

# Principal Cycle Network Plan

## Downs South West





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# 1 Introduction

The Downs South West Principal Cycle Network Plan (DSWPCNP 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.

As shown in Figure 1, the plan covers the local government areas of Goondiwindi, Maranoa, Southern Downs, Toowoomba, Lockyer Valley, and Western Downs.

## 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 DSWPCNP identifies routes primarily for cyclists within urban areas, with a particular focus on the 5 km radius around trip destinations. Most of the urban areas in the Downs South West region are within a 5 km radius of a town centre. At these distances, cycling becomes a viable mode of transport 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.

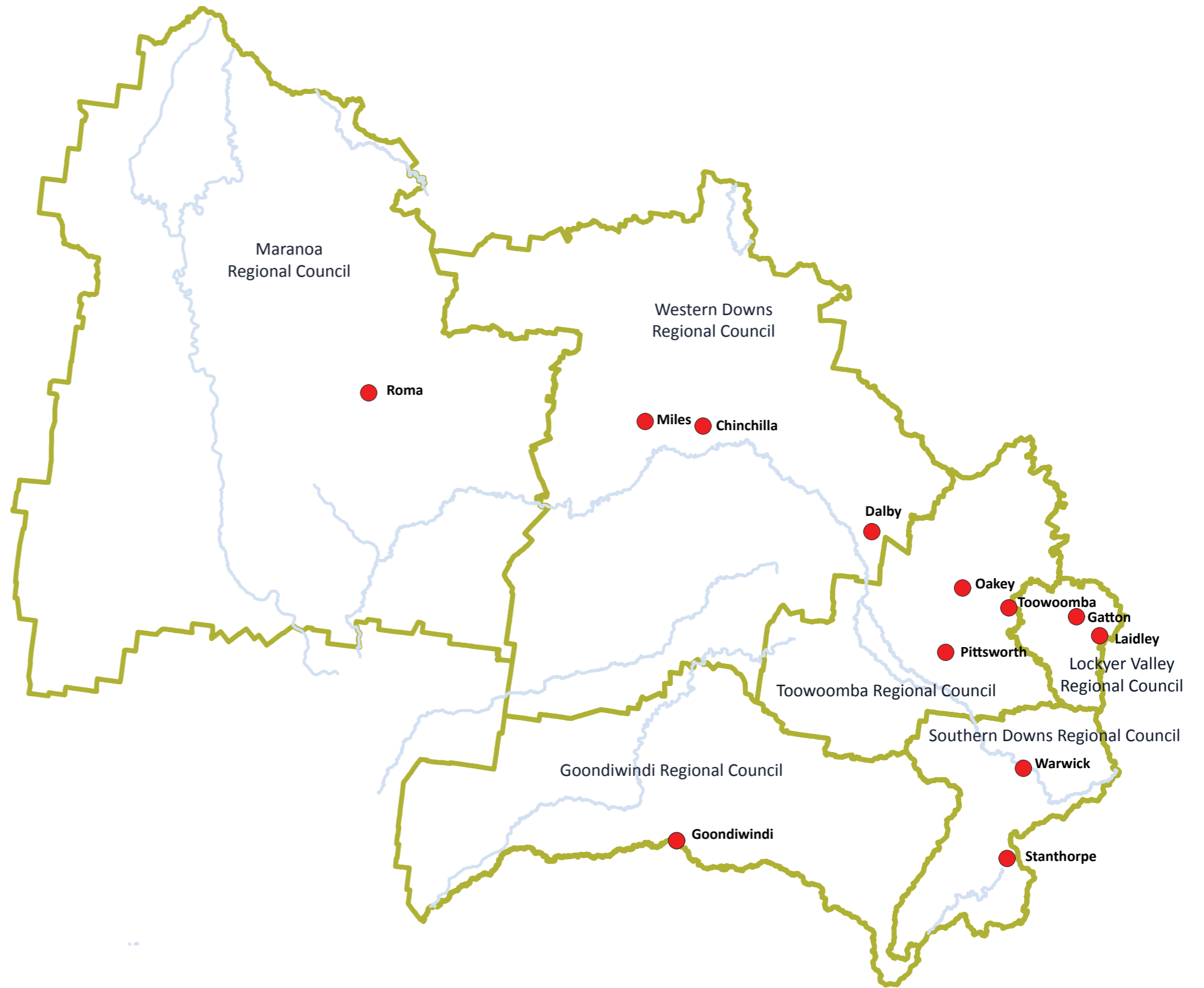


Figure 1. Local governments covered by the Downs South West Principal Cycle Network Plan.



## 2.2 Types of routes

The DSWPCNP 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 hinterland locations. The plan contains the Granite Belt Bike Trail, which extends south of Stanthorpe, and the Brisbane Valley Rail Trail, which ends in Yarraman, north of Toowoomba.

## 2.3 What is the purpose of the plan?

The purpose of the DSWPCNP 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 routes 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 regional councils 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 identified?

## 3.1 Planning principles

The development of the DSWPCNP 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, aiming for a network density of approximately 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 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 development of the DSWPCNP was informed by workshops and consultation with stakeholders, including local and state government agencies, local cyclists and bicycle interest groups.

During workshops, stakeholders identified major trip attractors, and identified preference lines connecting these origins and destinations, often using the shortest most direct route or 'as the crow flies'.

The placement of the preferred routes considered hazards, constraints, land tenure and topography. Other factors guiding the placement included the five planning principles, existing cycle planning and local knowledge of current and desired cycle routes.

After stakeholder workshops, Transport and Main Roads' officers analysed and refined the draft principal cycle network using the planning principles along with knowledge of the existing physical conditions of routes.

# 4 Implementation

The DSWPCNP 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 the department 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 DSWPCNP 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 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 DSWPCNP 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, 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 the department's 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 2, the DSWPCNP 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 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.

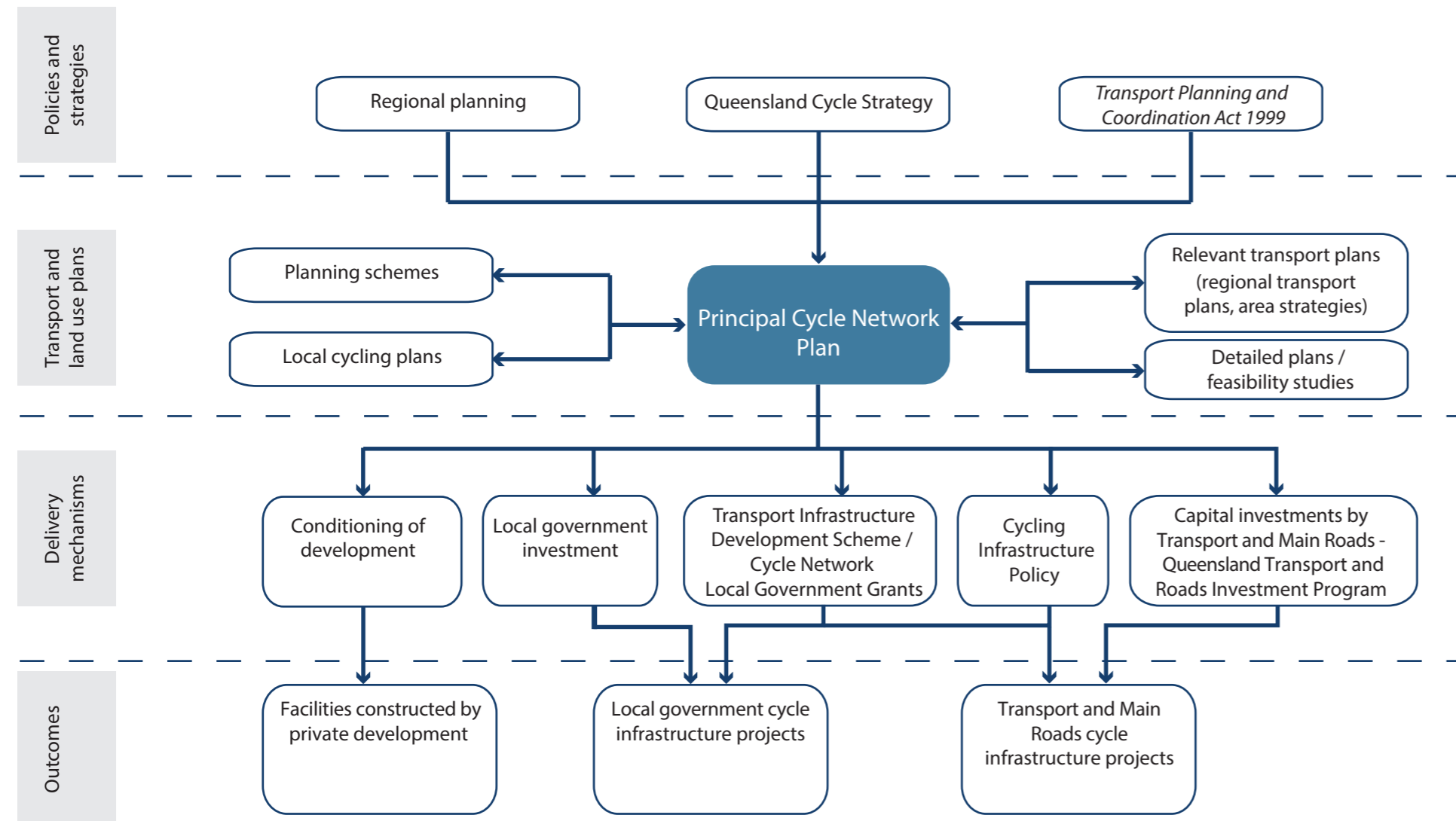


Figure 2. Policies and strategies influencing the principal cycle network.



## 5 Network maps

This section presents the principal cycle network maps by local government area, as shown in Figure 3. Some tourism routes may only appear in part on the sub-regional maps. This section also contains an analysis of routes, with an explanation of the rationale for most routes in each local government area.

