Transport Networks & Corridors Strategy

2012-2031

Moreton Bay
Regional Council

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Contents

Executive summary

Networks and corridors are a critical component of the transport infrastructure for the Moreton Bay region. They are the arteries which serve Moreton Bay destinations by providing for the movement of people and goods.

The Moreton Bay Region has a variety of transport networks and corridors. These networks and corridors serve a "movement" or "place" function and the most challenging serve both. These range in scale from off road public footpaths and cycle ways through to freight access routes, multi-lane roads and rail corridors.

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 through new mixed use urban development and next generation neighbourhoods. This growth will present many challenges for Council to address and manage.

The Transport Networks and Corridors Strategy has been developed to ensure the network provides for the transport needs and choices of our communities both now and into the future.

This response to growth in our region defines the outcomes of the Transport Networks and Corridors Strategy.

The Strategy identifies Council's vision and principles to benchmark the delivery of transport networks and corridors to 2031 and beyond.

Council's vision for transport networks and corridors in the region is driven by the targets set by the community in the Moreton Bay Region Community Plan and Strategic Framework of the Moreton Bay Region Planning Scheme. The vision guides the development of an appropriate network meeting the functions and desired standards of service responsive to user needs.

Existing and future transport networks and corridors are assessed against desired standards of service for all users to identify future needs. This analysis assists in defining programs, capital works, acquisitions and land use planning initiatives as the framework for delivery of the Strategy.

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

This is a strategy to improve transport choices across the region and applies in conjunction with the complementary Active Transport Strategy, the Travel Demand Management Strategy and the Public Transport Strategy.

Introduction

What are transport networks and corridors?

Our transport networks and corridors cater for the movement of people and goods, utilising a variety of transport modes including walking, cycling, public transport, freight and general traffic.

Moreton Bay Regional Council's vision for transport seeks to ensure a choice of high quality transport options making it easy to move people, goods and services to, from and within the region.

Transport networks and corridors support all modes responding to land use and "place types". This requires a redefinition of the transport network to deliver the transformation of Moreton Bay Region from its historic commuter suburbs to a connected, cohesive and vibrant "region of urban places".

Streets and roads play a central role in the economic vitality, environmental responsibility, social cohesiveness and dynamic culture of our communities. They are the movement corridors of the built environment, while supporting and building stronger communities.

Transport corridors are more than spaces vehicles move through. They are social places where we meet, walk and talk and where much of our public life occurs.

The role of streets and roads needs to be balanced, reflecting their diverse functions within the network.
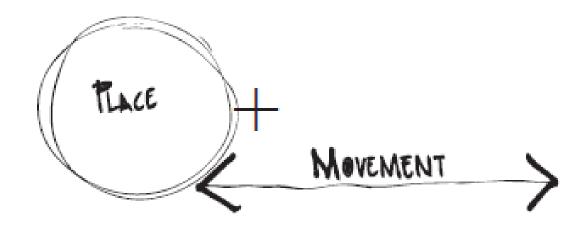
Place and movement

Recognising both "Movement" and "Place" is fundamental to Council's approach to improving our urban environments.

"Movement" corridors' primary purpose is enabling vehicles to move from point A to point B. These corridors provide greater priority for through movement, often in large numbers, and typically at speed. Active transport users are safely accommodated, but with minimal interference to vehicle movement.

"Place" corridors are those streets and roads that serve "places", including activity centres. These are locations that put people and pedestrians first. These places are active at street level, and are pleasant, safe and socially supportive. Vehicles in these "places" must concede priority to people.

Moreton Bay is a large region with a wide variety of transport corridors and networks, which also include pathways, cycle lanes and public transport networks.

Local streets

Local streets have a "place" and high accessibility function, predominately providing access to adjacent properties. They have the lowest speed limits and carry low volumes of traffic. These streets are normally two traffic lanes and have limited passenger transport provisions.

Council manages over 1,300 km of local streets across the region*.

Collector streets

These roads combine *"movement"* and *"place"* functions, collecting traffic from local streets in order to distribute it to the strategic road network. These roads can be between two and four lanes wide and may accommodate bus services.

Council manages approximately 800 kilometres of collector roads across the region*.

Sub arterial roads

Sub-arterials have a "movement" function, connecting arterial routes in and around suburbs as important links in the public transport and inter-suburban freight network. These roads provide a supporting network to the arterial road network and support the inter-district distribution of traffic.

Council manages over 200 km of sub-arterial roads across the region*.

Arterial roads

Council arterial roads and State managed arterial roads and secondary highways provide a pure "movement" function both within the region between centres and between regions for general and freight traffic. They connect a variety of larger scale activities and destinations. These can be two, four or up to six lanes and

accommodate a high level of both passenger and freight transport services.

Council manages approximately 400 km of arterial roads across the region, and Queensland State Government manages approximately 300 km*.

Prince Edward Parade, Redcliffe

North South Arterial, North Lakes

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* Accurate as of 2013

Motorways and National highways

Motorways and National highways, managed by the State, form the top level of the road system. National routes also receive Commonwealth funding through the AusRoads program.

They provide for uninterrupted travel with restricted access for adjacent activities. Access is only provided only at grade-separated interchanges where the movement function of the road will not be compromised. These highways provide long distance inter-regional connections.

The State manages approximately 30km of National highways across the region.

Pathway network

The primary and secondary active transport network and local connections provides a variety of facilities for walkers and cyclists. These include paths within the road reserve, and connections through parkland and open space. These can be located on both "place" and "movement" networks.

There are over 15,000km of pathways within the region*.

Bus network

Bus services share general traffic lanes with other vehicles across the region. Bus lanes and transit lanes can be designed to facilitate more reliable bus services and higher frequencies. A network of public transport support facilities is important to encourage increased bus patronage. These facilities include bus stops, stations, waiting and shelter facilities, and can include convenience retail such as coffee shops and newsagents.

40 bus services operate within the region*.

Rail network

Queensland Rail* manages all mainline railways within the Moreton Bay Region. This network currently includes the North Coast Rail Line, and in 2016 will include the Moreton Bay Rail Link from Petrie to Kippa-Ring. The rail network provides for local, express and long distance passenger services.

There are 42km of passenger rail with 10 stations*. In 2016 the Moreton Bay Rail Link will provide an additional 13km of railway with 6 new stations.

Why is the Transport Network and Corridors Strategy important?

The Transport Networks and Corridors Strategy drives Council's planning and delivery of transport infrastructure projects and programs across the region. The Strategy sits within a broad policy framework and is informed by both State and Local Government policies and legislation. The Strategy is consistent with the Moreton Bay Region Community Plan, developed in 2011 in partnership with community groups, businesses, state agencies and local residents. The Community Plan identifies a number of community outcomes, themes and targets which transport infrastructure and programs will help to deliver.

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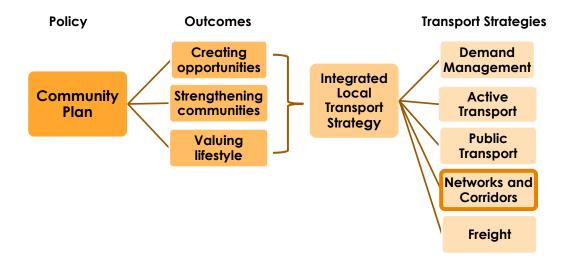

Diagram 1: Council's Policy Framework

Diagram 2: Extract from Moreton Bay Regional Council Community Plan 2011 – 2021

With the support of the Moreton Bay Planning Scheme and policies such as the Planning Scheme Policy - Integrated Design, the Strategy seeks to achieve these transport Targets.
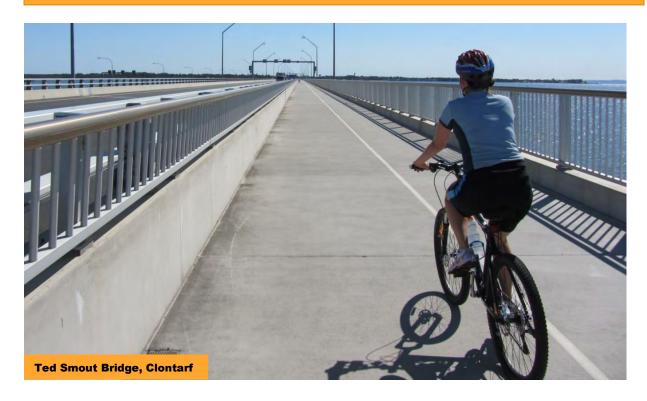
What will the Transport Networks and Corridors Strategy deliver?

Moreton Bay Regional Council's Transport Networks and Corridors Strategy is a guide to planning, investment and operation of these networks. The strategy identifies how current and future provision of transport networks under Council control will be planned and managed to meet user needs into the future.

The Strategy includes actions to support the delivery of integrated transport options within the region. As part of Council's integrated and comprehensive strategic planning framework, it informs and responds to all transport corridors as "one network" including elements that are the responsibility of the State Government.

The Strategy:

- Aligns with the new Moreton Bay Regional Council Planning Scheme to ensure transport networks are a key element of future planning
- Identifies infrastructure needs including the Local Government Infrastructure Plan (LGIP) and associated costs
- Identifies plans and policies for transport infrastructure and how it operates
- Improves opportunities for physical activity associated with healthy transport
- Informs strategic planning initiatives in urban place-making, environmental, open space, water and asset management programs
- Informs the region's long term financial framework
- Informs the region's asset management framework
- Identifies opportunities for collaboration in delivering other Council programs and with external stakeholders
- Ensures responsible financial planning and management of the transport network
- Identifies transport corridor elements which support an effective transport network
- Identifies a functional network that performs to meet users' needs

Ted Smout Bridge, Clontarf

Why do we need a Transport Networks and Corridors Strategy?

People use transport networks to access employment, services and a variety of trip purposes. The Transport Network and Corridor Strategy provides direction on the movement and place function of roads and streets. It provides guidance to identify and balance these needs across the region.

An accessible and connected network provides transport options and choices for all users. Important elements to the strategy include a variety of transport choices for access to activity centres from residential and employment areas.

Access and connectivity to rail stations, bus stations and other transport hubs is required to allow for whole journeys to be undertaken by non-car users. For these travel choices to become a realistic and appealing alternative, the network responds to future land use changes and supports council's policy of increasing self-containment of employment.

In 2013 the region's transport network has a heavy north-south focus, meaning many intra-regional movements are not always available by the most direct route. Allowing for these changes into the future will inform future network planning.

Taking such factors into account requires a redefinition of the transport network to support and facilitate the delivery of the 2031 strategic vision for Moreton Bay Region's transport networks and corridors.

The strategy identifies a network of high-quality transport corridors to:

- Serve both "movement" and "place" functions
- Improve connectivity and accessibility for all transport modes
- Provide dedicated facilities for walking and cycling (both on and off road), and safer routes to schools
- Provide for public transport priority measures
- Contribute to the well-being and economic vitality of our centres
- Reinforce local identity and sense of place
- Enhance the physical attributes of an area
- Shape existing and future development
- Improve physical and social inclusion
- Protect and enhance biodiversity and ecological habitats within transport corridors
- Boost the economic potential of tourism, leisure and cultural activities
- Help mitigate and adapt to climate change
- Identify future network capacity needs for all transport modes

Preparation of the Transport Networks and Corridors Strategy

The Transport Networks and Corridors Strategy has been developed in three stages.

First, Council's vision and principles for transport networks and corridors in the region were identified, based on the Community Plan.
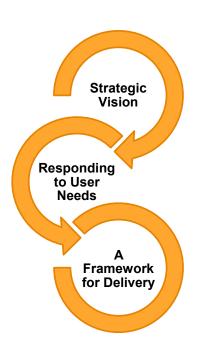
Second, the existing and future transport network has been examined through regional and catchment profiling to identify opportunities for Council to respond to growth and the needs of users.

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

North Lakes Bus Station

Strategic Vision

Responding to User Needs

A Framework for Delivery

Our Vision

"The transport networks and corridors support transport and land use in the context of their place type, to enhance the quality of places, and to ensure the efficient and effective movement of people and freight."

Principles

Principles for the planning and design of Moreton Bay Region's transport network provide a framework to guide existing and future development. Applying these principles to transport outcomes ensures consistency across the network.

Integrated, multi-functional and accessible

Transport networks and corridors are an integral part of both transport and land use planning. When planned and designed in context of both "movement" and "place" functions, they offer travel choice, across *all* transport modes so travel between the start and end of a journey is straightforward and accessible.

Safe

Transport networks and corridors are safe and fit for purpose for all users. Current best practice design standards are utilised as well as crime prevention through environmental design to guide the design of the transport network.

