Active Transport Strategy

2012-2031

Moreton Bay
Regional Council

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Executive summary

At some point in every trip, we all participate in active transport. We may drive or ride to our destination but once we get there we need to walk. More people walking and cycling more often provides a variety of transport, social, health, environmental and economic benefits.

The region is projected to grow by an additional 150,000 residents by 2031. This growth will be accommodated in both conventional residential neighbourhoods and in new ways for the region, through mixed use urban development and next generation neighbourhoods. This growth will present many challenges for Council to address and manage. The Active Transport Strategy has been developed to ensure that there is a variety of transport options to encourage people to choose healthier and more sustainable transport choices.

This response to growth in our region drives the outcomes of the Active Transport Strategy. The Strategy identifies Council's vision and principles to benchmark the delivery of active transport until 2031.

Council's vision for active transport in the region is driven by the targets set by the community in the Moreton Bay Region Community Plan and Strategic Framework. The vision guides the development of appropriate desired standards of service that are responsive to user needs.

The desired standards of service are used to assess the quality of the existing active transport network and identify actions to manage growth in line with the desired standards.

This analysis assists in defining the programs, capital works, acquisitions and land use planning initiatives that provides a framework for delivering the Active Transport Strategy.

This Strategy is the first step in planning for active transport over the next twenty years. The Strategy will assist council to make informed decisions on the future active transport needs of the Moreton Bay region.

Introduction

What is active transport?

Active Transport is human-powered movement. Primarily walking and cycling, it also includes strollers, prams, wheelchairs, mobility devices, skateboarding and rollerblading. Active transport is the most basic form of travel, relying on human power.

Active transport is an efficient, healthy, sustainable, and sociable way of getting around, providing many community health, lifestyle, economic, and sustainability benefits.

We all use footpaths. We may drive or ride from one place to another, but when we get out of our car or off our bike or the bus, a footpath provides vital functionality.

The bicycle is the most energy efficient machine for travel, even more efficient than walking. Walking and cycling, with their individual and community benefits, are vitally important in providing travel options and will support a better future for Moreton Bay residents and visitors.

"Streets are places that, by their design and management, prioritise the movement needs of pedestrians, cyclists and public transit users, while providing settings for meeting the human need for social interaction and community life."

Active transport facilities

Moreton Bay Regional Council plans, delivers and maintains a variety of active transport infrastructure and facilities. These facilities support a variety of active transport options. The scope of this strategy includes both Council and State-managed facilities. Council-provided active transport facilities include:

Shared zones

A shared zone is where pedestrians, cyclists and motorised traffic share the same road space. Special rules and speed limits apply for shared zones. Motorists and cyclists must give way to pedestrians at all times throughout the entire zone; the typical speed limit of shared zones is 10km/h.

Shared Zone

Footpaths

Footpaths are located within the road corridor. They are often elevated with a kerb from the traffic lanes and can be separated by landscaped or grass verges. Footpaths are a shared facility for any user of active transport.

Footpath

On-road cycle lanes

On-road lanes provide an identified space for bicycles. These are designed to provide safe passage for cyclists, to raise driver awareness, and to establish priority at potential points of conflict. These are generally provided on roads with speed limits greater than 50km per hour and are identified by white bicycle symbols painted on the road.

Bicycle Lane

Bicycle awareness zones

Bicycle Awareness Zones (BAZ) are used when space for bicycle lanes is restricted. They are useful in raising driver awareness of the potential presence of cyclists in constrained road environments. BAZ are indicated by yellow bicycle symbols painted on the road. Cyclists need to share the road with vehicles, but should keep to the left as far as possible.

Off-road pathways

Off-road pathways provide links between places and are often located in open space corridors. Off-road pathways can provide improved connectivity to major attractors including retail and commercial centres, schools, employment and recreation nodes.

Off-road Pathway

Recreation trails

These are active transport corridors both inside and outside the urban area (through parks and open space), and are used primarily for "recreational" rather than "transport" purposes. These facilities can be formal or informal depending on

the nature of use and the sensitivity of the setting.

Recreation Trail

Trip facilities

Trip facilities include a combination of on-trip and end of trip provisions. While undertaking an active transport trip there need to be places to drink, seats to rest along with the way and shade and shelter from the weather. In some cases, lighting is required to make it safe to use at night. At destinations, there needs to be secure storage for bicycles, lockers, shower and change facilities.

End of Trip Facility
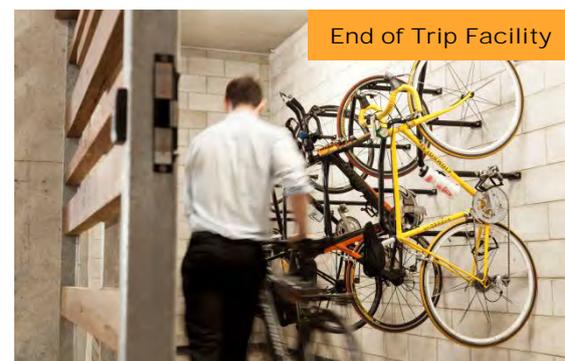
Why is active transport important to us

More people walking, cycling and taking public transport can significantly reduce the demand for expensive road infrastructure and help manage traffic congestion.

A socially equitable approach to transport planning offers genuine alternatives to the private car. The integration and interconnectivity between suburbs, and the intensification and diversification of land use around mixed use centres, make the provision of walking, cycling and high quality public transport attractive.

Walking, cycling and other forms of active transport are an easy way to increase daily physical activity and social exchange. It is a healthy and rewarding form of outdoor recreation. It aids prevention of lifestyle-related conditions such as depression, obesity, diabetes and heart disease. It improves general fitness and health, and extends our expectancy for a long, active and enjoyable life.

Walking, cycling and other active modes are low cost and environmentally-friendly, emit virtually no air or noise pollution, and have minimal demand on natural or economic resources. These activities consume no fossil fuels, take up a minimum of space, and impose little impact on other users. The more trips taken by walking and cycling, the more we reduce our environmental footprint.

Investments in active transport support a higher quality of life, provide access and mobility and, in turn, will improve the public image of the region. Considering the range of ways active transport engages with some of the most pressing challenges of our time, support for walking and bicycling is likely to continue to significantly increase as a result of good urban planning and design.

Minimbah State School Principal Sean Bennett rides his bike to work every day.

Redcliffe State High School Art Competition Winner – Yin (Year 9) Park, Walk or Ride

Why is the Active Transport Strategy important?

The Active Transport Strategy is the primary driver for Council to plan and deliver active transport infrastructure solutions and programs across the region. The Strategy recommends the delivery of infrastructure, programs and policy to meet user needs to 2031.

Active Transport planning sits within a broad policy framework. The Active Transport Strategy provides the mechanism by which to implement a range of State and Local Government policies and legislation. Council's primary policy for the preparation of the Strategy is the Moreton Bay Region Community Plan.

The Community Plan was developed in 2011 and was prepared in partnership with community groups, businesses, state agencies and local residents. The Community Plan identifies a number of community outcomes, themes and targets which active transport infrastructure and programs can help to deliver.

The Active Transport Strategy is one of a suite of transport strategies for the Moreton Bay Region. In combination, these strategies will seek to deliver an integrated and balanced transport system that provides transport choice and access options for all.

Policy   **Outcomes**   **Transport Strategies**

Community Plan
- Creating opportunities
- Strengthening communities
- Valuing lifestyle

Integrated Local Transport Strategy
- Demand Management
- Active Transport
- Public Transport
- Networks and Corridors
- Freight

Theme: Diverse Transport Options
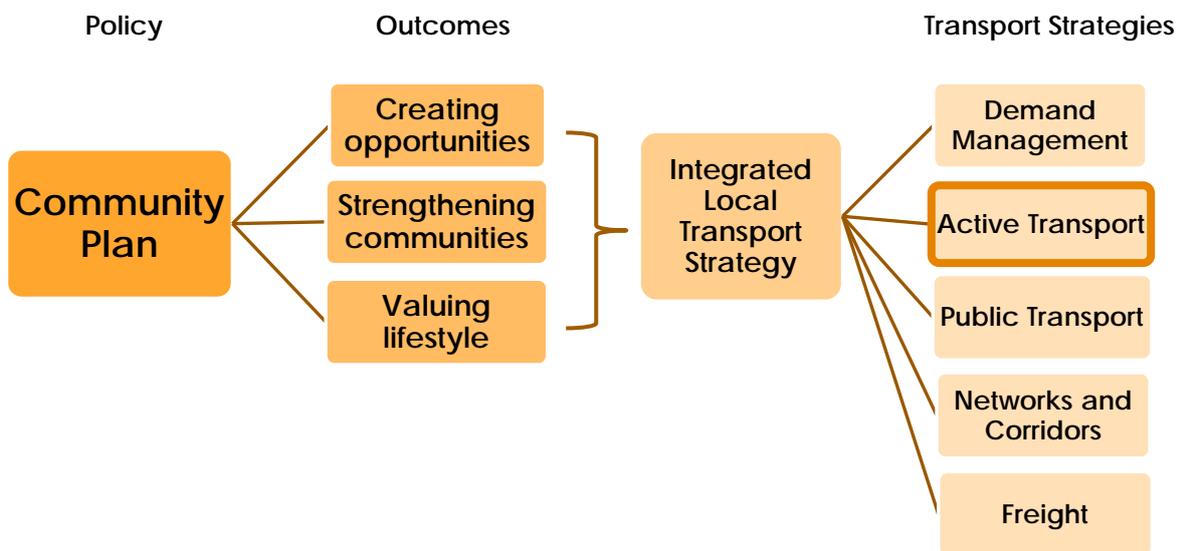
Target 24: Increase walking and cycling as methods of transport

Target 28: Increase the number of Moreton Bay residents undertaking physical activity

What is an Active Transport Strategy and what can it deliver?

The Active Transport Strategy is a strategic planning tool used by Council to guide, manage and promote active transport as a means of getting about in the Moreton Bay Region. The Strategy provides a list of actions that will deliver integrated transport options within the region.

The Active Transport Strategy is part of Council's integrated and comprehensive strategic planning framework and seeks to effectively manage the current and future provision of active transport in the Moreton Bay region.

The strategy:

1. Aligns with the Moreton Bay Regional Council Planning Scheme so active transport is a key element of future planning

2. Identifies infrastructure needs and associated costs

3. Identifies strategies, plans and policies for active transport

4. Identifies new and improved active transport facilities

5. Enhances the existing active transport facilities in the region by improving network connectivity, variety, design and accessibility

6. Improves opportunities for healthy activity

7. Informs strategic planning initiatives in environmental, open space, water and asset management programs

8. Informs the region's asset management framework

9. Identifies desired standards of service to provide a practical framework for infrastructure design and asset management

10. Identifies opportunities for collaboration with other Council programs and with external stakeholders

11. Ensures responsible financial planning and management of active transport infrastructure
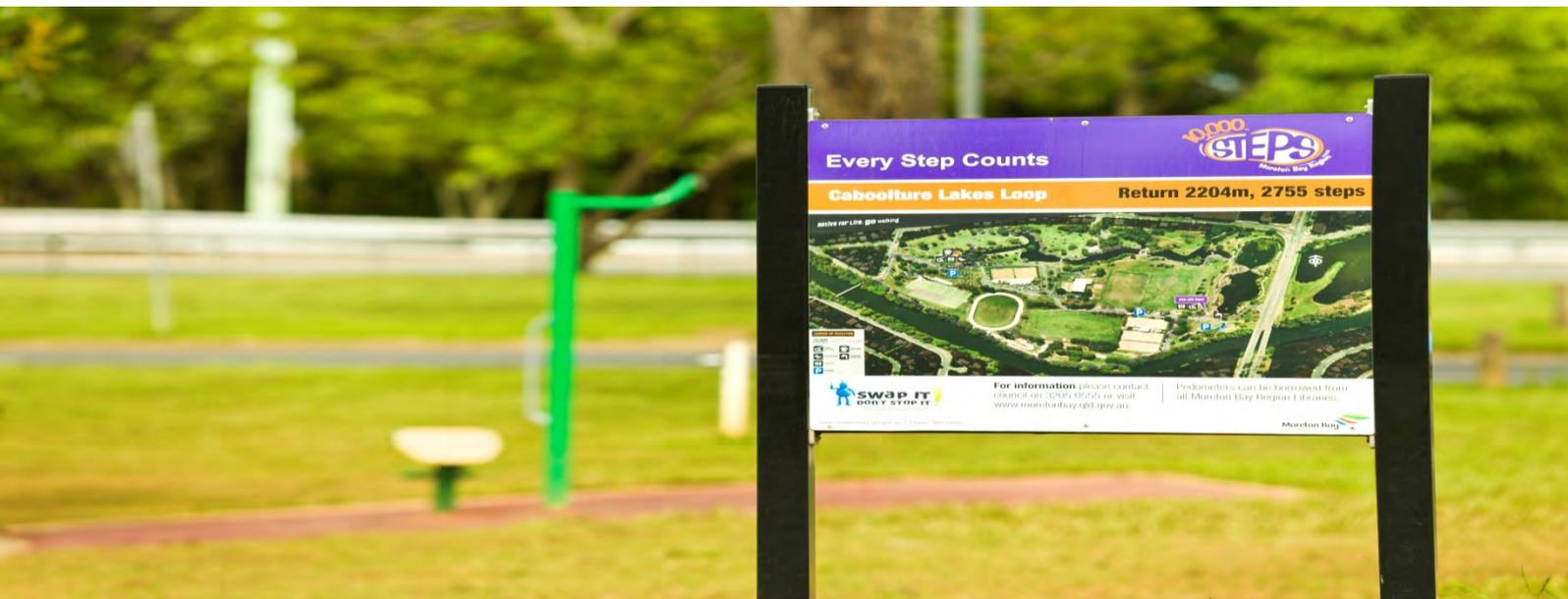
Preparation of the Active Transport Strategy

The Active Transport Strategy has been developed in three stages. First, Council's vision and principles for active transport in the region were identified, based on the Community Plan.

Second, the existing and future active transport network has been examined through regional and catchment profiling to identify opportunities for Council to respond to growth and the needs of users.

Finally, a framework for delivery has been determined - identifying and prioritising facilities and programs to achieve Council's vision.

