

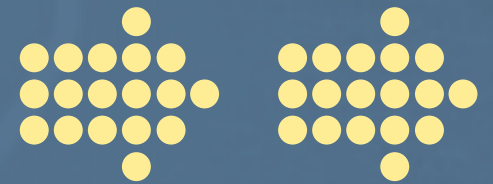
South East Queensland Principal Cycle Network Plan

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



November 2007







Contents

1.0	Introduction	3
2.0	Why value cycling?	4
2.1	Population pressure	4
2.2	Increasing mode share	4
2.3	Potential for change	4
2.4	Benefits of cycling	5
3.0	Why we need the SEQ Principal Cycle Network Plan	6
4.0	Development of the SEQ Principal Cycle Network Plan	7
4.1	Methodology framework	7
4.2	Key constraints and missing links	8
4.3	Existing cycling patterns	8
4.4	Future cyclist demand and planning directions	8
5.0	Terminology	8
5.1	Route features and definitions	8
5.2	SEQ regional activity centres	9
6.0	Implementation	10
6.1	SEQ local government	10
6.2	SEQ Infrastructure Plan and Program 2006–2026	10
6.3	Queensland Department of Main Roads (DMR)	10
6.4	Land use planning	11
7.0	Updating the SEQ Principal Cycle Network Plan	11
7.1	Review	11
7.2	Evaluation	11
8.0	Bibliography	11

1.0 Introduction


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

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

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

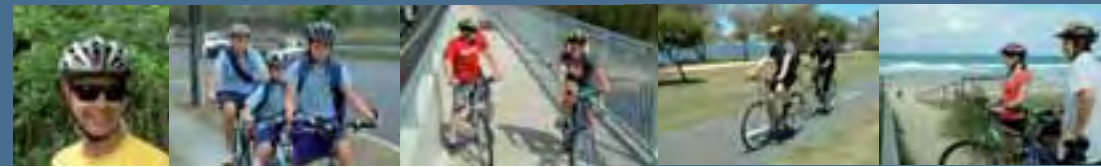
This plan will be used to inform:

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



The transport sector is the fastest growing source of greenhouse gas emissions. Cycling 10km each way to work would save 1500kg of greenhouse gas emissions each year.





2.0 Why value cycling?

2.1 Population pressure

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

2.2 Increasing mode share

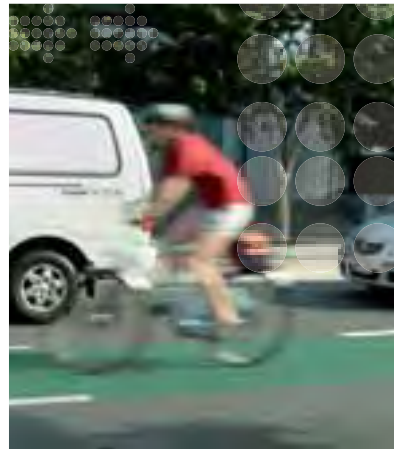
The Queensland Cycle Strategy (QCS) has identified a bicycling target of eight per cent of all trips by 2011. The Queensland Government has responded to this commitment by allocating \$235 million to the construction of cycling infrastructure as part of the implementation of SEQIPP.

2.3 Potential for change

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

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

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



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

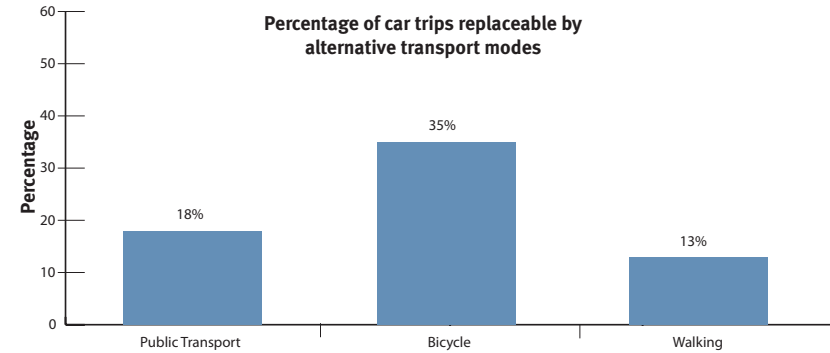


Figure 1: Potential for change to alternative transport modes

Why does cycling have the highest potential for change?
Cycling is a commonly available alternative because it is not restricted by a network, as is public transport, and can be used over greater distances than walking.





2.4 Benefits of cycling

In addition to having the potential to perform a key role in the transport task, cycling generates many benefits to individuals and society as a whole.

Cycling is currently the most energy efficient transport mode and responds to serious national and global issues such as climate change, peak oil, and obesity by reducing air pollution, our reliance on oil and increasing fitness levels of people that ride.

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

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

Communities designed to be cycle friendly have:

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

Residents of cycle friendly communities are more likely to explore their neighbourhood and befriend their neighbours and in so doing, create a culture that deters crime and anti-social behaviour.

Motor vehicles are major sources of street level, urban air pollutants. Air quality related illnesses cost the SEQ economy as much as \$500 million per year.






3.0 Why we need the SEQ Principal Cycle Network Plan

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

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

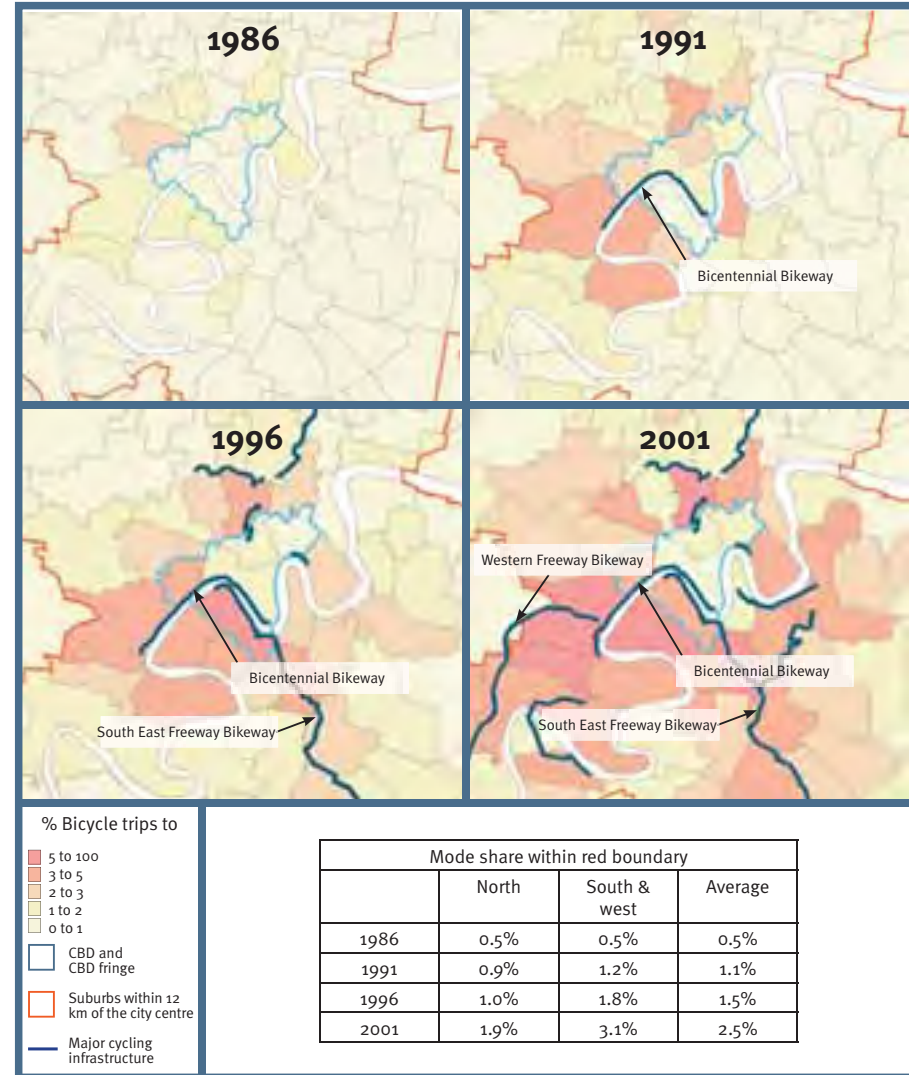


Figure 2: Bicycle mode share to CBD and CBD fringe as a proportion of all work travel to the CBD on Census Day





4.0 Development of the SEQ Principal Cycle Network Plan

4.1 Methodology framework

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

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

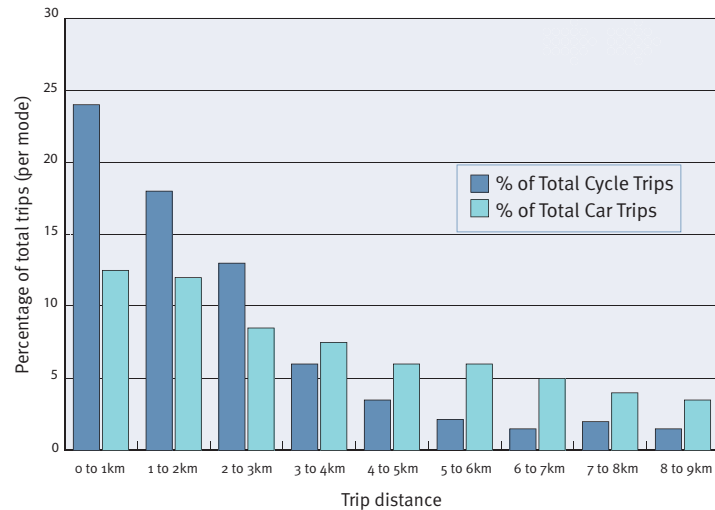


Figure 3: Graphical illustration of total trips by distance (up to 9 km)



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

LGA	2003 SEQ Integrated Regional Cycle Network Plan			2007 SEQ Principal Cycle Network Plan		
	Existing	Proposed	Total	Existing	Future	Total
Beaudesert	0	102	102	0	68	68
Boonah	0	41	41	0	9	9
Brisbane	92	315	407	223	645	868
Caboolture	17	131	148	31	165	196
Caloundra	2	80	82	31	159	190
Esk	0	85	85	0	19	19
Gatton	0	61	61	0	15	15
Gold Coast	61	256	317	194	311	505
Ipswich	7	177	184	8	238	246
Kilcoy	0	36	36	0	9	9
Laidley	0	32	32	0	23	23
Logan	19	57	76	30	143	173
Maroochy	16	132	148	51	225	276
Noosa	2	40	42	12	104	116
Pine Rivers	10	60	70	31	120	151
Redcliffe	19	14	33	25	31	56
Redland	25	48	73	23	166	189
Toowoomba	0	0	0	6	25	31
Total km	270	1667	1937	665	2475	3140

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

* as at November 2007

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

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

Cycling saves us time and money and helps protect the environment—while keeping us fit and healthy.





4.2 Key constraints and missing links

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

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

4.3 Existing cycling patterns

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

Trip purpose	Cyclist group	Cycle trips	Bicycle Mode split	Mean trip length (km)	Cycle km
Education	Pre/primary	20,869	5.5%	1.56	32,460
	Secondary	17,592	7.1%	2.90	50,974
	Tertiary	2,658	2.4%	4.26	11,334
Work commuting	All	14,685	1.2%	5.61	82,326
Shopping	All	7,894	0.5%	1.55	12,223
Recreation/ social	All	22,868	1.9%	3.61	82,481
All others	All	7,608	0.3%	2.36	17,943
TOTAL		94,174	N/A	N/A	289,741

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



People who regularly cycle report that they have an increased sense of vitality, feel more confident, are strong and positive, concentrate better, sleep better and enjoy life more!



4.4 Future cyclist demand and planning directions

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

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

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

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

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

- SEQ Regional Plan 2005–2026 (Office of Urban Management, 2005)
- Queensland Cycle Strategy (Queensland Transport, 2003)
- Cycle South East (Queensland Transport, 1999)
- SEQ Integrated Regional Transport Plan (Queensland Transport, 1997).

5.0 Terminology

5.1 Route features and definitions

Principal routes

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

Existing principal routes

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

Existing routes have been mapped strategically to broadly indicate the current level of coverage. The maps in this plan are not intended to be used as detailed cycling guides. Specific information regarding the location and the level of cycle facilities should be accessed from the relevant local government.





Future principal routes

Future routes are those which represent desired connections for future expansion of the network. Construction may not necessarily occur in the specified corridors and alternative alignments may be considered depending on future needs and design issues. This plan does not prioritise the delivery of any single future route over another.