Delivering user needs

The transport networks provide connections for business and communities. An effective transport system will assist the Region in achieving its economic potential by serving "places" from their catchments, and enabling people to move between and within "places". A transport system that enhances personal quality of life will attract and retain people within the region.

Affordable

Investments in transport corridors and networks are cost-effective and represent value for money.

Sustainable

Transport networks and corridors support current and future generations' economic, social and environmental conditions. The sustainable transport system recovers from unforeseen events, and is flexible to respond to different future needs.

Delivering solutions through partnerships

Council will work collaboratively with other stakeholders (including State Government and developers) for the provision, improvement and management of transport networks and corridors.

Attractive and appealing to use

Many transport corridors are also "places". Quality urban design outcomes will be applied in the delivery of public spaces throughout the Region including transport corridors, roads and streets. Attractive, tree lined roads and streets provide multiple benefits including increased willingness to walk and cycle and the promotion of civic pride.

Example of user integration at traffic signals

Regional profile

The people of the Moreton Bay Region

The Moreton Bay Region stretches from the Hills District in the south to Woodford in the north and 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 390,000 people (2011).

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

Region summary

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

- The region's population is approximately 390,000 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 people that reside and work in the region and how their lifestyles may be changing. This helps Council make informed decisions about policy and investment to intervene and influence the future direction for the region.

Until the year 2000, annual growth in both population and jobs tracked at a similar rate. Since the year 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.

This 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 can become very busy in peak periods.

Age and households

When compared to other local government areas within a similar distance to the Brisbane CBD (e.g. 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 see a lower proportion of infants and children below the age of 5.

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 the new residents have families with children aged from 7 to 17. Consistent with trends in the Greater Brisbane area many choose to live in single detached dwellings, particularly in the former Pine Rivers 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 transport infrastructure and programs can support this need.

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 Moreton Bay Region Planning Scheme and states how Council intends to intervene and respond to growth and changing community trends. This document is a key consideration in the development of the Transport Networks and Corridors Strategy.

A key component of the Strategic Framework is place types – the different types of locations 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.

Moreton Bay Regional Council

Planning Scheme

These land use strategies drive the outcomes of the Transport Networks and Corridors 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 allowing opportunities for the 17-35's to remain. 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.

Key issues for the region's transport

The Moreton Bay Region faces significant population growth and increasing traffic volumes over the next 20 years. In areas of increasing population density and across all transport networks, there will be increased demand for travel.

As demand within the region grows, so does the cost of providing the necessary transport infrastructure. The nature of demand is also likely to change, with greater self-containment putting pressure on the transport networks to provide for intra-regional trips in addition to serving Metropolitan Brisbane and other regions.

The existing transport networks were historically developed predominantly around serving radial commuter trips to and from Brisbane largely by private vehicle. As a result, the range of opportunities available within the current network is not aligned to emerging community needs.

The transport challenge for the region is to develop an affordable and sustainable solution to provide future networks which meets user needs through a diversity of travel options. The way we move around in the future will use a wider variety of travel modes. The types of journeys we take will reflect the greater opportunities available in our region offered by more residential development, a greater variety of local services and local employment options. The future network will also need to be resilient to external factors such as oil vulnerability

Region Strengths

- The region has a reasonably high provision of north-south connectivity by both road and rail corridors.

- Transport connectivity has traditionally focused on serving both the Brisbane commuter market and inter-regional-through movements.

- The region contains a diverse variety of land use patterns. These range from urban centres to coastal villages and rural areas.

- Council has strong baseline data on the transport network including transport modelling, spatial mapping and identified asset items.

Region Opportunities

- Planning for growth - an integrated land use and infrastructure plan to guide future development in a coordinated and sustainable way.

- Partnerships with state government and transport operators to provide a unified transport network which meets the travel needs of our region.

- New rail corridor between Petrie and Kippa-Ring with six new rail stations linking to the Brisbane – North Coast Line.

- Proposed Transit-Oriented Developments (TOD's) provide opportunities for the delivery of highly accessible communities with improved levels of walking, cycling and feeder bus services.

- Improve opportunities for east-west journeys to facilitate greater self-containment of employment within the region.

Responding to user needs

Future directions

It is anticipated that the region's residential population will increase by an additional 150,000 people by 2031. The current urban areas are well established and infill development is occurring between the original townships. Infill and redevelopment will be concentrated near the major centres and around rail stations. Infill and redevelopment development will complement "greenfield" expansion to accommodate anticipated population growth. This pattern and rate of development has implications on how Council plans, manages and provides transport networks and corridors into the future.

Providing functional multimodal corridors

All users are important and all user needs are to be considered in planning, design and management decisions to ensure our multimodal corridors offer safe and attractive travel choices for all journey types.

The private car will still form the predominant mode of transport for the Moreton Bay Region for the period up to and beyond 2031. At the same time increasing provision will be made for the choice of other travel modes. The future role and function the corridor has for different transport users provides direction and guidance for investment and design decisions.

This approach ensures the needs of the most vulnerable transport users, pedestrians and cyclists, as well as motorists, are fully considered in all transport schemes.

Profile and function of the regional network

To understand current and future transport network infrastructure requirements, all local, district and regional hierarchies of routes have been analysed using a series of computer transport models that identify future transport capacity needs. The analysis addresses the role and function of each element, as well as being based on population and preferred land use patterns.

The solutions are structured towards a user needs approach to achieve Council's vision for our future transport network and corridors. Solutions identify the location of new corridors, improved on and off road facilities for all users, capacity upgrades, provision of new and improved crossing facilities for pedestrians and cyclists, shade trees and landscaping that will be required in the future.

The profiling of each route type within the hierarchy of transport networks will guide Council's capital works and transport corridor planning programs in future budgets.

Detailed profiles, assessments and lists of prioritised and costed solutions are included in the appendices and supporting background paper.

The transport corridors and place types approach

To support the delivery of a range of improvements to transport networks and corridors, Council's uses a planning framework known as the place type model, a strategic planning tool that identifies a series of 13 different place type groupings throughout the Region.

Council uses these place types to understand the needs within particular communities for transport networks and corridors. This information allows Council to plan, design and deliver the variety of transport forms and functions that each element of the network requires, and how they interact with and facilitate activities in each place type.

The role and function of the region's networks and corridors depends on a number of influences. It is not always easy or desirable to accommodate all transport modes in all places, at all times. Different parts of the network will have different roles and importance.

Transport routes have a variety of functions that compete with one another for space and adequate service – providing for one may impact on another. The four functions include;

Place and people - Where local character, amenity of 'place' and providing connectivity for movement at a human scale (walking and cycling) are the primary roles of the corridor.

Public transport - Where effective and efficient of public transport (bus and train) service provision is the primary role of the corridor.

Freight – Where convenient movement of goods and services is a primary role of arterial roads with a focus on areas where land uses require freight access.

General traffic - Where through movement of all vehicles in an efficient and safe manner is the primary role of the corridor.

Place types

The transport function of networks and corridors, if managed appropriately can support the development of successful places. For the purpose of transport modelling analyses, the 13 individual place types identified in the Strategic Framework have been grouped into four categories, each category having similar transport needs and attributes.

1. **Activity Centres –** The highest concentration of employment and retail activity these areas are highly accessible, walkable and contain a mix of complementary uses. The transport network serves these centres from their catchments
2. **Urban Neighbourhoods, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages -** These are the second most intensively developed place type areas and contain a range of residential and employment land uses. The transport system provides connectivity within and between these places.
3. **Suburban Neighbourhoods and Rural Residential areas** – These locations are traditional low density residential suburbs and residential acreage, where housing densities are the lowest or are within a rural environment. The impact of through movements should be minimised
4. **Other places (Rural areas, Mountain Ranges, Forests and Waterways and Key extractive industries) –** The remainder of land use types, predominantly located in rural areas. The character is one of scattered farms and housing, balanced with landscapes associated with farming, extractive industry or forestry. The impact of roads should not compromise landscape values.

Roads need to be dealt with differently in different place types (e.g. an arterial road through an activity centre needs to be slowed, and pedestrians afforded greater priority).

Example of transport corridors and place types in action

Brendale – (Enterprise and employment area) – a place for movement and access

Brendale is an enterprise and employment area situated between Strathpine and Eatons Hill. South Pine Road is an arterial road serving a dominant "movement" function providing access to, through and within the area while providing local access and connecting communities within the region.

The road is four lanes undivided, with wide auxiliary lanes on either side of the carriageway. Right turning movements into business premises is provided by a central turning lane. The road provides for a range of vehicle types from large semi-trailers, delivery and service vehicles to private cars and cyclists.

South Pine Road is a place for movement – it provides access to businesses and through traffic. Public transport, walking and cycling are accommodated but vehicle traffic dominates.
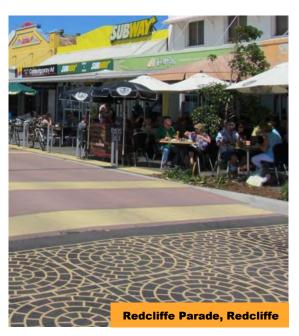
Redcliffe Parade (Activity Centre) a place for people

Redcliffe Parade forms the heart of the seaside activity centre, an art deco parade of shops, restaurants and galleries with panoramic views across the marina and bay to the sandy dunes of Moreton Island out on the horizon.

The parade serves a dominant "place" function, providing access to local business and as a location to drive, cycle or walk. Design features ensure that within shared zones, priority is given to walking and cycling. Soft landscaping, street furniture and public art works reinforce the unique sense of place.

Redcliffe parade is an environment for people - allowing people to walk with ease from cafes to the foreshore promenade. Cyclists, buses and general traffic move slowly and share the road in a comfortable environment.

South Pine Road, Brendale

Redcliffe Parade, Redcliffe
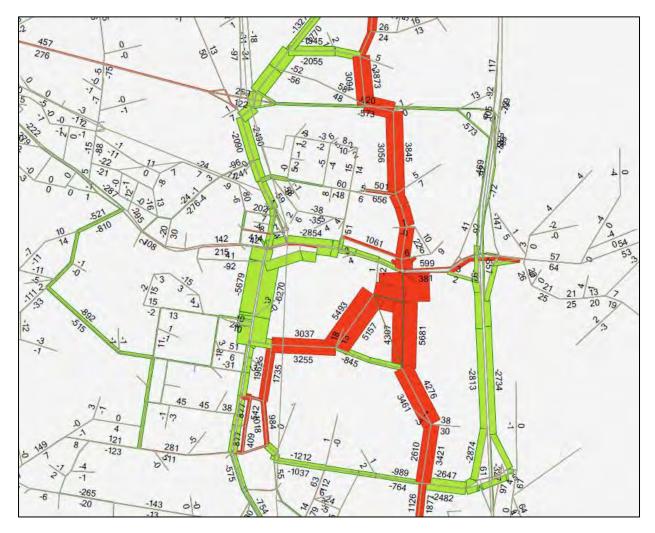
Informing the strategy – network modelling analysis

As well as reflecting the role and function of the corridors in the network, investment will be targeted to address deficiencies in capacity. A program of Strategic Modelling informs Council where the current transport network is, or will become, deficient as the region grows. This will help to prioritise where future transport investment is made.

Strategic modelling has been undertaken for the entire transport network, including roads in both Council and State Government control, and includes public transport services reinforcing the concept of "one network". For state-controlled sections of the transport network, the strategic transport model allows Council to act in an advocacy role to State Government.

Based on a series of land use, population growth and demographic analyses, the transport model calculates projected traffic volumes and the impacts of changes in the network. The transport model reflects Councils strategic approach of influencing travel choice through prioritised investment of infrastructure.

Network model – This example depicts the testing of proposed new roads within the Caboolture area and the net impact on daily traffic volumes

Opportunities for meeting user needs

Council is responding to user needs by creating transport networks and corridors that support the needs of people and business to move freely around the region by a variety of transport modes. User needs vary widely by individual user choice, place type, journey type, distance and trip purpose.

For local trips, facilities are needed to ensure that walking or cycling can be a genuine mode of choice. For longer journeys to more remote locations or for carriage of goods, a vehicle will be more appropriate. Council is responding by providing better transport networks and corridors using the following themes:

A. Moving about within places: A network of streets underpins the structure of a neighbourhood. Permeable and fully connected street networks are important in establishing local movement patterns within destinations. When planned and designed with low traffic speeds, legible street networks promote walking and cycling and allow access for buses, while protecting the character and amenity of the places they traverse.

