



From the Mayor

Redlands is recognised as a great place to walk or ride a bike with many coastal foreshore paths and off-road trails in bushland areas. But there is still scope for improving Redlands as a cycling and walking friendly place.

Walking and cycling play a key role in the transport system, but for many years they have been undervalued as legitimate transport modes. However, there is growing recognition from regulatory authorities that walking and cycling play an important part in managing mobility issues within our urban environment, and that neither should be considered as an inferior mode of transport.

Unfortunately more and more people are using their cars to undertake relatively short journeys. This is creating increasing environmental, social and economic problems, which has contributed to the decline of the number of people walking and cycling in the Shire.

The role of walking and cycling in creating a sustainable environment should not be underestimated. Encouraging and facilitating people to walk, cycle and use public transport in an integrated fashion, rather than travel by car, will make an important contribution to managing the impacts of car use.

Redlands can learn from the experiences of other States within Australia, and other countries, about ways to reduce the use of private motor vehicles. These experiences show that it is feasible to increase cycling and walking by creating a safer and more comfortable walking and cycling environment.

The Redlands Cycling and Pedestrian Strategy (RCPS) proposes to make the cycling and walking environment safer and more attractive. This strategy supports Council's Integrated Local Transport Plan – known as Transport 2016. Both strategies will assist in managing the growth in the numbers of cars on our roads and create an efficient, effective and sustainable transport system.

I would like to thank the various agencies, local bicycle and walking groups and individuals that have contributed to the development of this strategy. It is only through cooperation with a range of stakeholders that the objectives of both regional and local strategies can be achieved. With continued effort from Council and the community, we can achieve 'more cycling, more walking more often'.

Don Seccombe
Mayor of Redland Shire



Cycling and walking in the Redlands

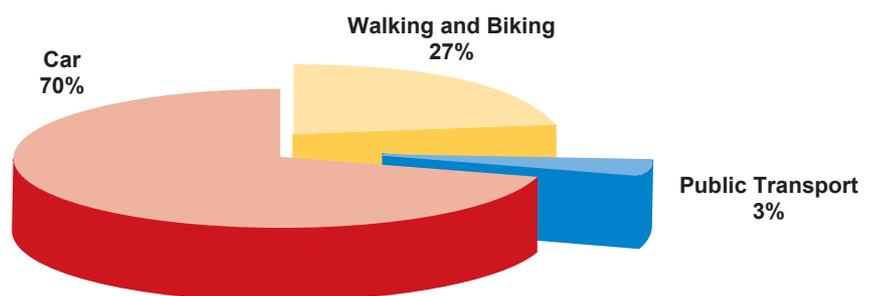
Existing trends

A preliminary survey conducted as part of a Council Recreation Facilities and Services Study in 2003, indicated that walking was the top recreational activity in the Shire attracting a 47% participation rate and cycling was the third most popular activity attracting a participation rate of 10.3%.

However, data compiled by a 2001 ABS Census measuring 'journey to work' figures reveals a low participation rate by residents walking and cycling to work. In Redlands, cycling accounted for 0.5% and walking 1.5% of modal share. The private motor vehicle is the dominant mode of transport at 63% of all trips made to work.

Despite the low number of people recorded cycling and walking to work, cycling and walking constitute a considerable portion of journeys made within the Shire (27%). As expected, internal car trips dominate modal share and reflect the community's reliance on private motor vehicle travel. The majority of trips, whatever the primary mode of choice, begin and or finish with a walking component.

Figure 1. Modal Share in Intra-shire Trips

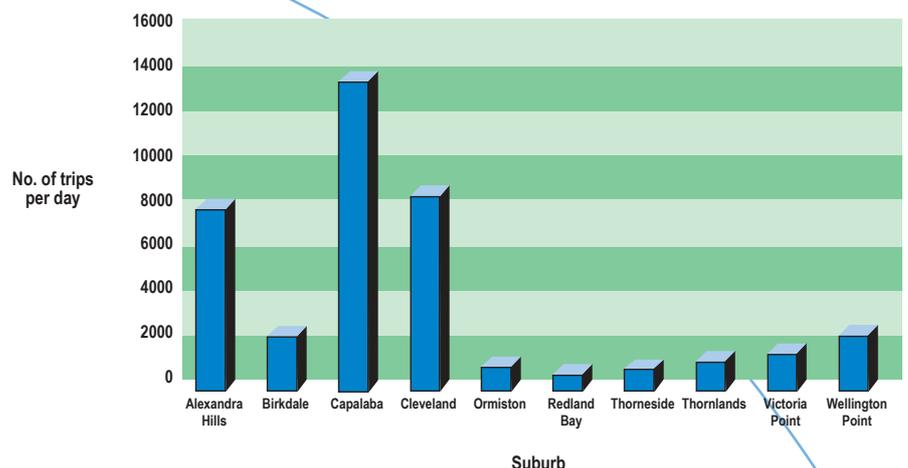


Source: 2000 Redlands Transportation Study

The most active cyclists within the Shire are school children travelling to school. Participation rates for cycling to school are estimated at 12.3%, compared to walking at 11.9% and travelling by car at 56%. This compares to a state average of 4.5% for cycling and 16.2% for walking (*Qld Government, 2001 Census at School*). The average cycling time is between 10-40 minutes with walking trip times averaging 20 minutes.

The main centres of Cleveland, Capalaba and Alexandra Hills generate the majority of cycling and walking trips.

Walking and Bicycle Intra Shire Trip Generation Distribution



Source: Redlands Transportation Study Trip Matrices, 2000



Existing cycling and walking conditions

Key issues

There are a range of key issues that affect the planning and provision of facilities for walking and cycling in Redland Shire. They include:

- The dominance of private motor vehicles.
- Dispersed land use that necessitates the use of a motor vehicle.
- Concern over cyclist and pedestrian safety due to high speed and/or high traffic volume environments.
- Poor road design and a lack of space for cyclists and designated cycling facilities at intersections.
- Lack of a cohesive on and off-road network.
- Lack of education programs to encourage responsible and considerate motorist, cyclist and pedestrian behaviour.
- Adequate funding to encourage more cycling and walking.
- Concern over inadequate on and off-road facility maintenance.
- A current lack of information on the Redlands cycling and walking network.
- Lack of end of trip facilities.

Council is progressively upgrading facilities and constructing new linkages to form an integrated network of on and off-road facilities. Some issues such as changing behaviour of road users will require the support of State and Federal agencies.

Council recognises its role in improving the cycling and walking environment and will continue to strive to improve facilities for cycling and walking and keep abreast of new developments to improve the standard of facilities. Commitment will be made to fund behaviour change strategies to achieve key performance measures.



