



Bundaberg Integrated Transport Strategy

Strategic Transport Plan for Community Feedback

'CONSULTATION DRAFT – NOT GOVERNMENT POLICY'

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1 About the strategy

The Department of Transport and Main Roads (TMR) and Bundaberg Regional Council (Council) have taken an innovative and collaborative approach to transport planning by developing the Bundaberg Integrated Transport Strategy (the strategy).

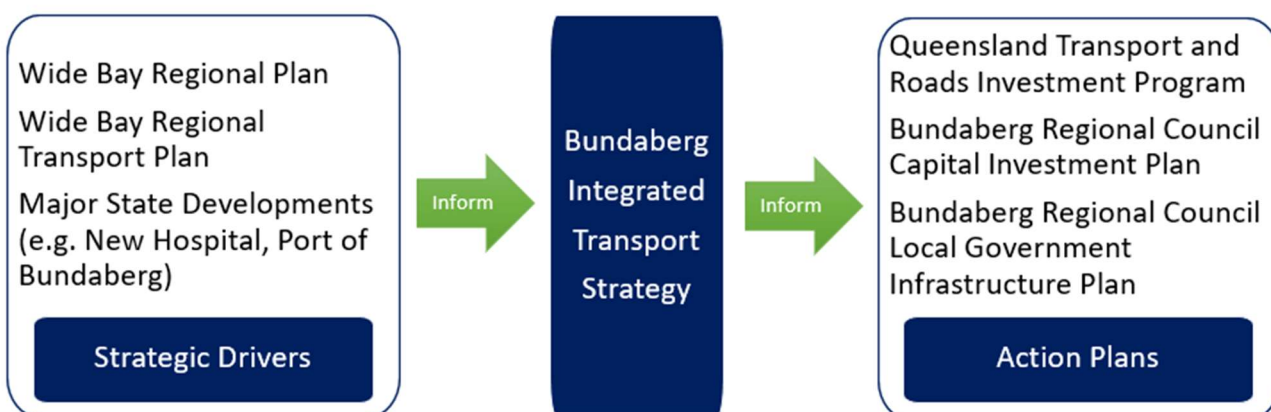
The strategy is a multi-modal transport strategy that has considered walking, bike riding, boating, private car, public/passenger transport, and freight transport. It is a 20-year transport plan that responds to the challenges and opportunities of a growing region by prioritising transport planning and identifying future initiatives for transport infrastructure. The strategy also proposes investigating transport initiatives to support emerging transport options like e-mobility and on-demand transport services while also identifying transport initiatives for more traditional transport modes.

The strategy presents a future vision for the region's transport network that improves safety and efficiency for all road users and supports land use planning and economic development outcomes for Bundaberg region now and into the future. The strategy will be used by both TMR and Council to inform future transport and land use decisions aimed at improving connectivity of communities in the region.

The strategy has been developed in a close partnership between TMR and Council, and has:

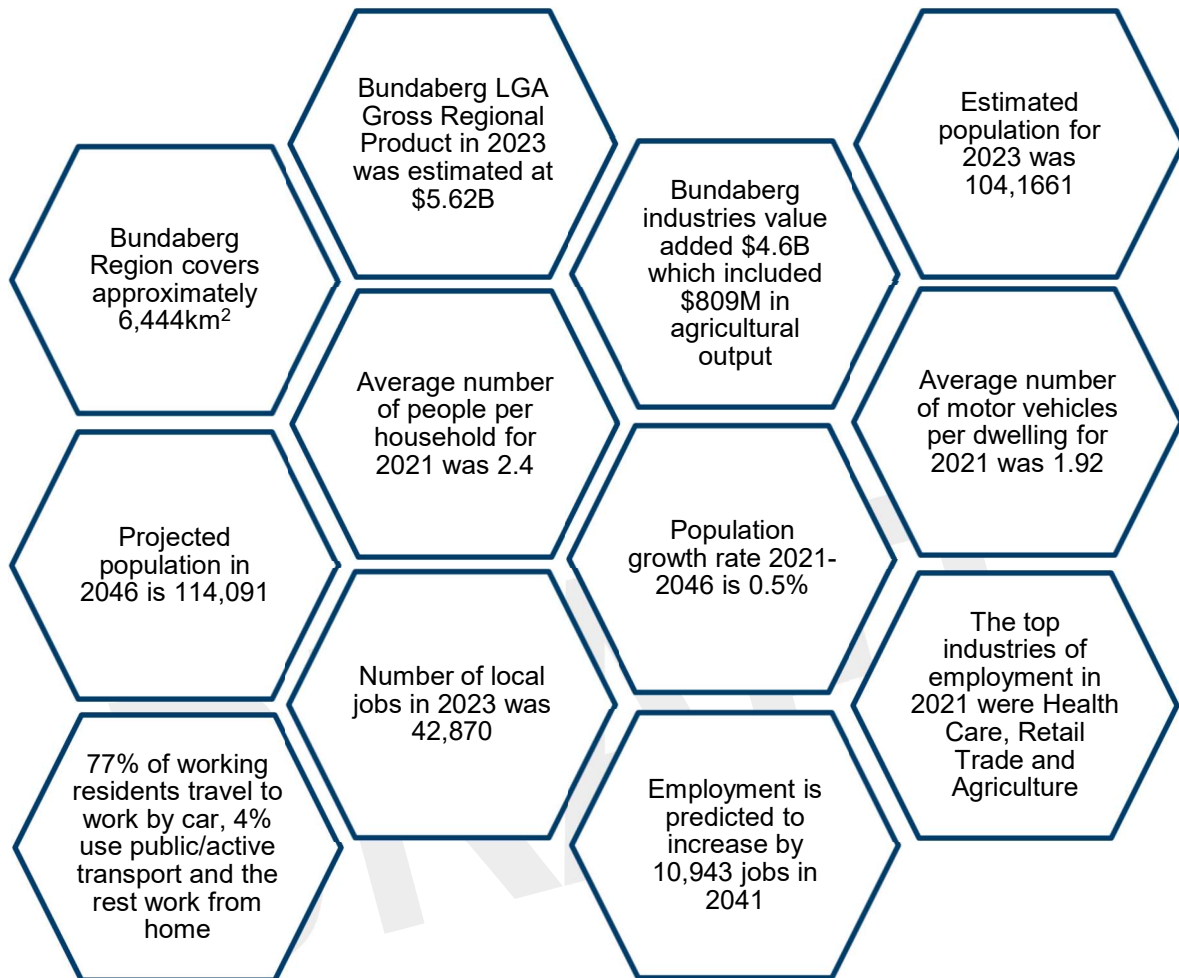
- engaged with both the community and key stakeholders about their transport needs
- considered future land use change, activity centres and the associated traffic generation
- considered operational transport policies for a wide range of topics from adapting to climate change and electric vehicles to road safety and heavy vehicle access
- established movement and place to improve transport efficiency and connectivity and land use planning
- investigated and assessed a range of transport challenges and opportunities
- developed a transport vision, goals, and strategic objectives
- identified actions over the short, medium, and long-term for all transport modes.

The strategy is the result of a strategic and integrated approach to transport and land use planning, bringing together higher order transport and land use planning from TMR, other Queensland Government departments and Council, to achieve a 'one network' transport plan for the region. It also presents a transport plan that will inform TMR's Queensland Transport and Roads Investment Program (QTRIP) and Bundaberg Regional Council's Capital Investment Plan (CIP) and Local Government Infrastructure Plan (LGIP).



2 About the region

The Bundaberg region comprises city, coastal, and hinterland areas with sustained growth taking place across the whole region. The region's climate supports a strong agricultural industry and contributes to the liveability of the region. Some interesting facts about the region are listed below.



2.1 Transport network snapshot

The transport network has a wide range of modes and services a broad range of transport users and needs.

2.1.1 Inter-regional, interstate, and international connections

The region contains several major transport movement corridors. This includes:

- Bruce Highway - a national highway critical to the national supply chain and connecting communities along the eastern seaboard
- North Coast Line - a critical rail link for freight and long-distance passenger services
- Port of Bundaberg
- Bundaberg Airport.

2.1.2 Road network

The road network is centred on Bundaberg and connects smaller urban communities (like Gin Gin and Childers), urban villages (like Coonnarr and Avondale), and the rapidly expanding coastal centres through a series of higher order roads.

For Council controlled roads, the average pavement condition index (PCI) is 2.48 for the entire network and forty-two per cent of the road length is rated 3-star or better for vehicle occupants.

Isolated mild congestion is being experienced on the road network within Bundaberg which is mainly being driven by population growth. Congestion hot spots are generally along arterial roads servicing the outer urban coastal and hinterland communities. The road network varies from higher order sealed roads to lower order unsealed roads including unformed roads.

The road network consists of the following:

State-controlled roads	Local government roads
<ul style="list-style-type: none"> • 490km of sealed roads • 29km of unsealed roads • 18 signalised intersections • 4 signalised pedestrian crossings • 51 bridges and 115 major culverts 	<ul style="list-style-type: none"> • 1930km of sealed roads • 1124km of unsealed roads • 40 bridges and 115 major culverts • 5 signalised intersections • 37 major roundabouts

2.1.3 Passenger transport network

Passenger Transport (PT) includes all transport service activities. It includes public transport (i.e., scheduled urban bus, rail, light rail, and ferry services), community and courtesy transport, long-distance services providing connections between communities (i.e. bus, rail, ferry, and air services), school transport services, taxi, rideshare, and on demand public transport.

The passenger transport network in the Bundaberg region has private and public providers servicing non-commuter users, tourist, and school students. Both scheduled and on demand services are provided within the region and scheduled long distance services are provided via bus, air, and rail. The passenger transport network consists of the following:

- Public bus servicing 13 commercial routes (non-commuter service)
- School bus network servicing 29 school routes
- Long distance bus services between:
 - Bundaberg and Brisbane (and Brisbane Airport)
 - Bundaberg and Childers
 - Bundaberg and Gin Gin
- Long distance rail service on North Coast Line (station is located on the west side of the CBD)
- Private on demand shuttle bus servicing patrons of various clubs within the region, such as the RSL and Waves Sports Club

- Several private, not-for-profit providers offer door-to-door community transport services for the elderly, those living with disability and socially disadvantaged people who require access to medical appointments and shopping (e.g. Centacare CQ and St John's Community Transport Service)
- Traditional and Uber taxi services are available in the Bundaberg and coastal communities
- Domestic Airport located on the south-western urban boundary of Bundaberg
- Tourist air service to Lady Elliott Island operates daily
- Tourist ferry service to Lady Musgrave Island operates daily.

2.1.4 Active transport network

Active Transport (AT) includes all transport activities on pathways or on-road cycleways. It generally includes activities like walking, bike riding, travelling on personal mobility devices (e.g. e-scooters and mobility scooters).

The majority of urban areas in the region are flat and well serviced by an urban pathway network. Council's Active Transport Strategy (ATS) has facilitated the development of a connected and accessible active transport network; approximately eighty percent of the current ATS has been completed with the remainder identified in Council's Capital Investment Plan. The Principal Cycle Network (PCN) consists of on-road and off-road cycleways in urban areas.

The AT network consists of the following:

- 338 kilometres of pathways
- 90 per cent of coastal pathway completed between Burnett Heads and Elliott Heads
- 96 pedestrian crossing facilities
- Neuron e-scooter services operate in Bundaberg and Bargara. The service has experienced a rapid uptake with 445,723 e-scooter trips taken between 1 April 2021 and 30 June 2023. While the service has been popular with users, many residents have concerns with amenity and safety.