Strategic Vision → **Responding to User Needs** → **A Framework for Delivery**
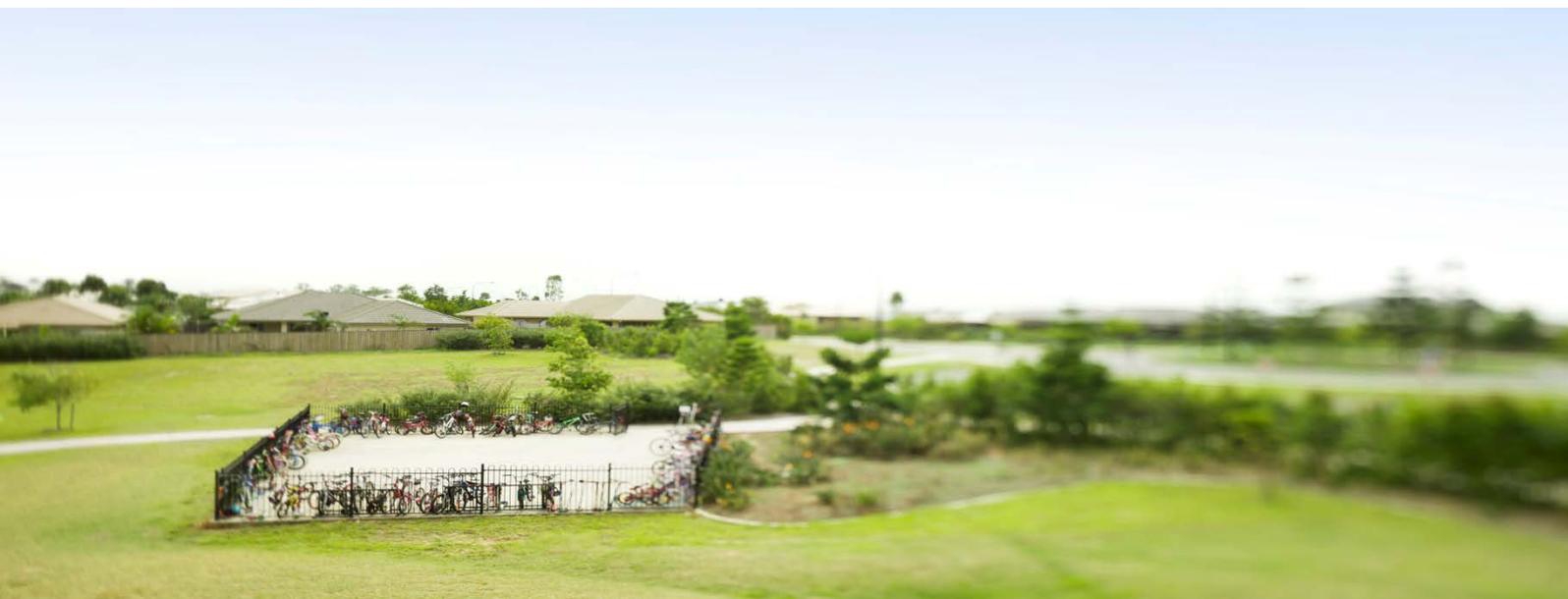
Our vision

"Active Transport in Moreton Bay provides safe, comfortable and attractive movement choices for more people, more often, leading to an improved, active and healthy lifestyle."

Principles

Fundamental principles for the planning and design of the Moreton Bay region's active transport network provide a framework to guide existing and future development. Applying these principles to active transport outcomes will ensure consistency across the network.

Safety

Active transport infrastructure and facilities will be designed to current best practice safety standards. Crime prevention through environmental design (CPTED) will be utilised to guide design outcomes.

Priority road crossings, including zebra crossings and signalised crossings, will allow significantly improved access for pedestrians and cyclists.

Active transport provision will be designed to feel safe and to be safe.

Cohesion

An active transport network will link mixed use centres, schools, and other attractors. The natural catchments of these destinations will provide safe, direct and attractive routes for walking and cycling.

Fit for purpose

Suitable path widths, surface treatment along with the design and maintenance programs will ensure facilities are fit for their purpose.

Amenity

Destinations for walking and cycling will be welcoming, create a feeling of shared public ownership, and provide a sense of belonging. Council will identify key destinations for cyclists which will offer end-of-trip facilities such as convenient and secure cycle storage, toilets, showers and change facilities

Directness

The active transport networks will be direct in both distance and time, minimising both the need to deviate from the desired path of travel and interruptions to progress.

Wayfinding

Wayfinding signs and maps help pedestrians and cyclists form a picture of an area. They link precincts or key landmarks in a logical way, improving a person's ability to walk easily and safely between locations.

Council will set up and develop a wayfinding system to improve access for pedestrians and cyclists living in, or visiting places throughout our region.

Optimising investments

Delivering walking and cycling improvements as part of broader infrastructure projects is the most cost effective way to deliver benefits. This includes: improved line markings, removing hazards, clutter and obstacles, installing pedestrian crossings, intersection improvements, and planting shade trees.

Integration

Active transport facilities and functionality are an integral part of transport and land use planning. The walking and cycling networks will integrate at all levels of planning and design.

Interconnected

Active transport networks will be planned and designed to be highly interconnected and permeable.

- avoiding cul-de-sacs and three way intersections
- providing pedestrian and cyclist priority crossings in safe locations to meet desire lines
- interconnecting both on and off road networks and facilities.

Collaboration

Working collaboratively with the State government, private developers and other stakeholders will support active transport provision and improvements.

JAMES STREET FROM STATION SQUARE
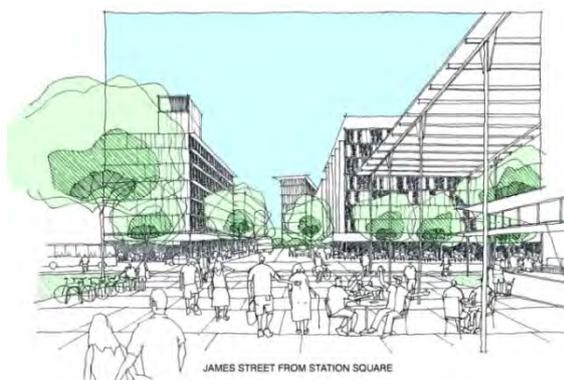
Snapshot of the region

Regional profile

The people of the Moreton Bay Region

The Moreton Bay Region stretches from the Hills District in the south to beyond Woodford in the north. From as far west as Mount Glorious, to the shores of Moreton Bay. The region covers over 2,000 square kilometres and has an estimated resident population of 400,000 people (2011).

The Moreton Bay Region accounts for 19% of the population of greater Brisbane and is the third largest local government area in Australia (2011) by population, and third fastest growing.

Region summary

- The Moreton Bay Region covers over 2,000 square kilometres.

- The region's population is approximately 400,000 people.

- The region is expected to grow by an additional 150,000 people by 2031.

Population and jobs growth

The Moreton Bay Region has experienced rapid and sustained growth in population and jobs since the 1950's. Information on population and jobs gives us valuable insight about the residents in the region and how their lifestyle may be changing. This helps Council make informed decisions about policy and investment to influence the future direction for the region.

Until the year 2000, annual growth in both population and jobs tracked at a similar rate. Since 2000 job growth within the region has not accelerated at the same rate as population growth. 44% of all working Moreton Bay residents now commute outside our region to work. The number of those commuting outside the region is likely to double if the trend in jobs growth continues to 2031, a trend not encouraged by Council. Achieving a better balance is crucial to meeting the lifestyle aspirations of the region's residents and the economic outcomes sought by the business community.

This has implications for the lifestyle of our residents and all forms of infrastructure. Those residents who spend more time travelling outside the region for work are likely to have less social time. This can lead to a cycle of highs and lows on demand for infrastructure such as roads, community facilities and parks. These types of facilities become very busy in peak periods.

44% of all Moreton Bay residents now commute outside our region to work.

Age and households

When compared to other local government areas within a similar distance to the Brisbane CBD (i.e. Logan and Ipswich), the Moreton Bay Region shows some unique trends in age distribution. The region has a very low number of people aged between 17 and 35, most likely because some young adults migrate away to take up social, educational and career opportunities elsewhere. We also see a lower proportion of infants and children below the age of five.

People from about the age 35 onwards make up a high proportion of those who tend to migrate into the region. These new residents tend to be second or third home buyers, upgrading their homes from cheaper suburbs on the urban fringe or from other local government areas like Logan and Ipswich. Many of these new residents have families with children aged from seven to 17. Consistent with trends across the greater Brisbane area many choose to live in single detached dwellings, particularly in the former Pine and Caboolture local government areas.

Although single detached dwellings make up the bulk of housing stock, the Redcliffe Peninsula provides the region with a greater proportion of higher density living options. Trends towards townhouse developments in other parts of the Region should lead to a greater diversity of housing choice than similar local government areas.

The conclusions drawn from the age profile are supported by household distribution in the region. Over 70% of our residents are part of either two parent families or they share a house with at least one other adult. Both of these groups tend to have more disposable income than singles living alone or single parent families, which is why housing prices are generally higher than equivalent local governments on the greater Brisbane fringe.

The age and household structure tells Council that providing a wide range of transport options is important and that active transport infrastructure and programs can support this need.

Higher housing prices than equivalent local governments

More disposable income

70% of residents are part of either two parent families or they share a house with at least one other adult
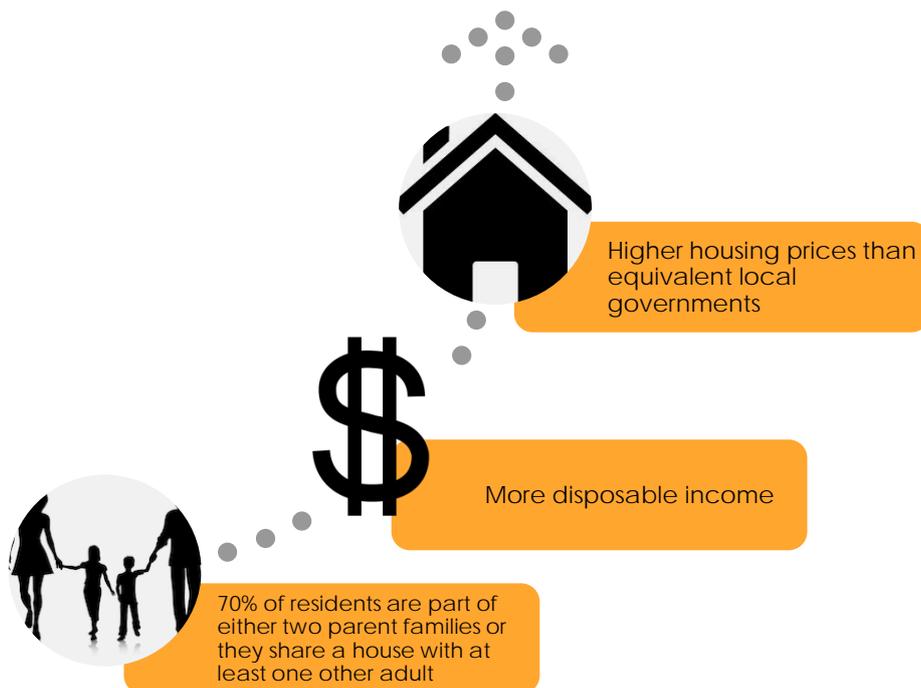
Responding to change

Council's intent to achieve greater levels of job self-containment, accommodate significant population growth and respond to a changing age profile is addressed in Council's Strategic Framework. The Strategic Framework is part of the new Moreton Bay Planning Scheme and states how Council intends to respond to growth and changing community trends. That document is a key consideration in the development of the Active Transport Strategy.

A key component of the strategic framework is place types – the different types of location where we work, live and play. The place types are a future land use model which establishes the specific planning and design outcomes expected in a variety of locations throughout the region.

The Strategic Framework outlines the following key land use strategies to address regional trends:

- The bulk of new residential development will be accommodated within "next generation suburban neighbourhoods" each containing greater levels of services and facilities than do many existing suburban neighbourhoods.

- The development of urban places adjoining activity centres and transport nodes are intended to accommodate medium density residential development, increased urban business and employment opportunities.

- Vibrant and attractive activity centres will be designed to provide a broader range of services, facilities, business and expanded employment opportunities, centrally located within the transport network and easily accessible by residents in existing and new neighbourhoods.

- Major places for enterprise and employment will be developed where they are accessible by major transport corridors and will provide alternative employment destinations for residents of the region.

These land use strategies drive the outcomes of the Active Transport Strategy consistent with Council's investment and initiatives in developing places where business and private investment can prosper.

Council's strategy to deliver higher densities around activity centres and transport networks will change the region's profile by providing a diversity of housing choice to the market and providing opportunities for the 17-35's to remain in the region.

Higher densities will provide opportunities for our residents to activate places and to 'age in place' in locations that have good access to transport options and community facilities tailored to their needs.

Moreton Bay Regional Council Planning Scheme

The region's active transport networks

Active transport will become a much more prominent and enjoyable part of living in Moreton Bay, combining the transport and health benefits of an active community with the need for more sustainable neighbourhoods.

In 2011, Moreton Bay Regional Council signed the "International Charter for Walking". However, walking is not yet the everyday activity it deserves to be.

The Caboolture Shire Council's Youth Needs Survey (November 2006) found that only 16% of males and 8% of females under 21 habitually walk to their destinations. Most walking trips are made by youth, yet most youth don't choose to walk. This shows considerable opportunity to increase the proportion of walking trips.

Australia Bureau of Statistics (Census 2006) identified that 85% of Moreton Bay households had bicycles. However, the participation of bike riding was much lower. The cycling mode share in 2006 was only 1.7% of all trips (Transport and Main Road household travel survey 2006). In 2011, only 2.3 % of journey to work trips were taken by walking and cycling (ABS Census 2011). With 10% of journey to work trips being less than 3km and 18% less than 5km (Connecting SEQ 2031), there is significant scope to improve both walking and cycling's share. This will be achieved by enhancing dedicated facilities in Moreton Bay.

In recent years, the provision of active transport facilities has been in response to identified need and has been located where adequate space exists.

This Strategy responds to existing and future needs to better connect our communities by both walking and cycling. People engage in active transport for a number of different purposes and have a wide range of expectations. The Strategy caters for walkers and cyclists with widely variable physical and cognitive abilities.

