

## 7. Pedestrian and cycle access

### 7.1 Introduction

Quality cycle and pedestrian access to transport infrastructure facilitates greater use of public transport. The Pedestrian Council of Australia (1999) comments that 'walking is a fundamental and direct means of access to most places and to the goods, services and information available at those places' and that 'walking can be an ideal substitute for short car trips, including those to public transport stops. Those short trips contribute disproportionately to air pollution: the more they can be avoided, the better for us all'. Likewise, the Australian Bicycle Council (2008) notes that 'Australians are becoming increasingly aware of the convenience, enjoyment and widespread health and environmental benefits of cycling' (p. i).

The CoastConnect corridor would connect low-density housing to the main activity centres on the Sunshine Coast. These areas are heavily car dependent and the cycle and pedestrian network needs to be continuous, attractive, safe, convenient and accessible for all users in order to promote cycling and walking as viable modes, both as an access mode to public transport and as a mode of transport along the corridor. This would reduce the demand for park-and-ride and kiss-and-ride facilities at the stations and improve the integration of the bus stops and stations with the local land uses. Most of the CoastConnect corridor runs along the existing or future Principal Cycle Network (see Figure 7-1) as set out in South East Queensland Principal Cycle Network Plan (2007). It is thus important that the planning of the CoastConnect corridor adequately provides for cyclists along the corridor.

### 7.2 Methodology

Completion of this chapter involved a combination of desktop studies, site investigations and additional data collection and analysis. This involved:

- analysing the existing and planned cycle and pedestrian network in the study area, using the following sources:
  - site visits (2008)
  - South East Queensland Principal Cycle Network Plan (2007)
  - Maroochy Plan 2000 (provision of bikeways and bicycle facilities)
  - Maroochy Shire Bikeways Plan Review (2003)
  - Caloundra City Plan 2004
  - Department of Main Roads Road Planning and Design Manual (2004)
  - Caloundra City Council Bicycle and Pedestrian Strategy (2004)
  - Subregional Integrated Transport Strategy for the Sunshine Coast (2007).

- assessing the role the corridor plays in relation to the Principal Cycle Network and the local route network and develop a conceptual cycle network for the corridor
- assessing the impact of the corridor on pedestrian traffic along and across the corridor
- specifying standards for cycle and pedestrian infrastructure to be provided along the corridor
- identifying potential impacts, opportunities and typical management strategies surrounding cycle and pedestrian access during construction and operation of the CoastConnect corridor.

It was not considered necessary for pedestrian and cycle usage surveys or future projections to be undertaken as part of this phase of project planning. The cycling infrastructure proposals are based on previously identified needs as shown in the South East Queensland Principal Cycle Network Plan. General principles for pedestrian connectivity, particularly around stations, are provided in this chapter. Surveys may be required as part of future detailed design and impact management phases (see Section 7.4 for more information).

The Department of Transport and Main Roads has worked with local cycle groups and other stakeholders throughout the planning process to improve the provision for cyclists, particularly along Nicklin Way. In addition to the formal project consultation sessions a cycling focussed workshop was held with Council officers and cycling group representatives prior to finalisation of the conceptual pedestrian and bicycle facilities along the corridor.

## 7.3 Preliminary analysis

### 7.3.1 Existing situation

The Census (2006) found the following mode share for cycling and walking for commuter trips to work for areas along the corridor (see Table 7-1).

**Table 7-1: Cycling and walking mode share for commute to work**

Statistical local area	Cycling mode share	Walking mode share
Maroochydore	2 %	8 %
Alexandra Headland	1 %	5 %
Mooloolaba	2 %	6 %
Kawana	2 %	3 %
Caloundra North	1 %	3 %

Cycling is a minor mode of transport for commuters living along the CoastConnect corridor. Walking on the other hand is far more popular, especially in the north of the corridor where higher density development around the activity centres is more prevalent.

The Cycle South East action plan sets a target mode split of 11 % of all trips by bicycle by 2011. The Caloundra City Council Bicycle and Pedestrian Strategy investigated the primary motivation for cycling trips in the municipality.

Table 7-2 summarises the findings. No similar data was available for the Maroochy Shire.