Future strategic routes

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

Coastal route

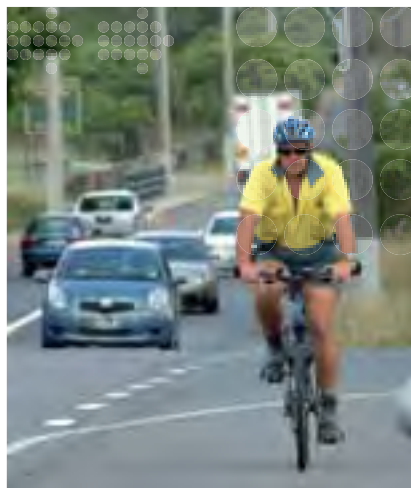
The coastal route has been included as a future iconic cycling route for SEQ. When complete, it will provide a scenic and continuous cycle touring route from Tewantin in the north to Coolangatta in the south. It will also provide important links between major residential areas and activity centres along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

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

Principal routes	
Existing	
Future	
Future strategic	
Coastal route	
Existing	
Future	

Table 3: Route features and definitions

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



5.2 SEQ regional activity centres

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

Primary activity centre

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

Principal activity centres

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

Major activity centres

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

Specialist activity centres

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

Principal rural activity centres

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

Major rural activity centres

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

Bicycles are the ultimate clean air, zero emissions vehicle.





6.4 Land use planning

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

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

7.0 Updating the SEQ Principal Cycle Network Plan

7.1 Review

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

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

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

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

7.2 Evaluation

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

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



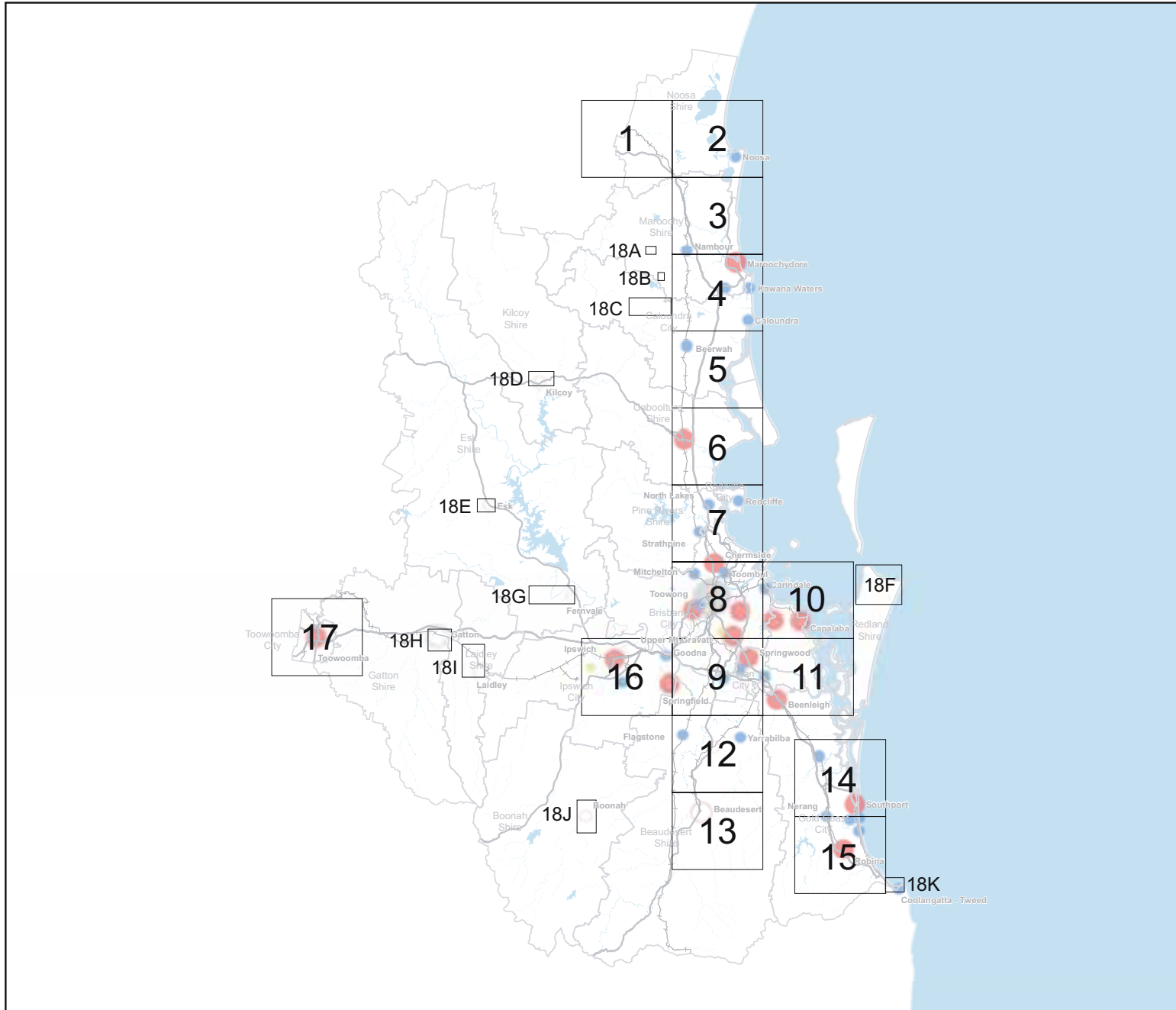
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8. Socialdata Australia 2005, *In depth travel behaviour analysis Brisbane: Final results-potential for change*, Socialdata, Freemantle.



Up to 20 bicycles can be stored in the space required for one car.





Map index
SEQ Cycle Network

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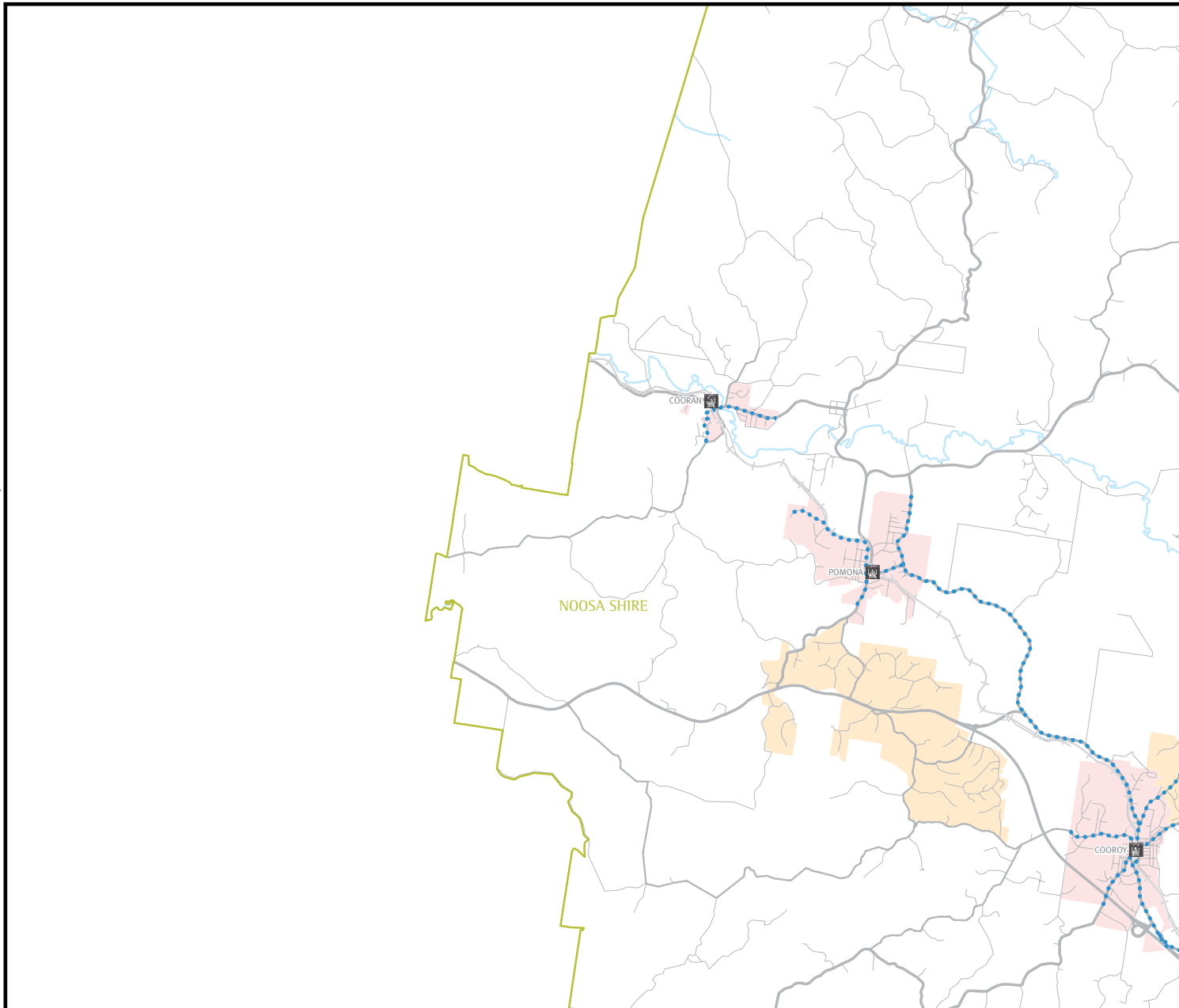


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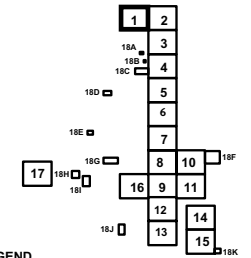
Map Limit

Map 1 SEQ Principal Cycle Network

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LEGEND

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

Cycle Route Categories (refer to Section 5.0 - Terminology)

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

Regional Land Use Categories

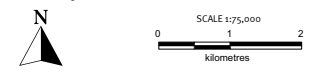
- Urban Footprint
- Rural Living Area
- Investigation Area

