

Principal Cycle Network Plan

South East Queensland



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1 Introduction

The South East Queensland Principal Cycle Network Plan (SEQPCNP or plan) provides a vision for the principal cycle network in the region to support, guide, and inform practitioners involved in the planning, design, and construction of the region's transport network.

The principal routes shown represent cycling desire lines. They indicate the most important routes and known missing links for cycling within the region. In most instances, further planning and design will be required to determine the precise route and design of cycle facility.

The plan should not be used for navigational purposes. The maps provided do not distinguish between existing and future cycle facilities. Rather, the maps flag the demand for, location, and function of cycle routes to inform planning, design, and construction of cycle facilities.

The plan updates the 2007 SEQPCNP to respond to changing demand, current planning, and emerging opportunities. Key changes include:

- Some routes have been altered for better suited alignments, an ongoing process informed by related plans, studies, and projects.
- Coastal routes, previously depicted separately, have been integrated into the principal cycle network.
- Geographical boundaries have been modified, as shown in Figure 1, to align with local government areas and regional planning instruments (e.g., Toowoomba and Lockyer Valley are now covered in the Downs South West PCNP).

1.1 Since 2007

The 2007 SEQPCNP has assisted the delivery of cycle infrastructure by state and local governments. Between 2007 and 2015, the Queensland Government committed over \$170 million for the planning, design, and delivery of principal cycle network infrastructure through the Cycling Infrastructure Program. The delivery of more than 340 km of principal cycle network infrastructure was supported by this program during the period. Notable projects include the:

- Upgrade of the Bicentennial Bikeway that connects Brisbane's CBD to Toowong and carries an estimated 6,500 pedestrians and cyclists per day.
- Construction of the North Brisbane Bikeway between Victoria Park at Gilchrist Avenue, Herston and O'Connell Terrace, Bowen Hills.
- Construction of the Toowong Cycle and Pedestrian Overpass, providing a safe crossing for cyclists and pedestrians over the Western Freeway near the Toowong Roundabout, west of Brisbane.

- Construction of missing links on the Veloway 1, towards completing the connection between O'Keefe Street and Gaza Road.
- Construction of a pedestrian and cycle bridge across Lake Heron, improving connectivity between the Burleigh Waters communities on the Gold Coast.
- Construction of a bridge and boardwalk creek crossing for the Moreton Bay Cycleway, completing the connection from Wellington Point to Ormiston.
- Construction of the Brassall Bikeway Stages 1-3, a 4.8 km off-road cycle facility linking the Ipswich City Centre with Brassall and connecting major destinations along its route.
- Construction of a pedestrian and cycle bridge across Lagoon Creek, providing a much needed safe and secure link to northeast Caboolture.
- Construction of missing links on the Eenie Creek Road Pathway, completing the connection between Sunrise Beach and Tewantin.
- Construction of 9.2 km of cycle lanes along Tanawha Tourist Drive, improving cycle connections between Tanawha and Sippy Downs.

The delivery of principal cycle network infrastructure has increased the number of cycle trips to urban centres and major destinations such as CBDs, universities, and hospitals. As shown in Figure 2, analysis undertaken by Transport and Main Roads demonstrates that new major cycling connections in Brisbane's CBD contributed to an increase in cycle mode share for work trips destined for the CBD and CBD fringe between 2006 and 2011.

2 What is a principal cycle network?

A principal cycle network is comprised of core routes designed to make it easy to use the bicycle as an everyday form of transport.

2.1 Types of journeys

The SEQPCNP identifies routes primarily for cyclists within urban areas, with a particular focus on the 5 km radius around trip destinations. Most urban areas in the region are within a 5 km radius of a regional activity centre. At these distances, cycling is a viable mode of travel for many trip types.

The plan focuses on journeys to work, school, and social/utility trips. The principal cycle network connects residential areas with employment nodes such as suburban centres, industrial precincts, education facilities, and shopping and entertainment destinations.



Figure 1. Local governments within South East Queensland.

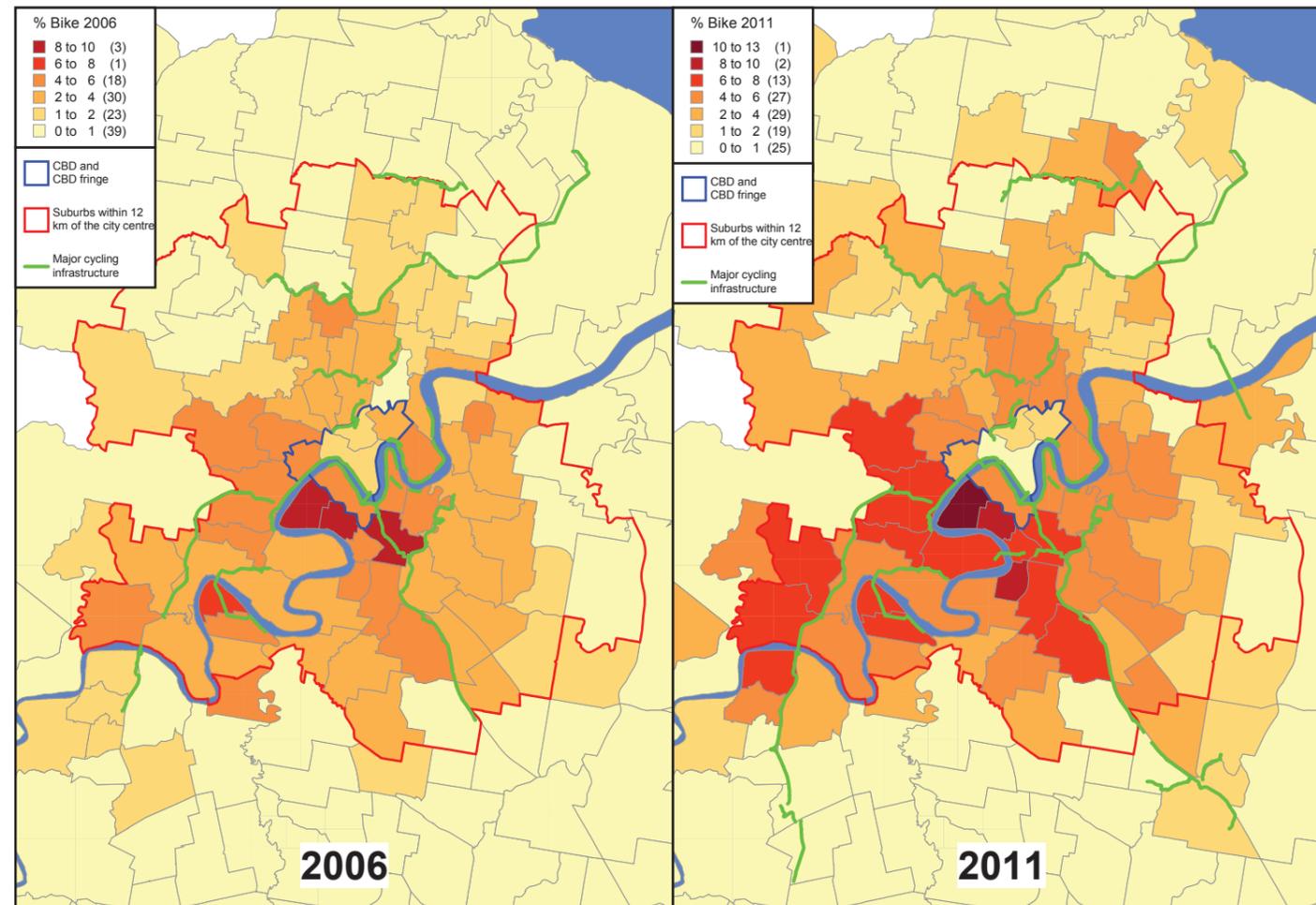


Figure 2. ABS Census Journey to Work Bicycle Mode Share to CBD and CBD Fringe for 2006 and 2011.

2.2 Types of routes

The SEQPCNP identifies the following types of principal cycle network routes:

Principal routes form the spine from which local cycle networks are built. Principal routes connect residential areas to major trip attractors such as public transport nodes, universities, schools, shopping and commercial centres, industrial areas, and regional recreational facilities. At the regional scale, they provide key connections between activity centres or towns.

Future principal routes identify expansion opportunities for the principal cycle network in areas where significant urban growth has been identified but land use planning has not yet been undertaken or finalised. These routes are represented by an arrow in the broad direction of a future route.

Tourism routes support tourism by identifying cycle routes of regional significance in scenic coastal and hinterland locations such as the Brisbane Valley Rail Trail.

2.3 What is the purpose of the plan?

The purpose of the SEQPCNP is to present agreed desire lines for principal cycle routes in the region identified using the planning principles outlined in section 3.1. The routes shown are indicative and exist to guide further planning that will determine the precise route and design of cycle facilities.

The plan draws from existing cycle planning, data on key origins, destinations, and cycling demand, as well as knowledge from local government and bicycle groups. The plan provides for a principal cycle network that will connect residential areas to major trip attractors.

The plan represents the core routes needed to achieve more cycling, more often, which is the vision of the *Queensland Cycle Strategy 2011-2021*. As the principal cycle network is delivered, Queenslanders will have increasing opportunities to ride to work, school, shopping precincts, and other major destinations via safe, direct, and attractive routes.

Increasing levels of cycling will help contribute to Queenslanders' fitness and health, protect the environment, and manage traffic congestion. Encouraging people to replace some car trips with cycling can also extend the life of existing transport assets and reduce the need for road capacity upgrades.

3 How was the network updated?

3.1 Planning principles

The update of the SEQPCNP was guided by the following planning principles:

Principle 1

Connect major existing and future origin and destination points, such as residential areas, major shopping and commercial facilities, employment nodes, educational institutions, and high frequency passenger transport.

Principle 2

Focus on commuter, utility, and education-related trips, with a supplementary focus on recreational cycling where routes may increase tourism demand.

Principle 3

Ensure the coverage of the network is proportionate to surrounding demand and urban density, with the network density aiming for one kilometre between principal routes in the inner areas of the region's major centres.

Principle 4

Identify a network that is connected, direct, coherent, and planned with safety in mind.

Principle 5

Consider all transport and public open space corridors as potential cycling corridors, regardless of whether they are managed by state or local government.

The plan identifies principal routes at a strategic network level that will deliver good cycling outcomes, recognising that to achieve this, further planning and design will be required. Although planned with a realistic level of feasibility in mind, the aim of the plan is not to exclude routes

from the principal cycle network based entirely on their current level of feasibility.

A principal route may be identified within a corridor that is currently considered not conducive for cycling such as a priority freight route or highway. Further planning and design will consider the feasibility of cycling within the corridor and design of cycle facilities. In some instances, this may result in a separated cycle facility within the corridor and, in others, a cycle facility on an alternative alignment within the vicinity.

3.2 Workshops and consultation

The update of the SEQPCNP was informed by workshops and consultation with stakeholders, including local and state government agencies. Consultation was structured around the following project objectives:

- Review development growth areas, recent transport investigations, and new infrastructure priorities and links to ensure the plan supports projected development and transport demands.
- Re-align routes in locations where cycle planning has evolved or where a better alternative exists.
- Add links to satisfy identified gaps and to meet growing demand.
- Remove or consolidate routes that no longer hold strategic value.

The placement of principal routes considered hazards, constraints, land tenure, topography, the five planning principles, existing cycle planning, and local knowledge of current and desired cycle routes.

4 Implementation

The SEQPCNP reflects a ‘one network’ approach, meaning the principal cycle network contains routes on state-controlled roads, local government roads, and in open space corridors. While Transport and Main Roads has direct control of infrastructure delivered on state-controlled roads, its influence over local government roads and land is less direct.

4.1 Timing of delivery

The SEQPCNP does not dictate specific time frames for delivery of the principal cycle network. Transport and Main Roads will collaborate with local governments to complete a rigorous prioritisation process that will result in maps of priority routes that will be published as an addendum to the plan and will be reviewed regularly to ensure they remain an up-to-date representation of investment priorities. The maps of priority

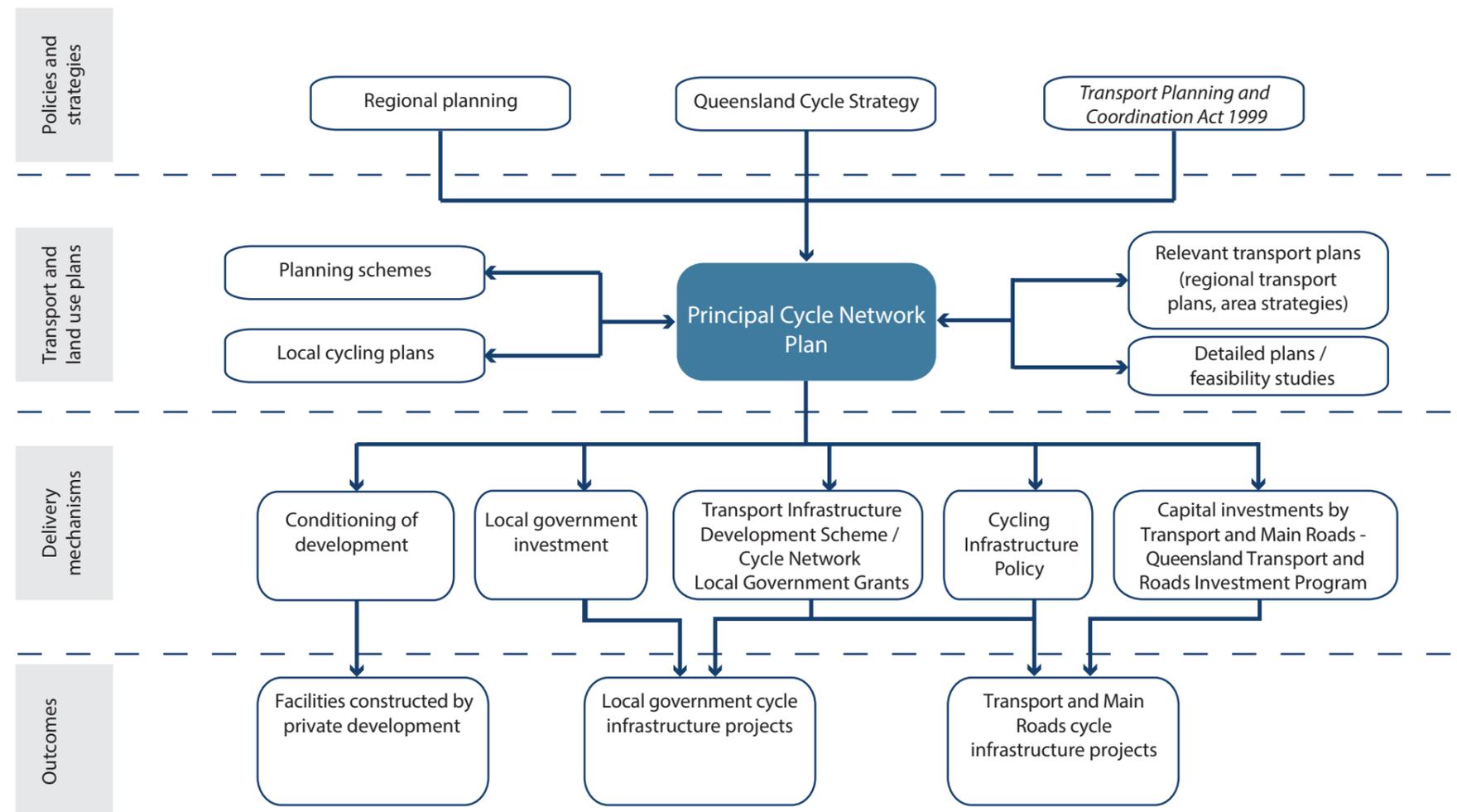


Figure 3. Policies and strategies influencing the principal cycle network.

routes will guide state planning and investment decisions as well as the assessment of state grants to local governments for cycle infrastructure.