B. Serving our places: The sustained growth of our region will see increasing densities and intensity of activities within our centres. Providing good access and travel choice to and within these centres will have multiple benefits for the whole region. This will support the principles of transit oriented development and foster the conditions necessary for economic regeneration and more self-containment of employment within the region.

C. Moving between places: The region's network of transport corridors provide for the movement and mobility of people and goods for both local and longer trips. The variety of facilities provides travel choice across all trips purposes. Travel opportunities need to be available to allow users the freedom to choose the most appropriate mode depending on their journey type and purpose.

Bounty Boulevard State School, North Lakes Source: Quest Newspapers

A. Moving between places

Moving between places

The transport network provides capacity and functionality to move people and goods, linking rural, urban, regional and metropolitan areas to major facilities and areas of activity. It is essential that these networks operate as efficiently and effectively as possible to access destinations and activities within and outside our region.

While the development, operation and maintenance of many higher order roads are the responsibility of the State Government, the majority of roads within Moreton Bay Region are the responsibility of Council. People are generally not aware of this division of responsibility as the total road network functions as one interconnected system of highways, roads and streets.

Council works in partnership with the State Government to ensure the road networks operate seamlessly as one co-ordinated system. The management and development of the road network will be consistent with the expectations and needs of the people of Moreton Bay.

A successful transport network is one that can move people and goods in the most effective and efficient manner at each phase of every journey by appropriate transport choices.

Detailed analyses by both Council and the State Government have identified the need for significant road capacity upgrades to serve the movement function, and to facilitate the growth of the region over the next twenty years. Council will work in partnership with the State Government to target road capacity improvements that will support the sustained growth of the region.

Public transport needs to be competitive with using a private car; services need to be improved to make them reliable and cost effective. Perceived and real costs of public transport that are lower than travelling by private motor vehicle along with improved service provision are necessary to establish conditions to attract marginal car users. The partnership between Council and State will seek to deliver a program of improved public transport services connecting residential areas with activity centres, transit hubs, and other key destinations. This is dealt with in more detail in the companion strategies, MBRC Travel Demand Management and MBRC Public Transport Strategies.

To support greater self-containment, public transit services must be re-oriented to focus on serving destinations within Moreton Bay from their catchments

Narangba Road, Narangba

Corridors fit for their purpose

An important element of the Transport Networks and Corridor Strategy is to ensure an adequate standard of service for current and future network users. The standard of service includes matching the form of corridors to their strategic roles and functions. It also includes appropriateness of attributes of each corridor to the purpose it serves (whether "movement" or "place" function) as well as the management of congestion.

Improving network capacity can be undertaken in a number of ways, new roads where needed, widening of existing roads and improvements to intersections including revised turning movements and introducing or improving signalisation.

Where there are gaps in the network, or insufficient alternative routes to provide flexibility, additional road connectivity may be a high priority where it supports better connectivity between centres.

This strategy identifies proposals for new road corridors through detailed strategic modelling analyses undertaken by Council and is informed by transport planning studies undertaken by the Queensland State Government in the Integrated Regional Transport Plan for South East Queensland – Connecting SEQ 2031 (published 2011) and more detailed analyses in the Moreton Integrated Transport Strategy (published 2012).

New road capacity should not be provided in isolation, but within the context of the desired urban form of the region and catering for users of all transport modes.

Council will work closely with the State Government in developing and managing the network to support economic development, social inclusiveness and environmental responsiveness.

We will:

1.1. Prioritise road network capacity improvements that support sustained growth of the region

1.2. Prioritise improvements which allow for smoother and more reliable journeys

1.3. Provide appropriate routes for road freight

1.4. Identify and apply appropriate technologies to manage congestion and improve the operation of the transport networks

1.5. Deliver complementary strategies

1.6. Allocate road space to most effectively accommodate travel by a choice of transport modes

Anzac Avenue, Rothwell

Making best use of the corridors within the transport network

The region is facing significant population growth, driving the change in transport needs for residents, employees and business over time. Relying on continuous expansion of road capacity is unsustainable within space and budget constraints. Making the best use of existing space on the existing networks is necessary to cater for the region's growth.

Our transport networks and corridors face competing demands with through traffic, property access, turning movements at intersections, pedestrians, cyclists and public transport sharing space with other traffic. The transport network should function as one network, providing an appropriate balance between movement, place and access.

Making best use of the network will be a critical component of all future network planning. Most traffic delays are experienced at or on the approach to intersections. Intersections do not always provide the optimal throughput for all modes, with long delays sometimes being experienced by certain movements.

Council will identify the most appropriate type of intersection and priority measures to address existing and future capacity and accessibility constraints. Measures may include designation of priority transit lanes and bus intersection priority measures enabling buses to get ahead of queues at intersections.

Intelligent transport system technology can deliver significant capacity and mobility improvements. This technology can be applied across the network, providing multiple benefits. An example of this technology includes traffic signal transponders that can extend or bring forward green traffic signal phases for buses and emergency vehicles and coordinate traffic signal networks in real time.

To provide individual corridors for each category of transport user would be expensive, and would entail significant additional land take. It is important that we make the best use of our existing roads and corridors in the network to move people and goods more effectively. To do this, we need to understand relationships with the wider regional network.

Redcliffe Bus Station

Whole of life costs

The community bears significant costs to establish, enhance, maintain and replace road infrastructure over time. Private transport and road freight are burdened with operating costs affected by distance travelled and congestion encountered.

Council has a duty of care to maintain safe roads that are fit for purpose. It must consider not just initial cost of construction, but also the long term whole of life costs of maintenance and renewal. Council also has a duty of care to offer choices which minimise the burden to users in terms of both cost and time.

Council recognises that every trip taken on foot or by bicycle can help manage traffic congestion and reduce the cost of expensive infrastructure. This provides savings for the whole community and for individuals in lower travel costs.

We will:

1.7. Consider the whole of life costs of transport assets when investing in new or upgraded infrastructure

1.8. Partner with State Government to provide a functional integrated transport network to meet user needs

Providing movement choices

Faster, reliable, more frequent and comfortable public transport is required to link the places we live with the places we shop, recreate and work. Regional rail and on-road bus services need to be easy to use and have high levels of accessibility throughout the region. They must provide a high quality of access to destinations within Moreton Bay from their catchments as well as quality services between major centres. To improve our economic competitiveness and lifestyles, public transport needs to be a real choice for people to get around within the region.

The development of feeder bus services from suburban areas to activity centres and transit hubs will provide travel options and reduce demand for scarce road space and car parking. Council will work closely with the State Government to develop bus service improvements that deliver maximum benefits.

A strategic approach is required to identify and provide for the needs of active transport users across the region. The Active Transport Strategy provides for a primary and secondary regional cycle network to link communities and to connect destinations from wider catchments. The analytical planning work supporting the strategy has prioritised a series of network improvements to support safe and efficient travel by both walking and cycling.

Transport corridors within the network must accommodate pedestrians and cyclists and provide appropriate opportunities for movement priority and for safe crossings which reflect desire lines.

We will:

1.9. Identify and implement a network of multi-user transport routes across the region

Streetscapes and trees

Trees in roads and streets are a long term legacy for the whole community. It is important to maximise planting of trees in all transport corridors and retention of existing trees wherever possible

Well-located trees tend to lower vehicle speeds, providing safer traffic environments. Trees have a multitude of other environmental and sociological benefits such as reducing crime, domestic violence and attention deficit-hyperactivity disorder symptoms (ref: Landscape & Human Health Laboratory, University of Illinois), They contribute significantly to quality of life and visual amenity improvements. Trees are arguably one of the most cost effective amenity improvement measures within the road and street network.

Trees along transport corridors are essential for a high quality streetscape. Many of the most memorable roads, streets and localities can attribute their noteworthy status to the presence of large healthy trees. At the regional scale, street trees contribute to the overall percentage canopy cover which in turn delivers a variety of environmental benefits including reducing the "heat island" effect of urban development, and facilitating the movement of wildlife.

The layout, scale and character of trees contribute to the overall unity of the streetscape. Careful selection of the tree species will provide scale and visual cohesion to the street. Street trees also form landmarks which aid way finding and contribute to the development of the Region's character, identity of place and civic pride.

Council's Integrated Design Manual provides detailed advice on the location of trees within transport corridors from the boulevarding of major roads to trees within residential streets.

We will:

1.10. Provide quality streetscapes and tree lined corridors and streets consistent with best practice design outcomes

B. Serving our places

Serving our places

We all need to be able to connect to local places to undertake our daily activities. Being able to move around locally to access business, employment, recreation and lifestyle contributes to the quality of life of our residents and communities. However, inappropriate through movements detract from the amenity of people places.

The transport network plays a critical role in connecting communities with facilities and the movement of people and goods. Council recognises that different communities and individuals have different needs and that transport infrastructure and service provision should be managed and developed in a way that is sensitive to its environment.

The more directly and conveniently goods or service are connected to customers and workers, the stronger the attraction is to access those local goods, services and jobs. Servicing local catchments is important for reducing the cost and impact of our travel.

Fifteen minute neighbourhoods

Enabling as many people as possible to access the goods and services they need within 15 minutes by a choice of modes is a priority. The trend towards integration of healthy lifestyles and transport choices encourages many people to choose to walk or cycle to local destinations.

More clearly defined, interconnected and safe local routes will make places more accessible to more people. They will be more inclined to do business locally than to travel to more distant destinations.

Council will prioritise infrastructure facility improvements around key activity centres and destinations to reduce conflict of through traffic, facilitating local trips by active transport and feeder bus services.

We will:

2.1   Establish and reinforce 15-minute neighbourhoods

2.2   Review existing networks to identify opportunities for infrastructure improvements

Availability of public transport

Public transport services need to be reliable and convenient to get to and from our places. This requires a public transport service pattern and frequency that conveniently links catchments to destinations within Moreton Bay. The system must also have high quality walking connections to passenger transport stops and stations. The ability to move from walking to public transport and from one public transport mode to another should be easy and convenient.

Council will ensure that passenger transport is integrated in the future design of our activity centres. Priority will be given to people getting to public transport as an attractive option for local trips.

Council will advocate for improvements to on-road public transport services to increase frequency and coverage for all potential users. Council will look at improvements and new facilities that support public transport being easier, and more convenient and pleasant to use.

We will:

2.3 Improve local signage to better indicate the location of public transport facilities

2.4 Provide high quality walking and cycling connections to our rail and bus stations and interchanges

2.5 Better integrate our centres with public transport facilities

Providing travel choices to access our centres and key destinations

Transport provides a major contribution to successful places.

Travel decisions can have a major impact on the economic, social and environmental vibrancy of neighbourhoods and centres. Streets that are attractive, safe and suitable for a variety of transportation modes (particularly walking), fulfil their "place" function, and are a key factor in the activation of centres and community liveability. Transportation decisions can also affect social interactions and community cohesion. Pedestrian friendly streets are community networks creating opportunities for people to meet and interact.

Traditional transportation planning tends to emphasise vehicle mobility improvements over place-making and other community liveability objectives. In recent decades, streets were designed primarily to maximise traffic flow and buildings were designed to maximise parking convenience. Far greater resources were devoted to motor vehicle facilities (road and parking) than for non-motorised modes.

There is now increasing appreciation of the importance of community liveability objectives. Many communities now favour improvements that reduce traffic speeds and limit traffic volumes for the sake of creating vibrant places and liveability.

Travel demand management techniques can help achieve many place-making and liveability objectives, including improved walking and cycling conditions as well as improved accessibility to public transport.

This strategy will identify transport related infrastructure opportunities which support the development of centres and places within the region that best aligns with the community vision. Travel change will be gradual as new facilities are provided including active transport infrastructure and bus services.

To ensure that we make best use of new and existing infrastructure and services, travel demand management techniques will be delivered. Key to these techniques is the provision of travel information and personalized travel plans. A complementary strategy "Moreton Bay Regional Council – Travel Demand Management Strategy" addresses these techniques in more detail.

C. Moving about within places

Complete Streets

Council has adopted the Moreton Bay Street, Place + Movement Guideline to assist in designing streets for all users. These principles encourage best practice design where pedestrians, cyclists and public transport users have equality of access alongside private motor vehicle users. This approach encourages designs that allow people to make alternative travel choices. Street patterns that are more direct and flexible will be encouraged such as well-connected grid street patterns with four-way intersections.

Streets often have excessive carriageway widths and inadequate allocation of space for pathways or cycle lanes. Council recognised that the "rightsizing" of streets and roads can provide a balance of space for all users. This may include wider pathways, verges and shade tree planting to encourage walking and cycling as a genuine transport option. In some places the separation of pedestrian and cycle paths may be beneficial to remove potential conflicts and make priorities more obvious.