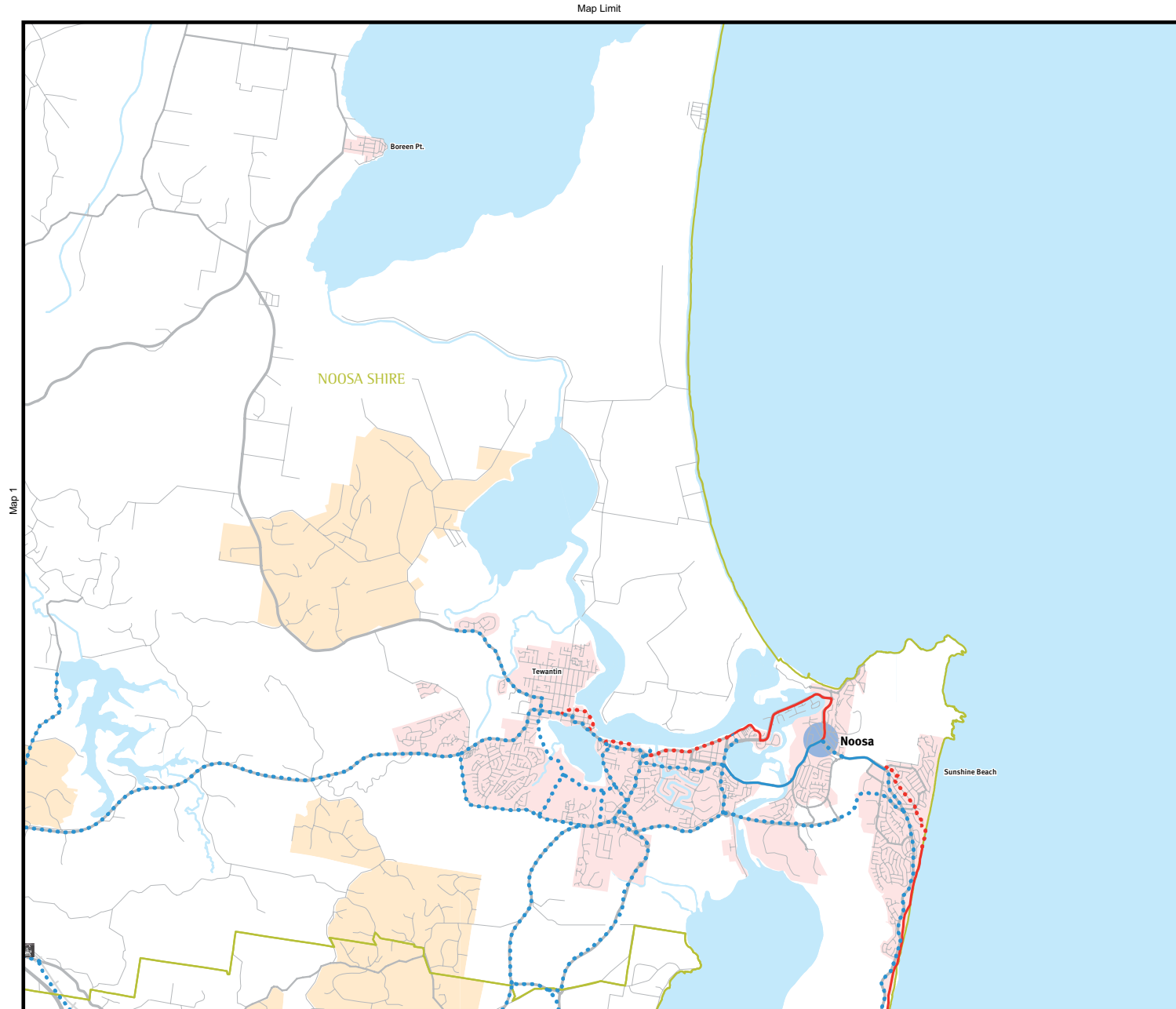
Regional Activity Centres Network

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

Economic Activity Centres

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



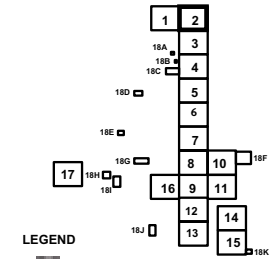


Map 2
SEQ Principal Cycle Network

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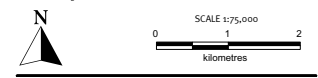
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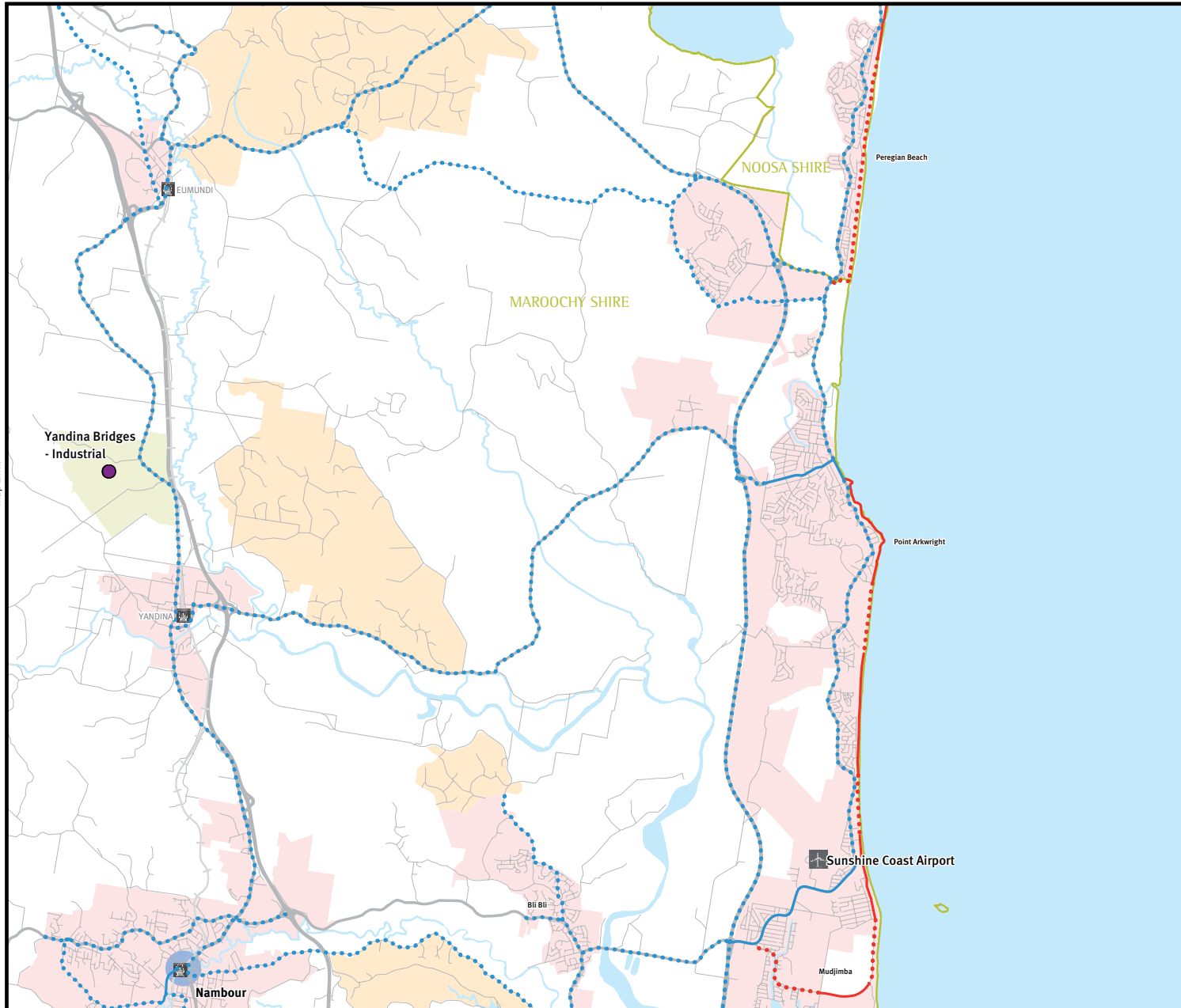
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Map 2



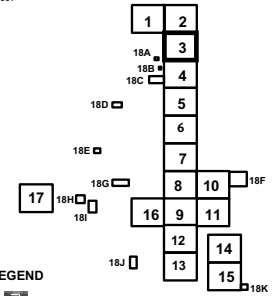
Map 4

Map 3
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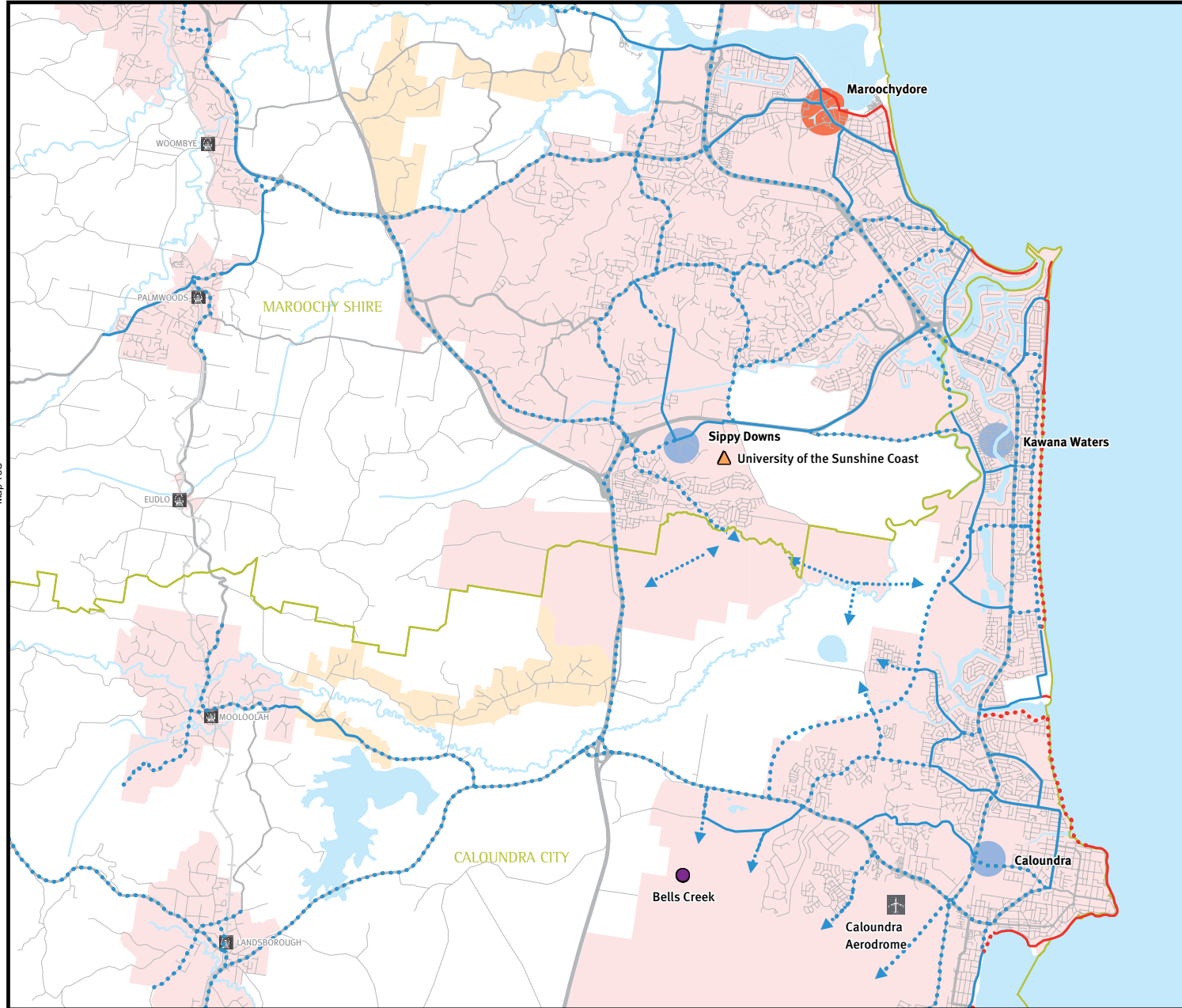
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Map 3



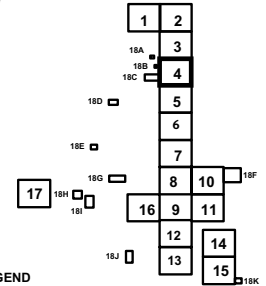
Map 5

Map 4
SEQ Principal Cycle Network

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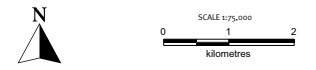
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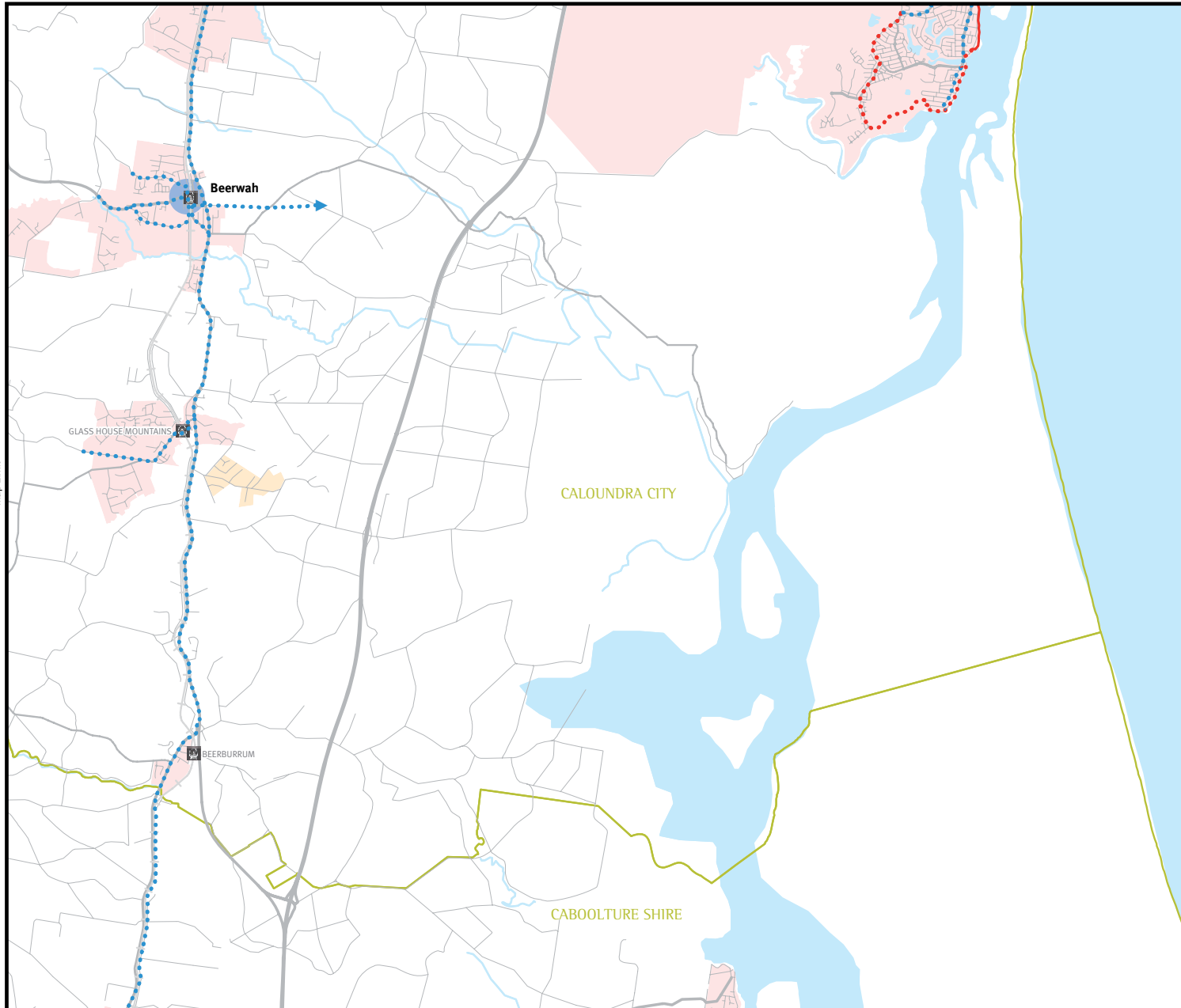
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Map 4