4.2 Principal cycle network infrastructure

The SEQPCNP does not identify specific infrastructure solutions as this would require consideration of a range of factors beyond the scope of the plan such as available space, likely mix and volumes of users, surrounding land uses and trip attractors, traffic and crash data, and physical constraints and hazards. Rather, the plan identifies the function of each route in general terms and leaves the detailed planning and design to those with a greater understanding of the local issues.

4.3 Planning and protection of cycling corridors

Further planning and design is needed to determine the precise routes and design of cycle facilities. On the state transport network,

this planning will be undertaken as part of Transport and Main Roads’ Transport System Planning Program. Once completed, the future cycling corridors can be mapped and protected, and will be considered as part of the application process for any proposed developments on nearby land.

4.4 Delivery mechanisms

As shown in Figure 3, the SEQPCNP may be implemented through a variety of delivery mechanisms.

4.4.1 Queensland Government delivery

Transport and Main Roads’ Cycling Infrastructure Policy (CIP) is a key delivery mechanism for the principal cycle network, requiring the department to consider the needs of cyclists in state-controlled transport projects. When on a principal route or a future principal route, the

department is to include explicit cycle provision such as marked bicycle lanes, separated cycleways or signage in state-controlled transport projects.

When not on a principal route or future principal route, the department is to include implicit cycle provision such as the widening of shoulders or elimination of squeeze points in state-controlled transport projects. Tourism routes are not principal cycle network routes for the purposes of the department's CIP. Tourism routes may be eligible for funding through other sources such as the Transport Infrastructure Development Scheme (TIDS) or tourism and recreation programs.

The demand for new cycle infrastructure will not always align with the delivery of other transport projects. In cases where benefits and priorities can be identified, stand-alone cycle infrastructure projects may be planned, designed, constructed, and funded through Transport and Main Roads' Queensland Transport and Roads Investment Program (QTRIP). Only the highest priority projects will be put forward as stand-alone projects.

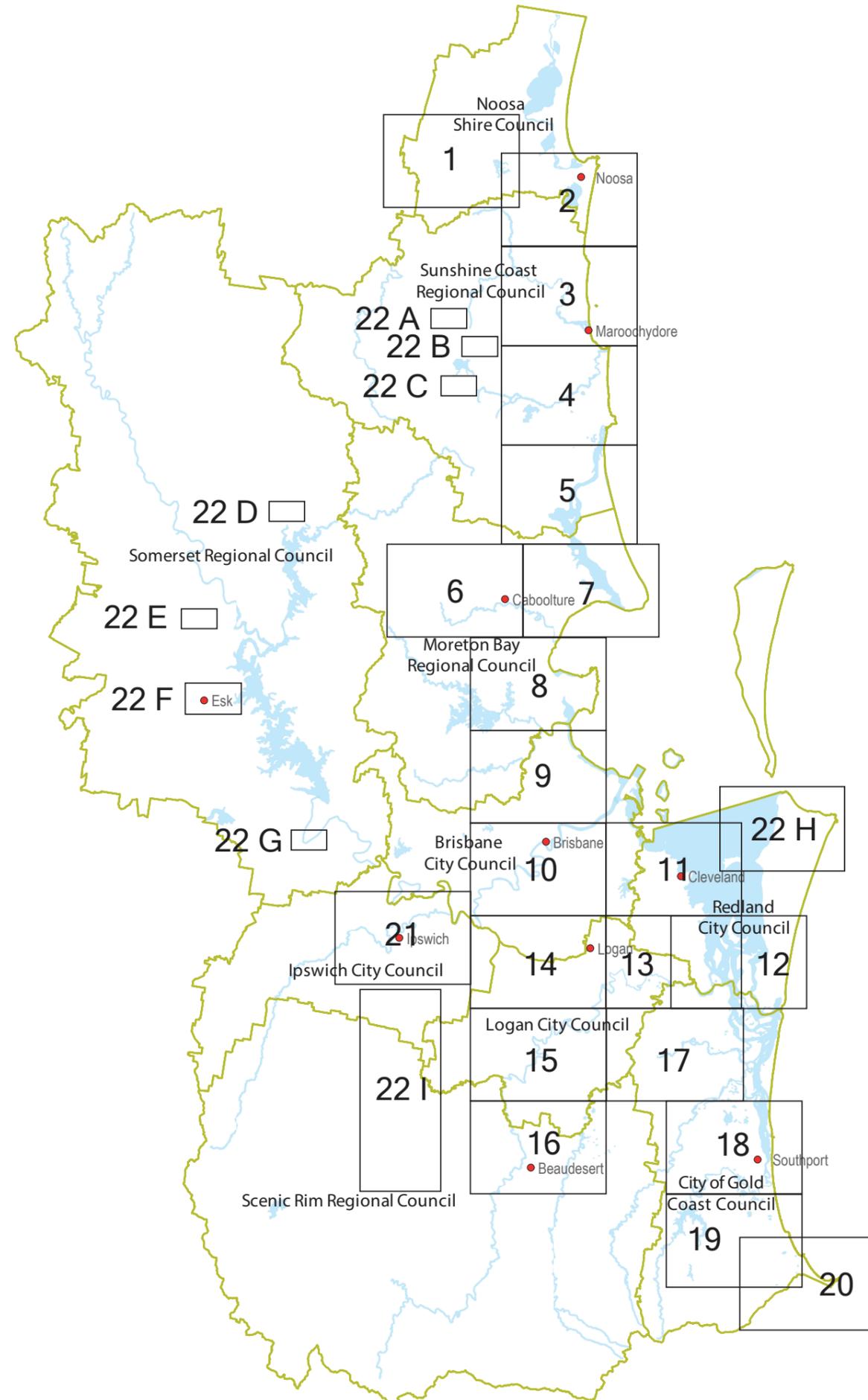
4.4.2 Local government delivery

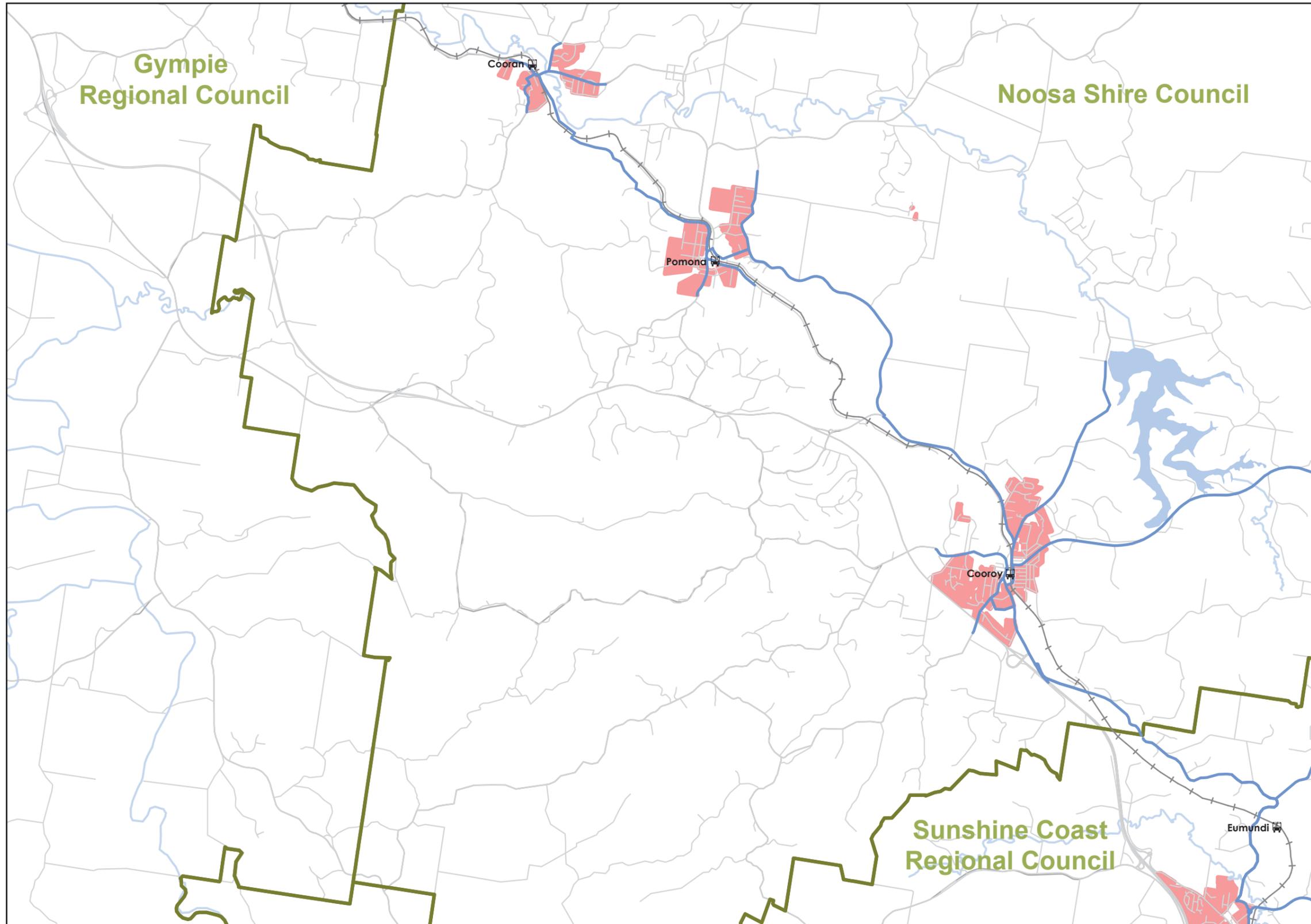
Local governments can apply for funding to deliver principal cycle network infrastructure through the Cycle Network Local Government Grant (CNLGG) program. Funding is matched by local governments (50/50). Grants are awarded to projects that contribute to transport network outcomes that improve access to major attractors including activity centres, employment nodes, schools, universities, and public transport facilities.

Regional Roads and Transport Groups (RRTGs) receive an annual allocation of Transport Infrastructure Development Scheme (TIDS) funding, which can be used to fund cycling infrastructure. RRTGs are responsible for allocating TIDS funding received to the highest priority transport projects in their regions, including cycle infrastructure. Local governments can champion cycling within their respective RRTGs and prioritise investment into cycle infrastructure. Local governments can also allocate funding for cycle infrastructure in their own budgets to deliver projects independently.

5 Network maps

This section presents the principal cycle network maps by local government area. Some tourism routes may only appear in part on the sub-regional maps.





Map 1

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

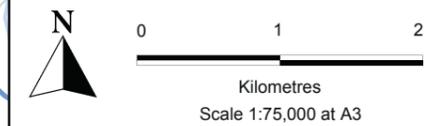
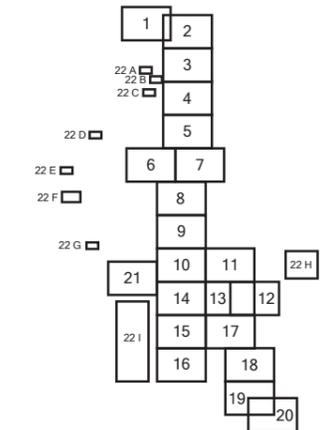
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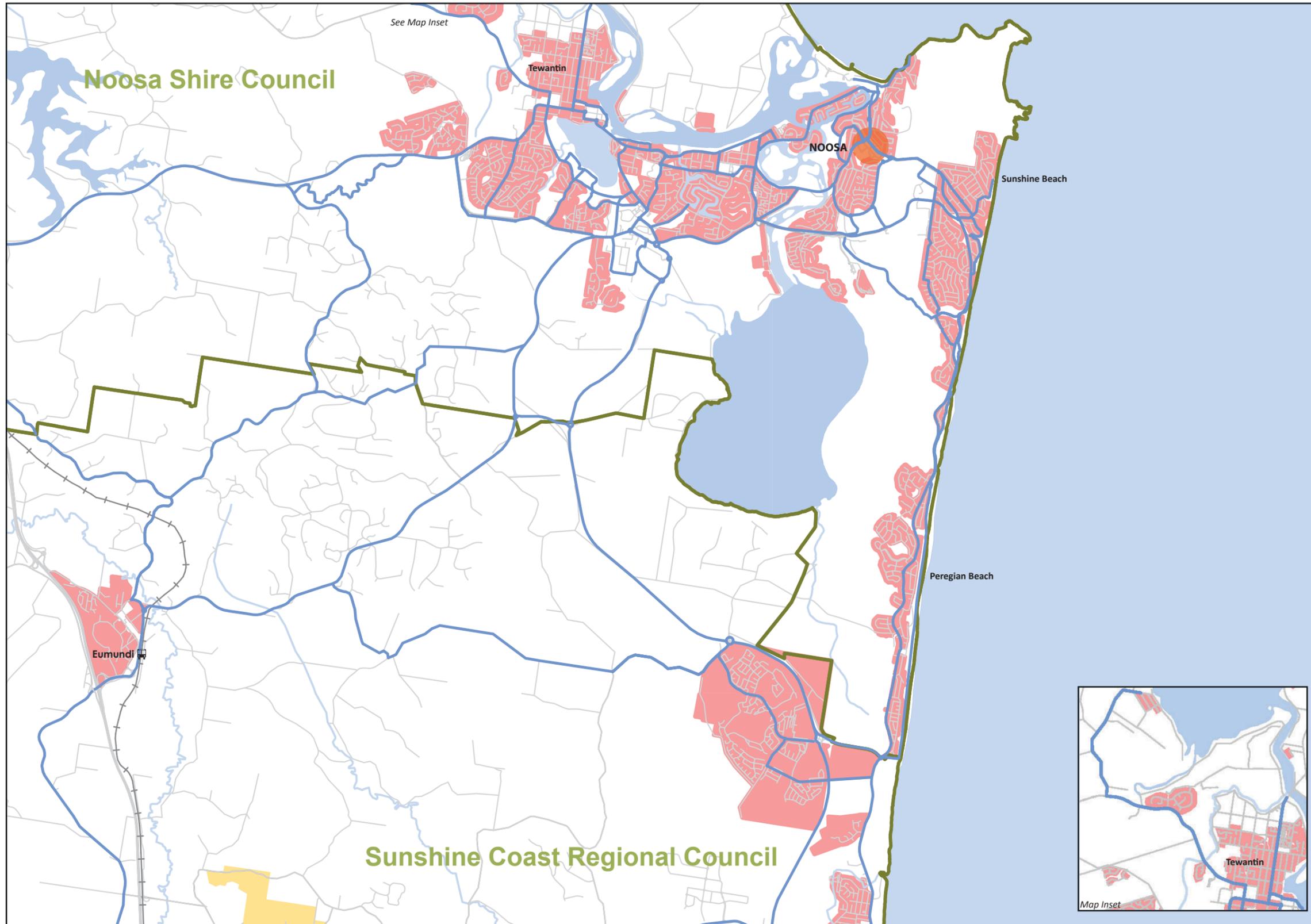
LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area





Map 2

South East Queensland Principal Cycle Network

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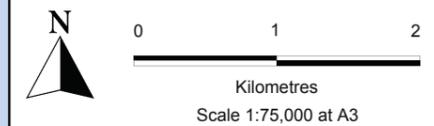
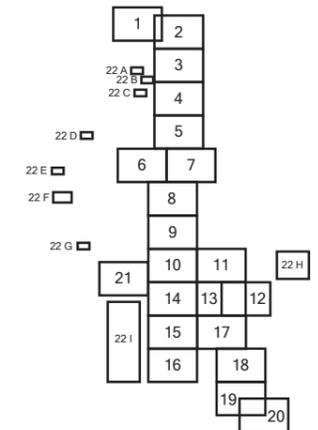
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LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area



