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Transport Infrastructure Act 1994

NOTIFICATION OF DECLARATION OF A STATE-CONTROLLED ROAD AS A LIMITED ACCESS ROAD

Notice is hereby given under section 54(1) of the *Transport Infrastructure Act 1994* that the State-controlled road described in the Schedule is hereby declared or revoked as a Limited Access road. As required under section 55 of the *Transport Infrastructure Act 1994*, Rockhampton Regional Council and Livingstone Shire Council have been notified.

Kristy Hows (District Director – Fitzroy)

Delegate of the Director-General, Department of Transport and Main Roads

THE SCHEDULE

On and from 14 October 2021, the declarations of the State-controlled road as a Limited Access road specified in Appendix I hereto, are revoked, and in lieu thereof, the State-controlled road described in Appendix II hereto, is declared a Limited Access road, respectively, under and for the purposes of the *Transport Infrastructure Act 1994*.

APPENDIX I

Name of State- controlled Road	Date of Declaration Relevant to Road
Rockhampton –Yeppoon Main Road Rockhampton City and Livingstone Shire	8 July 1978
Rockhampton –Yeppoon Road Livingstone Shire	11 May 1985

APPENDIX II

**ROCKHAMPTON – YEPPOON ROAD (196)
ROCKHAMPTON CITY COUNCIL AND LIVINGSTON SHIRE COUNCIL**

Commencing at its intersection with the Bruce Highway near the south western corner of Lot 207 on SP304745 and the north western corner of Lot 70 on SP304746 in Norman Gardens, travelling in a general north eastly direction to the roundabout at its intersection with Western Yeppoon – Emu Park Road and the intersections of Tanby and Yeppoon Roads in Yeppoon/Hidden Valley.

Length: 31.57 kilometres (approximately)

The parts of the road to which access is to be limited are shown on plans LA12294, LA12295, LA12296, LA12297, LA12298, LA12299, LA12300, LA12301, LA12302, LA12303, LA12304 and LA12305. Copies of the LA plans are held in the office of the Department of Transport and Main Roads, Central Queensland Region, Floor 1 | Rockhampton - Knight Street Complex | 31 Knight Street | North Rockhampton Qld 4701

The reason for the declaration is to:

- (1) To support the progressive implementation of the Yeppoon Road Upgrade Project (YRUP) and any future road improvements;
- (2) Ensure the arterial link and commuting function of the Road between the two communities is preserved;
- (3) Ensure the Major Tourism Corridor and Freight Route functions of the Road are maintained;
- (4) Protect the ability of TMR to provide additional capacity to accommodate growth in traffic volumes were required;
- (5) Increase community wellbeing and transport efficiency by delivering improved road safety through the limitation of conflict points; and
- (6) Ensure future upgrades of the road by TMR take primacy in decision making regarding access to the road reserve and protecting the structural integrity of the road.

Any person whose interests are affected by the declaration may:

- (1) under section 485 of the *Transport Infrastructure Act 1994* – ask for the decision to make the declaration to be reviewed by the Chief Executive;
- (2) under the *Transport Planning and Coordination Act 1994*, part 5, division 2 – apply for the original decision to be stayed; and
- (3) under the *Transport Planning and Coordination Act 1994*, part 5, division 3 –
 - (a) appeal against the Chief Executive's decision on the review to the court stated in Schedule 3 of the *Transport Infrastructure Act 1994* for the decision; and
 - (b) apply for the reviewed decision to be stayed.

Notice is hereby given that there is a policy in place, in relation to the application of section 62 of the *Transport Infrastructure Act 1994* to access between the Rockhampton - Yeppoon Road and adjacent land (Chainage 4.031km to 35.600km). The policy is set out below.

POLICY FOR ROCKHAMPTON – YEPPOON ROAD (196)

1 PURPOSE

The purpose of this policy is to protect the function, safety and efficiency of the Rockhampton – Yeppoon Road (196) (the “**Road**”) by setting out the principles that will be applied when making decisions under s 62 of the *Transport Infrastructure Act 1994*.

Not permitting any additional direct access to the Road is essential to achieve the vision for the Road set out in section 3 below. Doing this will:

- (1) Support the progressive implementation of the Yeppoon Road Upgrade Project (YRUP) and any future road improvements;
- (2) Ensure the arterial link and commuting function of the Road between the two communities is preserved;
- (3) Ensure the Major Tourism Corridor and Freight Route functions of the Road are maintained;
- (4) Protect the ability of TMR to provide additional capacity to accommodate growth in traffic volumes where required;
- (5) Increase community wellbeing and transport efficiency by delivering improved road safety through the limitation of conflict points; and
- (6) Ensure future upgrades of the road by TMR take primacy in decision making regarding access to the road reserve and protecting the structural integrity of the road.