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

We will:

3.1 Implement context sensitive designs appropriate to the street network in each place

3.2 Establish an interconnected and permeable network of streets

3.3 Develop and implement a prioritised program of multi-user transport projects and enhancements to achieve best value outcomes

Streets are places

Each place within our region is distinct and diverse. This diversity of place needs to be incorporated in the design of our street network.

Streets are multi-functional spaces that provide access and connectivity for a range of transport users and provide for a multitude of other uses.

People meet to have coffee or move between shops, children walk to school, people walk with friends or family and others talk with neighbours. Networks and corridors in activity centres and urban precincts can be people places that build community. In people places, streets provide a means of access to destinations, with through movements being of lower priority.

Council is committed to ensuring the region's character is recognised and promoted. Council will continue to promote the region's rich history through urban design, street furniture, trees and landscaping.

Council's new planning scheme identifies a range of distinctive places. Each place will exhibit its own character and its own transport needs. These places will influence how the balance of transport modes is determined. Character of place is critical to what attracts people to live, work and visit the region. The development of transport infrastructure within the region should seek to enhance rather than detract from the attributes which draw people to and retain people within the region.

Our centres will be planned and designed as places for people. Changing driver behaviour in these areas can be achieved through quality urban design and reduced traffic speeds, and by incorporating design features that encourage walking and cycling.

Carruthers Park Naval Memorial Garden, Kallangur

We Will:

3.4   Provide quality streetscapes consistent with user needs and designed in context with the variety of place types across the region

Framework for delivery

Delivering the Strategy

Delivering our vision and responding to user needs is the primary objective of this Strategy. This will provide our residents with well-designed and integrated transport networks, serving vibrant and attractive nodes of activity.

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

The outcomes of this Strategy and future programs will inform Council's Integrated Regional Infrastructure Strategy (iRIS), Council's capital works program, the Moreton Bay Planning Scheme and Priority 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 strategic integrated transport directions, and will work to realise the opportunities and achieve the goals and targets expressed in the strategy. Council has established a cross departmental committee to implement and monitor the strategy and action plan, and ensure that the action plan is updated on an annual basis.

The design and delivery of projects needs to 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 Government.

We will:

4.1   Adopt the Moreton Bay Regional Council Transport Network and Corridors Strategy as Council policy

4.2   Assign responsibility for the implementation of the Strategy within the organisation

4.3   Establish cross departmental processes to ensure effective implementation of the Strategy

4.4   Work with State Government to deliver outcomes to meet Council's vision

4.5   Investigate alternative funding sources

iRIS and Council's capital works program
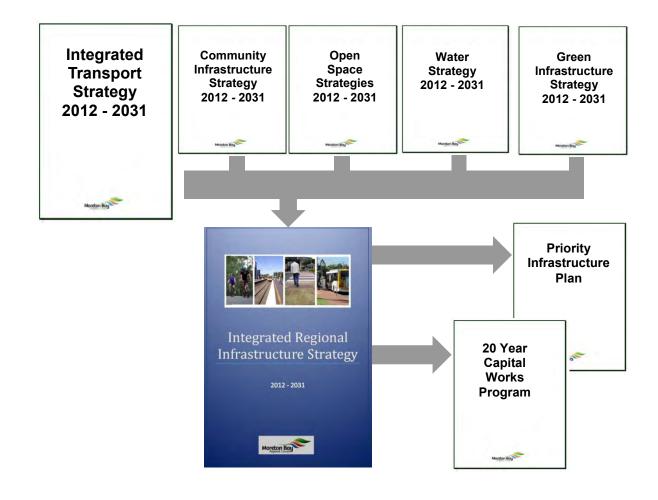
Moreton Bay Regional Council performs a leading role in coordinating the delivery of infrastructure for existing and new communities throughout the region. To do this more efficiently, we are preparing an integrated approach to infrastructure network planning.

The Integrated Regional Infrastructure Strategy, or 'iRIS', will combine Council's range of infrastructure priorities with the priorities of other infrastructure providers in the region, such as Unitywater and Energex. 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 Transport Networks and Corridors 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 the 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 as part of the new Planning Scheme.

The Transport Networks and Corridors Strategy has informed the development of the Planning Scheme, which will include design and accessibility standards for transport networks and corridors design in new developments, such as where the facilities should be located and requirements for improved connectivity, permeability, public transport, pedestrian and cyclist access.

Moreton Bay Regional Council

Planning Scheme

Priority Infrastructure Plan

The Transport Networks and Corridors Strategy will also inform the development of a Local Government Infrastructure Plan (LGIP). The LGIP will seek to integrate land use and infrastructure planning by encouraging growth in areas where infrastructure already exists or can be provided most efficiently.

This Strategy will inform the PIP by determining future trunk transport network and corridors infrastructure requirements based on population growth, and estimating the cost to provide or upgrade this infrastructure.

A full list of transport networks and corridors infrastructure requirements to inform the PIP is contained in the appendices.

Programs

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

The primary short term program for transport networks and corridors infrastructure involves the preparation of a program of works, which will provide greater guidance for mid-term and long term programs into the future. A full list of programs is contained in the appendices.

Targets and goals

Moreton Bay Regional Council is working towards improving the provision and management of transport network and corridor infrastructure in the region. While Council is not the only provider of transport, we play a significant role both in providing and in advocating for provision of facilities by the State government and the private sector.

To meet the goals of this Strategy, Council has set targets 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 transport network and corridor infrastructure for the next 20 years.

Short Term to Medium Term Selective Key Targets 0-4 Years

Develop prioritised transport infrastructure programs based on sustainable population and development growth using the principles established in the Strategic Framework in the MBRC Planning Scheme.

Develop and implement a design process for transport improvements that integrates land uses and infrastructure by establishing multi-disciplinary design review panels.

Introduce design and access statements as a principle component of the design process.

Undertake a review of the network hierarchy including identification of corridor requirements beyond 2031.

Deliver a program of concept designs to meet the 2031 Strategic Vision for MBRC. Commence a transport planning and design program to review and analyse the list of priority transport catchments contained in Appendix B – Network Plan and deliver a program of concept designs to meet the 2031 Strategic Vision for MBRC.

Develop a process and intervention program with Engineering, Construction and Maintenance that reviews all renewals projects and identifies value opportunities to modernise and improve the transport network e.g. line marking improvements.

Develop a process and intervention program with Engineering, Construction and Maintenance that reviews all renewals projects and identifies value opportunities to establish shade tree planting and median planting along transport corridors.

Establish a process with the Queensland State Government to further develop the one transport network principle and advocate for increased State Government funding to redress the transport capacity constraints on the trunk road network and public transport networks.

Annually update the strategic transport model to reflect new and more accurate data.

Long Term Selective Key Targets 5-10 Years	Recalibrate the strategic transport model to a new base year.
	Continue the initiatives identified in short term targets with regard to the refinement of transport infrastructure prioritisation and costings through concept planning of activity centres, transport corridors, active transport catchments and intersections.
	Undertake a complete review of the transport network plan and action plan to reflect the current practice and outcomes of the strategic review of the integrated transport strategies.
	Review cross corporate planning and design processes for effectiveness of delivery of strategic outcomes and refine as necessary.
	Review strategic principles and program elements with current State Government policy to ensure consistency and/or to target advocacy.
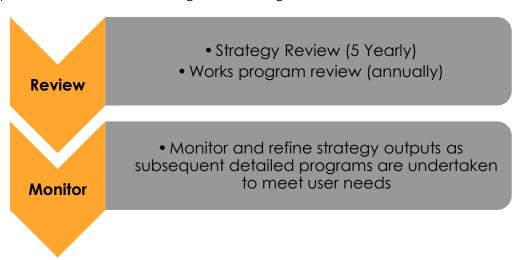
Monitoring and review

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 contextual and 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 transport network and corridor facilities, and follow current best practice as closely as possible.

Appendix A

Program Action Plan
Transport Networks and Corridors Strategy 2012-2031

Program Action Plan

The Action Plan identifies a prioritised list of projects that Council will undertake to deliver the networks and corridors 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 – Open Space Infrastructure Network Plan

PIP – Priority Infrastructure Plan

N&CTS – Networks and Corridors Transport Strategy

ATS – Active Transport Strategy

OSS – Open Space Strategy

A. **Moving between places**					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
1.1	**Prioritise road network capacity improvements that support sustained growth of the region**				
1.1.1	Review current capital works program to test strategic effectiveness of current commitments.	A more strategic evaluation of current road proposals should target critical capacity constraints and functional network gaps to prioritise the most cost-effective opportunities.	Short-term and on-going	SP (Strategic Infrastructure Planning) with ECM	Commenced (input to PIP/LGIP)
1.1.2	Develop a prioritised program to address capacity where necessary to support network functions	Additional capacity will be a high priority where it supports business activity and better connectivity between centres. Cost effective capacity enhancements are drawn from a combination of new roads, widening, lane allocation and intersection improvements.	Short-term	Strategic Planning with ECM	Complete
1.2	**Prioritise improvements which allow for smoother and more reliable journeys**				
1.2.1	Incorporate traffic signal synchronization to improve flow characteristics	Optimisation and synchronisation of traffic signals can be cost effective in improving movements and priority for all modes. Adaptive signalisation systems responding to real-time conditions can reduce the frequency of stops and minimise travel time, fuel use, emissions and accidents.	Short-term and on-going	ECM	Commenced (addressed in IT Strategy)
1.2.2	Develop and implement a program of real-time information signage	Real time information signage can provide transport users with the necessary information to plan for more reliable and potentially quicker journeys.	Medium-term	ECM	Commenced (addressed in IT Strategy)
1.3	**Provide appropriate routes for road freight**				
1.3.1	Identify freight movements, including both through movements, and movements serving local distribution within the MBRC area	Planning for freight movements ensures that wherever possible, freight movements can be accommodated on appropriate routes, therefore minimising the impact on areas which are sensitive to freight traffic.	Short-term	Strategic Planning with ECM	Not yet commenced (Freight strategy)
1.3.2	Develop and implement a program to audit and review freight routes to ensure on-going fitness for purpose	An audit of freight routes will ensure that routes identified as being prioritised for freight are of appropriate design to accommodate both current and proposed volumes of freight traffic.	Short-term	Strategic Planning with ECM	Not yet commenced (Freight strategy)
1.4	**Identify and apply appropriate technologies to manage congestion and improve the operation of the transport networks**				
1.4.1	Evaluate modern fully adaptive traffic systems to fully optimise intersections and wider network for all modes at all times	Modern fully adaptive systems can significantly improve network capacity accommodating years of additional traffic growth.	Short-term	Strategic planning with support from ECM and TMR	Commenced (addressed in IT Strategy)

1.4.2	Develop a program of electronic transport signage and information.	This may include variable speed limits to promote more efficient traffic flow to give quicker and more reliable journeys for both freight and general traffic. In partnership with state government, the potential benefits of electronic signage including variable message signage should be conveyed to the travelling public.	Short-term	Strategic Planning with support from TMR and ECM	Commenced (addressed in IT Strategy)
1.4.3	Deliver a program of intelligent information systems and traffic management systems	In partnership with state government, the preliminary benefits of VMS should be conveyed to the travelling public.	Medium-term and on-going	TMR and ECM with support from Strategic Planning	Commenced (addressed in IT Strategy)
1.5	**Deliver complementary strategies**				
1.5.1	Implement and monitor the Active Transport Strategy	The Active Transport Strategy and its recommendations are complimentary to the Network and Corridor Strategy.	Short-term and on-going	Strategic Planning, ECM and TMR	Underway
1.5.2	Develop, implement and monitor a Public Transport Strategy	The Public Transport Strategy and its recommendations are complimentary to the Network and Corridor Strategy.	Short-term and on-going	Strategic Planning, TMR and ECM	Underway
1.5.3	Develop implement and monitor the Travel Demand Management Strategy	The Travel Demand Management Strategy and its recommendations are complimentary to the Network and Corridor Strategy.	Short-term and on-going	Strategic Planning and ECM	Underway
1.5.4	Develop, implement and monitor an Intelligent Transport Systems (ITS) strategy	The Intelligent Transport Systems strategy and its recommendations are complimentary to the Network and Corridor Strategy.	Short-term and on-going	Strategic Planning	Underway
1.6	**Allocate road space to most effectively accommodate travel by a choice of transport modes**				
1.6.1	Develop and implement the MBRC Integrated Design Guide	The Design Guide is based on the integration of various elements of streets and public spaces using current best design practices.	Short-term and on-going	ECM	Underway
1.6.2	Develop and apply Planning Scheme Policies for road and streetscape design	Adoption of specific policies ensures development outcomes are consistent with current best planning and design practices.	immediate	SP (statutory)	Completed (PSP Integrated Design)
1.6.3	Allocate road space in accordance with MBRC Integrated Design Guide	Decisions which impact allocation of road space for future corridors and upgraded existing corridors will examine the need to cater for all road users.	Short-term and on-going	ECM	Underway
1.6.4	Develop a program that reviews all renewal projects for consistency with strategic principles contained within the MBRC infrastructure strategies.	A cost effective renewal and upgrades program will accelerate the implementation and roll out of the strategic principles.	Short-term and on-going	ECM	Not yet commenced

