

0.0 BOTTLEBRUSH DRIVE

File No: qA86735
Attachments: 1. Letter from residents to Mayor Belot
Responsible Officer: Alastair Dawson - Interim Chief Executive Officer
Author: Adam Belot - Mayor

SUMMARY

Bottlebrush Drive has remained a dead-end road for more than 15 years. However, with development approval D-414-2025 requiring the road to be joined within 6-18 months, this report outlines council's strategy to embrace this growth by improving traffic permeability and emergency access while simultaneously installing low-cost traffic calming and school safety upgrades to protect residential amenities and student safety. The paper also outlines the outcomes of community engagement and the requests of local community to address their concerns with the opening of the road

OFFICER'S RECOMMENDATION

THAT Council note the concerns of the community in seeking to provide solutions which alleviate their concerns over safety and permeability with the opening of the Road, and factor those concerns into the arrangements to open the road.

COMMENTARY

As the fastest-growing regional shire, Livingstone requires the connection of long-disconnected road segments to provide efficient travel options and reduced transit times for an expanding community. Bottlebrush Drive is a Minor Urban Collector road that has remained un-joined for over 15 years, with a 150m section currently obstructed by large rocks. While the corridor operates as a default urban 50 km/h zone, the anticipated increase in volume and connectivity is expected to sustain community concerns regarding traffic operations and pedestrian safety. Development approval D-414-2025 triggers the completion of this link within the next 12 months, finally connecting the Old Scenic Highway to Chandler Road. This connection enhances local permeability by providing a legitimate alternative to the Scenic Highway and establishes a necessary secondary route for emergency services. Additionally, it provides a critical alternative route for heavy vehicles accessing Rosslyn Bay Marina that exceed the mass limits of the Williamson Creek Bridge and offers a vital detour during the Yeppoon Running Festival, preventing 20km detours via Kinka Beach.



Fig 1: Bottlebrush Drive Aerial View

Project Delivery

Project A: Immediate Traffic Calming (Pre-Opening - 2026)

To manage speeds and discourage the road from becoming a high-speed through-route, the following low-cost measures will be installed:

- Chicanes/Slow Points: Horizontal deflection treatments to increase driver alertness and maintain a low-speed environment. Chicane has strategically been placed on the straights where speeds are higher and where lighting exists or luminaire outreaches can be installed of existing power poles.
- Road Safety Audit: To ensure the project achieves maximum safety outcomes, a formal Road Safety Audit will be conducted by an accredited third-party auditor prior to installation. This independent review is intended to provide an unbiased assessment of the proposed concepts, ensuring that the detailed design is informed by expert feedback and that all treatments are optimised for the highest level of road user safety.
- Estimated Cost: \$10,000 - \$25,000
- Delivery: 2026

Project B: Sacred Heart School Safety Upgrades

Consultation with Sacred Heart School (March 6, 2026) confirmed strong support for infrastructure upgrades to manage their growing population of ~500 students:

- Raised Pedestrian Crossing & Refuge: Providing a safe, designated crossing point that naturally slows traffic at the school frontage.
- Indented Parking/Spillover Zone: Formalising a designated area for queued parents to reduce congestion and informal stopping.
- No Standing Lines: Implementing yellow edge lines near the roundabout to eliminate illegal queuing and improve sight distances.
- Enhanced Flashing School Zone Signage: Sacred Heart School will be prioritised for Flashing School Zone Signage (40km/hr) for Bottle Brush Drive.
- Estimated Cost: \$150,000 - \$300,000
- Delivery: ~~Design FY2026/2027 & Construction FY2027/2028~~ ←

Design & Construction to be fast tracked to be completed by 30 November 2026

Project C: Footpath Connectivity

- Missing Footpath Link: Design and Construction of the remaining 260m missing footpath link will be developed as a business case to ensure a continuous and safe pedestrian route along the full length of Bottlebrush Drive. This project will be prioritised alongside other network requirements. For context, other critical gaps such as the missing link on Eucalyptus Avenue will also undergo business case development and may be identified as a higher initial priority. This structured approach ensures that footpath delivery is balanced against the most urgent community needs while working towards the long-term goal of total corridor connectivity.
- Estimated cost \$200,000 - \$300,000

Future Trunk Roads

The Local Government Infrastructure Plan (LGIP) is essential for managing urban growth by strategically planning and delivering trunk roads that align with future development. Integrated into the Livingstone Planning Scheme, the LGIP identifies the key infrastructure needed to support urban expansion while ensuring that growth occurs in a coordinated manner with adequate roads in place.

A major benefit of the LGIP is its ability to relieve pressure on local roads by directing traffic to well-designed trunk routes. These roads, with features like controlled access, spaced intersections, and generally higher speeds, providing safe and efficient connectivity, reducing congestion on minor collector roads and preventing rat-running in residential areas.

In the Taranganba and Taroomball areas, several planned trunk roads will play a critical role in supporting growth and relieving pressure on the local road network. These include:

- T-96 (Frangipani Dr/Melrose Place connection)
- T-137 (Carriage Boulevard)
- T-37 (Chandler Road)

These roads will enhance connectivity to major routes such as the Scenic Highway, Taranganba Road, Tanby Road, and Clayton Road. By providing more efficient alternatives for through traffic, these trunk roads aim to reduce congestion and improve overall traffic flow, ensuring that local streets remain accessible and safe for residents. These roads will be built according to the Capricorn Municipal Design Guidelines and relevant standards, ensuring they meet the region's long-term needs.