2.1.5 Maritime transport network

The maritime transport network services international trade, regional industry, local fishing industry, and the recreational fishing and boating community. The network consists of the following:

- Port of Bundaberg (Port) plays an important role in supporting trade (exports and imports of bulk goods), with just over 0.5 million tonnes in total trade. Commodities handled at the Port mostly have origins and destinations in the immediate port precinct or hinterland within a few hundred kilometres of the Port. The Port represents Queensland's only Handymax rated port, with the capability to accept small cargo vessels. It has two main wharfs:
 - Sir Thomas Hiley Wharf – which handles sugar, gypsum, wood pellets, bulk liquids, molasses, and silica sand
 - John T. Fisher Wharf – which handles molasses imports
- Two marina facilities operate at Burnett Heads
- Fishing trawler facilities located along the riverbank within Bundaberg's CBD and East Bundaberg
- 19 boat ramps.

2.1.6 Freight transport network

Freight transport network consists of the following:

- 117 kilometres of Bruce Highway servicing inter and inner regional freight demand (including Higher Mass Limits)
- 338 kilometres of B-double routes (both 23 metres and 29 metres) servicing the region's industrial areas and major freight generators like Port of Bundaberg and the Bundaberg State Development area
- Rail freight on North Coast Line mainly servicing inter-regional freight demand
- Air freight operated out of Bundaberg Airport
- 567 kilometres of cane rail network (including truck to rail transloading facilities). The cane rail network is an efficient transport method to transport cane to the two sugar mills in the region and is important to reduce the number of cane trucks operating on the region's roads
- The region's rural road network services numerous agricultural businesses from farms to packing sheds. Some of these businesses are not located on higher order rural roads. Consequently, these businesses have less efficient freight movements on what is known as the 'first mile last mile' of a freight trip.

2.1.7 Transport Mode Summary

The current state and local transport network has incrementally developed and transport needs, modes and vehicle types have changed over time. The transport network includes major highways, urban arterials, local streets, boat ramps, airports, cane/freight/passenger rail, and a large network of active and public transport routes. Infrastructure assets to support transport modes such as electric vehicle charging facilities, rest areas, intermodal loading facilities and higher order bus stops are becoming increasingly widespread. Some of the road routes also support the diverse freight movement in the Bundaberg Region. These transport networks and assets can be viewed at the following links:

[Queensland State-controlled roads and region maps \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](https://tmr.qld.gov.au)

[Heavy vehicle route maps and restrictions \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](https://tmr.qld.gov.au)

[Bundaberg Regional Council Interactive Mapping for Emerging Communities and Transport Network Mapping \(www.bundaberg.qld.gov.au\)](http://www.bundaberg.qld.gov.au)

The Bundaberg region has a high car dependency, caused by the low-density residential areas, dispersed settlement pattern of the Coastal growth areas, abundance of free parking and ease of driving relative to other travel options. The distances between the Bundaberg CBD and some coastal and rural communities (including Childers, Gin Gin, Bargara, Moore Park Beach, and Woodgate) mean active transport options to travel between these areas is not feasible for the majority of trips. Consequently, the major method to travel to work in 2021 was by car (i.e. as driver or passenger), and the demand for private motor vehicle travel is predicted to remain high over the next 20 years.

Active transport in the form of walking, bike riding, private mobility devices, and e-scooters are also a popular choice for shorter local trips within the Bundaberg region and present an opportunity for the region to further embrace this form of transport. In 2021, active transport accounted for 3.1 per cent of trips to work for resident workers. In contrast, active transport is also a popular leisure activity with the coastal pathway experiencing very high utilisation. Over the next 20 years, the demand for active

transport is expected to increase (especially with the popularity of e-scooters), and continued investment into active transport facilities is likely to encourage mode shift and reduce car dependency in the area.

The current passenger transport options in the region serve an important role especially for school children and mobility impaired residents. A growing and ageing population points to a need to maintain independent mobility options, with continued access to activity centres and healthcare. On demand services like taxis, shuttle buses and not-for-profit community services will continue to be important transport options for the region's ageing population in the next 20 years. However, the demand for commuter passenger transport is predicted to remain low. In 2021, bus services only attracted 0.9 per cent of trips to work for resident workers. Over the next 20 years, the demand for commuter passenger transport is predicted to remain low except for some larger employment generators like the Bundaberg CBD.

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2.2 What you told us about the transport network

To understand the Bundaberg community's travel habits, TMR sought feedback from the community and 100 people responded to an online questionnaire. The following illustrates what the community told us.

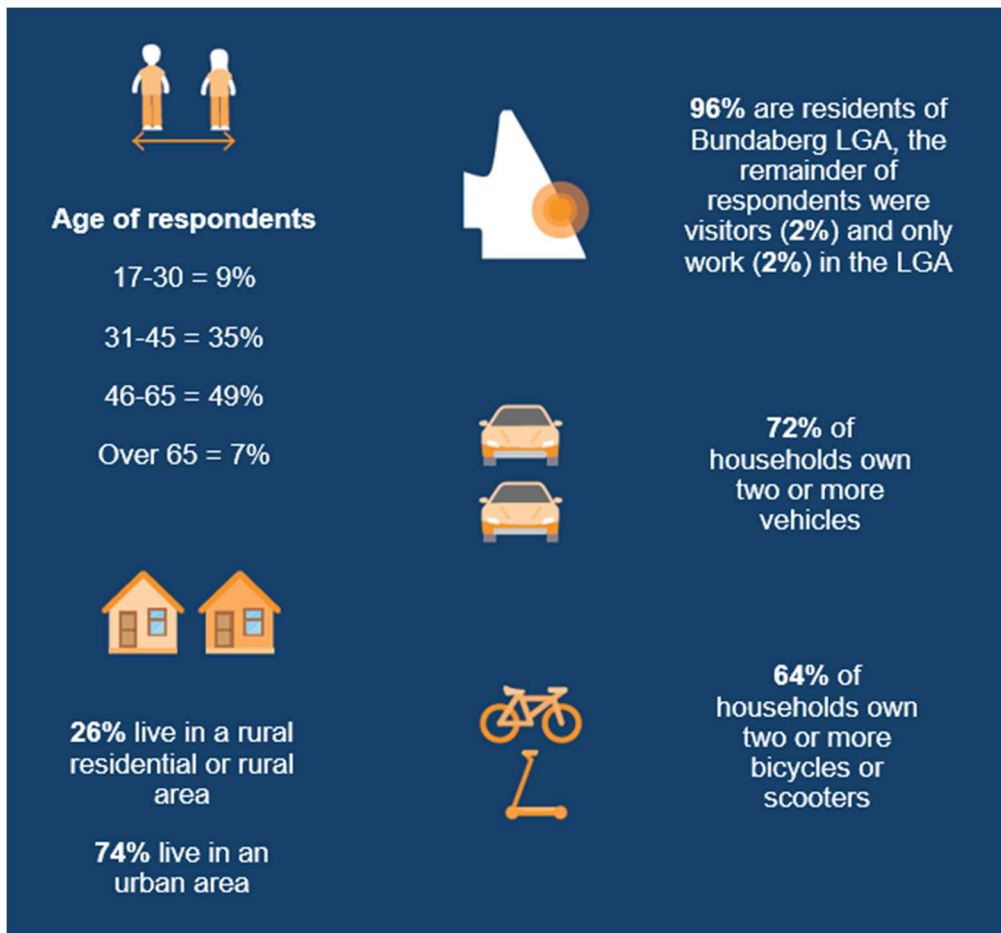


Figure 1: Bundaberg demographics (sourced from feedback provided to TMR during consultation conducted in 2021)

The top five transport priorities for respondents were:

- road upgrades
- active transport infrastructure and initiatives (e.g., footpaths, bikeways, including for e-scooters and/or mobility scooters)
- public/passenger transport infrastructure and initiatives (e.g., bus stops, taxis, on demand passenger transport and bus services)
- long distance passenger rail transport upgrades (e.g., increase frequency, reliable travel time)
- end of trip facilities (e.g., provisions such as bike storage, showers, change rooms and storage lockers for pedestrians and bike riders).

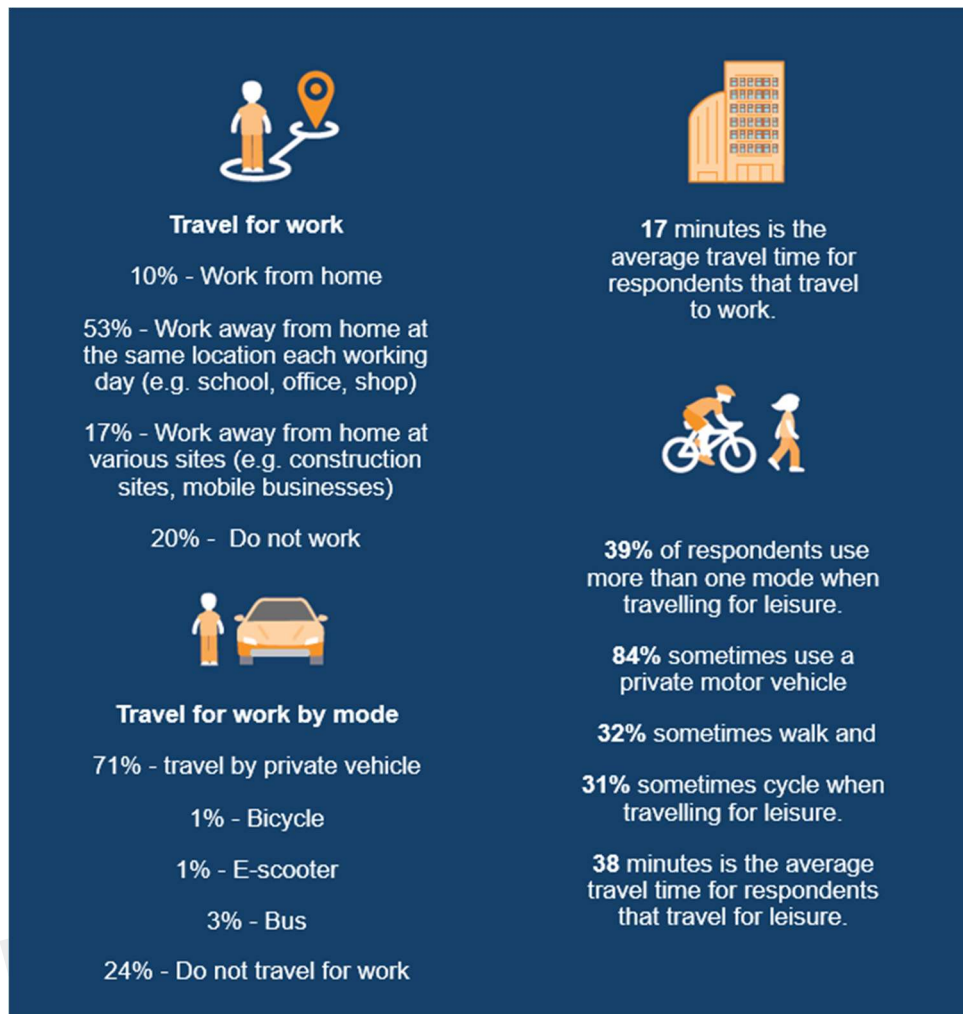


Figure 2: Feedback from the community during consultation (sourced from feedback provided to TMR during consultation conducted in 2021).

Various motor vehicle congestion hotspots were noted by the respondents, with the future function of Quay Street a concern for a few respondents.

One respondent stated:

‘Try to get more commercial traffic away from CBD especially Quay Street.’

Another respondent added:

‘Through traffic should be removed from Quay Street and repurposed to utilise the banks of the Burnett River as a business area going forward. This area is so underdeveloped and underutilised for what it could be.’

‘A bike/walking path is highly desirable between Bargara and Bundaberg.’

Many respondents indicated that active transport should be a planning priority. Statements such as: *“Increased bike paths would be the best option”* and *“An ageing population increases the need for footpaths to encourage walking (and cycling)”* were not uncommon.