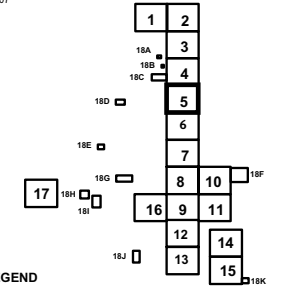
Map 6

Map 5
SEQ Principal Cycle Network

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- Future Coastal Route
- Future Strategic Route

Regional Land Use Categories

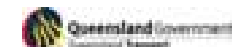
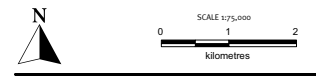
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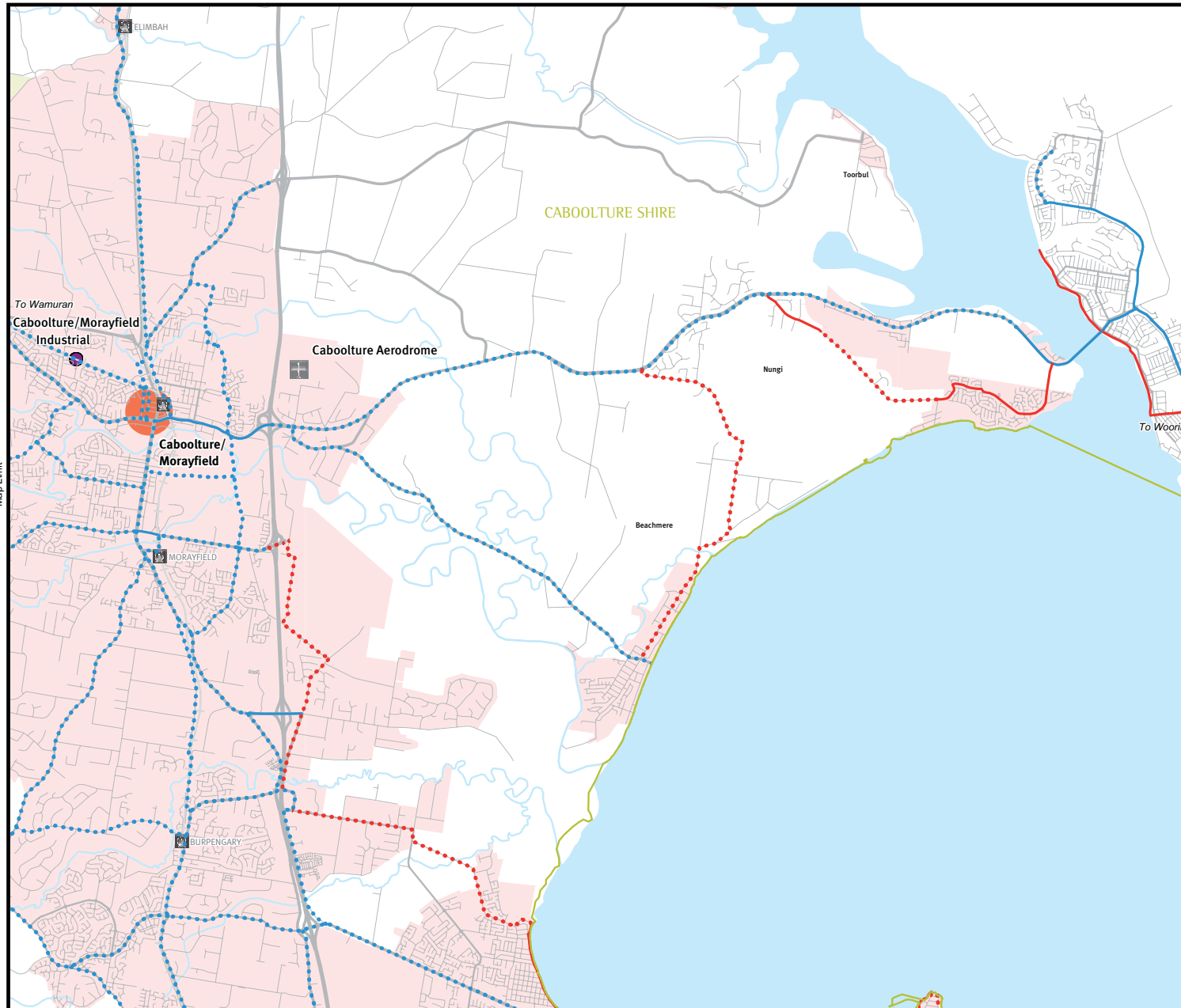
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Map 5



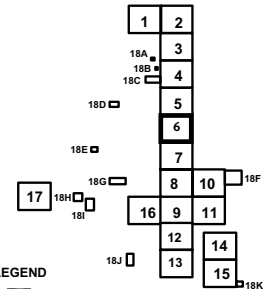
Map 7

Map 6
SEQ Principal Cycle Network

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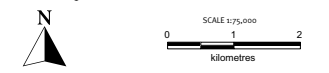
Source:
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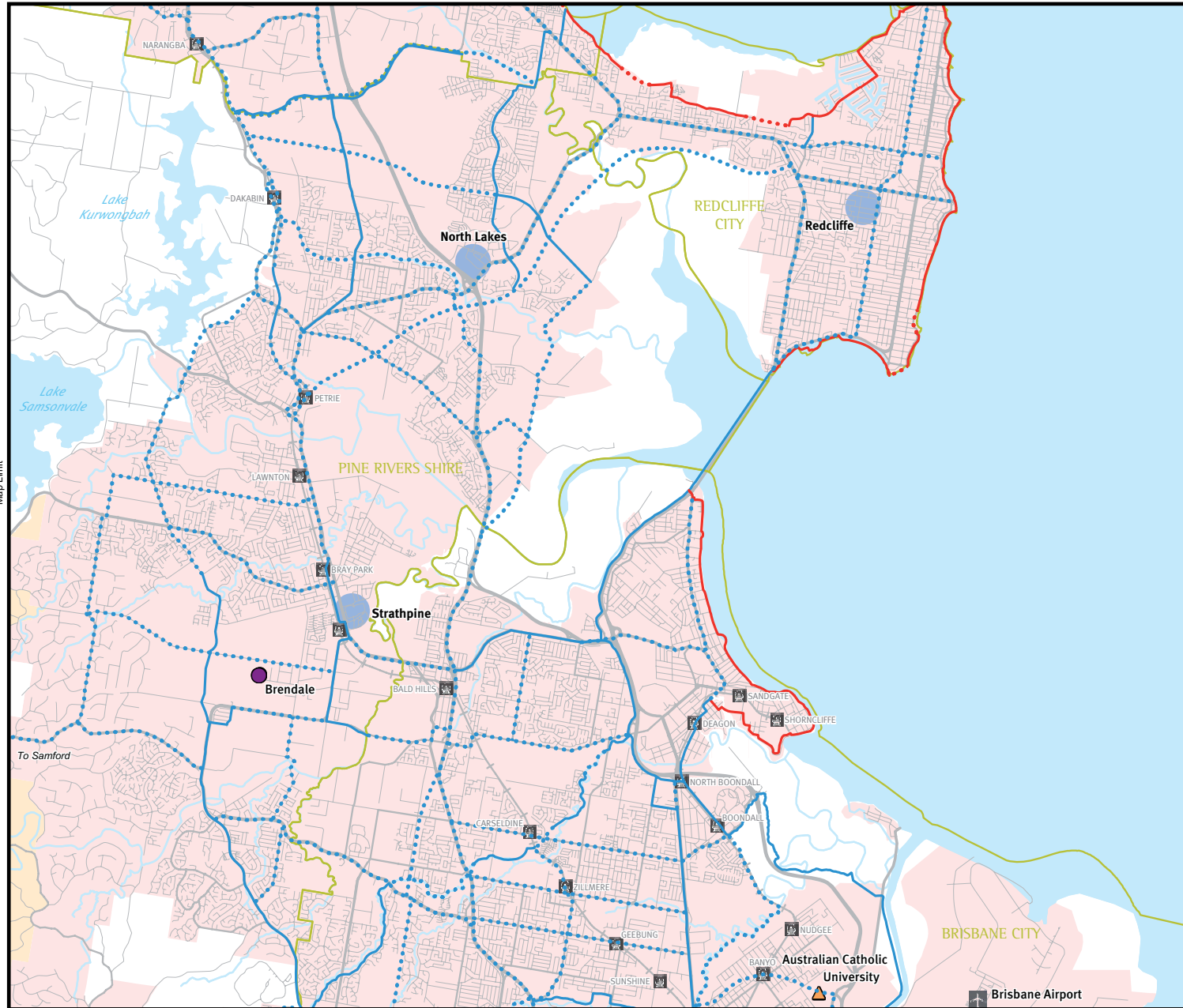
LEGEND

- Passenger Railway Stations
- Proposed Rail Station
- Railway Lines
- Waterways / Waterbodies
- Local Government Boundaries
- Cycle Route Categories (refer to Section 5.0 - Terminology)**
 - Existing Principal Route
 - Future Principal Route
 - Existing Coastal Route
 - Future Coastal Route
 - Future Strategic Route
- Regional Land Use Categories**
 - Urban Footprint
 - Rural Living Area
 - Investigation Area
- Regional Activity Centres Network**
 - Primary (CBD)
 - Principal
 - Major
 - Specialist
 - Principal Rural
 - Major Rural
- Economic Activity Centres**
 - Airport / Airbase
 - Industrial
 - Investigation
 - Knowledge
 - Logistics
 - Port





Map 6



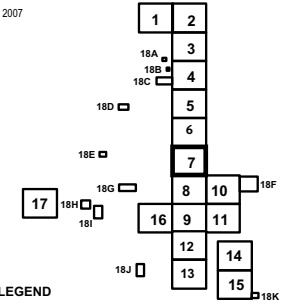
Map 8

Map 7 SEQ Principal Cycle Network

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LEGEND

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

Cycle Route Categories (refer to Section 5.0 - Terminology)