**Table 7-2: Caloundra City Cycling and walking motivations survey**

	Percentage of cycling trips	Percentage of walking trips
Commute to work	4 %	3 %
Commute to school	9 %	11 %
Going to shops	21 %	24 %
Visit family/friends	17 %	18 %
For fun/leisure	29 %	24 %
For fitness/training	19 %	17 %
Other	1 %	3 %

It would be reasonable to assume these proportions are a good representation for cycle and pedestrian trip purposes for all suburbs along the corridor since the demographics and trip characteristics along the corridor are not dissimilar to those within Caloundra. These figures imply that the daily cycling and walking trips to access education is in the region of 3.25 and 4.6 times the number of work trips respectively.

### SEQ Principal Cycle Network Plan

The Department of Transport and Main Roads has developed a guide for the planning and provision of principal cycle infrastructure in South East Queensland — the South East Queensland Principal Cycle Network Plan. This plan guides the future development of cycle infrastructure in South-east Queensland.

Within the CoastConnect study area, the Principal Cycle Network Plan identifies several existing and future principal routes along or adjacent to the corridor as illustrated in Figure 7-1. The CoastConnect corridor is an important spine for cyclists between Caloundra and Maroochydore and connects to east–west connections on the Principal Route Network at several points along the corridor. It is complemented by existing and proposed parallel Principal Cycle Routes and the Coastal Route. For most of the corridor these parallel routes are between 300 metres and 1 kilometre from the CoastConnect corridor.

### Likely users of the CoastConnect corridor

Depending on the type of infrastructure provided and the traffic volumes, the parallel routes would tend to serve different users and trip purposes. The likely users of the corridor and their needs are discussed for each section of the corridor.

