South East Queensland Principal Cycle Network Plan

A guide for the planning and provision of principal cycling infrastructure in South East Queensland

November 2007
1.0 Introduction

The SEQ Principal Cycle Network Plan (this plan) provides a framework for future cycle network planning in the region.

This plan has been prepared by Queensland Transport (QT) in consultation with the Department of Main Roads and local governments throughout SEQ. It will guide the development of a seamless cycle network across the region by mapping current and desired future principal cycle routes.

Significant investment in cycling infrastructure by both state and local governments has already produced high quality cycling facilities in many areas. However, there are places across SEQ where the existing cycle network is disjointed with varying standards and levels of service provided. To address these issues a coordinated and consistent approach to cycle planning is required. This has resulted in the development of this Principal Cycle Network Plan for SEQ.

This plan will be used to inform:

- planning and construction of both state-controlled and local government cycle routes
- prioritisation and allocation of $235 million for cycle network planning and infrastructure delivery committed by South East Queensland Infrastructure Plan and Program (SEQIPP)
- assessment of development applications to ensure cycle infrastructure is delivered in a consistent manner.
2.0 Why value cycling?

2.1 Population pressure
Increasing the level of cycling in SEQ is a key Queensland Government strategy to manage the impact of the region’s soaring population and associated development. By 2026 an extra one million people will call SEQ home, generating an additional five million trips per day. If existing levels of car use continue, considerable pressure will be placed on our transport system and fragile environment.

2.2 Increasing mode share
The Queensland Cycle Strategy (QCS) has identified a bicycling target of eight per cent of all trips by 2011. The Queensland Government has responded to this commitment by allocating $235 million to the construction of cycling infrastructure as part of the implementation of SEQIPP.

2.3 Potential for change
Cycling’s current mode share is at one per cent, a long way from the eight per cent target. However, many of today’s car trips can be easily and immediately substituted with bicycle trips, presenting a real potential for change.

A recent travel survey of selected Brisbane suburbs found that 34 per cent of trips were less than three kilometres in length and 40 per cent were between three and 10 kilometres, dispelling a common belief that most trips are long distance. These figures combine to mean that 74 per cent of trips were 10 kilometres or less; a distance which can be substituted by cycling.

The study also found that 35 per cent of car trips could have been cycled even after constraints such as time, distance, cost, mobility and load capacity were considered. It concluded that cycling can replace a greater number of car trips than any other ‘green’ mode (illustrated in Figure 1).

Bicycles offer door to door service and are often quicker than cars over short distances up to five kilometres.

Why does cycling have the highest potential for change?
Cycling is a commonly available alternative because it is not restricted by a network, as is public transport, and can be used over greater distances than walking.
Motor vehicles are major sources of street level, urban air pollutants. Air quality related illnesses cost the SEQ economy as much as $500 million per year.

2.4 Benefits of cycling

In addition to having the potential to perform a key role in the transport task, cycling generates many benefits to individuals and society as a whole. Cycling is currently the most energy efficient transport mode and responds to serious national and global issues such as climate change, peak oil, and obesity by reducing air pollution, our reliance on oil and increasing fitness levels of people that ride.

In addition, cycling can also help the economy by reducing traffic congestion, which costs Australia around $5 billion per year. The cost to the individual to cycle as compared to owning and using a car is negligible. Cycling as a means of transport affords tremendous personal savings.

Cycling also makes for healthier, happier and safer communities. Increased physical activity from cycling alleviates symptoms of anxiety and depression and improves general well-being.

Communities designed to be cycle friendly have:

- quality cycling infrastructure
- connected and integrated streets
- accessible services and public spaces
- safer environments.