While many respondents are happy with the pathway network, forty-three per cent believe it needs improvement. The need for a shared path between Bundaberg and Bargara was also voiced by a few

respondents: *“A bike/walking path is highly desirable between Bargara and Bundaberg.”* Another respondent identified that: *“The entire coastal strip Elliott Heads to Burnett Heads should be continuously joined by footpath/bikepath and sealed roads.”*

‘The majority of Bundaberg residents rely heavily on cars/utes to get around.’

With seventy per cent of respondents using a private motor vehicle to travel to work, it was not surprising that one person stated: *“The majority of Bundaberg residents rely heavily on cars/utes to get around.”* One per cent of respondents use bicycles and one per cent use e-mobility to travel to work.

Fifty-seven per cent of respondents believe the on-road cycle network needs improvement. With one respondent saying: *“Any improvement to roads/ bridges etc need to include bikeways - it is the future!”* Forty per cent of respondents stated they would be ‘very likely’ to use on-road cycle facilities more frequently if they were improved.

Thirty-two per cent of respondents walk for leisure and four per cent walk to work in combination with a private motor vehicle trip. In addition, sixty-six per cent of respondents believed they would be ‘very likely’ to use pathways more frequently if they were improved. One respondent offered this advice: *“Consider extending the standard width of shared paths in consideration of the range of private vehicles scooters and electric cycles that have a very different speed profile to walkers.”*

‘Consider extending the standard width of shared paths in consideration of the range of private vehicles, scooters and electric cycles that have a very different speed profile to walkers.’

Another strong theme that came from the community feedback was that public transport planning should be a priority too. While only three per cent of respondents travel to work by bus, twenty-two per cent said they would be ‘very likely’ to use the bus network more frequently if services were improved.

One respondent stated: *“Better/more bus services between Elliott Heads and Bundaberg CBD and also Sugarland”* and another said, *“Increase investment in bus and rail interchanges to encourage tourism, employment, trade, social cohesion and community interaction.”*

Improvements to long distance rail services was important with many of the respondents. One respondent stated: *“Improve rail options throughout Bundaberg region”* and others identified that more rail services travelling north and south would be welcome. Respondents indicated that planning for future rail connections directly from Bundaberg to Hervey Bay and Sunshine Coast Airports should be prioritised.

3 Major drivers of future transport demand

The Bundaberg region has several key drivers of transport demand; responding to these demands will require a mix of infrastructure and non-infrastructure solutions.

3.1 A developing region

By 2046, the Bundaberg region will be home to approximately 114,000 people based on current demographic projections. Council's planning scheme has identified emerging community areas which are expected to accommodate most of the population growth in the next 20 years, and these emerging community areas are illustrated in the Bundaberg Region Council Zoning at the following link:

[Bundaberg Regional Council Interactive Mapping for Emerging Communities and Transport Network Mapping \(www.bundaberg.qld.gov.au\)](http://www.bundaberg.qld.gov.au)

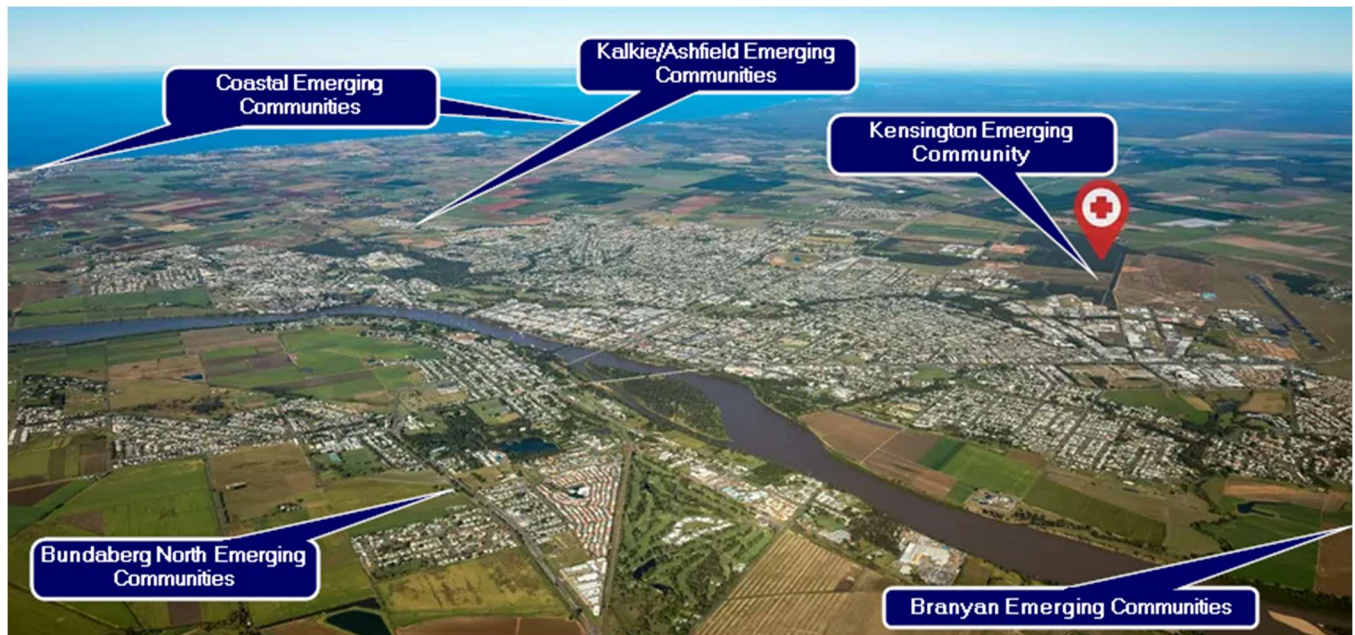


Image: Aerial view of Bundaberg. Source: TMR (Photo: ©Skyepics.com.au).

Bundaberg's commercial and industrial areas will continue to be the main generators and attractors of transport demand. The coastal communities between Burnett Heads and Elliott Heads are expected to accommodate a significant proportion of the population growth too. As these communities grow, their dependence on Bundaberg for employment and commerce will diminish slightly resulting in some increased self-containment of transport demand. The remaining urban communities in the region will see a less dramatic population change.

The agricultural, health services, construction and manufacturing industries are all expected to grow as the region continues to develop. Consequently, there will be increased freight demand from the transportation of input materials and output products and produce to support these industries. Without a significant change in travel behaviour and mode choice, some of the existing main arterial road corridors and freight routes will experience peak period congestion from this increased transport demand.

3.2 Revitalisation of the Bundaberg CBD

Council has developed a master plan to promote the economic revitalisation of the CBD including the riverside precinct. The master plan proposes to create a vibrant CBD through a range of engaging new civic spaces and a more comfortable streetscape to improve amenity, safety, and walkability, while celebrating CBD heritage values.

A key feature of the CBD revitalisation is the upgrade of Quay Street. The ultimate vision (20+ years) involves a significant reduction in through traffic and heavy vehicles on Quay Street, which will allow Quay Street to be transformed into a tree lined boulevard supporting a combination of pedestrians, bike riders, and low speed vehicle movements surrounded by a vibrant CBD and riverside precinct. The reduction in traffic on Quay Street will have a significant impact on the surrounding road network and will increase transport demand on these roads which will need to be managed appropriately.

The upgrade of Quay Street is a key priority initiative under the Hinkler Regional Deal which is an Australian Government initiative created in partnership with local councils to deliver infrastructure for the Bundaberg-Hervey Bay region, and several Council strategies to revitalise the Bundaberg CBD.



Image: Burnett River looking upstream with the Burnett Traffic Bridge in the foreground. Source: Bundaberg Regional Council Advocacy Priorities 2024. © Bundaberg Regional Council.

3.3 New Bundaberg Hospital

The existing Bundaberg Hospital is situated in a flood-prone area and is currently operating close to capacity with ageing infrastructure limiting opportunities to expand healthcare services. As the region's population is growing and ageing, the need for an upgrade of the existing hospital is required to ensure it can accommodate the changing and growing healthcare needs of the community.

Delivery of the new Bundaberg Hospital project is under way and will be the largest health infrastructure investment in the Bundaberg region's history. The new hospital site is located about five kilometres south of Bundaberg's CBD, adjacent to the Bundaberg Ring Road and Kay McDuff Drive. Initial access to the new hospital site will be via a new connection from Johanna Boulevard/Eggmolesse Street and a new East-West Connection Road to Kay McDuff Drive.

The new hospital is on the southern boundary of the emerging community area of Kensington. Planning is currently underway to develop a concept master plan for a future health and education precinct in this area, to identify suitable adjacent land uses around the new hospital. This future precinct will change the transport demand in Kensington significantly and provides a greenfield opportunity to develop the area into a vibrant Transit Oriented Development (TOD) with multi-modal transport options.



Image: An artist's impression of the new Bundaberg Hospital. Source: Queensland Health 2024.

3.4 Port of Bundaberg

The Port of Bundaberg is located approximately 20 kilometres northeast of the Bundaberg CBD at the mouth of the Burnett River. In mid-2020, the Gladstone Ports Corporation prepared a land use plan for the Port precinct to identify strategic port land to be used for port and industry development in the coming decades.

Commodities handled at the Port mostly have origins and destinations in the immediate port precinct or hinterland within a few hundred kilometres of the Port. Sugar accounts for over eighty per cent of the total exports at the Port with the remainder attributable to molasses, crops, and general cargo. A new \$22 million bulk goods conveyor was completed in 2024 and has increased export capabilities at the Port.

Burnett Heads Road and Bundaberg – Port Road are state-controlled road connecting the Port to the region via the Bundaberg Ring Road. A \$5.3 million Port Road safety upgrade was completed in 2020; this road is critical to connect the region’s geographically dispersed agriculture and commodity resources with consumer markets (i.e. via the Port) and as such is a high priority freight route for the region.

The land use plan for the Port also identified zones of commercial and residential development along the riverfront between the Port and the existing marina at Burnett Heads. This has the potential to increase conflict between heavy vehicles and other road users as commercial and residential uses intensify.

Recent developments at the Port are listed below:

- Pacific Tug Group operate a cargo barge facility that includes a hard stand to support heavy industry activities, a roll-on/roll-off ramp, and a dedicated commercial vessel wharf, all of which will assist in directly connecting local industry and commercial vessels to greenfield development land and local supply chains. This \$18 million project was completed in 2023 and is the foundation for a dedicated marine industry site at the Port.
- Siniat (Etex Australia) operate a state-of-the-art plasterboard manufacturing facility. The 27,000 m² facility incorporates gypsum handling and processing facilities to support plasterboard production and its sale to the agriculture sector.

3.5 Bundaberg State Development Area

The Bundaberg State Development Area (SDA) was declared in 2017, encompassing 6,076 hectares of land located about 17 kilometres north of Bundaberg. The SDA is divided into five precincts to ensure port-related industries, support industries, and key infrastructure are appropriately located, and environmentally sensitive areas are recognised and protected. These precincts are mapped at the following link [Bundaberg State Development Area Mapping and Planning Scheme](#). These precincts include land designated for environmental management, industry investigation, port-related industry, infrastructure corridors, and rural uses.

The SDA provides a framework to support growth of industrial employment in the region with a particular focus on the Port. The Queensland Government has deemed the following developments appropriate for the SDA:

- Manufacturing industrial development

- Extractive industry
- Large-scale industrial development
- Port related activities
- Industries to support major industrial development
- Materials transportation and utility and service infrastructure.