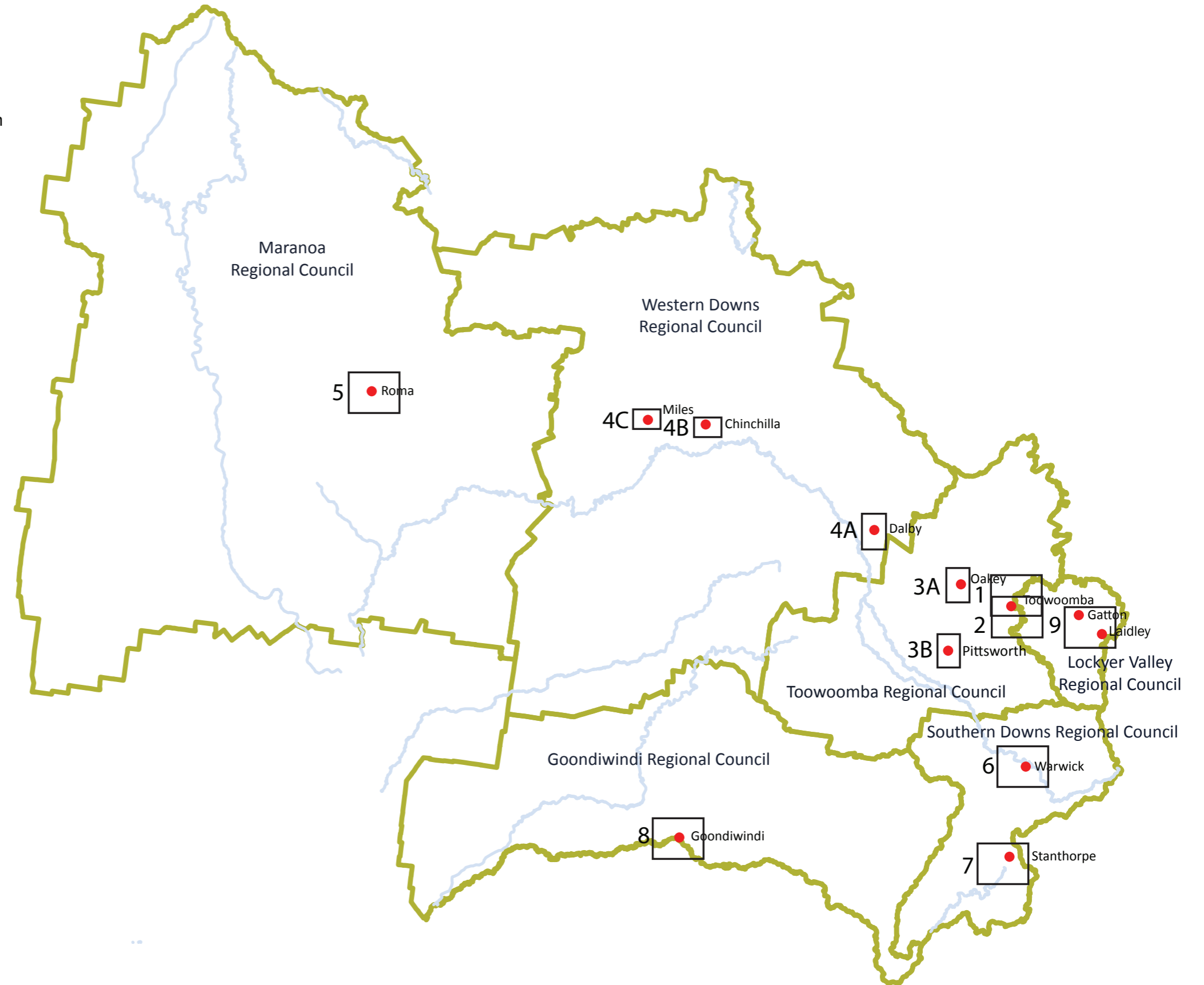


Figure 3. Index of principal cycle network maps.






## Map 1

### Downs South West 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.

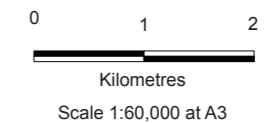
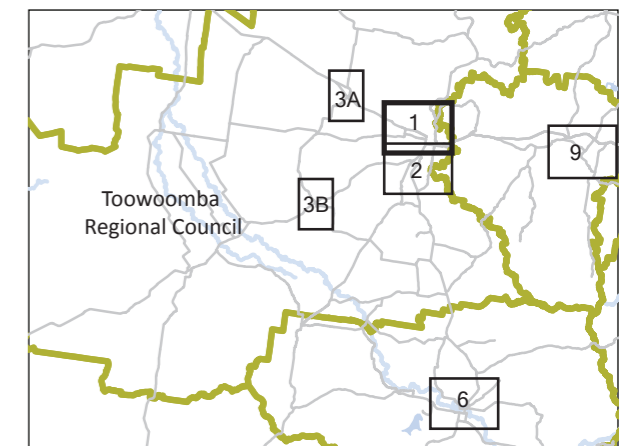
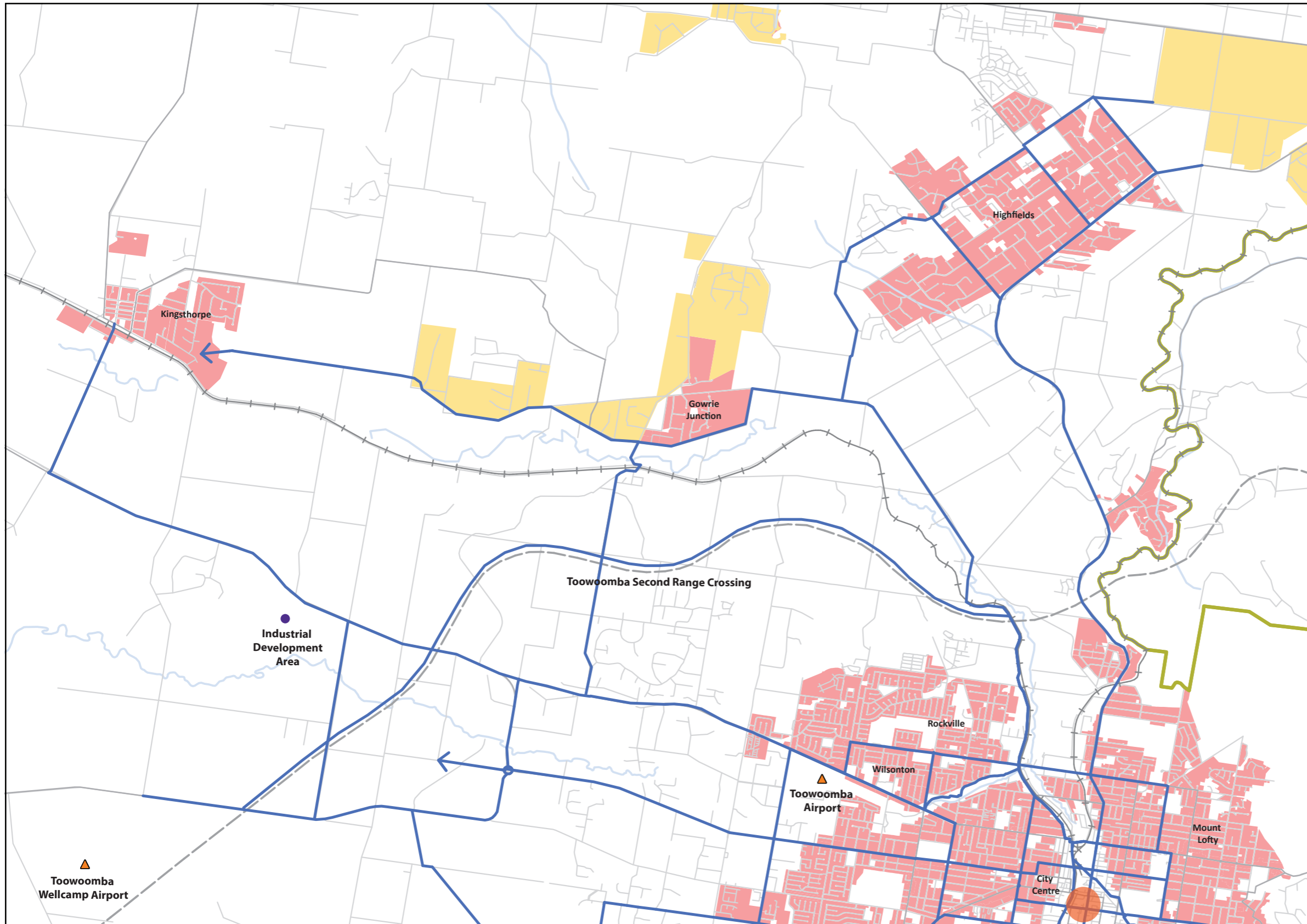
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#### LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

#### Map Items

-  Toowoomba Second Range Crossing
-  Major Road
-  Railway Line
-  Airport
-  Economic Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area








## Map 2

### Downs South West Principal Cycle Network











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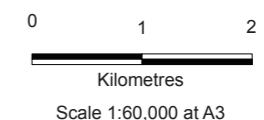
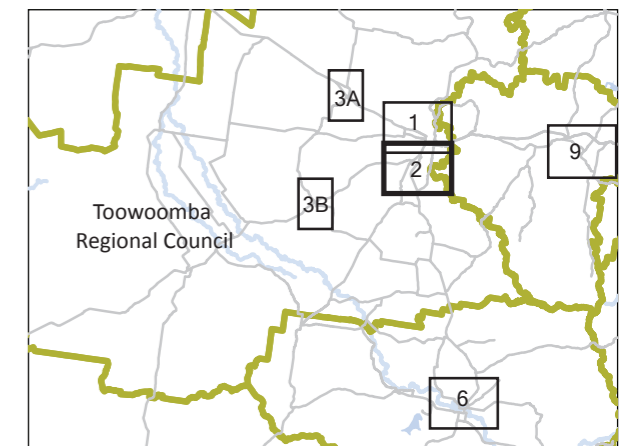
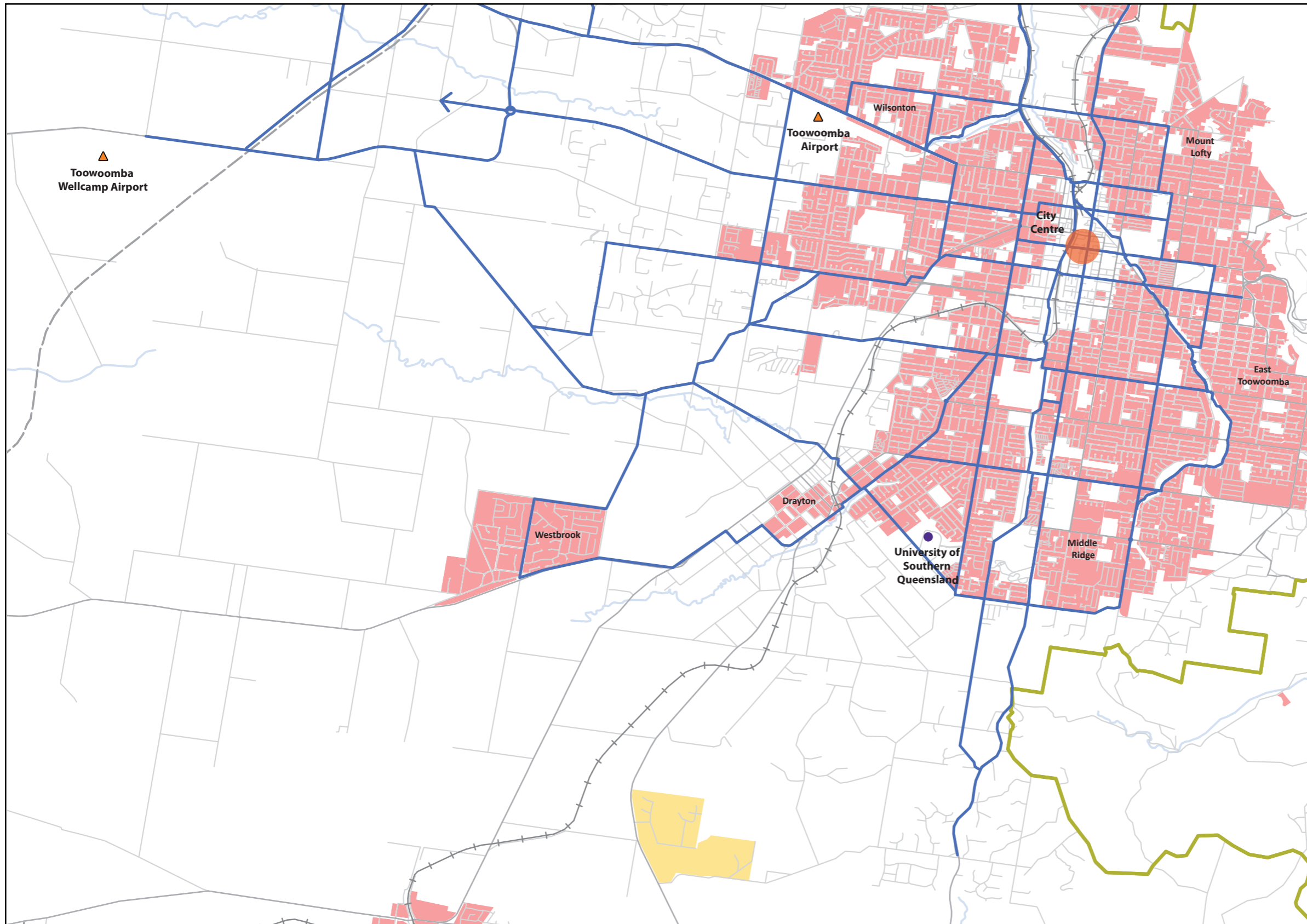
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# Toowoomba Regional Council analysis of routes