Why promote cycling and walking

Increasing participation in cycling and walking has a range of community, health, social, economic and environmental benefits. Some benefits include:

- A reduction in air pollution and traffic congestion in our suburbs, through reducing the number of trips made by cars.
- Economic benefits by means of saving on construction and road maintenance, the provision of parking facilities and saving on fuel consumption.
- Increased independence. Cycling and walking are accessible and convenient forms of transport to a large proportion of Redlands residents.
- Improved health and fitness. Regular physical activity (including walking and cycling) can reduce the risk of coronary heart disease and assist with the reduction of high blood pressure (National Health and Medical Research Council, 1997).
- Provision of improved public amenities for local residents such as enhanced parks, walkways and bikeways and play areas.
- Improved community relations by increasing social interaction. Sound urban planning that facilitates unrestricted access for pedestrian activity adds to the 'positive feel' of a local area. The areas that encourage non-motorised access will increase a sense of security and comfort among residents, contributing to a higher quality of community life.





Our vision

The vision for cycling and walking in Redlands is:

'More cycling and walking more often'

The aims of the strategy

The key aims within the framework of the vision are to:

- Create a community where people can walk and cycle safely and conveniently.
- Ensure that walking and cycling are integrated fully into the transportation network and that they are accepted and respected as key modes of transportation.
- Develop a comprehensive network of well-signed walking and cycling routes.
- Provide well-designed accessible walkways that allow for safe, enjoyable movement free from conflict with motor vehicles. Eliminate physical barriers to the movement of people with limitations.
- Ensure that bicycle parking and support facilities are conveniently located at businesses, institutions and Council offices.
- Ensure information about walking and cycling in the Redlands is extensively distributed in public places.
- Reduce traffic accidents and the severity of casualties.
- Achieve greater compliance from motorists, cyclists and pedestrians of traffic laws and the rights of each user group.



Key strategy principles

Redland Shire Council believes that providing pedestrian and cycling facilities is an integral part of the process for land use and transport planning and should not take place as an ancillary activity to providing for motor vehicles.

To develop a safe and friendly cycling and walking environment the following key principles are recognised by Council as essential. These principles are:

- Cycling and walking are an integral part of any effective, efficient sustainable transport system in the Redlands. Provisions should be made for cycling and walking in transport and urban development initiatives.
- Cycling and walking is primarily a transport mode, linking major trip attractors and generators rather than purely a recreational activity.
- Deliver solutions which achieve traffic reduction, traffic calming, reallocation of road space and expansion of facilities.
- Create safe cycling and walking environments from the outset to help overcome barriers to cycling and walking.
- Consider every street to be a cycling and walking street and therefore provide access, which is safe and convenient.
- Design facilities that consider the diverse needs of the most vulnerable pedestrians and cyclists, such as the elderly, children and those with disabilities.
- Provide a program of education, encouragement and enforcement in conjunction with the infrastructure to ensure a safe environment.
- Provide a comprehensive network with linkages that integrate with other transport modes.
- Recognise mountain bike riding in bushland areas as a legitimate form of outdoor recreation and develop practical solutions to achieve sustainable riding opportunities.
- Accommodate cyclists and pedestrians on arterial roads and collector streets.
- Provide appropriate route and end of trip facilities.





RCPS goals & objectives

Goals

The goals for this strategy are:

1. To increase the amount of walking and cycling in the Redlands.
2. To expand and integrate the Shire's network of footpaths and bikeways to facilitate walking and cycling as a viable transportation choice.

It is within the context of the Community Plan that the above goals have been established. The following objectives have been identified to meet the goals and overall vision of the Cycling and Pedestrian Strategy.

Objectives	
Objective 1	To provide integrated routes that facilitate walking and cycling as viable transport modes for work, recreation, shopping and educational trips.
Objective 2	To integrate cycling and walking into transport planning and delivery processes.
Objective 3	To provide high quality cycling and walking infrastructure which improve safety and convenience for pedestrians and cyclists.
Objective 4	To provide safe cycling and walking environments.
Objective 5	To increase the number of people cycling and walking.
Objective 6	To increase the knowledge and awareness of the benefits of cycling and walking.
Objective 7	To encourage responsible cyclist, pedestrian and motorist behaviour on the road network and off-road paths.
Objective 8	To develop sustainable mountain bike opportunities within the Shire.

Targeting the future

Regional target for cycling

The Integrated Cycle Strategy for South East Queensland, *Cycle South East*, states a target increase of cycling trips within South East Queensland from 2% (in 1999) to 8% by 2011. This is an increase in cycle trips from 140,000 to 945,000 per day.

The Redlands Integrated Local Transport Plan clearly identifies the importance of alternatives to private motor vehicle travel and has set the following overall targets for cycling and walking for all trips in the Shire.

	2005 Target	2011 Target
Cycling	7%	8%
Walking	13%	15%

Redlands cycling and walking targets

To measure progress in the implementation of the strategy and the achievement of objectives the Shire proposes the following targets:

Cycling Targets	
Target 1	to increase cycling journeys to work from 0.57% to 4% by 2016.
Target 2	to increase cycling journeys to school from 12% to 18% by 2016.
Target 3	to reduce number of cyclists injured by 50% by 2016.
Target 4	to increase the level of on-road cycling facilities (per km of bike lanes) by 100%, consistent with and exceeding national standards, by 2016. Current km of bike lanes equals approx. 25.5km.





Walking Targets



Target 5

to increase the percentage of walking trips to work from 1.89% to 5% by 2016.

Target 6

to reduce the number of pedestrians injured by 50% by 2016.

Target 7

to increase walking journeys to school from 12% to 20% by 2016.

Target 8

to achieve a network of direct walkways that link townships, which are accessible to people with impaired mobility.



How are we going to get there?

The Redlands Cycling and Pedestrian Strategy identifies key issues for cyclists and pedestrians. Actions have been developed to address the issues and will provide the foundations to achieve the objectives defined in the Strategy.

The actions are detailed under the following themes:

- **Planning and Development**
- **Transport Integration**
- **Infrastructure**
- **Safety**
- **Encouragement**
- **Information and Education**
- **Enforcement**
- **Mountain Biking.**



Actions have been prioritised using the following criteria:

- Addresses public liability concerns and assists in reducing public risk
- Increases cycling and walking activity
- Is cost effective
- Integrates with other transport activities
- Integrates with other stakeholder activities
- Is required to enable delivery of other works
- Improves conditions for cyclists and pedestrians and meets needs of user groups.