Residents of cycle friendly communities are more likely to explore their neighbourhood and befriend their neighbours and in so doing, create a culture that deters crime and anti-social behaviour.
3.0 Why we need the SEQ Principal Cycle Network Plan

Connected and clearly marked cycle paths and routes are essential for cyclist safety and for attracting new cyclists to the network. Figure 2 shows the impact of providing continuous, high quality cycleways (also referred to as bikeways). For example, suburbs within cycling distance of the Western Freeway Bikeway, Bicentennial Bikeway and South East Freeway Bikeway show percentages of commuters travelling to work by bicycle to be higher than the average one per cent bicycle mode share in SEQ.

However, in many places, the existing cycle network is disjointed with varying standards and levels of service across jurisdictions. To address these issues, a coordinated and consistent approach to cycle infrastructure planning is needed from all levels of government and the cycling community. This plan provides the framework for continuing a collaborative approach for a desired continuous and comprehensive cycle network across the region.

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>South &amp; west</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>0.5%</td>
<td>0.5%</td>
<td>0.5%</td>
</tr>
<tr>
<td>1991</td>
<td>0.9%</td>
<td>1.2%</td>
<td>1.1%</td>
</tr>
<tr>
<td>1996</td>
<td>1.0%</td>
<td>1.8%</td>
<td>1.5%</td>
</tr>
<tr>
<td>2001</td>
<td>1.9%</td>
<td>3.1%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Figure 2: Bicycle mode share to CBD and CBD fringe as a proportion of all work travel to the CBD on Census Day
4.0 Development of the SEQ Principal Cycle Network Plan

4.1 Methodology framework

The 2003 Integrated Regional Cycle Network Plan (IRCNP) was used as the foundation for development of this plan. In comparison to the IRCNP, this plan focuses on shorter cycle routes.

The change in focus was in response to recent data which shows the majority of cycle and car trips are five kilometres or less. The data demonstrates the importance of providing for short distance cyclist needs and highlights the potential to convert car users into cyclists (illustrated in Figure 3 below).

Table 1 shows that the incorporation of shorter cycle routes has significantly expanded the 2007 Principal Cycle Network. However, it should be noted that it has resulted in a reduction in the amount of network kilometres in some local government areas.

<table>
<thead>
<tr>
<th>LGA</th>
<th>Existing</th>
<th>Proposed</th>
<th>Total</th>
<th>Existing</th>
<th>Future</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaudesert</td>
<td>0</td>
<td>102</td>
<td>102</td>
<td>0</td>
<td>68</td>
<td>68</td>
</tr>
<tr>
<td>Boonah</td>
<td>0</td>
<td>41</td>
<td>41</td>
<td>0</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Brisbane</td>
<td>92</td>
<td>315</td>
<td>407</td>
<td>223</td>
<td>645</td>
<td>868</td>
</tr>
<tr>
<td>Caboolture</td>
<td>17</td>
<td>131</td>
<td>148</td>
<td>31</td>
<td>165</td>
<td>196</td>
</tr>
<tr>
<td>Caloundra</td>
<td>2</td>
<td>80</td>
<td>82</td>
<td>31</td>
<td>159</td>
<td>190</td>
</tr>
<tr>
<td>Esk</td>
<td>0</td>
<td>85</td>
<td>85</td>
<td>0</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td>Gatton</td>
<td>0</td>
<td>61</td>
<td>61</td>
<td>0</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Gold Coast</td>
<td>61</td>
<td>256</td>
<td>317</td>
<td>194</td>
<td>311</td>
<td>505</td>
</tr>
<tr>
<td>Ipswich</td>
<td>7</td>
<td>177</td>
<td>184</td>
<td>8</td>
<td>238</td>
<td>246</td>
</tr>
<tr>
<td>Kilcoy</td>
<td>0</td>
<td>36</td>
<td>36</td>
<td>0</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Laidley</td>
<td>0</td>
<td>32</td>
<td>32</td>
<td>0</td>
<td>23</td>
<td>23</td>
</tr>
<tr>
<td>Logan</td>
<td>19</td>
<td>57</td>
<td>76</td>
<td>30</td>
<td>143</td>
<td>173</td>
</tr>
<tr>
<td>Maroochy</td>
<td>16</td>
<td>132</td>
<td>148</td>
<td>51</td>
<td>225</td>
<td>276</td>
</tr>
<tr>
<td>Noosa</td>
<td>2</td>
<td>40</td>
<td>42</td>
<td>12</td>
<td>104</td>
<td>116</td>
</tr>
<tr>
<td>Pine Rivers</td>
<td>10</td>
<td>60</td>
<td>70</td>
<td>31</td>
<td>120</td>
<td>151</td>
</tr>
<tr>
<td>Redcliffe</td>
<td>19</td>
<td>14</td>
<td>33</td>
<td>25</td>
<td>31</td>
<td>56</td>
</tr>
<tr>
<td>Redland</td>
<td>25</td>
<td>48</td>
<td>73</td>
<td>23</td>
<td>166</td>
<td>189</td>
</tr>
<tr>
<td>Toowoomba</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>25</td>
<td>31</td>
</tr>
<tr>
<td>Total km</td>
<td>270</td>
<td>1667</td>
<td>1937</td>
<td>665</td>
<td>2475</td>
<td>3140</td>
</tr>
</tbody>
</table>