The Strategy integrates the transport elements of walking and cycling with other transport modes, land uses and urban design. Above all, urban places need to be planned and designed to be a pleasurable experience for walking and cycling

The International Charter for Walking was signed by the Moreton Bay Regional Council in November 2011
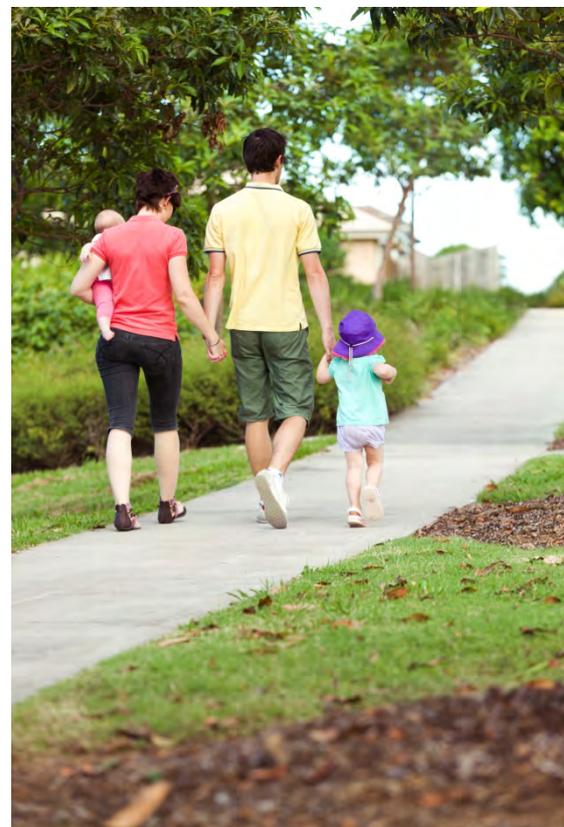
International Charter for Walking

Creating healthy, efficient and sustainable communities where people choose to walk

I/We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. *Increased inclusive mobility*

2. *Well designed and managed spaces and places for people*

3. *Improved integration of networks*

4. *Supportive land-use and spatial planning*

5. *Reduced road danger*

6. *Less crime and fear of crime*

7. *More supportive authorities*

8. *A culture of walking*

Signed

Name   G J CHIPPENDALE

Position   DEPUTY MAYOR

Date   10/11/11

www.walk21.com

Responding to user needs

Future directions

To meet the active transport requirements of a growing community, Council has developed the Active Transport Strategy around existing and future user needs. This approach not only recognises the population growth but also identifies and understands the varying needs and preferences of the community.

This information allows Council to better plan the type, location, function and quantity of active transport facilities and programs required to service the needs of our community.

The Place Types approach to planning

To provide a range of active transport facilities for the community, Council is using a planning framework known as the place type model.

The place type model is a strategic planning tool that provides a range of active transport solutions and activities for the different locations where we live, work and play.

Council uses the place types to understand the needs within particular communities for active transport facilities and provisions.

This information allows Council to plan, design and deliver the variety of facilities and programs that each place requires, where they should be located and the activities that occur there.

**Innovative surface treatment creating a slow traffic speed environment**

Catchment profiles

To understand current and future active transport infrastructure requirements, a series of local, district and regional catchments have been examined. These catchments provide a reference area which assists Council in planning for active transport to 2031.

The solutions in these locations are structured towards a user needs approach to achieve Councils vision for active transport.

A detailed analysis of each catchment has identified a range of solutions that have been prioritised, costed and categorised. The catchment profiling will guide Council's capital works and active transport programs in future budgets.

The active transport catchments include 32 local areas, 5 district areas and 1 regional area.

An example of a district catchment illustrating possible solutions

Active transport purpose and user ability

Every user of the active transport network comes with different skill levels and trip purposes. Understanding ability and trip purpose provides a framework for creating a variety of appropriate active transport infrastructure and facilities. Our approach to network development and planning needs to ensure that the community has access to a range of experiences reflective of their transport needs.

Trip purpose

Active transport is undertaken for a variety of purposes. These purposes influence the type of experience the users seek.

1. **Utility –** include short trips to local shops, visiting friends and running errands. Walking distances are usually less than 1 km, and cycling distances less than 2.5 km, but may be longer. These trips tend to be around residential neighbourhoods as well as to and within activity centres.
2. **Educational –** trips to schools. These can include parents with children. Walking trips are typically within 1 km. Cycling trips are typically within 2.5 km from primary schools, but may be 5 km or more for secondary schools.
3. **Commuter –** include adults travelling to work and trips to tertiary education. These include walking trips to public transport that are typically less than 800 m. Cycling trips may cover distances of 10 km or more.
4. **Sports –** include hiking, jogging and cycling over long distances, for sports events, training or exercise. These trips may include challenging terrain and higher speeds.
5. **Recreational –** are taken for enjoyment and social exercise. Time is less important, and attractive routes with low traffic volumes are often preferred. Popular routes follow coasts, rivers, reserves and parklands. Recreational cycling trips may cover long distances between townships.

User ability

Active transport users have a variety of needs and abilities. They have different physical characteristics, levels of experience and awareness of their surroundings. These differences give rise to different needs and potential conflict when incompatible users share constrained facilities.

1. **Restricted / Limited –** Comprises a range from the very young (babies and toddlers) to the elderly. The group includes people with infirmities or disabilities, and those requiring supervision or mobility aids.
2. **Social –** travel in pairs or small groups. They move at a pace allowing conversation. They share experiences and enjoy group activity.
3. **Active / Leisure –** comprises the able-bodied. It may include a large pool of latent active transport users who may be inhibited by a range of factors.
4. **Elite / Experienced –** includes the most fit, competent and confident users. Cyclists in this category are capable of high speeds and longer distances, and are more willing to share road space with general traffic.

Opportunities for meeting user needs

Council is responding to user needs by developing active transport programs. Improved connectivity, safe and accessible pedestrian crossings and a network of bicycle lanes are just a few of the responses that this strategy will deliver.

Council will prioritise community needs by addressing strategic responses under these three themes;

A. Active communities – many places are important destinations for walking and cycling. These include mixed use activity centres, public transport stations, schools and employment nodes. It is important that we establish better walking and cycling connections to and within these places. This connectivity and high level of amenity will make these locations more accessible, lively and enjoyable.

B. Connecting across the region – Moreton Bay region covers over 2,000 square kilometres, including a variety of rural and urban communities.

Walking and cycling links between communities will offer greater travel choice.

C. Building an active transport culture – changing to more positive attitudes to walking and cycling is important. Promoting active transport will make walking and cycling a preferred choice for more people.

Solutions include a combination of:

- Active centres designed for pedestrians and cyclists

- Completing the missing links in pathways along road corridors

- Connecting places through open space corridors and council land

- Making safe on-road provision for cyclists including lane markings, signage and surface treatments

- Installing pedestrian and cycle crossings to meet existing and future user needs.

Pedestrain and cycle crossings

On-road provision for cyclists

Connected places

Active centres

Network of completed pathways
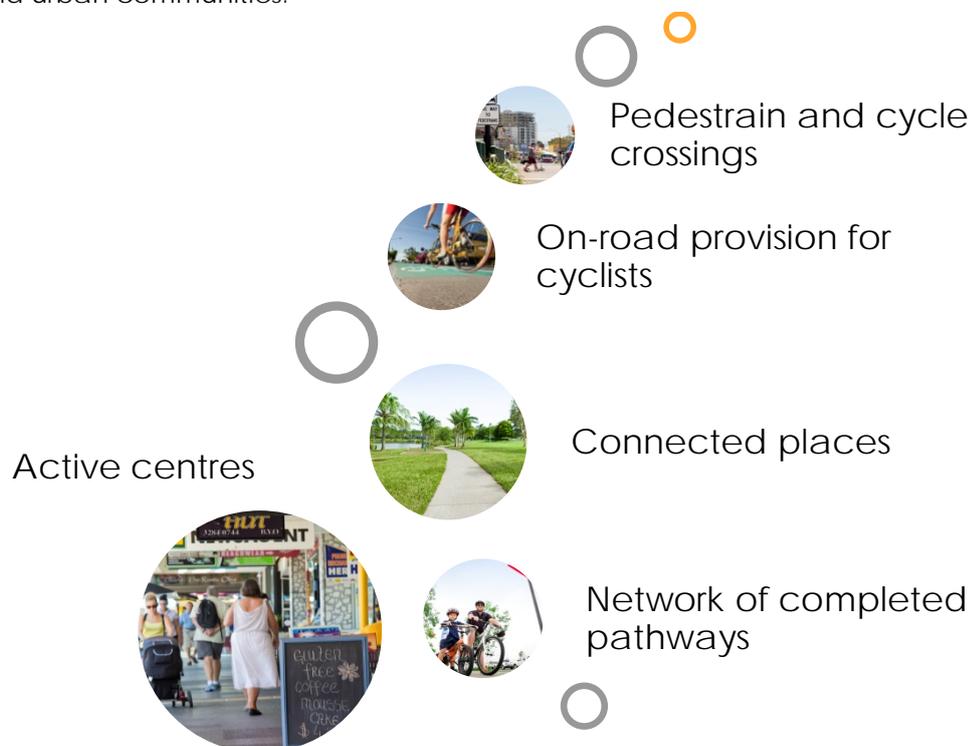
A. Active communities

The Moreton Bay region is made up of a collection of distinct places in both rural and urban settings. People who live in these places need to be able to move around and access the various facilities and services that support their community.

Strong communities are places that people find it easy to walk and cycle around and are safe and accessible. Places that have excellent walking and cycling infrastructure and facilities tend to be the most memorable.

Simple but cost effective measures such as installing safe and accessible pedestrian crossings will improve connectivity and encourage increased confidence in walking and cycling as genuine transport options.

We all have different needs and expectations for active transport. Our centres need to be attractive places, bustling with people and economic activity. They need to have easy access and be well used by the whole of the community.

Council recognises that successful places always have large numbers of people on foot and on bikes. People walking and cycling are better able to socialise and conduct business locally, which supports increased economic activity.

Walkable and bicycle friendly communities

Walking and cycling are back in fashion and these modes of transport are undergoing a renaissance throughout Australia. Our activity centres will be places designed for ease of access by people on foot and by bicycle. Making places attractive for walking and cycling will provide economic, social and environmental opportunities which will be beneficial to the whole community.

Attractive places with a high level of pedestrian and cycle access bring people together. Activity centres, schools and concentrations of employment offer excellent opportunities to attract walking and cycling as the transport option of choice.

Council will deliver the infrastructure and service planning to facilitate the development of vibrant and accessible centres. The intensity of people activity will allow these places to be safe and feel safe for other active transport users.

Council's Integrated Design Manual will ensure that active transport facilities are planned, designed and delivered to meet the needs of current and future users.

We will:

1.1 Adopt best practice integrated design guidelines as the basis for active transport design integration

1.2 Adopt desired standards of service and future mode share targets for active transport

1.3 Design activity centres and new communities to support active transport

1.4 Give higher priority to walking and cycling

Fifteen minute neighbourhoods

Improving infrastructure and road crossings for pedestrians and cyclists are a priority. With the trend towards integration of healthy lifestyles and transport choices, many people are choosing to walk or cycle for trips of up to 15 minutes and beyond to local destinations and public transport modes.

Local trips are relatively short trips. The provision of more clearly defined, interconnected and safe routes will make more places seem closer and not "too far to walk or cycle".

Council will prioritise programs to implement infrastructure and facility improvements around key activity centres and destinations to facilitate walking and cycling as genuine transport choices. Active transport that serves our major destinations will be the highest priority.

We will:

1.5   Establish and reinforce 15-minute neighbourhoods

1.6   Review existing networks to identify opportunities for infrastructure improvements

Walking and cycling to public transport

The attraction of walking and cycling to public transport instead of driving to a park and ride station depends on a number of interlinked factors. The most important of these is the quality and connectivity of the journey between home and the bus stop or rail station.

Travel choice depends on a number of convenience and comfort factors including the comfort of waiting at the stop, and (in the case of cycling) the ability to securely and safely store your bicycle.

The ability to undertake minor maintenance such as pumping a tyre or taking a comfort stop are important when designing places for public and active transport.

Passenger transport frequency and availability are primary deciding factors on whether these interlinked modes are chosen rather than making the journey by private car.

A companion strategy (Moreton Bay Regional Council, Public Transport Strategy) addresses these issues in more detail.

We will:

1.7   Provide convenient and quality access to stops and transit nodes

Sylvan Beach Esplanade, Bribie Island

Providing shade, lighting and support facilities

Shade trees reinforce the character of streets to create visually pleasing environments for people, and cooler journeys during the summer months.

Council will implement a program of canopy tree planting to maximise shade to paved areas with species appropriate to the character of each place.

Important features of the pathways network are seats in shaded areas for resting during a journey, drinking fountains for maintaining hydration while walking, and public toilets. Situating such facilities at the intersection of two or more walking and cycling networks will allow sharing of the facilities across different user groups.

We will:

1.8 Provide shade and shelter to make places attractive for walking and cycling

1.9 Provide and maintain on-route facilities

1.10 Provide pathway lighting where required.

1.11 Ensure end-of-trip facilities are provided

1.12 Develop and implement an active transport information plan and program

Ideally these facilities will be shared with other community facilities like sports grounds, retail outlets or shopping centres to reduce duplication and maintenance costs.

Lighting is critical for safety where paths are used in the evenings. Council will implement a program of pathway lighting where paths cross open spaces or where street lighting coverage is inadequate

Many people are deterred from walking or cycling as part of their day-to-day activities because they do not have the

opportunity to *"freshen up"* on arrival at their destination and have no secure place to leave their bicycle. Businesses, education facilities and other key destinations for cyclists should offer end-of-trip facilities including convenient and secure cycle storage, toilets, showers and change facilities, and provisions for cycle maintenance and repair. New developments that exceed certain thresholds will be required to install end of trip facilities as part of the planning approval process.

Routes are more attractive where they are legible and easily understood and connect directly to destinations. Users can orient themselves by landmarks, by well-placed maps, signage and pavement markings to guide the way. These can be augmented by pocket maps and web-based information.

