Wide Bay Integrated Transport Plan and Wide Bay 2020 frameworks, government agencies and local councils may need to consider a range of issues in developing their own ongoing program. Each individual state government agency or local council may therefore need to exercise flexibility to adjust their yearly work program and determine the absolute priority of actions listed in the Wide Bay Integrated Transport Plan. The process used to develop the Wide Bay Integrated Transport Plan recognises the need for such flexibility to cater for changing circumstances and work plans.

It is also recognised that the Wide Bay Integrated Transport Plan cannot necessarily list all work activity on transport infrastructure and services that will be undertaken in the Wide Bay region over the next twenty years and beyond. It is the intention of the Wide Bay Integrated Transport Plan to canvass the main transport issues of regional significance. It does not cover local level work activity to a large extent.

Responsibilities for implementing specific actions within the Wide Bay Integrated Transport Plan have been identified against each action. For each action, a lead agency and collaborating agencies have been nominated.

It is proposed that a Wide Bay Integrated Transport Plan Implementation Group be established. This implementation group will be chaired by Queensland Transport and will have an appropriate technical officer from each of the lead agencies listed in the Wide Bay Integrated Transport Plan. The role of the implementation group will be to:

- monitor and report on the progress of individual actions
- facilitate cross-agency interaction and information-sharing to support the implementation of the Wide Bay Integrated Transport Plan, and
- identify and develop opportunities to secure funding for the implementation of the Wide Bay Integrated Transport Plan.

It is proposed that the overall Wide Bay Integrated Transport Plan be reviewed every five years, consistent with census intervals. It is also proposed that an annual review of the rolling program of actions be undertaken by the implementation group. This annual cycle review would also consider the need for a project-driven review of the actions and proposed timing of actions within the Wide Bay Integrated Transport Plan.

The Wide Bay Regional Planning Advisory Committee will monitor outcomes of the Wide Bay Integrated Transport Plan against the Wide Bay 2020 Regional Growth Management Framework.

Appendices



Appendix A: Glossary & Abbreviations

B-Double	An oversized vehicle that is a combination of a prime mover followed by two trailers whose total length is less than 25m.	RGMF	Regional Growth Management Framework (Wide Bay 2020) - A framework for consistent land use planning & decision-making & an integrated response to opportunities & pressures of the growth projected for a region
BCC	Bundaberg City Council	RIP	Main Roads' Roads Implementation Plan
BSC	Burnett Shire Council	RPAC	Regional Planning Advisory Committee - The committee which oversees the WB2020 process. It consists of representatives from state and local government, major business & community sector interest groups.
CITS	Central Integrated Transport Study	service contract	An agreement for the provision of transport services between a transport operator and the government
CSC	Coolooloa Shire Council	SEQ BPA	Biodiversity Planning Assessment for South East Queensland
DLGP	Queensland Department of Local Government & Planning	short term	2001-2005
DMR	Queensland Department of Main Roads	SIPIP	State Infrastructure Plan - Implementation Plan
DPI	Department of Primary Industries	SITS	Southern Integrated Transport Study
DSD	Queensland Department of State Development	SRQ	Sport & Recreation Queensland
DTRFT	Queensland Department of Tourism, Racing & Fair Trading	STN	Strategic Transport Network
EIS	Environment Impact Study	STRS	Strategic Tourism Roads Strategy
EPA	Queensland Environmental Protection Agency	TBD	to be determined
HBCC	Hervey Bay City Council	TIDS	Transport Infrastructure Development Scheme - Construction & maintenance activities on local government roads for which funding subsidies are provided from the Main Roads' Roads Implementation Program, either because of their contribution to the overall road system or to assist local governments to address demands on their local road networks &/or manage local employment impacts
IAS	Impact Assessment Study	TQ	Tourism Queensland
ISC	Isis Shire Council	TSC	Tiaro Shire Council
ITP	Integrated Transport Plan	Wide Bay Region	The region comprising the ten local government areas of Bundaberg City, Burnett, Coolooloa, Hervey Bay City, Isis, Kolan, Maryborough City, Miriam Vale, Tiaro & Woocoo.
KSC	Kolan Shire Council	WB2020	The Wide Bay 2020 Regional Growth Management Framework & its associated processes
long term	2010-2020	WBHSN	Wide Bay Human Services Network
medium term	2005-2010	WBITP	Wide Bay Integrated Transport Plan
MCC	Maryborough City Council	WSC	Woocoo Shire Council
MITWG	Environmental Protection Agency coordinated Marine Infrastructure Technical Working Group		
MRIG	Main Roads Investment Guidelines		
MVSC	Miriam Vale Shire Council		
NITS	Northern Integrated Transport Study		
NR&M	Queensland Department of Natural Resources & Mines		
NSC	Noosa Shire Council		
Policy Action	Specific tasks, programs and mechanisms that give effect to the WB2020 Policy Principles		
Policy Principle	Guiding 'rules' that will assist in meeting the aspirations of the region's vision for the future as articulated in Wide Bay 2020		
QPWS	Queensland Parks & Wildlife Service		
QR	Queensland Rail		
QT	Queensland Transport		
REF	Review of Environmental Factors		