## Maps 1 and 2 – Toowoomba

Maps 1 and 2 reflect an update of the principal cycle network included in the 2007 South East Queensland Principal Cycle Network Plan (SEQPCNP). Due to changes to the department's regional boundaries, Toowoomba is now included in the Downs South West region. The 2007 SEQPCNP has assisted in the delivery of cycle infrastructure by state and local governments. Between 2008-09 and 2014-15, the Queensland Government committed \$2.18m for the planning, design and delivery of principal cycle network infrastructure in Toowoomba through the Cycling Infrastructure Program.

The update of the existing principal cycle network was informed by workshops and consultation with Toowoomba Regional Council officers and the council's Regional Active and Public Transport Advisory Committee. The updated network responds to changing demand, current planning and emerging opportunities.

This aimed to ensure that the principal cycle network reflected routes that are strategically feasible for further investigation and future delivery. The outcome is the addition of a significant number of routes, resulting in a finer grained principal cycle network that adds valuable key arterial routes across Toowoomba.

Toowoomba is the largest city in the Downs South West region and is well known for its parks, gardens, and many creeks. Once a centre for agriculture, the city is now the administrative and commercial centre for the Darling Downs.

Since 2007, Toowoomba has experienced significant growth, including industrial and residential developments in areas away from the city such as Highfields, Gowrie Junction, Wellcamp, Westbrook and Hodgson Vale. The principal cycle network is largely based on Toowoomba's grid-like street network, with paths also following East Creek and West Creek, providing access to major attractors, such as sporting fields, schools, TAFE, university, hospitals, government offices, retail, and industrial areas.

Principal cycle routes have been identified on Bridge Street, which forms part of the Warrego Highway, and on Ruthven Street, which forms part of the New England Highway. Although these roads carry significant numbers of heavy vehicles, they have been identified as principal cycle network routes because they represent important cycling desire lines. Further planning and design will consider the feasibility of cycling within the corridors and appropriate standard 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 in the vicinity. If an alternate alignment is identified on a local road, the local government will be consulted.



A principal cycle route has been identified along Ruthven Street in the north of the city, to provide access to local schools including Downlands College, Harlaxton State School, St Saviour's Primary School, sporting fields and residential areas.

This route extends north along the New England Highway to residential areas in Highfields and Meringandan, which are expected to grow significantly. A similar principal cycle route has also been identified along Old Goombungee Road to Gowrie Junction and Kingsthorpe. This route was preferred to one along Hermitage Road and Ganzer Road, which is likely to be affected by the route of the Toowoomba Second Range Crossing (TSRC). Many residents in these areas commute to Toowoomba, and these routes will support cycling as a viable everyday form of transport for both local and longer trips.

A principal cycle route has also been identified on North Street connecting both campuses of Toowoomba State High School, Sacred Heart Primary School and St Andrews Hospital. Principal routes have also been identified nearby along Black Gully and Mort Street to provide access to the north-west suburbs.

A principal cycle route has been identified on Ruthven Street through

the city to provide access to the central business area, local schools, parks and retail centres. This route extends to the south along the New England Highway to Hodgson Vale and Top Camp to serve the expanding population in this area. A parallel principal cycle route has been identified along Kearney Street which will also serve this growth area.

Principal cycle routes have been identified along the East Creek and West Creek corridors, which provide access to many parks, including the Murray Clewett Environmental Wetlands, the Bicentennial Waterbird Habitat, Freyling Park, and Nell E Robinson Park. These routes serve both commuter and recreational functions for people living in the south of Toowoomba.

A principal cycle route has been identified on east and west Campbell Street to strengthen network connectivity through north Toowoomba and to provide a connection to creek corridors and the Ruthven Street commercial precinct.

In the eastern part of Toowoomba principal cycle routes are identified on Bridge Street, Mackenzie Street, Margaret Street, South Street, Stenner Street and Nelson Street. These are linked by routes identified



# Toowoomba Regional Council analysis of routes

on Stuart Street, connecting to Toowoomba State High School (Mt Lofty Campus), Lindsay Street (East State School, TAFE Queensland South West), Margaret Street and Cohoe Street (St Vincent's Hospital and Toowoomba Grammar School), Ramsay Street (Centenary Heights State High School), and East Creek. These routes provide valuable access to educational facilities and for residential areas in east Toowoomba.

Herries Street has been identified as a principal cycle route to achieve the desired network density in this inner city area.

In western Toowoomba, principal cycle routes have been identified that connect the University of Southern Queensland, Toowoomba Base Hospital, residential areas, and employment areas including Clifford Gardens Shopping Centre and Wilsonton Shopping Centre.

Routes are also identified to provide access to Toowoomba Airport and future industrial and residential expansion areas including Wellcamp, Westbrook, Wilsonton Heights, Cotswold Hills and Torrington. These routes are in line with the vision proposed in the *Toowoomba Region Sustainable Transport Strategy*, prepared by Toowoomba Regional Council and the Department of Transport and Main Roads.

A principal cycle route has been identified on West Street to provide connections to the University of Southern Queensland, Toowoomba Base Hospital, St Mary's College, St Ursula's College, and Holy Name Primary School. The route is also in close proximity to a number of schools, the city centre and important local retail areas.

A principal cycle route has been identified on Drayton Road to Westbrook to provide connections for residents in the area and to employment in the nearby industrial area.

A tourism route has been identified along the Brisbane Valley Rail Trail that ends at Yarraman, about 80 km north of Toowoomba. Although not shown on the network maps, it is important to note the presence and classification of this trail as an important regional tourism route.

## **Opportunities and constraints**

The moderate rise in grade to the west and east present some challenges to cycling but the rest of the city has many flat and pleasant routes to ride. The railway, which runs from the north to the south, does not present a substantial physical barrier to cycling as there are a number of at- and below-grade crossings. Similarly, there are sufficient regular crossings of East Creek and West Creek that these do not present physical barriers. It is important, however, to maintain safe and appropriate crossings of both the creeks and railway.






## Maps 3A and 3B

### Downs South West Principal Cycle Network




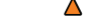






The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

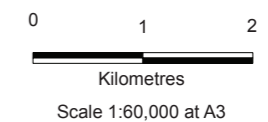
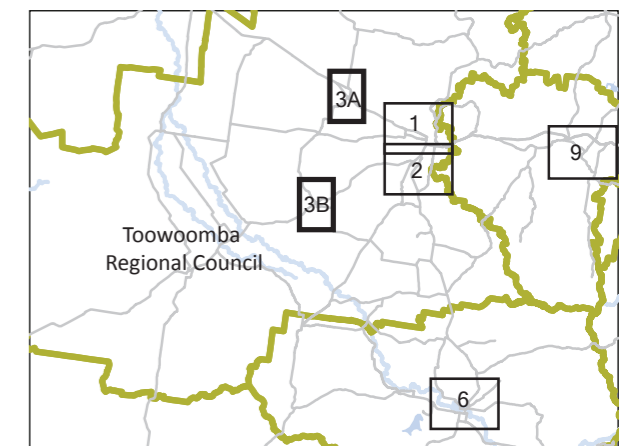
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#### LEGEND

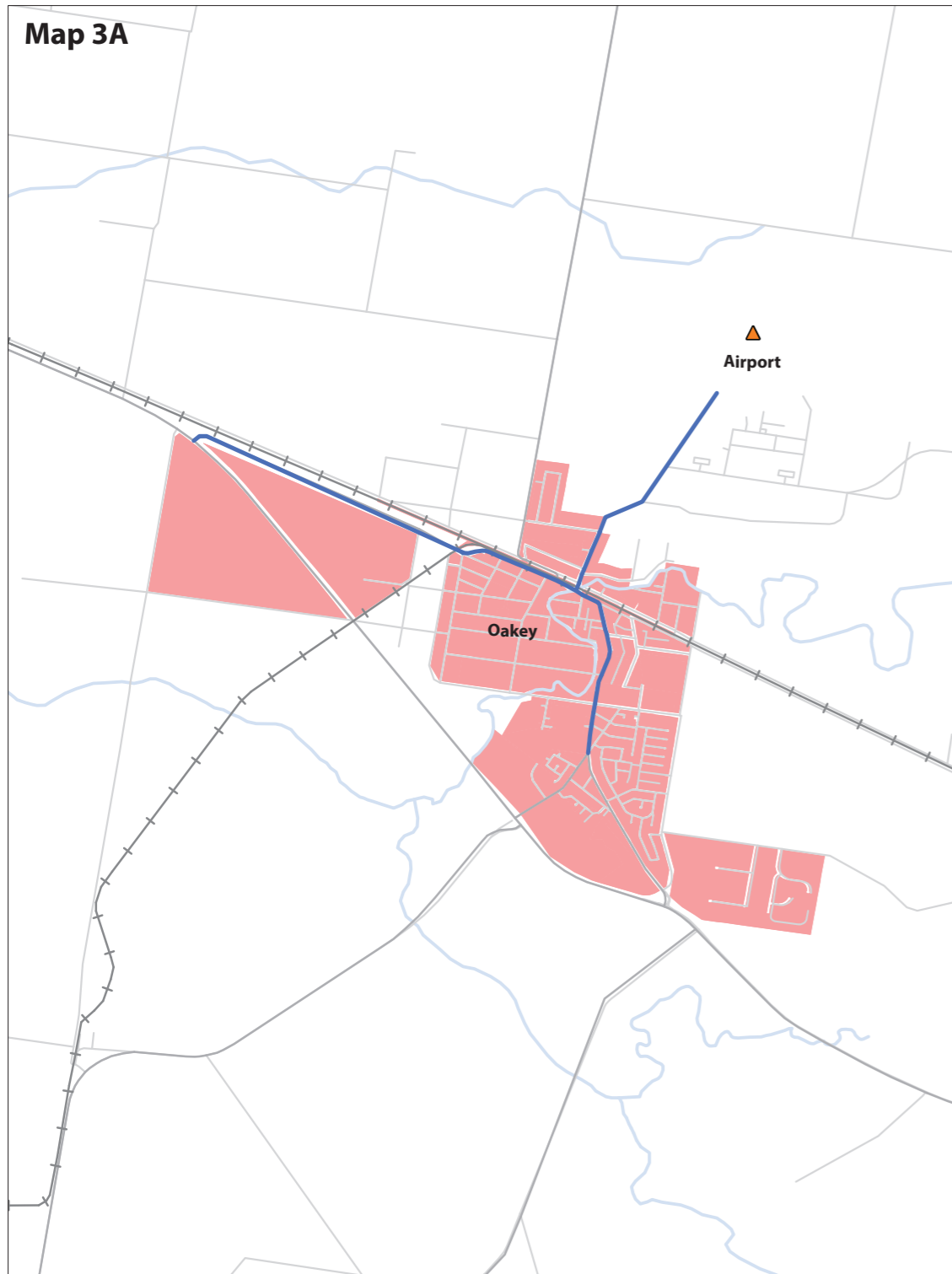
-  Principal Route
-  Future Principal Route
-  Tourism Route