B. Connecting across the region

Active transport can be a preferred choice when facilities and settings are attractive to a range of users. These facilities will include a combination of cycle lanes, off-road pathway facilities, intersection treatments, signage, bike racks/storage, rest stops, drinking fountains, toilets and safe road crossings.

The active transport network will connect the region for short and long trips. New and existing paths and improved paths and facilities will make travel easier and safer.

The physical width and prominence of pathways and cycle lanes will increase in closer proximity to activity centres and key destinations. This reflects higher levels of usage where routes converge. Provision of active transport facilities will need to vary according to user type, trip purposes, and the role of the facility in the route hierarchy.

Pathways and on road cycle facilities will be designed to current best practice design standards.

Bike racks/storage

Rest stops and drinking fountains

Toilets

Off-road pathway facilities

Cycle lanes, signage & intersection treatments

Safe road crossings

Complete streets

Council adopted the "Moreton Bay Street, Place and Movement Guideline" in December 2010. This framework for quality streetscapes is consistent with the "Complete Streets" principles of designing streets for all users, and encouraging good design where pedestrians, cyclists and public transport users have equality of access alongside motor vehicle users. The "Planning Scheme Policy - Neighbourhood Design" further advances these principles. This approach supports designs that allow people to choose alternative means of travel. More well-connected, direct and flexible routes such as grid patterns with 4-way intersections are encouraged.

Roadways with excessive carriageway widths often have inadequate allocation of space for pathways or cycle lanes. Council recognises that the "rightsizing" of streets and roads provide a balance and equality of space for all users. This may include wider pathways, verges and shade tree planting. In some places the separation of pedestrian and cycle paths may be beneficial to remove potential conflicts and make priorities more obvious.

Inclusive design of a complete street is important in providing access for people of all abilities. Pedestrian crossings are designed to provide ease of movement, especially for people with disabilities, and with other special needs. Council will ensure that designs are fully inclusive and planned with due consideration for users of all abilities.

Active transport is the most affordable and cost effective choice in the transport network. Every trip taken on foot or by bicycle can help manage traffic congestion, avoid delays, and reduce costs by mitigating the need for building expensive new roads. This provides savings for the whole community and for individuals in lower travel costs. The most cost-effective initiatives prioritise connections to activity centres, education facilities, and public transport:

We will:

2.1 Identify and implement a network of primary active transport routes across the region

2.2 Identify and implement a secondary network of active transport routes that support the primary network

2.3 Establish a pattern of inter-connectivity

2.4 Develop and implement a prioritised program of active transport projects and enhancements to achieve cost-effective outcomes

Pathways and cycle lanes

An interconnected network of pathways and bicycle lanes will provide for the needs of many active transport users. Direct connections, wider pathways and a greater choice of routes will make destinations more easily accessible.

Existing transport corridors do not always provide direct routes to where people want to go. Full advantage has not always been taken to provide cost effective outcomes. Many existing roads are wide enough for cycle lanes to be painted on them with no construction costs, providing immediate improvements for both cyclists and motorists.

Where carriageway widths are insufficient to support standard width bicycle lanes, bicycle awareness zones (BAZ) denoted by a yellow bicycle symbol painted on the road, will be considered. BAZ help to raise driver awareness that cyclists may be sharing the road with motor vehicles.

The strategy seeks to provide more direct linkages between suburbs, widening the choice of routes from one neighbourhood to the next. Parks and reserves often offer more direct connections to desired destinations.

Pedestrian and cyclist road crossings

Accessibility of the active transport network can be greatly improved by the installation of safe pedestrian and cyclist road crossings.

Council will install a range of treatments to assist pedestrians and cyclists including both formal and informal crossings. The range of solutions to getting pedestrians and cyclists safely across roads include priority crossings where pedestrians and cyclists have priority over motor vehicles (e.g. zebra crossings, signalised crossings) and the selective use of shared zones in very low speed environments. Non priority crossings, including kerb build outs to reduce crossing distances and pedestrian refuges) can also aid the safe movement of pedestrians and cyclists across roads.

Removing hazards and street clutter

Paths can be obstructed by poorly-located signs, bus shelters, bins, barriers, bollards, overgrown trees, shop signage, and street furniture presenting a hazard to both people on foot and on bikes.

Cyclists on pathways offer encounter hazards such as bollards and fences. These devices can cause serious injury unless designed to appropriate safety standards. Council will actively identify potential hazards and develop a program to address these.

On-road cyclists often encounter kerb build outs, stormwater drains, potholes or islands that needlessly force them into the path of traffic. These situations can create serious safety hazards to both cyclists and motorists. Council will undertake a prioritised audit of the network to identify potential safety hazards and implement a program of remedial works.

Incorrectly aligned tactile indicators

Barriers can deter people from walking and cycling and may create hazardous situations

Council will ensure that the walking and cycling networks meet current and future user needs by undertaking regular monitoring of condition and use.

Universal design includes providing for the needs of vision impaired persons and those with other special needs. Tactile paving provides assistance allowing ease of navigation across intersections and through areas with high numbers of pedestrians. It is important that tactile paving is designed and installed in a consistent manner. This is particularly important at intersections where the directional indicators need to be precisely aligned.

> **We will:**
>
> 2.5   Fit active transport facilities to site conditions
>
> 2.6   Ensure appropriate surface quality to paths and places
>
> 2.7   Remove barriers to active transport movement

Safe by design

Pedestrians and cyclists are the most vulnerable road users. Council will deliver urban design outcomes that are "safe by design", improving safety for all road users. We will ensure that current best practice guidelines will be used to find the optimal solutions for active transport users.

Pathways in Queensland are multi use facilities, accommodating pedestrians, cyclists and certain other wheeled devices. Pathways that are a suitable width for users are an important design element. Pathways and supporting crossing facilities need to be designed with safety and confidence in mind.

Pedestrians are at risk in environments where vehicle speeds exceed 30km/h. Council will design streets to provide visual enhancements that encourage lower speeds, reducing risks to active transport users.

Road safety education for children at an early age helps them become street smart and safe. Council will continue and progressively expand the Travel Choice behavioural change program which incorporates elements of road safety for schools. Council will develop and relay other safety information on the safe use of streets and public spaces to reach a wider audience.

We will design a safe environment by achieving the right mix of form and function for each specific place and location. There is no 'off the shelf' or scripted approach to achieving excellence in design outcomes. Design skills will be critical to support Council's delivery of cost effective solutions for active transport.

The establishment of a multidisciplinary design review team will ensure all user needs are considered and designs are consistent with Council policies.

We will:

2.8   Adopt design practices which will enhance safety and security

Pedestrian and cycle facilities aid awareness and safety

C. Building an active transport culture

More people walking and cycling in Moreton Bay will be a reality when active transport plays a greater role in building and maintaining more connected communities.

Many trips within the region are relatively short and could be undertaken in less than 15 minutes by walking or cycling. This provides the opportunity for active modes to become viable and attractive choices for all.

Building an active walking and cycling culture in Moreton Bay will reinforce the Council-endorsed *"International Charter for Walking"* which recognises the benefits of walking as an indicator of healthy, efficient, socially inclusive and sustainable communities.

Active transport offers many environmental, health and mobility benefits that are compatible with higher density, mixed use living environments. Active transport allows people to make short trips without imposing pollution and severance costs on others. The increasing presence of cyclists and pedestrians within the street environment has a positive impact on community safety.

Auckland Transport promotional literature

Burpengary State School

Influencing travel behaviour

Travel behaviour change programs are an integral part of modern transport planning. These programs are unique because they work directly with schools, organisations and individuals to help them make informed travel choices about how to get to places using their cars less and walking, cycling and using public transport more. Travel behaviour change programs are about empowering people to make decisions that can benefit their health, their finances, and the environment.

Travel behaviour change programs work with local communities, schools, universities, hospitals and workplaces, to help them self-manage the process of change. In this way it builds the capacity of organisations and institutions to influence the travel behaviour of their staff and customers. These programs lead to changes in travel behaviour and the physical environment, which contribute to healthier communities that are more accessible, active and robust.

Many schools suffer from significant traffic congestion as a result of parents dropping their children off by car in the morning and picking them up in the afternoon. This traffic congestion can lead to road safety issues and considerable local traffic delays. Travel behaviour change programs have been extremely successful in reducing congestion around many schools whilst at the same time allowing more children to travel to and from school using active transport.

Travel behaviour change programs are a partnership between a range of stakeholders, with Council generally facilitating the program. These programs often take the lead role in identifying infrastructure gaps in the network such as missing pathways and pedestrian crossings that are then prioritised in Council's capital

works programs to support the move to active transport use and to deliver successful outcomes to the program.

Council will manage the sustainable growth of the region by ensuring that developers consider transport alternatives other than the private car. A companion strategy – "Travel Demand Management Strategy" – will articulate the "Green Travel Planning Guidelines" that are designed to provide a step by step process for developers, enabling them to support travel behaviour change as an integral part of their development proposal.

We will:

3.1   Promote walking and cycling

3.2   Maintain and expand travel choice programs

3.3   Lead by example

3.4   Broker outcomes by partnering with other stakeholders

People are good for business

A successful place is attractive and provides public places to meet and interact. When we create places that support active transport, we find it also encourages people to both socialise and conduct business locally. Recent research[1] indicates that walking and cycling to local shops is good for business and good for the local economy.

Attracting more pedestrians, cyclists and transit passengers rather than car users has proven to attract more regular, dedicated custom to local centres, and is most likely to have a positive impact on retailers and customers alike. Supporting active transport is an essential ingredient to the success of our business centres

We will:

3.5   Improve economic activity by bringing increased local walk-up and cycling custom to centres

Health and lifestyle

Inactivity and increasing obesity are putting pressure on our community's health and well-being. This is of particular concern for the region's children.

Active transport increases daily physical activity, improving fitness and health. Given the opportunity, the community can embrace walking and cycling as a preferred transport choice for more trips more often, and improve their health and physical fitness at the same time.

Providing facilities which encourage the very young, the infirm and the elderly to participate in these activities will allow

them to better engage with the rest of the community

We will:

3.6   Encourage a more active and engaged lifestyle and better health, through increased active

[1] National Heart Foundation of Australia (2011) *Good for Busine$$ - The benefits of making streets more walking and cycling friendly,* National Heart Foundation of Australia, Adelaide

Framework for delivery

Delivering the Strategy

Delivering our vision and responding to the needs of users within the region is the primary objective of this Strategy. This will provide our residents with a vibrant and integrated active transport network.

Delivery of the Strategy will be achieved through a series of programs with measurable targets, and an ongoing monitoring and review schedule.

The outcomes of this Strategy and future programs will ultimately inform Council's Integrated Regional Infrastructure Strategy (iRIS), Council's capital works program, the Moreton Bay Planning Scheme, the Local Government Infrastructure Plan and other strategies currently in development.

Leadership and governance

Council will adopt the findings of this strategy and its action plan as policy. Council will champion the vision of achieving the active transport strategic directions, and will work to realise the opportunities to achieve the goals and targets expressed in the strategy. Council will establish a cross departmental committee to implement and monitor the strategy and action plan, and update the action plan on an annual basis.

The design and delivery of projects will reflect the strategy and the principles that define the needs of the community. Council will build capacity within its corporate structure to facilitate quality planning and design outcomes that reflect the vision and respond to the needs of the community.

Council's design process will ensure that cost effective outcomes address these user needs. A multidisciplinary design review panel will be established to ensure

the needs have been considered throughout the process, including project scoping, planning, concept design and detailed design. Where collaboration on joint projects is undertaken, the design review panel may include external agencies, such as the Queensland Department of Transport and Main Roads.

We will:

4.1   Adopt the Moreton Bay Regional Council Active Transport Strategy as Council policy

4.2   Assign responsibility and establish cross departmental processes to ensure effective implementation of the Strategy

4.3   Establish robust mode share targets for walking and cycling

iRIS and Council's capital works program

Moreton Bay Regional Council performs a leading role in coordinating the delivery of infrastructure for the region's existing and new communities. Integrating our approach to infrastructure network planning will help do this more efficiently.

The Integrated Regional Infrastructure Strategy, or 'iRIS', will combine Council's infrastructure priorities with the priorities of other infrastructure providers in the region, such as the Department of Transport and Main Roads. iRIS will coordinate the planning, design and construction process for all infrastructure networks. This will assist Council in prioritising infrastructure projects based on a quadruple bottom line assessment that stimulates economic development, is socially equitable, environmentally robust and has a governance framework based on excellence and value for money.

The Active Transport Strategy will inform the preparation of iRIS by identifying new and upgraded facilities required to meet changing community needs, and determining when and how these facilities will be provided.