2 HEAD OF POWER

This policy has been made pursuant to s 54 of the *Transport Infrastructure Act 1994*.

3 ROAD VISION

The following vision for the Road sets the context within which the Policy Principles (section 5) and the Policy Strategies (section 6) will be applied:

The Road is a declared State-controlled road. It provides a link between the Bruce Highway at Rockhampton and Yeppoon on the Capricorn Coast. This Road serves as the main connection for commuter and tourism traffic between the regional centres of Rockhampton and Yeppoon. Between 2018 - 2036 the population of this area is expected to grow at an average rate of 1.8% per year.

Annual Average Daily Traffic (AADT) counts in 2018 along the Road range from 10,500 vehicles per day (vpd) in the eastern urban section (approaching Yeppoon) of the Road to 11,500 vpd in the rural section (Bruce Highway to Neils Road). Over the past 10 years traffic volumes on the Road have increased by 1.5%.

The rural section of the Road typically operates as a higher speed connection between the two townships. Most of the Road has a posted speed limit of 100km/h, with the speed limit tapering down to 70km/h as the Road transitions to more urbanised areas.

Between Ch. 4.031km to Ch. 13.900km, the Road consists of a four-lane divided dual carriage way, and between Ch. 13.900km and Ch. 35.600km, it consists of a two-lane carriageway with intermittent provision of overtaking lanes in both directions.

Along the length of the Road, there are several areas designed for future industrial and urban development. As these areas develop, a local road network, with controlled intersections onto the Road will be put in place to provide for high levels of accessibility for these areas while protecting the through function of the Road. New direct property access onto the Road for future development will not be permitted.

Sections of the Rockhampton – Yeppoon Road have been designated as a Principal Cycle Route, with the remainder designated as a regional recreational route.

The Road is a designated B-Double route between the Bruce Highway in the west until the Tanby Road roundabout in the east, with heavy vehicles accounting for approximately 8-10% of traffic.

All future works along the Road will include provision for cyclists with appropriate consideration for the route classification as a B-Double route.

As of 2020, many single lane segments along the Road are approaching the capacity for a two-lane rural road, with some major priority intersections exceeding desirable levels of saturation. Projected levels of population growth in Rockhampton and Yeppoon, coupled with the anticipated development of residential, industrial and tourist focussed areas along the Road will result in increased pressure on the function of the Road. With projected traffic growth it is likely that without the provision of additional capacity all of the single lane segments of the Road will exceed capacity by 2026.

To address capacity issues and preserve safety on the Road, the Department of Transport and Main Roads plans that the Road will progressively be upgraded to a four lane, median separated road. This vision is being implemented through the YRUP and future projects. This project will be delivered as part of the Australian and Queensland governments' 10-year Roads of Strategic Importance (ROSI) corridor investment program. The ROSI initiative aims to ensure key freight roads efficiently connect agricultural regions and ports, airports and other transport hubs and provide better access for tourism, mining and other sectors. To support the implementation of the YRUP, additional new direct property access to the Road will not be permitted unless provided as part of the YRUP in consultation with affected landowners.

In developing areas, access onto the Road will be provided via a planned local road network with controlled intersections onto the Road at appropriate locations. Where possible, existing accesses are to be consolidated or removed. In appropriate locations, service roads may be developed. These changes to the existing road environment will be implemented as part of the YRUP and other future projects and will be undertaken in consultation with affected landowners. Between the Bruce Highway and Iron Pot Road (the existing duplicated section) existing access to the Road will continue to be restricted to left in/left out only, with U-turners utilising the existing turnaround areas provided.

4 APPLICATION

This policy will be applied in assessing applications made under s 62 of the *Transport Infrastructure Act 1994*.

This policy will also be applied in:

- (1) the preparation, amendment or review of local, state and federal government planning schemes and other planning instruments to ensure that:
 - (a) land uses reflect the Policy Principles and Policy Strategies and preserve the function of the Road;
 - (b) the local road network is developed to provide access to land where access from the Road is not supported;
 - (c) the vision for the Road identified in section 3 is accommodated;
- (2) general transport planning relevant to managing access to limited access roads; and
- (3) when assessing development applications made pursuant to the planning act for impacts on the Road.

5 POLICY PRINCIPLES

When making a decision relating to the management of access between land and the Road, the following principles will be applied:

- (1) vehicular access must not compromise safety of the users of the Road or any other transport infrastructure;
- (2) vehicular access must be consistent with the functional requirements of the Road;
- (3) vehicular access must be consistent with the current or planned intent for the Road corridor and the wider State-controlled road network.

