Development manual planning scheme policy (PSP)

SC6.4.4 Active transport infrastructure

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SC6.4.4.1 Introduction

Active transport infrastructure comprises inter-connected walking paths, shared use pathways, and cycleways, linked with a network of streets with bike lanes, pedestrian links at intersections, and from ends of streets, including park reserves, laneways, and cul-de-sacs.

Active transport is described as a transport mode that is efficient, cost effective, healthy, and active, sustainable, and accessible, which has many benefits for both the individual and the community. It refers to trips which rely primarily on human power to get from place to place. The most common forms of active transport are walking and cycling, it can also include such modes as wheelchairs, skateboards, roller blades, mobility devices, and scooters.

Active transport infrastructure is typically defined as pathway and may generally include but not limited to:

(1) Transport infrastructure provided for active transport including walking and cycling and other human powered modes of transport. Infrastructure includes:

  (a) pathway facilities;

  (b) cycleway facilities, and

  (c) on-road bicycle facilities.

(2) Pathways which are defined as Principal Routes because they form a connected route servicing the following destinations:

  (a) Within 800m of a school, TAFE or tertiary education facility.

  (b) Within 400m of a district or regional scale park or sporting facility (includes pathways located within the park).

  (c) Within 400m of libraries, theatres, entertainment, and conference centres.

(3) Pathways which are defined as Principal Routes because they are located within the following major centre areas:

  (a) Townsville CBD – Defined development area

  (b) Aitkenvale / Stockland – Defined development intensification area

  (c) Hyde Park / Castletown – Defined development intensification area

  (d) Thuringowa Central / Willows – Defined development intensification area

(4) Pathways which are located on an existing or future Principal Cycle Network Plan alignment.

(5) Pathways which are located on a defined recreational route, e.g., Ross River, Castle Hill, Riverway etc

(6) Minor pathways being footpaths, bicycle paths, and shared paths providing a local area access function. Such pathways are typically on local streets and provide links within a local neighbourhood.

SC6.4.4.2 Terminology

Active Transport Infrastructure is defined as transport infrastructure provided for active transport including walking and cycling and other human powered modes of transport. Infrastructure includes pathway facilities, cycleway facilities including on-road bicycle facilities. Relevant terminology relating to active transport is detailed below.

Pathway Facilities	are defined as active transport infrastructure that is primarily for use by pedestrians, however, can be shared facilities also used by cyclists and other permitted users providing the pathway is of sufficient width to cater for demand.
Principal Routes	are strategically important and high demand routes and connections on the active transport network.
Shared Use Pathways	are pathways that have a minimum width of 2.5m that are designed for shared use by pedestrians, cyclists, and other permitted users.
Footpaths	are pathways that are typically located on the roadside nature strip and are described in legislation as footpaths within a road-related area.
Pedestrian	is a person walking, and including people in wheelchairs, on roller skates or riding vehicles such as skateboards or other vehicles, other than a bicycle, powered by effort or a motor and with a maximum speed of 10 km/h.
Pathway Design Features	typically include kerb ramps for use by cyclists, prams, and wheelchairs. Other features may include safety rails, signage and speed reducing measures at road crossings.
Cycleway Facilities	are defined as active transport Infrastructure that is intended for use by cyclists, this includes both on-road bicycle facilities (e.g., Bicycle Lanes) and off-road facilities designed for exclusive use by cyclists.
On-road Bicycle Facilities	are marked bicycle lanes on the road surfacing located adjacent to marked traffic lanes.
Principal Cycle Network	the Principal Cycle Network (PCN) is cycleway infrastructure that is designed and funded by the State through the Department of Transport and Main Roads. In Townsville, the PCN is defined in the North Queensland Principal Cycle Network Plan (NQPCNP).

SC6.4.4.3 Planning methodology

The active transport network is planned to help service the active travel needs of the Townsville community in line with the vision for transportation set out in the Townsville Integrated Transport Plan – Strategic Directions document. Unlike the road network, strategic transport models are not currently available to forecast the extent and location of future active transport links required to cater for growth. The active transport network has therefore been developed using an iterative planning approach by examining:

(1) connections to and within future growth areas and existing areas;

(2) growth trends in walking and cycling;

(3) the growth for other modes of transport;

(4) changing standards in the type of facilities required; and

(5) State government planning.

The resulting network is consistent with the aspects of the Liveable communities state interest of *State Planning Policy 2017* (SPP) and the requirements set out in the Model Code for Neighbourhood Design – August 2020 (Model Code).