The outcomes of iRIS will guide Council's capital works program for the next 20 years.
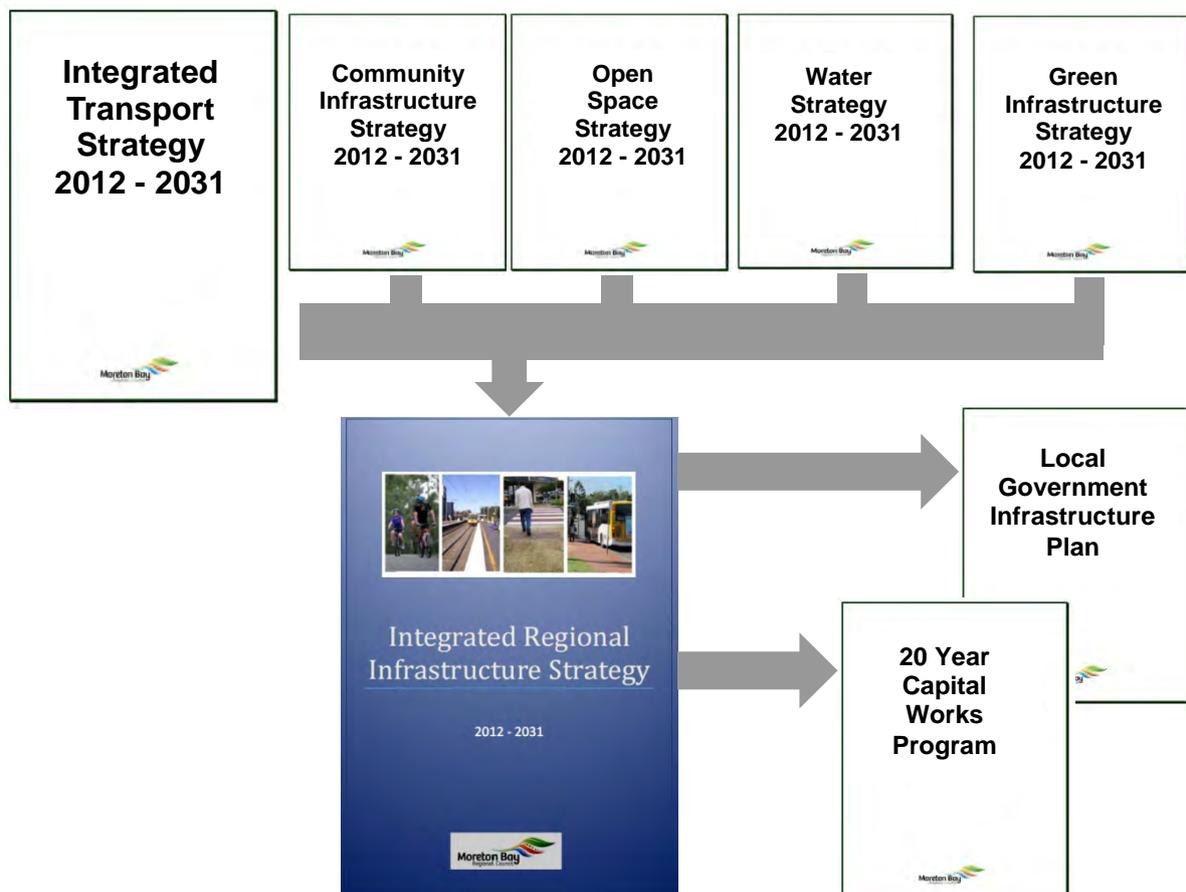
Planning Scheme

Moreton Bay Regional Council is planning for the future with work now underway on a new regional planning scheme. The new Moreton Bay Planning Scheme will help to respond to growth and development across the region. Council has released the Strategic Framework which provides a vision and strategy for the region and forms part of the new Planning Scheme.

The Active Transport Strategy has informed the development of the Planning Scheme, which includes design and accessibility standards for walking and cycling facilities in new developments, such as where the facilities should be located and requirements for improved public transport, pedestrian and cyclist access.

Priority Infrastructure Plan

The Active Transport Strategy also informs the development of a Local Government Infrastructure Plan (LGIP). The LGIP seeks to integrate land use and infrastructure planning by encouraging growth in areas where infrastructure exists or can be provided efficiently. This Strategy will inform the LGIP by determining future trunk infrastructure requirements based on population growth, and estimating the cost to provide or upgrade this infrastructure.

Council's Integrated Regional Infrastructure Strategy (iRIS) provides a prioritised list of all trunk infrastructure requirements included in the Local Government Infrastructure Program (LGIP) based on capacity needs for our developing region.

Programs

A range of programs will be undertaken, bringing together policy direction and planning contained in this Strategy. These programs build on the current projects and programs undertaken by Council, the State and the community, and direct future priorities in active transport infrastructure planning and management.

The primary short term program for active transport infrastructure involves the preparation of a program of works, which will provide greater guidance for mid-term and long term programs into the future.

Targets and goals

The time horizon for the delivery of this strategy is 2031. Connecting SEQ 2031 projected walking mode share in the Moreton Bay Region to grow from 6.2% in 2006 to targets of 11% in 2031, and cycling's share from 1.7% to 8% during the same planning period. Total active transport mode share would grow from 7.9% to a target of 19% across the whole of the region. This represents a growth in active transport trips of about 2% per annum per person.

The take up of active transport is not uniform across the Moreton Bay Region. Higher active transport mode shares are achieved in areas with close proximity to popular destinations as these provide opportunities for shorter trips. Likewise, localities of higher population and employment densities produce higher volumes of active transport trips than do more isolated or more sparsely occupied localities.

The new Moreton Bay "place-based" planning scheme, envisages a greater proportion of our communities within a 15 minute walk or cycle of popular destinations such as shopping, schools and employment. A greater proportion of daily trips will be within convenient walking or cycling distance.

Recent research[2] has identified that walkable mixed use developments can substantially reduce vehicle trips generated, as people are more inclined to walk or cycle instead of relying on vehicles. It was found that the actual traffic generation from compact and accessible locations is approximately 20% to 60% less than other less accessible locations.

"Activity centre", "urban" and "next generation suburban" place types increasingly exhibit these characteristics. These three place types are our areas with the greatest potential. By 2031these three place types will accommodate over one third of the Moreton Bay population, while nearly 70% of residents will have employment opportunities within the region and nearly half of these will be within more intensively developed place types.

Our coordinated and integrated responses to land use and transport planning will achieve a significant shift to active transport in these three urban place types. A mode share in 2031 of 40% of all transport trips undertaken by active transport in these three place types is our aspirational target.

[2] Traffic Generation Study, MR Cagney, 2011

To meet the intent of this Strategy, Council has set goals to be achieved by the end of the 2015/2016 financial year and beyond.

The program of works from this Strategy will provide a complete set of targets and goals for active transport infrastructure for the next 20 years.

Short term goals - 0 to 5 years

- Complete walking and cycling components of the MBRC Design Manual
- Incorporate appropriate active transport provisions in the new planning scheme and local government infrastructure plan.
- Release Program of Work for active transport facilities provision
- Undertake urgent works to address critical conflicts
- Incorporate active transport provisions with other committed works (Road construction or refurbishment, open space embellishment)
- Ensure Council's asset maintenance and renewals program is consistent with the Strategy.

Mid term goals - 5 to 10 years

- Complete primary and secondary paths and on-road cycle lanes within close proximity (15 minute walking and cycling distance) of significant destinations (centres, schools, transit nodes and concentrations of employment)
- Complete crossings and intersection treatments within 15 minute walking distance of significant destinations
- Implement alternate funding options

Long term goals - 10 to 20 years

- Complete primary paths and on-road cycle lanes providing connections between major and district centres and other significant destination places
- Implement secondary paths and on-road cycle lanes within neighbourhoods and create new links to connect neighbourhoods to one another
- Complete crossings and intersection treatments to improve permeability within neighbourhods and to improve safety of corridors between significant destinations.
- Provide end-of-trip facilities in major and district centres, community hubs, and public transit nodes
- Provide facilities that meet set standards of design and access
- Partner with State government and private developers.

Monitoring and review

To ensure we continue to meet the vision and actions proposed in this Strategy, evaluation and monitoring will be undertaken. This will allow Council to continually monitor its progress, be responsive to legislative change and remain current.

Review
- Strategy Review (5 Yearly)
- Works program review (annually)

Monitor
- Monitor and refine strategy outputs as subsequent detailed programs are undertaken to meet user needs
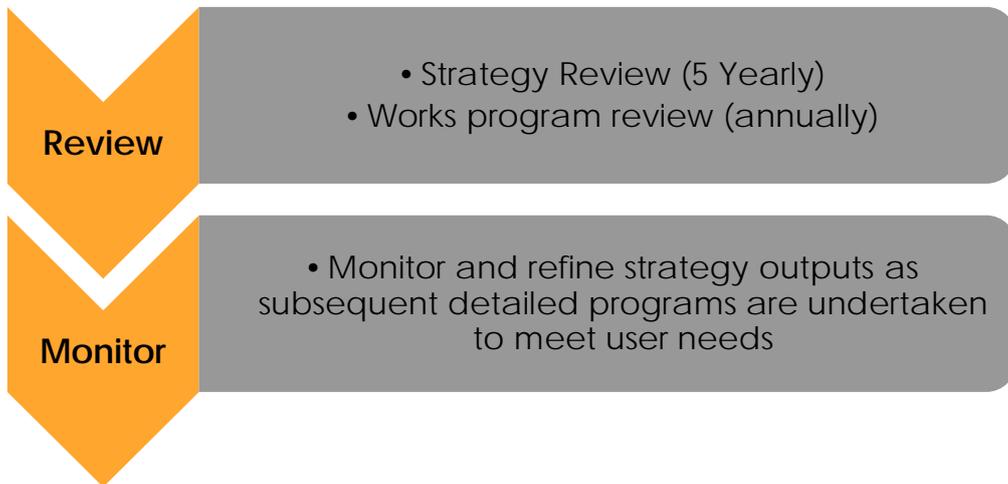
Regular monitoring of the strategy will be undertaken to ensure Council remains on track to realise opportunities and to achieve set targets and goals. Council will continually improve the planning, funding and provision of active transport facilities, and follow current best practice as closely as possible.

Appendix A
Program action plan
Active Transport Strategy 2012 - 2031

Program action plan

The Program Action Plan identifies a prioritised list of actions that Council will undertake to deliver the active transport vision for the region. The program action plan is Council's direct response in meeting the strategic objectives identified in the Strategy's themes for meeting user needs. This response includes defining the actions, purpose and the timing, responsibility and status of achieving those actions.

Timeframes

Short term - 1-2 year time frame

Medium term – 3-4 year time frame

Long term – 5+ year time frame

Definitions

SPD - Strategic Planning and Development Division

SP - Strategic Planning Department

DS - Development Services Department

ECM – Engineering, Construction and Maintenance Division

CES - Community and Environmental Services Division

FPS – Financial and Project Services

DSS – Desired Standard of Service

INP – Active Transport Infrastructure Network Plan

PIP – Priority Infrastructure Plan

ATS – Active Transport Strategy

OSS – Open Space Strategy

TMR – Queensland Department of Transport & Main Roads

A. Active Communities					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
1.1	**Adopt best practice integrated design guidelines and codes as the basis for active transport design integration**				
1.1.1	Complete the Planning Scheme Policy on integrated design of streets and roads	The *"Planning scheme Policy"* will provide a *"best-practice"* reference to ensure that the right facilities are provided, and that consistency in design is achieved as appropriate to the various settings across the region	Immediate	Strategic Planning	complete
1.1.2	Complete the MBRC Integrated Design Guide for internal use	The "Design guide" will provide a "best practice" reference for MBRC capital works to ensure that the right facilities are provided, and that consistency in design is achieved as appropriate to the various settings across the region.	Short-term	ECM - Design Services	Underway
1.1.3	Promote use of the MBRC Design Guide across all MBRC Departments	Active transport facilities are considered across a range of Council Departments and Sections. It is necessary to ensure that the approaches taken are consistent, and that the outcomes are coordinated	Short-term and on-going	Strategic Planning, with DA and ECM	Not yet commenced, pending completion of the Guide
1.1.4	Establish a cross corporate design review panel(Seealso4.3.1)	Active transport facilities are influenced by a wide range of disciplines including engineering, urban design, land use planning and social and community interests. A multi-disciplinary review panel will ensure that outcomes are appropriate to the whole range of user needs.	Short-term and on-going	ECM	Not yet commenced
1.2	**Adopt desired standards of service and future mode share targets for active transport**				
1.2.1	Adopt standards of service (completeness of network, proportion of population within 15 minutes of designated destinations) and monitor progress toward achievement over time	These standards are important in ensuring that we deliver the appropriate facilities that best respond to user needs, and to enable active transport to contribute to improved lifestyles and a more sustainable future for the region	Immediate	Strategic Planning	Complete
1.2.2	Establish benchmarks and targets for active transport mode shares by *"place types"*	Active transport in Moreton Bay is building from a low base. It is important to compare the aspirations of system characteristics and performance against *"best practice"* and experience elsewhere.	Immediate and on-going	Strategic Planning	Underway
1.2.3	Monitor progress against targets over time (See also **4.1.1** to **4.1.3**)	It is important to ensure that implementation responds to growth and to establish evidence-based assessment of performance of the network over time.	On-going	ECM	Not yet commenced
1.2.4	Review the Strategy	As the active transport system matures, improvements are implemented and the planning context changes, the aspirations of system performance will evolve. The strategy must respond over time	On-going	Strategic Planning	Not yet commenced

1.3	**Design activity centres and new communities to support active transport**				
1.3.1	Apply principles of the Strategic Framework, Planning Scheme Policy and Integrated Design Guide regarding permeability, connectivity and active transport priority, serving 15-minute active transport catchments.	The more population within easy walking and cycling distance of destinations, the more opportunity there will be to access goods, services and experiences locally, and the more vibrant and successful those destinations will be. Permeability, connectivity, and priority will combine to bring a wider area (hence a greater population) within the 15-minute catchments. Greater residential density in those catchments and greater intensity and diversity of activity at those destinations will increase both the catchment population and the level of attraction of those activity destinations	Short-term and on-going	Strategic planning (both infrastructure planning and master planning), ECM and DS	Commenced
1.4	**Give higher priority to walking and cycling**				
1.4.1	Undertake a prioritised program to review and monitor traffic signal phasing	Uncoordinated traffic signal phasing, or phasing that does not provide appropriate crossing time for pedestrians and cyclists, nor afford them due priority, inevitably makes active transport less attractive, less convenient, and less time-competitive	Short-term and on-going	ECM	Not yet commenced - To be addressed in the ITS Plan
1.4.2	Develop and integrate a prioritised program of pedestrian crossing installations	*"Walkable"* neighbourhoods depend on people being able to move about on foot safely and conveniently. Priority crossings will ensure places are more amenable to pedestrians, and more attractive to access on foot	Short-term and on-going	ECM	Not yet commenced
1.5	**Establish and reinforce 15 minute neighbourhoods**				
1.5.1	Identify and deliver a prioritised program for retro-fitting neighbourhoods to improve active transport permeability and connectivity.	Permeability, connectivity, and priority combine to bring wider areas (hence greater population) within the 15-minute catchments. Greater residential density in those catchments and greater intensity and diversity of activity at those destinations will increase both the catchment population and the level of attraction of the activity destinations.	Short-term	ECM & Strategic planning (both infrastructure planning and master planning)	Underway (as part of Master planning program)
1.6	**Review existing networks to identify opportunities for improvement**				
1.6.1	Develop and deliver a prioritised audit and implementation program for short-term improvements within 15-minute catchments	Improvements (such as line markings in association with road rehabilitation projects) can be implemented quickly and/or with modest expense. These can provide immediately-measurable improvements in the walking and/or cycling experience and performance. This will demonstrate the cost-effectiveness of active transport interventions, and demonstrate the potential for making further improvements	Short-term	ECM with input from Strategic Infrastructure Planning	Underway (draft GIS mapping of existing *"gaps"*)