Actions in the strategy have been assigned the following priority levels:

Priority	Timing
Immediate	to be started in 2002 /2003
Short Term	to 2005
Medium Term	beyond 2006 up to 2010
Long Term	2010 up to 2016





RCPS Actions Plan

Planning and Development

Objective 1 To provide integrated cycling and walking routes that facilitate walking and cycling as viable transport modes for work, recreation, shopping and educational trips.

Actions – Planning and Development

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A1	<p>Ensure Infrastructure Charging Plans under Integrated Planning Act (IPA) include provisions for cyclists and pedestrians.</p> <p>Comment: Appropriate policies and development codes for reconfiguring a lot and new and other works is required. The current policy is being revisited in the Redlands Planning Scheme to address in detail the needs of cyclists and pedestrians. Areas to address include:</p> <ul style="list-style-type: none"> • Path widths, surface finish, kerb ramps, clearances • Provision of regulatory, advisory and directional signage for paths and roads • Transition ramps between paths and roads • Provision for pathway networks • Connections to existing facilities • Public transport interchanges • On-road facilities and intersection treatments (eg. midblock treatments, pavement markings) • Cycle-friendly traffic calming treatments • Placement of poles, barriers, trees and landscaping on paths and at intersections • Shower/change facilities • Secure bike parking facilities • Support facilities such as drinking fountains, shelters and toilets • Lighting and personal security provisions (CPTED) • Design of business driveways • Disability requirements (eg. tactile pavers, kerb ramps and pedestrian buttons). 	RSC	Immediate	July 2003	N/A
A2	<p>Prepare/update the inventory of pathways in the Shire and at the interface with other bordering Councils and include these in a detailed pathway and bikeway network plan. Analyse inventory and determine gaps in current network provision.</p>	RSC	Immediate	June 2003	N/A
A3	<p>Ensure open space network corridor opportunities are considered and integrated in cycle and walking network planning.</p>	RSC	Medium Term	Ongoing	N/A



Actions – Planning and Development cont

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A4	Evaluate the road network in terms of the adequacy of pedestrian facilities (sign, signals, refuge island and other traffic control devices) to ensure that urban roads allow for safe pedestrian movements.	RSC	Short Term	June 2005	N/A
A5	Develop and implement mechanisms to ensure that all applications for development proposals meet the requirements of the Disability Discrimination Act and Australian Standards for Disabled Access.	RSC	Immediate	Ongoing	N/A
A6	Through the Redlands Planning Scheme, ensure that the urban form supports walking as a mode of travel and that all new developments and subdivisions provide pathways in accordance with the pedestrian and cycle network plan.	RSC	Immediate	July 2003 (ongoing)	N/A
A7	Develop a plan to provide new and/or progressively improve pedestrian facilities in the Shire by adopting State and National standards and guidelines (eg. AUSTRROADS Guide to Traffic Engineering Practice, Part 13 – Pedestrians).	RSC	Medium Term	June 2004	N/A
A8	Adopt AUSTRROADS Guide to Traffic Engineering Practices, Part 14 – Bicycles and Queensland Manual of Uniform Traffic Control Devices, Part 9 – Bicycle Facilities for Cycling.	RSC	Immediate	July 2003	N/A
A9	Develop cost proposal for the development of bikeways and walkways and work jointly with State Government for additional funding.	RSC (DMR) (SRQ)	Immediate	Ongoing	N/A
A10	Develop and adopt codes to ensure that development plans and proposals require secure bicycle storage facilities at all major destinations (employment/school/shopping/social/recreational), railway and bus stations.	RSC	Immediate	July 2003	N/A
A11	Continue to fund the development of walkways and cycleways (on-road, as well as off-road) throughout the Shire.	RSC	Immediate	Ongoing	\$20M until 2016
A12	Ensure all new school developments consider safe cycling and walking routes and linkages to the strategic network. Comment: Utilise Safe School Travel Program and investigate Travelmart Schools Program.	RSC (QT) (EQ)	Short Term	Ongoing	N/A
A13	Ensure all new shopping, housing, commercial and industrial developments provide opportunities for cycling and walking which integrate with roads, local streets and paths to form a comprehensive network.	RSC	Short Term	Ongoing	N/A





Transport Integration

Objective 2 To integrate cycling and walking into transport planning and delivery processes.

Actions – Transport Integration

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A14	Ensure cycling is actively incorporated into the planning, design and construction of roads and major transport projects by developing policies that incorporate cycling and walking.	RSC	Immediate	Ongoing	N/A
A15	Encourage local area traffic management which is cycling and walking friendly by creating slower speed environments, and ensure bike accessibility is not decreased or deterred as a result of such management.	RSC	Immediate	Ongoing	N/A
A16	Ensure all transport infrastructure planners and providers working for Redland Shire Council are aware of AUSTROADS Part 13 and 14 as minimal desirable guidelines for the safe design of cycle and pedestrian facilities.	RSC	Immediate	January 2003 (ongoing)	N/A
A17	Investigate the carrying of bikes on island barges and water taxis.	RSC QT	Short Term	June 2004	N/A
A18	Promote a trial of bikes on SMBI and NSI Water taxis through negotiation with water taxi operators.	RSC QT	Medium Term	February 2008	N/A
A19	Provide secure bike parking facilities at major bus and ferry transit centres. eg. Capalaba, Cleveland, Victoria Point, Redland Bay Dunwich, Toondah Harbour, Macleay Is, Russell Is, Lamb Is, Coochiemudlo Is, Karragarra Is.	RSC (QT)	Short Term	June 2005	\$100,000
A20	Investigate the feasibility of establishing a bicycle station at Cleveland Railway Station.	RSC (QR)	Medium Term	February 2010	N/A
A21	Consult with Qld Rail and audit current bike parking facilities at stations. Determine demand for improved commuter facilities.	RSC (QR)	Short Term	June 2004	N/A



Actions – Transport Integration cont

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A22	<p>Encourage public transport operators to increase patronage by bicycle riders. Comment: The carriage of bicycles on NSI bus services and possible use of a trailer and bike rack is in need of further investigation, including the provision of specific time-tabled services that carry bicycles.</p> <p>The opportunities for the carriage of bicycles is high with growing demand and conflict from cyclists wishing to integrate with island Public Transport.</p> <p>Current QR policy on bicycle carriage excludes bicycles in peak hour services. Review of these services is required.</p>	<p>RSC QR; QT;</p> <p>(National Bus Company); (Stradbroke Is Bus Company)</p>	Medium Term	August 2004	N/A
A23	Investigate designs for improved integration of cycling facilities within bus routes and at interchanges along main roads to reduce conflict with cyclists.	RSC (QT, Bus Operators, DMR)	Medium Term	July 2008 (Ongoing)	\$30,000 per bay
A24	Provide appropriate detail at transit interchanges and on the Council website on the carriage of bicycles on barge and ferry services to North Stradbroke Island and South Moreton Bay Island communities.	RSC	Medium Term	October 2006	N/A
A25	Review disabled access for ferries / barges and terminal facilities.	RSC (QT, Ferry/barge Operator)	Short Term	June 2005	N/A





Infrastructure

Objective 3 To provide high quality cycling and walking infrastructure which improve safety and convenience for pedestrians and cyclists.

