

# Cycling Infrastructure Policy

June 2017

Department of Transport and Main Roads

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# Document control options

## Departmental approvals

Refer to the appropriate Risk Assessment Tool for relevant reviewer and approver

Date	Name	Position	Action required (Review/endorse/approve)	Due
3/11/2016	Miles Vass	DDG (Infrastructure Management Division)	First round consultation	
28/02/17	Miles Vass	DDG (Infrastructure Management and Delivery)	Second round consultation	
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22/05/17	Sally Noonan	DDG (Policy, Planning and Investment)	Approved	22/05/2017
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## Risk level

GACC major       GACC minor       High risk (but not GACC)       Medium risk

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# Document sign off

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Signature:  \_\_\_\_\_ Date: 29/6/17

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Signature:  \_\_\_\_\_ Date: 6/7/17

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# 1. POLICY STATEMENT

TMR will progressively plan, design, construct, maintain and operate the state-controlled transport network on the basis that cyclists will use the network.

TMR funded **projects**<sup>1</sup> on **principal cycle routes** will **explicitly provide** cycling infrastructure within the project's scope. This includes instances where the cycling network is more appropriately delivered on an **alternative route**.

TMR funded projects that are not on a principal cycle route will **implicitly provide** for cycling.

Cycling infrastructure and facilities will be planned, designed and constructed so that they are **fit for purpose** and deliver value for money and realisable benefits.

Projects will be undertaken with appropriate consultation and take into account safety considerations and competing priorities.

# 2. AUTHORITY

This policy aligns with and conforms to the requirements of the:

*Transport Infrastructure Act 1994*

*Transport Planning and Coordination Act 1994.*

# 3. KEY PRINCIPLES

This policy is founded on the following key principles:

- a. cycling is an important transport mode that delivers significant health and economic benefits and lifestyle outcomes for Queenslanders
- b. bicycles are vehicles under Queensland legislation and may legitimately use the road network
- c. cyclists require direct access to key destinations including public transport stations and stops
- d. the provision of quality, safe, connected cycling infrastructure will increase cycling participation rates, the key objective of the *Queensland Cycling Strategy*
- e. the inclusion of cycling infrastructure and facilities as part of transport projects is significantly more cost-effective than retrofitting cycling facilities at a later date.

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<sup>1</sup> ***Bold and italicised text*** are defined in Section 10 Definitions.

## 4. ROLES AND RESPONSIBILITIES

The TMR **Infrastructure Investment Committee** (IIC) will ensure that projects presented for gating approval at IIC have complied with the requirements of this policy.

**Regional and District Directors** will ensure that projects in their region comply with the requirements of this policy.

**Project Directors and Managers** will ensure that:

- cycling facility requirements for the project are assessed and delivered in accordance with this policy, the relevant regional **Principal Cycle Network Plan** (PCNP), and through appropriate stakeholder engagement processes
- the costs of providing cycling infrastructure and facilities, including the cost of land, are included in the project cost and remain within scope as cost estimates are refined, and during project gating.

The **General Manager, Transport Strategy and Planning**, as Senior Responsible Officer for the TMR Cycling Infrastructure Program, will monitor and report on policy implementation and conduct regular reviews of the policy in accordance with **Section 12 – Review**.

## 5. SCOPE

This policy applies to all activities and projects on the state controlled transport network at all stages of the transport system lifecycle, including:

- corridor preservation
- planning
- design
- construction
- programmed resurfacing and rehabilitation (where current or intended surfacing width is adequate)
- operation
- traffic survey and reporting.

## 6. APPLICABILITY

This policy applies to all projects on the state-controlled transport network, regardless of funding source, and to all transport projects delivered by other Queensland Government agencies and local governments where TMR contributes full or part funding, provides land, or where TMR has a controlling stake in the project.

The department will encourage other agencies, local governments and developers with a role in the delivery of transport infrastructure projects to apply similar principles for the provision of cycling infrastructure in projects they deliver that fall outside the scope of this policy.

## 7. OBJECTIVES

This policy will achieve the following objectives:

- improve transport connectivity within and between communities
- facilitate growth in the number of cycling trips
- mainstream the planning, provision and maintenance of cycling infrastructure and facilities on the state-controlled transport network
- expand catchments for public transport services by ensuring the integration of cycling infrastructure and facilities as part of the public transport (road, rail, bus and pathway) system
- improve the safety of all road users.

## 8. RATIONALE

This policy supports the Queensland Government objective for the community to build safe, caring and connected communities through the provision of an integrated and reliable transport network. The provision of cycling infrastructure also supports Queensland Government objectives related to:

- stimulating economic growth and innovation
- delivering new infrastructure and investment
- encouraging safer and inclusive communities
- building regions.