#### Map Items

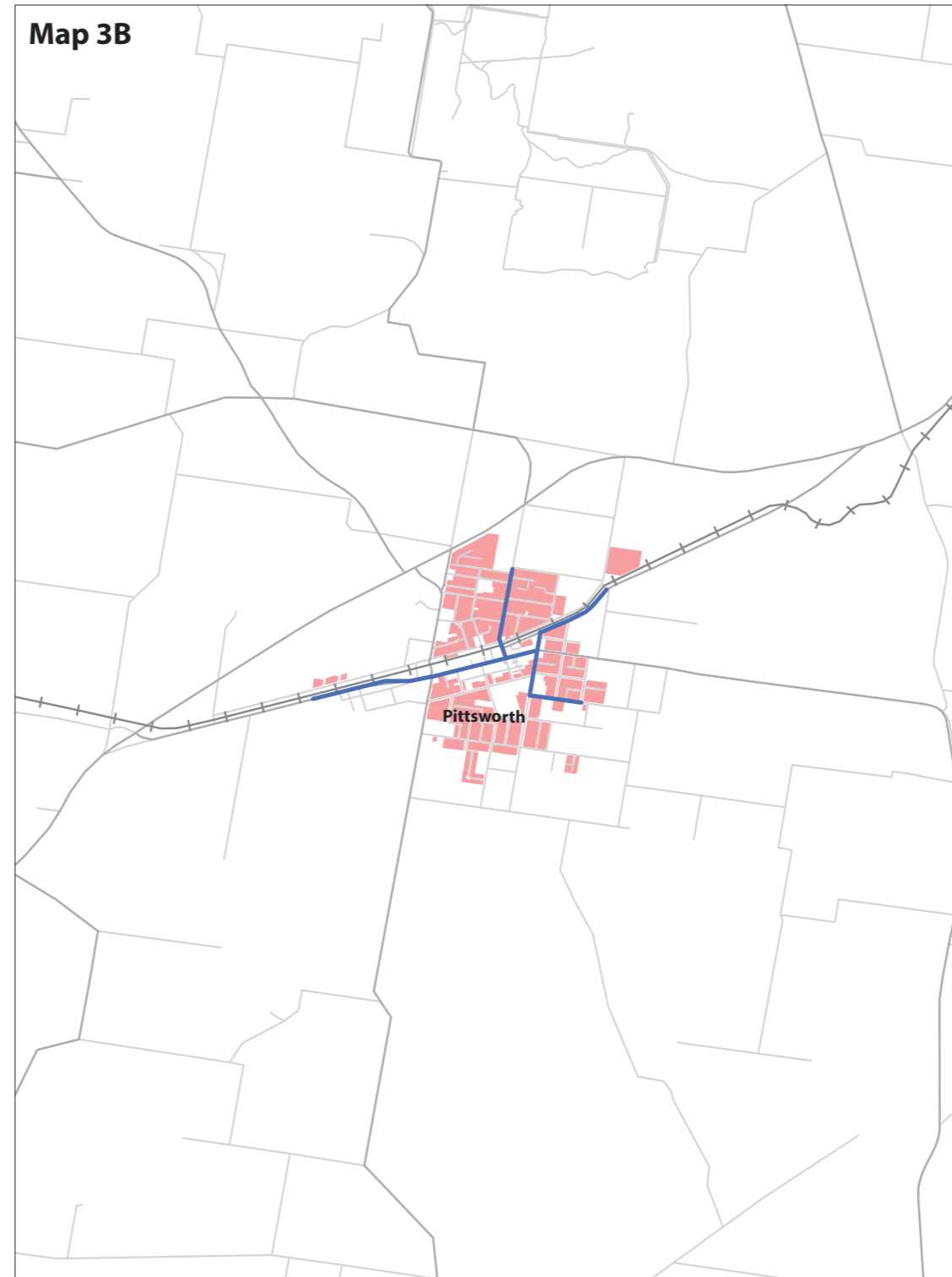
-  Toowoomba Second Range Crossing
-  Major Road
-  Railway Line
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-  Economic Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



Map 3A



Map 3B





# Toowoomba Regional Council analysis of routes

## Map 3A – Oakey

Oakey is a regional town located approximately 30 km west of Toowoomba. The town is bisected north to south by Oakey Creek and east to west by a railway line, and is bypassed to the south by the Warrego Highway.

Oakey has been included in the DSWPCNP based on expected population growth of up to 5,000 by 2031 and the number of trip attractors, including the meatworks and Army Aviation Centre. Oakey's principal cycle network is based on two central routes, providing a north-south and east-west coverage of the town.

A principal cycle route has been identified on Campbell Street to provide access to residential areas in the east and west of Oakey, and to Oakey State School, St Monica's Catholic Primary School and Oakey State High School. This route runs through the heart of Oakey's central business district and extends to the north, crossing the railway line and Oakey Creek at Bridge Street, and continues along Beale Street to provide access to Oakey Hospital in the north.

A principal cycle route has been identified along Bridge Street to west Oakey to provide access to employment and retail opportunities in the west of Oakey.

### Opportunities and constraints

Oakey's size, flatness and wide streets make it ideal for cycling. The cycle network is constrained by Oakey Creek and the railway line that bisect the town north to south and east to west respectively. Only a few opportunities currently exist to cross these barriers.

## Map 3B – Pittsworth

Pittsworth is a regional town located approximately 40 km south-west of Toowoomba and is intersected by a railway line and bypassed to the north by the Gore Highway.

Pittsworth has been included in the principal cycle network based on expected population growth of up to 3,000 by 2031 and the number of trip attractors. The principal cycle network in Pittsworth is one of simplicity and convenience, connecting the town centre, sporting fields, employment and local schools.

A principal cycle route is identified on Short Street to provide a connection for residents from north Pittsworth across the railway line to the central businesses area. Principal routes have also been identified on Murray Street and Weale Street to provide links to the District Hospital, Pittsworth State School and St Stephen's Catholic Primary School.

A principal cycle route is identified on Railway Street to connect to Pittsworth State High School and the Pittsworth showgrounds. A principal cycle route is also identified on Yandilla Street to provide a connection through Pittsworth's town centre and to the west of town.

### Opportunities and constraints

Pittsworth's size and flatness make it ideal for cycling. The network is constrained by the railway that bisects the town east to west. It does not present a significant barrier as there are three separate crossings within 1.5 km. It is important, however, to maintain safe facilities to cross this.






