



# 3.7 Access and mobility



### 3.7.1 Strategic outcomes

- (a) All cities, towns, townships and communities and major employment and activity centres of the Fraser Coast will be connected by a safe and efficient integrated transport system that maximises opportunities for public transport and active transport modes.
- (b) Viable public transport options are available for the use of residents and visitors to the Fraser Coast.
- (c) Residents of the Fraser Coast and visitors to the region have access to a safe, connected walk and cycle network to encourage an active lifestyle, reduce dependency on private vehicles and meet accessibility needs.
- (d) The further development of the Maryborough and Hervey Bay airports, the rail network and marine transport opportunities is encouraged to support efficient freight movement within and from the Fraser Coast and promote economic growth.
- (e) The safety and operational efficiency of Hervey Bay and Maryborough airports, any future regional airport and other aviation facilities located within the Fraser Coast is protected.



## 3.7.2 Elements and specific outcomes

### 3.7.2.1 Element 1 Integrated transport system

The provision of an efficient and well-integrated transport system to service the Fraser Coast is essential to community well-being and economic prosperity. The provision of an integrated transport system promotes more sustainable transport modes, including public transport and active transport.

#### Specific outcomes

- (a) Development is consistent with and contributes to the establishment of the preferred settlement pattern for the Fraser Coast through an integrated transport network and hierarchy which supports the long term transport needs of the Fraser Coast and provides a wide range of viable transport options for communities to enable the efficient, safe and convenient movement of people, goods and services.
- (b) Development supports and connects to the preferred road network and transport hierarchy which is identified conceptually on **Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure)** and in more detail on the **(2031 Strategic Transport Network figures)** in the Transport and parking code, to facilitate safe and efficient road travel, including public transport, within the Fraser Coast and beyond.
- (c) The operational integrity, safety, efficiency and potential for future upgrading of major transport infrastructure and facilities including roads, airports, rail and harbours is maintained.
- (d) Enhanced transport connections and services are provided between Maryborough and Hervey Bay in recognition of their role as the major regional population centres for the Fraser Coast.
- (e) Residential areas incorporate traditional neighbourhood design principles, including flexible and legible street patterns (such as a grid or modified grid patterns) and a clear road hierarchy which maximises opportunities for all modes of transport, rather than just the private motor vehicle.
- (f) Development of urban expansion areas and infill/redevelopment areas provides appropriate transport infrastructure.
- (g) Transport networks, corridors and infrastructure are:-
  - (i) protected from encroachment by incompatible land uses and development which may compromise their continued operation and viability;
  - (ii) designed to minimise adverse impacts on existing and planned communities;
  - (iii) designed so as to make a positive contribution to the landscape and sense of place for the locality;
  - (iv) located and designed to provide continuity of wildlife movement and ecological processes.
- (h) Traffic-generating development within the Fraser Coast is provided with sufficient on-site car parking to meet the needs of the particular development taking account of what can practicably be achieved having regard to the location, size and other characteristics of the site.

## 3.7.2.2 Element 2 Public transport

The provision of an efficient and reliable public transport system on the Fraser Coast will help to reduce dependency on the private motor vehicle and ease pressure to upgrade road networks to cater for increased traffic volumes over time.

### Specific outcomes

- (a) Development and the pattern of settlement supports the provision of connected, legible, safe and convenient public transport networks that provide for the efficient movement of passengers.
- (b) The viability of existing and planned public transport corridors within the Fraser Coast is protected.
- (c) Development provides legible local road connections and supporting collector streets that are sufficiently wide for buses to connect local areas by public transport and which accommodate safe bus stopping situations.
- (d) Development supports and contributes to a high level of integration with existing and planned public transport networks, particularly in infill areas and urban expansion areas in Maryborough and Hervey Bay.
- (e) Appropriately located and designed higher density residential development is established in Maryborough and Hervey Bay to promote and support the provision of public transport services within these cities.
- (f) Employment areas and community infrastructure are connected to existing public transport networks or have the ability to be connected to future planned public transport networks.
- (g) Public transport facilities and infrastructure are designed and located to meet the needs of the community, including accessibility for elderly and less mobile users and incorporate crime prevention through environmental design (CPTED) principles.

## 3.7.2.3 Element 3 Walking and cycling

In recognition of substantial health, social and environmental benefits, it is important to support and encourage active transport (walking and cycling) use on the Fraser Coast. With its relatively flat topography, favourable climate and scenic amenity values, the Fraser Coast is an ideal place to walk and cycle.

### Specific outcomes

- (a) Development supports and contributes to the provision of a safe, convenient, connected and legible walk and cycle network, including on-road and off-road routes, in cities, towns and centres, and between centres where appropriate.
- (b) The walk and cycle network is integrated with other travel modes, particularly public transport, to enhance linkages with activity centres, employment areas and community facilities.
- (c) To maximise opportunities for walking and cycling:-
  - (i) urban areas and residential neighbourhoods are designed to incorporate permeable and legible street networks with appropriate lighting and casual surveillance to facilitate safe and convenient use by pedestrians and cyclists;
  - (ii) end-of-trip facilities are provided for the comfort and convenience of active transport users in those developments that are likely to attract or generate a significant volume of trips by pedestrians and cyclists; and
  - (iii) other facilities to enhance comfort and convenience to active transport users are provided, including weather protection and shelters along active frontages in activity centres.

## 3.7.2.4 Element 4 Freight movement

The efficient and effective movement of freight is essential to sustaining economic activity and development within the Fraser Coast. The identification and protection of strategic elements of the freight movement network will help to ensure the ongoing ability to support and promote the local economy.

### Specific outcomes

- (a) The efficient provision and operation of existing and future road, rail, air and marine freight movement networks to support the economic development of the Fraser Coast is supported and encouraged.
- (b) Development in the vicinity of the major freight movement routes identified conceptually on **Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure)**, protects the ongoing operational safety and efficiency of these routes and mitigates any reverse amenity impacts.

## 3.7.2.5 Element 5 Air transport

The ongoing operation of the Hervey Bay and Maryborough airports is protected in recognition of the important role that they play in connecting the Fraser Coast to other regions both in terms of passenger and freight movement as well as their general aviation functions.

### Specific outcomes

- (a) The continued operation, improvement and expansion of the Hervey Bay and Maryborough airports as passenger and freight transport and general aviation facilities servicing the Fraser Coast region is supported.
- (b) The Fraser Coast Airports Master Plan 2011-2031 provides the basis for the development of aviation facilities and infrastructure, co-ordination of aviation and non-aviation land use planning and management of the Hervey Bay and Maryborough Airports.
- (c) The safety and operational efficiency of the Hervey Bay and Maryborough airports and associated aviation facilities is maintained.
- (d) Subject to a site identification and suitability assessment, any potential future regional airport site is protected from incompatible development.

### 3.7.3 Relevant strategic framework maps

Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure) conceptually identify elements of the strategic framework as relevant to the access and mobility theme, including:-

- (a) Major elements of the road transport hierarchy;
- (b) Major elements of the rail, air and marine transport system; and
- (c) Public transport stations (Maryborough and Hervey Bay only).