1.6.5	Incorporate strategic transport planning principles in Master Plans	Transport and Infrastructure Concept Plans are the means by which area planning can identify the requirements for transport and infrastructure facilities to accommodate all users.	Short-term and on-going	Strategic Planning	Underway
1.6.6	Develop and implement a program of road right-sizing where appropriate.	Right-sizing offers the opportunity for the reallocation of road space to be used for active transport, public transport, landscaping and place making functions.	Medium term	Strategic Planning and ECM	Not yet commenced
1.7	**Consider the whole of life costs of transport assets when investing in new or upgraded road infrastructure**				
1.7.1	Develop and implement a process to integrate long-term social, environmental, economic and cultural benefits, operating costs, and externalities in infrastructure planning and delivery.	Investment in transport infrastructure needs to take into account the full range of impacts to all users and non-users of the infrastructure. A holistic approach ensures that long term benefits are appropriately considered.	Medium term	Strategic Planning	Not yet commenced
1.7.2	Future-proof the transport network through flexible design to respond to changes in the operating environment	Decision making should take a long term view to ensure that provision is made to accommodate infrastructure changes and lifecycle costs which may be realistically expected in the future.	On-going	Strategic Planning	Underway (PSP Integrated Design)
1.7.3	Review forecast traffic volumes against the structural integrity of the road pavements.	The carrying capacity of road pavements should be assessed to determine whether pavement strengthening is required to accommodate future traffic.	Medium term	ECM	Not yet commenced
1.8	**Partner with State Government to provide a functional integrated transport network to meet user needs**				
1.8.1	Develop and implement a program to evaluate bus stops, stations and interchanges to ensure facilities are appropriate to the functional hierarchy	A program should be developed with Translink to ensure that access points to the public transport network conform, and are appropriate to the hierarchy of both the transport corridor and public transport network, consistent with the MBRC Public Transport Strategy.	Medium-term and on-going	ECM Network Management	Not yet commenced
1.8.2	Partner with TMR to develop and implement a capacity improvements program to address the constraints to the efficient operation of the road network	The majority of peak hour congestion within the Moreton Bay Region is on routes controlled by TMR, and on approach roads to the TMR network. Through integrated planning, network improvements can be prioritised and addressed through traffic management and transport corridor upgrades.	Short-term and on-going	ECM	Underway

1.9	**Identify and implement a network of multi-user transport routes across the region**				
1.9.1	Develop a functional road network plan considering *"place"* functions	The complex functions of streets and roads, and the needs of different users, often conflict. Distinguishing between *"Movement"* and *"Place"* is fundamental to good urban environments.	Short term	Strategic Planning	Underway (Road network review, PSP Integrated design)
1.9.2	Develop and implement a program for multi modal transport	Transport investment schemes which offer benefit to multiple transport modes provide greater opportunity to capture net benefit.	On-going	Strategic Planning	Underway PSP (Integrated design)
1.9.3	Develop a program to deliver a connected network for various transport modes across the arterial, sub-arterial and collectors network	A more strategic evaluation of current road proposals should target critical capacity constraints and functional network gaps to prioritise the most cost-effective opportunities.	Short-term	Strategic Planning with ECM	Underway (Road network review)
1.9.4	Develop a prioritisation methodology to sequence transport projects that optimise the greatest benefit in a timely and cost-effective manner	Multi-criteria assessment is required to ensure that transport investment is targeted to provide the greatest benefit to the community, and prioritisation should ensure that the projects of greatest need are taken forward first to provide benefit at the earliest opportunity to communities.	Short-term	Strategic Planning	Underway (PIP, LGIP)
1.10	**Provide quality streetscapes and tree lined transport corridors and streets**				
1.10.1	Apply integrated design to deliver contextual streetscape elements including trees as a primary feature.	Trees offer multiple benefits to transport including shade for active transport, cooler places for public transport users and offer quality design outcomes that support lower traffic speed environments.	Short term and on-going	ECM	Underway (complete streets program)
1.10.2	Develop and implement a retrofit program of planting trees along transport corridors.	Trees offer multiple benefits to transport including shade for active transport, cooler places for public transport users and offer quality design outcomes that support lower traffic speed environments.	Short term and ongoing	ECM	Not yet commenced

B. Access to our centres					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
2.1	**Provide high quality walking and cycling connections to our rail and bus stations and interchanges**				
2.1.1	Develop active transport service catchment plans for localities throughout the region	15-minute neighbourhoods form the basis of local area planning within the Moreton Bay Region. Identification of desire lines can better aid the provision of active transport corridors which are a closer fit to user needs.	Short-term and on-going	Strategic Planning	Underway (Master planning program)
2.1.2	Develop public transport service catchment plans for localities throughout the region	Public transport service catchment plans provide a valuable tool for planning local transport services by catchment.	Short-term	Strategic Planning	Underway (Public transport strategy)
2.1.3	Develop road access plans to facilitate connectivity from catchments to destinations	Road access plans provide an opportunity to provide an analysis of how destinations can be most efficiently served from their catchment by a range of transport modes.	Short-term	Strategic Planning and ECM	Underway (Road network review)
2.2	**Better integrate our centres with public transport facilities**				
2.2.1	Develop and implement corridor plans to identify and address deficiencies in corridors providing access to centres for all users.	Continual improvement is critical to ensure corridors remain appropriate in terms of accommodating all modes.	Short-term and on-going	ECM supported by Strategic Planning	Underway (Road network review)
2.3	**Improve local signage to better indicate the location of public transport facilities**				
2.3.1	Develop and implement a prioritised program of directional signage and distance markers	Way-finding and journey information is especially useful to new users. They also provide a level of reassurance to those who may otherwise be tentative in undertaking public transport journeys particularly when accessing public transport.	Medium-term and on-going	ECM	Not yet commenced
2.3.2	Develop and implement a prioritised program of maps and interpretive signage at critical network nodes	Way-finding and journey information is especially useful to new users. They provide a level of reassurance to those who are new to public transport.	Medium-term and on-going	ECM	Not yet commenced
2.4	**Review existing networks to identify opportunities for infrastructure improvements**				
2.4.1	Develop and implement a prioritised program of priority active transport routes to public transport stops, stations and interchanges.	Public transport performs best where access to the transit service is most convenient and direct from a substantial walk-up or cycling catchment.	Short-term and on-going	Strategic Planning	Underway
2.4.2	Develop a prioritised program for integration of end-of-trip facilities including secure cycle storage with public transport nodes.	End of trip facilities should include secure and convenient equipment storage (bicycles, clothing, and other personal effects), showers, and change facilities.	Short-term and on-going	ECM	Not yet commenced

2.5.3	Develop an accessibility plan to maximise the proportion of households within 400 metres (5 minute walk) of a feeder bus service.	The bus network provides the opportunity for widest geographic coverage for people to access the public transport network. Accessibility mapping will identify areas where part of the population are inadequately served and allow improvements to be made in order to reach and exceed public transport accessibility targets.	Short-term and on-going	Strategic Planning	Underway (Public transport strategy)
2.5	**Establish and reinforce 15-minute neighbourhoods**				
2.5.1	Create places that are easy to access by public transport and which are enjoyable to both visit and use	Making access to public transport both comfortable, convenient and attractive helps increase public transport patronage and improved place making.	Short-term and on-going	Strategic Planning	Underway (Public transport strategy)
2.5.2	Co-locate more intensive land use activities with public transport facilities and provide access to existing or new public transport services	Public transport needs to serve the places people wish to visit in order to improve both its viability and patronage and to economically benefit the destinations which it serves.	Short-term and on-going	Strategic Planning	Underway (Public transport strategy)
2.5.3	Develop a program to identify locations where interchange between transport modes needs to be accommodated.	Interchange between modes is often necessary in order to provide the best service transport provision for non-car modes across an area. Identifying optimal locations for interchange and provision of adequate facilities are essential to the operation of a seamless multimodal transport network.	Short term and on-going	Strategic Planning	Not yet commenced
2.5.4	Incorporate accommodation for mode interchange in designs as appropriate to each setting.	Interchange is best accommodated in areas where there is existing or planned street activation, therefore allowing interchange to better serve multiple land uses and destinations.	Short term and on-going	Strategic Planning & ECM	Not yet commenced

C. Permeable and connected street network					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
3.1	**Implement context sensitive designs appropriate to the street network in each place**				
3.1.1	Incorporate context sensitive design particular to the character and identity of places	Local context is an important attribute of both local character and place. Strengthening the local character and unique identity of a place through appropriate design has the ability to strengthen places both economically and assists in supporting both social cohesion and local area pride.	Short-term and on-going	Strategic Planning and ECM	Underway (PSP Neighbourhood Design, Complete streets program)
3.1.2	Advocate TMR incorporation of appropriate design attributes (Action 1.6.1 to 1.6.3) in State-controlled roads and other transport corridors	State government has a part to play in promoting best practice design as part of its responsibility in creating and maintaining the desirable lifestyle and character of Queensland.	Short-term and on-going	Strategic Planning and ECM	Underway
3.1.3	Prepare and implement and integrated transport Infrastructure Concept Plans in association with land use master plans and local area plans for centres and *"master-planned"* communities.	Integrated planning and design of transport, infrastructure and land use is critical in ensuring that the users' needs are met.	Short-term and on-going	Strategic Planning and ECM	Underway (Master planning program)
3.2	**Establish an interconnected and permeable network of streets**				
3..2.1	Review and develop a program to improve permeability and interconnectivity.	The Moreton Bay Region has opportunities for better interconnection between communities in order to ensure that the transport network better serves desire lines and potential journeys within and between communities.	Short-term and on-going	Strategic Planning	Underway (PSP Neighbourhood Design)
3.3	**Develop and implement a prioritised program of multi-user transport projects and enhancements to achieve best value outcomes**				
3.3.1	Develop and implement 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 ongoing	Strategic Planning and ECM	Underway (PSP Integrated Design)
3.3.2	Ensure road designs provide for convenient movement by all modes, including walking, cycling, buses, and freight vehicles as well as general traffic.	The function and activation of neighbourhoods is dependent on convenient access and internal movement by all modes.	Short term and on-going	Strategic Planning and ECM	Underway (PSP Integrated Design, PSP Neighbourhood Design)
3.3.3	Maintain visual clues to reflect the character of localities, including views of landmarks and other identity and way-finding elements	Maintaining character is critical to way finding and retaining and improving the visual amenity of an area, therefore performing both a place making function and legibility of the transport network.	Short term and on-going	Strategic planning and ECM	Underway

3.4	Provide quality streetscapes				
3.4.1	Provide integrated designs that include contextual streetscape elements that include trees as a primary feature.	Streetscaping offers multiple benefits to transport users including shade for active transport, cooler places for public transport users and offer quality design outcomes that support lower traffic speed environments.	On-going	ECM	Underway (complete streets program)
3.4.2	Develop a retrofit program of planting trees along streets.	Streetscaping offers multiple benefits to transport users including shade for active transport, cooler places for public transport users and offer quality design outcomes that support lower traffic speed environments.	Short term	ECM	Not yet commenced