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

Regional Land Use Categories

- Urban Footprint
- Rural Living Area
- Investigation Area

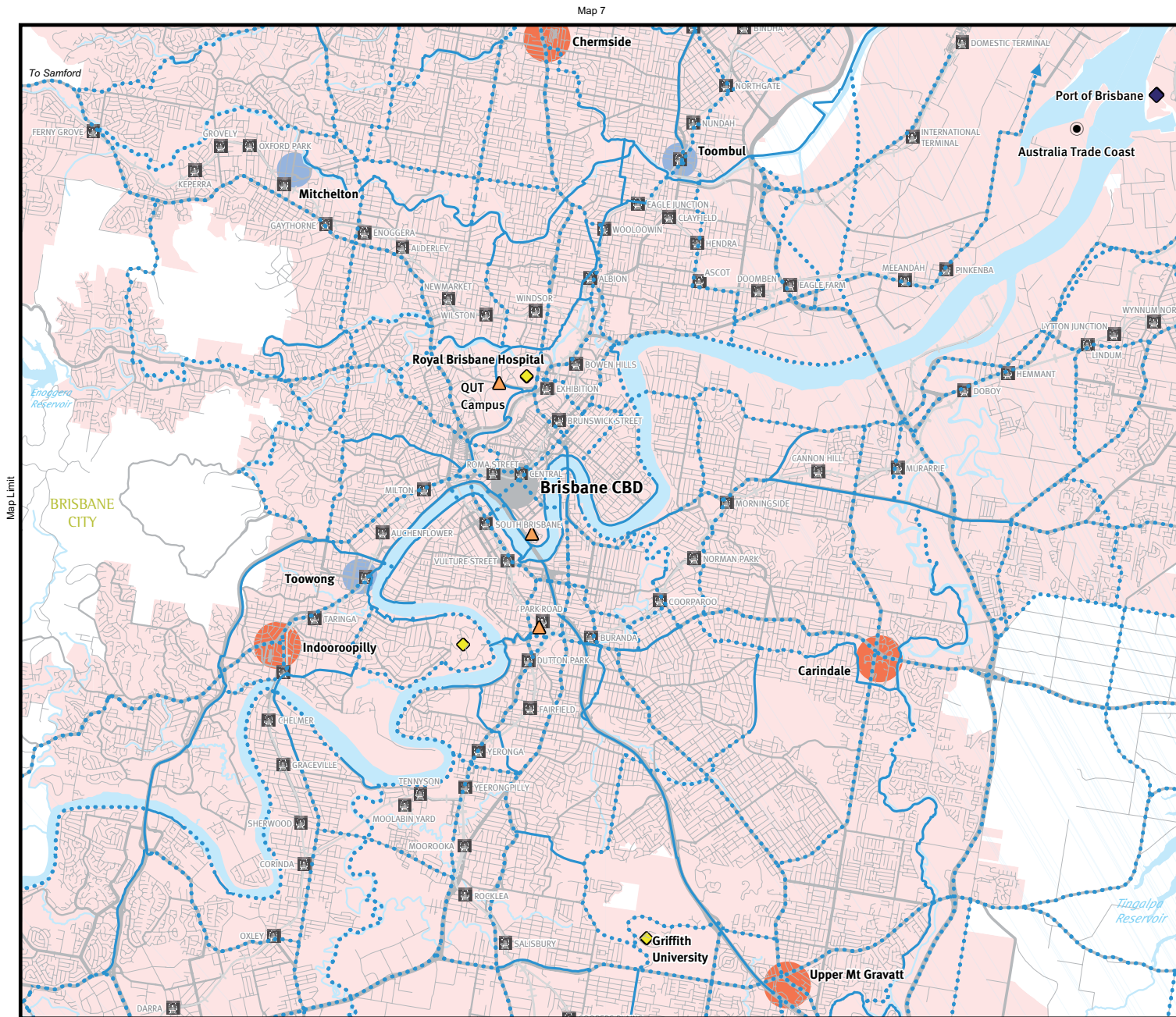
Regional Activity Centres Network

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

Economic Activity Centres

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





Map 7

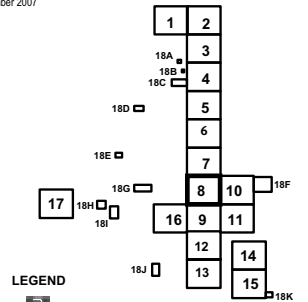
Map 9

Map 8
SEQ Principal Cycle Network

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LEGEND

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

Cycle Route Categories
(refer to Section 5.0 - Terminology)

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

Regional Land Use Categories

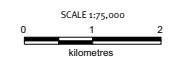
- Urban Footprint
- Rural Living Area
- Investigation Area

Regional Activity Centres Network

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

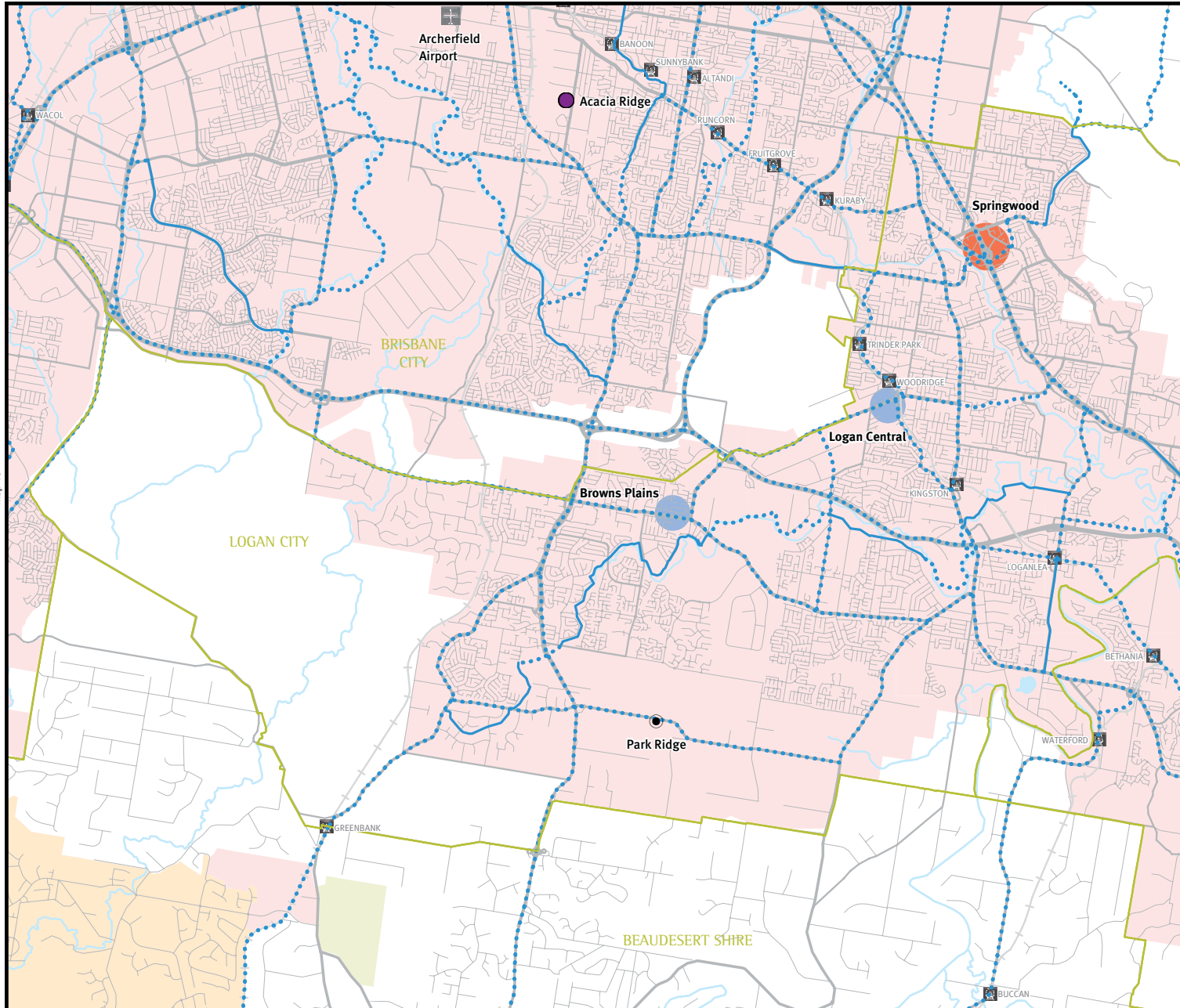
Economic Activity Centres

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





Map 8



Map 16

Map 11

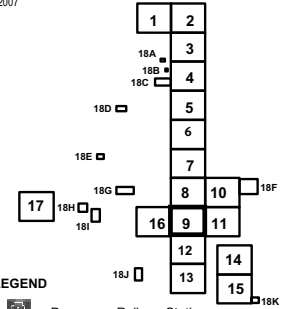
Map 12

Map 9 SEQ Principal Cycle Network

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LEGEND

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

Cycle Route Categories (refer to Section 5.0 - Terminology)

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

Regional Land Use Categories

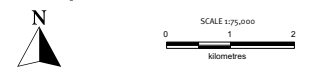
- Urban Footprint
- Rural Living Area
- Investigation Area

Regional Activity Centres Network

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

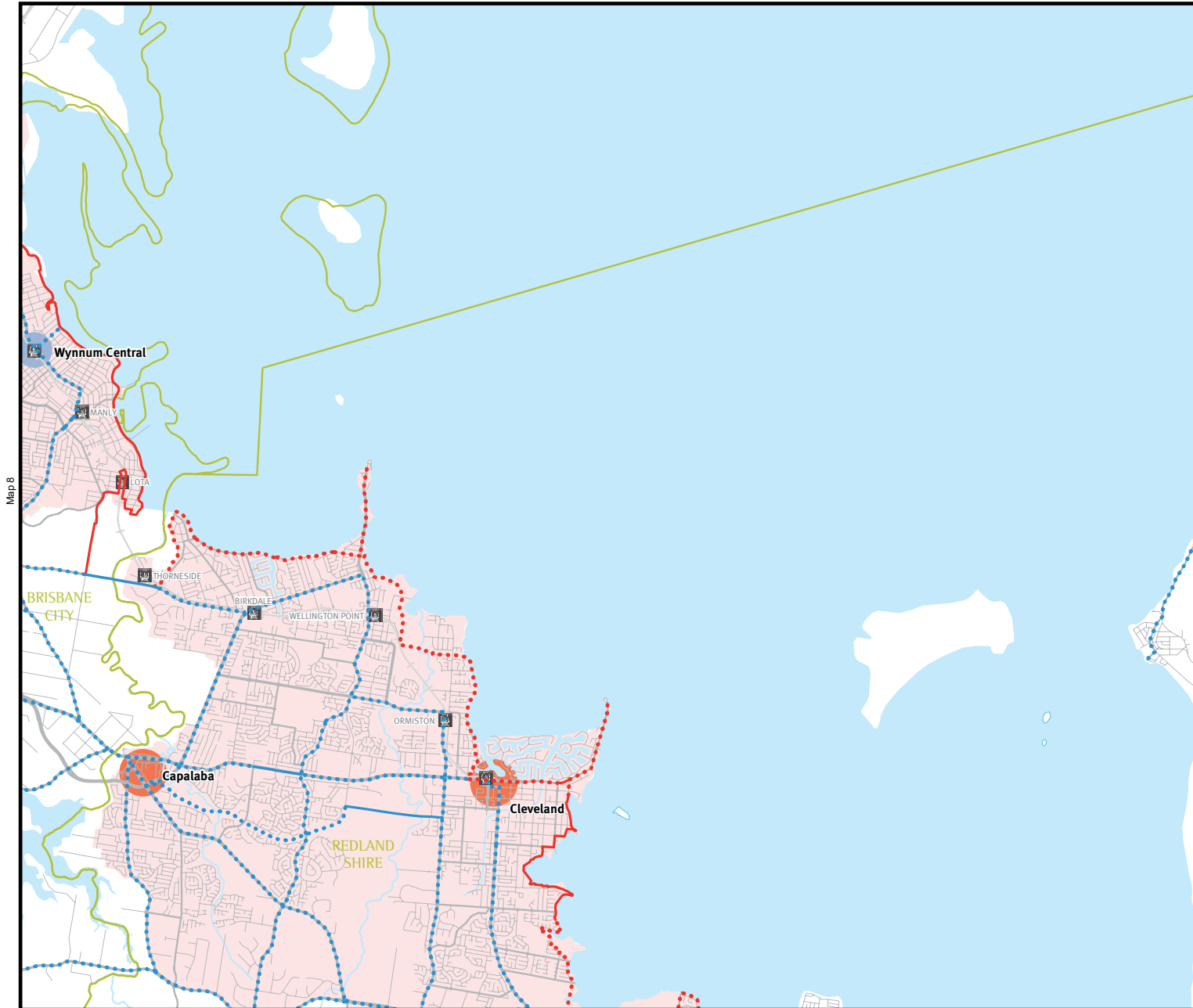
Economic Activity Centres

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





Map Limit



Map 8

Map 18F

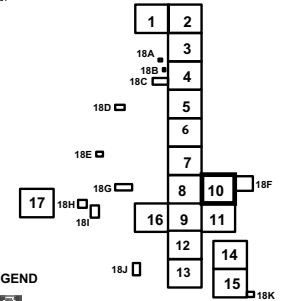
Map 11

Map 10 SEQ Principal Cycle Network

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LEGEND

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

Cycle Route Categories
(refer to Section 5.0 - Terminology)

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

Regional Land Use Categories

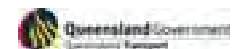
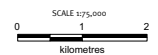
- Urban Footprint
- Rural Living Area
- Investigation Area