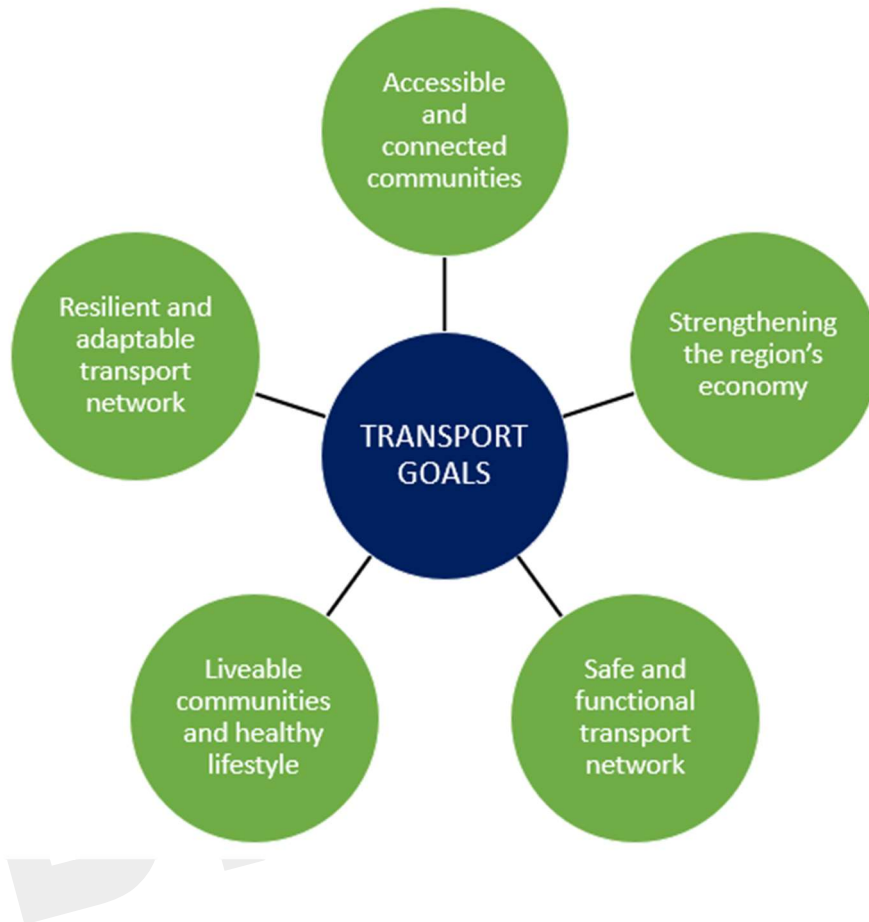
The SDA has the potential to unlock new opportunities for the region and new transport needs. At the time of developing this strategy, no development had occurred within the precinct to the north of the Burnett River.

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4 Our strategy

4.1 Goals

Five overarching goals for the strategy have been developed based on both TMR and Council corporate goals.



4.2 Vision

The 2046 Vision for the strategy has been informed by both TMR and Council's strategies and plans. The shared vision is:

'In 2046, the Bundaberg regional community is connected by a single inclusive and integrated transport network which contributes to the region having Australia's best lifestyle and liveability.'

The transport network will have embraced technology innovations to become accessible and responsive to a wide range of users and their transport needs. The transport network is renowned for its safety and efficiency and continues to support economic opportunities in the region.'

The transport network has maintained a balance between supporting growth and maintaining the region's natural environment through continuous community engagement and application of sustainable land-use planning policies.'

4.3 Objectives

The vision will be realised through seven specific objectives that have been developed in response to the key growth areas for the region. These objectives are listed below.

Support CBD revitalisation and the Riverside Master Plan

Better integration and alignment of land use and transport networks within the CBD are vital for the revitalisation of the CBD and activation of the riverside along Quay Street. The transport network will need to change and evolve over time to improve amenity and safety in this important activity centre for the region.

Support AT and PT connectivity in and around the CBD and surrounding suburbs

Improved AT and PT connections create healthier, more connected communities by offering alternatives to car-based travel. Further uptake in mode share also improves efficiency of the transport network as population growth creates traffic congestion and the need for costly upgrades to the road network.

Support access to the new Bundaberg Hospital

The new Bundaberg Hospital is set to become a major traffic attractor and generator in the region and is likely to stimulate adjacent land use development. An efficient transport network servicing the hospital is paramount for its successful operation for staff, patients, and emergency vehicles into the future.

Support residential growth areas

Coordination of land use and transport planning to encourage a range of transport modes, facilitates a safe and efficient network while ensuring key movement corridors are maintained.

Support a safe and resilient transport network that can adapt to a changing climate

The Bundaberg region has a history of major flooding with several river catchments running through the local government area. Integrated transport and land use planning that considers future flood events and the potential impact of a changing climate is critical to ensure communities have safe access to evacuation routes.

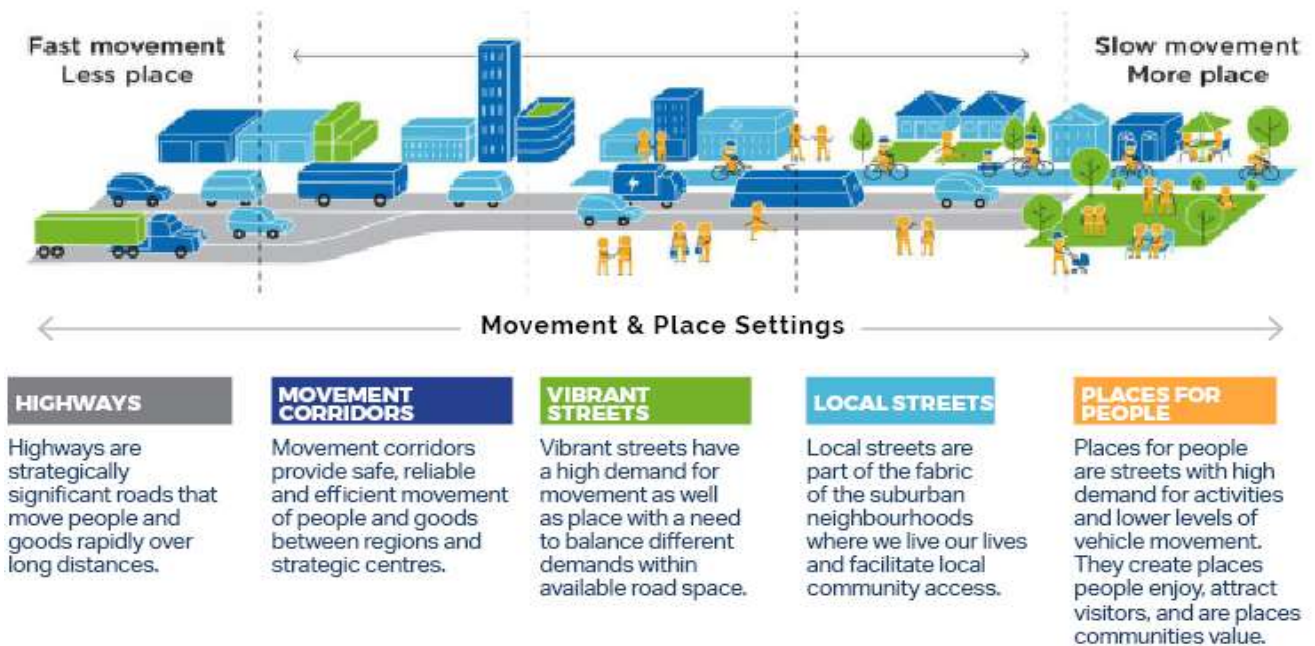
Support preferred freight and general traffic access especially to the Port of Bundaberg and Bundaberg State Development Area

The SDA at the Port of Bundaberg presents a major opportunity for further development and employment in the region. Key economic areas need to have appropriate transport links to manage access, productivity, and safety.

Support preferred freight transport in the Bundaberg region

The efficient movement of goods on the freight network is critically important to the region's economy. As such the freight network needs to be protected to ensure key freight routes operate safely and efficiently in the future.

4.4 Methodology



Movement and Place Framework

Source: Future Transport Strategy 2056: Shaping the future, Transport for NSW (2020)

Figure 3: The NSW Movement and Place Framework. Source: [Movement and Place \(nsw.gov.au\)](https://www.nsw.gov.au)

As part of its planning for the strategy, TMR applied the Movement and Place Frameworks developed in other Australian states as Queensland was in the process of adopting its own framework that reflects the uniqueness of the Queensland transport network. Figure 3 provides an example of the Movement and Place Framework in New South Wales (NSW) which illustrates how movement and place affects transport infrastructure.

The 'Vision and Validate' approach was facilitated using a Movement and Place Framework, specifically designed for the Bundaberg regional context. This provided an evidence-based justification for strategic planning decisions. The goal of Movement and Place is to deliver improved coordination between the transport and land use authorities, undertaking early engagement to facilitate better city shaping, transport and place outcomes.

As of August 2024, TMR has adopted its own Movement and Place policy framework to support all stages of planning and investment.

With collaboration and inclusivity at the centre of TMR's Movement and Place policy vision, the complementary and essential contributory functions of Movement and Place are considered together to deliver multiple-value outcomes from the transport network. This enables the creation of more connected, liveable, and sustainable neighbourhoods, cities, and regions for all Queenslanders.

Like similar human-centred and integrated planning approaches which have been adopted successfully in other jurisdictions across Australia and internationally, TMR's Movement and Place process requires cross-disciplinary collaboration, a 'Vision and Validate' approach, and evaluation through performance indicator themes and supporting indicators.

As the strategy continues to be developed and ultimately delivered, TMR's Movement and Place approach will provide a framework to achieve the best possible outcomes responding to government-wide goals and customer needs.

The strategy adopted a 'Vision and Validate' approach to set the direction of future transport network in the Bundaberg region. The first step of this approach involved establishing a strong vision of the form and function for the future transport network. This step was facilitated through engagement with the community and key stakeholders. The next step of the approach was to back-cast to the current present-day situation and assess and decide on the necessary actions and priorities required to achieve the vision.

The strategy utilised an LGA-wide transportation model to test the impacts of various actions across differing growth scenarios. The final step involves prioritising the actions which are presented in the latter part of this document. To make this approach work, it is critical that policy makers, key stakeholders and the community reach consensus on the prioritised actions presented in the latter part of this document. Consequentially, the final step of the approach involves seeking feedback on the strategy.

The advantage of the Movement and Place Framework is that it considers the transport network within its broader contextual land use environment. Such an approach is more likely to deliver streets and roads that are more appealing to people and promote commercial activity. The Movement and Place Framework utilised for strategy has five separate settings as shown in Figure 3 (page 20). The setting on the far left of Figure 3, 'Highways', has high 'Movement' and low 'Place' qualities. In contrast, the setting on the far right of Figure 3, 'Places for People', has low 'Movement' and high 'Place' qualities.

The Movement and Place assessment identified several key 'Places for People' in the Bundaberg region including Bargara Esplanade, Bourbong Street, and Barolin Street in the Bundaberg CBD. In its current form, Quay Street was identified as a 'Movement Corridor', with high movement demand. However, the Movement and Place assessment recommends a staged approach to support the Bundaberg CBD revitalisation. It identified a short-term vision of Quay Street as a 'Vibrant Street' with an ultimate vision of Quay Street as a 'Place for People'. Key 'Movement Corridors' in the region include roads such as Takalvan Street, Walker Street, FE Walker Street, Bundaberg – Bargara Road, Bundaberg – Port Road, and the Bundaberg Ring Road to name a few.

4.5 Achievements to date

Both TMR and Council have been progressing the planning and delivery of projects as they have been identified during the development of the strategy. Section 7, Table 2 (page 43) of this strategy has more details about our achievements to date.

5 Key strategy Recommendations

The strategy recommendations outline a shared direction for shaping the area's transport system over the next 20+ years. The recommendations will be supported by actions, prioritised into short, medium and long-term planning horizons (refer to Table 1 in Section 6 on page 37).