Leadership and Governance					
Actions		**Purpose**	**Timeframe**	**Responsibility**	**Status**
4.1	**Adopt MBRC Network and Corridors Strategy as Council policy**				
4.1.1	Adopt the strategy as Council Policy and implement actions through Council programs	The formal adoption of the Strategy will give currency to its Action Plan and provide a strategic direction for its projects and programs.	Short term	Strategic planning	Underway
4.1.2	Develop and implement the MBRC Integrated Design Guide across council	The Design Guide is based on the integration of various elements of streets and public spaces using current best design practices.	Short term	ECM	Underway
4.1.3	Establish benchmarks to ensure innovation is part of the design process	Transport facility design is a rapidly-evolving field. It is important to keep abreast of advances in this area to add value to the MBRC network.	On-going	ECM	Underway
4.1.4	Develop and apply a process to include design and access statements with all relevant development and works projects.	Designs meet our policy direction as embraced in the Strategic Framework and the principles contained within our land use and infrastructure strategy. Designs must be integrated with the surrounding urban form and context.	Short term	Strategic planning	Underway (PSP Neighbourhood Design)
4.1.5	Further develop and scope the suite of programs of this Action Plan to implement the strategy	The programs required by this Action Plan will guide implementation of the projects and investments necessary to realise the vision. These programs are necessary to inform capital works and resourcing allocations, Priority Infrastructure Plans, and operational budgets.	Short-term and on-going	Strategic planning	Underway
4.1.6	Establish budget allocations to fund actions and relevant programs	The adoption of the Strategy and Action Plan provides direction for implementation. A budget allocation to fund actions and relevant programs is necessary to meet that commitment.	Short-term and on-going	Strategic planning with ECM	Underway
4.2	**Assign responsibility for the implementation of the Strategy within the organisation**				
4.2.1	Assign a single officer to the overall responsibility for transport networks and corridors project planning	A single point of contact to ensure coordination of projects and programs across Council, and to ensure consistent application of the Design Guide and relevant planning codes. A single point of contact will provide transparent accountability.	Short-term	ECM	Complete
4.2.2	Establish a streamlined design process where projects are scoped and authorised through a single point of authority	A single point of design responsibility will ensure the intent of the Design Guide is realised in implementing the right projects in the right places.	Short-term	ECM	Not yet commenced

4.3	**Establish cross-departmental processes to ensure effective implementation of the Strategy**				
4.3.1	Establish a multi-disciplinary design review panel	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
4.3.2	Establish regular planning and design meetings across departments	Regular planning and design meeting will ensure the strategic intent is being delivered at the design and implementation stages.	Short-term and ongoing	Strategic planning, ECM,	Underway (Interdepartmental Transport Coordination Group)
4.4	**Work with State Government to deliver outcomes to meet Council's vision**				
4.4.1	Establish regular planning and design collaborative reviews with State Government and MBRC	Regular collaborative meeting will ensure the strategic intent is being delivered at the design and implementation stages to ensure consistency of outcomes across agencies.	Short-term and on-going	ECM and Strategic Planning	Underway
4.5	**Investigate alternative funding sources**				
4.5.1	Review and monitor funding sources and consider innovative methods for delivering infrastructure	Funding of infrastructure should not be limited to conventional methods. Maintaining corporate knowledge of new ideas and contemporary research may provide opportunities to deliver programmed infrastructure and services, earlier than planned.	Short-term and on-going	Strategic planning and ECM	Underway (capital works program, LGIP)

Appendix B
Future Infrastructure Requirements
Transport Networks and Corridors Strategy 2012-2031

Future Infrastructure Requirements

The following list identifies a program for delivering a set of priority projects to deliver transport network and corridor improvements for the region.

The infrastructure requirements are shown by location with map references and project descriptions. Each project is identified as trunk infrastructure. Targets are established for the intended year of when the infrastructure project is intended to be completed.

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 active transport routes coincide with road corridors classified as collector and above, active transport provisions are addressed in this Transport Network and Corridor Strategy and Plan. The active transport initiatives are address in more detail in the Active Transport Strategy and Plan.

Where the strategy identifies a number of projects required in respect of State-controlled corridors, Council will advocate for their implementation and will negotiate partnership arrangements where Council acknowledges its contribution to demand. Similarly, Council will seek to negotiate partnerships with the State where projects in Council managed corridors will relieve demand on State or Commonwealth managed corridors.

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

Caboolture

Caboolture - Road Capacity Upgrades						
Project Title	Ref	Year	Improvement Purpose	Funding	Description	Local catchment
Oakey Flat Road, Morayfield - Intersection and Corridor Upgrade	RD02	2016	Capacity upgrade	MBRC	Morayfield Road to Clark Road intersection upgrade and localised widening	Caboolture South / Morayfield
Anderson Road/Lindsay Road, Morayfield - Intersection	INT03	2016	Capacity upgrade	MBRC	Signalisation	Caboolture South / Morayfield
Graham Rd, Morayfield - Road Upgrade	RD09	2021	Capacity upgrade	MBRC	Lomandra Drive to Buchanan Road Duplication	Caboolture South / Morayfield
Buchanan Road , Morayfield - Intersection and Corridor Upgrade	RD10	2021	Facilitate Development	MBRC	Morayfield to Bruce Highway intersection upgrade and localised widening, including new rail bridge	Caboolture South / Morayfield
Caboolture River Rd , Morayfield/Upper Caboolture - Intersection and Corridor Upgrade	RD11	2021	Capacity upgrade	MBRC	Grant Road to Morayfield Road intersection upgrade and localised widening	Caboolture South / Morayfield
Lindsay Rd, Morayfield - Intersection and Corridor Upgrade	RD14	2026	Capacity upgrade	MBRC	Morayfield Rd to O'Brien Road intersection upgrade and localised widening	Caboolture South / Morayfield
Cundoot Creek, South Caboolture - New Road	RD17	2031	Capacity upgrade	DTMR/MBRC	New 2 lane arterial road between Buchanan Road and Lower King Street	Caboolture Central
Brown Street, Caboolture - New Road	RD18	2031	Capacity upgrade	DTMR/MBRC	New 2 Lane Sub-Arterial Road between Ardrossan Rd and Pettigrew Street	Caboolture North
Mewett St/Lee St/Summerfields Drive, Caboolture - Intersection	INT12	2031	Capacity upgrade	MBRC	Signalisation	Caboolture Central
Oakey Flat Road/Burbury Road, Morayfield - Intersection	INT13	2031	Capacity upgrade	MBRC	Signalisation	Caboolture South / Morayfield

Caboolture - Road Capacity Upgrades

Project Title	Ref	Year	Improvement Purpose	Funding	Description	Local catchment
Bellmere Road, Bellmere - Intersection and Corridor Upgrade	RD20	Beyond 2031	Capacity upgrade	MBRC	River Drive to Ulster Drive	Caboolture Central

Caboolture - Active Transport Upgrades

Project Title	Ref	Year	Improvement Purpose	Funding	Description
Pumicestone Road, Caboolture North - Path & Bike Lane Upgrade	CN2(b)	2016	Active Transport	MBRC	D'Aguilar Highway to Silica Street, as part of planned road improvements. Includes on-road bike lanes
Dances Road, Caboolture North - New Path & Bike Lanes	CN1 (a)	2016	Active Transport	TMR/MBRC	D'Aguilar Highway to Cottrill Road. Includes on-road bike lanes
Pumicestone Road Old Gympie Road intersection, Caboolture North - Path Upgrade	CN1 (b)	2016	Active Transport	TMR/MBRC	Upgrade Pumicestone Road/Old Gympie Road intersection, including active transport priority and crossings
Rowe and Bury Streets, Caboolture - New Path	Cab2 (a)	2016	Active Transport	MBRC	Rowe Street Upgrade connecting McKean St and Hayes St. Provide path along Bury Street drain
McKean Street, Caboolture - Path & Bike Lane Upgrade	Cab2 (b)	2016	Active Transport	MBRC	Beerburrum Rd to Manley St. Path widening and on-street bike lanes
Matthew Terrace, Caboolture - Path upgrade	Cab3	2016	Active transport	MBRC	Associated with station precinct re-development
James Street, Caboolture - Path Upgrade	Cab4	2016	Active Transport	MBRC	Associated with James St precinct re-development
Hasking St/George Street, Caboolture - Path & Bike Lane Upgrade	Cab5(a)	2016	Active Transport	MBRC	Hasking St George Street (between Hasking St and King St). Includes on street bike lanes
Hasking Street to East Street, Caboolture - New Path	Cab5(c)	2016	Active Transport	MBRC	New midblock connection through post office site
King Street*, Caboolture - Path Upgrade	Cab6	2016	Active Transport	TMR/MBRC	Boulevard treatment between George Street and Beerburum Road. Including mid-block connection between King St and Elliott St
Elliott Street*, Caboolture - Path Upgrade	Cab7	2016	Active Transport	TMR/MBRC	Elliott Street and Morayfield Rd between King Street and Caboolture River
Morayfield Road, Morayfield - Path & Bike Lane Upgrade	CabS1(a)	2016	Active Transport	TMR/MBRC	Caboolture River to Market Drive. Includes on-road bike lanes
Morayfield Road, Morayfield - Path Upgrade	CabS1(b)	2016	Active Transport	TMR/MBRC	Caboolture River Road to Station Road

Caboolture - Active Transport Upgrades					
Project Title	**Ref**	**Year**	**Improvement Purpose**	**Funding**	**Description**
Market Drive/Dickson Rd/William Berry Drive, Morayfield - New Path & Bike Lanes	CabS2(a)	2016	Active Transport	MBRC	New path and on-road bike lanes. Includes rail crossing, Visentin Road (to Morayfield Station) and Buchanan Rd to Kirkcaldy St
George Street, Caboolture - Path & Bike Lane Upgrade	Cab5(b)	2016	Active Transport	MBRC	George Street between Hasking St and Bertha St. Includes on street bike lanes
Burnett Road/Lower King Street, Caboolture - Intersection	INT09	2016	Active Transport	TMR/MBRC	Signalisation of intersection to facilitate pedestrian crossing on Lower King Street
Bury Street, Caboolture - New Path	Cab2 (c)	2021	Active Transport	MBRC	Lang St to Manley St
Lynfield Dr/Warner St, Caboolture - New Path & Bike Lanes	Cab8	2021	Active Transport	MBRC	Lynfield Dr between Yaldara Ave and Warner St, Including Warner St. Including on-road bike lanes
Lower King Street, Caboolture - New Path & Bike Lanes	Cab9	2021	Active Transport	TMR/MBRC	Mewett Street to Bruce Highway. Includes on-road bike lanes
Caboolture River Road, Morayfield - Path & Bike Lane Upgrade	CabS3	2021	Active Transport	MBRC	Walkers Road to Morayfield Road. Includes on-road bike lane. As part of planned road improvements
Bribie Island Road, Caboolture - Path Upgrade	CabE1	2021	Active Transport	MBRC	Highway crossing and access to airport industrial estate. Includes access to Beachmere Rd
Walkers Road, Morayfield - New Path & Bike Lanes	CabS4	2026	Active Transport	MBRC	Creek Crossing upgrade and on-road bike lane between Fennell Ct and Koala Drive
Grogan Road, Morayfield - Path & Bike Lane Upgrade	CabS5	2026	Active Transport	MBRC	Path upgrade to Aquatic Centre. Including bicycle awareness on Grogan Road
Wimbledon Drive, Morayfield - New Path	CabS6	2026	Active Transport	MBRC	Provide short-cut to school
Coach Road East, Burpengary East - Path & Bike Lane Upgrade	CabE2(a)	2026	Active Transport	MBRC	Path upgrade and on-road bike lanes Between North East Business Park and Eastern Service Road
Buckley Road, Burpengary East - Path & Bike Lane Upgrade	CabE2(b)	2026	Active Transport	MBRC	Path upgrade and on-road bike lanes Between North East Business Park and Eastern Service Road
Buchanan Road extension, Morayfield - New Path & Bike Lanes	CabS2(b)	2031	Active Transport	MBRC	New path and on-road bike lanes associated with new Buchanans Road to Caboolture River Road link including rail overpass and Morayfield Road intersection.