The policy supports the Queensland Government’s vision for cycling of ‘more cycling, more often on safe, direct connected routes’.

The policy also supports the TMR’s vision of creating a single integrated transport network accessible to everyone.

The policy acknowledges that cyclists will use TMR assets, both along the road transport network and when accessing public transport stops and stations. TMR has an obligation to provide a safe environment for cycling on the state-controlled transport network and this can be achieved through context sensitive planning, design, construction and operation.

Provision for cycling needs to be fit for the purpose of increasing ridership in order to achieve the Queensland Government objectives and vision for cycling.

## 9. BENEFITS

Implementation of this policy contributes directly to the following strategic benefits for TMR and the Queensland Government as set out in the Cycling Infrastructure Program Benefits Realisation Plan.

<p><i>An efficient and reliable transport system</i></p> <ul style="list-style-type: none"> <li>• Increased number of people cycling</li> <li>• Increased value for money and cost effective delivery</li> <li>• Reduced traffic congestion</li> </ul>	<p><i>An integrated transport system</i></p> <ul style="list-style-type: none"> <li>• Improved access to employment, education and services by bicycle</li> <li>• Improved connectivity and directness</li> </ul>
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<p><i>A safe and secure transport system</i></p> <ul style="list-style-type: none"> <li>• Improved public perception towards cycling and cycling safety</li> <li>• Reduced rate of cycling safety incidents/fatalities</li> </ul>	<p><i>Wider Government benefits</i></p> <ul style="list-style-type: none"> <li>• Improved prosperity and liveability</li> <li>• Improved health</li> </ul>
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## 10. DEFINITIONS

Term, abbreviations and acronyms	Definition
<b><i>Alternative Route</i></b>	<p>An <i>alternative route</i> is a detour from the main project alignment involving paths or suitable facilities to improve safety or enhance value for money outcomes from the project.</p> <p>The alternative route must be over a comparable distance and provide similar connectivity and level of service to the facility that would have been otherwise provided on the main project.</p> <p>Route legibility is essential and treatments such as way-finding signage may be required to improve route legibility.</p>
<b><i>End of trip facility</i></b>	<p><i>End of trip facility</i> means a facility or service at a potential destination for a person engaging in active transport that is designed to make active transport a more attractive, convenient and practical means of transport, including, for example, any of the following:</p> <ul style="list-style-type: none"> <li>(a) showers, toilets or wash basins</li> <li>(b) areas for changing clothes</li> <li>(c) facilities used for grooming purposes including, for example, mirrors, hair dryers, ironing equipment or outlets for hair dryers and other electrical equipment</li> <li>(d) facilities for washing or drying clothes</li> <li>(e) service for the provision of towels</li> <li>(f) storage facilities for clothing or equipment</li> <li>(g) drinking facilities</li> <li>(h) services for obtaining equipment that may be used to maintain or repair bicycles, including, for example, air pumps, puncture repair kits, tyre levers and tyre tubes.</li> </ul>
<b><i>Explicitly provide</i></b>	<p><i>Explicit provision</i> is providing <b>facilities</b> explicitly for the use of cyclists.</p>

Term, abbreviations and acronyms	Definition
<b>Facilities</b>	<p><i>Facilities</i> are infrastructure specifically for active transport:</p> <ul style="list-style-type: none"> <li>• Cycle tracks</li> <li>• Bicycle lanes</li> <li>• Bicycle paths</li> <li>• Shared paths where pedestrian demand warrants</li> <li>• Safe crossings (grade separation, refuges, signals, and so on)</li> <li>• Bicycle parking and other <b>end of trip</b> and mid trip facilities such as rest areas and provision of drinking water fountains</li> <li>• Signage and lighting.</li> </ul> <p>Projects must determine the appropriate facilities for inclusion.</p>
<b>Fit for Purpose</b>	<p><i>Fit for purpose</i> cycling facilities are cycling facilities designed to attract more people to ride while achieving a value for money outcome.</p> <p>Provision will be site specific and needs to consider:</p> <ul style="list-style-type: none"> <li>• Project size</li> <li>• Local traffic conditions</li> <li>• Adjacent land uses</li> <li>• Types of road users</li> </ul>
<b>Future Principal Routes</b>	<p><i>Future principal routes</i> show expansion opportunities for the <b>principal cycle network</b> in areas where significant urban growth has been identified but land use planning has not yet been undertaken or finalised.</p> <p>Future principal routes are shown in <b>Principal Cycle Network Plans</b>.</p>