Table 1: Comparison of local government network kilometres (km)*

* as at November 2007

In line with the development of the IRCNP, this plan was developed following an analysis of:

- key constraints and missing links in the existing network
- existing cycling patterns
- future cyclist demand and planning directions.

Cycling saves us time and money and helps protect the environment—while keeping us fit and healthy.
4.2 Key constraints and missing links

The existing network of cycleways was identified in consultation with DMR and each local government authority in SEQ. This included the assessment of local cycle network plans to ensure the principal network is complementary to and well connected with local networks.

Overall, the standard of facilities was reviewed and key constraints (topography, incompatible land uses) and missing links were then identified.

4.3 Existing cycling patterns

Cycling patterns were also examined to identify existing attractors and generators for people who ride bicycles. As shown in Table 2 below, cycling patterns indicate there is existing demand for quality cycleways that connect people to schools, universities, centres for employment, retail and recreation.

<table>
<thead>
<tr>
<th>Trip purpose</th>
<th>Cyclist group</th>
<th>Cycle trips</th>
<th>Bicycle Mode split</th>
<th>Mean trip length (km)</th>
<th>Cycle km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Education</td>
<td>Pre/primary</td>
<td>20,869</td>
<td>5.5%</td>
<td>1.56</td>
<td>32,460</td>
</tr>
<tr>
<td></td>
<td>Secondary</td>
<td>17,592</td>
<td>7.1%</td>
<td>2.90</td>
<td>50,974</td>
</tr>
<tr>
<td></td>
<td>Tertiary</td>
<td>2,658</td>
<td>2.4%</td>
<td>4.26</td>
<td>11,334</td>
</tr>
<tr>
<td>Work</td>
<td>All</td>
<td>14,685</td>
<td>1.2%</td>
<td>5.61</td>
<td>82,326</td>
</tr>
<tr>
<td>commencing</td>
<td>All</td>
<td>7,894</td>
<td>0.5%</td>
<td>1.55</td>
<td>12,223</td>
</tr>
<tr>
<td>Shopping</td>
<td>All</td>
<td>7,608</td>
<td>0.3%</td>
<td>2.36</td>
<td>12,943</td>
</tr>
<tr>
<td>Recreation/</td>
<td>All</td>
<td>7,608</td>
<td>0.3%</td>
<td>2.36</td>
<td>12,943</td>
</tr>
<tr>
<td>social</td>
<td>All</td>
<td>7,608</td>
<td>0.3%</td>
<td>2.36</td>
<td>12,943</td>
</tr>
<tr>
<td>All others</td>
<td>All</td>
<td>7,608</td>
<td>0.3%</td>
<td>2.36</td>
<td>12,943</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>94,174</td>
<td>N/A</td>
<td>N/A</td>
<td>289,741</td>
</tr>
</tbody>
</table>

Table 2: SEQ cycle situation 2003/04–daily trip breakdown

4.4 Future cyclist demand and planning directions

The designated activity centres and urban footprint defined in the SEQ Regional Plan 2005–2026 provided the framework for future expansion of the principal cycle network.