5.1 Support CBD Revitalisation and Riverside Master Plan

The key findings and recommendations for infrastructure and non-infrastructure initiatives relevant to the strategy objective to Support CBD Revitalisation and Riverside Master Plan are detailed in this section.

5.1.1 Quay Street Vibrant Street (short-term)

It is recommended that a gradual staged approach to the transport function of Quay Street is implemented to ensure it responds to the CBD Revitalisation Plan and the development and implementation of the Riverside Master Plan.

In the short-term, Quay Street will retain its movement function but will improve its amenity and its connectivity between the Bundaberg CBD to the riverside. To achieve this interim vision of Quay Street, it will be planned to be upgraded to a vibrant street in the short-term. This vibrant street will balance vehicle movement with more pedestrian crossings, landscape treatments, and accessible places. The exact form of a vibrant Quay Street will require further planning including Options Analysis Business Case.

In keeping with the recommended staged approach, the ultimate vision for Quay Street is to change the function to a place for people which will provide access for local traffic and give priority to pedestrians and bike riders. This ultimate vision will be a significant change requiring further planning and consultation about any proposed transport changes with both industry and the public prior to implementing any upgrades to ensure safe and accessible connections. The timing for the ultimate vision of Quay Street will be dependent on the timing of the implementation of the Riverside Master Plan and the CBD Revitalisation. This ultimate vision requires general traffic and freight to divert to alternative routes within and around the CBD. This will require planning to upgrade roads and intersections to support the additional traffic.

5.1.2 Movement Corridors to support the CBD Revitalisation and Riverside Master Plan (ultimate vision)

For the ultimate vision, a general vehicle and a freight vehicle movement corridor will be required to support the transport network changes within and around the CBD via the new Movement Corridors. It is recommended to maximise the use of the existing road network and existing heavy vehicle routes to develop the CBD Movement Corridor for general vehicles and freight, rather than investing in a new road link due to high project costs and potential impacts to the community and open space areas.

Consultation with industry and the community will be required to confirm routes and compatible land uses. Additional investigation is required to identify intersection upgrades, parking allocations and freight network requirements, in the medium and long-term.

The timing for the ultimate vision of the Movement Corridors will be dependent on the timing of the implementation of the Riverside Master Plan and the CBD Revitalisation.

5.2 Support active and passenger transport connectivity in and around the CBD and surrounding suburbs

The key findings and recommendations for infrastructure and non-infrastructure initiatives relevant to the strategy objective to ‘Support AT and PT connectivity in and around the CBD and surrounding suburbs’ is detailed in this section.

5.2.1 Plan for shorter trips up to five kilometres

In recent years, AT and e-mobility uptake has grown in the Bundaberg region. A key finding of the strategy was that most AT trips within the region were less than five (5) kilometres. The flat topography and relatively small size of Bundaberg township presents a major opportunity to encourage increasing uptake of PT and AT. This will be achieved through investment in both infrastructure and non-infrastructure initiatives that focuses on shorter trips in existing urban areas.

Prioritisation of planning for infrastructure should focus on these shorter trips within the existing urban areas with the Bundaberg CBD being identified as the highest priority. This will include planning to renew and/or upgrade the AT network to cater for e-mobility.

Improved walkability around key destinations such as schools, shopping centres, and employment nodes would provide a healthy alternative to driving. It is recommended to undertake Walking Network Plans around key activity centres that will identify areas where safety and accessibility improvements can be made and that will help prioritise these potential network upgrades.

5.2.2 Identify and prioritise planning for a Coastal Active Transport Connection to Bundaberg

Developing a high-quality AT connection between Bundaberg and coastal communities will provide an iconic facility that will encourage more people to ride bikes and walk more often. It is recommended to:

- undertake planning for a Bundaberg to Bargara AT facility
- complete the coastal pathway (i.e., Turtle Trail) between Elliott Heads and Burnett Heads as development occurs.

5.2.3 Higher order separated facilities to service key linkages

- Higher order AT facilities, in the form of cycleways separated from general traffic and pedestrians that service key destinations within the Bundaberg township, would further encourage an uptake in AT. Primary cycleways and/or shared pathways should be considered that generally link key destinations in the North-South and East-West corridors.
- Investigate the provision of a shared pathway network along waterway corridors as identified in Council’s Saltwater Creek and Washpool Creek master plans.
- Investigate the provision of an AT facility crossing of the Burnett River.
- Incorporate street trees where possible and safe, to improve shade along key AT routes.

5.2.4 Improve Passenger Transport facilities and services

- Undertake PT service planning (including consideration of on demand transport) to improve connectivity and expand coverage in a way that aligns with preferred future land use changes and to support growing travel demands in Bundaberg and coastal communities. This will include:
 - planning for a commuter service along a main public transport spine from the CQUniversity Bundaberg through Bundaberg to Bargara
 - planning for increased services to areas with high disadvantage
 - planning for services connecting the emerging coastal communities of Burnett Heads, Bargara, Innes Park, Coral Cove, and Elliott Heads with each other and Bundaberg.
- Improve accessibility to bus stops and upgrade shelters to provide shade and all-weather facilities.
- Undertake planning on long distance bus services to nearby centres outside the Bundaberg region, such as services to Hervey Bay.
- Undertake long-term planning, with a whole of rail network focus, to guide investment decisions and priorities for the North Coast Line. This work will support passenger and freight efficiency improvements on the North Coast Line, including improving reliability, flood resilience, and major capacity constraints.

5.2.5 Improve integration between active and passenger transport

- Prioritise planning into a multi-modal hub to integrate long distance bus and rail with local bus, taxis, and AT facilities with connections to the airport and tourist ferry services.
- Integrate AT facilities with PT through the inclusion of bike racks on buses, bike facilities at bus stops, and improved pathway and cycleway connectivity with bus stops.

5.3 Support access to new Bundaberg Hospital

The key findings and recommendations for infrastructure and non-infrastructure initiatives relevant to the strategy objective to 'Support access to the new Bundaberg Hospital development' is detailed in this section.

5.3.1 Implement road network changes to service the new Hospital

- Construct new sub arterial roads to connect the existing road network to the new Bundaberg Hospital site. This includes new intersections at Eggmosses Street and Kay McDuff Drive.
- Upgrade the Bundaberg Ring Road and Kay McDuff Drive intersection to traffic signals. This intersection is recommended as the only access from the Bundaberg Ring Road to the new hospital to help maintain freight efficiency along this route.
- Plan for a new connection between Kay McDuff Drive and Clayton Road to provide an internal road connecting the two industrial areas and access to the ambulance and fire services located in Wyllie Street.

5.3.2 Public and Active Transport connections to the new Hospital

Undertake planning for AT and PT options for hospital staff, patients, and visitors to service the additional trips to the hospital. Recommendations are to further coordinate the primary AT route planning to the new hospital precinct and to expand bus services commensurate with development of the hospital precinct.

5.3.3 Develop a local precinct plan for the land surrounding the new Hospital

- Work with Economic Development Queensland to develop a concept master plan for a future health and education precinct for the land surrounding the new Bundaberg Hospital.
- The precinct planning will include:
 - identifying future land uses near the new hospital focusing on creating walkable communities and a people friendly streetscape
 - planning for new major roads incorporating safe active transport crossings
 - planning for pathways and cycleways within the precinct and identifying connections to the broader AT network
 - planning for PT facilities including:
 - all weather bus stops with convenient and safe access to the AT network
 - taxi stopping zone and patient drop off facilities at the new hospital
 - end of trip facilities for the new hospital such, as showers and bike storage, to encourage health workers to use AT to travel to and from work.

5.4 Support residential growth areas

The key findings and recommendations for infrastructure and non-infrastructure initiatives relevant to the strategy objective to 'Support residential growth areas' in the Bundaberg region is detailed in this section.

5.4.1 Emerging Community Plans

Prioritising land use and transport planning for emerging community areas to ensure these areas develop into vibrant communities with safe and efficient transport options is a finding. The emerging community areas are illustrated in the Bundaberg Regional Council Zoning interactive mapping at the following link.

[Bundaberg Regional Council Interactive Mapping for Emerging Communities and Transport Network Mapping \(www.bundaberg.qld.gov.au\)](http://www.bundaberg.qld.gov.au)

Plans for Ashfield, Bargara and Branyan have been completed with the remainder of the emerging community areas prioritised for review. Council land use and infrastructure planning for these emerging community areas considers both the internal transport networks and connections to the existing higher order transport network.

The emerging community plans will identify all transport infrastructure (i.e. roads, pathways, cycleways, and bus stops) necessary to support development. Figure 4 (page 27), Figure 5 (page 28), and 6 (page 29) show the proposed higher order transport network, developed by Bundaberg Regional Council, for the planned residential growth areas. These plans are included for illustrative purposes to highlight the potential changes to Council's Planning Scheme. Please refer to Council's current adopted Planning Scheme (including local plans and the LGIP) for current details on infrastructure requirements for emerging community areas. Council is committed to ongoing engagement with the community regarding these plans.

These emerging community plans will inform future amendments to Council's Local Government Infrastructure Plan and the infrastructure that is expected to be provided subject to development demand. It is also recommended to undertake planning to review the interface of emerging community areas and major transport movement corridors.

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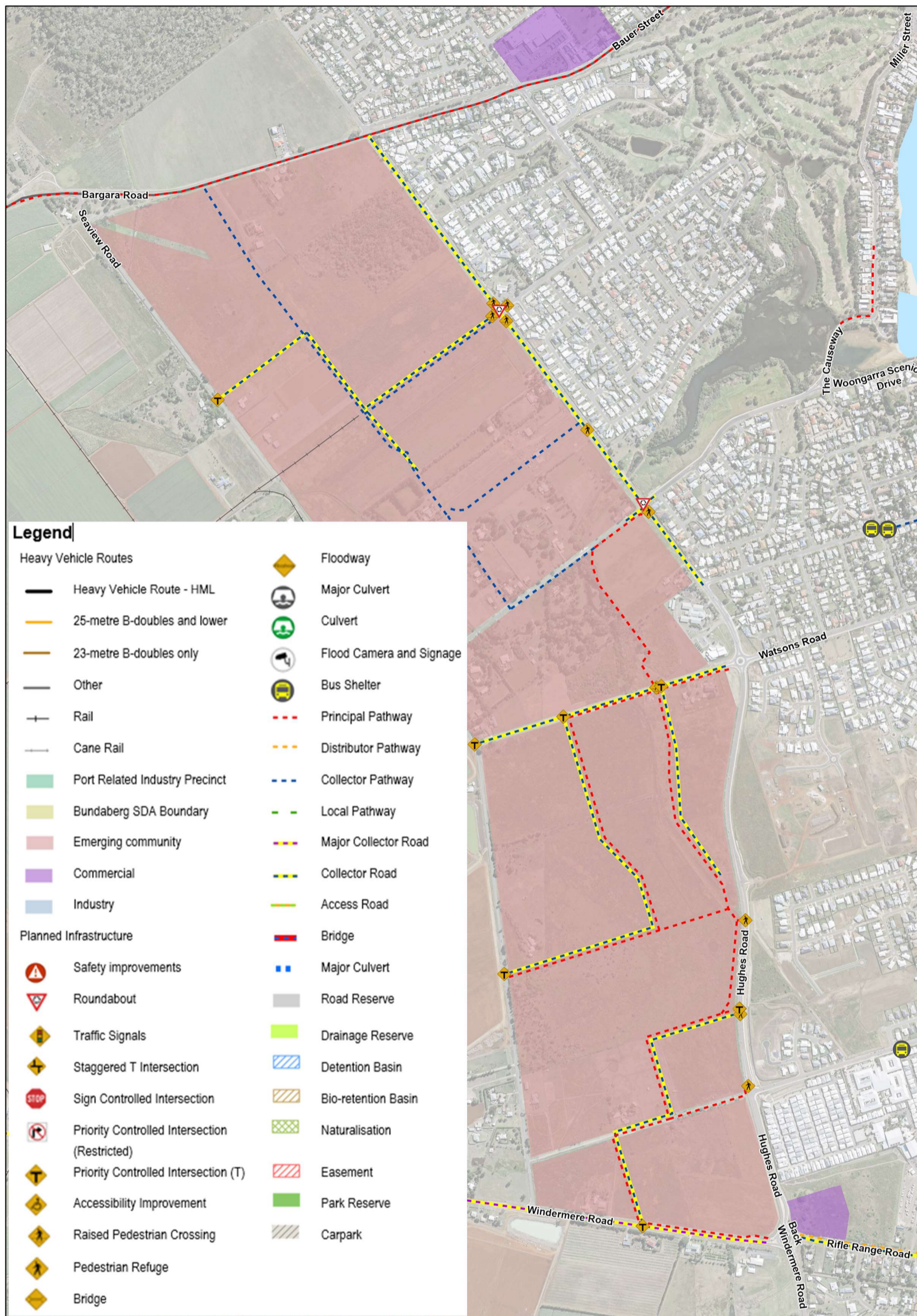


Figure 4: Bargara Emerging Community Area. Source: Bundaberg Regional Council 2024.