Actions – Infrastructure

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A26	Initiate trials of infrastructure not included in AUSTRROADS Part 13 and 14. Investigate the application of innovative on-road bicycle treatments such as bicycle 'head start' storage areas, raised bicycle lanes, bicycle boulevards, use of coloured pavement, cycle friendly roundabout treatments and markings to delineate paths through intersections and along road shoulders. (The objective of the treatments is to change the behaviour of motorists and/or cyclists and reduce conflicts between these modes).	RSC (DMR)	Immediate	October 2003	N/A
A27	Ensure all new shared paths comply with AUSTRROADS Part 14 design guidelines.	RSC	Short Term	Ongoing	N/A
A28	Ensure cyclists are provided with safe facilities in new and upgraded roads along on-road cycling routes.	RSC (DMR)	Medium Term	Ongoing	N/A
A29	Progressively upgrade intersections and ensure that all new intersections are cycle and pedestrian friendly and include lane layouts and controls that allow a clear positioning for cycles.	RSC DMR	Long Term	Ongoing	N/A
A30	Ensure that relevant standards regarding the needs of people with disabilities are incorporated into the planning and design of new cycling and walking facilities.	RSC	Immediate	Ongoing	N/A
A31	Develop secure bike parking facilities at major public centres. Provide secure all day bike parking facilities in major town centres such as Cleveland, Capalaba, Victoria Point, and Redland Bay. Consider the provision of public shower and change facilities. Comments: At present no secure long term bike parking facilities exist for public use.	RSC, (Chamber of Commerce)	Medium Term	July 2008	\$10,000 each
A32	Provide safe conditions for cyclists and pedestrians during the construction of new and upgraded cycling and pedestrian facilities.	RSC (DMR)	Immediate	Ongoing	N/A
A33	Liaise with surrounding local authorities to establish strategic on and off-road links. eg. Rickertts Rd, Avalon Rd, Beenleigh Redland Bay Rd, Mt Cotton Rd, Old Cleveland Rd and through rail corridors.	RSC (BCC, LCC, QT, QPWS)	Immediate	December 2002	N/A
A34	Investigate provision of cycle routes along existing and new bridges in line with Austroads Part 14 Guidelines. eg. Ross Creek Bridge, Epraprah Creek Bridge.	RSC	Medium Term	July 2007	N/A





Actions – Infrastructure cont

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A35	Provide enhanced facilities for bike parking, showering and change facilities at existing Council Buildings. Main Council Chambers, Doig St Cleveland Library Building Capalaba Library Building South St Depot Indigiscapes	RSC	Immediate	July 2003	\$12,000 each
A36	Investigate measures and incentives to provide accessible and safe bike lockers / racks, shower and change facilities in existing workplaces, parking stations, shopping centres and schools.	RSC	Medium Term	June 2005	N/A
A37	Audit current cycle route and directional signage provision in conjunction with DMR. Provide signage and printed logos on roads and at intersection points advising of nearby cycleways and approaching cycle crossing points.	RSC (DMR)	Medium Term	October 2005	N/A
A38	Develop a signage plan for route identification. Incorporate cycleway and walkway signage with cultural and environmental heritage programs. Provide informational and directional signage on the cycle and walking network. Advertise signage scheme in Council notices and publications.	RSC	Short Term	January 2005	N/A
A39	Upgrade intersections to provide for cyclists by providing separate approach and holding lanes, accessible push buttons in kerbside lanes and right turn lane detector loops at signalised intersections.	RSC	Medium Term	Ongoing	N/A
A40	Ensure unkerbed roads are sealed and a lined shoulder is provided from an absolute minimum of 1.2 metres to 3.0 metres depending upon the number of cyclists and the speed and composition of motor traffic adjacent to the existing roadway. The surface should be comparable to that of the roadway. Investigations on the sealing of Bay Island roads to develop an integrated cycling network to continue.	RSC	Long Term	Ongoing	\$100,000 per linear km (1.5m wide)
A41	Investigate the feasibility of an off-road cycling circuit to accommodate bicycle education and competitive cycling programs.	RSC (QT) (SRQ) (CG)	Medium Term	June 2008	N/A Refer to Action A67 & A69





Safety

Objective 4 To provide safe cycling and walking environments.

Actions – Safety

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A42	Undertake an audit of existing shared paths and footpaths and develop a maintenance program to improve the safety of these facilities. Review signage, lighting, surface treatment, speed controls and implement CPTED design principles on shared paths.	RSC	Immediate	December 2003	\$5,000 per year
A43	Investigate opportunities for state government funding to improve 'black spot' locations for cyclists and pedestrians.	RSC (QT – Road safety section)	Short Term	Ongoing	N/A
A44	Provide safe and accessible bike routes and entries to schools. Utilise programs such as Safe Walking and Pedalling program and SafeST (Safe School Travel).	RSC (QT – Road Safety section) (DMR);(EQ);(QPS)	Short Term	December 2005	Part of A56
A45	Initiate shared path pavement signage trial to improve behaviour between cyclists and pedestrians.	RSC	Immediate	June 2003	\$1,500 per linear km
A46	Increase shared path width beyond minimum standards along high use commuting and recreational paths.	RSC	Immediate	Ongoing	N/A
A47	Continue the urban speed management program. Investigate the lowering of speed limits below 50km/h on residential streets with high cycling and pedestrian use.	RSC (QT)	Short Term	Ongoing	N/A





