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:

Investigations & Studies
Detailed Planning Activity
Policies, Guidelines & Standards
Monitoring
Capital Works & Construction
Land Use & Transport Planning

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 Cooloola 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

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.
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.

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>CITS</td>
<td>Central Integrated Transport Strategy</td>
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<tr>
<td>EIS</td>
<td>Environmental Impact Study</td>
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<tr>
<td>IAS</td>
<td>Impact Assessment Study</td>
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<td>MRIG</td>
<td>Main Roads Investment Guidelines</td>
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<tr>
<td>NITS</td>
<td>Northern Integrated Transport Strategy</td>
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<tr>
<td>REF</td>
<td>Review of Environmental Factors</td>
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<tr>
<td>RIP</td>
<td>Department of Main Roads’ Road Implementation Program</td>
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<tr>
<td>RNS</td>
<td>Rail Network Strategy</td>
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<tr>
<td>SITS</td>
<td>Southern Integrated Transport Strategy</td>
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<tr>
<td>STN</td>
<td>Strategic Transport Network</td>
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<tr>
<td>STRS</td>
<td>Strategic Tourism Roads Strategy</td>
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</tbody>
</table>

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**
- Transport Infrastructure Development Scheme (TIDS)
- Maritime Capital Investment Program
- Great Walks of Queensland Program
- Transport Services Contract (Rail Infrastructure)

**Local 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: 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

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead Agency (Collaborating Agency)</th>
<th>Timing (Threshold Factors)</th>
<th>Source Documents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1.1</td>
<td>Ensure planning schemes for all councils in the Wide Bay Region integrate land use and transport planning effectively by: 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.</td>
<td>All Councils (DLGP)</td>
<td>short term &amp; ongoing</td>
</tr>
<tr>
<td>1.1.2</td>
<td>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</td>
<td>All Councils (DMR)</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.1.3</td>
<td>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</td>
<td>All Councils</td>
<td>ongoing</td>
</tr>
<tr>
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<tr>
<td>1.1.4</td>
<td>Ensure neither rural residential areas nor development do occur in areas which would be expensive and inefficient to supply with transport infrastructure and services</td>
<td>All Councils</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.1.5</td>
<td>Ensure proposed land use patterns identified in planning schemes encourage the use of public transport</td>
<td>All Councils</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.1.6</td>
<td>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</td>
<td>All Councils</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.1.7</td>
<td>Ensure the new subdivisions are designed for public transport, public utility vehicles and emergency vehicle access</td>
<td>All Councils</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.1.8</td>
<td>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</td>
<td>All Councils</td>
<td>ongoing</td>
</tr>
<tr>
<td>Action</td>
<td>Lead Agency (Collaborating Agency)</td>
<td>Timing (Threshold Factors)</td>
<td>Source Documents</td>
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<tr>
<td>1.2.1</td>
<td>Ensure land use and transport planning principles and directions are considered in development application referrals and assessments</td>
<td>All Councils (QT, DMR)</td>
<td>each development application</td>
</tr>
<tr>
<td>1.2.2</td>
<td>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</td>
<td>BCC HBCC MCC (BSC)</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.2.3</td>
<td>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</td>
<td>All Councils QT DMR</td>
<td>each development application</td>
</tr>
<tr>
<td>1.2.4</td>
<td>Monitor the impacts on the transport network and respond to the changing transport demands arising from industry reform and expansion including:  • 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.</td>
<td>All Councils QT DMR</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.2.5</td>
<td>Assess the impacts on the road network of developing primary industries in areas remote from the actual developments (refer also action 1.2.4)</td>
<td>All Councils QT DMR</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.2.6</td>
<td>Develop an Agnes Water Master Plan, including Traffic Impact Statement, and develop Infrastructure Charges Plan and Public Transport Strategy</td>
<td>MVSC (QT)</td>
<td>short term</td>
</tr>
</tbody>
</table>
STRATEGY 1.3: Ensure that tourism development planning appropriately considers potential impacts on the transport system and supports alternative modes of transport

<table>
<thead>
<tr>
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<th>Timing (Threshold Factors)</th>
<th>Source Documents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.3.1</td>
<td>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</td>
<td>All Councils Tourist Operators TQ</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.3.2</td>
<td>Monitor and participate in state-wide tourism related strategies contained in the Strategic Tourism Roads Strategy</td>
<td>DMR</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.3.3</td>
<td>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</td>
<td>DMR QT (DTRFT) (All Councils)</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.3.4</td>
<td>Coordinate strategic planning and policy for roads tourism through the Roads Tourism Steering Group</td>
<td>DMR QT</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.3.5</td>
<td>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</td>
<td>QPWS</td>
<td>ongoing</td>
</tr>
</tbody>
</table>
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.
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.