

3.6. Transportation and movement theme

The strategic outcomes for the transportation and movement theme are expressed in section 3.6.1. Specific outcomes for the transportation and movement theme are further refined and expressed for each of the following elements:

- (1) Section 3.6.2 - Public and active transport;
- (2) Section 3.6.3 - Road network;
- (3) Section 3.6.4 - Rail network;
- (4) Section 3.6.5 - Air transport;
- (5) Section 3.6.6 - Marine transport;
- (6) Section 3.6.7 – Stock routes.

3.6.1. Strategic outcomes

- (1) Connectivity between accommodation activities, centres, and places providing for employment, community activities and recreation, is enhanced by the provision of a safe and efficient transport and movement network.
- (2) The transport and movement network supports the settlement pattern and the economy of the planning scheme area by facilitating the efficient and safe movement of people, goods, resources and materials both within the planning scheme area and to and from other areas outside the planning scheme area.
- (3) The transport and movement network (including the location and design of future links) is designed to minimise impacts on existing and future communities, natural environments and scenic amenity.
- (4) Development does not compromise the safety, efficiency, effectiveness and operation of the transport and movement network.
- (5) The transport and movement network encourages and supports active lifestyles by providing for integrated walking, cycling and public transport infrastructure to support a progressive reduction in car dependency.

3.6.2. Public and active transport

3.6.2.1. Specific outcomes

- (1) Development contributes to the establishment and extension of safe and convenient active transport networks catering for pedestrians, cyclists, mobility scooters and the like.
- (2) Development contributes to the establishment and extension of safe and convenient public transport networks.
- (3) Centres are designed and developed to include safe and convenient public transport stops and interchanges.
- (4) Where practicable, development in and around centres contributes to a high quality pedestrian environment, including weather protection, seating and street trees and safe parking for bicycles.

3.6.3. Road network

3.6.3.1. Specific outcomes

- (1) The local road hierarchy and its connection to State-controlled roads are safe, efficient and legible for all road users.
- (2) Development contributes to or provides local roads which support the State-controlled road

network, to the extent provided for by the council's infrastructure plans.

- (3) Development recognises the identified function of roads within the state and local transport network, and provides an acceptable level of access to, and impact on, each road. In particular:
 - (a) the interregional functions of the Bruce Highway for freight and all passenger vehicles, are protected through limited access and, where possible, appropriate separation distances between development and the road corridor;
 - (b) the intraregional function of major roads which provide access for freight, all vehicles, cyclists and pedestrians between centres and industrial and employment areas is protected by ensuring there are no significant impacts due to access arrangements with development on adjoining land and, where necessary, separation or buffering between incompatible development and the road corridor; and
 - (c) the local road network provides safe connections to higher order roads for cyclists, pedestrians and all vehicles.
- (4) The safety, efficiency and effectiveness of all existing and future road networks are protected from incompatible land uses and the impacts of development.
- (5) Important future major road links are identified and they are not compromised by development.
- (6) The road network accommodates and prioritises a variety of transport needs, including:
 - (a) freight;
 - (b) public transport; and
 - (c) pedestrian and cycle paths.

3.6.3.2. Land use strategies

- (1) Important future road links are strategically identified to help protect these areas from inappropriate development which could limit or compromise their development in the future.
- (2) Important future road links require detailed investigations and planning to determine more precisely a suitable alignment, with particular regard given to matters of environmental significance, scenic and landscape values, and other constraints.

3.6.4. Rail network

3.6.4.1. Specific outcomes

- (1) The safety and efficiency of existing and planned rail networks are protected from incompatible land uses.

3.6.5. Air transport

3.6.5.1. Specific outcomes

- (1) Air space, air traffic and key access routes associated with the Rockhampton airport are protected from development which may compromise its safe and efficient operation and continued development.

3.6.6. Marine transport

3.6.6.1. Specific outcomes

- (1) Rosslyn Bay Harbour continues its primary role as a major marine transport hub and gateway to the Keppel Group of Islands and other marine environmental features.
- (2) Development at the Rosslyn Bay Harbour is supported by an efficient road network connecting the Harbour to Emu Park, Yeppoon and beyond to Rockhampton.
- (3) The planning scheme area has marine transport infrastructure having sufficient capacity to cater for growing demand and need.
- (4) Watercraft launching and retrieval facilities develop at appropriate locations along the Capricorn Coast where:

- (a) it can be efficiently serviced by Council infrastructure;
- (b) adverse impacts on environmental values can be mitigated to a reasonable extent;
- (c) safe all tide access can be provided; and
- (d) impacts on existing sensitive land uses are mitigated.

3.6.6.2. Land use strategies

- (1) In recognition of the growing demand and need for additional boat launch and retrieval capacity, investigations continue to assess options and potential for:
 - (a) new watercraft launch and retrieval facilities;
 - (b) upgrade to existing watercraft launch and retrieval facilities; and
 - (c) upgrade to or new vehicle and trailer parking facilities.

3.6.7. Stock routes

3.6.7.1. Specific outcomes

- (1) The use of declared stock routes for stock movement and other compatible purposes is not compromised by development.