Actions – Safety cont

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A48	<p>Continue implementation of traffic calming measures on neighbourhood streets and along major arterial roads within the Shire.</p> <p>Comments: Traffic Calming strategies and devices to be utilised include:</p> <ul style="list-style-type: none"> • Reducing speed limits • Speed alert and enforcement programs • Vehicle restrictions • Speed tables and raised pedestrian crossings • Median Islands • Channelised Islands • Speed humps • Pavement treatments • Bike lanes – narrowing traffic lanes • Chicanes • Rumble strips • Street closures • Tree planting • Mixed vehicle and pedestrian traffic precincts • Perceptual design features – painted road surfaces, and signage • Advertising and education of appropriate use of treatment. 	RSC (DMR); (QT–Road Safety Unit); (QP)	Long Term	Ongoing	N/A
A49	Develop a 'hazard reporting system' to report maintenance issues on existing cycling and pedestrian infrastructure.	RSC	Short Term	June 2004	Part of A56
A50	<p>Strengthen relationship with Qld Police Service to develop a safer cycling and walking environment.</p> <p>Re-establish police bike patrols and assist police in establishing regular bicycle patrol program.</p>	RSC (QPS)	Medium Term	Ongoing	Part of A56
A51	<p>Develop and maintain a database of cyclist and pedestrian related accidents in the Shire.</p> <p>Investigate QT Road Crash database as a source of police reported bicycle and pedestrian related accidents in the Shire.</p>	RSC (QT)	Medium Term	June 2007 (ongoing)	N/A





Encouragement

Objective 5 To increase the number of people cycling and walking.

Actions – Encouragement

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A52	Continue promotion and support of Heart Foundation 'Just Walk It' program, as a means to raise awareness on benefits from walking and to demonstrate how short trips of up to 30 minutes (or less than 2 km) duration to work or to school can be well fitted into ones daily routine.	RSC	Medium Term	Ongoing	\$10,000 per year
A53	Develop and launch Bike Riding Benefit and Awareness programs in collaboration with REDBUG and RedBAC.	RSC	Medium Term	October 2007	Part of A55
A54	Implement TravelSmart Schools Program across Redlands Schools.	RSC (QT) (EQ)	Short Term	Ongoing	\$60,000
A55	Continue the operation of the Redlands Bicycle Advisory Committee (RedBAC) to: <ul style="list-style-type: none"> • Monitor and manage the implementation of the Cycling and Pedestrian Strategy • Develop future initiatives • Facilitate ongoing community liaison • Promote cycling in the community eg. Bike Week – School Cycling Challenge, Ride to Work Challenge. 	RSC	Immediate	Ongoing	\$10,000 per year
A56	To assist strategy implementation by establishing full-time Cycling and Pedestrian Co-ordinator position.	RSC	Immediate	June 2003 (ongoing)	\$55,000 per year
A57	Implement a local communication strategy that promotes cycling and walking: <ul style="list-style-type: none"> • actively encourage and promote the benefits of cycling and walking • print cycle and walking routes in local street directories and tourist maps. 	RSC	Short Term	June 2005 Part of RedBAC budget	Part of A55
A58	Develop regular 'Cycle to Work' & 'Walk to Work' programs. Provide advice to local businesses on how to improve and provide support facilities for employees to ride and walk to work.	RSC (PS) (QT)	Short Term	November 2003 (ongoing) Part of RedBAC Budget	Part of A55





Actions – Encouragement cont

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A59	Develop advisory trail signage for multi-use bush trails. Provide education to local cycling, walking and horse riding groups on the etiquette of using off-road bush trails.	RSC	Short Term	June 2004	\$200,000 (100 signs @ \$200 each)
A60	Investigate the conduct of adult cycling courses to learn and develop appropriate bicycle handling skills.	RSC (CQ)	Short Term	June 2004	Part of A56
A61	Investigate establishment of 'Walking Bus' program to local schools.	RSC (QT); (EQ)	Short Term	December 2005	\$15,000 per year
A62	Investigate the development of a bike pool for Council staff to reduce fleet vehicle trips and as a demonstration of the value of cycling as a mode of transport.	RSC (QT)	Short Term	June 2005 (ongoing)	\$10,000 10 bikes @ \$500 2 electric bikes @ \$2,000 each
A63	Investigate the development of a community commuter facility to encourage bicycle and walking commuting to work. Investigate: Shower, changing facilities, bicycle storage, and clothes lockers and payment options for service.	RSC (Chamber of Commerce)	Medium Term	June 2008	\$250,000
A64	Initiate Tourist Promotion Program highlighting cycling and walking in the Shire.	RSC (Redlands Tourism)	Medium Term	October 2006	\$10,000
A65	Form alliances with local walking and cycling groups and advocate to promote the benefits of walking and cycling to the general community.	RSC (CQ);(CG)	Long Term	Ongoing	N/A
A66	Investigate the conduct of an annual premier cycle event in the Redlands and provide support to sporting and recreational clubs, private promoters and organisations. eg. Road Criterium (Cleveland, Capalaba CBD), MTB Cross Country (North Stradbroke Island, Mt Cotton, Redland Bay), fun ride.	RSC (CO);(CG);(QPS) (PS);(SRQ)	Medium Term	April 2009	N/A
A67	Support the implementation of a Travelsmart Suburbs Redlands Program in conjunction with Queensland Transport.	RSC QT	Short Term	Ongoing	Dependant upon suburb population





Information and Education

Objective 6 To increase the knowledge and awareness of the benefits of cycling and walking.

Actions – Information and Education

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A68	RSC to develop and conduct cycle education program for primary school students 10+. The program should focus on bike handling skill development <ul style="list-style-type: none"> • Road safety • Path etiquette • Legal responsibilities • Bike maintenance 	RSC (QT);(CG);(QPS); (EQ)	Short Term	June 2005	\$30,000 per year
A69	RSC to provide training to planners and engineers in providing for cyclists, pedestrians and public transport use. Training to include field trips to review infrastructure provisions, updates on latest best practice and new standards.	RSC (QT)	Short Term	May 2006	N/A
A70	RSC to assist in promotion of adult cycle education program. The program should focus on bike handling skill development and more advanced road cycling techniques <ul style="list-style-type: none"> • Road safety • Legal responsibilities • Bike maintenance • Buying a bicycle 	CG (RSC); (QT)	Short Term	November 2004	\$1,500 per year
A71	Conduct local communication campaign to promote awareness of safe sharing of shared paths and footpaths between all users. Advise of legal obligations and promote safe courteous and responsible shared use practices.	RSC	Short Term	March 2004	N/A
A72	To provide regular information to local media outlets on 'good news' stories and features concerning cycling and walking in the Shire. Comment: Stories to include detail of new bikeways and trail development, signage, line markings, budget allocations, events, personalities and encouragement programs.	RSC	Immediate	Ongoing	N/A
A73	Develop and integrated cycling, walking and public transport route map. The map should include the specific location of on and off-road bikeways, off-road multi-use trails and main attractors, bus stops, railway stations, transit interchanges, bicycle locker locations.	RSC (CG);(QT); (QR)	Immediate	November 2003	\$10,000
A74	Update heritage trail information and develop formal trail route and signage package.	RSC (Redlands Tourism); (CO)	Medium Term	December 2008	\$15,000 100 signs @ \$150 per sign

Actions – Information and Education cont

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A75	Develop Council web page link on cycling and walking in the Redlands. Comment: Include information on safe cycling and walking, bikeway facilities, construction program, upcoming events, local clubs, rides and organised walks.	RSC	Immediate	June 2003 (ongoing)	N/A
A76	Implement cycling and walking safety education program in primary and high schools. Provide information about local cycling and walking routes and activities on school websites as part of safety and encouragement program.	RSC (QT)	Medium Term	September 2006 (ongoing)	\$5,000 per year





Enforcement

Objective 7 To encourage responsible cyclist, pedestrian and motorist behaviour on the road network and off-road paths.