Regional Activity Centres Network

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

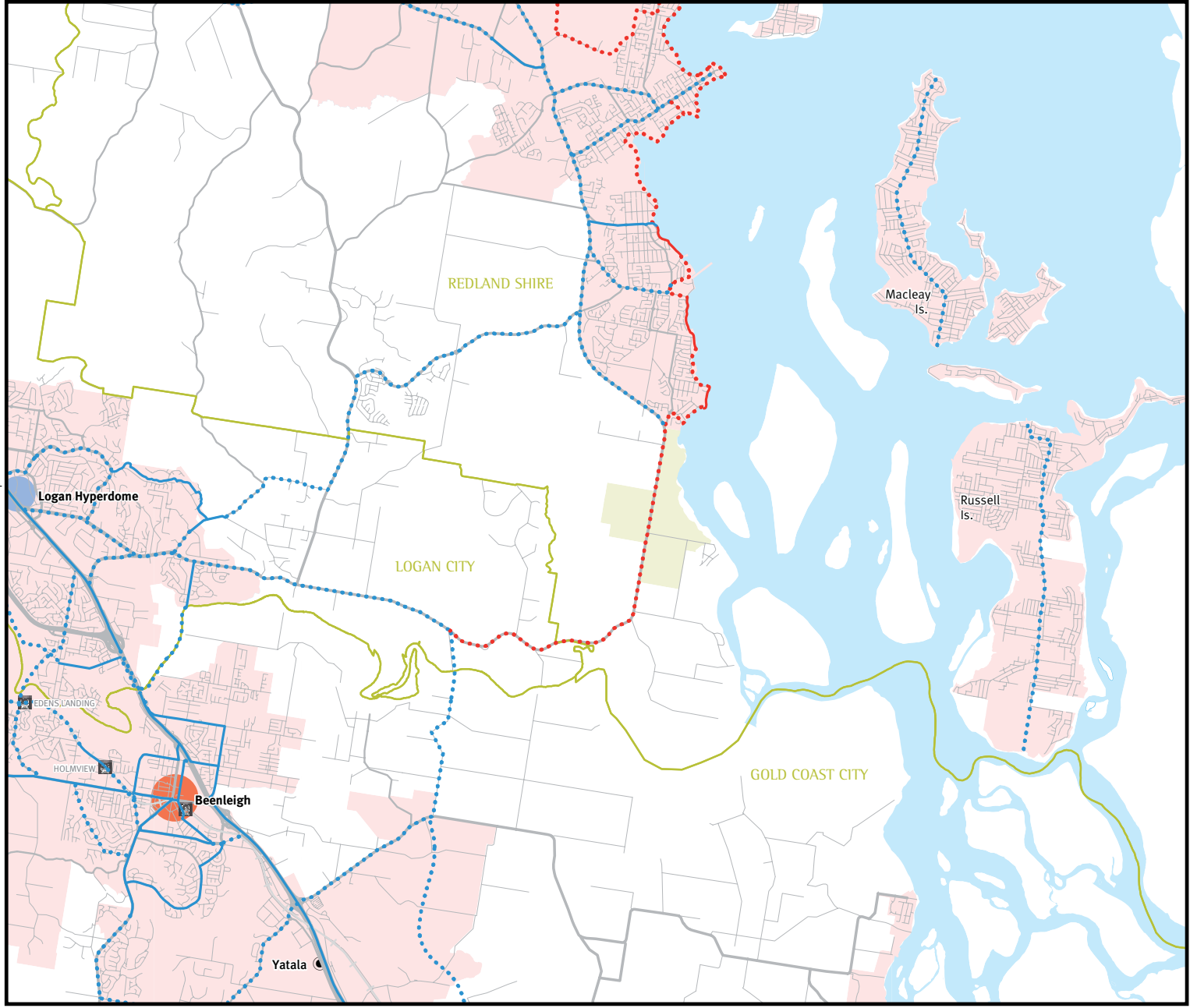
Economic Activity Centres

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





Map 11

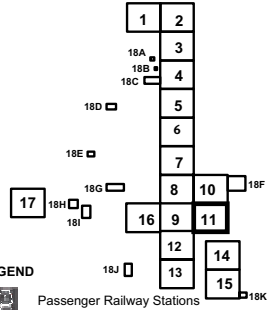


Map 11
SEQ Principal Cycle Network

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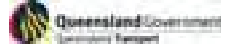
- LEGEND**
- Passenger Railway Stations
 - Proposed Rail Station
 - Railway Lines
 - Waterways / Waterbodies
 - Local Government Boundaries

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

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

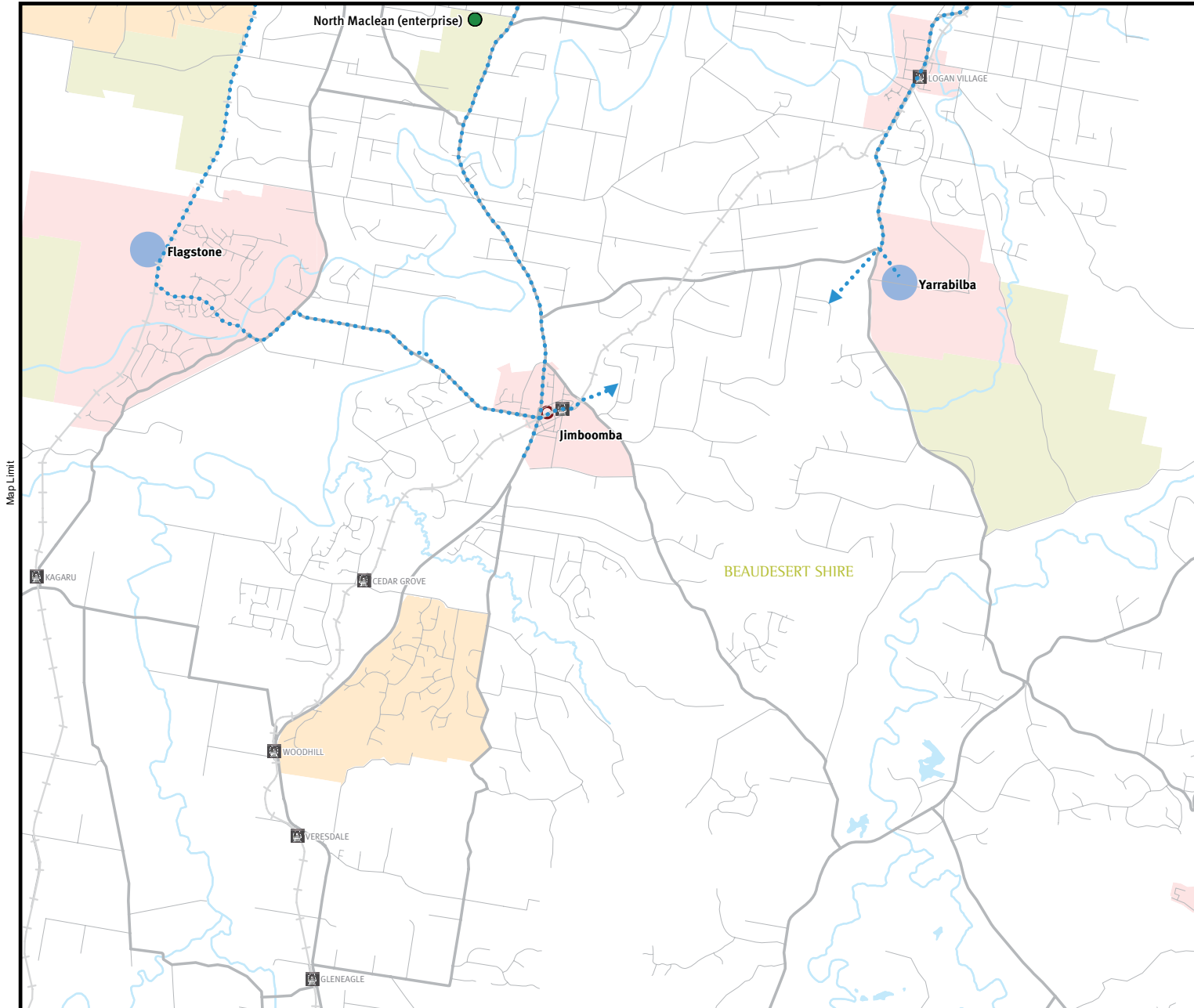
- Regional Activity Centres Network**
- Primary (CBD)
 - Principal
 - Major
 - Specialist
 - Principal Rural
 - Major Rural

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





Map 9



Map 13

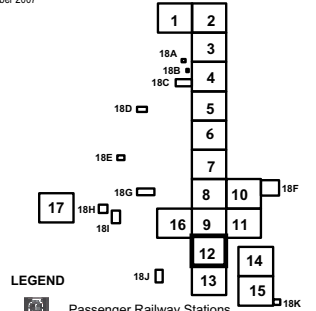
Map 12

SEQ Principal Cycle Network

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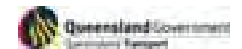
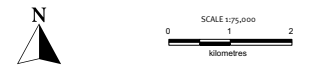
Source:
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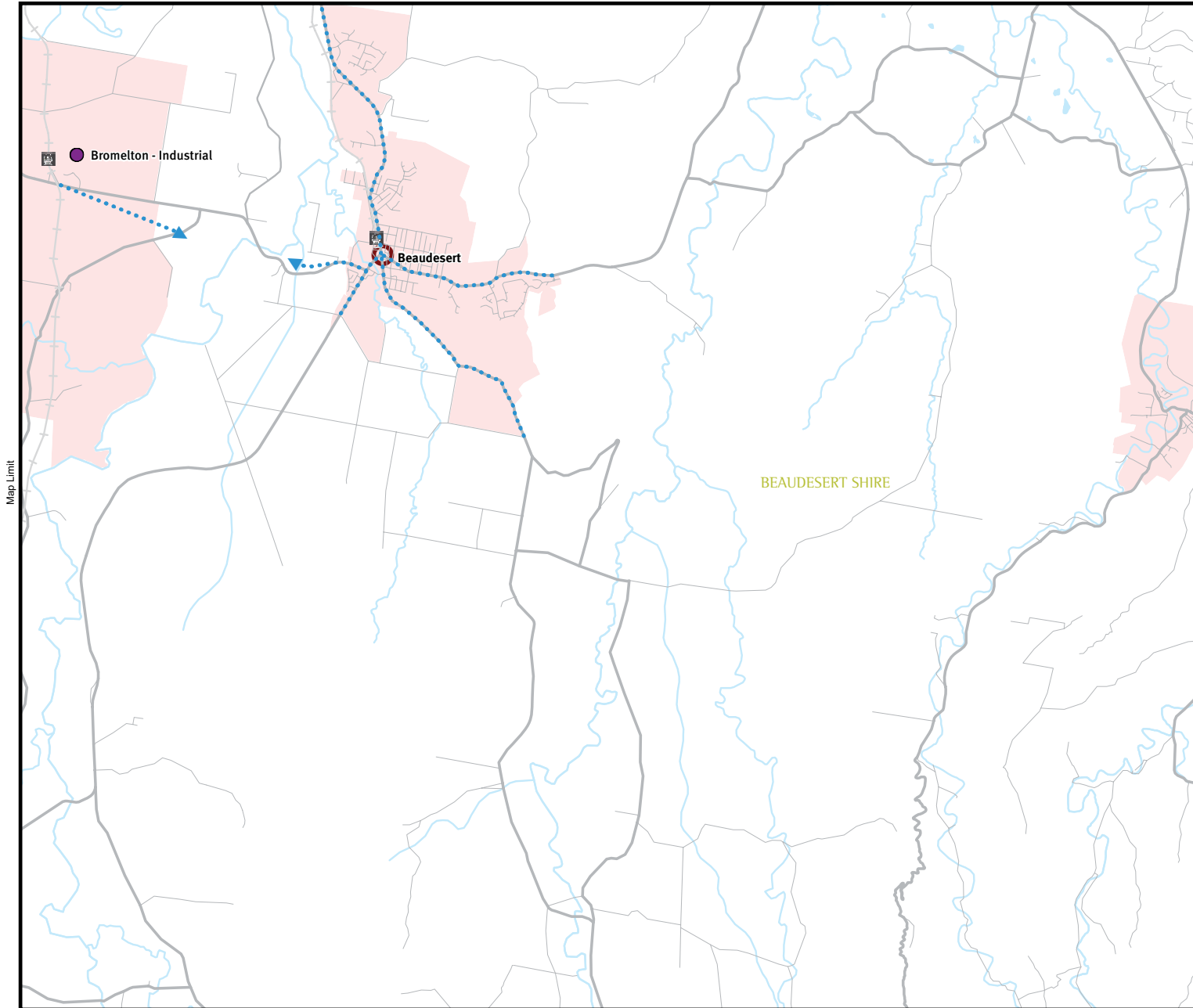
LEGEND

