SC6.17 Planning scheme policy for the transport and parking code

SC6.17.1 Purpose

The purpose of this planning scheme policy is to:-

(a) provide guidelines and advice about achieving outcomes in the **Transport and parking code**;

(b) state standards identified in the **Transport and parking code**; and

(c) identify information that may be required to support a development application which may impact upon the transport network.

Note—nothing in this planning scheme policy limits Council's discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

SC6.17.2 Application

This planning scheme policy applies to assessable development which requires assessment against the **Transport and parking code**.

SC6.17.3 General advice about achieving transport and parking code outcomes

(1) The following is general advice about achieving outcomes in the **Transport and parking code**, related to transport networks:-

(a) development should provide integrated and connected transport networks and support infrastructure that:-

(i) protects the region's distinctive lifestyle and character, reduces the ecological footprint and greenhouse gas emissions, while meeting the transport infrastructure needs of a growing and aging population;
(ii) is integrated with and improves the connection with land use and urban design, considering the immediate surrounds, broader network and environment it exists within;
(iii) considers the needs of all users in accordance with the user hierarchy and provides transport choice;
(iv) achieves high levels of permeability, access, connection, legibility and convenience, minimising travel time and distance to encourage self containment, affordable living and transit oriented development and maximise walking, cycling (active) and public transport use to reduce reliance on private motor vehicle travel;
(v) is cost effective and reliable, delivered in a timely manner and adaptable for other future uses;
(vi) provides an efficient freight system that supports economic development;
(vii) improves safety to reduce road trauma; and
(viii) minimises impacts on amenity and sensitive uses.

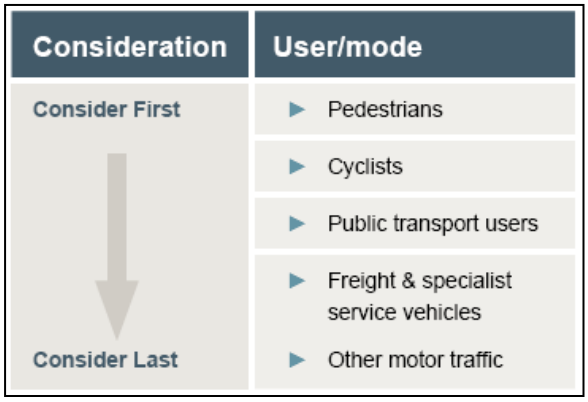
(2) The following is general advice about achieving outcomes in the **Transport and parking code**, related to user hierarchy:-

(a) development should demonstrate application of the transport user hierarchy, where:-

(i) all users are important and shall be considered in the order shown, to ensure a balance of all modes. This does not necessarily imply an order of priority in the corridor and all modes do not have to be accommodated in every transport corridor;
(ii) the vulnerability of users influences the order in which the design and management of transport networks are considered;
(iii) pedestrians are considered first, then cyclists, public transport users, specialist service vehicles (emergency services, waste etc.) and other general motor transport, in accordance with the hierarchy shown in **Figure SC6.17A (User hierarchy)**;
(iv) the network for each mode is planned separately, without considering constraints from other modes or land uses, then assessed to provide a balanced level of service to meet the requirements of users;

(v) if an existing transport corridor is unable to cater for all user modes, need is addressed in accordance with the user hierarchy; and
(vi) on-street parking is considered last and determined based on nearby land use, supply and demand.

Figure SC6.17A User hierarchy



(3) The following is general advice about achieving outcomes in the **Transport and parking code**, related to pedestrian and cyclist networks:-

(a) development should provide a comprehensive, high quality pedestrian and cyclist network and support infrastructure that:-

(i) are consistent with **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;
(ii) are direct, continuous, convenient, legible, easy to use, enjoyable, attractive, safe, cost effective and maximises community benefit;
(iii) supports and encourages walking and cycling as an alternative to private vehicle use and as a healthy activity for all;
(iv) connects destinations, including homes, schools, work places, centres, community and recreational areas, open space and public transport stations/stops/nodes and other key walking and cycling attractors;
(v) provides green links to facilitate walking and cycling;
(vi) provides for pedestrians and cyclists on all street and road corridors unless specifically prohibited (e.g. Motorways);
(vii) provides:-
(A) shorter travel distances and greater accessibility and connectivity than that for private vehicles, including connection through mid blocks and access places;
(B) consideration of natural travel desire lines;
(C) universal access;
(D) for recreation, commuting, utility and sport cycling trips;
(E) for off-road use of motorised and non-motorised mobility aids, including scooters, skateboards and new technology as it becomes available off-road;
(F) for a reduction in reliance on private vehicle trips;
(G) pedestrian priority in centres and other areas with high pedestrian activity;
(H) pedestrian and cyclist friendly precincts around high trip generating land uses;
(I) legible way-finding signage;
(J) on-trip facilities, including weather protection and water points;
(K) end of trip facilities at trip attractors; and
(L) secure cycle parking where identified as required in **Table 9.4.8.3.3 (Minimum on-site parking requirements)** of the **Transport and parking code**;
(viii) is designed and constructed using CPTED principles, including street and path lighting and casual surveillance from roads, residences and other areas of activity; and
(ix) minimises conflicts between users.