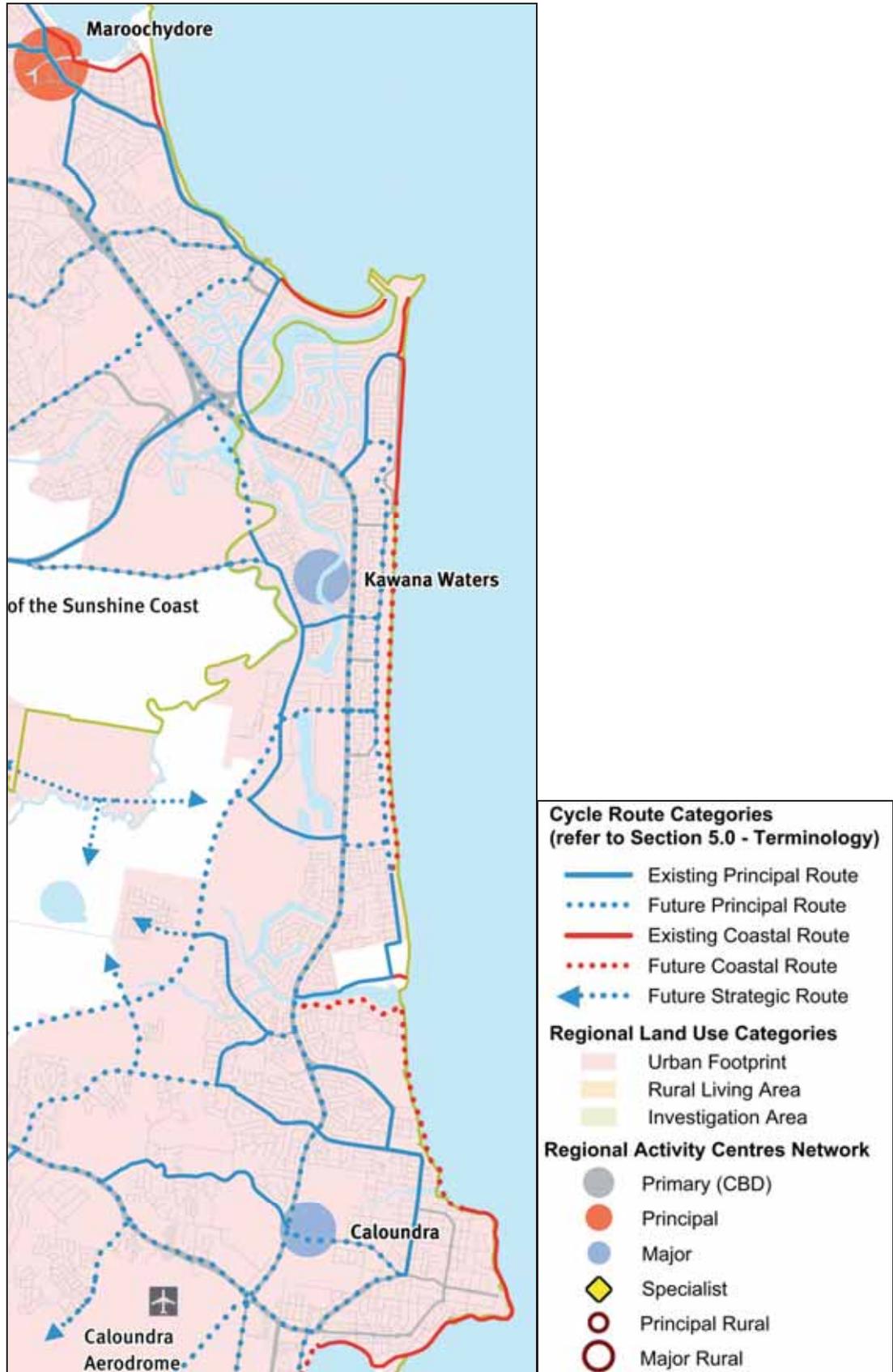


Figure 7-1: Principal cycle network plan for the corridor area (South East Queensland Principal Cycle Network Plan (2007))

### Sections 1 and 2 — Caloundra to Currimundi

This section passes through residential areas and holiday apartments. The corridor is likely to see all types of pedestrians and cyclists including commuter cyclists, school children walking and cycling, and tourists and local residents making trips to the beach. Recreational cyclists would tend to use the Coastal Pathway although the low traffic volumes along this portion of the corridor would be conducive to cyclists choosing to use the corridor.

The portion of this section north of Roderick Street is identified as an existing Principal Route although the actual provision of on-road bicycle lanes is intermittent. The section of the corridor has narrow footpaths along both sides of most of the roadway. The Coastal Pathway provides an alternative corridor for recreational cyclists and pedestrians.

Pedestrians and cyclists crossing the road can do so with minimal protection due to the low traffic volumes and speeds.

### Section 3 — Nicklin Way

Nicklin Way is identified as a future Principal Route. Currently Nicklin Way has generous road shoulders for much of the route south of Lutana Street. The shoulder lane is used for parking and access to properties and allows cycle traffic to put plenty of room between them and general traffic. The wide shoulder is not continuous, however, and narrows or disappears close to intersections, across bridges and along some sections adjacent to parkland (Photo 7-1).



**Photo 7-1: Narrowing of shoulder lane at bridges**

Although the wide shoulder limits the potential for cyclists being affected by parked cars, there is potential for conflicts between cyclists and cars leaving and entering businesses and off-street parking along Nicklin Way.

There is no shoulder lane along Nicklin Way between Lutana Street and Point Cartwright Drive. North of Point Cartwright Drive a shoulder lane is provided but is used extensively for parking. Although this is a wide parking lane, it is not considered wide enough to safely accommodate cyclists when vehicles are parked in the lane.

This section of the corridor has high traffic volumes and consequently cyclists and pedestrians tend to limit their use of the corridor. It is however an important cycle route for commuters and sports cyclists. School children and less confident cyclists tend to avoid riding on-road along Nicklin Way and instead use the narrow footpath or parallel routes along roads with lower traffic volumes. At the bridge over the Currimundi Creek and north of Point Cartwright Drive the parallel routes to the east of Nicklin Way converge onto Nicklin Way and cyclists and walkers would need to use the corridor. These sections are likely to see higher levels of usage by a wide range of cyclists and the potential of conflicts between cyclists travelling different speeds and with pedestrians will be high.

#### **Section 4 — Kawana Town Centre**

Lake Kawana Boulevard and Kawana Way are identified as existing Principal Routes; however, there is currently no specific provision for cyclists along either of these roads. There is a narrow shoulder provided but it does not conform to Austroads Standards for cycle lanes. The narrow shoulder along Kawana Way is used by cyclists (Photo 7-2). Some of the pathways along Kawana Way are currently discontinuous (Photo 7-3).

A shoulder lane adequate for use by cyclists is provided along Lake Kawana Boulevard; however, the shoulder narrows in places which creates a pinch-point for cyclists (Photo 7-4). Future upgrades to this section are, however, currently subject to planning by the Department of Transport and Main Roads, the Sunshine Coast Regional Council and developers. Improved provision for cyclists, including the provision of alternative routes which avoid the corridor, have been identified in these planning studies.