## Maps 4A, 4B & 4C

### Downs South West 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.

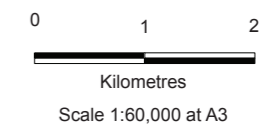
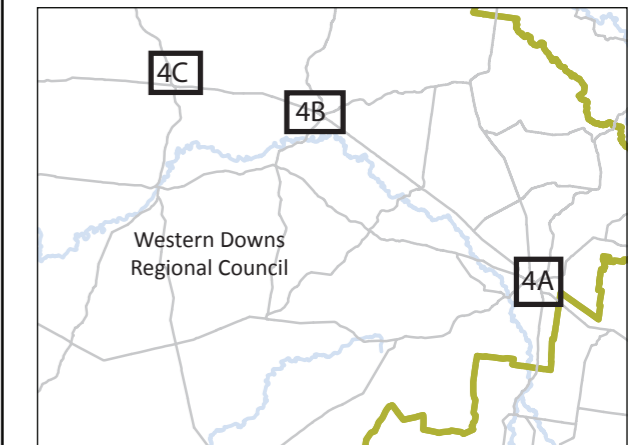
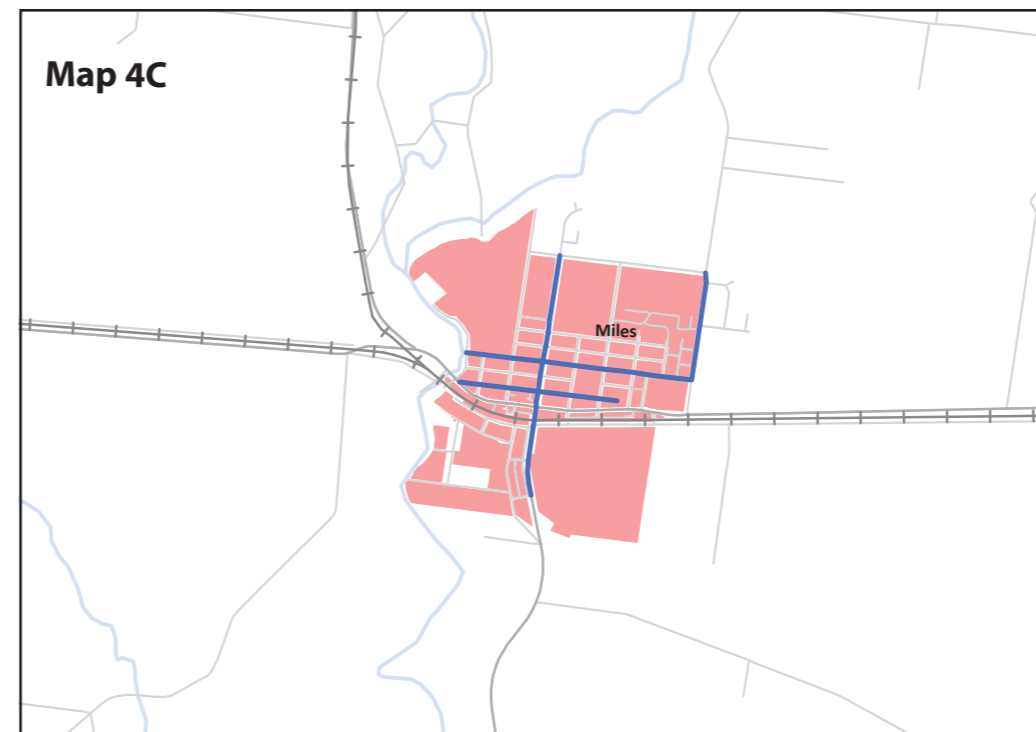
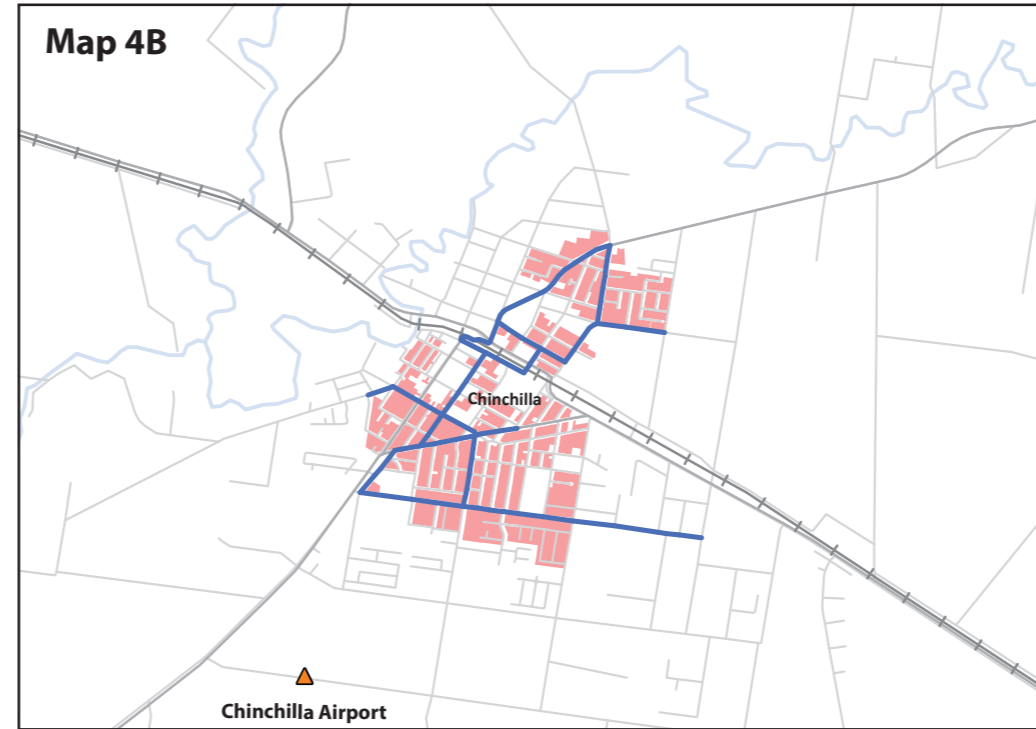
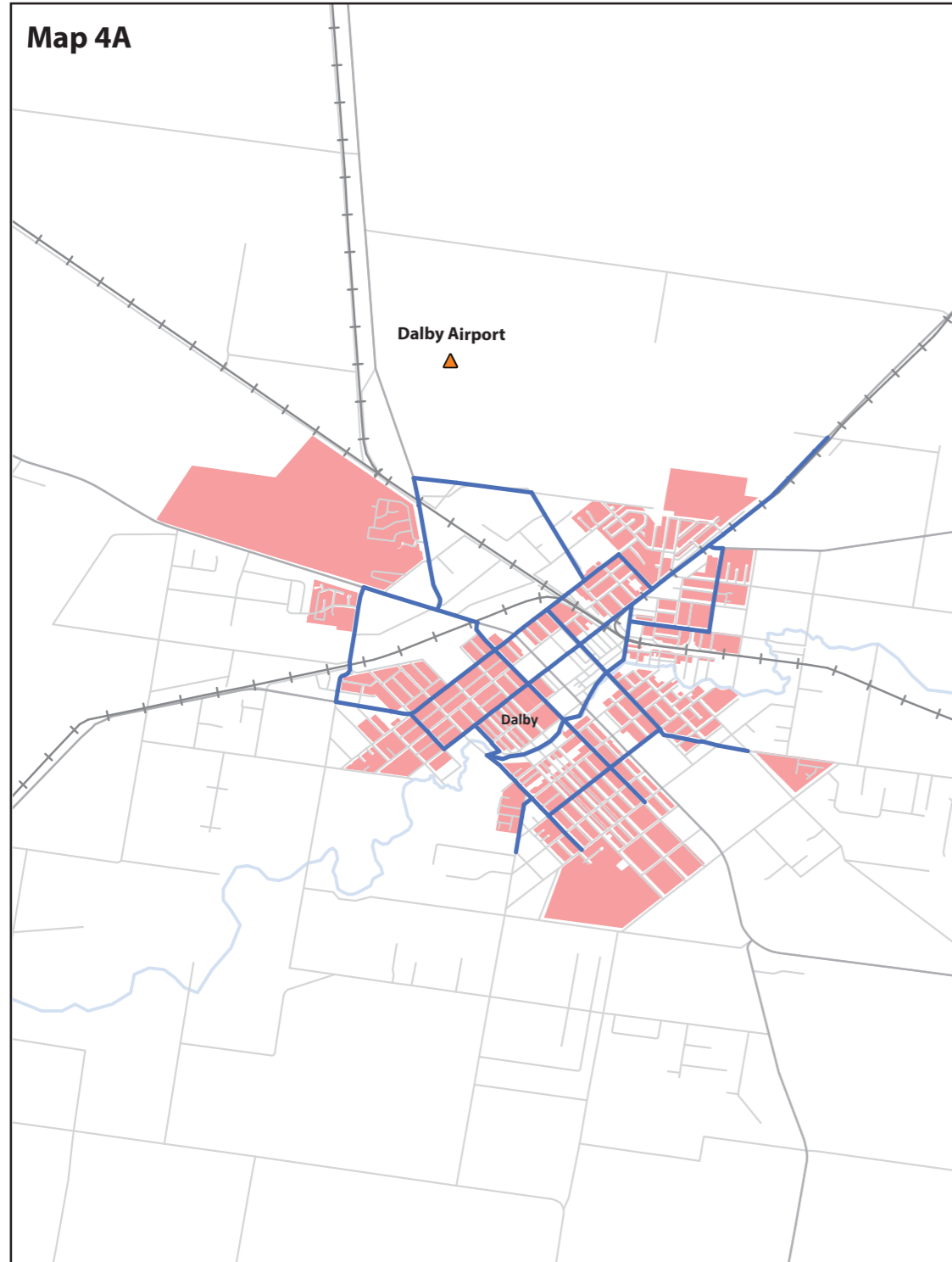
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#### LEGEND

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-  Tourism Route

#### Map Items

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# Western Downs Regional Council analysis of routes

## Map 4A – Dalby

Dalby has a rich agricultural, rural industry, manufacturing, and mining heritage. The town's grid-like street network is conducive to a principal cycle network being applied evenly throughout the town.

Principal cycle routes are identified on Patrick Street and Bunya Street to provide connections through the town centre. Routes identified on Bunya Highway, Dalby-Jandowae Road, Knight Street, and Cooper Street provide access to residential and employment areas in the north, and to the Dalby Citizens Youth Club and Our Lady of the Southern Cross College.

A principal cycle route is identified on Eileen Street and Marble Street to provide a connection south from Bunya Highway, through the town centre, to the overpass at Myall Creek. Routes identified on Myall Creek, Condamine Street, and Moreton Street serve residential and employment areas in the south. A route extending from Moreton Street on Branch Creek Road provides a connection further south.

Principal cycle routes are identified on Alice Street and Mary Street to provide connections to the Arthur Adams Sporting Complex and residential areas in the northeast. Routes identified on Orpen Street and Blaxland Road provide connections to the sporting grounds, recreation reserve, and residential areas in the east.

A principal cycle route is identified on Nicholson Street to provide access to the Showground and residential and employment areas in the west. Routes identified on Black Street and Dixon Street provide a connection from Drayton Street to Nicholson Street. A route identified on Horace Street provides a link from Nicholson Street to Bunya Highway.

Due to proximity to other principal cycle routes and or quality of connections able to be provided, Owen Street, Arthur Street, Edward Street, and Cunningham Street were not included in the principal cycle network. Due to low density of development, Wyley Street was also not included, but may be considered in a future revision of the DSWPCNP.

### Opportunities and constraints

Dalby is a flat and self-contained town that has a grid-like street network, characteristics that support cycling. The cycle network is constrained by three railway lines and three high-volume highways (Warrego, Bunya, and Moonie) that traverse the town and present physical barriers, highlighting the need for careful consideration of safe crossings.

## Map 4B – Chinchilla

Chinchilla is renowned for its agriculture and recently experienced significant growth and development. The town's principal cycle network

is one of simplicity and convenience, connecting the town centre, sporting fields, employment. and local schools.

A principal cycle route is identified on Wondai Road and Park Street to provide an important link to the town's recreation and sports facilities including the cricket and football grounds. Routes identified on Wambo Street and Oak Street provide access to the Health Services and Chinchilla Christian School in the north. These routes are linked by a route identified on Boyd Street that connects to the railway line crossing at King Street.

A principal cycle route is identified on Colamba Street to connect north and south Chinchilla and to provide access to St Joseph's College and Chinchilla Primary School.

A principal cycle route is identified on Zeller Street to serve residential camps and industrial employment in the south. Routes identified on Windmill Road and Tara Road provide links to new residential estates to the south and to Chinchilla State High School, the Southern Queensland Institute of TAFE, and the Showgrounds.

A principal cycle route is identified on Glasson Street to provide an important link between east and west Chinchilla. Routes identified on Hypatia Street and Gormley Street serve residential and employment areas in the west.

### Opportunities and constraints

Chinchilla is flat and has a compact urban form, characteristics that support cycling. The cycle network is constrained by the railway line and Warrego Highway that traverse the town in parallel and present physical barriers. It is important to identify safe and easy ways to cross these facilities.

## Map 4C – Miles

A centre for agriculture, Miles is self-contained and has a mix of sporting facilities, schools, parklands, and residential and industrial estates. The Warrego Highway and the Leichhardt Highway traverse the town. The principal cycle network provides two north to south and two east to west spines from which local trips can occur.

A principal cycle route is identified on Dawson Street to provide a north to south spine and to provide a connection to Pines Estate and the Leichhardt Highway where the adjacent industrial estate provides the town's major employment generator. A second north to south spine identified on Racecourse Road serves emerging growth areas.

A principal cycle route is identified on Edith Street to provide an east to west spine through the middle of town, connecting Centenary Park,

Dogwood Creek, Miles High School, Miles Primary School, and the football oval and local swimming pool. A second east to west spine identified on Marian Street provides a connection through the central business area to recreation facilities and the Historical Village and Museum.

Due to low density of development, routes on Pine Street, Eleanor Street, Colamba Street, Hockswood Road, and the Dogwood Creek Circuit were not been included in the principal cycle network, but may be considered in a future update of the DSWPCNP.

### Opportunities and constraints

Miles has a grid street pattern and a simple cycle network can connect the residential areas to the town's attractors with short trips. The town's wide roads can easily accommodate future on-road cycle facilities. The most significant constraint in Miles is the Warrego Highway, which carries a large number of heavy vehicles, highlighting the need to carefully consider the safest and most appropriate ways to provide cycle facilities.