Workshops and meetings with key stakeholders were held to identify potential future cycle routes and to ensure future planning directions were reflected in the network.

The PCNP focuses on current and future demand from the following trip generators and attractors:

- Medium to high density mixed-use precincts built around mass transit facilities
- Public transport nodes including passenger rail and bus stations and interchanges
- Primary schools, secondary schools and colleges
- TAFE colleges and universities.

This plan was also informed and continues to be directed by a number of key strategic transport planning documents including:

- Cycle South East (Queensland Transport, 1999)
- SEQ Integrated Regional Transport Plan (Queensland Transport, 1997).

5.0 Terminology

5.1 Route features and definitions

**Principal routes**

Principal routes are the spine from which to build local cycle networks. They provide connections between areas of high population density and major activity centres, such as, public transport nodes, universities, schools, shopping or commercial centres, industrial areas and regional recreational facilities.

**Existing principal routes**

Existing routes are those which currently have cycle infrastructure in place. At a minimum, this infrastructure should include either on-road bicycle lanes or off-road cycleways that comply with the best practice guidelines within Austroads Guide to Traffic Engineering Practice Part 14–Bicycles.

Existing routes have been mapped strategically to broadly indicate the current level of coverage. The maps in this plan are not intended to be used as detailed cycling guides. Specific information regarding the location and the level of cycle facilities should be accessed from the relevant local government.
Future principal routes
Future routes are those which represent desired connections for future expansion of the network. Construction may not necessarily occur in the specified corridors and alternative alignments may be considered depending on future needs and design issues. This plan does not prioritise the delivery of any single future route over another.

Future strategic routes
In key areas earmarked for future development and where detailed land use planning has not been finalised by local governments, strategic future routes are shown using arrows to indicate broad directional flows.

Coastal route
The coastal route has been included as a future iconic cycling route for SEQ. When complete, it will provide a scenic and continuous cycle touring route from Tewantin in the north to Coolangatta in the south. It will also provide important links between major residential areas and activity centres along the coast.

These routes are depicted on the maps as shown in Table 3 below.

<table>
<thead>
<tr>
<th>Principal routes</th>
<th>Existing</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future strategic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coastal route</td>
<td>Existing</td>
<td>Future</td>
</tr>
</tbody>
</table>

Table 3: Route features and definitions

5.2 SEQ regional activity centres
For cycling to reach its mode share target, the cycle network needs to connect existing and emerging activity centres with communities. The activity centres shown in this plan reflect those depicted in the SEQ Regional Plan.

Primary activity centre
The Brisbane CBD, extending to South Bank and South Brisbane, is the region’s primary activity centre. It generates and attracts the largest number of trips by supporting a significant resident population and forming the regional epicentre for government, retail, commercial, cultural, entertainment, employment and educational facilities.

Principal activity centres
Principal activity centres serve catchments of regional significance and accommodate key concentrations of employment, services and residential development. As major trip generators, these centres are typically key nodes in the regional transport system.

Major activity centres
Major activity centres serve catchments of sub-regional significance and accommodate concentrations of employment, services and residential development. As moderate trip attractors, these centres typically comprise suburban or inter-urban nodes of the regional transport system.

Specialist activity centres
As precincts of regional economic significance, specialist activity centres provide a primary focus for specialised employment and/or educational activity. The University of Queensland (St Lucia Campus) and the Port of Brisbane are two such centres.

Principal rural activity centres
These centres support a regional rural catchment and contain key rural employment, services and residential development. They have good road connections and public transport services.

Major rural activity centres
These are rural towns that support a sub-regional catchment and contain employment, services and residential development. They have good road connections and may have public transport services.

The cost of buying and maintaining a bike is around 1% of the cost of buying and maintaining a car. In fact, cycling 10km each way to work will save about $1700 per year in transport costs.