**Photo 7-2: Narrow shoulder on Kawana Way**



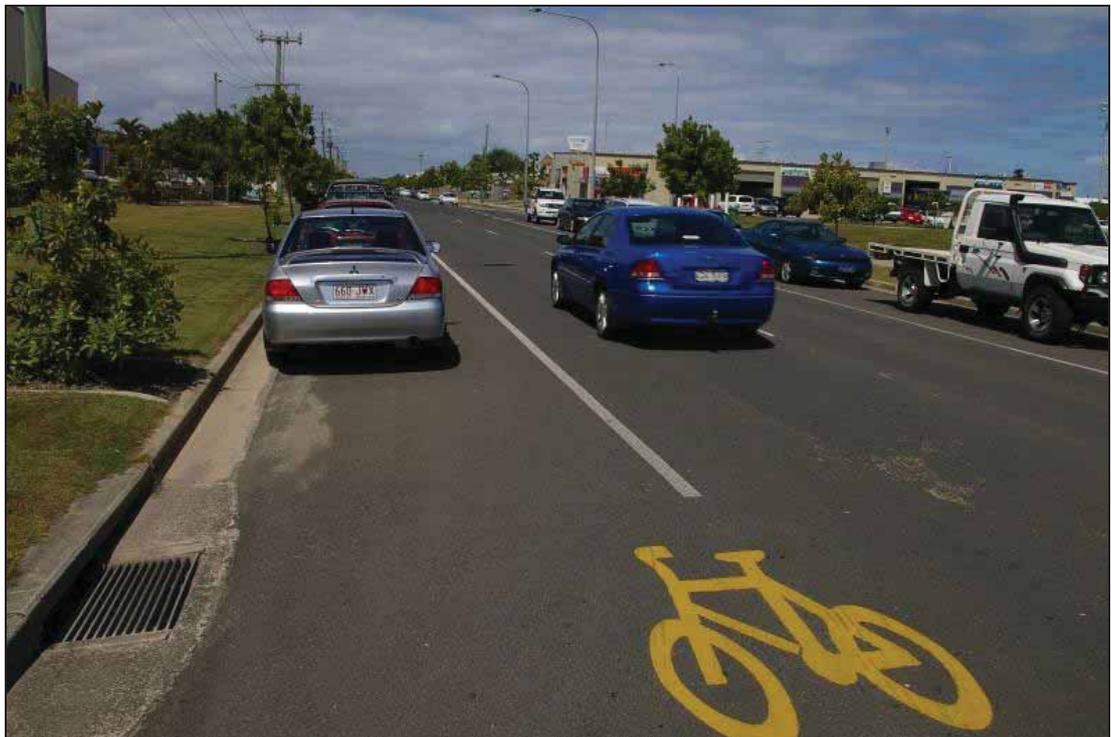
**Photo 7-3: Discontinuous pedestrian path, Kawana Way**



**Photo 7-4: Pinch point restricting cyclists using Lake Kawana Boulevard**

Main Drive is identified as a future Principal Route; however, it currently has an existing Bicycle Awareness Zone (Photo 7-5) as part of a shared parking lane.

The high traffic volumes along this road and the narrowness of the shared parking and bicycle lane make this facility unattractive for all except the most confident cyclists.



**Photo 7-5: Narrow parking and cycle lanes along Main Drive**

This part of the corridor would be an important access route to the Kawana Town Centre for commuter, school children and shoppers. It would also serve as an important link between the Principal Route along the Caloundra to Mooloolaba Road and the coastal corridors. Existing and planned pathways around the Kawana Lake and along Lake Kawana Boulevard would complement existing and proposed cycle facilities along this section.

### **Section 5 — Mooloolaba**

To ensure local values and visions are achieved along Brisbane Road/Walan Street, the Sunshine Coast Regional Council is leading the design and delivery of this section. Council's Mooloolaba Integrated Land Use and Transport Assessment Study is the current policy position for this section.

### **Section 6 — Alexandra Parade**

Alexandra Parade is identified as an existing Principal Route. There is no on-road cycle provision along Alexandra Parade. Although there is a parking lane along much of the section, it is too narrow to be safely used by cyclists. An existing coastal pathway runs along the west of the roadway.

The pathway is shared by cyclists and walkers but is relatively narrow (less than 3.5-metre wide) considering the high levels of recreational use. Over the Alexandra Headland (Buderim Avenue – Mayfield Street) a dual pathway is provided which improves the level service for pedestrians and cyclists.