1.7	**Provide convenient and quality access to stops and transit nodes**				
1.7.1	Develop and deliver a prioritised program of active transport routes to bus stops, rail stations and interchanges	Public transport performs best where access to a transit service is most convenient and direct from a substantial walk-up or cycling catchment. The quality of the walking and cycling experience to the public transport system will influence the relative attraction of walking or cycling to reach bus and train services	Short-term and on-going	SP (part of public transport strategy) ECM (transport and behaviour change)	Not commenced
1.7.2	Develop and advocate a prioritised program to the Qld Government for integration of end-of-trip facilities including secure cycle storage and other amenities with public transit nodes.	Walking or cycling in hot or inclement weather can make users feel uncomfortable when they transfer to public transport modes. It is therefore important to provide users with the opportunity to shower and change. It is also important for users to securely and conveniently store equipment (bicycles, helmets changes of clothing, and other personal effects).	Medium-term	Developed by Strategic planning. To be implemented by the Qld government and/or transit providers	Commenced (incorporated in Public Transport Strategy)
1.8	**Provide shade and shelter to make places attractive for walking and cycling**				
1.8.1	Develop and implement a shade tree planting program	Exposure to adverse weather conditions (sun exposure and rain) are often cited as reasons for not choosing active transport. The provision of shade through a tree-planting program will help address this issue as well as improving visual amenity	Immediate and on-going	ECM	Not yet commenced
1.8.2	Establish continuity of footpath awnings in *"high streets"* and high intensity locations	Footpath awnings provide shelter from both sun and rain events, yielding an improvement in comfort for users. The value of this protection is dependent on achieving the greatest possible continuity	Medium term	Strategic planning (across multiple teams)	Complete (incorporated in scheme codes)
1.9	**Provide and maintain on-route facilities**				
1.9.1	Develop and implement a prioritised program for the integration of seating, water fountains, ablutions and signage	Amenities along the routes and at destinations contribute positively to the walking and cycling experience, and make active transport more attractive to a wider range of potential users. The ability of users to find their way, and to rest and refresh themselves will make the journey seem shorter as well as more comfortable	Short-term and on-going	ECM	Not yet commenced
1.10	**Provide pathway lighting where required**				
1.10.1	Undertake an audit of pathway lighting levels, and develop a costing and prioritisation program for consideration as potential capital works required for safety and navigation	Pathways through open space corridors, or where street lighting is inadequate, may be unsafe, or feel unsafe, for walking and cycling outside daylight hours. It is important to identify those segments of the network where augmentation of lighting is necessary for users to safely and comfortably navigate	Short-term	ECM	Not yet commenced

1.10.2	Develop and implement a prioritised program of appropriate lighting, balancing illumination necessary for safety of users against the impact of lighting on adjacent land	Appropriate street and pathway lighting is necessary for users to safely and comfortably navigate outside daylight hours. It is important to provide appropriate lighting to those segments of the network where street lighting is inadequate or absent	Medium term	ECM	Not yet commenced
1.11	**Ensure end-of-trip facilities are provided**				
1.11.1	Include requirements for showers, change rooms and secure cycle storage in planning codes and development conditions (input to planning codes)	Walking or cycling in hot or inclement weather can make users feel uncomfortable when they reach their destinations. It is therefore important to provide users with shower and change facilities. It is also important for users to securely and conveniently store equipment (bicycles, changes of clothing, etc.). Planning codes and development conditions are appropriate mechanisms to ensure these opportunities are built into new or upgraded private developments	immediate	Strategic planning	complete (incorporated in scheme codes)
1.11.2	Plan and deliver a prioritised program of end-of-trip facilities associated with new community centres and new major civic spaces, as well as assessing opportunities for retrofitting facilities in major and district activity centres	Public venues and spaces may attract higher numbers of visits by walking and cycling. As these places share similar end-of-trip challenges as private development, but are the responsibility of Council, it is incumbent on Council to ensure appropriate facilities are provided.	Medium term	Developed by Strategic planning, implemented by ECM	Planning Commenced (Master Plan program)
1.12	**Develop and implement an active transport information plan and program**				
1.12.1	Develop navigation products (including electronic applications and web-based guides) for way-finding and highlighting attractions accessible by walking and cycling	Maps people can study at home as well as refer to during a trip are invaluable in promoting active transport activity, as well as making the journey itself more legible and comfortable Web-based guides play the dual role of promoting active transport activity and promoting activities, attractions and destinations across the region. Such tools encourage people to plan their trips, and to *"invent"* additional walking or cycling trips they may not otherwise have considered as active transport opportunities	Medium	ECM	Underway
1.12.2	Develop and implement a prioritised program of appropriate way-finding tools(e.g. directional signage and distance markers)at critical locations on the network	Way-finding and journey information is especially useful to new users. Displaying such information in an easy to understand format offers a level of reassurance to those who may otherwise be tentative about undertaking journeys by active transport	Medium	ECM	Not yet commenced

B. Connecting across the Region					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
2.1	**Identify and implement a network of primary active transport routes across the region**				
2.1.1	Develop and audit an implementation program for active transport connectivity across the region	The continuity and inter-connectivity of the active transport network provides it with the coverage and flexibility to serve the maximum number of trip purposes and destinations for the maximum number of potential users	Short-term and on-going	ECM	Underway
2.1.2	Partner with the Qld Government in a program to implement the Principle Cycle Network Strategy elements	The Principle Cycle Network Plan (PCNP) is a State initiative. However, by partnering with the Qld. Government, critical elements of that strategy can be brought forward to achieve mutually-beneficial outcomes to both council and state government	Medium-term	ECM in partnership with the Qld. Government	Not yet commenced
2.1.3	Develop and implement a program for pathways, including off-road connections between communities	Many parts of Moreton Bay are characterised by disconnected and isolated development patterns, making it difficult or circuitous to walk or cycle between neighbourhoods and localities. Developing pathways and connections along desire lines can connect neighbourhoods more closely together, significantly shortening local trips, making them more attractive for walking or cycling	Short-term and on-going	ECM	Not yet commenced
2.1.4	Develop and implement a program for on-road cycle lanes	Collector and higher-order roads often form the major movement network between parts of the region. By designating lanes within those roads specifically for cyclists, it provides a degree of separation and exclusivity necessary to reduce potential conflict between cycles and motor vehicles. As cycles take up only a smaller proportion of the road-space taken up by a car, this designation is an efficient and cost-effective utilisation of space in terms of numbers of users per unit of area, or per dollar invested	Short-term and on-going	ECM	Not yet commenced
2.1.5	Bundle active transport improvements with other capital works operational programs including renewal and maintenance programs	Council undertakes a continuous program of capital works projects. By providing active transport designations and/or facilities as part of those projects and programs, a higher standard of active transport facility can be provided for minimal marginal cost. This is an economical way of enhancing the active transport network	On-going	ECM	Underway
2.2	**Identify and implement a secondary network of active transport routes that support the primary network**				
2.2.1	Develop and implement a program of on-road and off-road connectivity from community catchments to	While the primary network is important in connecting different parts of the region together, the secondary network is equally important in ensuring that each	Short-term and on-going	ECM	Not yet commenced

	access and interconnect with the primary routes	household is able to safely and conveniently link to the wider primary network and to higher-order destinations from local catchments			
2.3	**Establish a pattern of inter-connectivity**				
2.3.1	Audit network of cul-de-sac pathways and identify opportunities for enhancing connectivity	In those subdivisions characterised by loop roads and cul-de-sac patterns, pathways between cul-de-sac heads and other parts of the network are necessary to provide greater permeability and connectivity. However, many of these links are not fully realised, or are substandard. An audit of these pathways will reveal where relatively minor works might make a significant contribution to interconnectivity across neighbourhoods	Medium-term	ECM	Not yet commenced
2.3.2	Develop a program of making routes more interconnected and legible	Where the primary and secondary networks are not well inter-connected or where routes to destinations are not self-evident, it is important to achieve the highest practicable degree of connectivity and legibility, making active transport attractive and easy to use	Medium-term	ECM	Not yet commenced
2.3.3	Develop a program for improved pathway connectivity through parks and open spaces	Often road corridors do not follow walking and cycling desire lines. Where that is the case, improved connectivity can be achieved by introducing new links through parks, open spaces, or other public land	Short-term and on-going	ECM	Not yet commenced
2.3.4	Review bridge linkages and identify priorities for improvements	Some parts of the active transport network are vulnerable to storm runoff or flood inundation. Where safety risks are high, where temporary inability to cross may require exceptionally long or circuitous alternative ways, or where there is demand for crossing by a large number of users, consideration must be given to providing a higher degree of immunity	Short-term	ECM	Not yet commenced
2.4	**Develop and implement a prioritised program of active transport projects and enhancements to achieve cost effective outcomes**				
2.4.1	Undertake an audit of the existing active transport network and prioritise gaps	A significant proportion of the active transport network across Moreton Bay is deficient in connectivity and/or standard. A GIS assessment has identified the extent of these deficiencies and provided a basis for prioritisation by a selected range of criteria	Immediate	ECM	Underway
2.4.2	Develop and implement a priority pathways program	From the audit of existing networks, application of design standards, and commitment to the 15-minute catchments of "*centres*" place types, a program of priority pathways can be established to provide the greatest user benefit for the level of investment.	Immediate and on-going	ECM	Not yet commenced

2.4.3	Develop and implement a priority cycle lane program	From the audit of existing networks, application of design standards, and commitment to the 15-minute catchments of "*centres*" place types, a program of priority cycle lanes on Connector and higher-order roads can be established to provide the greatest user benefit for the level of investment	Immediate and on-going	ECM	Not yet commenced
2.4.4	Develop and implement a priority intersection and crossing program	From the audit of existing networks, application of design standards, and commitment to the 15-minute catchments of "*centres*" place types, a program of priority intersection treatments and priority crossings can be established to provide the greatest user benefit for the level of investment	Immediate and on-going	ECM	Not yet commenced
2.5	**Fit active transport facilities to site conditions**				
2.5.1	Design paths with gentle gradients to fit topography and meet disability access (DDS compliant) standards for slopes, etc.	Steep slopes are a major deterrent to both cycling and walking, especially for those segments of the population who, through age or infirmity, may have limited mobility. In planning routes for pathways, and in implementing facilities in variable terrain, slopes will be minimised to the extent practicable	Medium-term	SP (statutory)	Complete (incorporated in Planning Scheme Policy)
2.5.2	Design paths to minimise site works, and to avoid or minimise adverse impacts on the surrounding environment	Excessive cutting, filling, and construction of retaining walls and drainage structures add considerably to the cost of facilities, and increases the impact upon the natural and visual environment. By designing to minimise the extent of engineering intervention, both costs and impacts are reduced	Medium-term	SP (statutory), DA &ECM	Commenced (incorporated in Planning Scheme Policy)
2.6	**Ensure appropriate surface quality to paths and places**				
2.6.1	Provide adequate width and even surfaces to make walking and cycling as easy and comfortable as possible	Narrow paths make it difficult for different classes of users to pass, and increase the risk of conflict between pedestrians and cyclists. Uneven surfaces make it difficult for some users, especially the elderly or those with reduced mobility	On-going	SP (statutory), DA &ECM	Commenced (incorporated in Planning Scheme Policy)
2.6.2	Adopt standards of "universal design" and consistency with standards (e.g. tactile pavements)	Council has a "*duty-of-care*" to avoid discrimination against those in wheelchairs, sight impaired, or otherwise constrained in enjoying being out and about. Meeting universal access standards will ensure all users are catered for	Immediate	SP (statutory), DA &ECM	Not yet commenced (to be incorporated in Design Guide)
2.6.3	Establish a program of audit and review of features such as tactile indicators for safe and independent access by vision impaired persons	An audit and review of disability access features is necessary to scope the nature and extent of such elements, facilitating a program (***task 2.6.4***) to address these issues	Immediate and on-going	SP (statutory), DA &ECM	Not yet commenced (to be incorporated in

					Design Guide)
2.6.4	Develop an on-going implementation program to progressively bring the active transport network into conformance with relevant disability access objectives	The implementation program will guide a cost-effective sequence of development and rectification to progressively bring facilities into conformance with standards which provide access for all, and ensure that future users will have equitable access, irrespective of age or infirmity	On-going	ECM	Not yet commenced
2.7	**Remove barriers to active transport movement**				
2.7.1	Undertake an audit to identify and prioritise the removal of barriers to walking and cycling (inappropriate fencing, bollards, unnecessary signage and other hazards and clutter)	There is a legacy of some elements in the active transport environment which detract from the technical and amenity standards sought by this strategy. The audit is intended to scope the nature and extent of such elements, facilitating a program (*task 2.7.2*) to address the issues	Short-term	ECM	Not yet commenced
2.7.2	Develop an on-going implementation program to progressively remove barriers and hazards	The implementation program will guide a cost-effective sequence of barrier removal to progressively bring facilities into conformance, and ensure that future users can be assisted in enjoying an active lifestyle	Short-term and on-going	ECM	Not yet commenced
2.7.3	Integrate active transport facility-specific standards with the asset maintenance program (vegetation management, street-sweeping, etc.) to maintain *"fit-for-purpose"* service standards	Overgrown vegetation and debris on the road or path can make walking and cycling unattractive or downright dangerous. Regular pruning of vegetation to maintain safe clearances, regular removal of debris, and sweeping of surfaces will ensure journeys are safe and comfortable for users	Short-term and on-going	ECM	Not yet commenced
2.8	**Adopt design practices which will enhance safety and security**				
2.8.1	Adopt standards for integration/separation of walking/cycling and vehicular movements appropriate to the settings	The proximity and speed characteristics of different modes and/or user groups can result in real or perceived safety hazards or reduce the attraction of the most vulnerable modes. Standards of integration/separation can overcome such issues to the benefit of all users	Immediate	ECM	Commenced (incorporated in Planning Scheme Policy, to be incorporated in Design Guide)
2.8.2	Adopt design and location criteria for driveway crossings to minimise visual obstructions and potential points of conflict	Vehicles entering and exiting driveways are often in conflict with pedestrians and cyclists moving across such driveways. Establishing design and location criteria to rationalise driveway treatment will reduce conflict, making it much safer and more amenable for pedestrians and cyclists to move along the footpath	Immediate	ECM	Commenced (to be incorporated in Design Guide)
2.8.3	Provide continuous footpath treatment past driveways to reinforce	Some motorists are unaware that pedestrians have priority over motor vehicles moving in and out of driveways.	On-going	ECM	Commenced (incorporated in

	the priority of walkers and cyclists over crossing vehicles	Continuous footpath treatments can reinforce this priority, making pedestrians and cycle movements along the footpath much safer and more amenable			Planning Scheme Policy, to be incorporated in Design Guide)
2.8.4	Design the road environment using current best practice standard, to minimise conflicts and clarify priority for pedestrians and cyclists at potential points of conflict	Superseded and/or inappropriate design standards may cause confusion and conflict, or result in inappropriate facilities and unsafe configurations. Application of current best practice standards will ensure the right facilities are implemented in the right places	Short-term	ECM	Commenced (incorporated in Planning Scheme Policy, to be incorporated in Design Guide)