Bicycles are the ultimate clean air, zero emissions vehicle.
6.0 Implementation

QT has a lead role in developing this plan and guiding its implementation. DMR and the region’s local governments have responsibility for detailed planning and construction of nearly all cycling facilities associated with the network.

This plan identifies cycle routes that are to be considered as routes of regional significance. It does not prioritise these routes against each other or specify timing and delivery of the network.

Figure 4 illustrates the agencies and funding mechanisms that will deliver the future principal cycle network. These are discussed in further detail below.

6.1 SEQ local governments

Individual SEQ local governments are responsible for delivering principal cycle routes on local roads and land. In addition, it is essential that local government provides quality local feeders to the principal network.

It is crucial that local governments consider this plan when planning all cycleways, new roads and road upgrades.

6.2 SEQ Infrastructure Plan and Program 2006-2026

The SEQIPP has committed $235 million over 20 years for regional cycling infrastructure under its Cycle Network Program (CNP). Sixty per cent of this funding will go to local governments on a dollar for dollar basis to build principal cycle facilities and critical missing links in the network.

The remaining 40 per cent will be used for cycle infrastructure delivered through Queensland Government capital works projects. Primarily the funds will address key parts of the principal cycle network that will not be built in the foreseeable future through DMR’s Roads Implementation Program (RIP).

Projects eligible for funding will:
• accelerate the development of the principal cycle network
• address missing links or barriers that represent significant obstacles to cycling
• encourage best practice design and delivery
• anticipate and support future use and demand based on mode share targets.

The CNP funding is managed by the Smart Travel Centre Queensland, Queensland Transport.

6.3 Queensland Department of Main Roads

DMR has adopted a Cycling on State-Controlled Roads policy which requires the incorporation of cycle lanes, cycle paths, shared paths and other cycle facilities into future projects for state controlled roads which align with this plan.

Priorities for upgrading state-controlled roads, including provision for cycling, are listed in the RIP. State government funds to provide cycling infrastructure on state and local government roads are included in the Transport Infrastructure Development Scheme (TIDS) section of the RIP. The Local Government Association of Queensland and MR have an alliance that manages, through Regional Road Groups (RRGs), an agreed group of roads called Local Roads of Regional Significance (LRRS). RRGs determine the investment priorities for upgrading the LRRS network which are then included in the RIP. RRGs are to consider the provision of cycling infrastructure where the LRRS network aligns with the principal cycle network.

For every car trip replaced with a bike ride, the community saves 60 cents per kilometre.
6.4 Land use planning

The principal cycle networks routes depicted in this plan should be integrated with local cycle networks to form a comprehensive cycle network plan containing in local government planning schemes. The principal cycle network should also be reflected in the development of new local area plans, masterplans or statutory structure plans. Up to date cycle network plans provide an important base for infrastructure charges and/or imposing conditions on new development. Where there are major discrepancies between the principal cycle network and existing cycle network plans in planning schemes, consideration should be given to amending planning schemes.

QT will work with local governments through the IPA planning scheme amendment process to ensure this plan is incorporated into any relevant planning scheme amendments. It will then become the responsibility of local governments to consider the requirements of this plan when assessing any new development applications.

7.0 Updating the SEQ Principal Cycle Network Plan

7.1 Review

This plan will be reviewed by QT every four years in conjunction with DMR, local governments, interest groups and the community.

Each review will identify new cycle facilities and proposed routes and will consider changes in demographics, land use and transport infrastructure planning. This will ensure the network adapts to future settlement patterns and meets cyclist demand in the region.

New funding opportunities or improved mechanisms for prioritising and delivering the network will also be monitored.

The maps in this plan will be updated annually to include new facilities constructed throughout the year and reflect ongoing planning.

7.2 Evaluation

QT is currently developing a data collection and analysis strategy to monitor the implementation of this plan. This strategy is being developed in consultation with officers from local government agencies and DMR.