This section of the corridor is used by bicycle commuters, tourists and recreational cyclists and walkers. The potential for conflicts between cyclists travelling at different speeds and conflicts with pedestrians is very high.

### **Section 7 — Maroochydore**

Aerodrome Road and Horton Parade are identified as existing Principal Routes but there is currently no specific provision for cyclists along this section. There are narrow shoulders, parking lanes and high traffic volumes along this section. This section of the corridor is used by bicycle commuters, tourists and recreational cyclists and walkers, and shoppers. The potential for conflicts between cyclists travelling at different speeds and conflicts with pedestrians is very high. Narrow footpaths and high levels of pedestrian activity accessing businesses makes off-road cycling slow and likely to cause conflict with pedestrians.

### **Other important corridors**

#### ***Sunshine Motorway — north of the Mooloolah River***

This section is identified as a future Principal Route and will provide a high-speed commuter cycle route to Maroochydore which avoids Mooloolaba and Alexandra Parade. There is currently no provision for cyclists in this section because it is classified as an urban motorway. It has wide shoulders and is currently used by sports cyclists as a training route. Planning for this road corridor is currently being undertaken by the Department of Transport and Main Roads and includes provision for cyclists within the corridor.

This proposed cycle route will decrease the extent to which Alexandra Parade and Brisbane Road will be used as a commuter cycling route and will be a continuation of the bicycle route along section three of the CoastConnect corridor. It will also reduce the levels of conflict between cyclists and pedestrians along sections five and six of the corridor.

**Nicklin Way — south of Buderim Street**

Southern Nicklin Way is identified as a future Principal Route. Currently there is no provision for cyclists on road, although the wide shoulder lanes can be used as a cycle lane. An off-road cycle and pedestrian path is provided to the east of Nicklin Way between Browning Boulevard and Caloundra Road.

This corridor provides a continuation of the bicycle route along section three of the CoastConnect corridor.

**Caloundra Road and Bowman Road**

Caloundra Road and Bowman Road are identified as a future Principal Route. Currently there is no continuous on-road provision for cyclists, although the shoulder can be used as a cycle lane and cycle lanes have recently been provided at the intersection with Bowman Road.

**7.3.2 Potential benefits, impacts and typical mitigation measures**

**Potential benefits**

**Proposed provision for pedestrians and cyclists**

Cycling infrastructure proposals planned as part of the CoastConnect project are discussed in Table 7-3 below.

**Table 7-3: Proposed provision for cyclists and pedestrians**

Section	Provision
Sections 1 and 2: Caloundra to Currimundi	Improved pedestrian connections to Bulcock Street from the new bus station at Cooma Terrace will integrate with future redevelopment. This will be achieved in partnership with the Sunshine Coast Regional Council and land owners. The continuity of existing on-road bicycle lanes along this section is not part of the CoastConnect project and will be delivered by the Sunshine Coast Regional Council. At the intersection of Buderim Street and Nicklin Way 1.5 m wide cycle lanes will be provided on the Buderim Street approach to the intersection.
Section 3: Nicklin Way	In the long term a pedestrian overpass of Nicklin Way is planned at the Currimundi Market Place bus stops. A pedestrian overpass of Nicklin Way will be provided as part of the Kawana Shoppingworld bus station. 1.8 m on-road kerbside bicycle lanes next to proposed bus lanes along Nicklin Way between Buderim Street and Mooloolah River. Where on-street parking is retained the cycle lane will be between the bus and parking lane with an additional 0.4 m buffer to parked cars. Where roadway width is constrained, cycle lanes may reduce to 1.5 m for a short distance.