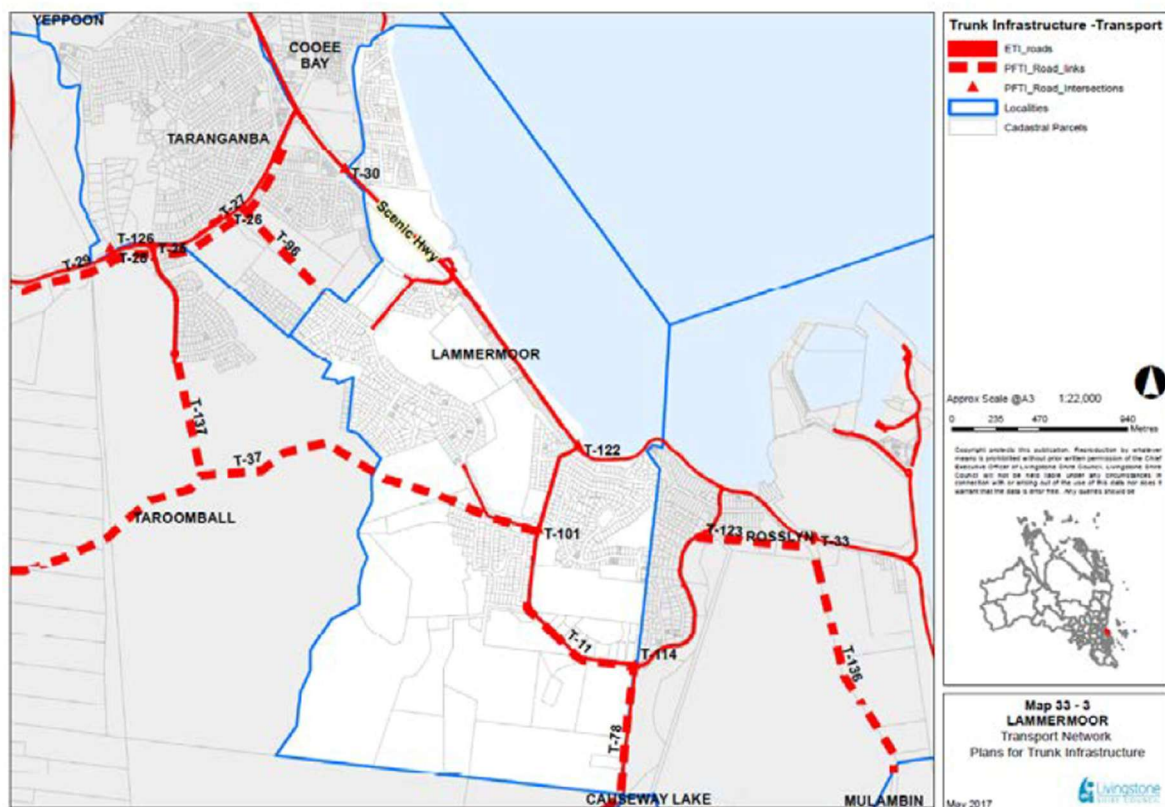


Fig 3: Local Government Infrastructure Plan (LGIP) – Transport Network Lammemoor

ENGAGEMENT AND CONSULTATION

As part of the community engagement, the Mayor and officers within Council's Infrastructure Department met with local community members to outline the proposed changes. Council's aim is to be proactive in engaging with local communities where there is likely to be material impact in traffic conditions as a consequence of the activities which are carried out by council, even where the strategic work is likely to be positive but may have mixed results for some members of the community.

As a result of the meeting with members of the community concerned residents wrote to council to put on record some of their concerns, which are outlined below for council consideration.

Of the residents who participated in the consultation, it should be noted that their first preference would have been for the road not to be opened up, but also a realization that the road opening up is an inevitable outcome and that planning has been underway in that regard for sometime.

The concerned community members noted the following issues as markers for council consideration in respect of the proposed opening of the road, including the following:

- “There is likely to be an increase in traffic to the primary school, short cutting to Tanby Road and Yeppoon business district. Quite a few children ride bikes and generally play in Bottlebrush Drive in the afternoon. There is currently a missing link in the footpath on Bottlebrush which forces children walking to school, and people walking dogs, onto the road, which may become more unsafe with growth.
- Mahogany Way is a narrow street with parked cars and it is restricted to one lane.”

Some of the prospective solutions proffered by community members include:

- Placing calming devices on Bottlebrush Drive along the straight section and at the school roundabout;
- Completing the missing link in the Bottlebrush Footpath
- Reengineering the Southern entrance to Mahogany Way to make it more difficult for traffic to enter from the new development and signing it as local traffic only;
- At a minimum, the opening of the new road should be delayed until all traffic calming works have been completed, with the ideal outcome being that the opening is further deferred until the access road on the southern side of the new development through Tanby Road is fully operational.”

BUDGET IMPLICATIONS

The budget implications are yet to be costed for community requests, but will form part of any agreed action by council as part of the overall budget for the redevelopment of the roadway

LEGISLATIVE CONTEXT AND LEGAL IMPLICATIONS

NA – the report deals with the community engagement activity principally.

RISK ASSESSMENT

Risk assessments have been dealt with in previous reports

CORPORATE PLAN REFERENCE

Vibrant Culture & Healthy Community

Deliver strategic land use, infrastructure planning and urban design activities that support growth, liveability, and sustainability

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