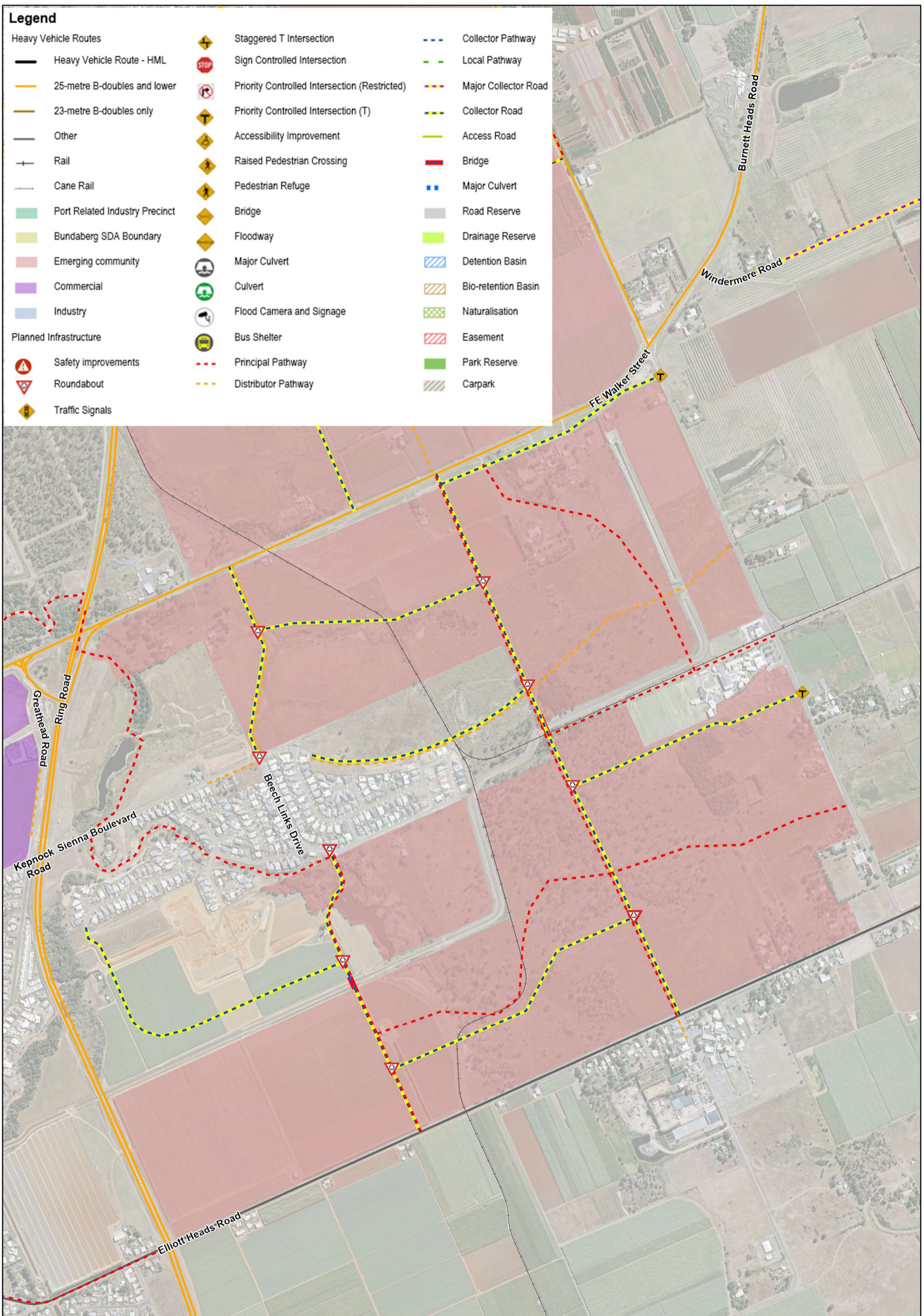


Figure 5: Ashfield Emerging Community Area. Source: Bundaberg Regional Council 2024.

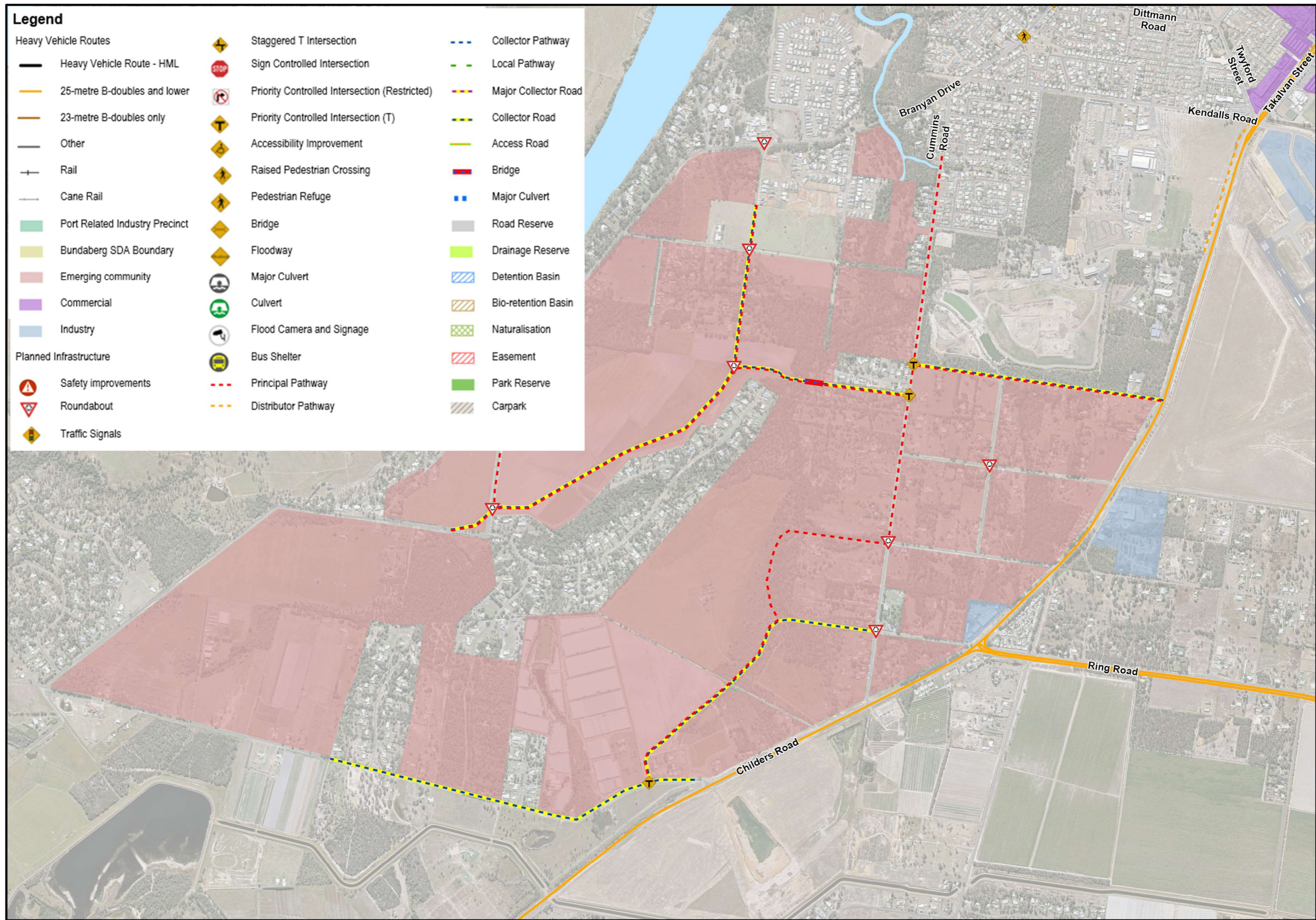


Figure 6: Branyan Emerging Community Area. Source: Bundaberg Regional Council 2024.

5.4.2 Future capacity improvements

The impact on the transport network from residential growth areas was modelled using the Bundaberg Transport Model (BTM). Various growth scenarios were modelled to determine which parts of the transport network need to be monitored for capacity issues. Consequently, it is recommended to undertake planning to investigate intersection and capacity improvements along:

- Bundaberg – Gin Gin Road between Moore Park Road and Hinkler Avenue
- Walker Street between Targo Street and Boundary Street.

The BTM also identified various major urban intersections which are expected to experience peak period congestion from growth in vehicle movements directly related to population growth. It is recommended to continue to prioritise and investigate options to improve the safety and efficiency of intersections such as:

- Princess Street and Scotland Street
- Takalvan Street, Airport Drive, and Kendall Road
- Branyan Street, Enterprise Street, Fitzgerald Street, and Maynard Street.

It is recommended to collect and evaluate region specific travel behaviour information in the Bundaberg region to inform future detailed planning and to help maintain the BTM.

5.4.3 Coastal North – South Distributor Link

While previous planning had investigated the need for a new arterial road connecting the coastal towns between Burnett Heads and Elliott Heads, current traffic modelling indicates that only a southern coastal distributor road, between Elliott Heads and Bargara (Back Windermere Road), may be required in the long-term (is unlikely to be required prior to 2041). It has been identified that a north-south distributor provides an important link between Bargara and Elliott Heads. This link will be improved over time to service development as required; the connection between Bargara and Burnett Heads is already well serviced through the existing road network now and into the long-term.

5.4.4 Access to Elliott Heads

Back Windermere Road provides a direct north-south link between Bargara and Elliott Heads and runs parallel to Elliott Heads Road from Innes Park Road to Atkinsons Road. It is recommended to undertake planning to review the functions of both Elliott Heads Road and Back Windermere Road. The timing of the prioritisation of further developing Back Windermere Road is dependent on surrounding developments; the exact form of the road will require further planning that will consider all road and intersection upgrades to support additional traffic.

It is recommended to undertake link planning on Elliott Heads Road that considers the:

- future function of the parallel sections of Back Windemere Road and Elliott Heads Road to prioritise planning on infrastructure that best services community needs
- impact of development growth from the Ashfield Emerging Community Area (i.e., from Bundaberg Ring Road to Ashfield Road).

5.5 Support a safe and resilient transport network that can adapt to a changing climate

The key findings and recommendations for infrastructure and non-infrastructure initiatives relevant to the strategy objective to 'Support a safe and resilient transport network that can adapt to a changing climate' are detailed in this section.