C. Building an Active Transport Culture					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
3.1	**Promote walking and cycling**				
3.1.1	Develop a positive marketing strategy to promote walking and cycling	Active transport is yet to become central to the culture of moving about in the Moreton Bay Region. A marketing strategy is necessary to raise awareness and to encourage people to choose to walk and cycle more often for more trips	Short- to medium-term	CES and ECM (Travel Choice)	Not yet commenced
3.1.2	Develop a program with senior citizens to increase active transport participation	Personal activity and local mobility are extremely important to the elderly for both physical and social well-being. A program that increases their participation in walking and cycling can often have significant health and lifestyle benefits	Short- to medium-term	CES and ECM (Travel Choice)	Not yet commenced
3.1.3	Initiate and/or support special walking and cycling events	Well-promoted events are very effective in raising awareness of walking and cycling (e.g. ride-to-work day, bicycle week, family rides/walks, etc.). They challenge a wide range of people to try activities and modes of travel they may otherwise not have contemplated	Short- to medium-term	CES and ECM (Travel Choice)	Not yet commenced
3.2	**Maintain and expand travel choice programs**				
3.2.1	Maintain investment to support travel choice programs	Travel choice programs are well-proven to have very high benefit to cost ratios, and to have a profound influence on behaviour change. Increased investment in these programs will yield long-term benefits for Council and for the Moreton Bay community	Short-term and on-going	ECM	Not yet commenced
3.2.2	Develop and implement neighbourhood and workplace travel choice programs	The school travel choice programs is very effective in influencing the next generation. There is also considerable potential for more sustainable travel behaviour at the neighbourhood and commuter levels. Development of	Short-term and on-going	ECM	Not yet commenced

		Travel Choice programs for these segments is intended to widen the scope for take-up of walking and cycling.			
3.3	**Lead by example**				
3.3.1	See also 4.2.1 "Establish an Interdepartmental Transport Coordination Group"	As active transport has implications for a wide range of interests across Council Departments, there is a risk that actions might be taken in isolation. The opportunity to have a single point of responsibility at a senior level would ensure that the actions are delivered in a comprehensive and integrated way, and the delivery performance is clearly accountable	Immediate	Strategic planning and ECM	Commenced and on-going
3.3.2	Develop a design capacity-building program within Council to up-skill the planning and design of active transport and enable the organisation to remove over-reliance on prescriptive standards and warrants	A high level of skill and knowledge of active transport design outcomes is important for strategic definition of requirements, as well as for assessment of the quality and conformance of developer proposals, and for the delivery of Council's own works programs. The purpose of the capacity-building program is to ensure that relevant officers have the requisite skills and a common vision of the intended outcome to be able to deliver the active transport network in a consistent fashion In the absence of critical design judgement, prescription provides a "lowest common denominator" outcome. The purpose of building capacity to exercise design skills is to enable innovation and invite quality outcomes beyond the limits of prescribed standards	Short-term and on-going	ECM and DA	Not yet commenced
3.3.3	Undertake a travel plan program for Council workplaces	The Council is the largest single employer in Moreton Bay, and has the greatest scope for demonstrating behaviour change through a workplace travel plan. It is intended that such a plan will provide a positive example for other enterprises to follow	Short-term	ECM	Not yet commenced
3.3.4	Audit end-of-trip facilities in Council employment nodes and identify opportunities for consideration in future works programs	As the largest employer in the region, it is important for Council to take leadership in exhibiting the sorts of facilities and behaviours we are seeking of the wider community. The purpose of establishing exemplary end-of-trip facilities is two-fold: to support the workplace travel plan (**Action 3.3.4** above) and to provide a positive example for others to emulate	Medium-term and on-going	ECM	Not yet commenced
3.4	**Broker outcomes by partnering with other stakeholders**				
3.4.1	Establish an active transport reference group including members of the community	The delivery of active transport facilities must reflect the evolving needs of a wide range of potential users. It is important to establish a mechanism to capture the interests	Short-term and on-going	ECM	Not yet commenced

		of these users and other stakeholders to inform the implementation of the strategy			
3.4.2	Assign responsibility for State and Federal active transport partnerships and funding sources	Some components of the active transport network are outside the jurisdiction of the Council. It is important to engage the State and Federal Governments with regard to those elements that are their responsibility, and to ensure integration of initiatives of all levels of Government results in a seamless total network for the benefit of all users	Short-term and ongoing	ECM	Not yet commenced
3.4.3	Partner with Qld. Government to advocate paths and lanes in State-controlled corridors	Many of the principle network routes are in State-controlled corridors. These include high priority linkages and/or traverse active places, making it most desirable to advocate their timely implementation and close coordination with associated network enhancements within Council jurisdiction	On-going	ECM	Not yet commenced
3.4.4	Partner with Qld. Government and transit providers to advocate integration of active transport access and end-of-trip facilities with public transport	The most effective source of patronage for public transport is the walk-up catchment. The cycling catchment also has high potential, but deterred by the quality of the ride-up experience, and the current shortfall in support facilities such as secure cycle storage. Partnering with transit planners and providers will improve integration and attract higher levels of active access	Short-term and ongoing	Strategic Planning and ECM	Underway (incorporated in Public Transport Strategy)
3.4.5	Partner with Qld. Government and other providers in promoting health benefits of active transport	One of the major benefits of active transport is the improved health and well-being of users through increased physical activity. By coordinating promotional programs among Council and relevant agencies	Short-term and ongoing	Strategic planning (advocacy role)	Not yet commenced
3.4.6	Partner with tourism operators to promote walking and cycling as visitor experience	With Moreton Bay Region's scenic attractions along the coast and in the hinterland, there is a huge potential to capitalise on the visitor experience of these assets on foot and on cycles. The intent of partnering with tourism promoters and operators is to expand our ability to provide for the needs of these users	Short-term and ongoing	ECM (travel behaviour change)	Not yet commenced
3.5	**Increase economic activity by bringing increased local walk-up and cycling custom to centres**				
3.5.1	Plan and deliver attractive places easy to walk and cycle to and enjoyable to use	Walking and cycling are *"good for business"*. The economic stimulus of *"walkable"* places is well documented. The more attractive places are for walking and cycling, the more vibrant and economically successful they are likely to be	Short-term and ongoing	Strategic planning (master planning)	Planning commenced (under Master planning initiatives)
3.5.2	Co-locate land use activities and activate streets in centres	The co-location of land use activities within *"walkable"* centres enables users to achieve multiple purposes within walking distance. The more the streets are activated by	Short-term and ongoing	Strategic planning (master planning	Planning commenced (under Master

		land uses which appeal to passers-by, the more attractive they are to pedestrians and the more vibrant and economically successful they are likely to be			planning initiatives)
3.6	**Encourage a more active and engaged lifestyle and better health through increased active transport**				
3.6.1	Develop and implement programs for community participation in active transport	Walking and cycling are excellent forms of regular physical activity essential for optimum health and well-being. The more people in the community that can be motivated to walk and cycle more, the greater the overall community benefit. Programs to encourage community participation in these activities can be highly beneficial and cost-effective in avoiding the impacts of ailments associated with sedentary lifestyles	Short-term and ongoing	ECM and CES	Not yet commenced
3.6.2	Audit and monitor active transport networks to ensure facilities are appropriate for all levels of fitness and mobility	Some existing facilities may have been constructed to out-dated standards which do not meet the needs of the full range of users. Network facilities may also deteriorate over time, creating useability issues for some categories of user. An audit is necessary to assess the appropriateness of network elements for the various user groups and to highlight issues that may need to be addressed	Short-term and ongoing	ECM	Not yet commenced
3.6.3	Incorporate targeted active transport programs to specific audiences (e.g. learners and seniors)as a component of existing health and lifestyle programs	It is particularly important that the learners within the community are provided opportunities to build confidence and learn active transport skills.. It is equally important to keep the elderly physically active and engaged with the community to ensure their on-going quality of life. A *"safe learners"* or *"safe seniors"* program aims to encourage a proactive approach to community safety and to address safety and security fears that may deter learners or seniors from getting out and about in the community on foot or by bicycle	Medium-term and ongoing	CES and ECM	Underway

Leadership and Governance					
Actions		**Purpose**	**Timeframes**	**Responsibility**	**Status**
4.1	**Adopt the Moreton Bay Regional Council Active Transport Strategy as Council Policy**				
4.1.1	Adopt the strategy and coordinate actions with Council programs and budget processes	Adoption of the Strategy will give force and effect to its Action Plan, provide a strategic direction for its projects and programs, and inform the Integrated Regional Infrastructure Strategy (iRIS)	Immediate	Strategic planning and ECM	Not yet commenced
4.1.2	Implement the MBRC Design Guidelines across all MBRC Departments	Adoption of the design guidelines will provide a consistency across Council works and Council requirements of developers. The Design Guidelines will reflect "best practice" and require appropriate integration of walking and cycling facilities	Immediate	Strategic planning and ECM	Not yet commenced
4.1.3	Develop and implement a project assessment program across transport portfolios which evaluates whole-of-life resource implications, prioritising those (typically active transport initiatives) with lower resource and environmental impacts	Active transport facilities are generally of lower cost and lower impact compared to vehicular facilities catering for equivalent person-trips. This relationship holds true in both initial provision and whole-or-life operation. A project assessment program is necessary to quantify the order-of-magnitude of such advantage, and to influence investment decisions toward the more sustainable active transport choice	Short-term	Strategic planning,	Underway (with scheme preparation)
4.2	**Assign responsibility and establish cross departmental processes to ensure effective implementation of the Strategy**				
4.2.1	Establish an Interdepartmental Transport Coordination Group.	As active transport has implications for a wide range of interests across Council Departments, there is a risk that actions might be taken in isolation. The opportunity to have a single point of responsibility at a senior level would ensure that the actions are delivered in a comprehensive and integrated way, and the delivery performance is clearly accountable	Immediate	ECM/SP	Complete
4.2.2	Establish a streamlined design process where active transport projects are scoped and authorised through a single point of authority in the organisation	A single point of design responsibility will ensure the intent of the Design Guidelines is realised in implementing the right active transport projects in the right places	Short-term	ECM	Not yet commenced
4.2.3	Establish a multi-disciplinary design review panel	Active transport facilities are influenced by a wide range of disciplines including engineering, urban design, land use planning and social and community interests. A multi-disciplinary review panel will ensure that outcomes are appropriate to the whole range of user needs, rather than simply complying with rigid standards	Short-term	ECM	Not yet commenced

4.3	Establish robust mode share targets for walking and cycling				
4.3.1	Finalise transport models to ensure active transport trips are appropriately accommodated	Traditional traffic modelling techniques assign trips between traffic *"zones"*, but generally exclude internal trips from the calculations. The intent of our policy-based suite of models at different resolutions includes insuring active transport trips are realistically projected	Short-term	ECM	Underway
4.3.2	Identify desired 2031 goals based on the desired land use and movement patterns of the various "place types"	The adoption of long-term mode share targets for the various place types will reflect the function and desired movement characteristics of the place types and support parallel initiatives in establishing supportive land use patterns, activation of centres, and reducing the impacts of travel across the region	Short-term	Strategic Planning and ECM	Completed
4.3.3	Identify a series of *"transitional"* targets for intervening years from 2031 back to the present	Transitional targets will assist in prioritising the staged delivery of facilities to support a progressive increase in walking and cycling activity to meet user needs. Progressive implementation of infrastructure to accommodate these transitional targets will help ensure 2031 goals can be met	Short-term	Strategic Planning and ECM	Completed

Appendix B
Future infrastructure requirements
Active Transport Strategy 2012 - 2031

Future infrastructure requirements

The future infrastructure requirements list identifies a program for delivering a set of priority projects that Council will undertake to deliver active transport network improvements for the region. The program primarily includes precinct-based priorities to allow active transport modes to adequately serve major destinations. Such places include major activity centres within the Moreton Bay Region. The Action Plan also includes priorities to provide high quality transport linkages between districts which are not well connected by existing active transport routes.

The infrastructure requirements are shown by location and project descriptions. Each project is identified as to whether the infrastructure requirement is categorised as either *"trunk"* or *"non-trunk"*.

"Trunk" items are those included as *"primary"* or *"secondary"* active transport routes in the **Planning Scheme Overlay Maps - Active Transport**, and are necessary for overall network performance. These *"trunk"* items are included in the **Priority Infrastructure Plan** and will be taken forward to the **Local Government Infrastructure Plan** (LGIP).

"Non-trunk" items are those not identified as *"primary"* or *"secondary"* active transport routes, but which are necessary to achieve desired connectivity and amenity outcomes in local areas.

Targets are established for the intended year of when the infrastructure project is intended to be completed.

The existing and future primary and secondary active transport routes which will make up the ultimate active transport trunk network are shown on the Overlay Maps - Active transport which form part of the Moreton Bay Region Planning Scheme.

Implementation and/or enhancement of the full suite of facilities to complete the network are subject of ongoing program and budget processes (See **Appendix A – Program Action Plan**). Where these active transport routes coincide with *"trunk"* road corridors (those classified as *"district collector"* and above), active transport provisions are also addressed in the **Transport Network and Corridor Strategy and Plan**.

Future active transport infrastructure requirements

The following table identifies priority active transport infrastructure required to service anticipated growth for the next 20 years.