## Map 5

### Downs South West Principal Cycle Network








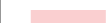


The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

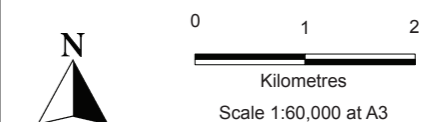
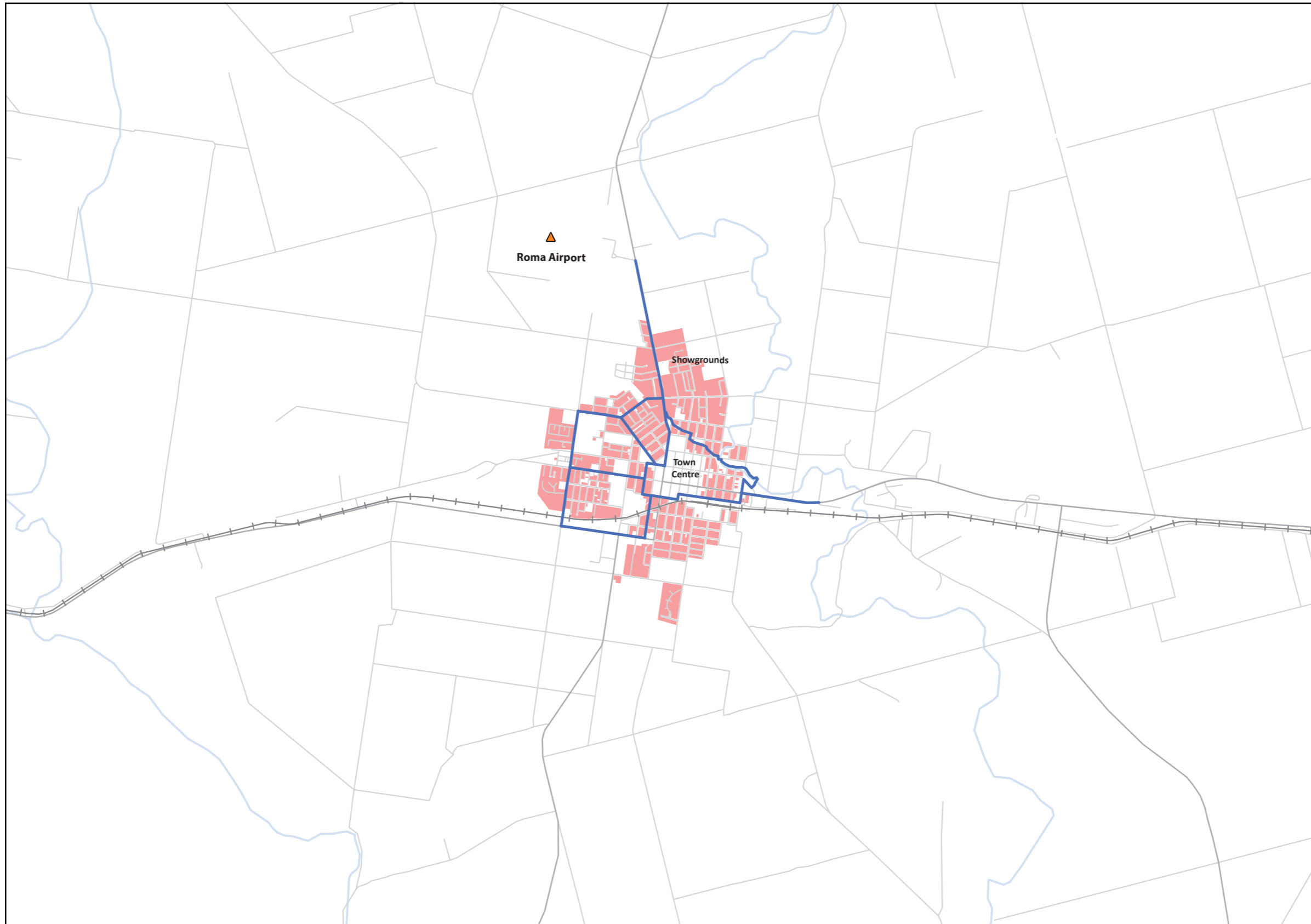
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#### LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

#### Map Items

-  Toowoomba Second Range Crossing
-  Major Road
-  Railway Line
-  Airport
-  Economic Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



# Maranoa Regional Regional Council analysis of routes

## Map 5 – Roma

Roma is the primary service centre within the Maranoa region, with a range of retail and professional businesses serving the broader regional community. Agriculture is the economic driver of the town and it has the largest cattle selling centre in the southern hemisphere. Roma is also well known for its natural gas assets and recent increases in demand have seen industrial development grow throughout the region. The principal cycle network in Roma is largely based on a simple north to south and east to west network, connecting the major destinations within the town and resulting in a simplified and structured layout.

A principal cycle route has been identified on Quintin Street and the Carnarvon Highway from McDowell Street to the north to link to the showgrounds, the airport, and other employment in north Roma. Although this road carries significant numbers of heavy vehicles, it has been identified as a principal cycle network route because it represents an important cycling desire line. Further planning and design will consider the feasibility of cycling within the corridor and appropriate standard 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. If an alternate alignment is identified on a local road, the local government will be consulted.

Principal cycle routes have been identified on Miscamble Street and Queen Street to provide access to Roma State College, St John's Catholic School, and residential areas in north-west Roma.

A principal cycle route has been identified on the Warrego Highway from Tiffin Street to the east which serves hotels and sporting facilities in the east of town. A principal cycle route is also identified on the Adungadoo Pathway connecting to Tiffin Street, providing a useful link between the north and the east of Roma, passing near the sporting facilities and the central business area.

To avoid the heavy traffic along Bowen Street to the city centre, Station Street and Mayne Street have been identified as principal cycle routes to facilitate the connection to the residential and industrial areas to the south. Principal routes have also been identified on Feather Street and Spencer Street as an alternative to Quintin Street through the city centre to provide access to residential and industrial areas in south Roma from the north.

A principal cycle route has been identified on Bowen Street to the west of town which provides access to the Roma Hospital, St John's Catholic School, the local swimming pool and Freckles Creative Learning Centre. A principal cycle route has also been identified on Currey Street to provide a useful north-south link, connecting Roma Middle State School,

Roma Hospital and residential areas in the north with the southern industrial area and the Warrego Highway.

Due to proximity to other principal cycle routes or constraints in providing quality cycle facilities, the majority of McDowell Street, Bungil Street, Chrystal Street, Wyndham Street, Arthur Street, and Charles Street were not included in this principal cycle network.

### Opportunities and constraints

Roma's flat terrain, and wide, grid-like street network makes riding in Roma easy. Similarly, the compact settlement ensures that destinations are within a short ride. The central business area in Roma has a speed limit of 40 km/h, with the low traffic speeds in the area providing an ideal environment for cycling.






## Map 6

### Downs South West Principal Cycle Network








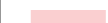


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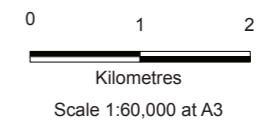
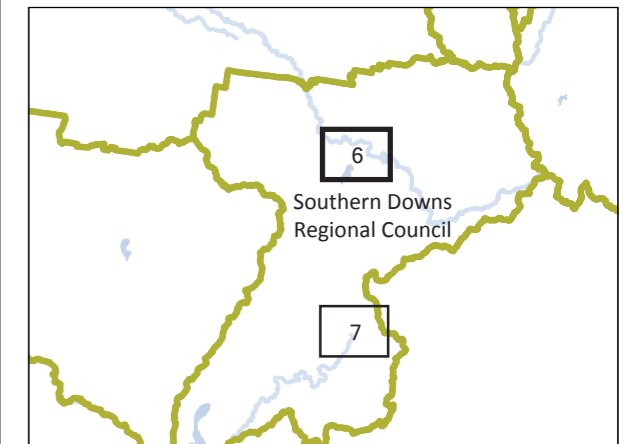
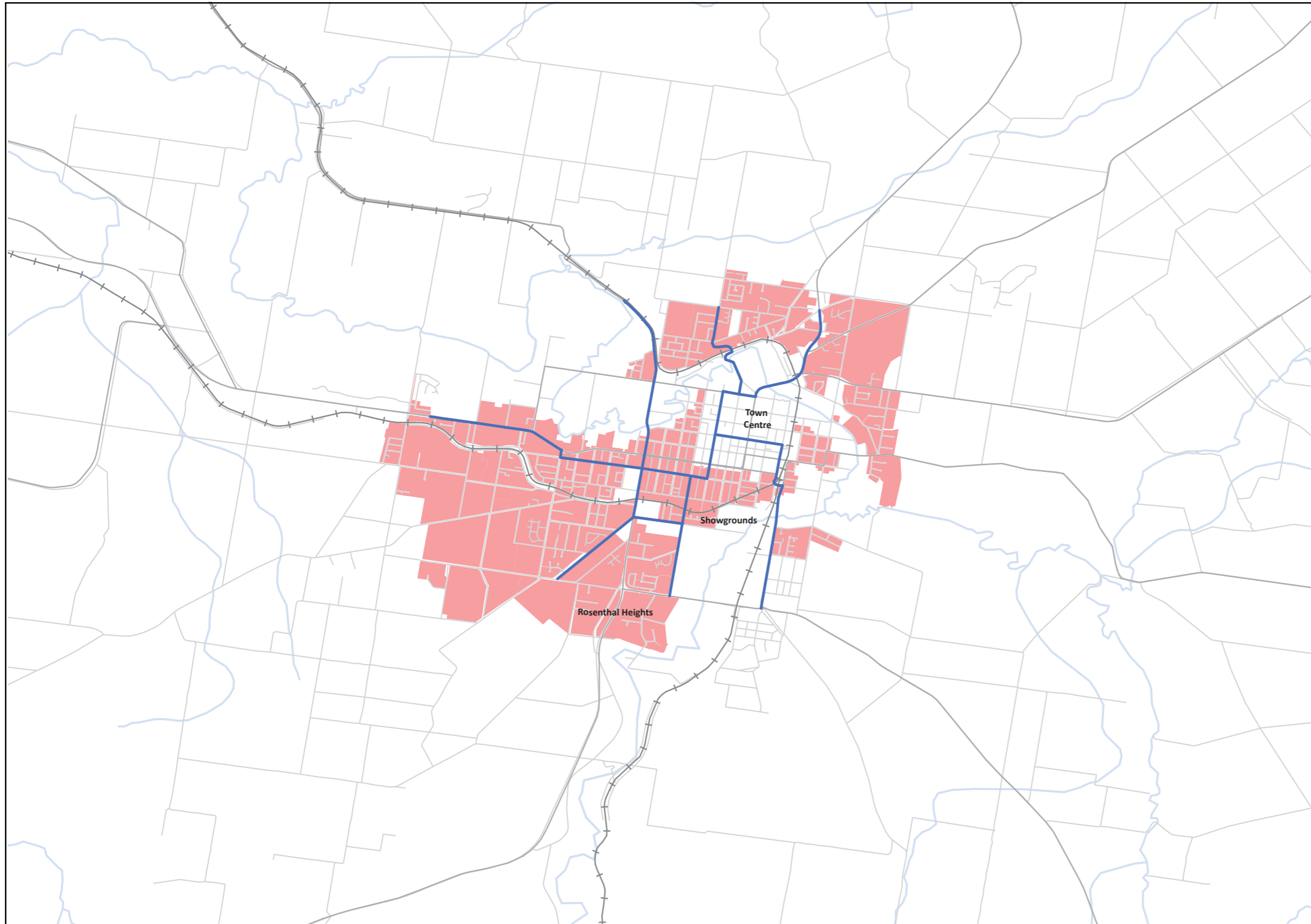
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#### LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

#### Map Items

-  Toowoomba Second Range Crossing
-  Major Road
-  Railway Line
-  Airport
-  Economic Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



# Southern Downs Regional Council analysis of routes

## Map 6 – Warwick

Warwick is situated 130 km south west of Brisbane and is the administrative centre of the Southern Downs Regional Council with a strong agricultural tradition. The principal cycle network forms a grid, aiming to provide safe and direct access to a range of employment, retail, and recreational attractors within the town.