Appendix B: Publications

Wide Bay Integrated Transport Plan Publications

- Central Integrated Transport Strategy (CITS)** prepared by Arup (2001) - identifies transport issues, challenges & options relating to the Wide Bay Central sub-region, focusing on Hervey Bay City, Maryborough City, Tiaro, Woocoo & Isis
- Central Integrated Transport Strategy: Traffic Model Report (Draft)** prepared by Arup (2001)
- Freight Movement & Ports Study** prepared by Kinhill Economics (1998)- investigated options for improving the efficiency of freight movements within and through the Wide Bay region
- Northern Integrated Transport Strategy (NITS)** prepared by Arup (2001) - identifies transport issues, challenges & options relating to the Wide Bay northern sub-region focusing on Bundaberg City, Burnett, Kolan & Miriam Vale
- Regional Travel Pattern Study** prepared by Connell Wagner (1998) - established the current travel patterns and recent trends in transport demand within and through the Wide Bay Region.
- Southern Integrated Transport Strategy (SITS)** prepared by Arup (2001) - identifies transport issues, challenges & options relating to the Wide Bay southern sub-region, focusing on Cooloola
- Wide Bay Integrated Transport Plan: Draft for Consultation** (2002) - draft integrated transport plan released for public comment
- Wide Bay Strategic Transport Network** prepared by Maunsell McIntyre Pty Ltd (2000) - summarises the findings of the technical issues and community views working papers and provides a vision of what the transport network could be by the year 2020
- Working Paper: Community Views** prepared by Street Ryan (1999) - presented community issues and priorities which were raised and impacted on the development of the Wide Bay Strategic Transport Network (STN)
- Working Paper: Technical Issues** prepared by Maunsell McIntyre Pty Ltd (1999) - presented the technical issues which emerged as a result of initial research on the characteristics and trends in regional travel patterns and freight movement and identified key issues, options and potential performance criteria.