Locality	Map reference	Project Title	Future infrastructure description	Funding	Estimated year of completion	Trunk/non-trunk
Caboolture District						
Caboolture North	CabN 2(b)	Pumicestone Road corridor	Pumicestone Road, Caboolture North - D'Aguilar Highway to Reserve Drive, as part of planned road improvements. Includes on-road bike lanes	MBRC	2016	Trunk
	CN1(a)	Dances Road, Caboolture North	Dances Road, Caboolture North - D'Aguilar Highway to Cottrill Road. Includes on-road bike lanes	MBRC	2016	Trunk
	CN1(b)	Pumicestone Road/Old Gympie Road intersection	Upgrade Pumicestone Road/Old Gympie Road intersection, Caboolture North, including active transport priority and crossings	MBRC/TMR	2016	Trunk
Caboolture Central	Cab2(a)	Rowe Street and Bury Street	Rowe Street , Caboolture - Upgrade connecting McKean Street and Hayes Street, including a path along Bury Street drain	MBRC	2016	Trunk
	Cab2(b)	McKean Street precinct	McKean Street, Caboolture - Beerburrum Road to Manley Street. Path widening and on-street bike lanes	MBRC	2016	Trunk
	Cab2(c)	Bury Street, Lang Street to Manley street	Bury Street, Caboolture from Lang Street to Manley Street	MBRC	2021	Trunk
	Cab3	Matthew Terrace/James Street	Matthew Terrace, Caboolture - Associated with station precinct re-development and road rehabilitation.	MBRC	2016	Trunk
	Cab5(a)	Hasking Street/George Street precinct	Hasking Street and George Street, Caboolture (between Hasking Street and King Street) - Includes on-street bike lanes	MBRC	2016	Trunk
	Cab5(b)	George Street, Hasking	George Street, Caboolture between	MBRC	2021	Trunk

		Street to Bertha street	Hasking Street and Bertha Street. Includes on street bike lanes			
	Cab5(c)	Mid-block connection, Hasking Street to East Street	New midblock connection from Hasking Street, Caboolture to East Street, through post office site	MBRC	2016	Trunk
	Cab6	King Street, George Street to Beerburrum Road	King Street, Caboolture - Boulevard treatment between George Street and Beerburrum Road. Including mid-block connection between King Street and Elliott Street	MBRC/TMR	2016	Trunk
	Cab7	Elliott Street corridor, Caboolture	Riverview Street, Elliott Street and Morayfield Rd - between King Street and Caboolture River footbridge.	MBRC	2016	Trunk
	Cab8	Lynfield Drive	Lynfield Dr, Caboolture, between Yaldara Ave and Warner Street, including Warner Street to Watt Street. including on-road bike lanes	MBRC	2021	Trunk
	Cab9	Lower King Street	Lower King Street, Caboolture from Mewett Street to Bruce Highway. Includes on-road bike lanes	MBRC/TMR	2021	Trunk
Caboolture South	CabS1(a)	Morayfield Road, Caboolture River to Market Street	Morayfield Road, Morayfield, from Caboolture River to Market Drive. Includes on-road bike lanes	MBRC/TMR	2016	Trunk
	CabS1(b)	Morayfield Road, Caboolture River Road to Station Road	Morayfield Road, Morayfield, from Caboolture River Road to Station Road	MBRC/TMR	2016	Trunk
	CabS2(a)	Market Street precinct	Market Drive/Dickson Rd/William Berry Drive, Morayfield New path and on-road bike lanes. Includes rail crossing, Visentin Road (to Morayfield Station) and Buchanan Rd to Kirkcaldy St	MBRC	2016	Trunk
	CabS3	Caboolture River Road, Cresthaven Drive to Morayfield Road	Caboolture River Road, Morayfield from Cresthaven Drive to Morayfield Road. Includes on-road bike lane as part of planned road improvements (RD11 - 2021)	MBRC	2021	Trunk
	CabS4	Walkers Road, Morayfield	Walkers Road, Morayfield Creek Crossing upgrade and on-road bike lane between Fennell Ct and	MBRC	2026	Trunk

			Koala Drive			
	CabS5	Grogan Road, Morayfield	Grogan Road, Morayfield Path upgrade to Aquatic Centre. Including bicycle awareness on Grogan Road	MBRC	2026	Trunk
	CabS6	Wimbledon Drive, Morayfield	Wimbledon Drive, Morayfield Provision of shared paths	MBRC	2026	Trunk
Caboolture East	CabE1	Bribie Island Road, Caboolture		MBRC/TMR	2021	Trunk
	CabE2(a)	Coach Road East	Coach Road East, Burpengary East Path upgrade and on-road bike lanes Between North East Business Park and Eastern Service Road	MBRC	2026	Trunk
	CabE2(b)	Buckley Road	Buckley Road, Burpengary East Path upgrade and on-road bike lanes Between North East Business Park and Eastern Service Road	MBRC	2026	Trunk
North Lakes, Redcliffe and Moreton Bay Rail Corridor District						
Burpengary	BE3(a)	Station Road/ Progress Road intersection and Bruce Highway crossing,	Station Road/Progress Road, Burpengary Intersection improvements at Station Road and path across Old Gympie Road and Bruce Highway	MBR/ TMR	2031	Trunk
	BE3(b)	Arthur Drewett Drive	Arthur Drewett Drive, Burpengary Connection from Bruce Highway overbridge to Old Bay Road	MBRC	2031	Trunk
	BE4	Burpengary Road	On-road cycle lanes from Burpengary Creek to Henderson Road, associated with planned road improvements (RD16 - 2016)	MBRC	2016	Trunk
Narangba	N1	Omara Reserve, including crossing New Settlement Road	Continuation of shared path along Omara Rd reserve, Narangba , including crossing of New Settlement Road	MBRC	2016	Trunk
	N2	New Settlement Road	New Settlement Road, Narangba New shared path between Young Road and Banyan Street, connecting to off-road facilities	MBRC	2021	Trunk

North Lakes/ Mango Hill	NL 1	North Lakes Drive precinct	North Lakes Drive, North Lakes Active transport priority and crossings from Memorial Drive to Kerr Road East	MBRC/ NLDCP	2021	Trunk
	NL2(a)	Off-road path, North Lakes Drive to Discovery Drive	New off-road path from North Lakes Drive to Discovery Drive, North Lakes.	MBRC/ NLDCP	2016	Trunk
	NL2(b)	Discovery Drive, Town Centre	Path upgrade and on-road bike lanes along Discovery Drive, North Lakes and Halpine Drive, Mango Hill, including Anzac Ave intersection	MBRC/ NLDCP	2021	Trunk
	NL3	Memorial Drive/Discovery Drive	Memorial Drive/Discovery Drive, North Lakes Formalise on-road bike lanes from North Lakes Drive to Davenport Parade, addressing conflict points	MBRC/ NLDCP	2026	Trunk
	NL4	Saltwater Creek connection, North Lakes to Deception Bay	Saltwater Creek Connection, North Lakes Upgrade path on Bounty Bvd. Provide new shared path across Saltwater Creek between Bounty Bvd. to Moreton Downs Drive (Deception Bay)	MBRC	2026	Trunk
Deception Bay/Rothwell	DB1	Moreton Downs Drive	Moreton Downs Drive, Deception Bay Path widening and on-road bike lanes between Arina Place and Deception Bay Road	MBRC	2026	Trunk
	DB6	Bay Avenue Retail precinct	Bay Ave, Deception Bay Boulevard treatment, path widening and crossings. Includes bus bays	MBRC	2016	Trunk
Redcliffe Peninsula	Red1	Sutton Street precinct	Continuation of boulevard treatment from Anzac Avenue to Mall Way	MBRC	2016	Non-trunk
	Red2	John Street precinct	From Anzac Avenue to Humpybong Creek paths	MBRC	2026	Non-trunk
	Red4	Queens Beach South precinct	Path upgrade and connections to cross streets between Klinger Road and Shields Street	MBRC	2016	Trunk
	Red5	Anzac Avenue/Boardman	Boulevard treatment and upgrade of	MBRC	2016	Non-trunk

		Road	Boardman Road/Elizabeth Avenue intersection between Klinger Road and Kapella Street			
	Red6	Nottingham Street	New path and cycle awareness zones between Chelsea Street and Fleet Drive	MBRC	2016	Non-trunk
	Red7(a)	Porter Street, Redcliffe	New path and on-road cycle lanes	MBRC	2026	Non-trunk
	Red7(b)	Portwood Street, Redcliffe	New path on south side and on-road cycle lanes	MBRC	2026	Non-trunk
	Red8	Duffield Road, Margate	On-road cycle lane markings (lanes already exist) between Margarate Parade and Victoria Avenue	MBRC	2016	Non-trunk
Kallangur	K1	Anzac Avenue, Kallangur district centre	Boulevard Treatment Anzac Ave, Kallangur from School Rd to Duffield Rd	MBRC/ TMR	2016	Trunk
	K2	Narangba Road	Narangba Road/Anzac Ave, Kallangur On-Road bike lanes from Hanlon Road to Anzac Ave, including Anzac Avenue intersection improvements.	MBRC	2016	Trunk
	K3	Dohles Rocks Road	Dohles Rocks Road, Murrumba Downs Between Goodrich Road East and Wagner Road. Shared paths and on-road bike lanes, associated with planned road improvements (RD05 - 2021)	MBRC	2021	Trunk
	K4	Ogg Road, McClintock Drive	Ogg Road/ McCilntock Drive, Murrumba Downs New path on eastern side from Goodfellows Road to Brays Road	MBRC	2021	Trunk
	K5	Marsden Road	Marsden Road, Kallangur On-road bike lanes between Narangba Road and Anne Street	MBRC	2021	Trunk
Petrie	P1	Young Street	Young Street, Petrie Bicycle awareness marking	MBRC	2021	Trunk
	P2	Rue Montaigne	Rue Montaigne, Petrie On-road bike lanes between Frenchs Road to Woonara Drive (connects to	MBRC	2021	Trunk

			off-road paths)			
	P3	Frenchs Road	Frenchs Road, Petrie On-road bike lanes and intersection upgrades between Beeville Rd and Rue Montaigne	MBRC	2021	Trunk
Griffin	G1	Brays Road	Brays Road, Griffin from Wellington Road to Cairns Road including Bruce Highway overbridge	MBRC	2021	Trunk
Strathpine District						
Strathpine North	St1	South Pine Rail Crossing, Brendale	South Pine Road Rail Crossing, Brendale Improve facilities at rail crossing and approaches	MBRC/ TMR	2016	Trunk
	St2	Railway Avenue, Strathpine	Railway Avenue, Strathpine Upgrade path and provide bicycle awareness from Samsonvale Road to Hall Street	MBRC	2021	Trunk
	St3	South Pine River shared path reinstatement, Strathpine	Reinstate and upgrade flood-affected sections of South Pine River Shared Path, Strathpine, Dixon Street to Pine rivers Park	MBRC	2016	Trunk
	St 4(a)	Samsonvale Road corridor, Bray Park (east)	Samsonvale Road, Bray Park East Upgraded shared path from Rail Crossing to Bland Street, including rationalisation of road space across bridge	MBRC	2016	Trunk
	St 4(b)	Samsonvale Road corridor, Bray Park (west)	Samsonvale Road, Bray Park Upgrade substandard sections of path between Bland Street and Old North Road	MBRC	2021	Trunk
	St 5	Bells Pocket Road precinct, Bray Park	Bells Pocket Road, Bray Park from Gympie Road to Robel Street including intersection with Gympie Road and crossings	MBRC	2016	Trunk
	St 6	Raynbird Park precinct Bray Park to Westfields Strathpine	Dorothy Street Precinct, Strathpine New link between Flynn Lane and Learmonth Street associated with a new road proposal	MBRC	2021	Trunk
	St7(a)	Leitchs Road, Brendale	Leitchs Road, Brendale	MBRC	2021	Trunk

		(North)	On-road bike lanes and new path on western side between Kremzow Road to South Pine Road, including South Pine Road Crossing			
	St7(b)	Leitchs Road, Brendale (South)	Leitchs Road, Brendale New path and on-road bike lanes between South Pine Road and Cribb Road	MBRC	2021	Trunk
	St7(c) Previously AC1	Leitchs Crossing and Leitchs Road south, Cribb Road to Albany Creek Road	Leitchs Road, Albany Creek New river crossing and approaches to Leitchs Road South	MBRC	2026	Trunk
Albany Creek	AC 1 new	Albany Creek Road (Keong Road to Wruck Crescent	Connection of off-road path on Albany Creek Road, Albany Creek to Albany Creek Service Road (Keong Rd to Wruck Cres)	MBRC/ TMR	2021	Trunk
The Hills District	HD1	Woodhill Road/Hutton Road/Ceasar Road, Ferny Hills	Woodhill Road/Hutton Road/Caesar, Ferny Hills Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Bunya Road and Patricks Road	MBRC	2026	Trunk
	HD2	Patricks Road, Arana Hills	Patricks Road, Arana Hills Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Ferny Way and Dawson Parade (RD25 - beyond 2031)	MBRC	2026	Trunk
	HD3	Dawson Parade/Pimelea Street, Arana hills	Dawson Parade/Pimelea Street, Arana Hills Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Patricks Road to South Pine Road	MBRC	2021	Trunk
	HD4	Chinook street, Ferny Hills	Provide off-road path linking existing Cabbage Creek corridor with Old Northern Road pathway	MBRC	2016	Trunk
	HD5	Ferny Way Ferny Hills	Ferny Way, Ferny Hills Provide on-road bike lanes	MBRC	2021	Trunk
	HD6	Cabbage Tree Creek to	Path along Cabbage Tree Creek	MBRC	2021	Trunk

		Bunya Road, Everton Hills	parallel to Collins Road from the James Street road reserve to opposite Cooloola court, a bridge over Cabbage Tree Creek and an off-road path from Cabbage Tree Creek to Bunya Road, Everton Hills			
Bribie Island and Coastal District						
Coastal	BR1	Bestmann Road East/Bribie Island Road, Sandstone Point	Bestmann Road East/Bribie Island Road, Sandstone Point Upgrade footpaths and provide on-road bike lanes along Bestmann Road East from Lachlan Crescent to Bribie Island Road, and Bribie Island Road to Bribie Island Bridge approaches from Bestmann Road East	MBRC	2031	Trunk