Actions – Enforcement

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A77	Review driver behaviour and compliance to speed limits in areas of high pedestrian and cycle activity and develop traffic management treatments.	RSC (DMR); (QT); (QPS)	Medium Term	June 2009	N/A
A78	Initiate signage treatments that encourage safe sharing of shared paths.	RSC	Short Term	October 2004	N/A
A79	Provide signage at existing and future bike parking facilities. Comment: Inverted U shaped rails are used extensively throughout the Shire and are not obvious as bike parking rails. To advertise these facilities 'Bicycle Parking' signs should be installed.	RSC (QR); (QT)	Medium Term	December 2007	\$10,000





Mountain Biking

Objective 8 To develop sustainable mountain bike opportunities within the Shire.

Actions – Mountain Biking

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A80	Develop Mountain Bike Code of Conduct for the use of mountain bikes in Council reserves and parkland.	RSC (MTB Clubs); (Cycling Queensland); (Bushwalkers); (Horse riders)	Short Term	June 2004	N/A
A81	Undertake a detailed assessment of walking tracks and fire trails at each of the identified reserves available for mountain bike use.	RSC	Immediate	December 2003	N/A
A82	Actively involve mountain bikers in the management of preferred trails and trail maintenance.	RSC (MTB Clubs)	Short Term	June 2005	N/A
A83	Rehabilitate damaged trails.	RSC (MTB Clubs)	Short Term	October 2005	N/A
A84	Produce trail development and maintenance standards based upon locally founded research for trail location, selection, building and management of trails.	RSC (QPWS); (MTB Clubs); (SRQ)	Short Term	June 2005	N/A
A85	Existing trails used for mountain bike riding are assessed for sustainability compliance and their use of design modified to achieve sustainability.	RSC (MTB Clubs)	Short Term	June 2004	N/A
A86	Develop a system for trail classification and trail marking for MTB use in Redland Shire. Use markers to denote track grade/degree of difficulty.	RSC (QPWS); (MTB Clubs); (State and National Cycling Organisations); (Local Government)	Short Term	September 2004	N/A
A87	Investigate potential of private land for MTB opportunities.	RSC (Land owners)	Medium Term	November 2008	N/A





Actions – Mountain Biking cont

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A88	Develop and promote regional MTB trails as part of economic and tourism strategies.	RSC (Redlands Tourism)	Long Term	February 2005	N/A
A89	Investigate the establishment of a research program with universities to study the effects (environmental, social and economic) of MTB activity in Redland Shire.	RSC (Universities)	Long Term	June 2005	N/A
A90	Develop a range of trail information, maps and promotional material for MTB riding in the Redlands. Install information boards at track head locations to inform users of distance, grade, code of behaviour and special management requirements.	RSC (QPWS) (MTB Clubs)	Short Term	October 2004	\$10,000 (initial production)
A91	Identify sites for MTB competition for each discipline of mountain biking. Work with SRQ to investigate feasibility of joint funding for multi-use bushland trail construction.	RSC (MTB Clubs); (Cycling Queensland); (QPWS); (SRQ)	Short Term	November 2004	N/A

Abbreviations:

RSC	Redland Shire Council
DMR	Department of Main Roads
QT	Queensland Transport
SCU	State Cycle Unit (Queensland Transport)
QR	Queensland Rail
QPS	Queensland Police Service
EQ	Education Queensland
QPWS	Queensland Parks and Wildlife Service
SRQ	Sport and Recreation Qld (Dept of Communication, Information, Local Government Planning and Sport)
CO	Community Organisations
CG	Cycling Groups
LCC	Logan City Council
BCC	Brisbane City Council
MTB	Mountain Bike

Network strategy



The primary goal of the network strategy is to develop an integrated cycling and pedestrian network that caters for a broad range of users.

All routes must function safely and conveniently for pedestrian and cycle traffic, as well as other transport modes. The objective is to create a safe, continuous and direct network of integrated on and off-routes that encourages cycling and walking.

The development of the network has been determined by:

- needs of cyclist and pedestrian groups within the Shire
- route opportunities and constraints
- route suitability
- existing infrastructure eg. on-road bikeways, footpaths, road network and open space system.

After taking into account the needs of the various cycling and pedestrian user groups and Council's economic considerations a 'Twin Network' approach will be adopted.

This network will comprise of a **Primary Cycling and Pedestrian Network** and a **Local Cycling and Pedestrian Network**.

The twin network approach addresses the needs of the various types of cyclists and pedestrians and provides a framework to facilitate cycling and walking movement across the entire Shire. The proposed network is structured using a functional hierarchy based on the premise that certain routes through urban and rural parts of the Shire will attract different types of users.

For more detailed information refer to the Redlands Cycling and Pedestrian Strategy Technical Report.





Primary cycling and pedestrian network

Off-Road Network

The Primary Off-Road Network includes existing open space corridor links, such as parklands, powerline easements, railway reservations, watercourses and drainage reserves and existing bike paths and footpaths.

The objective of the primary off-road network is to create links suited for recreational cycling and walking as well as providing valuable connections between neighbourhoods.

The off-road network is strategically significant for the region as it provides access to more recreation and open space facilities for residents and visitors to Redland Shire.

On-Road Network

The objective of the on-road routes is to provide a comprehensive network of connections between commercial, employment and residential areas supporting commuter cycling.

This network will involve the installation of exclusive bicycle lanes, shared bicycle/parking lanes, bicycle awareness zones and widened shoulders and specific treatments at intersections. The aim of this network is to provide safe space for cyclists to travel on Shire roads mixing with higher speed traffic.

The network will integrate with shared pathways and footpaths and will be reliant of the use of local streets. Many of these linkages will be marked using route signage to denote distances and connectivity to other facilities.