In applying the principles, regard will be had to the following strategies:

- (1) the strategies applying to vehicular access to State-controlled roads set out in the *Vehicular access to state-controlled roads policy*¹; and
- (2) the Policy Strategies set out in section 6.

Where there is inconsistency between the strategies set out in the *Vehicular access to state-controlled roads policy* and the Policy Strategies set out in this policy, the Policy Strategies set out in this policy prevail.

A proposal will be consistent with this policy if it meets the Policy Principles and all relevant Policy Strategies.

6 POLICY STRATEGIES

SAFETY

Principle 1: vehicular access must not compromise safety of the users of the Road or any other transport infrastructure

No policy strategies.

¹ July 2019.

FUNCTION**Principle 2: Vehicular access must be consistent with the functional requirements of the Road**

The primary function of the Road is to provide a connection for freight commuter and tourism traffic between Rockhampton and Yeppoon. To preserve this, the through function and efficiency of the Road will be protected by not allowing any additional direct property access and removing access which can otherwise be obtained off local roads. The Road is also part of the Principal Cycle Network. Provision is to be made for this emerging function of the road.

Strategy 1

Additional new direct vehicular access to the Road will not be permitted unless provided as part of the YRUP or future TMR road improvement projects.

All additional access for land adjacent to the Road is to be via the local road network.

Where additional access to land adjacent to the Road is not able to be provided via the local road network, TMR will require a new local road or service road to be constructed.

Strategy 2

Existing accesses are to be consolidated or removed where possible.

As properties adjacent to the Road redevelop, existing direct accesses are to be consolidated or removed where possible to accommodate future development proposals. Service roads may be a suitable option to consolidate accesses where access to a local road is not available.

The progressive implementation of the YRUP may result in changes to existing access arrangements. Any changes will be subject to consultation with affected landowners.

FUTURE INTENT**Principle 3: Vehicular access must be consistent with the current or planned intent for the Road corridor and the wider network**

The Road is to continue performing its current function as the primary connection between Rockhampton and Yeppoon. To accommodate growing traffic volumes and maintain or improve transport efficiency, additional capacity will need to be provided at key locations.

Strategy 1

Additional new direct access to the Road will not be permitted unless provided as part of the YRUP or future TMR road improvement projects.

Direct access to the Road will not be permitted to preserve the ability to provide additional capacity at key locations along the Road.

Strategy 2

Access for developing areas along the Road is to be provided via the local road network with controlled access onto the Road at appropriate locations.

The areas along the road designated for future development in accordance with State and Local Government strategic planning are to be provided with access to the Road via a planned local road network. Access for these areas will be via controlled intersections on to the Road. No direct access for these developing areas will be permitted.

Strategy 3

Future TMR upgrades of the Road may result in existing accesses being removed or reconfigured to restrict movements with periodic U-turn facilities provided on the Road.

The progressive implementation of the YRUP may result in changes to existing access arrangements. These changes will be implemented in consultation with affected landowners.

7 APPROVAL

This policy applies to the Road and will be applied when making decisions under s 62 and 62A of the *Transport Infrastructure Act 1994*.

Dated: 14 October 2021

Signed:

Kristy Hows

District Director (Fitzroy)
Delegate of the Director-General, Department of Transport and Main Roads

8 ADDITIONAL INFORMATION

This policy may be amended at any time without a gazette notice if:

- (1) the amendment merely changes or repeals a specific provision for 1 or more particular properties; and
- (2) the owner or occupier of each property has been given written notice of the amendment.

Any person whose interests are affected by this policy may:

- (1) under s 485 of the *Transport Infrastructure Act 1994* – ask for the decision about the policy to be applied to be reviewed;
- (2) under Part 5, Division 2 of the *Transport Planning and Coordination Act 1994* – apply for the original decision to be stayed;
- (3) under Part 5, Division 3 of the *Transport Planning and Coordination Act 1994*:
 - (a) appeal against a decision on a review;
 - (b) apply for the reviewed decision to be stayed.

Under s 61 of the *Transport Infrastructure Act 1994*, a person must not construct or change a physical means of entry or exit for traffic between land and a limited access road without first obtaining a decision under s 62(1) that authorises the construction or change. Maximum penalty – 200 penalty units.

ENDNOTES

- 1 Published in the Gazette on 15 October 2021.
- 2 Not required to be laid before the Legislative Assembly.
- 3 The administering agency is the Department of Transport and Main Roads.