A central east-west principal cycle route has been identified on Pratten Street connecting to the Cunningham Highway via Tooth Street. This route extends north via Guy Street to provide an important link to retail and employment in the town centre and Warwick State High School.

A principal cycle route has been identified on the Cunningham Highway in north Warwick to provide access to residential and employment areas in this part of town. A principal cycle route has been identified on Rosehill Road and Weewondilla-Park Road to provide connections to the meat processing plant (a large employment focus) and local residential areas.

A principal cycle route has been identified on the New England Highway and Bisley Street to connect the town centre, Warwick Hospital, and residential areas in south-west Warwick.

A principal route has been identified on Grafton Street to connect the town centre to residential, commercial, and industrial areas in south Warwick via Guy Street and Dragon Street, and McEvoy Street.

A principal cycle route has been identified on Pratten Street and the Cunningham Highway to provide a link from the town centre to west Warwick, including Warwick West Primary School, Warwick Central School, and retail and employment along this route.

Due to low density of development, proposed routes on East Street, Yangan Road, Rangers Road, Old Stanthorpe Road, and Warwick-Killarney Rd were not included in the principal cycle network. However, routes on these roads may be considered in future updates to the DSWPCNP to serve potential future residential growth.

### Opportunities and constraints

Warwick is fairly flat, though some areas north of the Condamine River are sufficiently hilly to present challenges to easy riding. Consideration will be required to locate appropriate routes to encourage cycling.

Both the Condamine River and the railway line run east to west in north Warwick and present physical barriers to cycling. Bridges across both the railway line and river currently provide crossing opportunities, though careful consideration is necessary to maintain the best locations and treatment for cycle facilities. Development in other parts of Warwick may require additional crossings, though this can be examined in future updates to the DSWPCNP.






## Map 7

### Downs South West 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.

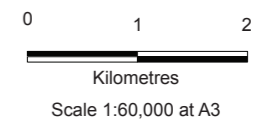
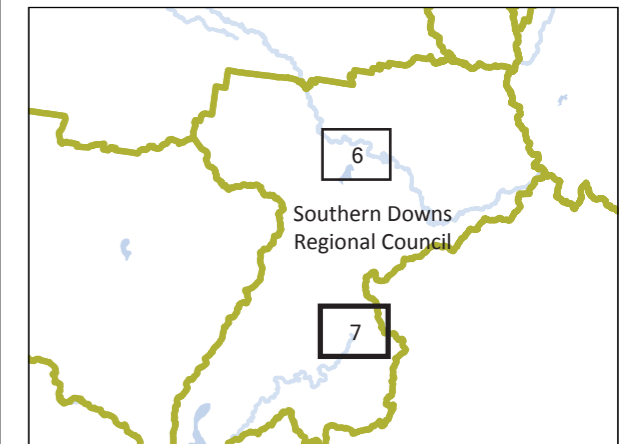
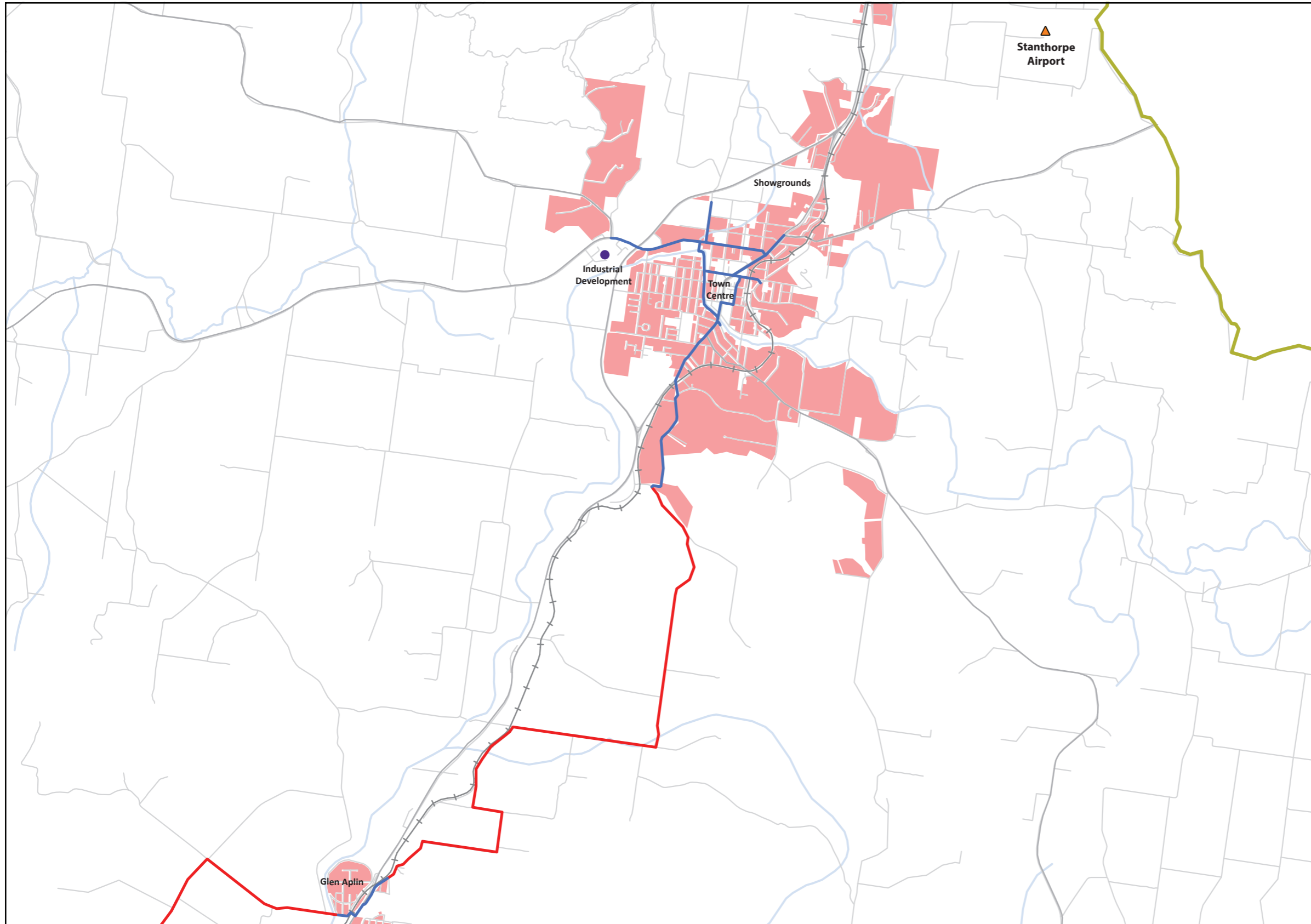
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#### LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

#### Map Items

-  Toowoomba Second Range Crossing
-  Major Road
-  Railway Line
-  Airport
-  Economic Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



# Southern Downs Regional Council analysis of routes

## Map 7 – Stanthorpe

Stanthorpe lies on the New England Highway 220 km from Brisbane and is at the heart of the Granite Belt, which is known for agricultural production, especially apples and grapes. A town of over 5,000, Stanthorpe attracts significant tourism. The principal cycle network is based on a core north to south route with branches to the east and west providing access to major attractors.

A principal cycle route has been identified on McGlew Street to provide access to Stanthorpe State School and Stanthorpe State High School in the north. A principal cycle route has been identified along Quart Pot Creek, which provides a north-south connection through Stanthorpe, linking to Stanthorpe Hospital and residential areas in the south, passing close to the town centre.

A principal cycle route has been identified on Lock Street to provide an important connection through the central business district and to residential areas in the east across the railway line. A principal cycle route has also been identified on Connor Street to provide access to residential areas in the east and to industrial employment areas in the west.

Principal cycle routes have been identified on Maryland Street and High Street to provide access to Stanthorpe's central business district.

The Granite Belt Bike Trail has been identified as a tourism route. The northern end of the trail begins at the tourist information centre on Leslie Parade and follows Wallangarra Road before following quieter local roads to Glen Aplin and other townships south of Stanthorpe.

## Opportunities and constraints

Stanthorpe is a compact settlement. Attractors and destinations are within an easy cycling distance. Though there are some gradients, these are moderate and do not present significant difficulties. Many of Stanthorpe's streets are wide, easy to ride on, and do not require specific cycle infrastructure.

Quart Pot Creek presents a minor physical barrier to cycling, though a number of bridges provide suitable options to cross. Greater permeability would be enabled by providing more crossing opportunities but current levels of demand do not warrant this. The railway presents a significant physical barrier to people living in east Stanthorpe, though there are a number of locations to cross. It is important to consider ways to provide safe and easy crossings.




## Map 8

### Downs South West 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.

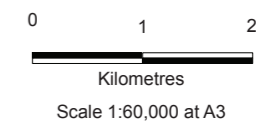
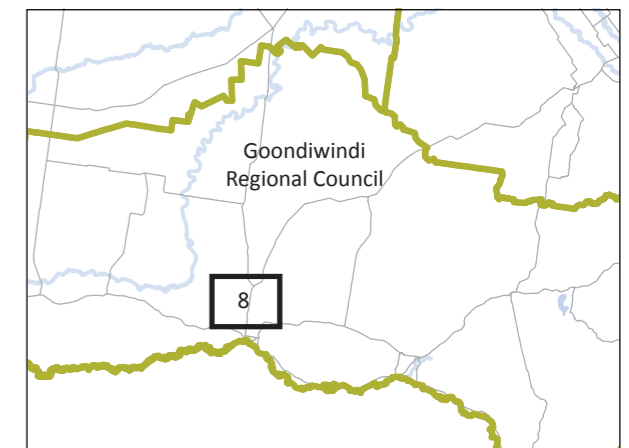
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#### LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

#### Map Items

-  Toowoomba Second Range Crossing
-  Major Road
-  Railway Line
-  Airport
-  Economic Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



# Goondiwindi Regional Council analysis of routes

## Map 8 – Goondiwindi

A centre for agriculture, Goondiwindi is the administrative centre of the Goondiwindi Regional Council area. The town is situated on a flat river plain north of the Macintyre River, which forms the Queensland-New South Wales border. The principal cycle network is based on three core east-west routes with branches to the north and south providing access to major attractors.