Caboolture - State Road Upgrades				
Project Title	**Year**	**Improvement Purpose**	**Funding**	**Description**
Lower King Street, Caboolture - Link Upgrade	2021	Capacity upgrade	DTMR	Between Bruce Highway and Mewett Street
Bruce Highway , Burpengary - Link Upgrade	2021	Capacity upgrade	DTMR	Between Uhlmann Road interchange and north of Deception Bay Road interchange
Bruce Highway , Morayfield - Link Upgrade	2021	Capacity upgrade	DTMR	Between Caboolture Bribie Island Road interchange and north of Buchanan Road interchange
Bruce Highway , Elimbah - Link Upgrade	2021	Capacity upgrade	DTMR	Between Beerburrum-Donnybrook Way interchange and north of Pumicestone Road interchange
Bruce Highway , Burpengary - Intersection	2021	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Uhlmann Road
Bruce Highway , Caboolture - Intersection	2021	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Buchanan Road
Bruce Highway , Caboolture - Intersection	2021	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Caboolture Bribie Island Road
Morayfield Road, Morayfield - Link Upgrade	2021	Capacity upgrade	DTMR	Between Uhlmann Road and Lower King Street
Lower King Street, Caboolture - Link Upgrade	2021	Capacity upgrade	DTMR	Between Mewett Street and Morayfield Road
Beerburrum Road / Hasking Street, Caboolture - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
King Street / Smiths Road, Caboolture - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Beerburrum Road / Bertha Street, Caboolture - Intersection	2031	Capacity upgrade	DTMR	Intersection upgrade
Pumicestone Road / Old Gympie Road, Caboolture - Intersection	2031	Capacity upgrade	DTMR	Intersection upgrade
D'Aguilar Highway, Caboolture - Link Upgrade	2031	Capacity upgrade	DTMR	Between King Street and Bleakley Street
D'Aguilar Highway, Caboolture - Link Upgrade	2021	Capacity upgrade	DTMR	Between King Street and Atwood Street
D'Aguilar Highway / Pumicestone Rd Interchange, Caboolture - Intersection	2031	Capacity upgrade	DTMR	Intersection upgrade
Bruce Highway, MBRC - Link Upgrade	2031	Capacity upgrade	DTMR	Between Pine River and Steve Irwin Way interchange
Bruce Highway, Burpengary - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway northbound with on-ramp from Uhlmann Road
Bruce Highway, Morayfield - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway northbound with on-ramp from Buchanan Road

Caboolture - Active Transport Upgrades					
Project Title	**Ref**	**Year**	**Improvement Purpose**	**Funding**	**Description**
Bruce Highway, Caboolture - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from D'Aguilar Highway
Bruce Highway, Caboolture - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound off-ramp with D'Aguilar Highway
Bruce Highway, Caboolture - Intersection	2031	Capacity upgrade	DTMR	Merge and diverge point of D'Aguilar Highway and Bruce Highway ramps
Bruce Highway, Caboolture - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Pumicestone Road
Bruce Highway, Elimbah - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway northbound with on-ramp from Pumicestone Road

North Lakes, Redcliffe & Moreton Bay Rail Link

The following tables identifies priority transport infrastructure required for North Lakes, Redcliffe & Moreton Bay Rail Link to service anticipated growth for the next 20 years.

North Lakes, Redcliffe & Moreton Bay Rail Link - Road Capacity Upgrades						
Project Title	**Ref**	**Year**	**Improvement Purpose**	**Funding**	**Description**	**Local Catchment**
Old Gympie Road/Macarthur Drive, Kallangur - Intersection	INT01	2016	Capacity upgrade	MBRC	Signalisation	Kallangur
Old Gympie Road/Hughes Road, Kallangur - Intersection	INT02	2016	Capacity upgrade	MBRC	Signalisation	Dakabin
Mango Hill Ring Road, Mango Hill - New Road	RD03	2016	Facilitate Development	MBRC	New Corridor for local connectivity	North Lakes Mango Hill
Dohles Rocks Road, Murrumba Downs - Intersection and Corridor Upgrade	RD05	2016	Capacity upgrade	DTMR/MBRC	Goodrich Road to Bruce Highway intersection upgrade and road widening	Kallangur
Burpengary Road/New Settlement Road, Burpengary - Intersection	INT04	2021	Capacity upgrade	MBRC	Signalisation, Bridge Works and localised widening	Narangba
NSUA Mango Hill to Griffin, Mango Hill - New Road	RD12	2021	Facilitate Development	MBRC	New 2 lane road between Mango Hill and Griffin	Griffin
Alma Road/Narangba Road, Dakabin - New Road	RD13	2026	Facilitate Development	MBRC	New rail bridge and intersection with Narangba Road	Dakabin
Boundary Road/Narangba Road, Dakabin - Intersection	INT11	2026	Capacity upgrade	MBRC	Signalisation	Dakabin
Old Gympie Road, Dakabin - Kallangur - Intersection and Corridor Upgrade	RD15	2026	Capacity upgrade	MBRC	Boundary Road to Anzac Ave intersection upgrade and localised widening	Kallangur / Dakabin
Burpengary/Station Road, Burpengary - Intersection and Corridor Upgrade	RD16	2026	Capacity upgrade	MBRC	O'Brien Road to Rosehill Drive intersection upgrade and localised widening	Narangba / Burpengary
Main Street , Narangba - Intersection and Corridor Upgrade	RD21	Beyond 2031	Capacity upgrade	MBRC	Kelly Street to School Street	Narangba
Narangba Rd/Marsden Road, Kallangur - Intersection	INT17	Beyond 2031	Capacity upgrade	MBRC	Signalisation	Kallangur
North Lakes Drive/The Corso, North Lakes - Intersection Upgrade	INT28	Further investigation	Capacity upgrade	MBRC	Signalisation	North Lakes Mango Hill

North Lakes, Redcliffe & Moreton Bay Rail Link - Active Transport Upgrades					
Project Title	**Ref**	**Year**	**Improvement Purpose**	**Funding**	**Description**
Burpengary Road, Burpengary - New Bike Lanes	BE4	2016	Active Transport	MBRC	On-road bike lanes from Burpengary Creek to Henderson Road. Associated with planned road improvements
Omara Road, Narangba - New Path & Bike Lanes	N1	2016	Active Transport	MBRC	Continuation of shared path along Omara Rd reserve, including crossing of New Settlement Road
Anzac Ave, Kallangur - Path Upgrade	K1	2016	Active Transport	TMR/MBRC	Boulevard Treatment from School Rd to Duffield Rd
Narangba Road/Anzac Ave, Kallangur - New Bike Lanes	K2	2016	Active Transport	TMR/MBRC	On-Road bike lanes from Hanlon Road to Anzac Ave, including intersection improvements at Anzac Ave.
North Lakes Drive/Discovery Drive, North Lakes - New Path & Bike Lanes	NL2 (a)	2016	Active Transport	MBRC	New off-road path from North Lakes Drive to Discovery Drive.
Bay Ave, Deception Bay - Path Upgrade	DB6	2016	Active Transport	MBRC	Boulevard treatment, path widening and crossings
Morris Road, Rothwell - Path & Bike Lane Upgrade	DB2	2016	Active Transport	MBRC	Deception Bay Road to Gynther Road, on-road bike lanes. New and upgraded paths.
Gynther Road, Rothwell - New Path & Bike Lanes	DB3	2016	Active Transport	TMR/MBRC	New path and on-road bike lanes. Includes crossing of Anzac Ave
Sutton Street, Redcliffe - Path Upgrade	Red1	2016	Active Transport	MBRC	Continuation of Boulevard Treatment Anzac Ave to Mall Way
Esplanade, Redcliffe - Path Upgrade	Red4	2016	Active Transport	MBRC	Path upgrade and connection to cross streets between Klinger Road and Shields St
Anzac Ave/Boardman Rd, Kippa-Ring - Path Upgrade	Red 5	2016	Active Transport	MBRC	Boulevard Treatment and upgrade of Boardman Rd/Elizabeth Ave intersection between Klinger Rd and Kappella St
Nottingham Street, Kippa-Ring - New Path & Bike Lanes	Red 6	2016	Active Transport	MBRC	New path and bicycle awareness zone between Chelsea Street and Fleet Drive
Duffield Road, Margate - New Bike Lanes	Red8	2016	Active Transport	MBRC	On-road bike lane marking (lanes already exist) between Margate Parade and Victoria Ave
New Settlement Road, Narangba - New Path & Bike Lanes	N2	2021	Active Transport	MBRC	New shared path between Young Road and Coachwood Place, connecting to off-road facilities

North Lakes, Redcliffe & Moreton Bay Rail Link - Active Transport Upgrades					
Project Title	Ref	Year	Improvement Purpose	Funding	Description
Dohles Rocks Road, Murrumba Downs - Path & Bike Lane Upgrade	K3	2021	Active Transport	TMR/MBRC	Between Goodrich Road and Wagner Road. Shared paths and on-road bike lanes, associated with planned road improvements
Ogg Road, Murrumba Downs - New Path & Bike Lanes	K4	2021	Active Transport	MBRC	New path on eastern side from Goodfellows Road to Brays Road
Marsden Road, Kallangur - New Bike Lanes	K5	2021	Active Transport	MBRC	On-road bike lanes between Narangba Road and Anne Street
Young Street, Petrie - New Bike Lanes	P1	2021	Active Transport	MBRC	Bicycle awareness marking
Rue Montaigne, Petrie - New Bike Lanes	P2	2021	Active Transport	MBRC	On-road bike lanes between Frenchs Road to Woonara Drive (connects to off-road paths)
Frenchs Road, Petrie - New Bike Lanes	P3	2021	Active Transport	MBRC	On-road bike lanes and intersection upgrades between Beeville Rd and Rue Montaigne
Brays Road, Griffin - Path & Bike Lane Upgrade	G1	2021	Active Transport	MBRC	Ogg Road to Tesch Road including Bruce Highway overbridge
North Lakes Drive, North Lakes - Path & Bike Lane Upgrade	NL1	2021	Active Transport	MBRC	Active transport priority and crossings from Memorial Drive to Kerr Road East
Discovery Drive/Halpine Drive, Mango Hill - Path & Bike Lane Upgrade	NL2 (b)	2021	Active Transport	TMR/MBRC	Path upgrade and on-road bike lanes along Discovery Drive and Halpine Drive, including Anzac Ave intersection
Memorial Drive/Discovery Drive, North Lakes - New Bike Lanes	NL3	2026	Active Transport	MBRC	Formalise on-road bike lanes from North Lakes Drive to Davenport Parade, addressing conflict points
Saltwater Creek Connection, North Lakes - New Path & Bike Lanes	NL4	2026	Active Transport	MBRC	Upgrade path on Bounty Bvd Provide new shared path across Saltwater Creek between Bounty Bvd to Moreton Downs Drive (Deception Bay)
Moreton Downs Drive, Deception Bay - Path & Bike Lane Upgrade	DB1	2026	Active Transport	MBRC	Path widening and on-road bike lanes between Arena Place and Deception Bay Road
John Street Precinct, Redcliffe - New Path	Red2	2026	Active Transport	MBRC	Non Trunk - Connecting Anzac Ave to Humpybong Creek Paths
Porter Street, Redcliffe - New Path & Bike Lanes	Red7(a)	2026	Active Transport	MBRC	New path and on-road bike lane

North Lakes, Redcliffe & Moreton Bay Rail Link - Active Transport Upgrades

Project Title	Ref	Year	Improvement Purpose	Funding	Description
Portwood Street, Redcliffe - Path & Bike Lane Upgrade	Red7(b)	2026	Active Transport	MBRC	New path on south side and on-road bike lanes
Klinger Road/Boardman Road, Kippa-Ring - Intersection	INT20	2031	Active Transport	MBRC	Signalisation - subject to Kippa-Ring/Redcliffe Transport Integration Project
Station Road/Old Gympie Road, Burpengary - New Path	BE3(a)	2031	Active Transport	TMR/MBRC	Intersection improvements at Station Road and path across Old Gympie Road and Bruce Highway
Arthur Drewett Drive, Burpengary - New Path	BE3(b)	2031	Active Transport	MBRC	Bruce Highway overbridge to Old Bay Road

North Lakes, Redcliffe & Moreton Bay Rail Link - State Road Upgrades

Project Title	Year	Improvement Purpose	Funding	Description
Dohles Rocks Road / Narangba Road / Anzac Avenue, Kallangur - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Anzac Avenue, Rothwell - Link Upgrade	2021	Capacity upgrade	DTMR	Between Klingner Road and Elizabeth Ave
Anzac Avenue, Kallangur - Link Upgrade	2021	Capacity upgrade	DTMR	Between Gympie Road and Dohles Rocks Road
Anzac Avenue / Brays Road, Kallangur - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Anzac Avenue / Bruce Highway southbound ramps, Kallangur - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Anzac Avenue / Discovery Drive / Halpine Drive, Mango Hill - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Anzac Avenue, Rothwell to Kippa-Ring - Link Upgrade	2021	Capacity upgrade	DTMR	Between McGahey Street and Klingner Road
Hornibrook Esplanade / Haysmouth Parade, Clontarf - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Bruce Highway , Dakabin/Kallangur - Link Upgrade	2021	Capacity upgrade	DTMR	Between Boundary Road Interchange and Pine River
Bruce Highway , Narangba - Link Upgrade	2021	Capacity upgrade	DTMR	Between Deception Bay Road interchange and north of Boundary Road Interchange