Map 3

South East Queensland Principal Cycle Network

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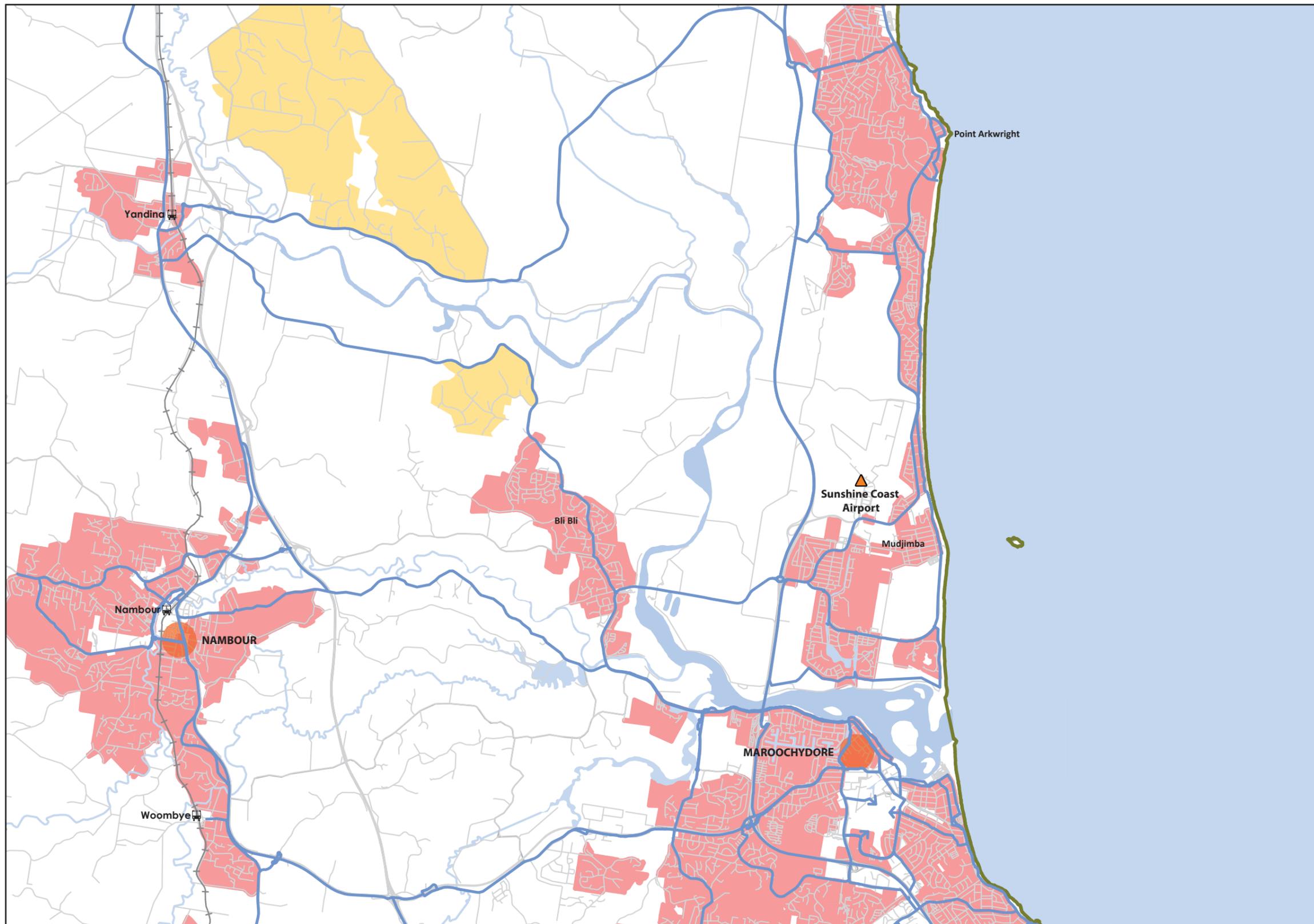
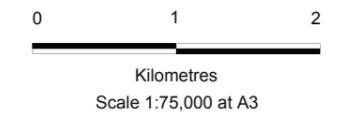
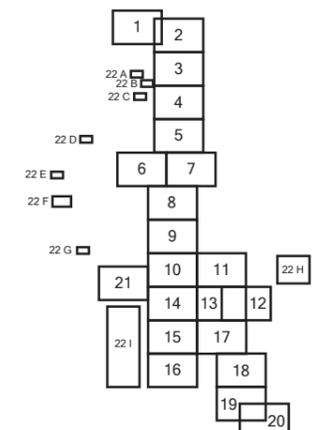
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LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



Map 4

South East Queensland Principal Cycle Network

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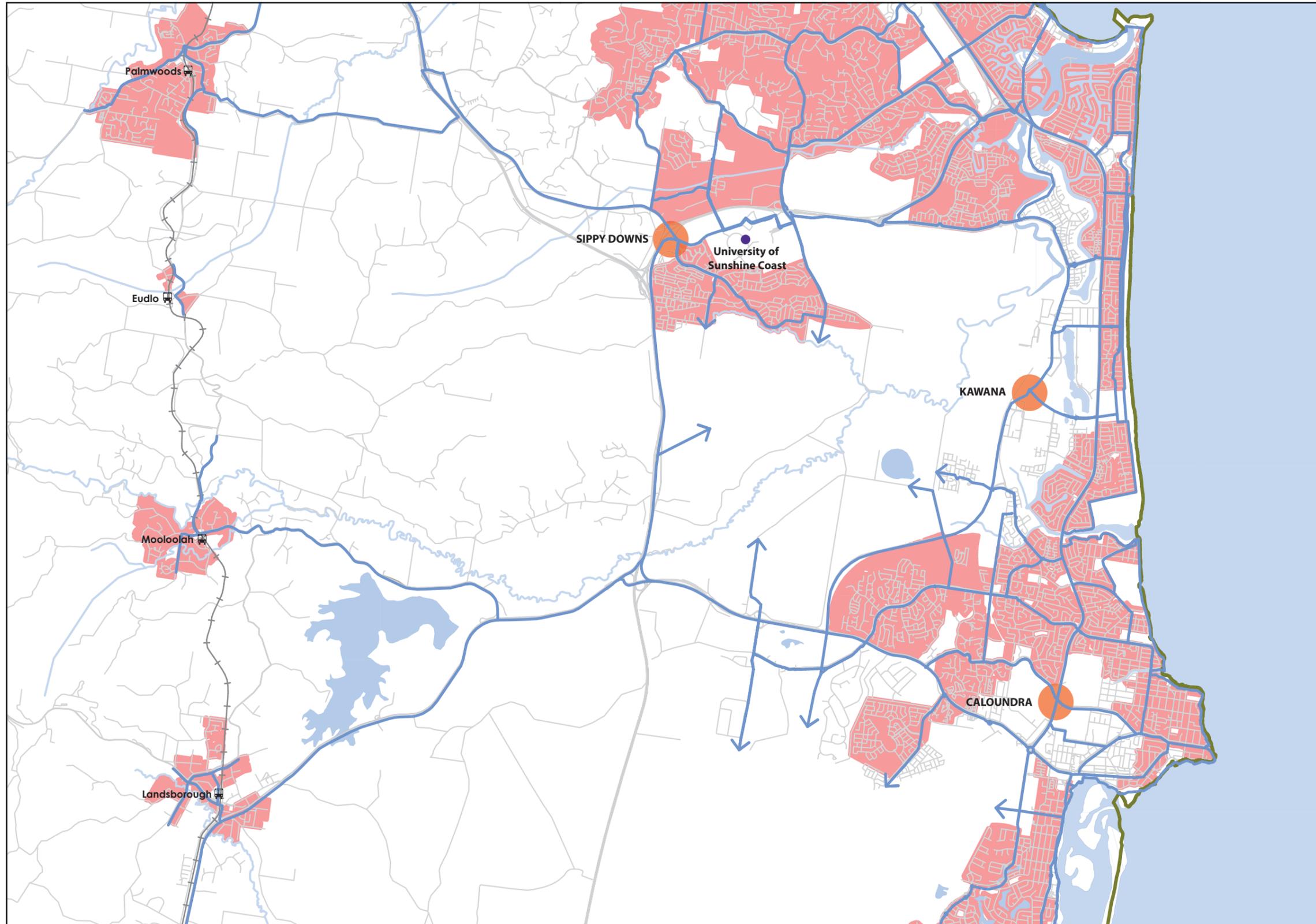
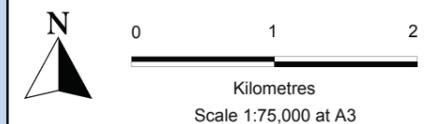
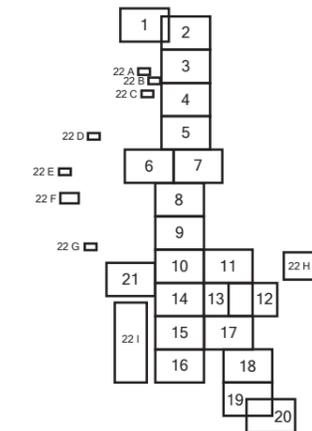
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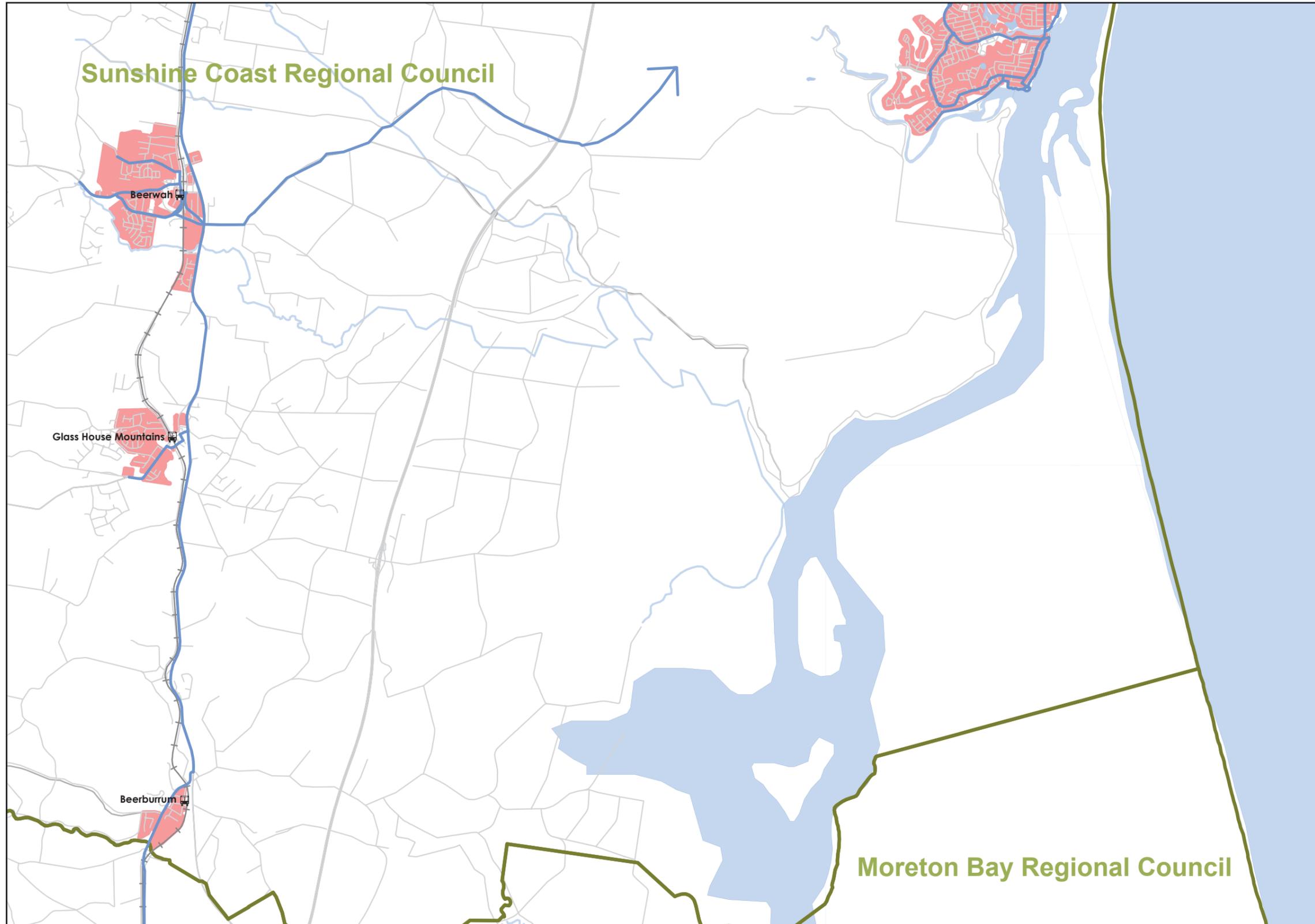
LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area





Map 5

South East Queensland Principal Cycle Network

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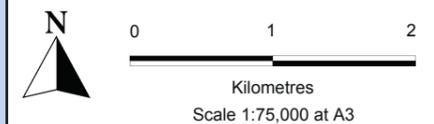
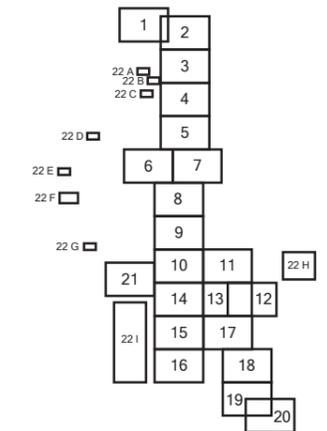
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LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area



Map 6

South East Queensland Principal Cycle Network

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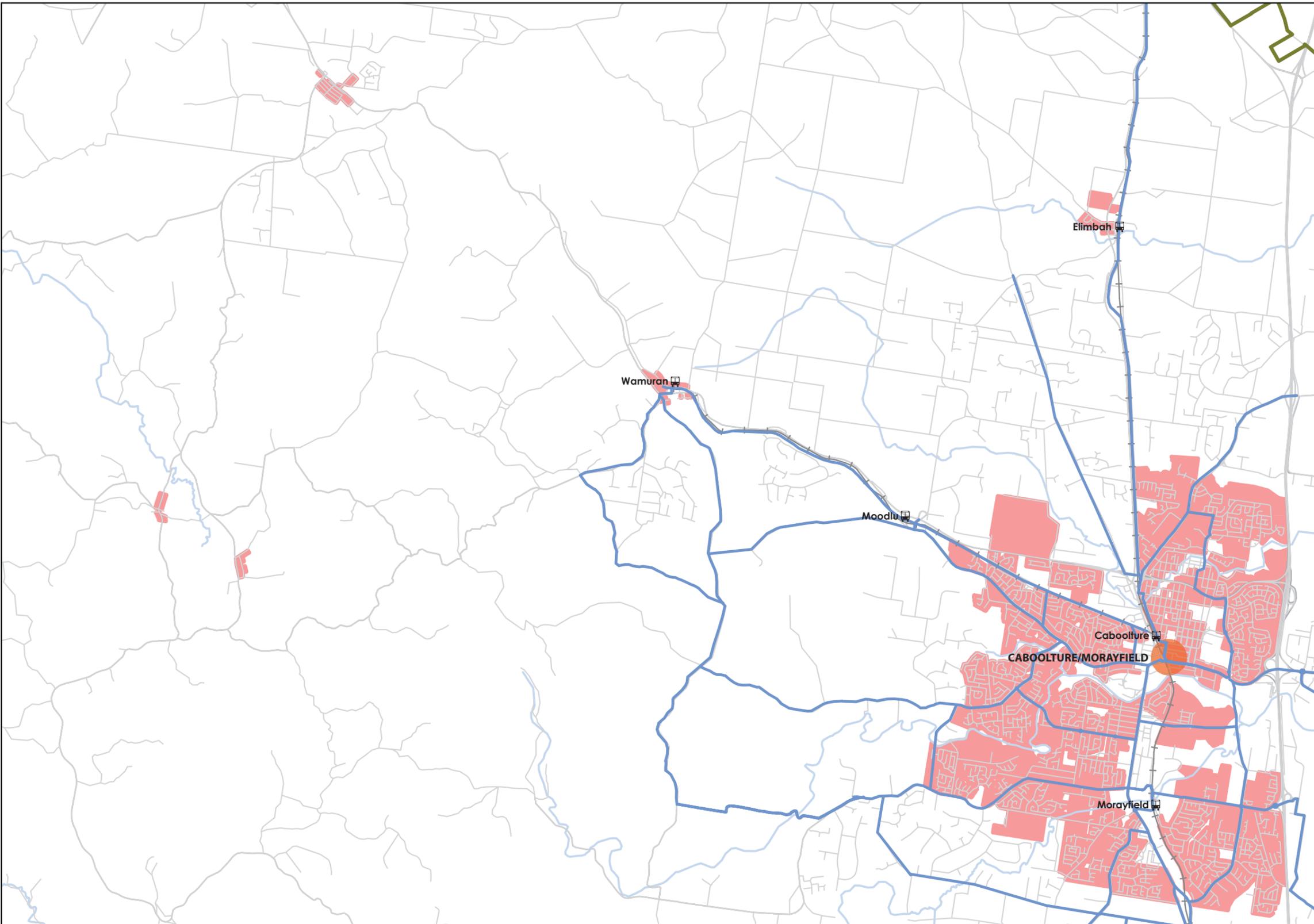
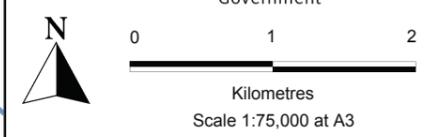
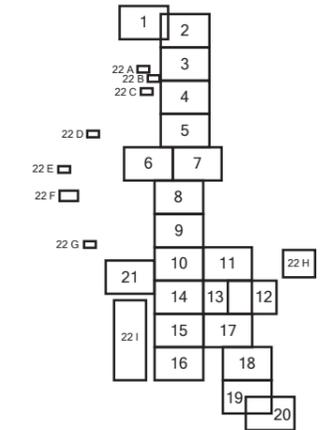
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LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



Map 7

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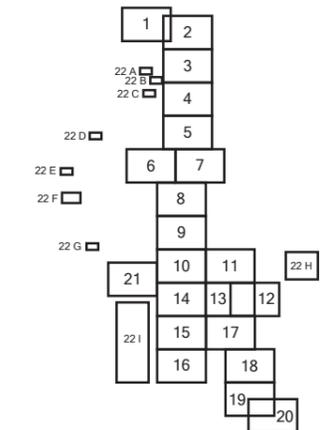
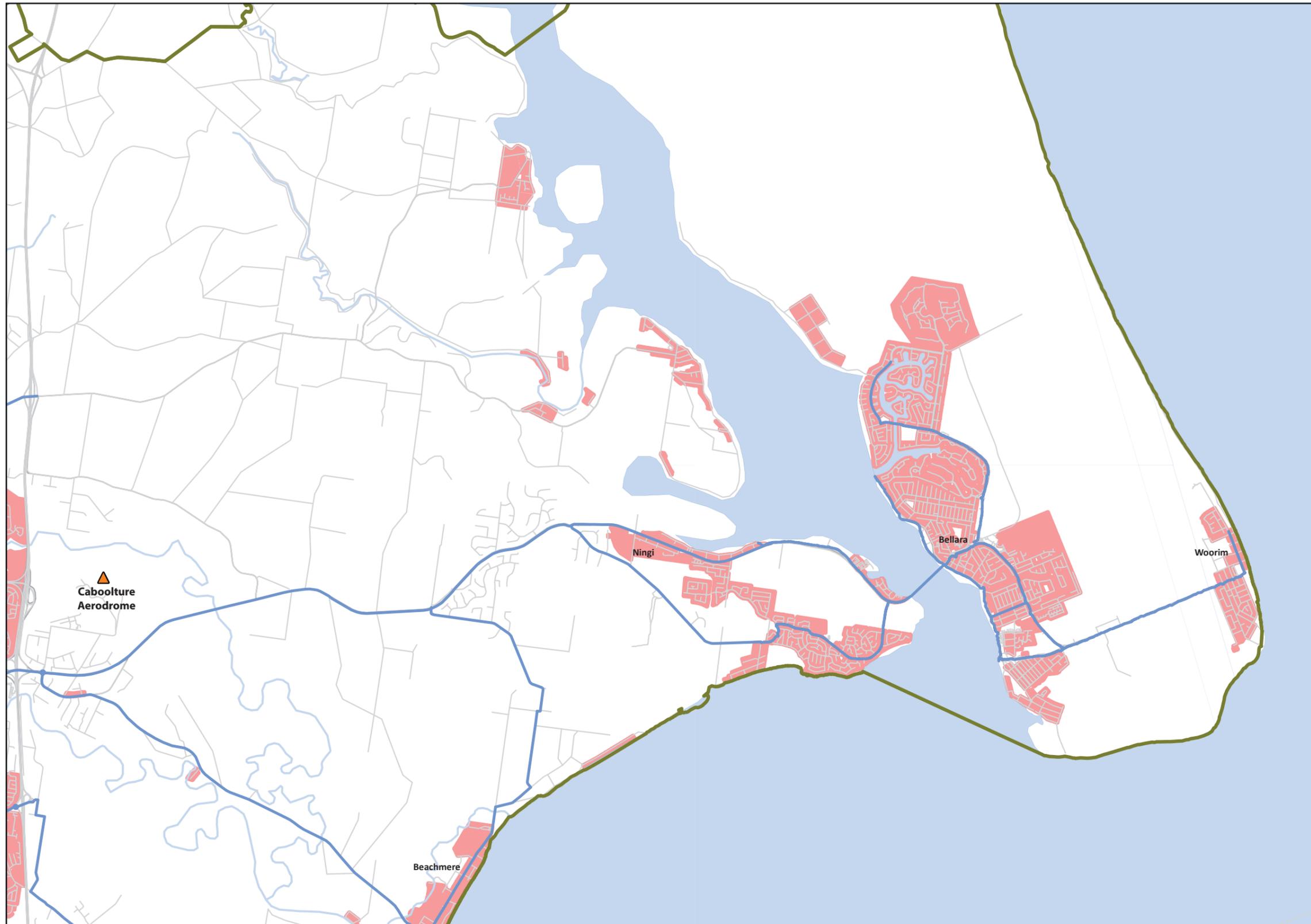
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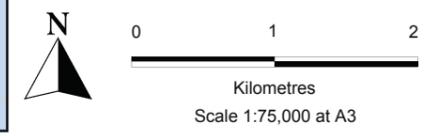
-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
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-  Rural Living Area
-  Growth Area



Queensland Government



Map 8

South East Queensland Principal Cycle Network

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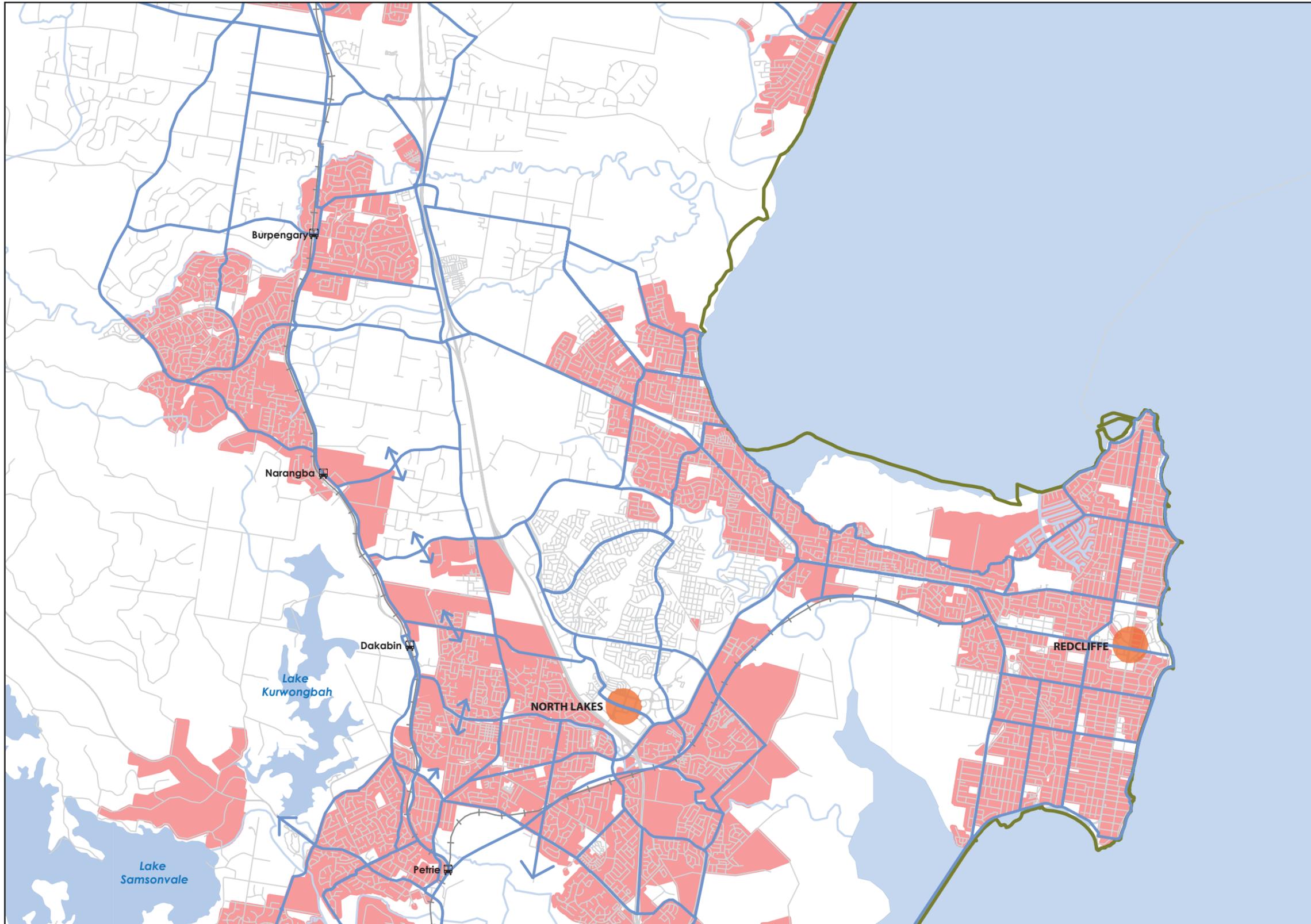
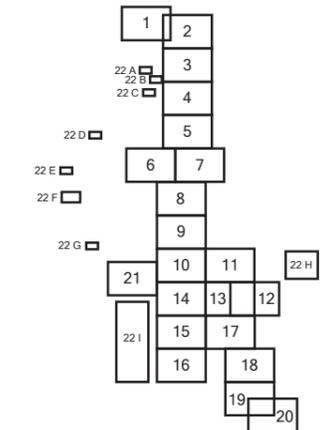
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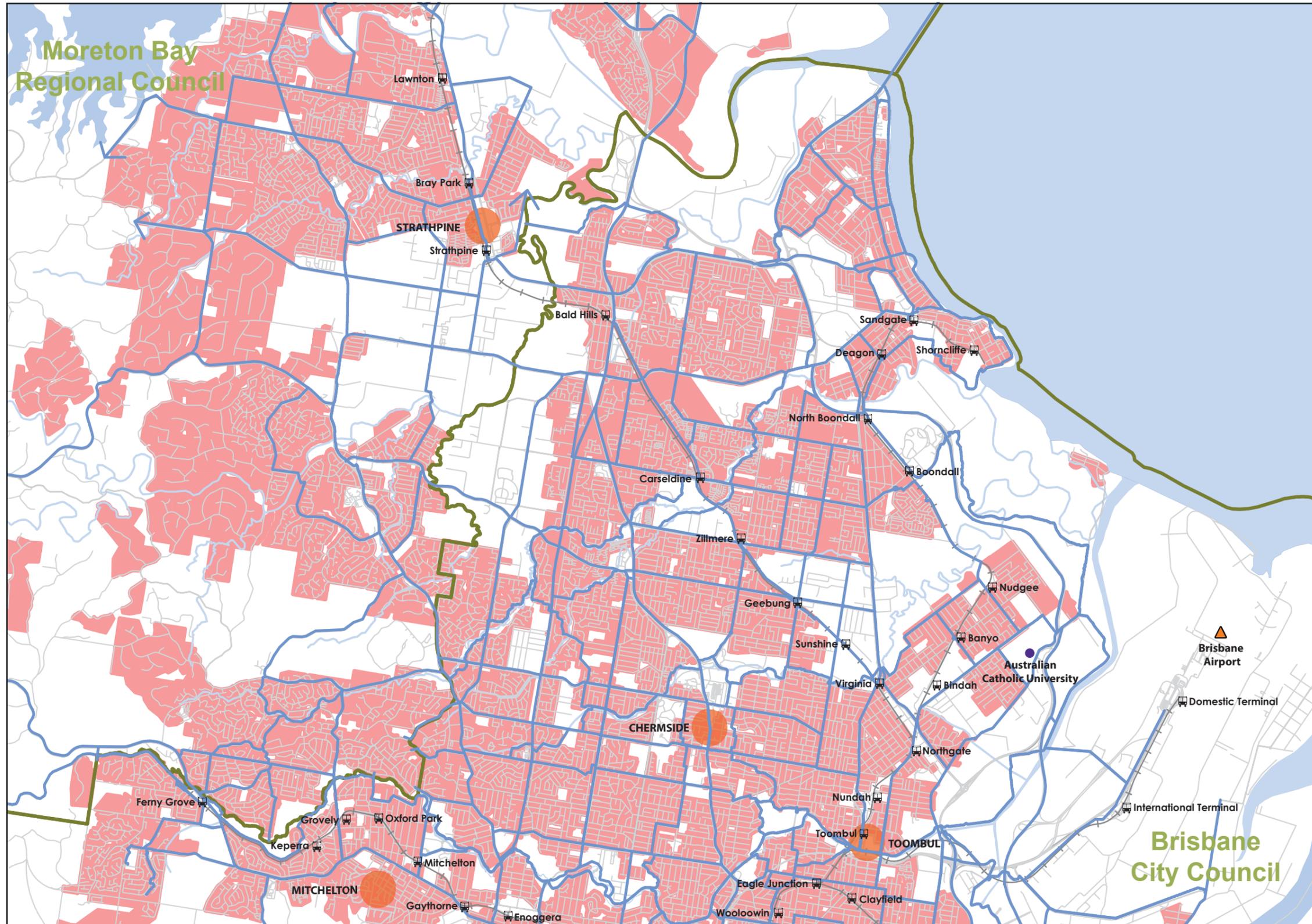
LEGEND

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Map Items

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Map 9
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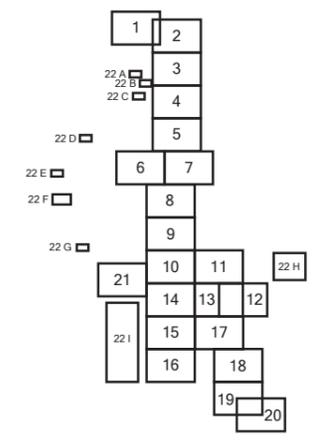
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- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area



Queensland Government

Scale

0 1 2
Kilometres
Scale 1:75,000 at A3

Map 10

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

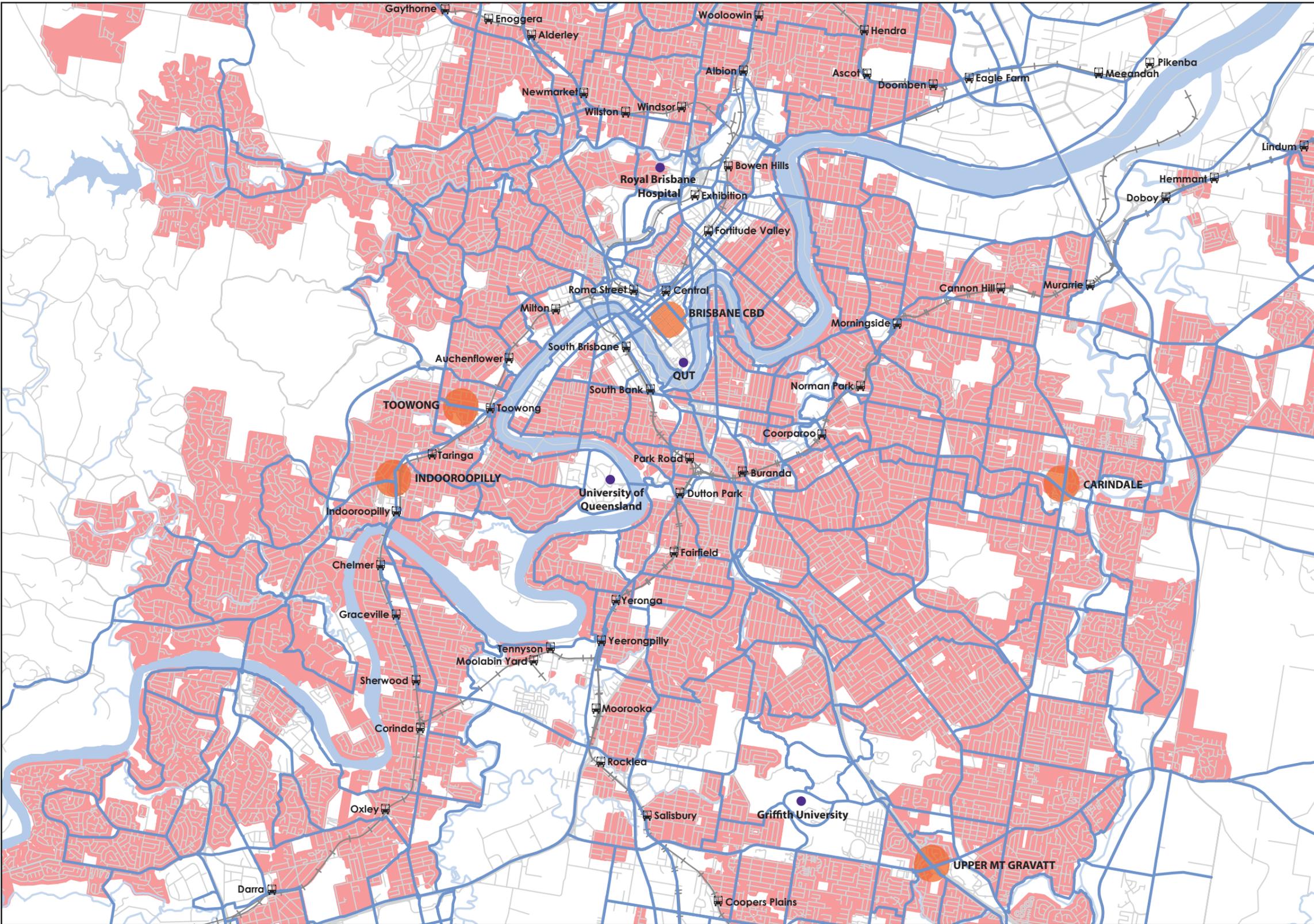
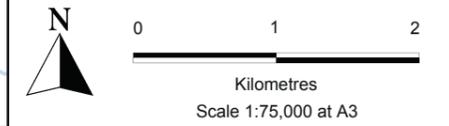
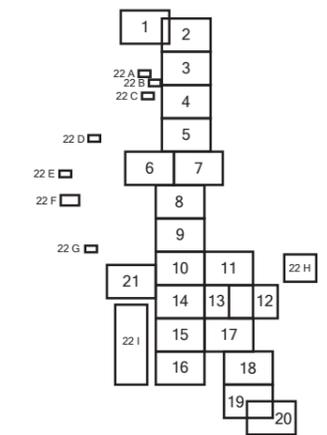
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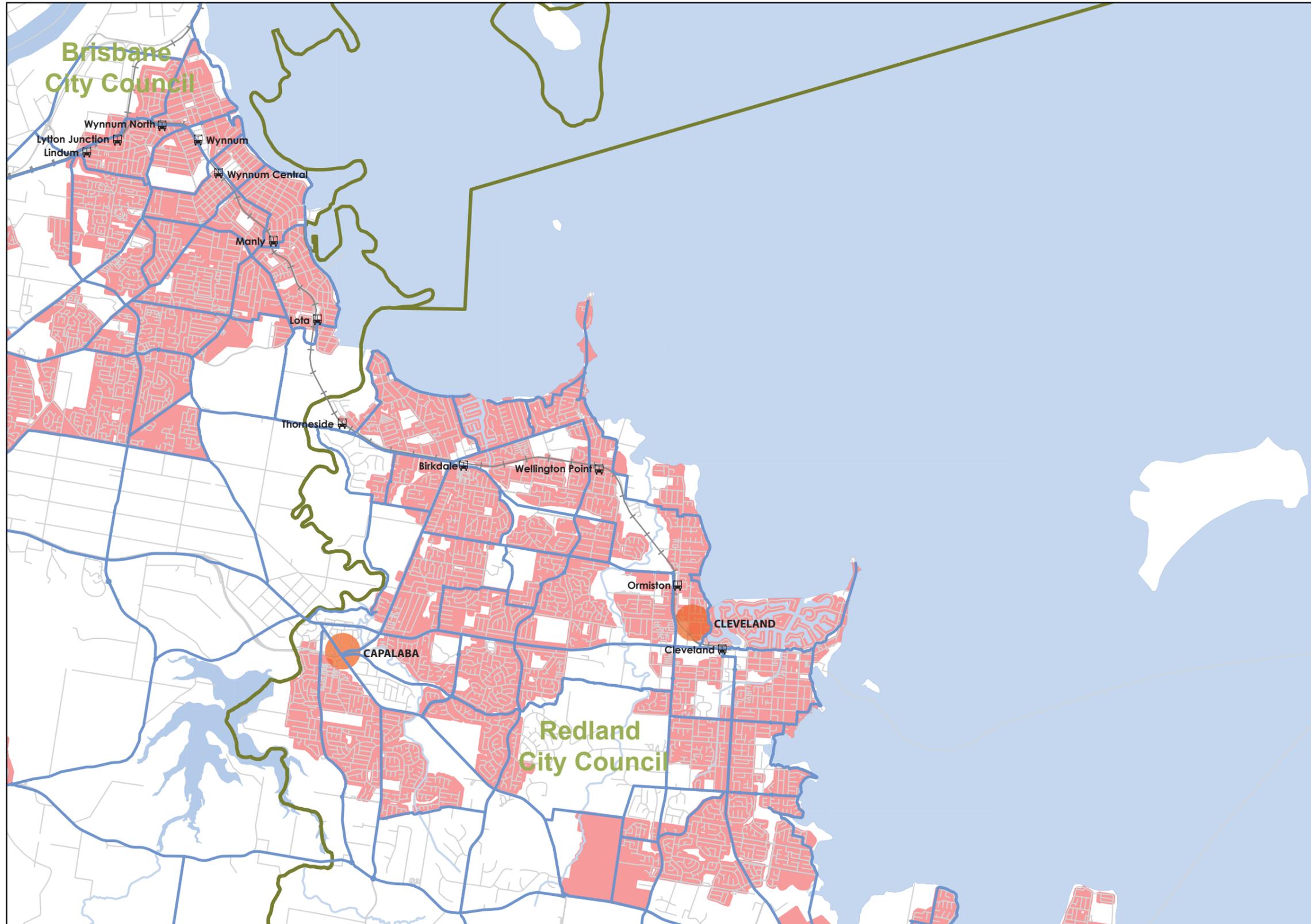
LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area





Map 11

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

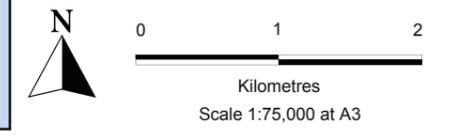
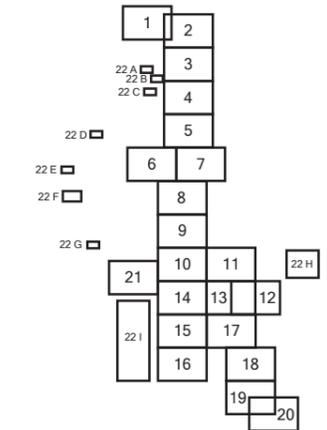
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LEGEND

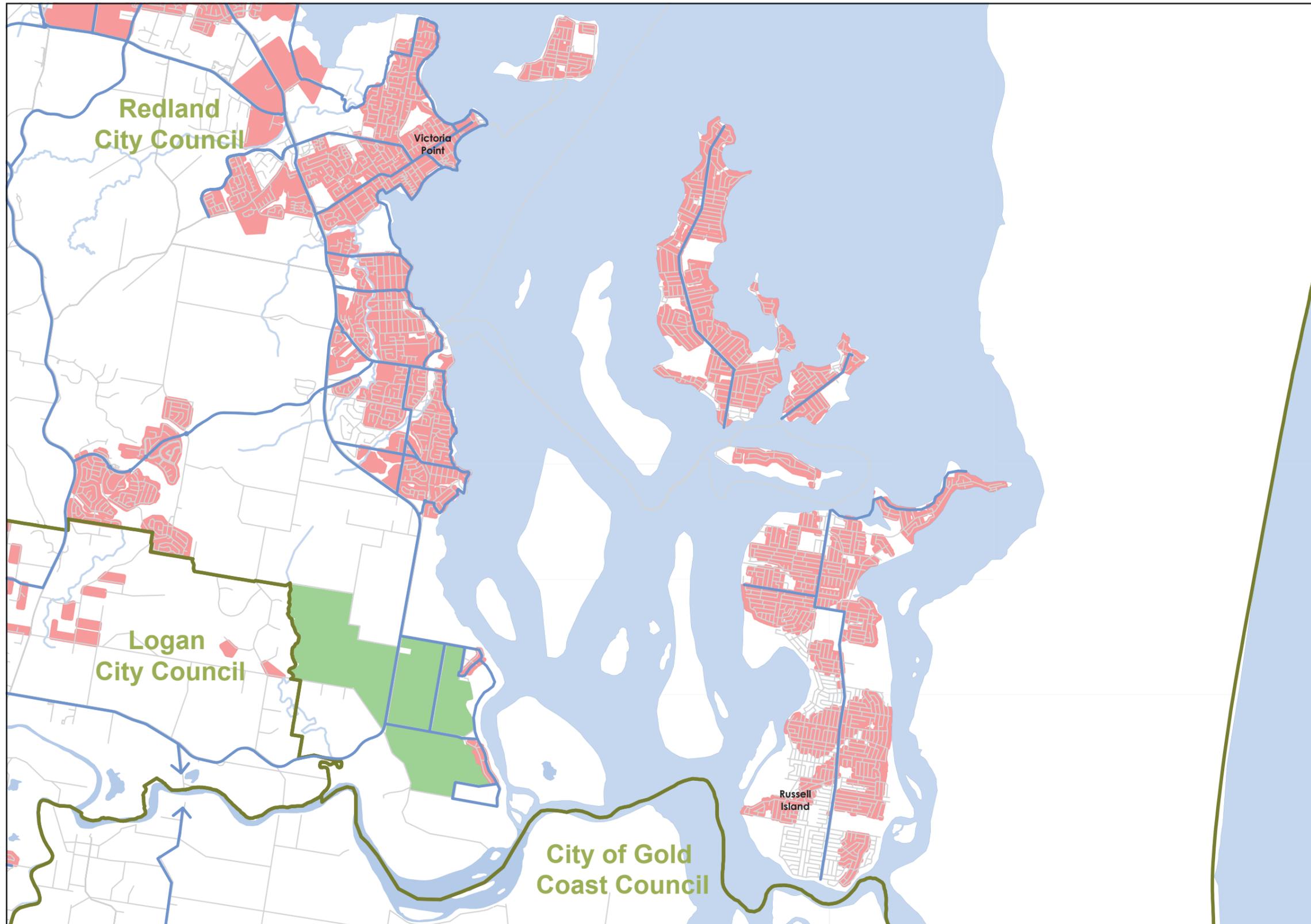
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area



Redland City Council



Map 12

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

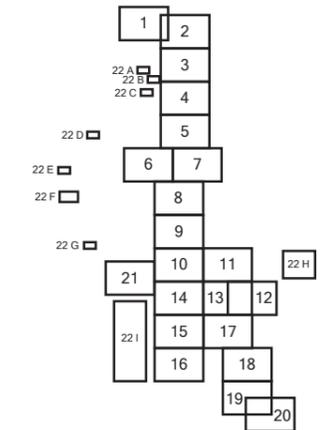
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LEGEND

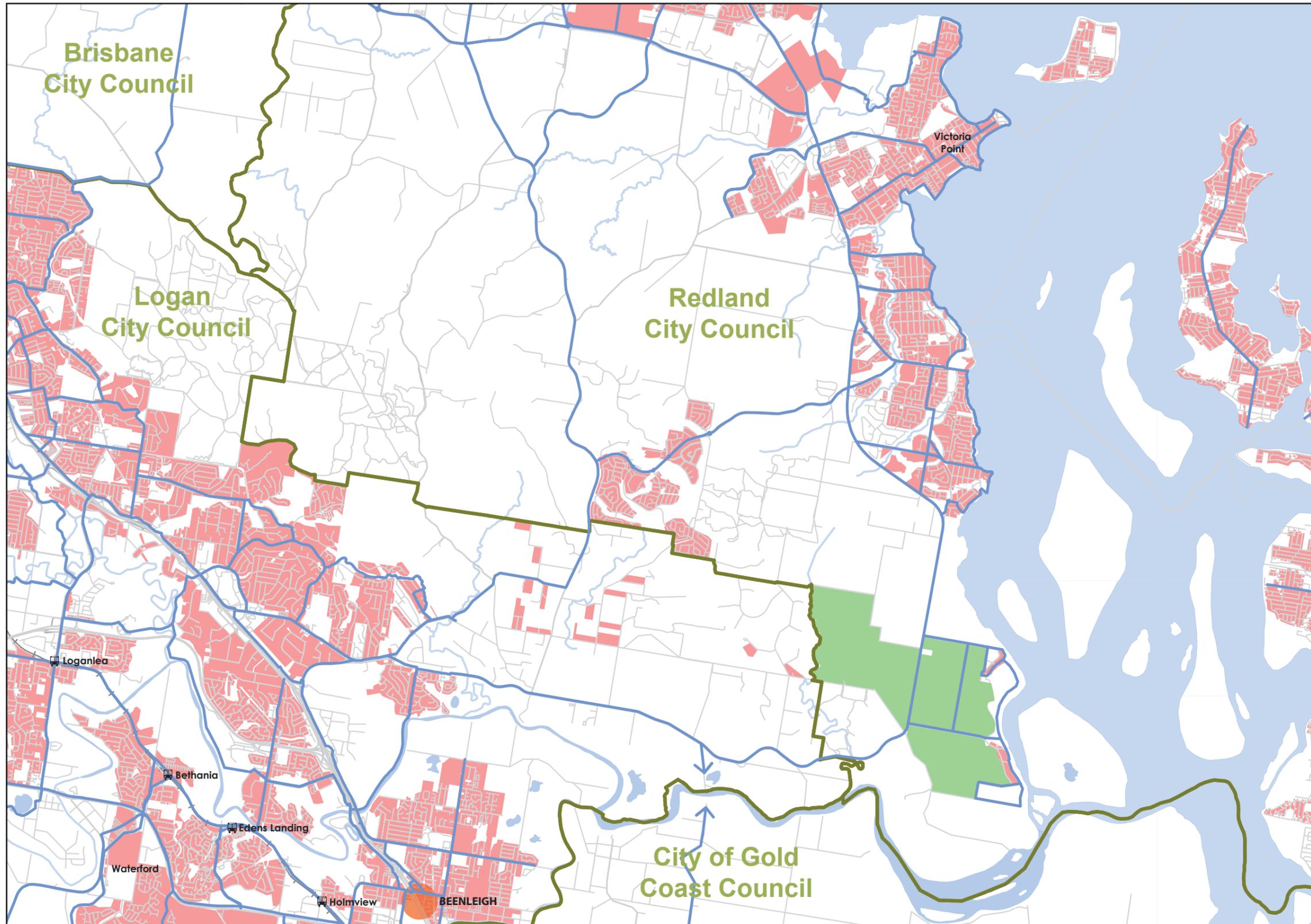
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area



Logan City Council



Map 13

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

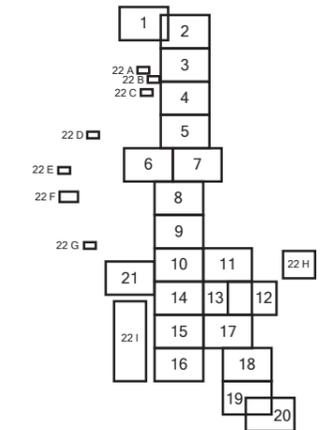
Disclaimer: While every care is taken to ensure the accuracy of this data, Transport and Main Roads and/or the State Government makes no representation or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

LEGEND

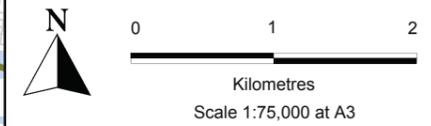
- Principal Route
- Future Principal Route
- Tourism Route

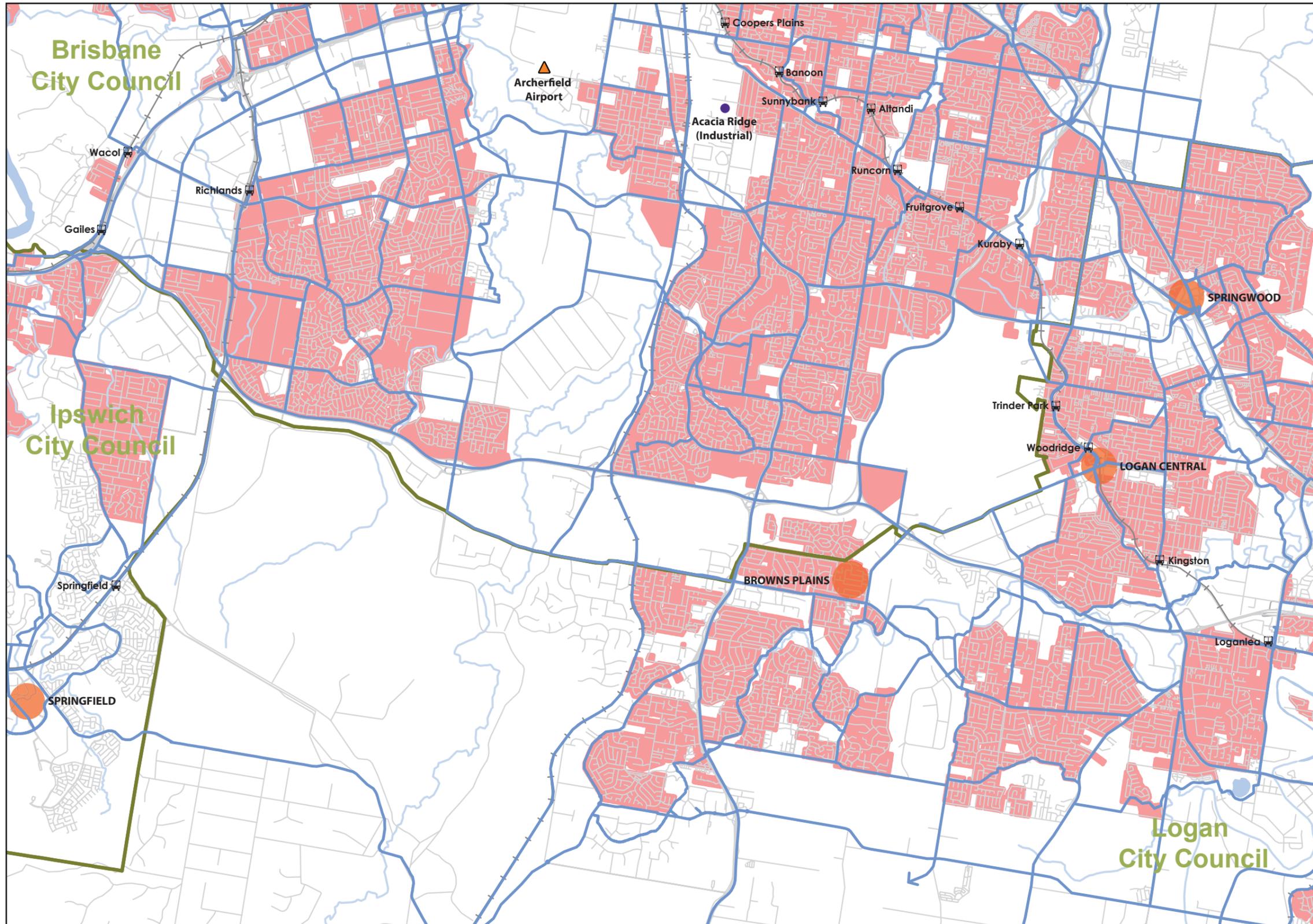
Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area



Queensland Government





Map 14

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

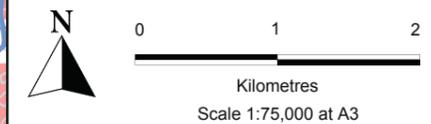
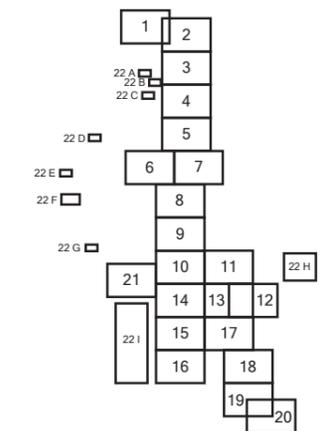
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LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area



Map 15

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

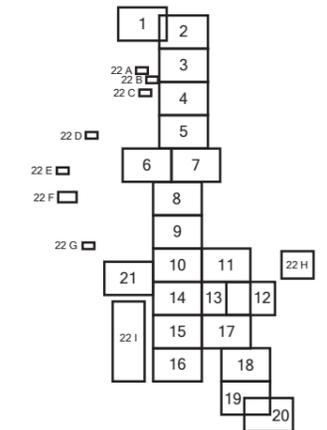
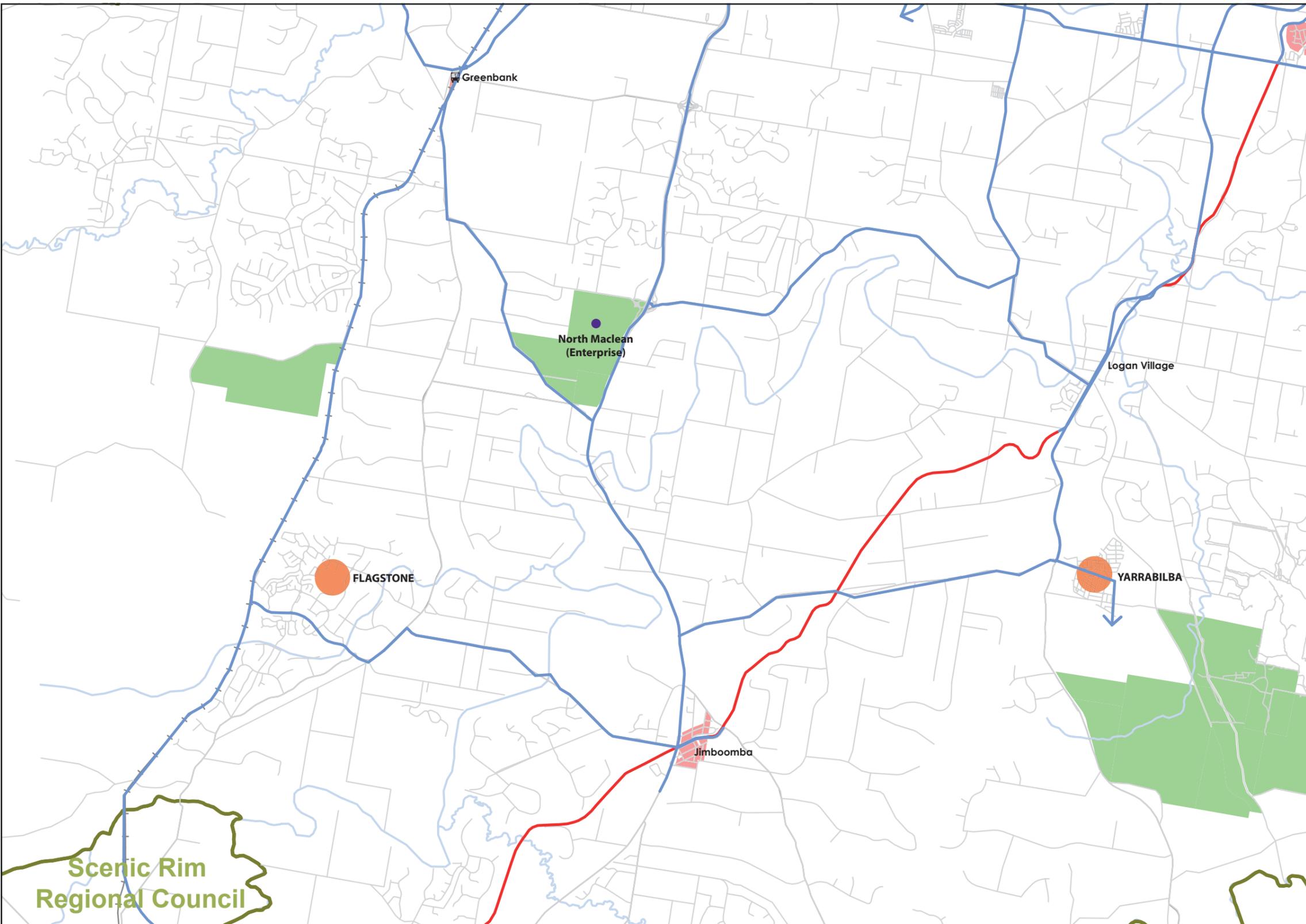
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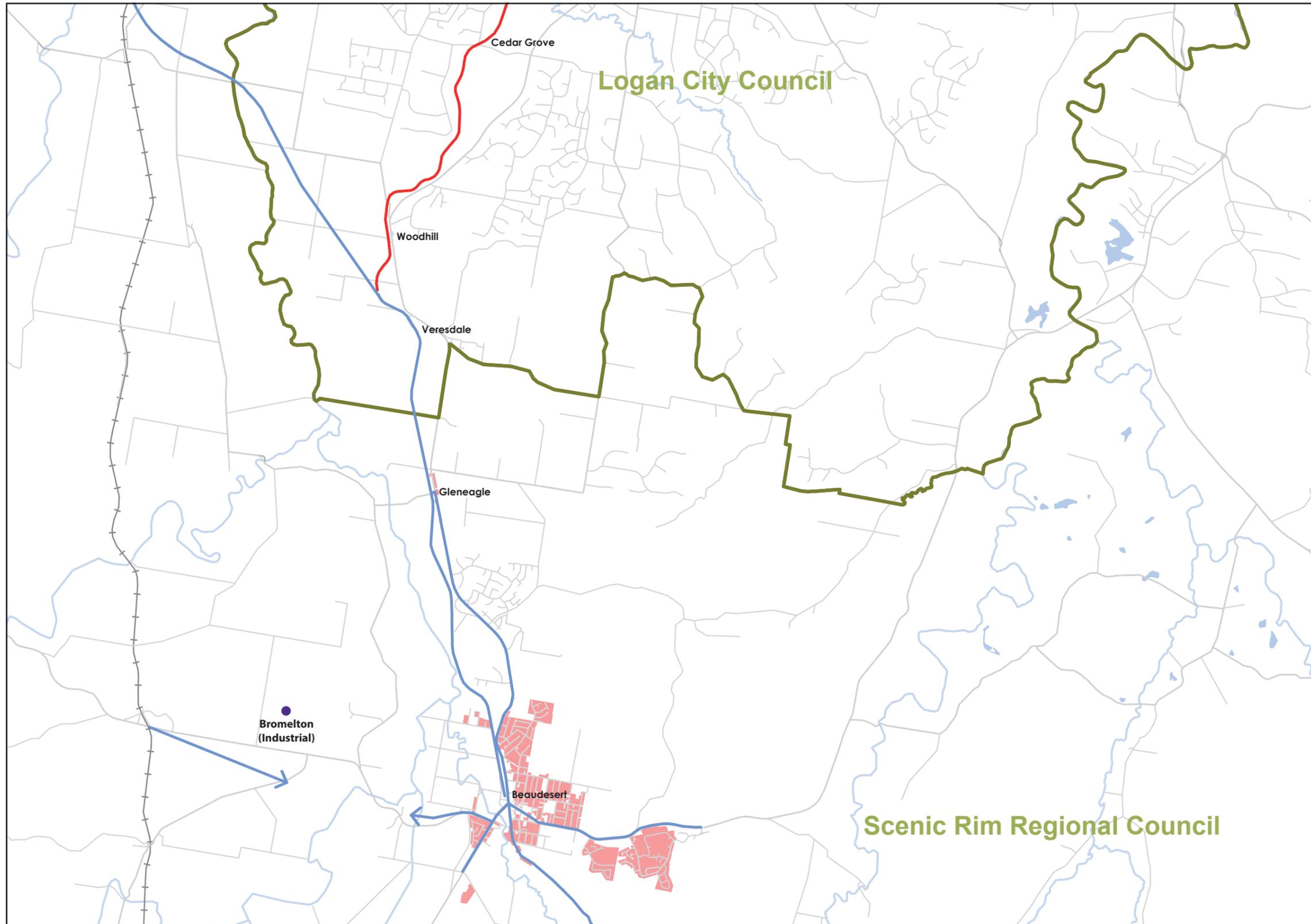
LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area





Map 16

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

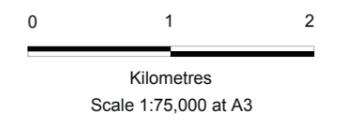
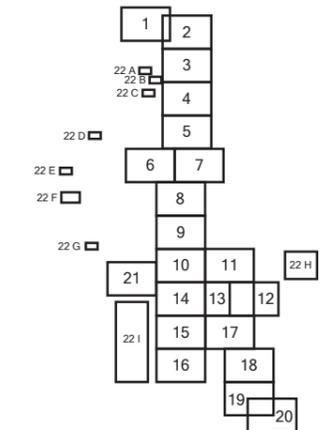
Disclaimer: While every care is taken to ensure the accuracy of this data, Transport and Main Roads and/or the State Government makes no representation or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

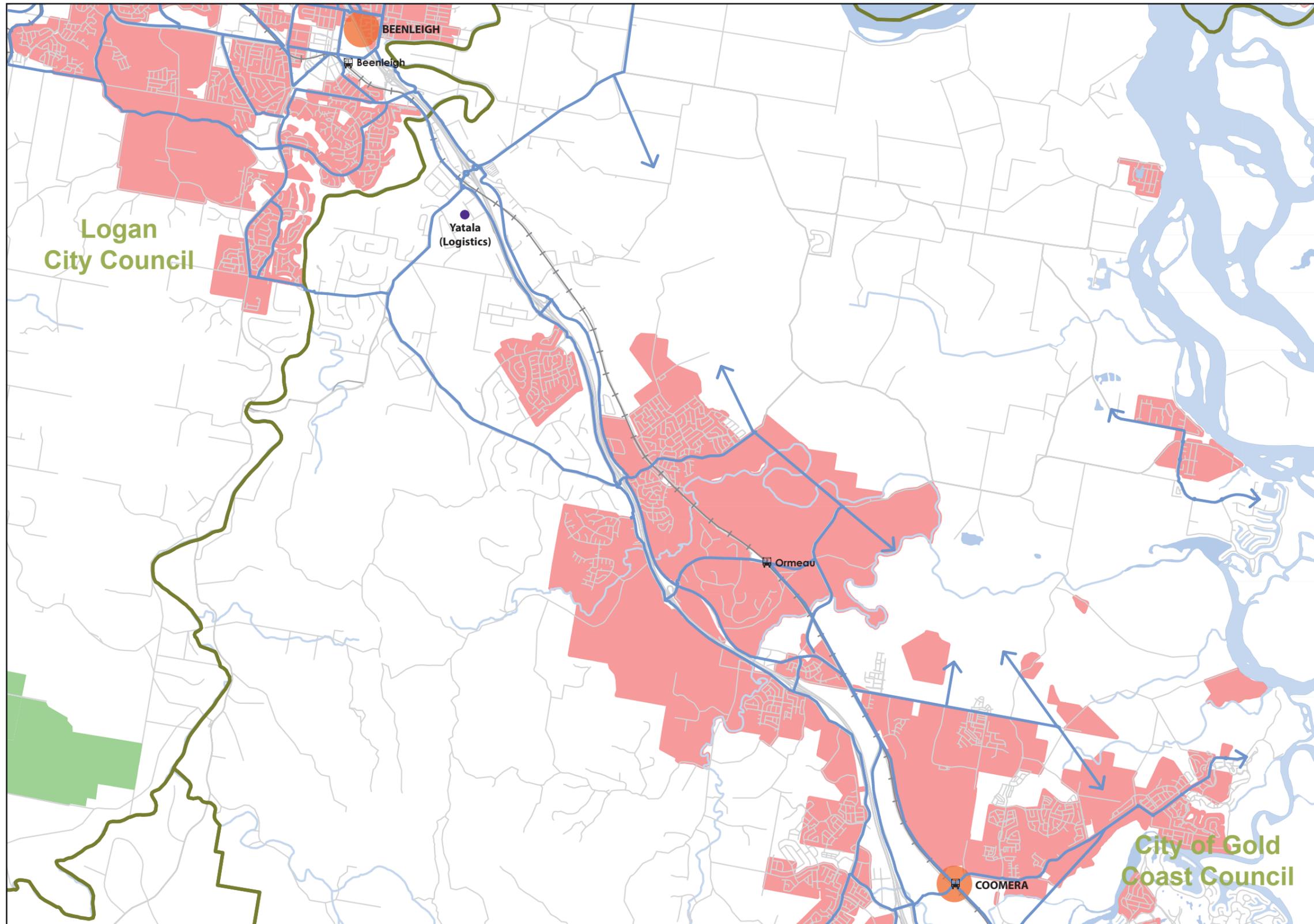
LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area





Map 17

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

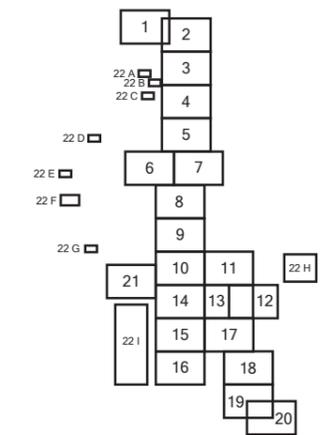
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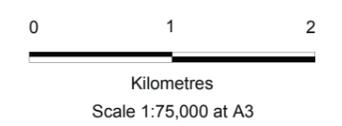
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Light Rail Station
- Airport
- Economic Activity Centre
- Activity Centre
- Waterway / Waterbody
- Local Government Boundary
- Urban Area
- Rural Living Area
- Growth Area



Queensland Government



Map 18

South East Queensland Principal Cycle Network

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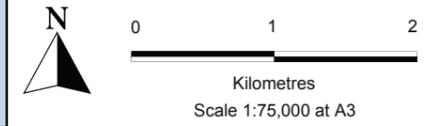
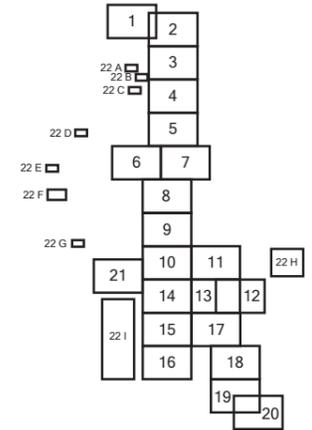
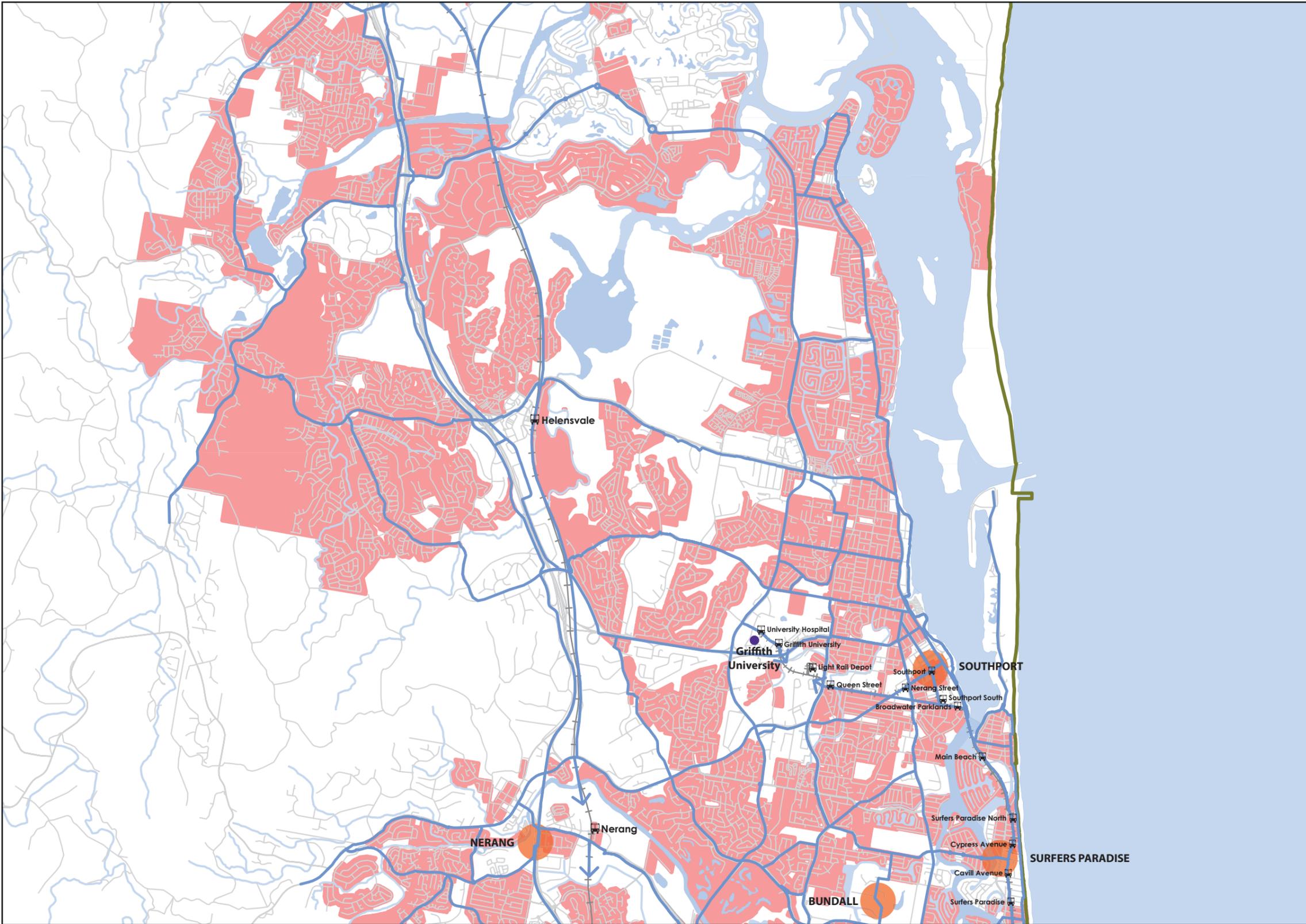
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LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



Map 19

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

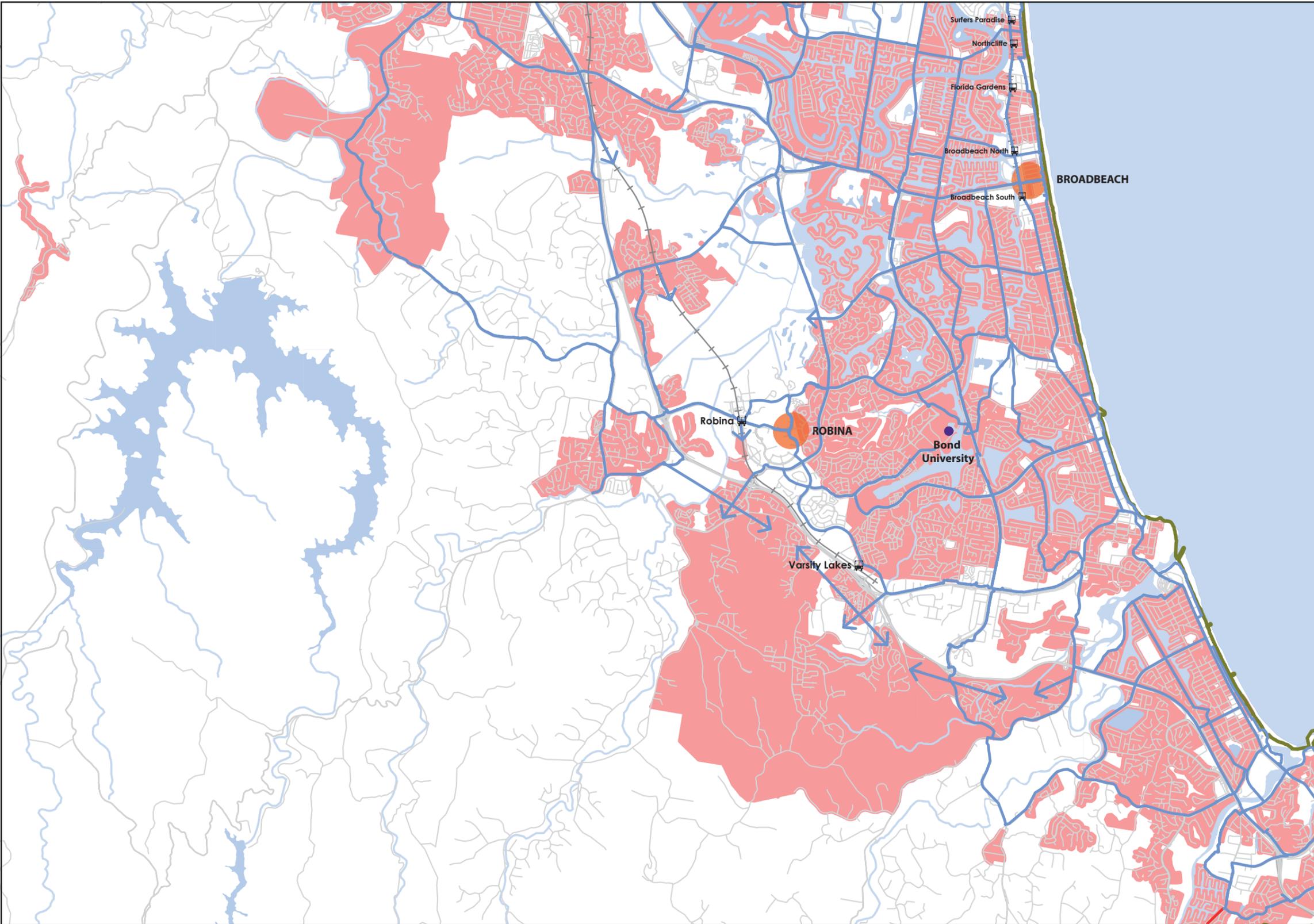
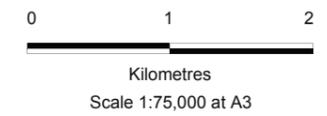
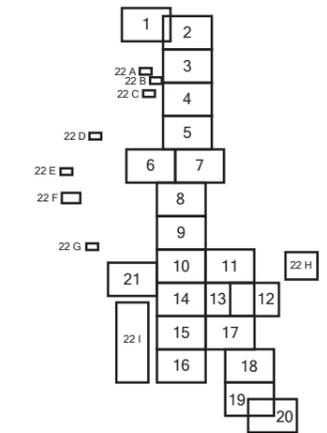
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LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



Map 20

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

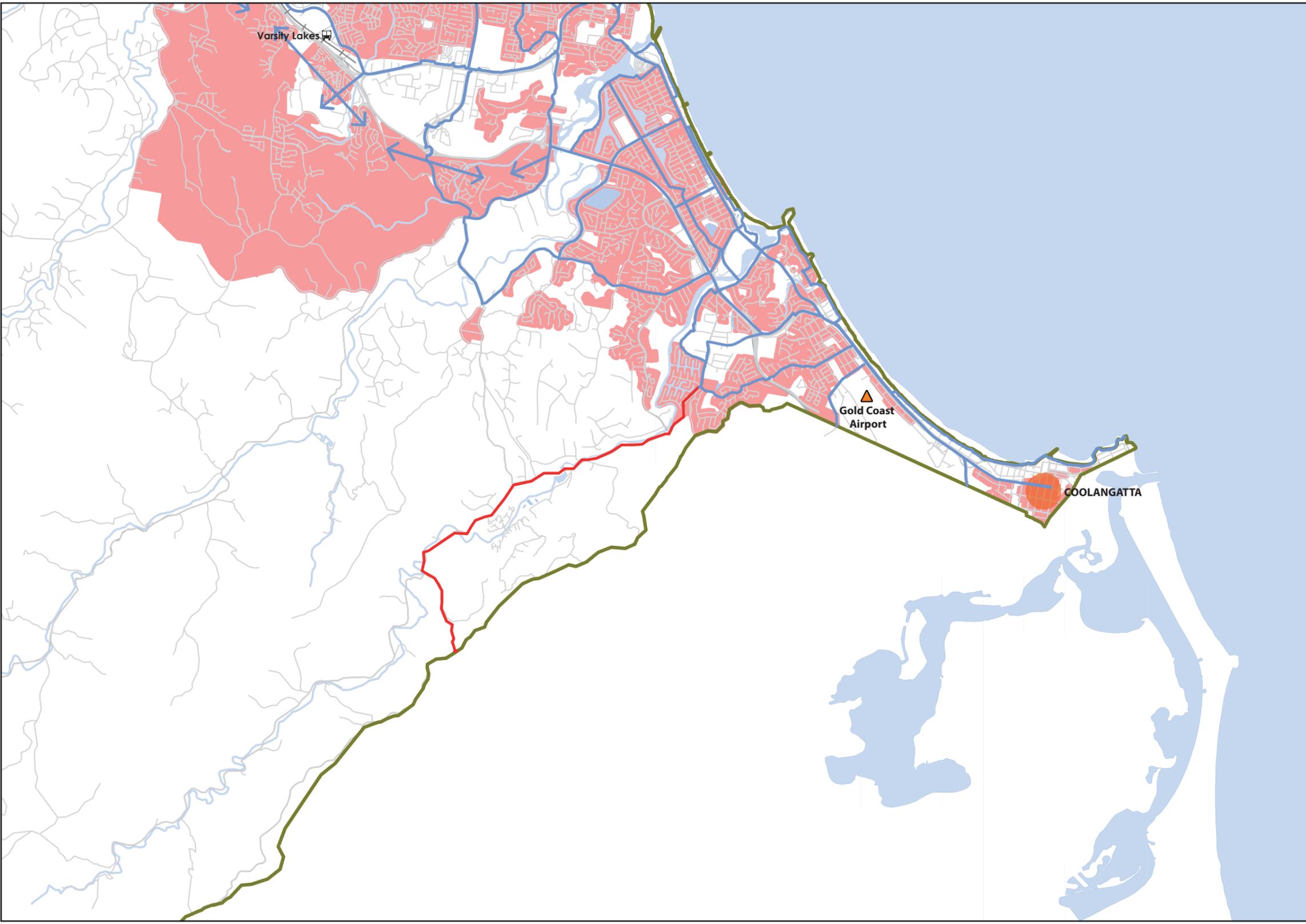
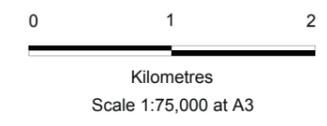
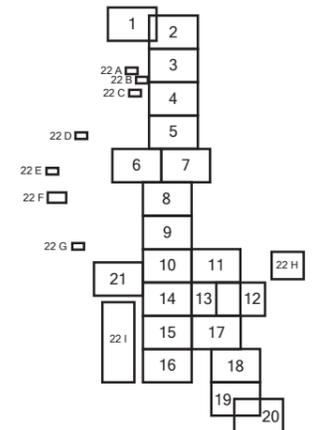
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LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