5.5.1 Moore Park Beach Flood Evacuation Route

Planning for road upgrades to improve flood immunity levels near Moore Park Beach is recommended, with Booyan Road identified as the primary flood evacuation route.

5.5.2 Bundaberg North Flood Evacuation Route

Further investigations are recommended to confirm the feasibility of improving emergency access to Bundaberg North via Tallon Bridge or an alternative evacuation route.

5.5.3 Bundaberg City River Crossings

The iconic Burnett River Traffic Bridge is a heritage listed bridge built in 1900. The bridge is currently load limited to 42.5 tonnes and requires regular maintenance to retain its current function. The feasibility of current bridge functions will continue to be reviewed and monitored at regular intervals.

The study found that the two current Burnett River bridges in the Bundaberg region are all that is required to service the projected transport demand within the next 20 years.

5.5.4 Safety

Develop a Network Safety Plan for Council controlled roads to help prioritise investment in safety improvements and proactively reduce Fatal and Serious Injuries (FSI) in the region. The Network Safety Plan will provide a framework to help the region achieve the national road safety goal of 'Vision Zero' (i.e., zero FSI by 2050). The Network Safety Plan will:

- identify treatments to improve the safety of rural roads (e.g., roadside clearing, safety barriers, mass action treatments such as rumble strips and wide centrelines, and speed zone reviews of high risk, default speed zones on low-quality, high-speed country roads)
- identify treatments to improve safety on local streets and in urban places with measures such as pedestrian crossing facilities and raised safety platforms, and safer speed settings particularly 30 km/h and 40 km/h zones
- identify safety improvements at urban and rural intersections (for example, left in/left out restricted access, treating intersections with fully controlled turns and other intersection treatments)
- increase delivery of safety infrastructure to support operation of vehicle safety features (for example line markings and speed zone signs to enable Intelligent Speed Assist to operate), particularly on the country road network.

It is recommended to incorporate a safe system approach to help identify, prioritise, and plan for road safety improvements as part of the Safer Roads Sooner, High Risks Roads, and Black Spot programs. For example, undertake High Risk Road planning to develop road safety treatments on the following links:

- Goodwood Road
- Bundaberg – Miriam Vale Road.

Reducing the risk of driver fatigue was also identified as a priority. Consequently, it is recommended to investigate planning priorities for new or upgraded rest areas in line with TMR's road safety policy.

Reducing the risk of driver fatigue was also identified as a priority. Consequently, it is recommended to investigate planning priorities for new or upgraded rest areas on routes such as:

- Bruce Highway
- Bundaberg – Miriam Vale Road
- Isis Highway.

5.5.5 Transport emissions

Investigate opportunities to adapt to a changing climate in the Bundaberg region by:

- prioritising planning for charging stations to encourage the take up of electric vehicles
- encouraging operators to use more efficient heavy vehicle configurations (high productivity vehicles)
- developing safe and efficient AT and PT options in the region to encourage a mode shift away from private motor vehicles.

5.5.6 Network optimisation

Investigate opportunities to trial and implement network optimisation solutions within the region, particularly along congested major urban arterial routes in Bundaberg. Investigations could include Smarter Solutions outlined in the Network Optimisation Framework such as improved signal coordination.

5.6 Support preferred freight and general traffic access particularly to the Bundaberg State Development Area and the Port of Bundaberg

The key findings and recommendations for infrastructure and non-infrastructure initiatives relevant to the strategy objective to 'Support preferred freight and general traffic access to the Bundaberg State Development Area and the Port of Bundaberg' are detailed in this section.

5.6.1 Bundaberg SDA Precinct Planning

At the time of developing the strategy, private sector investment in the Bundaberg State Development Area (SDA) is steady. Precinct planning is needed to confirm potential land uses and to identify future transport corridors required to service the Bundaberg SDA particularly north of the Burnett River.

The Bundaberg SDA south of the Burnett River adjacent to the Port of Bundaberg will be serviced via Bundaberg – Port Road and Bundaberg Ring Road.

5.6.2 Undertake planning on Bundaberg – Port Road and Bundaberg Ring Road from the Isis Highway to the Port of Bundaberg

It is recommended to undertake planning on the existing key freight route currently servicing the Port of Bundaberg and Bundaberg SDA. This will include:

- planning for safety upgrades (including intersection and access upgrades to Bundaberg – Port Road) to ensure the road meets current road design and safety standards is recommended in the short to medium-term to enable the Port of Bundaberg to grow and support future industrial development
- investigate safe and efficient access to the Port of Bundaberg to reduce conflict between heavy vehicles and other road users, as non-industrial land uses intensify around the Port of Bundaberg
- planning to preserve the heavy vehicle and freight function of the Bundaberg – Port Road and Bundaberg Ring Road to ensure access is limited and consolidated to key intersection locations (particularly through the emerging community areas)
- investigate options to promote separation of transport modes (i.e. active transport) along Rubyanna Road.

5.6.3 New private sector river crossing

The transport of sugar cane accounts for the majority of existing road freight traffic using the Burnett Bridge and Quay Street. The sugar cane industry is currently investigating haulage options that would reduce the amount of harvested sugar cane being transported to Millaquin Mill across the Burnett River by road. TMR and Council will continue to work with the proponents of this private infrastructure. The implementation of a crossing would change the road freight traffic and routes generated by the sugar cane industry.

5.6.4 Maritime assets

Strategic maritime planning was not within the scope of the strategy and will continue as the planning for the Bundaberg Port and Bundaberg SDA is reviewed in the future.

It is recommended to continue to prioritise planning and delivery of boating infrastructure across the region based on an assessment of demand and input from the community and stakeholders, using tools such as the Recreational Boating Facilities Demand Forecasting Study.

5.7 Support preferred freight transport routes in the Bundaberg region

The key findings and recommendations for infrastructure and non-infrastructure initiatives relevant to the strategy objective to 'Support preferred freight transport routes in Bundaberg region' is detailed in this section.

5.7.1 Support freight transport routes in Bundaberg

Freight transport in the Bundaberg region is of critical importance to support both primary and secondary industries. Future detailed planning activities are recommended for the following primary freight routes:

- Bundaberg – Bargara Road link planning
- Bundaberg – Port Road and Bundaberg Ring Road link and limited access planning.

It is also recommended to undertake planning to investigate capacity improvements on freight routes in the Bundaberg region including:

- Bundaberg – Gin Gin Road from Moore Park Road to Hinkler Avenue
- Walker Street, from Water Street to Boundary Street.

The East Bundaberg industrial area is an important economic generator and large generator of freight in the region. It is recommended to undertake planning to investigate options for an extension of a heavy vehicle route along Steindl Street and Eastgate Street (from Steptoe Street to Princess Street) to support the East Bundaberg industrial area and the ultimate vision for Quay Street.

5.7.2 New Bundaberg Hospital access from Ring Road

It is recommended that the southern access to the new Bundaberg Hospital will be via a single intersection upgrade at Kay McDuff Drive and Bundaberg Ring Road. This will also facilitate future access to the industrial zoned land to the south of the new hospital. This will protect heavy vehicle priority on the Bundaberg Ring Road through the Kensington emerging community area.

5.7.3 Heavy vehicle rest areas

A new heavy vehicle rest area on the northern side of Gin Gin is recommended to improve safety at the current informal parking area. The facility should include heavy vehicle, bus, and private vehicle parking. In addition, toilet facilities and a safe pedestrian crossing of the Bruce Highway to adjacent shops and service stations should be considered. The existing facilities at the informal parking area should also be retained to minimise impacts on current users.

5.7.4 Intermodal freight facility

It is recommended to undertake planning for an intermodal road-rail freight facility in the vicinity of the old cattle saleyards at Clayton Siding. Such a facility would support greater use of the rail freight network by local industries.

5.7.5 Regional Freight Plan

Develop an integrated multi-modal freight plan to identify and prioritise freight network improvements to support supply chain efficiency across the region. The plan will consider:

- current and emerging freight demands
- access and movement requirements for oversize over-mass and high productivity vehicles
- first and last mile links
- supply chain coordination models (particularly in mining and agriculture)
- the role of the of the Port of Bundaberg, the region's airports, rail terminals, and key freight routes.

5.7.6 First Mile Last Mile Safety

The region's rural road network services numerous agricultural businesses from farms to packing sheds. To improve the safety and efficiency of the road freight network it is recommended that Council's Network Safety Plan consider treatments that will ensure these routes are 3-star or better.

5.7.7 Bruce Highway

Planning for the Bruce Highway is outlined in TMR's 15-year Vision and Action Plans for the Bruce Highway. This planning is overseen by the Bruce Highway Trust Advisory Council. For more details about the 15-year Vision and Action Plan, please refer

to: <https://www.publications.qld.gov.au/dataset/bruce-highway-15-year-vision-and-action-plans>.

6 Taking action

Over the next 20 years, numerous transport initiatives have been identified and prioritised by the strategy which will contribute towards the goals, vision, and objectives of the strategy. These initiatives will support population growth and economic development.

The timely delivery of these initiatives is essential to create an efficient, safe, and integrated transport system that enhances the quality of life, economic viability, and sustainability in the Bundaberg region.

Priority initiatives are grouped into the following timeframes:

- short-term actions (0–5 years)
- medium-term actions (5–15 years)
- long-term actions (15–20+ years).

As the planning, delivery and funding responsibility is split between all three levels of government, the timeframes are indicative and are intended to guide the timing and sequencing of future investment planning in response to anticipated growth and development in the Bundaberg region. Actions are outlined in Table 1.

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Table 1 Actions

ID	Action description	Objective	Lead	Support	Timing	Recommendation
1	Undertake planning to upgrade Quay Street to a vibrant street to retain its movement function but improve its amenity and its connectivity from the Bundaberg CBD to the Riverside.	Support CBD Revitalisation and Riverside Master Plan	BRC	TMR	Short-term	5.1.1
2	Undertake planning to upgrade Quay Street to its ultimate vision as a place for people.	Support CBD Revitalisation and Riverside Master Plan	BRC	TMR	Medium to long-term	5.1.2
3	Undertake planning on a general vehicle and freight vehicle corridor to support the transport network changes within and around the CBD to support the Quay Street ultimate vision as a place for people.	Support CBD Revitalisation and Riverside Master Plan	BRC	TMR	Medium to long-term	5.1.2
4	Prioritise Active Transport (AT) planning for infrastructure on shorter trips within a 5km radius of the CBD. Undertake planning to renew and/or upgrade of the AT network to cater for e-mobility.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	BRC	TMR	Short-term	5.2.1
5	Undertake Walking Network Plans around key activity centres.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	BRC		Short to medium-term	5.2.1
6	Undertake planning for a Bundaberg – Bargara Active Transport facility and identification of stages of implementation.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	TMR	BRC	Short to medium-term	5.2.2
7	Complete the Turtle Trail between Elliott Heads and Burnett Heads.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	BRC		Short to medium-term	5.2.2
8	Plan for a North-South and East-West higher order separated Active Transport (AT) facility within the Bundaberg urban area.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	BRC		Medium-term	5.2.3
9	Investigate the provision of a shared pathway network along waterway corridors as identified in Council's Saltwater Creek and Washpool Creek Master Plans.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	BRC		Medium-term	5.2.3