Section	Provision
	<p>The corridor intersects with Principal Cycle Routes running east–west across the corridor at the following intersections:</p> <ul style="list-style-type: none"> <li>■ Erang Street</li> <li>■ Gannawarra Street</li> <li>■ Lake Kawana Boulevard</li> <li>■ Wurley Drive</li> <li>■ Main Drive/Wyanda Drive</li> <li>■ Kawana Island Boulevard/Palkana Drive</li> <li>■ Point Cartwright Drive.</li> </ul> <p>The Sunshine Coast Regional Council has identified the following intersections which form part of the local route network:</p> <ul style="list-style-type: none"> <li>■ Anuna Street</li> <li>■ Peregrine Drive/Regatta Boulevard</li> <li>■ Moondara Drive</li> <li>■ Meridan Street/Beach Drive</li> <li>■ Thunderbird Drive</li> <li>■ Minkara Street/Waterview Street</li> <li>■ Jessica Boulevard</li> <li>■ Churinga Street.</li> </ul> <p>The cycle lanes provided along Nicklin Way will need to integrate with cycle provision on these roads crossing the corridor. The future design of the intersections needs to adequately provide for cyclists turning right into, or out of, these cross roads. Such provision could include head-start and hook-turn bicycle storage areas to accommodate right-turning cyclists where appropriate. Due to the width of Nicklin Way and high traffic volumes and speeds, the appropriate design of these facilities would need further investigation to address safety concerns and limit impacts on the capacity of the intersections.</p>
Section 4: Kawana Town Centre	<p>Cyclists will be accommodated on 1.5 m on-road cycle lanes (where constrained 1.2 m width for short distance) along Lake Kawana Boulevard between Nicklin Way and Central Boulevard. Main Drive and Metier Linkway will have cycle lanes of between 1.2 m and 1.5 m wide. Further provision for cyclists along this section may be delivered as part of the further development of the Kawana Town Centre and the construction of the Multi-Modal Transport Corridor.</p>
Section 5: Brisbane Road, Mooloolaba	<p>To ensure local values and visions are achieved along Brisbane Road/Walan Street, the Sunshine Coast Regional Council is leading the design and delivery of this section. Council’s Mooloolaba Integrated Land Use and Transport Assessment Study is the current policy position for this section.</p>
Section 6: Alexandra Parade	<p>Improved pedestrian connections near the Alex Surf Club are planned including signalling the Mari Street intersection and relocating the existing signalised pedestrian crossing to be opposite the surf club.</p> <p>The existing shared coastal pathway on the eastern side of the corridor will be complemented with 1.5 m wide on-road cycle lanes along Mooloolaba Esplanade west of Venning Street and along Alexandra Parade. Where on-street parking is retained the cycle lane will be between the bus and parking lane with an additional 0.4 m buffer to parked cars. These will be delivered where the CoastConnect project moves kerb lines to accommodate bus priority at intersections.</p> <p>Some changes to the alignment of Alexandra Parade may be made in partnership with the Sunshine Coast Regional Council. At Boolarong Crescent, for example, there may be a realignment of Alexandra Parade away from the coastline which would provide space for cycle lanes, bus stops and wider pathways.</p>

Section	Provision
	<p>The existing pedestrian refuge close to Mayfield Street would be relocated closer to the intersection. An additional pedestrian refuge would be provided near Boolarong Crescent to provide access to improved bus stops at this location.</p> <p>The corridor intersects with the Principal Cycle Network at Buderim Avenue and a local cycle route at Okinja Road. Currently there is no provision for cyclists at either of these intersections. Future design of the intersections needs to adequately provide for cyclists turning right into, or out of, these roads. Such provision could include head-start or hook-turn bicycle storage areas to accommodate right turning cyclists where appropriate. Due to the width of Alexandra Drive at these intersections and high traffic volumes the appropriate design of these facilities would need further investigation to address safety concerns and limit impacts on the capacity of the intersections.</p>
<p>Section 7: Maroochydore</p>	<p>The CoastConnect project provides a new signalised pedestrian crossing between Fifth Avenue and Wrigley Street and new traffic signals and pedestrian crossing at Rose Street. The crossings provide safe access to adjacent bus stops and assist with permeability of the road corridor.</p> <p>A pedestrian overpass of Horton Parade at Maroochydore Station improves pedestrian access from the bus station to adjacent development.</p> <p>Cyclists will be accommodated on 1.5 m on-road cycle lanes on Aerodrome Road south of Sixth Avenue. Cycle links into the Maroochydore central business district will be along parallel routes to Aerodrome Road due to the high traffic volumes and limited roadway width. The parallel routes are Sixth Avenue and the Coastal Pathway, and Maroubra and Bungama Street. Cyclists will also be able to share the bus lane along Horton Parade.</p> <p>Future design of the intersection of Aerodrome Road and Sixth Avenue needs to adequately provide for cyclists turning right into Sixth Avenue. Such provision could use head-start or hook-turn bicycle storage areas. Due to the width of Aerodrome Road at the intersection, the network configuration and high traffic volumes the appropriate design of the right-turn facility for cyclists would need further investigation to address safety concerns and limit impacts on the capacity of the intersection.</p> <p>The future design phases of the project will incorporate adequate provision for cyclists crossing Aerodrome Road and Horton Parade, where appropriate.</p>
<p>Bus stations</p>	<p>Adequate and appropriate bicycle parking will be provided in close proximity to the bus stations at the bus stations of Caloundra, Kawana Town Centre, Kawana Shoppingworld and Maroochydore. The extent and type of parking and, where needed, end of trip facilities provided at these stations would need to be further investigated in subsequent design phases.</p>