SC6.4.4.4 Model Code requirements

The purpose of the Model Code for neighbourhood design is to:

(1) Facilitate the creation of walkable neighbourhoods that support healthy and active communities.

(2) Facilitate a neighbourhood design and layout that creates well-integrated, well-serviced, compact, and connected neighbourhoods.

SC6.4.4.5 Walkable neighbourhoods assessment benchmarks

In accordance with the *Planning Regulation 2017* (Planning Regulation) and the Model Code, Council will assess new residential "reconfiguration of a lot" development against specific assessment benchmarks that support the development of walkable neighbourhoods. The purpose of the assessment benchmarks is to ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the local area and they include:

(1) Connectivity for pedestrians is provided through a grid-like street layout responding to the local landscape.

(2) Block lengths are a maximum of 250 metres.

(3) Pathways are provided on at least one side of local access streets and on both sides of minor collector streets.

SC6.4.4.6 Pathway and cycleway design characteristics

The specific design criteria for active transport facilities may vary depending on whether the facility is located within or outside of the road reserve. There are also a number of design characteristics and requirements available for the different type of active transport facilities that can be provided E.g., pathways, cycleways – separated, exclusive or shared use. Some cycleways can also be on-road, and the alignment may be part of a cyclists' travel route providing connectivity and directness.

(1) Pathways on major roads
On all new Major Collector, Sub-Arterial or Arterial roads provide pathways located on the road nature strip on both sides of the road with one side of the road being a shared use pathway (minimum 2.5 m wide) and the other pathway being also a shared use path or a pathway suitable for pedestrians only (minimum 1.5 m wide).

(2) Pathways on minor collector streets
Provide pathways (minimum 1.5 m wide) located on the road nature strip on both sides of the road.

(3) Pathways on access streets and places
Provide pathways (minimum 1.5 m wide) located on the road nature strip on one side of the road.

(4) Pathways not aligned along roads
On all pathways that are not aligned along the road network and are defined as Principal Routes provide a shared use pathway (minimum 2.5 m wide).

(5) Cycleways on-road
All cycleways that are provided on-road as bicycle lanes to be a minimum 1.5 m wide and preferably 1.8 m wide located adjacent to the marked traffic lanes with a 0.6 m separation strip (painted chevron) also provided between the bicycle lane and the traffic lane.

(6) Principal Cycleway Network
All cycleways that are on the Principal Cycleway Network that are also located on-road as bicycle lanes to be a minimum 2.0m wide separated from the marked traffic lane by a 0.6 m wide painted chevron.

SC6.4.4.7 Pathway width requirements based on function and demand

Pathways have minimum width criteria based on function as follows:

(1) Pedestrian only paths have an absolute minimum width of 1.5 m to allow for a wheelchair and pram to pass.
(2) Shared paths have an absolute minimum width of 2.5 m to allow for a pedestrian and cyclist to pass with 0.5 m clearance.

The following Table SC6.4.2.1 details the preferred width of pathways based on daily pathway demand volumes assuming a 50/50 split of directional flows.

Table SC6.4.2.1 – Daily Pathway Demand Values

Daily Pathway Volume	Recommended Path Width (m)	Comments
0 - 50	1.5m pedestrian pathway	Not suitable for shared use with bicycles or eScooters
50 - 250	2.5m shared path	Assume up to 25% cyclist component
250 - 500	3.0m shared path	Assume up to 50% cyclist component
500 - 1000	4.0m shared path	Optional 1.5m ped. path & separate 2.5 cycle path
1000 - 1750	1.5m ped. path + 3.0m cycleway	Ped. Only Path & Cyclist Path must be separated
> 1750	1.5m ped. path + 4.0m cycleway	Ped. Only Path & Cyclist Path must be separated

SC6.4.4.8 Pathway demand volumes

The volume of users of the active transport network is difficult to predict, however it is reasonable to assume that the network will provide an attractive travel option for many people as follows:

(1) Exercise i.e., walking to the park or riding a bicycle for personal fitness.
(2) Short walking trips to nearby destinations / shops close to home or place of work.
(3) Commuter cycling for people that ride on the road or cycleways to travel to work.
(4) Recreation short walking trips or safe cycling on shared pathways.
(5) Education trips both walking and cycling to and from schools, TAFE, and university.

In the absence of reliable survey data pathway volumes can be estimated based on 4% of directional AADT data.

E.g., If the road has 2000 AADT on the northern side of the road and 2250 AADT on the southern side of the road the pathway volumes are estimated as follows:

- Northern side of road footpath = 2000 x 4% = 80 people per day
- Southern side of road footpath = 2250 x 4% = 90 people per day