ID	Action description	Objective	Lead	Support	Timing	Recommendation
10	Investigate the provision of an active transport facility crossing the Burnett River.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	TMR	BRC	Medium-term	5.2.3
11	Incorporate street trees where possible and safe, to improve shade along key active transport routes.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	BRC		Medium-term	5.2.3
12	Undertake PT service planning (including consideration of on demand transport) to improve connectivity and expand coverage in a way that aligns with preferred future land use changes and to support growing travel demands in Bundaberg and coastal communities.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	TMR	BRC	Short-term	5.2.4
13	Improve accessibility to bus stops and upgrade shelters to provide shade and all-weather facilities.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	TMR	BRC	Short-term	5.2.4
14	Undertake planning on long distance bus services to nearby centres outside the Bundaberg region, such as services to Hervey Bay.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	TMR	BRC	Short-term	5.2.4
15	Undertake planning, with a whole of rail network focus, to guide investment decisions and priorities for the North Coast line. This work will support passenger and freight efficiency improvements on the North Coast line, including improving reliability, flood resilience, and major capacity constraints.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	TMR		Long-term	5.2.4
16	Prioritise planning into a multi-modal hub to integrate long distance bus and rail with local bus, taxis, and Active Transport (AT) facilities with connections to the airport and tourist ferry services.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	BRC	TMR	Short-term	5.2.5
17	To provide better access and connectivity, Active Transport (AT) facilities should be integrated with Public Transport (PT) through the inclusion of bike racks on buses, bike facilities at bus stops, upgrading of bus stops.	Support AT and PT connectivity in and around the CBD and the surrounding suburbs	BRC	TMR	Short-term	5.2.5

ID	Action description	Objective	Lead	Support	Timing	Recommendation
18	Construct new sub arterial roads to connect the existing road network to the new Bundaberg Hospital site. This includes new intersections at Eggmolesse Street and Kay McDuff Drive.	Support access to the new Bundaberg Hospital	State	BRC	Short-term	5.3.1
19	Upgrade the intersection of Bundaberg Ring Road and Kay McDuff Drive to traffic signals.	Support access to the new Bundaberg Hospital	State	TMR	Short-term	5.3.1, 5.7.2
20	Planning for a new connection between Kay McDuff Drive and Claytons Road to provide an internal road connecting the two industrial areas and facilitate access to the ambulance and fire services located in Wyllie Street.	Support access to the new Bundaberg Hospital	BRC		Short-term	5.3.1
21	Coordinate the primary Active Transport (AT) route planning to the new hospital precinct and to expand bus services commensurate with development of the hospital precinct.	Support access to the new Bundaberg Hospital	State	BRC	Short-term	5.3.2
22	Undertake local precinct planning for the land surrounding the new Bundaberg Hospital.	Support access to the new Bundaberg Hospital	State	BRC	Short-term	5.3.3
23	Undertake Emerging Community Infrastructure Plans in urban growth areas to support development and inform Local Government Infrastructure Plan (LGIP) and State transport planning.	Support residential growth areas	BRC		Short to medium-term	5.4.1
24	Undertake planning to review the interface of emerging community areas and major movement corridors. Review safety, efficiency, and accessibility of intersections along these corridors.	Support residential growth areas	TMR	BRC	Short to medium-term	5.4.1
25	Collect and evaluate region specific travel behaviour information in the Wide Bay Burnett region to inform integrated transport and land use planning. As well as develop and maintain a Bundaberg Region Strategic Transport Model.	Support residential growth areas	TMR		Short to long-term	5.4.2

ID	Action description	Objective	Lead	Support	Timing	Recommendation
26	Undertake planning to investigate capacity and intersection improvements along key movement corridors. Road sections such as: <ul style="list-style-type: none"> • Bundaberg – Gin Gin Road, from Moore Park Road to Hinkler Avenue • Walker Street, from Targo Street to Boundary Street. 	Support residential growth areas	TMR		Medium to long-term	5.4.2, 5.7.1
27	Continue to investigate options to improve the safety and efficiency of major urban intersections. Intersections such as: <ul style="list-style-type: none"> • Princess Street and Scotland Street • Takalvan Street, Airport Drive and Kendall Road • Branyan Street/Enterprise Street/Fitzgerald Street/Maynard Street. 	Support residential growth areas	TMR	BRC	Short to long-term	5.4.2
28	Undertake planning on north-south coastal distributor road on priority sections (between Elliott Heads and Bargara).	Support residential growth areas	BRC		Medium-term	5.4.3
29	Undertake planning to inform the future function of both Elliott Heads Road and Back Windemere Road between Innes Park Road and Atkinsons Road.	Support residential growth areas	BRC		Medium-term	5.4.4
30	Planning for road upgrades to improve flood immunity for the Moore Park Beach community, with Booyan Road identified as the primary flood evacuation route.	Support a safe and resilient transport network that can adapt to changing climate	BRC	TMR	Medium-term	5.5.1
31	Further investigations are recommended to confirm the feasibility of improving emergency access to Bundaberg North via the Tallon Bridge or an alternative evacuation route.	Support a safe and resilient transport network that can adapt to changing climate	State	BRC	Short to medium-term	5.5.2
32	Undertake regular inspections and maintenance of the Burnett Traffic Bridge to ensure it retains its current function.	Support a safe and resilient transport network that can adapt to changing climate	TMR		Short to medium-term	5.5.3

ID	Action description	Objective	Lead	Support	Timing	Recommendation
33	Develop a Network Safety Plan to prioritise safety improvement on Council's transport network.	Support a safe and resilient transport network that can adapt to changing climate	BRC		Short-term	5.5.4, 5.7.6
34	Continue to identify, prioritise, and plan for road safety improvements as part of the Safer Roads Sooner, High Risks Roads, Network Safety Plans and Black Spot programs.	Support a safe and resilient transport network that can adapt to changing climate	TMR	BRC	Short to long-term	5.5.4
35	Undertake High Risk Road planning to develop road safety treatments on the following links: Goodwood Road and Bundaberg-Miriam Vale Road.	Support a safe and resilient transport network that can adapt to changing climate	TMR		Short-term	5.5.4
36	Investigate planning priorities for new or upgraded rest areas in line with TMR's road safety policy.	Support a safe and resilient transport network that can adapt to changing climate	TMR		Short to medium-term	5.5.4
37	Work with local governments and Queensland Government agencies to develop a strategy to reduce transport emissions in the Wide Bay Burnett region.	Support a safe and resilient transport network that can adapt to changing climate	TMR		Long-term	5.5.5
38	Investigate opportunities to trial and implement network optimisation solutions within the region, particularly along congested major urban arterial routes in Bundaberg. The investigations could include Smarter Solutions such as improved signal coordination.	Support a safe and resilient transport network that can adapt to changing climate	TMR		Medium to long-term	5.5.6
39	Continue to review precinct planning for the Bundaberg Port and Bundaberg State Development Area (SDA) to inform the multi-modal transport requirements and timing.	Support preferred freight and general traffic access to the Bundaberg Port and Bundaberg SDA	State		Short to long-term	5.6.1
40	Planning for safety upgrades (including intersection and access upgrades to the Bundaberg – Port Road) to ensure the road meets current road design and safety standards is recommended in the short to medium-term to support future industry.	Support preferred freight and general traffic access to the Bundaberg Port and Bundaberg SDA	TMR	BRC	Short to medium-term	5.6.2

ID	Action description	Objective	Lead	Support	Timing	Recommendation
41	The State and Council will continue to work with the proponents on the planning for private river crossing for sugar freight.	Support preferred freight and general traffic access to the Bundaberg Port and Bundaberg SDA	BRC	State	Short-term	5.6.3
42	Continue to prioritise planning for boating infrastructure across the region based on an assessment of demand and input from the community and stakeholders, using tools such as the Recreational Boating Facilities Demand Forecasting Study.	Support residential growth areas	TMR		Short to long-term	5.6.4
43	Undertake planning for key freight routes.	Support preferred freight transport in the Bundaberg region	TMR		Short to long-term	5.7.1
44	Undertake planning and design for a Heavy Vehicle Rest Area at Gin Gin.	Support preferred freight transport in the Bundaberg region	TMR	BRC	Short-term	5.7.3
45	Undertake a feasibility study for internodal facilities to enable industrial development and transport logistics.	Support preferred freight transport in the Bundaberg region	State	BRC	Short-term	5.7.3
46	Develop an integrated multi-modal freight plan to identify and prioritise freight network improvements to support supply chain efficiency across the region.	Support preferred freight transport in the Bundaberg region	TMR	BRC	Short-term	5.7.3

7 Achievements to date

Bundaberg Regional Council and TMR are already progressing the planning and delivery of projects. The following transport network improvements are being delivered between 2022–25, which support the objectives set out in the strategy as shown in Table 2.

Table 2: Achievements to date

ID	Project name	Project status	Network
1	Goodwood Road and Lucketts Road intersection upgrade	Construction Completed	TMR Road
2	Bundaberg – Bargara Road and Seaview Road intersection upgrade	Construction Completed	TMR Road
3	Bundaberg – Gin Gin Road and Wheelers Road, improve intersection	Construction Completed	TMR Road
4	Bundaberg – Miriam Vale Road (Rosedale Road) and Winfield Road, improve intersection	Construction Completed	TMR Road
5	Moore Park Road - safety upgrades	Construction Completed	TMR Road
6	Bruce Highway Safety Works - Adies Road to Ringwood Road	Construction Completed	TMR Road
7	Bruce Highway upgrades south of Wallaville - new overtaking lanes	Construction Completed	TMR Road
8	New pathway in Gahans Road, Kalkie	Construction Completed	BRC Pathway
9	Hummock Road, Woongarra Road sealing and widening Ch 4650m to 6650m	Construction Completed	BRC Road
10	Avoca Street and Duffy Street intersection upgrade, Millbank	Construction Completed	BRC Road
11	Avoca Street, Hope Street and Grimwood Street intersection upgrade, Bundaberg West	Construction Completed	BRC Road
12	Birthamba Road, South Kolan - (Ch 9300m to 9600m) safety improvements	Construction Completed	BRC Road
13	Kevin Livingston Drive, Isis Central Road widening and roadside protection Ch50m to 1385m	Construction Completed	BRC Road
14	Foleys Road rehabilitation and widening	Construction Completed	BRC Road
15	Targo Street/Burnett Street intersection upgrade	Construction Completed	BRC Road
16	Johanna Boulevard/Commercial Street intersection upgrade	Construction Completed	BRC Road
17	Bourbong Street/O'Connell Street intersection upgrade	Construction Completed	BRC Road

ID	Project name	Project status	Network
18	Commercial Street/Production Street intersection upgrade	Construction Completed	BRC Road
19	Sims Road Pathway - Targo Street to Boundary Road	Construction Completed	BRC Pathway
20	Branyan Road State School safety improvements	Construction Completed	BRC Road
21	George Street Pathway - Takalvan Street to Powers Street	Construction Completed	BRC Pathway
22	Passenger Transport Accessible Infrastructure Program - Bus shelter upgrades	Construction Completed	BRC Road
23	Isis Highway, (Bundaberg - Childers) various locations, improve safety	Design and Construction	TMR Road
24	Goodwood Road, Washpool Creek, construct active transport crossings	Construction Complete	TMR Pathway
25	Bundaberg – Bargara Road, upgrade targeted sections	Planning in Progress	TMR Road
26	Bundaberg – Bargara Road, Princess Street and Scotland Street, upgrade intersection	Planning in Progress	TMR Road
27	Bundaberg – Bargara Road, Port Road to Potters Road, develop active transport facility	Planning in Progress	TMR Road
28	Bundaberg – Port Road, Bundaberg – Bargara Road to Port of Bundaberg, planning.	Planning in Progress	TMR Road

8 Monitoring and review

This strategy will be monitored, periodically reviewed and updated to ensure it remains current and relevant. In the short-term, monitoring will focus on ensuring the actions put forward are prioritised and progressed through departmental and local planning programs. As the strategy matures and planning and delivery is completed, monitoring will focus on tracking progress.

It is intended that a review of the strategy will be carried out approximately every 10 years to maintain its alignment with other government and non-government plans, programs, and initiatives. This review will also consider changes to land use, Bundaberg region's economy, environmental considerations, demography, technological innovations, the progress of significant infrastructure projects, and any other factors which may require a shift in the priorities or objectives for the region.

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