Ongoing evaluation will provide crucial information to feed into the formal review process, and will ensure cycle facilities are constructed where they will have the greatest benefit for the community.

8.0 Bibliography

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Source
Queensland Transport, Office of Urban Management and local governments

Version
November 2007

Map index
SEQ Cycle Network

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Queensland Transport, SEQ Principal Cycle Network Plan, 2007
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SEQ Principal Cycle Network Plan, 2007
Map 6

Map 7

SEQ Principal Cycle Network

LEGEND

- Passenger Railway Stations
- Proposed Rail Station
- Railway Lines
- Waterways / Waterbodies
- Local Government Boundaries

Cycle Route Categories
(refer to Section 3.6 - Terminology)

- Existing Principal Route
- Future Principal Route
- Existing Coastal Route
- Future Coastal Route
- Future Strategic Route

Regional Land Use Categories

- Urban Footprint
- Rural Living Area
- Investigation Area

Regional Activity Centres Network

- Primary (CBD)
- Principal
- Major
- Specialist
- Principal Rural
- Major Rural

Economic Activity Centres

- Airport / Airbase
- Industrial
- Investment
- Knowledge
- Logistics
- Port


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Queensland Transport, Office of Urban Management and local governments.

November 2007
SEQ Principal Cycle Network

Map 10

SEQ Principal Cycle Network

LEGEND

- Passenger Railway Stations
- Proposed Rail Station
- Railway Lines
- Waterways / Waterbodies
- Local Government Boundaries

Cycle Route Categories
(refer to Section 5.0 - Terminology)
- Existing Principal Route
- Future Principal Route
- Existing Coastal Route
- Future Coastal Route
- Future Strategic Route

Regional Land Use Categories
- Urban Footprint
- Rural Living Area
- Investigation Area

Regional Activity Centres Network
- Primary (CBD)
- Principal
- Major
- Specialist
- Principal Rural
- Major Rural

Economic Activity Centres
- Airport / Airbase
- Industrial
- Investigation
- Knowledge
- Logistics
- Port

Map Limit

Scale 1:75,000

100 km

10 km

0 km

Existing Principal Route

Future Principal Route

Existing Coastal Route

Future Coastal Route

Future Strategic Route

November 2007

Source:
Queensland Transport, Office of Urban Management and local governments.

Version:
November 2007

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November 2007

SEQ Principal Cycle Network Plan, 2007

November 2007
SEQ Principal Cycle Network

LEGEND
- Passenger Railway Stations
- Proposed Rail Station
- Railway Lines
- Waterways / Waterbodies
- Local Government Boundaries

Cycle Route Categories (refer to Section 5.0 - Terminology)
- Existing Principal Route
- Future Principal Route
- Existing Coastal Route
- Future Coastal Route
- Future Strategic Route

Regional Land Use Categories
- Urban Footprint
- Rural Living Area
- Investigation Areas

Regional Activity Centres Network
- Primary (CBD)
- Principal
- Major
- Specialist
- Principal Rural
- Major Rural

Economic Activity Centres
- Airport / Airbase
- Industrial
- Investigation
- Knowledge
- Logistics
- Port

Map Limit

SCALE 1:75,000

Map Limit

Map Limit

Map Limit

November 2007

Queensland Transport, SEQ Principal Cycle Network Plan, 2007
SEQ Principal Cycle Network

LEGEND
- Passenger Railway Stations
- Proposed Rail Station
- Railway Lines
- Waterways / Waterbodies
- Local Government Boundaries

Cycle Route Categories
- Existing Principal Route
- Future Principal Route
- Existing Coastal Route
- Future Coastal Route
- Future Strategic Route

Regional Land Use Categories
- Urban Footprint
- Rural Living Area
- Investigation Area

Regional Activity Centres Network
- Primary (CBD)
- Major
- Specialist
- Principal Rural
- Major Rural

Economic Activity Centres
- Airport / Airbase
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- Investigation
- Logistics
- Port

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SCALE 1:75,000

Map Limit

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

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