Term, abbreviations and acronyms	Definition
<b><i>Implicitly provide</i></b>	<p><i>Implicit provision</i> is ‘cycle friendly’ provision.</p> <p>This means making adjustments or additions that will improve conditions for the cyclists who will use the road/transport network.</p> <p>The provision is typically low or no cost and is not intended to significantly alter the scope of the project.</p> <p>The desired outcome is that bicycle operating requirements have been considered and that the bicycle operating space is no less safe than prior to the project.</p> <p>Some examples are:</p> <ul style="list-style-type: none"> <li>• Setting traffic islands back from edge lines</li> <li>• Narrowing a general traffic lane to eliminate a squeeze point</li> <li>• Placing rubber caps on guard rail posts</li> <li>• Installing cycle friendly drainage grates</li> <li>• Treating steel in the road surface with a friction surfacing</li> <li>• Placing raised reflective pavement markers clear of areas likely to be used by cyclists</li> <li>• Smoothing the joints of different road seals</li> <li>• Managing traffic speed to a level suitable for interaction with cyclists.</li> </ul>
<b><i>Integration</i></b>	<p><i>Integration</i> of public and active transport involves providing access to, and provision of <b>facilities</b> at public transport stations and stops to support multi-modal journeys.</p> <p>To determine appropriate <b>facilities</b> for cycling at different types of public transport stations and stops, refer to the <i>Public Transport Infrastructure Manual 2015</i>.</p>
<b><i>Principal Cycle Network</i></b>	<p>The <i>Principal Cycle Network</i> (PCN) is a network of <b>principal routes</b> and <b>future principal routes</b> that is designed to increase cycling access to major trip attractors such as public transport, employment centres, retail and service hubs, educational institutions and recreational/sports facilities.</p>

Term, abbreviations and acronyms	Definition
<b><i>Principal Cycle Network Plan</i></b>	<p><i>Principal Cycle Network Plans</i> (PCNPs) show the most important <b><i>principal routes, future principal routes</i></b> and known missing links for cycling within a particular region.</p> <p>The plans are intended to support, guide, and inform practitioners involved in the planning, design, and construction of the transport network. The routes shown are indicative and exist to guide further planning.</p> <p>PCNPs are developed collaboratively between TMR, local governments and cycling stakeholders for each region and are published on the TMR website.</p>
<b><i>Principal Route</i></b> or <b><i>Principal Cycle Route</i></b>	<p>A <i>principal cycle route</i> is an arterial level cycling route shown in a <b><i>principal cycle network plan</i></b>.</p> <p>Principal cycle routes form the spine from which local cycle networks branch out.</p> <p>The routes connect residential areas to major trip attractors such as public transport nodes, universities, schools, shopping and commercial centres, industrial areas, and regional recreational facilities.</p>
<b><i>Projects</i></b>	Funded activities that sit within the categories listed in <b>Section 5 – Scope</b> .
<b><i>State-controlled transport network</i></b>	<p>Includes all state transport corridors and state transport infrastructure.</p> <p>State transport corridor means any of the following:</p> <ul style="list-style-type: none"> <li>• a state-controlled road</li> <li>• a railway</li> <li>• a public passenger transport corridor</li> <li>• a state-controlled transport tunnel</li> <li>• an active transport corridor.</li> </ul> <p>State transport infrastructure means any of the following:</p> <ul style="list-style-type: none"> <li>• a state-controlled road</li> <li>• busway transport infrastructure</li> <li>• light rail transport infrastructure</li> <li>• railway transport infrastructure</li> <li>• other rail infrastructure</li> <li>• active transport infrastructure.</li> </ul>

## 11. CONSULTATION

The policy was developed by the TMR Cycling Team, Transport Strategy and Planning Branch, in consultation with staff from Engineering and Technology Branch, TransLink, TMR Regions, and Portfolio Investment and Planning Branch.

## 12. REVIEW

The implementation of this policy will be monitored and formally evaluated every two years, with the policy revised, if required, based on the outcomes of the evaluation.

## 13. REFERENCES

*Queensland Government Objectives for the Community:*

<http://www.premiers.qld.gov.au/publications/categories/plans/community-objectives/assets/qld-government-community-objectives.pdf>

*Department of Transport and Main Roads Strategic Plan 2016-2020:*

<http://www.tmr.qld.gov.au/-/media/aboutus/corpinfo/Publications/stratplan/strategicplan2016-2020.pdf?la=en>

*Queensland Cycle Strategy 2011-2021:*

<http://www.tmr.qld.gov.au/-/media/Travelandtransport/Cycling/Strategy/QCS-2011-to-2021/08Pagesfrom01440MIPparta5.pdf?la=en>

*Queensland State Infrastructure Plan:*

<http://www.dilgp.qld.gov.au/infrastructure/state-infrastructure-plan.html>

Technical guidelines and resources to facilitate implementation are also available:

<http://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-resources>

<http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Technical-Notes/Traffic-engineering>

<https://inside.tmr.qld.gov.au/corp/cycling/Pages/Operations.aspx>