North Lakes, Redcliffe & Moreton Bay Rail Link - State Road Upgrades				
Project Title	**Year**	**Improvement Purpose**	**Funding**	**Description**
Bruce Highway , Burpengary - Link Upgrade	2021	Capacity upgrade	DTMR	Between Uhlmann Road interchange and north of Deception Bay Road interchange
Bruce Highway , Griffin - Intersection	2021	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Dohles Rocks Road
Bruce Highway , Griffin - Intersection	2021	Capacity upgrade	DTMR	Intersection of Bruce Highway southbound on-ramp / Dohles Rocks Road / Goodrich Road East
Bruce Highway , Murrumba Downs - Intersection	2021	Capacity upgrade	DTMR	Intersection of Bruce Highway northbound off-ramp / Dohles Rocks Road
Bruce Highway , Mango Hill - Intersection	2021	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Anzac Avenue
Bruce Highway , North Lakes - Intersection	2021	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Boundary Road
Bruce Highway , Burpengary - Intersection	2021	Capacity upgrade	DTMR	Merge point of Bruce Highway northbound with on-ramp from New Settlement Road
Bruce Highway , Deception Bay - Intersection	2021	Capacity upgrade	DTMR	Intersection of Deception Bay Road / Bruce Highway southbound on-ramp / off-ramp
Bruce Highway , Burpengary - Intersection	2021	Capacity upgrade	DTMR	Intersection of Deception Bay Road / New Settlement Road / Bruce Highway northbound on-ramp / off-ramp
New Settlement Road / Old Gympie Road, Narangba - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Uhlmann Road / Bruce Highway Interchange, Burpengary East - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Deception Bay Road / Morris Road, Rothwell - Intersection	2031	Capacity upgrade	DTMR	Intersection upgrade
Bruce Highway , MBRC - Link Upgrade	2031	Capacity upgrade	DTMR	Between Pine River and Steve Irwin Way interchange
Bruce Highway , Kallangur - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway northbound with on-ramp from Anzac Avenue
Bruce Highway , Dakabin - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway northbound with on-ramp from Boundary Road
Bruce Highway , Deception Bay - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Deception Bay Road

Strathpine

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

Strathpine - Road Capacity Upgrades						
Project Title	**Ref**	**Year**	**Improvement Purpose**	**Funding**	**Description**	**Local Catchment**
Youngs Crossing Road, Joyner - Intersection and Corridor Upgrade	RD01	2016	Capacity upgrade	MBRC	Oxford Street to Francis Road widening	Strathpine North
South Pine Road/Camelia Avenue, Everton Hills - Intersection	INT05	2021	Capacity upgrade	MBRC	Upgrade to Signals	The Hills District
Samsonvale Road/Lavarack Road, Bray Park - Intersection	INT06	2021	Capacity upgrade	MBRC	Upgrade to Signals	Strathpine North
Kremzow Road/Leitchs Road, Brendale - Intersection	INT07	2021	Capacity upgrade	MBRC	Upgrade to Signals	Strathpine North
South Pine Road/Plucks Road,, Arana Hills - Intersection	INT08	2021	Capacity upgrade	MBRC	Upgrade to Signals	The Hills District
Patricks Road, Arana Hills - Intersection and Corridor Upgrade	RD25	Beyond 2031	Capacity upgrade	MBRC	Ferny Way to Grove Ave localised widening including signalisation of Cycas St and Leslie St intersections	The Hills District
Samsonvale Road, Strathpine - Road Upgrade	RD22	Beyond 2031	Capacity upgrade	MBRC	Vercase Ave to Bland St	Strathpine North
Camelia Avenue, Everton Hills - Road Upgrade	RD23	Beyond 2031	Capacity upgrade	MBRC	Caladenia Ct to Hibiscus St	The Hills District
South Pine Road, Everton Hills - Road Upgrade	RD24	Beyond 2031	Capacity upgrade	MBRC	Plucks Rd to Camelia Ave	The Hills District
Old North Road, Brendale/Bray Park - Intersection and Corridor Upgrade	RD07	Beyond 2031	Capacity upgrade	MBRC	South Pine Road to Samsonvale Road intersection upgrade and localised widening	Strathpine North
Kurrajong Drive to Mondial Drive, Bray Park - New Road	RD31	Further investigation	Capacity upgrade	MBRC	New road to improve local connectivity	Strathpine North
Francis Road/Sparkes Road, Lawnton - Intersection Upgrade	INT23	Further investigation	Capacity upgrade	MBRC	Signalisation	Strathpine North

Strathpine - Road Capacity Upgrades

Project Title	Ref	Year	Improvement Purpose	Funding	Description	Local Catchment
Bunya Road/Jinker Track, Arana Hills - Intersection Upgrade	INT24	Further investigation	Capacity upgrade	MBRC	Signalisation	The Hills District
Bunya Road/Blackwood Drive, Arana Hills - Intersection Upgrade	INT25	Further investigation	Capacity upgrade	MBRC	Signalisation	The Hills District
Patricks Road/Cesar Road/Gordon Road, Arana Hills - Intersection Upgrade	INT26	Further investigation	Capacity upgrade	MBRC	Signalisation	The Hills District
Gordon Road/Ferny Way, Ferny Grove - Intersection Upgrade	INT27	Further investigation	Capacity upgrade	MBRC/Brisbane City Council	Signalisation	The Hills District
Queens Road, Arana Hills - Intersection and Corridor Upgrade	RD29	Further investigation	Capacity upgrade	MBRC	South Pine Road to Old North Road	The Hills District

Strathpine - Active Transport Upgrades

Project Title	Ref	Year	Improvement Purpose	Funding	Description
South Pine Road Rail Crossing, Brendale - Path Upgrade	St1	2016	Active Transport	TMR/MBRC	Improve facilities at rail crossing and approaches
South Pine River Shared Path, Strathpine - Path Upgrade	St3	2016	Active Transport	MBRC	Re-instate and upgrade flood affected sections of path
Samsonvale Road, Bray Park - Path & Bike Lane Upgrade	St4(a)	2016	Active Transport	MBRC	Upgraded shared path from Rail Crossing to Bland Street, including rationalisation of roadspace across bridge
Bells Pocket Road, Bray Park - Path Upgrade	St5	2016	Active Transport	TMR/MBRC	Gympie Road to Robel Street including intersection with Gympie Road and crossings
Chinook Street, Everton Hills - New Bike Lanes	HD4	2016	Active Transport	MBRC	Provide on-road bike lanes and links to off-road paths
Railway Avenue, Strathpine - Path & Bike Lane Upgrade	St2	2021	Active Transport	MBRC	Upgrade path and provide bicycle awareness from Samsonvale Road to Hall Street
Samsonvale Road, Bray Park - Path Upgrade	St4(b)	2021	Active Transport	MBRC	Upgrade substandard sections of path between Bland Street and Old North Road

Strathpine - Active Transport Upgrades					
Project Title	**Ref**	**Year**	**Improvement Purpose**	**Funding**	**Description**
Dorothy Street Precinct*, Strathpine - New Path & Bike Lanes	St6	2021	Active Transport	MBRC	New link between Flynn Ln and Learmonth St associated with a new road proposal
Leitchs Road, Brendale - New Bike Lanes	St7(a)	2021	Active Transport	TMR/MBRC	On-road bike lanes and new path on western side between Kremzow Road to South Pine Road, including South Pine Road Crossing
Leitchs Road, Brendale - New Path & Bike Lanes	St7(b)	2021	Active Transport	MBRC	New path and on-road bike lanes between South Pine Road and Cribb Road
Albany Creek Road, Albany Creek - Path Upgrade	AC1	2021	Active Transport	TMR/MBRC	Connection of off-road path on Albany Creek Road to Albany Creek Service Road (Keong Rd to Wruck Cres)
Dawson Parade/Pimelia Street, Arana Hills - Path & Bike Lane Upgrade	HD3	2021	Active Transport	MBRC	Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Patricks Road to South Pine Road
Ferny Way, Ferny Hills - New Bike Lanes	HD5	2021	Active Transport	MBRC	Provide on-road bike lanes
Cabbage Tree Creek to Bunya Road, Everton Hills	HD6	2021	Active Transport	MBRC	Path along Cabbage Tree Creek corridor parallel to Collins Road from the James Street road reserve to opposite Cooloola Court, a bridge over Cabbage Tree Creek to Bunya Road, Everton Hills
Woodhill Road/Hutton Road/Caesar, Ferny Hills - Path & Bike Lane Upgrade	HD1	2026	Active Transport	MBRC	Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Bunya Road and Patricks Road
Paticks Road, Arana Hills - Path & Bike Lane Upgrade	HD2	2026	Active Transport	MBRC	Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Ferny Way and Dawson Parade
Leitchs Road, Albany Creek - New Path	St7(c)	2026	Active Transport	MBRC	New river crossing and approaches to Leitchs Rd South

Strathpine - State Road Upgrades				
Project Title	**Year**	**Improvement Purpose**	**Funding**	**Description**
Samford Road, Samford to Ferny Hills - Link Upgrade	2021	Capacity upgrade	DTMR	Between Owarra Avenue West and Main Street
South Pine Road, Eatons Hill - Link Upgrade	2021	Capacity upgrade	DTMR	Between Old North Road and Albany Road
Linkfield Road, Brendale - Link Upgrade	2021	Capacity upgrade	DTMR	Westbound direction between South Pine River and Coes Lane
Old Northern Road, Albany Creek - Link Upgrade	2021	Capacity upgrade	DTMR	Between Albany Creek Road and Chinook Street
Eatons Crossing Road, Eatons Hill - Link Upgrade	2021	Capacity upgrade	DTMR	Between South Pine Road and Eden Drive
Gympie Road, Petrie to Strathpine - Link Upgrade	2021	Capacity upgrade	DTMR	Between Anzac Avenue and South Pine Road
Dayboro Road, Joiner to Petrie - Link Upgrade	2021	Capacity upgrade	DTMR	Between Youngs Crossing Road and Anzac Avenue

Coastal Villages & Bribie Island

The following tables identifies priority transport infrastructure required for the Coastal Villages & Bribie Island areas to service anticipated growth for the next 20 years.

Coastal Villages & Bribie Island - Active Transport Upgrades					
Project title	Ref	Year	Improvement purpose	Funding	Description
Bestmann Road East/Bribie Island Road, Sandstone Point - Path & Bike Lane Upgrade	BR1	2031	Active Transport	TMR/MBRC	Upgrade footpaths and provide on-road bike lanes along Bestmann Road and Bribie Island Road approaches to Bribie Island Bridge

Coastal Villages & Bribie Island - State Road Upgrades				
Project Title	Year	Improvement Purpose	Funding	Description
Caboolture Bribie Island Road, Caboolture - Link Upgrade	2021	Capacity upgrade	DTMR	Pasturage Road to Bestmann Road
Bribie Island Road, Ningi – link upgrade including active transport provision	Further investigation	Link upgrade	DTMR	Improvements within Ningi community including priority crossings for pedestrians and cyclists
Bribie Island Bridge – Link upgrade	Further investigation	Link upgrade	DTMR	Bridge upgrade including provision for pedestrian and cyclists

Rural

The following tables identifies priority transport infrastructure required for the Rural areas to service anticipated growth for the next 20 years.

Rural - State Road Upgrades				
Project title - State Road Upgrades	**Year**	**Improvement Purpose**	**Funding**	**Description**
Samford Road, Samford to Ferny Hills - Link Upgrade	2021	Capacity upgrade	DTMR	Between Owarra Avenue West and Main Street
Mount Glorious Road (Pei Road) / School Road, Samford - Intersection	2021	Capacity upgrade	DTMR	Intersection upgrade
Bruce Highway, Elimbah - Link Upgrade	2021	Capacity upgrade	DTMR	Between Beerburrum-Donnybrook Way interchange and north of Pumicestone Road interchange
Beerburrum Road, Elimbah - Link Upgrade	2031	Capacity upgrade	DTMR	Between McDougall Road and Tuckeroo Drive
Steve Irwin Way / Beerburrum-Donnybrook Road, Elimbah - Intersection	2031	Capacity upgrade	DTMR	Intersection upgrade
D'Aguilar Highway, Caboolture - Link Upgrade	2031	Capacity upgrade	DTMR	Between King Street and Bleakley Street
Bruce Highway, MBRC - Link Upgrade	2031	Capacity upgrade	DTMR	Between Pine River and Steve Irwin Way interchange
Bruce Highway, Elimbah - Intersection	2031	Capacity upgrade	DTMR	Merge point of Bruce Highway southbound with on-ramp from Steve Irwin Way
Bruce Highway, Elimbah - Intersection	2031	Capacity upgrade	DTMR	Intersection of Beerburrum-Donnybrook Way / Bruce Highway southbound off-ramp