A principal cycle route has been identified on Riddle Street that provides a vital connection to residential and employment areas in north Goondiwindi. Routes have also been identified on McLean Street and Marshall Street, providing access to Goondiwindi State School, St Mary's Catholic School, and the town centre that features shopping, restaurants, and the local swimming pool.

A principal cycle route has been identified south of Marshall Street on Frideswide Street, Gibson Street, and an off-road facility adjacent to Pfingst Street to provide access to residential areas in south Goondiwindi.

A principal cycle route has been identified on Sandhurst Street and the Old Cunningham Highway, from Russell Street to Racecourse Road to provide an east-west connection through Goondiwindi. A route has been identified on Lamberth Road that provides access to residential areas in northeast Goondiwindi.

## Opportunities and constraints

Due to its flatness and small size, Goondiwindi is an ideal community for cycling. The cycle network is constrained by the railway line traversing the north of town, highlighting the need for careful consideration to be given to safe crossings.






## Map 9

### Downs South West 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.

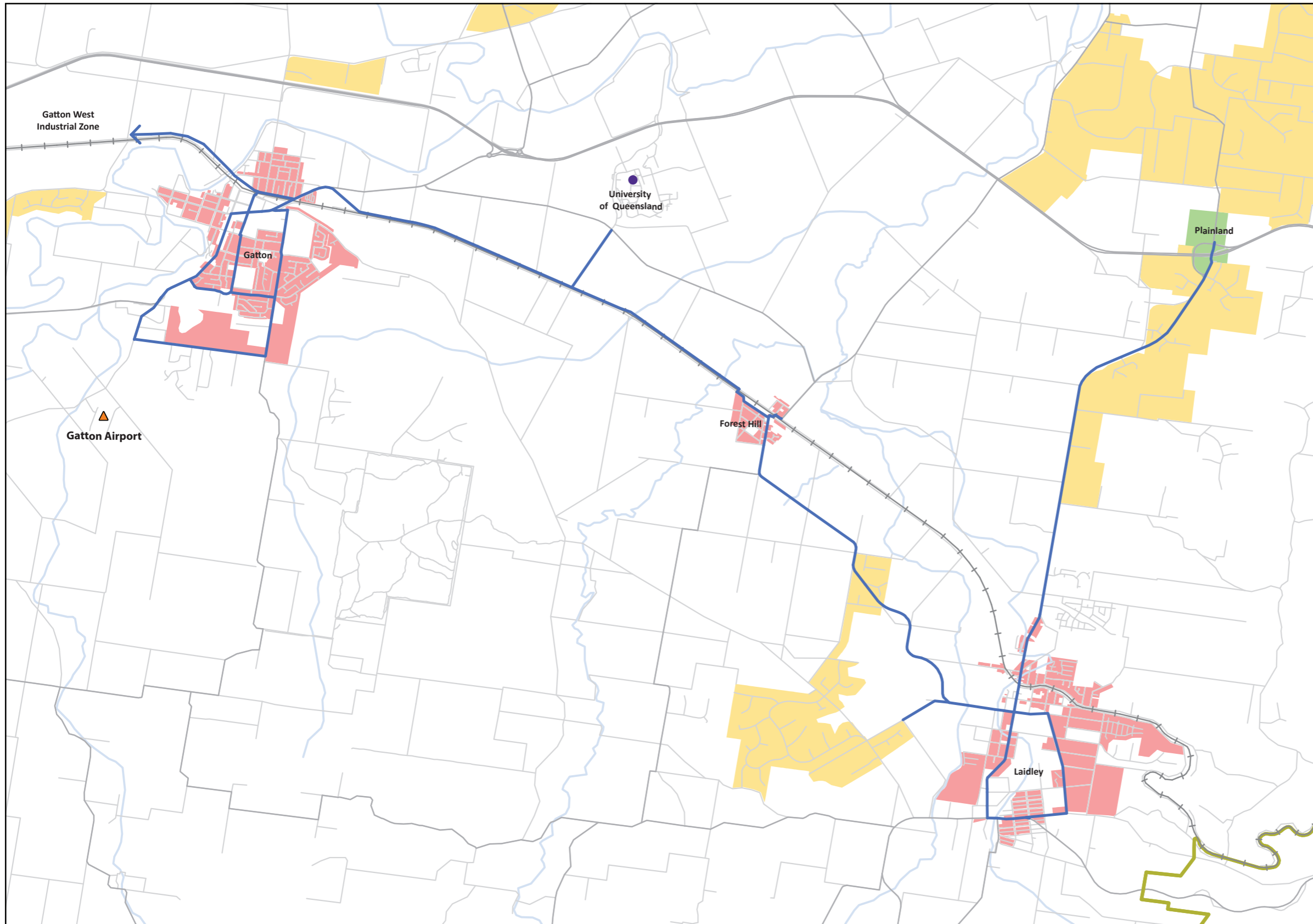
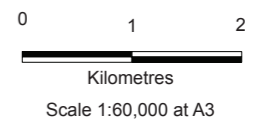
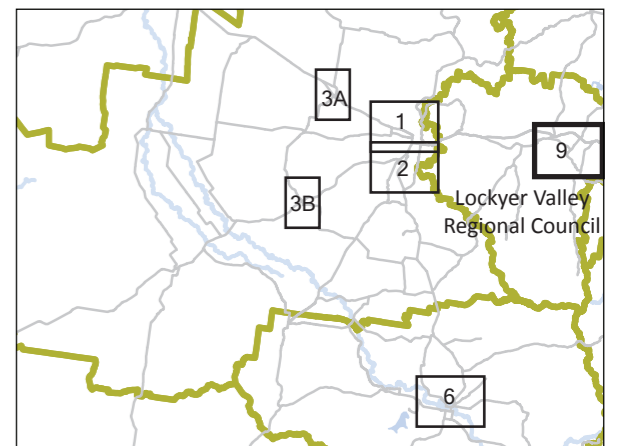
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#### LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route

#### Map Items

-  Toowoomba Second Range Crossing
-  Major Road
-  Railway Line
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-  Economic Activity Centre
-  Waterway / Waterbody
-  Local Government Boundary
-  Urban Area
-  Rural Living Area
-  Growth Area



# Lockyer Valley Regional Council analysis of routes

## Map 9 – Lockyer Valley (including Gatton and Laidley)

Eastern Lockyer Valley has a flat rural landscape and is known for agricultural production. The principal cycle network focusses on providing connectivity within and between Gatton, the University of Queensland Gatton Campus, Forest Hill, Laidley, and Plainland.

In Gatton, a principal cycle route has been identified on Spencer Street to provide access to the Gatton State Primary School, Gatton Showgrounds, and town centre. A future principal route has been identified on Smithfield Road to provide access to the future Gatton West Industrial Zone.

A principal cycle route has been identified on William Street to provide a north-south connection through Gatton and to connect Lake Apex, the Cultural Centre, Gatton Hospital, Lockyer District High School, Gatton State School, town centre, and Gatton Plaza.

Additional north-south connections through Gatton are provided by routes identified on Woodlands Road and Railway Street, Western Drive, and Tenthill Creek Road. East-west connections are provided by routes identified on Spencer Drive, Davey Road and Lake Apex Drive, and Rangeview Drive and Brooking Drive.

A principal cycle route has been identified on Eastern Drive to provide a connection east of Gatton on a route parallel to the railway. This route provides a vital connection to the University of Queensland Gatton Campus, residential developments at Forest Hill, and new growth areas east of Lake Dyer via Christensen Road.

In Laidley, a principal cycle route has been identified on Laidley-Plainland Road to provide a connection between Plainland and Laidley. North-south connections through Laidley are provided by routes identified on Patrick and Vaux Street, and Coates Street. East-west connections are provided by routes identified on Whites Road and Drayton Street.

### Opportunities and constraints

The flat geography and the size of Gatton and Laidley make them ideal for cycling. A quality bike path between Gatton and the University of Queensland campus would support easy cycling access to the campus by staff and students living in Gatton and Forest Hill.

The cycle network is constrained by the railway line traversing north Gatton east to west. There are few opportunities to cross the railway line, highlighting the importance of providing safe access across this.



## 6 Review of the plan

As shown in Figure 4, the DSWPCNP will be regularly reviewed. On an annual basis, Transport and Main Roads will send an update form to all local governments and departmental 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 officer 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*
- AUSTRROADS 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*.

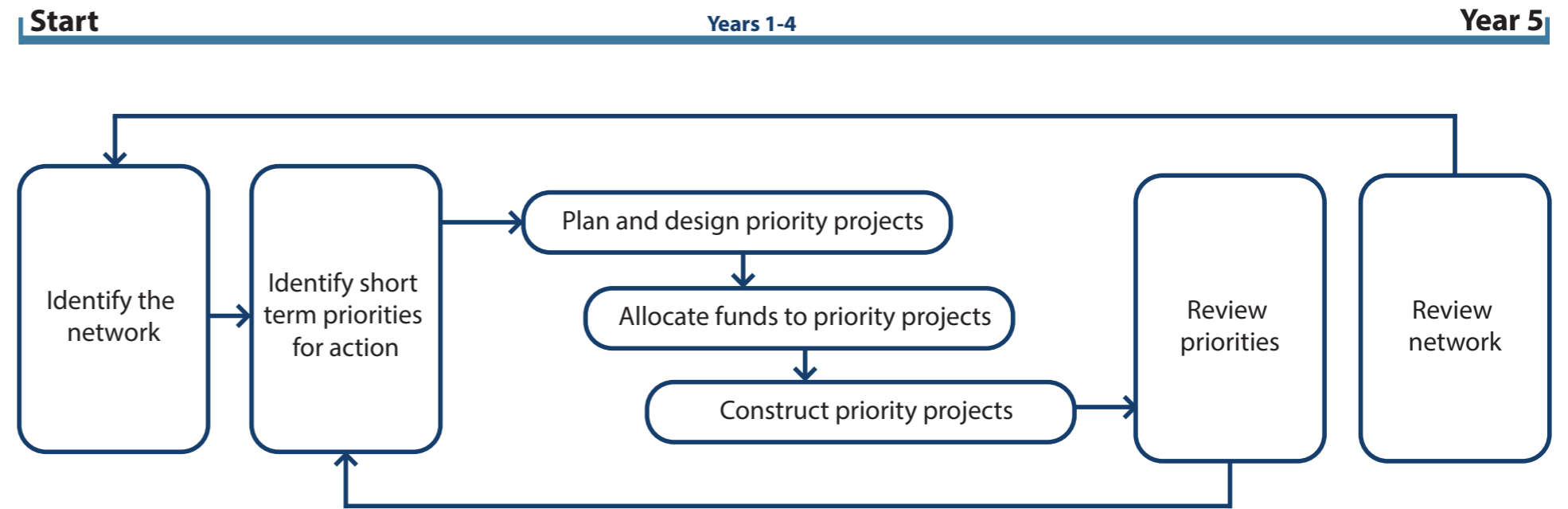


Figure 4. Indicative planning and prioritisation cycle for Transport and Main Roads.