Other Referenced Publications

- Austrroads Guide to Traffic Engineering Practice - Part 13 - Pedestrians**
- Austrroads Guide to Traffic Engineering Practice - Part 14 - Bicycles**
- Department of Main Roads Road Investment Guideline** Department of Main Roads (2001)
- Gladstone Integrated Transport Plan 2001-2030** Queensland Transport, Main Roads, Queensland Rail, Gladstone Port Authority, Gladstone City Council, Calliope Shire Council, Gladstone-Calliope Aerodrome Board (2001)
- Great Sandy Region Management Plan** Queensland Parks & Wildlife Service
- Hervey Bay Road Network Study** (2001)
- Integrated Planning Act 1997**
- Integrated Regional Transport Plan for South East Queensland** Queensland Transport (1997)
- Integrated Transport Planning Principles** Queensland Transport (1999)
- Queensland Streets** Institution of Municipal Engineering Australia (1995)
- Rail Network Strategy (Draft)** Queensland Transport (2001)
- Recent Population & Housing Trends in Queensland** Department of Communication & Information, Local Government, Planning & Sport (2000)
- Roads Connecting Queenslanders** A strategic long-term direction for the Queensland road system and Main Roads Main Roads (2002)
- Roads Implementation Program 2001-2002 to 2005-2006** Main Roads (2000)
- Road Safety Policy Advisory Team Cycle and Pedestrian Survey** prepared by Market and Communications Research for Queensland Transport (2002)
- Safe Mobility for All for Life** Queensland Transport (2001)
- Shaping Up: Shaping urban communities to support public transport, cycling & walking in Queensland** Queensland Transport (1999)
- State Coastal Management Plan** Environmental Protection Agency (2001)
- Strategic Tourism Roads Study** Tourism Queensland & Main Roads (2000)
- Strategy for Growing Tourism** Department of Tourism, Racing & Fair Trading
- Trade Statistics for Queensland Ports: for the 5 years ending 30 June 2001** Queensland Transport (2001)
- Transport 2007** Queensland Transport (2001)
- Wide Bay 2020: Wide Bay Regional Growth Management Framework** Department of Local Government & Planning (1998)

Appendix C: Acknowledgements

Wide Bay Regional Planning Advisory Committee

Nita Cunningham	Minister for Local Government & Planning
Cr Mike Edgar	Councillor, Bundaberg City Council
Cr Raymond E. Duffy	Mayor, Burnett Shire Council
Cr Mick Venardos	Mayor, Cooloola Shire Council
Cr Ted Sorenson	Mayor, Hervey Bay City Council
Cr Bill Trevor	Mayor, Isis Shire Council
Cr Eddie Stone	Mayor, Kolan Shire Council
Cr Alan Brown	Mayor, Maryborough City Council
Cr John Bell	Mayor, Miriam Vale Shire Council
Cr John Horrex	Mayor, Tiaro Shire Council
Cr Kevin Mahoney	Mayor, Woocoo Shire Council
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Wendy Hamilton	Social Planner, Department of Families
Trevor Corthorne	Principal State Development Officer, State Development Centre
Maurine Gibson	Alternative Placement Support Services
Don Halpin	Bundaberg Fruit & Vegetable Growers
Col Johnson	Gurang Land Council
Craig Hodges	Bundaberg District Tourism & Development Board
Pam Soper	Wide Bay Conservation Council Inc
Mary Wilkinson	Queensland Chamber of Commerce & Industry

Other Contributing Agencies

Thanks are also extended to officers from the following agencies, who have contributed to the development of the Wide Bay Integrated Transport Plan:

- Bundaberg City Council
- Burnett Shire Council
- Department of Local Government & Planning
- Department of Main Roads
- Environmental Protection Agency
- Isis Shire Council
- Maryborough City Council
- Queensland Parks & Wildlife Service
- Queensland Transport
- Tourism Queensland
- Woocoo Shire Council.
- Bundaberg Port Authority
- Cooloola Shire Council
- Department of Natural Resources & Mines
- Department of Primary Industries
- Hervey Bay City Council
- Kolan Shire Council
- Miriam Vale Shire Council
- Queensland Rail
- Sport & Recreation Queensland
- Tiaro Shire Council
- Wide Bay 2020

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If you require additional copies of the Wide Bay Integrated Transport Plan please contact Queensland Transport's Regional Manager - Integrated Transport Planning (Southern) on 07 4639 0868 or by email at: wbtp@transport.qld.gov.au

The Wide Bay Integrated Transport Plan is available on the Queensland Transport internet site:
<http://www.transport.qld.gov.au>

The Wide Bay Integrated Transport Plan is an outcome of the Wide Bay 2020 Regional Growth Management Framework



The Wide Bay Integrated Transport Plan has been developed by:

