

Queensland Guide to Traffic Management

Part 7: Activity Centre Transport Management (2020)

November 2024

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Feedback

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About this document

Austrroads' *Guide to Traffic Management Part 7: Activity Centre Transport Management* is concerned with the planning and management of centres typified by high levels of internal activity and interaction, especially by people on foot. It addresses the need to obtain a balance between providing for vehicular access and providing for pedestrian, cyclist and public transport needs without compromising the functionality of a site. It provides guidance for planners and engineers associated with the design, development and management of a variety of activity centres.

Part 7 presents the guiding principles for traffic management in activity centres, including the policy and planning context, and major considerations and processes involved. It outlines operational and physical measures to provide for movement to and within such centres, either as part of their planning or in their day-to-day management. It presents traffic management techniques and procedures that may be applied in activity centres and details their application in different kinds of centre, based on examples in practice.

How to use this document

The Department of Transport and Main Roads has agreed to adopt the standards published in Austrroads *Guides* as part of national harmonisation. The department seeks to avoid duplicating information addressed in national guidance and has developed documents instead that provide Queensland-specific advice while following the structure established in Austrroads *Guides*.

Queensland-specific advice includes practices which vary from national practice because of local environmental conditions (such as geography, soil types, climate); different funding practices; local research; local legislation requirements; and to expand instruction on particular issues.

As such, this Part of the *Queensland Guide to Traffic Management (QGTM)* takes precedence over the Austrroads *Guide to Traffic Management Part 7: Activity Centre Transport Management* except where the Austrroads *Guide* is accepted without changes.

This QGTM Part is designed to be read and applied together with Austrroads *Guide to Traffic Management Part 7: Activity Centre Transport Management*. Readers must have access to the Austrroads *Guide* to understand its application in Queensland.

This document:

- sets out how the Austrroads *Guide to Traffic Management Part 7: Activity Centre Transport Management* applies in Queensland
- has precedence over the Austrroads *Guide to Traffic Management Part 7: Activity Centre Transport Management* when applied in Queensland
- has the same section numbering and headings as the Austrroads *Guide to Traffic Management Part 7: Activity Centre Transport Management*.

The following table summarises the relationship between the Austrroads *Guide to Traffic Management Part 7: Activity Centre Transport Management* and this document:

Applicability	Meaning
Accepted	The Austroads <i>Guide</i> section is accepted.
Accepted, with amendments	Part or all of the Austroads <i>Guide</i> section has been accepted with additions, deletions or differences.
New	There is no equivalent section in the Austroads <i>Guide</i> .
Not accepted	The Austroads <i>Guide</i> section is not accepted and does not apply in Queensland.

Definitions

The following general amended definitions apply when reading the Austroads *Guide to Traffic Management Part 7: Intersections, Interchanges and Crossings Management*.

Reference to...	Means
AGTM Part 7	<p>Austroads <i>Guide to Traffic Management Part 7: Activity Centre Transport Management</i>, as amended by this document; for example, a reference to AGTM Part 7 means the reader must refer to the Austroads <i>Guide to Traffic Management Part 7: Activity Centre Transport Management</i>, and the Queensland <i>Guide to Traffic Management Part 7: Activity Centre Transport Management</i> (QGTM Part 7).</p> <p>Throughout AGTM Part 7, references are made to other Parts of the AGTM (for example, when reading AGTM Part 7, the reader may be referred to AGTM Part 3 for further information.)</p> <p>In such cases, the reader must refer to the equivalent Part within the QGTM first. Check the applicability of the equivalent QGTM Part before referring to the referenced AGTM Part.</p> <p>Similarly, references may be made to other Austroads Guides (for example, when reading AGTM Part 7, the reader may be referred to the <i>Guide to Road Safety Part 3: Speed Limits and Speed Management</i>).</p> <p>In such cases, the reader must refer to the equivalent Queensland Guide first where such exists. Check the applicability of the equivalent Queensland Guide before referring to the referenced Austroads Guide Part.</p>
TRUM	The <i>Traffic and Road Use Management</i> manual preceded this Queensland <i>Guide to Traffic Management</i> and was withdrawn on publication of the corresponding QGTM.
MUTCD	<i>Manual of Uniform Traffic Control Devices</i>
TORUM	<i>Transport Operations (Road Use Management) Act 1995</i>

References

- www.legislation.qld.gov.au

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Departmental contacts:

- RD: Road Design, Hydraulics, Design & Spatial, Engineering and Technology, Transport and Main Roads email ET_HDS_RD_Design_Services@tmr.qld.gov.au
- TE: Traffic Engineering Technology & Systems, Engineering and Technology, Transport and Main Roads email TrafficEngineering.Support@tmr.qld.gov.au.
- TPubs: Technical Publications & Systems email mr.techdocs@tmr.qld.gov.au.
- WCI: Walking and Cycling Infrastructure, Traffic Engineering, Engineering and Technology, Transport and Main Roads email CyclePedTech@tmr.qld.gov.au.

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4 Techniques for Traffic Management in Activity Centres

4.8 Providing for Pedestrians and Cyclists

4.8.4 Cycling Implications for Traffic Management Practice

Addition

Unless signed otherwise, the Queensland Road Rules permit people of any age to ride wheeled recreational devices, personal mobility devices or bicycles on footpaths irrespective of the path being signed as a shared path.

4.8.5 Footpath ban of cycling, wheeled recreational devices and/or personal mobility devices

New

Prohibiting people riding bikes wheeled recreational devices and/or personal mobility devices on footpaths (grouped as “riders” in this section) should only be enacted on Queensland roads after consideration of the following:

Impacts of a prohibition

- delivery riders will likely still need safe and convenient access to restaurants
- safety and accessibility impacts to people with disabilities who use bicycles as a mobility aid and cannot dismount (people riding handcycles) or struggle to walk long distances yet can ride (people riding recumbents or tricycles)
- the safety implications to all users (it is unacceptable to make an environment safer for one user group, while forcing a more dangerous alternative route on others)
- the level of compliance with alternative routes is a function of its directness, safety and level of service relative to the original route and this should be identified in the risk assessment. Directness is best compared as a measure of time. Lower compliance with an alternative route may result if its directness is greater than 20% longer than the original route, and
- enforcement in a prohibited area may be challenged when the alternative route provided is perceived by users as a more hazardous.

Alternative treatments (maintaining access for riders on the original route)

- what could physically be modified to maintain safety and access for people walking and riding on the original route? For example:
 - could the path be widened to improve level of service for all users?
 - could the separated path (cycle track) be implemented to improve certainty of operation and level of service for all users? (User surveys on Bicentennial bikeway indicate both people walking and people riding bikes prefer separated path over shared path.), or
 - could furniture be located to be less obstructing to visibility, flow and improve level of service for all users?
- does a shared zone exist or could one be implemented? (shared zone should not permit motor vehicle access while prohibiting riders.)

- times of highest pedestrian use (for example, could a time-based prohibition be implemented?), and
- monitoring of safety and behaviour after implementation (was the issue resolved and did any unintended consequences arise generating need for subsequent action?).

Alternative routes (mitigating impacts of a prohibition)

- availability and safety of alternative routes for riders
- crash history of alternative routes
- Safe System Assessment of route options considered
- provision of safe alternative routes for riders that offer an equal safety, level of service and comparable directness to the original route
- provision of parking facilities for riders at entrances to the prohibited area so they can transition to walking (if possible) and access the goods and services provided within the riding prohibited area
- provision of regulatory signing (and/or pavement markings as appropriate) in accordance with [Queensland MUTCD Part 9](#)
- wayfinding signage provided leading to, from and on the alternative routes needed to bypass the prohibited area
- coordination of signing, facilities and transitions that make the alternative route clear, convenient and safe to riders and other road users, and
- monitoring of safety and behaviour after implementation (was the issue resolved and did any unintended consequences arise generating need for subsequent action?).