- Passenger Railway Stations
- Proposed Rail Station
- Railway Lines
- Waterways / Waterbodies
- Local Government Boundaries
- Cycle Route Categories (refer to Section 5.0 - Terminology)**
 - Existing Principal Route
 - Future Principal Route
 - Existing Coastal Route
 - Future Coastal Route
 - Future Strategic Route
- Regional Land Use Categories**
 - Urban Footprint
 - Rural Living Area
 - Investigation Area
- Regional Activity Centres Network**
 - Primary (CBD)
 - Principal
 - Major
 - Specialist
 - Principal Rural
 - Major Rural
- Economic Activity Centres**
 - Airport / Airbase
 - Industrial
 - Investigation
 - Knowledge
 - Logistics
 - Port





Map 12

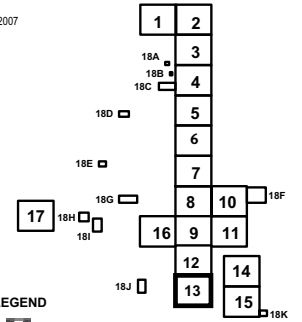


Map 13 SEQ Principal Cycle Network

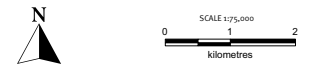
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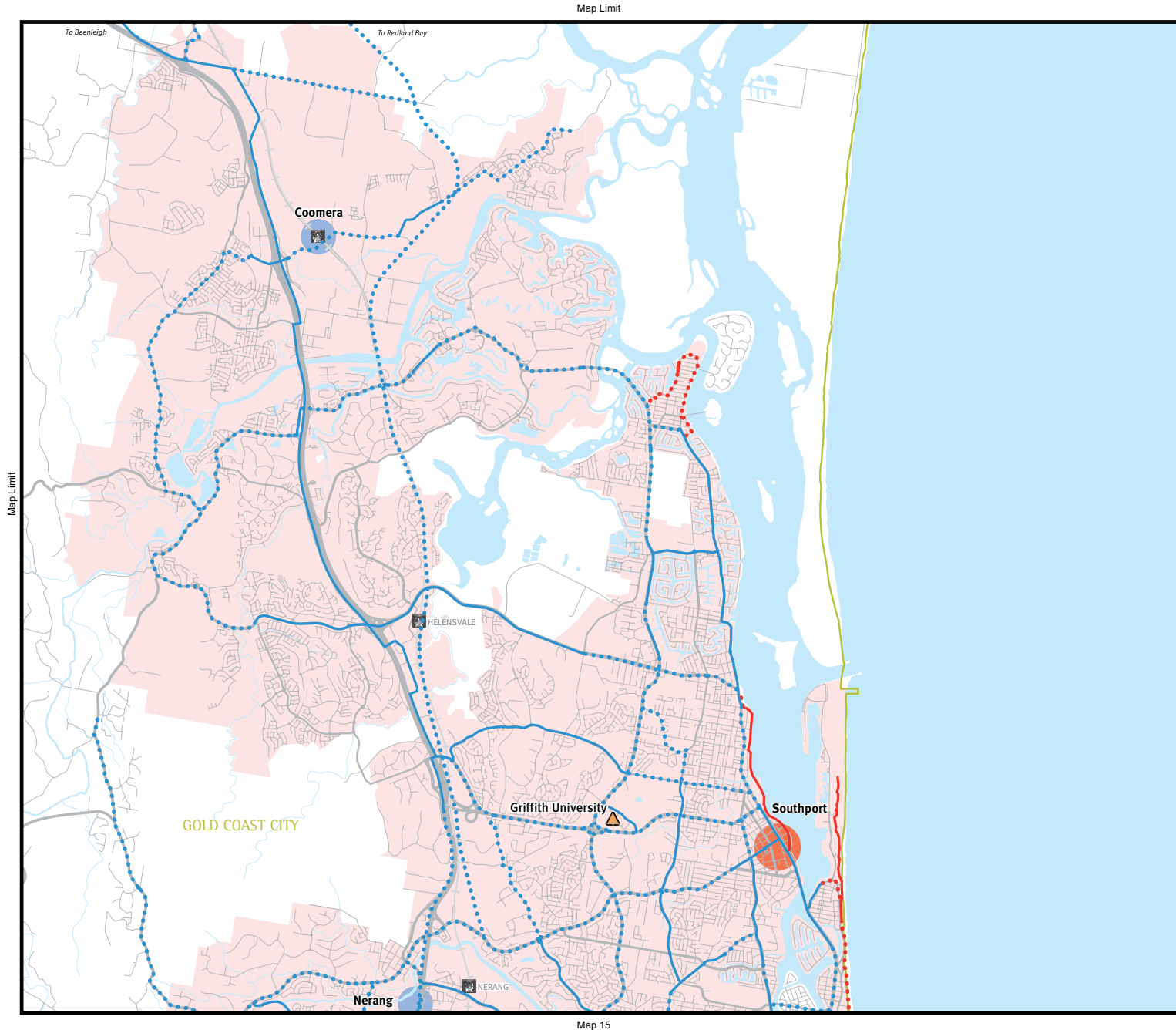
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- LEGEND**
- Passenger Railway Stations
 - Proposed Rail Station
 - Railway Lines
 - Watersways / Waterbodies
 - Local Government Boundaries
- Cycle Route Categories**
(refer to Section 5.0 - Terminology)
- Existing Principal Route
 - Future Principal Route
 - Existing Coastal Route
 - Future Coastal Route
 - Future Strategic Route
- Regional Land Use Categories**
- Urban Footprint
 - Rural Living Area
 - Investigation Area
- Regional Activity Centres Network**
- Primary (CBD)
 - Principal
 - Major
 - Specialist
 - Principal Rural
 - Major Rural
- Economic Activity Centres**
- Airport / Airbase
 - Industrial
 - Investigation
 - Knowledge
 - Logistics
 - Port



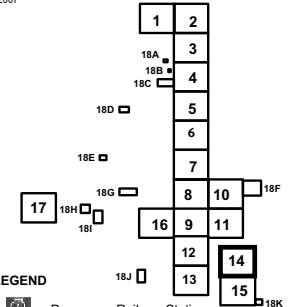


Map 14
SEQ Principal Cycle Network

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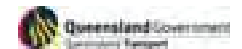
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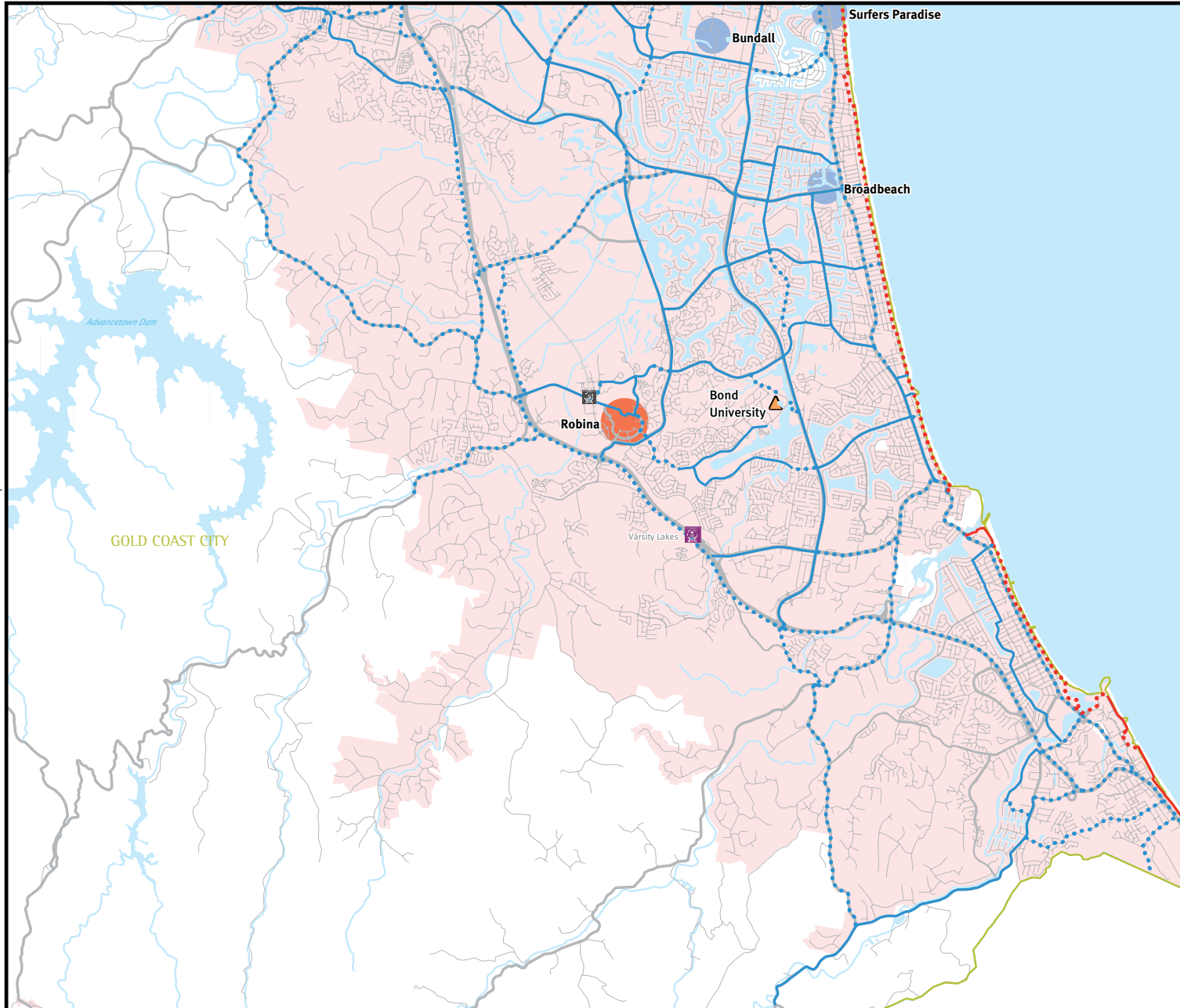
LEGEND

- Passenger Railway Stations
 - Proposed Rail Station
 - Railway Lines
 - Waterways / Waterbodies
 - Local Government Boundaries
- Cycle Route Categories**
(refer to Section 5.0 - Terminology)
- Existing Principal Route
 - Future Principal Route
 - Existing Coastal Route
 - Future Coastal Route
 - Future Strategic Route
- Regional Land Use Categories**
- Urban Footprint
 - Rural Living Area
 - Investigation Area
- Regional Activity Centres Network**
- Primary (CBD)
 - Principal
 - Major
 - Specialist
 - Principal Rural
 - Major Rural
- Economic Activity Centres**
- Airport / Airbase
 - Industrial
 - Investigation
 - Knowledge
 - Logistics
 - Port





Map 14



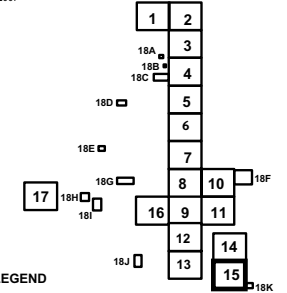
Map Limit

Map 15
SEQ Principal Cycle Network

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LEGEND

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

Cycle Route Categories
(refer to Section 5.0 - Terminology)