The cycle lanes provided along the corridor would be integrated with cycle lanes provided on roads crossing the corridor. The design of these could use head-start and hook-turn bicycle storage areas to accommodate right turning cyclists where appropriate. Due to the width of the corridor and high traffic volumes and speeds the appropriate design of these facilities would need further investigation in future design phases of the project.

### **Encouraging cyclist and pedestrian activity**

CoastConnect would deliver, in partnership with local government and other state departments, a number of improvements to the bicycle network in the Caloundra to Maroochydore corridor. This would significantly improve the level of service from the current discontinuous or low standard of cycle provision along the corridor.

Bicycle parking provided at the major interchanges along the corridor would improve the potential for integration between cyclists and public transport. The type and location of bicycle storage at key stations would be investigated in future in liaison with the Sunshine Coast Regional Council and TransLink Transit Authority. The potential for conflict between pedestrians and cyclists accessing the stations needs to be considered in the design of the location of bicycle parking.

The CoastConnect project would replace pedestrian infrastructure along the corridor to the same standard or (in conjunction with other stakeholders) a better standard than currently provided. The project would therefore not decrease the level of service for pedestrians along the corridor.

Pedestrian access to stations and across the corridor would be significantly improved by the pedestrian overpasses which would be provided at major stations along the corridor and the proposed new signalised crossings.

The relocation of bus stops to better integrate with existing or planned protected crossing points would also significantly improve pedestrian access and improve road safety for bus users.

### **Potential impacts and typical mitigation measures**

The widening of certain sections of the road along the corridor and the implementation of two-stage crossings would reduce the level of service at some pedestrian crossings. This impact should be minimised by providing adequate space for pedestrians and a high standard of facility to improve pedestrian amenity. The traffic signal timing should minimise waiting times for pedestrians between the two crossing stages.

Nicklin Way currently has a discontinuous wide shoulder lane which is used by cyclists. The CoastConnect project would replace this with a bicycle lane adjacent to a bus lane. Although this would benefit cyclists by providing continuity there would be a reduction in the width of lane used by cyclists. The adjacent bus lane may be used by some cyclists as an extension of the cycle lane which could impact on buses. Discussions with sports cycling groups and appropriate education and enforcement would be useful to ensure safe and appropriate use of the corridor by cyclists.

During construction, pathways may be obstructed and bicycle routes could be blocked. The traffic management plan for the construction of the CoastConnect corridor must include measures to ensure the continuity of pedestrian and cycle routes along (or parallel to) and across the corridor, and to and from bus stops. The public would need to be made aware of deviations to pedestrian and cycle routes through the distribution of information prior to construction starting and the maintenance of appropriate signage during construction.

## 7.4 Future investigations

User groups should be consulted as part of further design of the corridor and the development of construction management plans. Through this consultation, issues such as suitable redirection of bicycle traffic would be addressed and the appropriate groups would be informed prior to construction.

Surveys may be required in future impact management planning phases to quantify the extent of walking and cycling as a mode of accessing stations. This would identify the volumes and paths of access taken by cyclists and pedestrians and the extent and type of cycle parking and end-of-trip facilities required at stations. In addition, surveys would verify the desktop assessment and help identify any new opportunities or constraints closer to the time of construction.

The ongoing planning of the Mooloolaba River Interchange (MRI) upgrade will impact on the proposed provision for cyclists between Nicklin Way and Brisbane Road. Subsequent design of the CoastConnect corridor would need to revisit the provision for pedestrians and cyclists based on the final design for the MRI upgrade.

Consultation will continue between the Department of Transport and Main Roads and the Sunshine Coast Regional Council on the provision of pedestrian and cycle infrastructure in the future. The department recognises the role the council will play in providing or enhancing connecting pathways in partnership with this project.

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