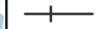
Map 21

South East Queensland Principal Cycle Network

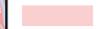
The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

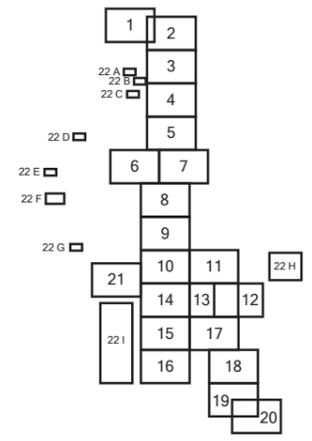
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LEGEND

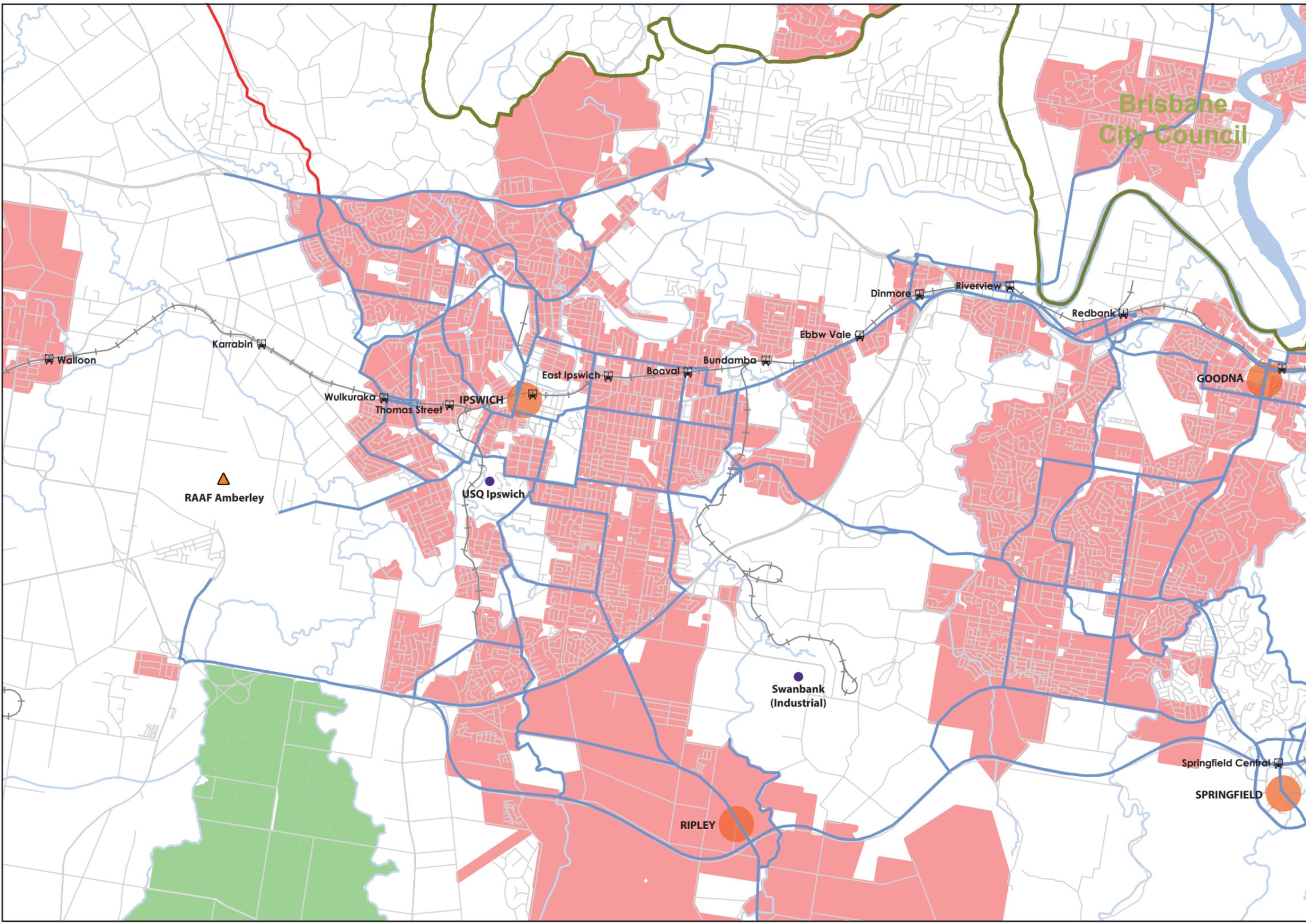
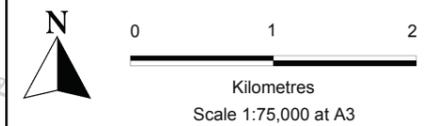
-  Principal Route
-  Future Principal Route
-  Tourism Route
-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area

Map Items

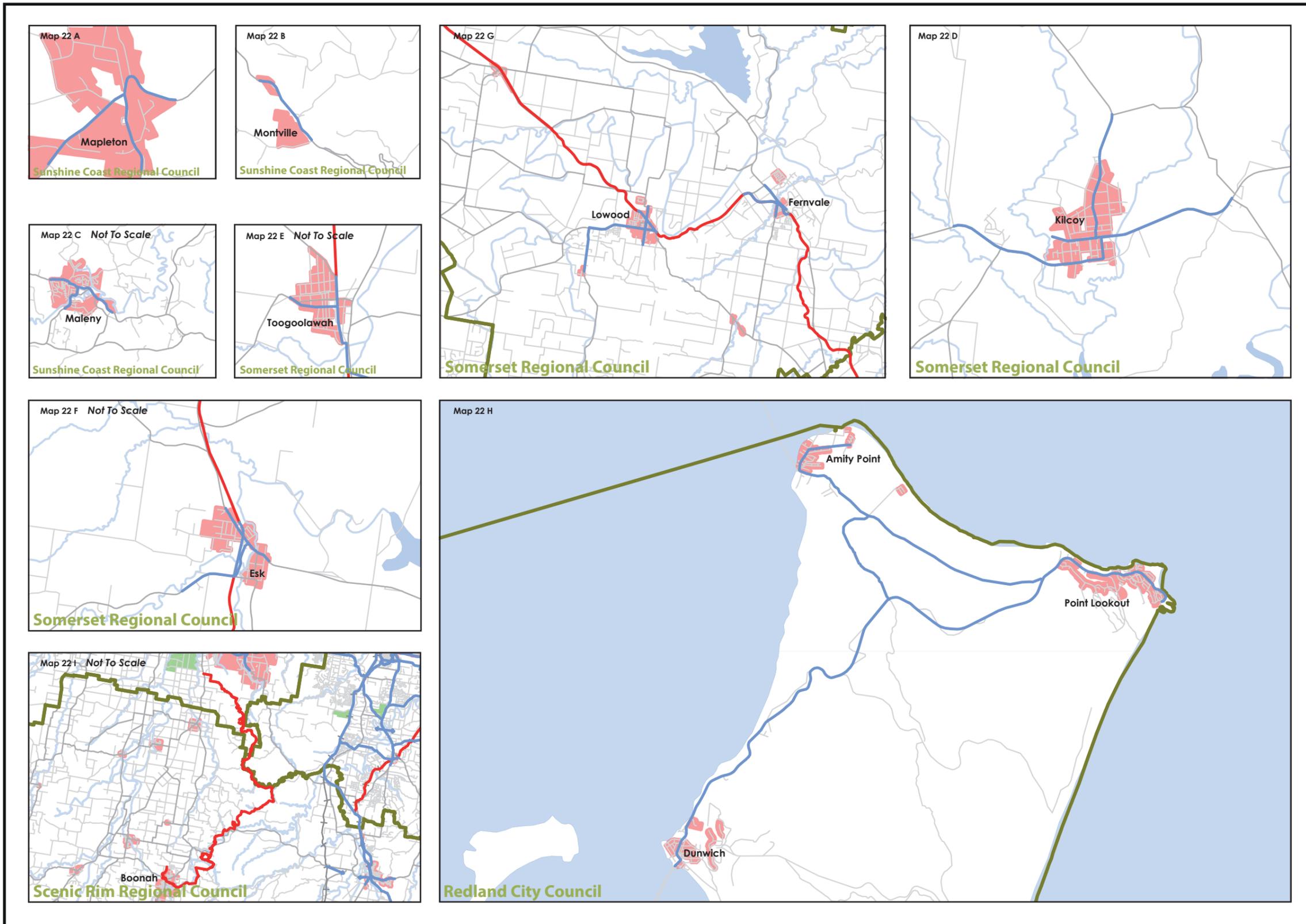
-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Light Rail Station
-  Airport
-  Economic Activity Centre
-  Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



Queensland Government



Other Areas



Map 22

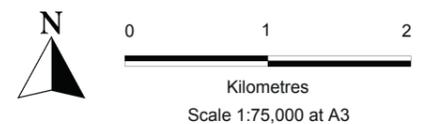
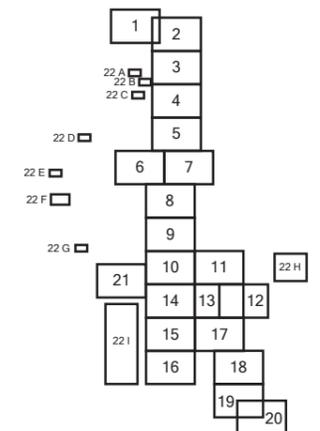
South East Queensland Principal Cycle Network

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LEGEND

- Principal Route
 - Future Principal Route
 - Tourism Route
- Map Items**
- Major Road
 - Railway Line
 - Passenger Railway Station
 - Light Rail Station
 - Airport
 - Economic Activity Centre
 - Activity Centre
 - Waterway / Waterbody
 - Local Government Boundary
 - Urban Area
 - Rural Living Area
 - Growth Area



6 Review of the plan

As shown in Figure 5, the SEQPCNP will be regularly reviewed. On an annual basis, Transport and Main Roads will send an update form to all local governments and the department's regional offices seeking details on proposed planning-led alterations to the principal cycle network and details on routes that have been delivered in the past year. Information received will be included as input in future reviews of the plan.

Information requested will include:

- description of affected route(s)
- type and description of change (alteration, removal, addition or delivery)
- description of basis for change (planning document or construction project)
- detailed justification for change against the planning principles outlined in section 3
- description of delivered cycle infrastructure and adherence to applicable standards
- maps and photos of change
- contact person for required additional information.

7 More resources

There are a number of resources and guides covering the development of cycle networks in Queensland, ranging from statewide target setting to technical specifications for infrastructure. Practitioners are encouraged to review the following:

- *Queensland Cycle Strategy 2011-2021*
- AUSTROADS Guides
- *Traffic and Road Use Management Manual*
- Transport and Main Roads' *A Guide to Signing Cycle Networks*, July 2009
- *Manual of Uniform Traffic Control Devices*
- Transport and Main Roads' *Cycling Infrastructure Policy*
- Transport and Main Roads' *Technical Note 128, Selection and Design of Cycle Tracks*, May 2015
- *Queensland Development Code*.

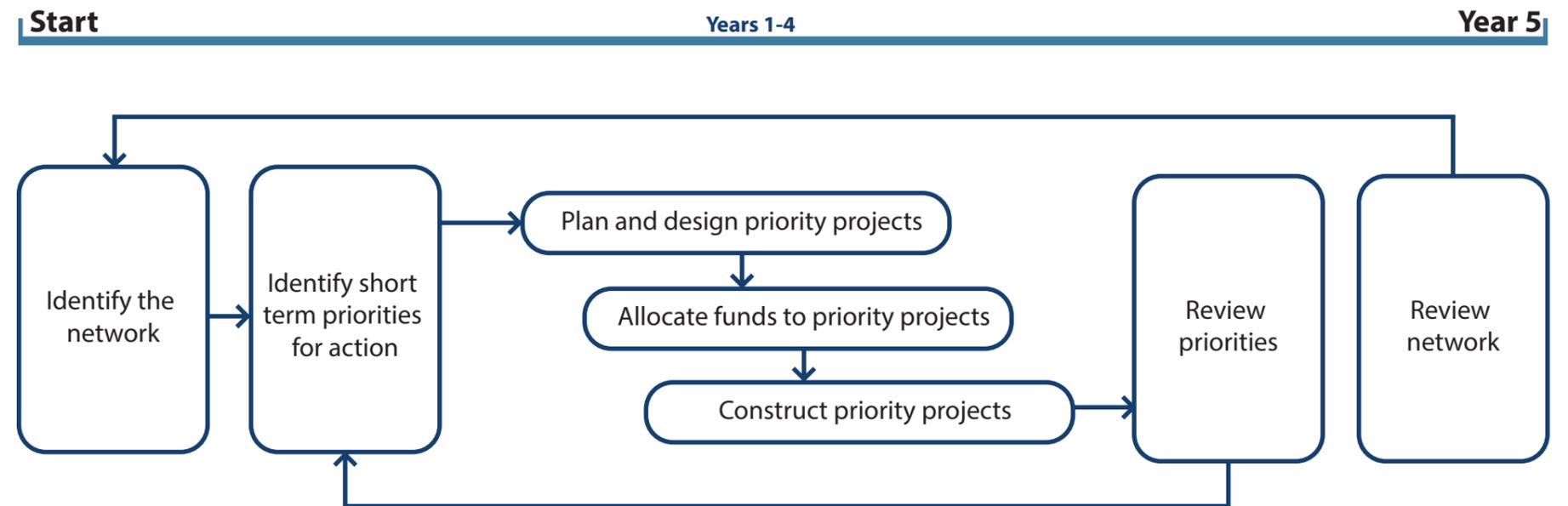


Figure 5. Indicative planning and prioritisation cycle.