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

Regional Land Use Categories

- Urban Footprint
- Rural Living Area
- Investigation Area

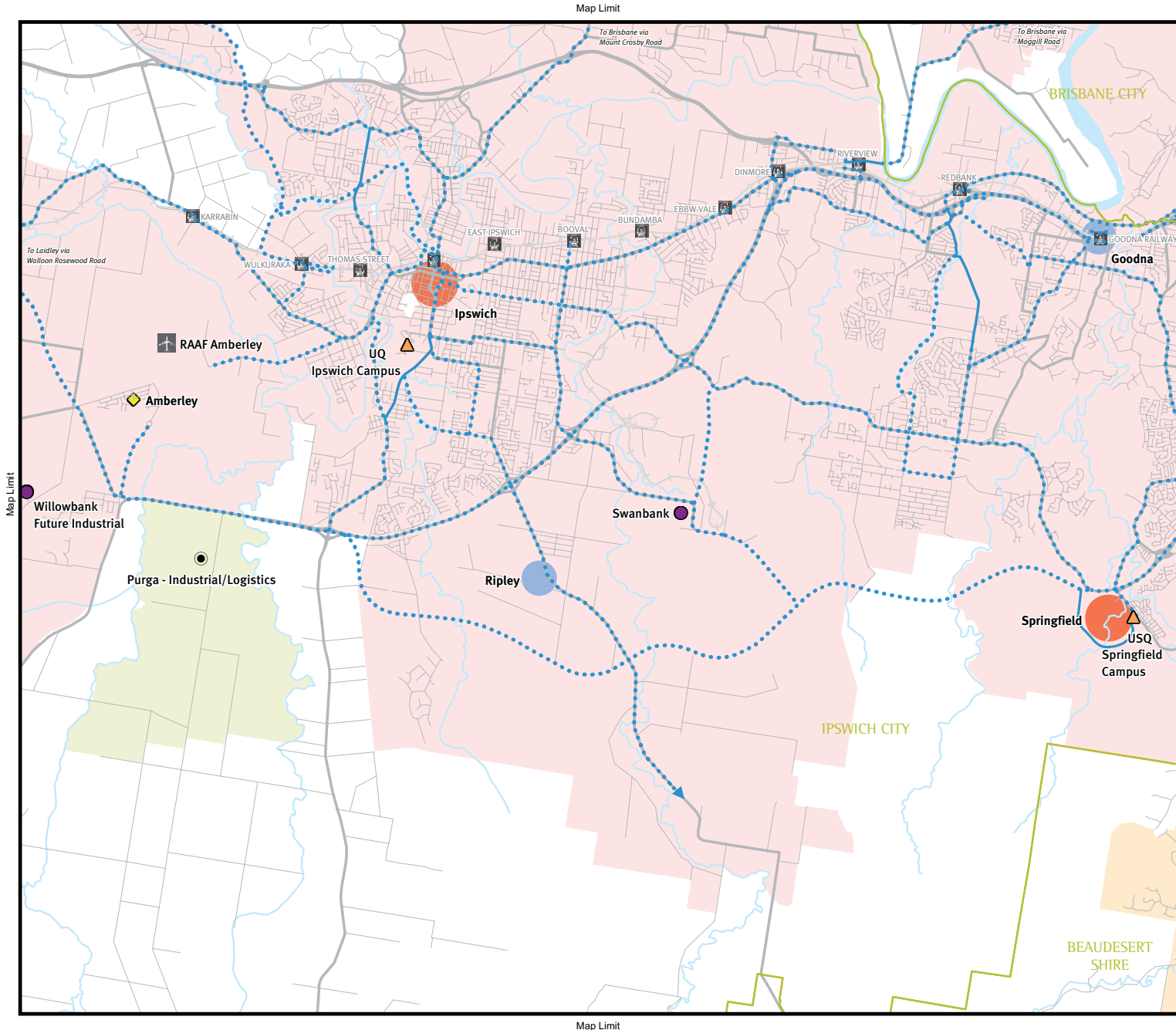
Regional Activity Centres Network

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

Economic Activity Centres

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



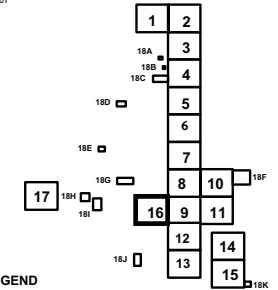


Map 16
SEQ Principal Cycle Network

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LEGEND

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

Cycle Route Categories
(refer to Section 5.0 - Terminology)

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

Regional Land Use Categories

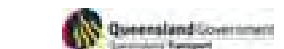
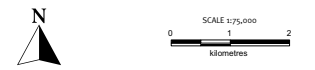
- Urban Footprint
- Rural Living Area
- Investigation Area

Regional Activity Centres Network

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

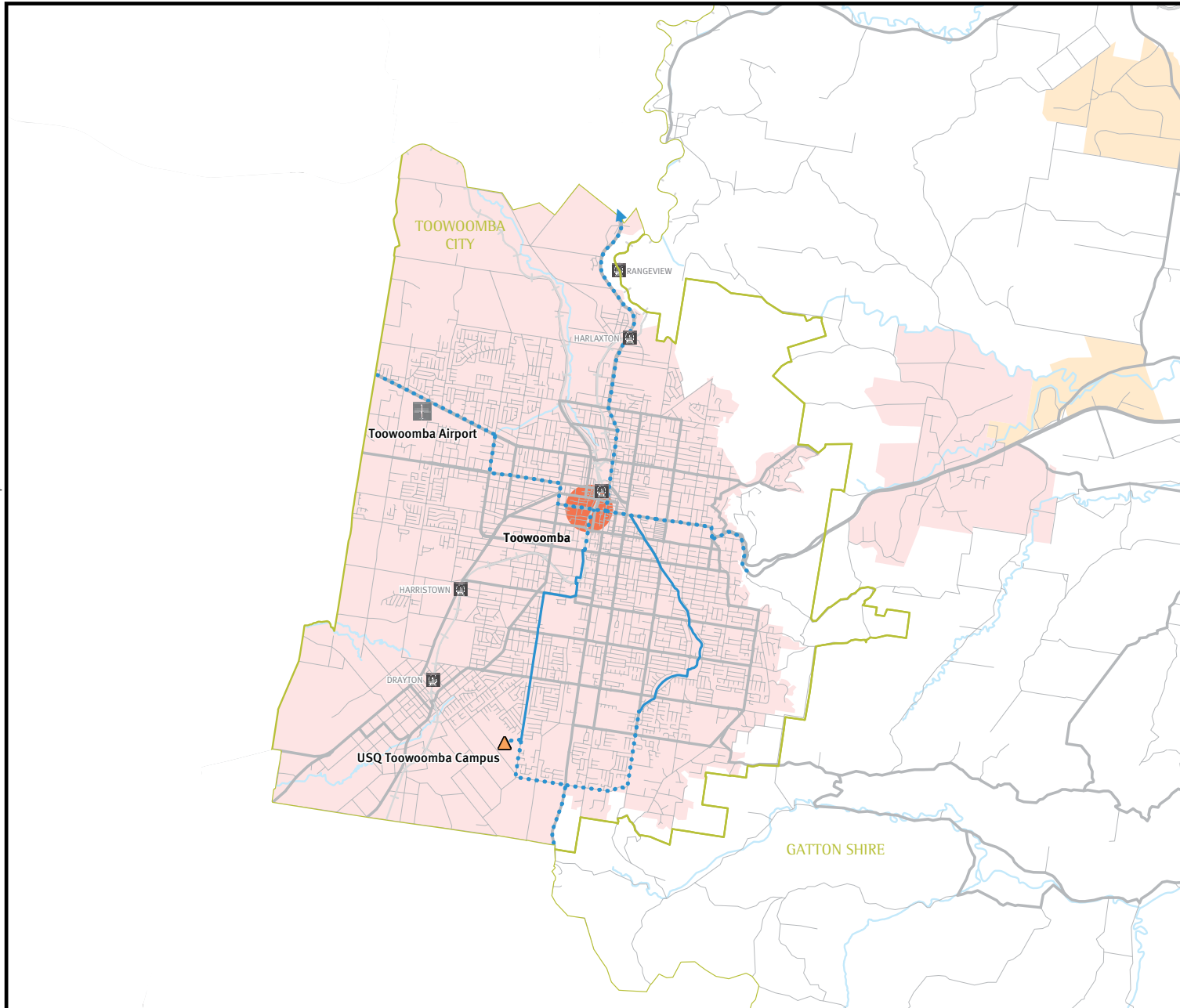
Economic Activity Centres

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





Map Limit



Map Limit

Map Limit

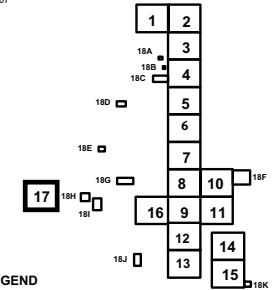
Map Limit

Map 17 SEQ Principal Cycle Network

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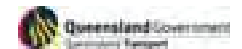
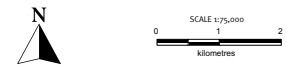
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Queensland Transport, Office of Urban Management and local governments.

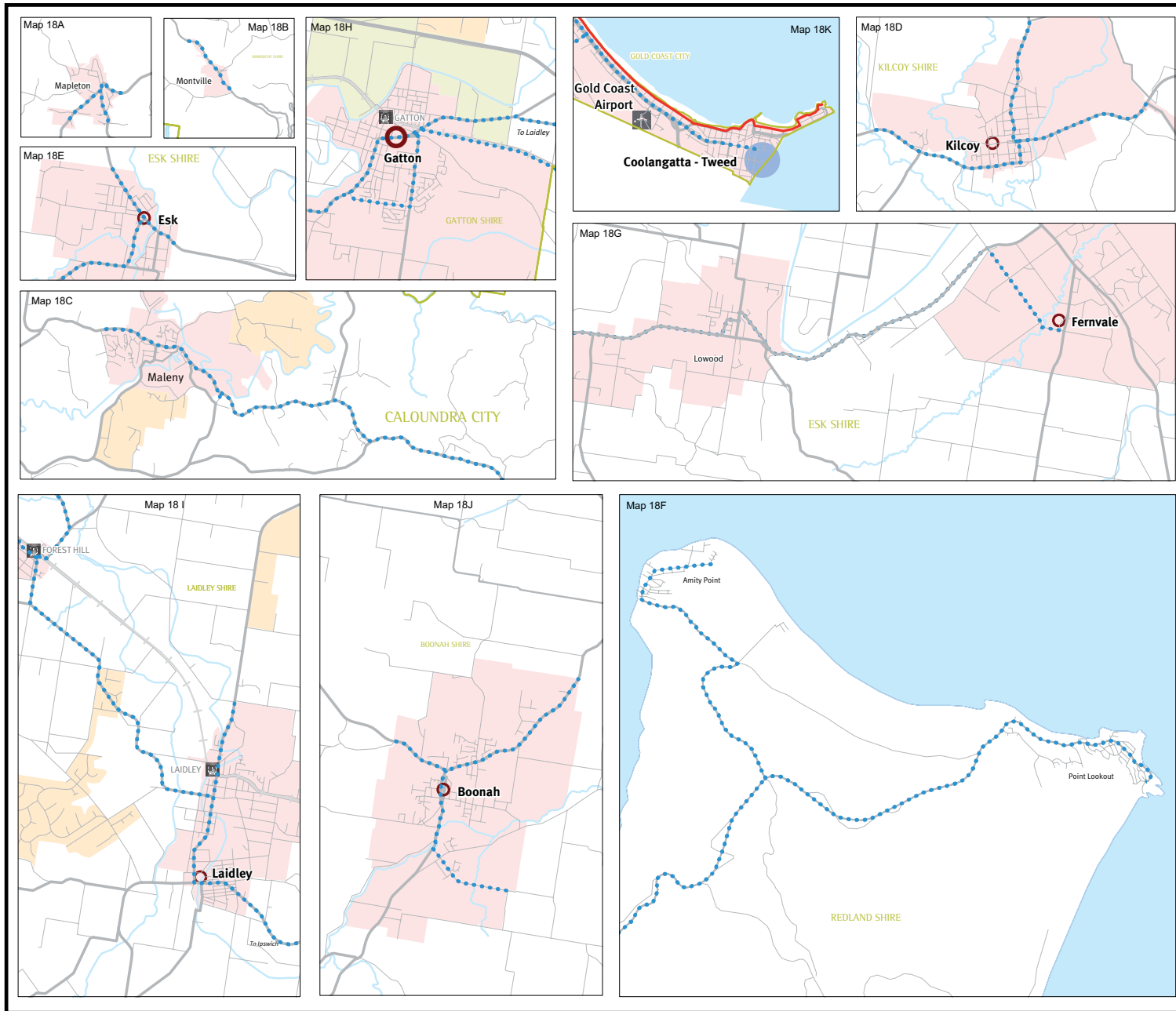
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LEGEND

- Passenger Railway Stations
- Proposed Rail Stations
- Railway Lines
- Waterways / Waterbodies
- Local Government Boundaries
- Cycle Route Categories**
(refer to Section 5.0 - Terminology)
 - Existing Principal Route
 - Future Principal Route
 - Existing Coastal Route
 - Future Coastal Route
 - Future Strategic Route
- Regional Land Use Categories**
 - Urban Footprint
 - Rural Living Area
 - Investigation Area
- Regional Activity Centres Network**
 - Primary (CBD)
 - Principal
 - Major
 - Specialist
 - Principal Rural
 - Major Rural
- Economic Activity Centres**
 - Airport / Airbase
 - Industrial
 - Investigation
 - Knowledge
 - Logistics
 - Port



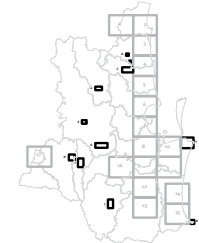


Map 18 SEQ Principal Cycle Network

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LEGEND

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

Cycle Route Categories
(refer to Section 5.0 - Terminology)

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

Regional Land Use Categories

- Urban Footprint
- Rural Living Area
- Investigation Area

Regional Activity Centres Network

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

Economic Activity Centres

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