It is important to note that many of the key Primary Network linkages are along State controlled roads and therefore the Redland Shire Council will be responsible to negotiate upgrades and maintenance with the Department of Main Roads.

Local Cycling and Pedestrian Network

The local cycling and pedestrian network consists of both on and off-road facilities.

The local network utilises 'quieter' streets with less traffic volume and strategic connections through minor parkland corridors. The network connects urban residential areas, shops, school and employment centres and other local community facilities. The number of links will increase as the network grows.



Implementation

Implementation of projects within this strategy is expected to take place over a number of years due to financial considerations and the availability of organisational and physical resources.

Projects are to be undertaken in a logical progression in order to ensure network connections are developed in a user-friendly sequence. Priority will not be solely placed on establishing new facilities but the maintenance and upgrade of established infrastructure to ensure a safe network of connections are provided.

The funding mix requirements will be dispersed across a range of program areas. These areas include:

- **Infrastructure** (off-road shared paths, on-road bicycle lanes)
- **Route identification** (directional signage, on-road & off-road)
- **Education / Encouragement initiatives** (cycling and walking maps)
- **Safety initiatives** (school bicycle safety education programs)
- **Transport Integration** (end of trip facilities)

A key focus of this strategy will be to identify and seek alternative funding for infrastructure and encouragement programs.

Non-Capital Works Programs

In order for the Cycling and Pedestrian Strategy to be a success, it is critical for the Council to support infrastructure development with non-capital works investment. Non-capital works include the employment of a Cycling and Pedestrian Coordinator and support of the Redlands Bicycle Advisory Committee (RedBAC).

Education, encouragement and safety program investments will be made in order to positively affect travel demand behaviour.

The following investment strategy is recommended to cover both capital and non capital strategy areas.

RCPS Investment Strategy Summary 2001 – 2016

Strategy Area	Annual Average (\$m) 2001 – 2016	Total (\$m) 2001 – 2016
Capital Works (Infrastructure Development Bikeways & Footpath Capital Works Program)	1.20	18.00
Capital Works (Environmental Management Trail Development Program)	0.30	4.50
Non Capital Works (Education, Encouragement & Safety programs)	0.35	5.25
Total	1.85	27.25



Monitoring strategy performance

Regular monitoring of the Redlands Cycling and Pedestrian Strategy is required to ensure the Plan is being implemented and objectives and goals are being met. The areas of measurement include:

- the number of users
- the environment for cycling and walking
- execution of the route.

The following actions are recommended to assist with the monitoring of the strategy

Actions – Monitoring

Action No.	Strategic Action	Responsibility (Supporting Agency)	Priority	Timing	Costing
A92	Develop a monitoring and review program and establish benchmarks of performance measures needed to achieve strategy objectives.	RSC	Short Term	June 2004	N/A
A93	Conduct regular reviews of capital works programs relevant to achievement of Cycling and Pedestrian Strategy.	RSC (DMR); (QT)	Short Term	ongoing	N/A
A94	Report annually to RSC on implementation of actions needed to achieve objectives and targets of the Redlands Cycling and Pedestrian Strategy.	RSC	Short Term	ongoing	N/A
A95	Conduct data collection on trip rates for cycling and walking along major shared paths and bikeways.	RSC (QT)	Medium Term	August 2007	\$20,000
A96	Develop a community feedback program to obtain comment on strategy implementation.	RSC	Short Term	April 2005	N/A

In order to measure progress on delivering objectives and actions detailed in the strategy, performance indicators have been set. These indicators can be benchmarked and used to assess and help define targets for implementation activities.

The primary goal to be measured by the key performance indicators is the overall increase in journeys to school and work. Success will be affected by broad range of actions from various strategy areas. The effectiveness of local council policies that affect cycling and pedestrian activities will also be measured.

RCPS Strategic Performance Indicators

Strategy Goal	Key Performance Indicators	Target	Monitoring Source
"To increase the amount of walking and cycling in the Redlands"	% share of trips (a) Journeys to work (b) Journeys to school	To increase the share of cyclists journeys to work from 0.57% to 4% by 2016.	ABS Census data
		To increase the percentage of walking only trips to work from 1.89% to 5% by 2016.	Household Travel Surveys
		To increase the share of cycling journeys to school from 12% to 18% by 2016.	Qld Government Census at School data
		To increase the share of walking journeys to school from 12% to 20% by 2016.	RSC school travel surveys





RCPS Performance Indicators and Strategy Review

Theme	Objective	Key Performance Indicators	Target	Current Position	Monitoring Source
Planning and Development	To provide integrated cycling and walking routes that facilitate walking and cycling as viable transport modes for work, recreational, shopping and educational trips.	(a) 100% compliance with cycling and pedestrian planning codes.	100% of all Development Applications provide for cycling and pedestrian requirements and meet desired standards and guidelines.	Data not currently available.	RSC research on: Development Applications, Community satisfaction levels
Transport Integration	To integrate cycling and walking into the transport planning and delivery processes.	a) Number of transit interchanges with bicycle parking facilities.	To have provided secure, convenient and well marked bicycle parking, both short and long term at Toondah Harbour, Weinman Creek and Victoria Point transit interchanges by 2011.	Bicycle parking facilities do not exist at Toondah Harbour. Limited short term facilities at Weinman Creek and Victoria Point.	Qld Rail asset management system Travel surveys RSC asset management systems
Infrastructure	To provide high quality cycling and walking infrastructure, which improve safety and convenience for pedestrians and cyclists.	(a) Kms: Off-road paths (b) Kms: On-road bicycle facilities (c) Number of bicycle parking racks	To increase the level of on-road cycling facilities (per km of bicycle lanes) by 100% by 2016. To achieve a network of direct walkways that link townships, which are accessible to people with a disability. To increase the level of bicycle parking facilities by 30% by 2016. To improve satisfaction levels with cycling and pedestrian facilities.	In 2003 26km's of on-road cycling facilities. Complete data on end of trip facilities Shire wide not currently available.	RSC asset management systems RSC research

RCPS Performance Indicators and Strategy Review cont

Theme	Objective	Key Performance Indicators	Target	Current Position	Monitoring Source
Safety	To provide safe cycling and walking environments.	(a) Pedestrian Fatalities	To achieve a reduction of 50% in the number of pedestrians killed and seriously injured by 2011	Total of 9 pedestrian fatalities between 1995-2001 and 103 non- fatalities.	QT Road Crash database
		(b) Cyclist Injuries	To achieve a reduction of 50% in the number of cyclists injured by 2011	Total of 129 non- fatal bicycle accidents between 1995-2001	
Encouragement	To increase the number of people walking and cycling.	(a) Cycling and Pedestrian Co-ordinator Position	To maintain ongoing Cycling and Pedestrian Co-ordinator position to implement RCPS.	Cycling and Pedestrian Co-ordinator position based on 12mth contract.	
		(b) Production of local access map	To develop and distribute official cycling and walking map for Redland Shire by 2004.	Cycling and Walking map placed on RSC website in pdf format.	
		(c) Travelsmart School Program	To have at least 3 schools participating in the Travelsmart Schools Program by 2006 with a further 3 schools per consecutive year.	Currently no schools participating in Travelsmart Schools program.	





RCPS Performance Indicators and Strategy Review cont

Theme	Objective	Key Performance Indicators	Target	Current Position	Monitoring Source
Information and Education	To increase the knowledge and awareness of the benefits of cycling and walking.	(a) Number of Bicycle Education Courses	To conduct cycle education program for school students in 25% of schools by 2007.	No Bicycle Education programs currently conducted.	RSC
		(b) Demand for integrated cycling walking and public transport maps	To develop, promote and distribute integrated cycling, walking and public transport maps and update as required.		
Enforcement	To encourage responsible cyclist, pedestrian and motorist behaviour on the road network and off-road paths.	(a) Increased school student cycle helmet usage	To increase use of cycle helmets by 1% per annum for school students in Redland Shire.	Data on helmet use not currently available.	QPS infringement data
		(b) Compliance with shared path signage	To increase compliance with shared path signage.		RSC research
Mountain Biking	To develop sustainable Mountain Bike opportunities within the Shire.	(a) Mountain Bike competition venues	To establish two (2) Mountain Bike competition sites by 2005.	No officially recognised Mountain Bike competition sites exist.	RSC
		(b) Designated areas for recreational Mountain Bike activity	To have designated areas for recreational Mountain Bike riding by 2004.	Defined and properly maintained recreational Mountain Bike areas do not exist.	



Glossary of terms

Arterial Road	A major road intended primarily for motor vehicle traffic to use to travel into, out of, and through a particular area.
Bicycle Awareness Zone	A treatment used to define a street or road for cycle use, and is signed with a yellow bicycle symbol and white edge line. Has no regulatory function.
Bicycle Facility	Any facility provided for the benefit of cyclists, including on-road bicycle lanes, sections of roadway that are defined as a cycle route or bicycle parking facilities.
Bicycle Lane	A part of the roadway allocated for cycle use. Is usually signed with a white bicycle symbol and a white edge line. Has a regulatory function and is designated for bicycle use only.
Bicycle Station	A centralised integrated end of trip facility for commuter cyclists that incorporates bicycle parking and change facilities.
Bicycle Trip	A one-way trip made by a bicycle.
Bollard	A post or similar obstruction that prevents the passage of vehicles; the spacing of bollards usually allows the passage of bicycles and pedestrians.
Central Business District (CBD)	Central Business District; a traditional town area usually characterised by established businesses fronting the street, footpaths, slow traffic speeds and on street parking. An area of intense commercial activity at the centre of most cities and towns.
Cycle Friendly	Describing an environment that is pleasant, safe and accessible for people to cycle, designed with an understanding of cycle movement; specifically offering convenient space for travel, high quality facilities for bicycle use, smooth riding surfaces free of debris, low traffic volumes and speed and good lighting.
Cycle Route	A route chosen and followed by cyclists from a trip's departure to destination.
Cycleway	That portion of road, street or public path set aside for exclusive use by cyclists.
Daily Trips	The number of trips made by a person or people in a household during a typical day.
End of Trip Facility	Bicycle facilities at cyclists' origins and destinations. These include bicycle parking facilities (racks, lockers or compound) showers and change rooms.
Facility	A physical feature provided for cyclists and pedestrians such as bicycle lanes, concrete paths, signs or pedestrian crossings.
Generator	A building or other development that attracts a significant number of trips, such as a shopping centre, school or leisure centre.
Infrastructure (Transport)	Fixed facilities (such as roads, signs, lighting and traffic lights) needed for transport services.





Integration	A range of approaches which combines bicycle traffic with motorised traffic. This approach considers bicycles as vehicles with similar rights and responsibilities as motorised vehicles.
Key Centres	Locations of major employment growth through office, retail, community services, leisure and cultural facilities and government services, facilities and infrastructure.
Land Use	The type and pattern of development in an area or on a specific site.
Local Area Traffic Management	The process of planning and controlling the usage of streets within a local residential area to achieve goals, determined by affected parties, for the improvement of the residential environment.
Local Street	A road intended to provide access to individual properties, such as houses. Not intended to carry through traffic. Traffic volumes and speeds are low.
Mode	A means of travel such as a motor vehicle, train, bus, bicycle or walking. More than one mode may be used in a single trip.
Off-Road Facility	A specific cycle or pedestrian facility that is <u>not</u> situated within the roadway.
On-Road Facility	A specific cycle or pedestrian facility that is situated within the roadway.
Open Space	Land and or/water area which is predominately undeveloped set aside for the purpose of providing recreational opportunities, conserving valuable natural resources, and structuring urban development and form.
Primary Cycle and Pedestrian Network	A higher order system of formalised cycle routes and off-road paths indicated by Council that provide for direct access routes across the Shire or major recreational linkages in open space corridors.
Public Transport Interchange	A place where passengers gain access to public transport or to transfer from one public transport vehicle to another.
Recreational Trip	A cycle or walking trip for pleasure/or exercise, that may not be made for the purpose of travelling to a specific destination.
Roadway (carriageway)	The sealed portion of road space devoted for the movement of vehicles, inclusive of shoulders and auxiliary lanes.
Shared Path	An off-road path provided for the exclusive use of pedestrians, cyclists and other non-motorised vehicles.
Shoulder	The sealed or unsealed area between the edge of the roadway and the property line; provided for pedestrians, cyclists, emergency use by vehicles and for lateral support of base and surface courses.
TIDS (Transport Infrastructure Development Scheme)	A Department of Main Roads funding scheme that provides 50/50 funding to local governments for the development of cycle infrastructure.

Transport System	Infrastructure, services and equipment to provide for the movement of people and freight.
Traffic Lane	A lane designated for single vehicle traffic determined by road design, signs and markings.
Traffic Volume	The given number of vehicles that pass a given point for a given amount of time (hour, day, year).
Trip	A one-way journey by an individual using any mode of transport.
Utility Trips	A non-commuting or recreational trip. These include shopping trips, personal errands, entertainment and social trips. See Trip above.
Walkway	A transportation facility built for use by pedestrians including persons in wheelchairs. walkways include footpaths.