(4) The following is general advice about achieving outcomes in the **Transport and parking code**, related to public transport networks:-

(a) development should provide for a comprehensive high quality public transport network and support infrastructure that:-

(i) are consistent with **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code** and relevant design manuals and standards, including (but not limited to) the *TransLink Public Transport Infrastructure Manual*, May 2012 and the *DTMR Road Planning and Design Manual*;
(ii) is planned concurrently with land use, acknowledging the symbiotic relationship and maximising the benefits of integrating development and public transport;
(iii) improves accessibility, safety, convenience, coverage and comfort of services;
(iv) enables efficient and frequent public transport services;
(v) provides corridors suitable for high capacity and frequent public transport services as well as facilitating public transport services for the local area;
(vi) provides for public transport priority over private vehicles, including dedicated lanes, queue jumps and priority signals and new green links between adjacent development or centres to improve penetration through urban areas with sufficient density;
(vii) provides centre to centre connection, as well as promoting self containment with local feeder services linking surrounding areas to centres;
(viii) enables connection with intra and inter regional services for longer journeys;
(ix) services significant trip generating land uses and zones, such as higher density residential and business zones;
(x) provides stops and interchanges that are well connected to other transport networks, particularly pedestrian networks;
(xi) provides interchange facilities at high trip generating land uses;
(xii) provides universal access;
(xiii) is easy to understand; and
(xiv) are capable of responding to changing technology and infrastructure requirements over time, particularly with regard to mode.

(5) The following is general advice about achieving outcomes in the **Transport and parking code**, related to street and road networks:-

(a) development should provide a high quality street and road network and support infrastructure that:-

(i) are consistent with **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;
(ii) provides a safe, efficient and convenient street and road network for the movement of people and goods;
(iii) provides for pedestrians on all street and road corridors, unless specifically prohibited (e.g. motorways);
(iv) provides for cyclists on all street and road corridors:-
(A) to share traffic lanes as mixed traffic on access places, access streets and neighbourhood collector streets where the street does not form part of the cycle route on **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;
(B) with on-road cycle lanes on all other urban streets and roads unless specifically prohibited (e.g. Motorways);
(C) pathways on one or both sides of the street or road, except on access laneways and access places; and
(D) physically separated cycleways in some circumstances;
(v) minimises adverse impacts from traffic flow, particularly on residential amenity and pedestrian and cyclist safety;
(vi) provides low speed corridors and wide pathways within the core of new centres;
(vii) provides for staging of delivery in accordance with Council's trunk road construction program to maximise efficiency; and
(viii) meets the endorsed levels of service for ultimate development of the Sunshine Coast; and

(b) the **2031 Functional Transport Hierarchy (Figure 9.4.8A)** of the **Transport and parking code** should be read in conjunction with **Table SC6.17A (Role of transport corridors)**, which provides guidance as to the role of each corridor in the hierarchy. In addition, **Table SC6.17B (Urban transport corridors)** and **SC6.17C (Rural transport corridors)** provide further specifications for each corridor.

(6) The following is general advice related to development application requirements:-

(a) development applications should be accompanied by appropriately scaled and dimensioned drawings, clearly showing all aspects of the proposal, including details of all interfaces with

(b) existing and proposed external pedestrian and cyclist facilities, public transport and roads (including relevant features and services, kerb lines, channelisation and line marking);

(c) Council may require preparation and submission of a traffic impact assessment report and/or travel plan, subject to demonstrated compliance with this policy and other relevant codes and guidelines; and

(d) DTMR and the Council routinely prepare plans for transport network and road upgrades, that may incorporate dedicated and/or constructed road widening or new transport corridor requirements, which a development may be reasonably required to meet. Where these works are not considered by Council to be reasonably required as a condition of a development approval, the development should not compromise the ability to deliver them in the future.

SC6.17.4 Advice for achieving transport network outcomes

The following is advice for achieving Acceptable Outcomes AO3 and AO4.1 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** of the **Transport and parking code** relating to the transport network:-

(a) in addition to complying with and providing infrastructure consistent with **Figure 9.4.8A (2031 Functional Transport Hierarchy)**, **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways)), Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** and **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**, development should provide a street and road network that is consistent with:-

(i) **Table SC6.17A (Role of transport corridors)**;

(ii) **Table SC6.17B (Urban transport corridors);**

(iii) **Table SC6.17C (Rural transport corridors)**;

(iv) **Table SC6.17D (Industrial transport corridors)**;

(v) **Table SC6.17E (Street and road networks)**;

(vi) **Appendix SC6.17A (Typical street and road cross sections)**; and

(vii) **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)**;

Note—a planning scheme policy for a local plan or structure plan may identify alternative cross sections for the street and road network (see planning scheme policies **SC6.3 (Planning scheme policy for Sippy Downs Town Centre)** and **SC6.19 (Planning scheme policy for the Palmview structure plan)**.

(b) where there is an inconsistency between the networks and hierarchies shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)**, **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** and **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**:-

(i) **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** should take precedence over **Figure 9.4.8A (2031 Functional Transport Hierarchy)**; and

(ii) **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** should take precedence over **Figure 9.4.8A (2031 Functional Transport Hierarchy)**;

(c) development should provide transport infrastructure that accounts for the potential impacts of the development on the Functional Transport Hierarchy, Strategic Network of Pedestrian and Cycle Links and Strategic Network of Public Transport Links;

(d) streets serve residential, rural, commercial, industrial and rural residential uses. The primary function of streets is to provide:-

(i) local amenity and safe pedestrian and cycle movements;

(ii) access to individual properties or developments; and

(iii) access to higher order streets and roads, not through traffic movement.

(e) the primary function of roads is to provide:-

(i) connections for through traffic; and

(ii) public transport (bus) routes.

Table SC6.17A Role of transport corridors

Corridor classification	Function	Hierarchy	Typical characteristics
Local Streets	• Low speed and traffic volume environment. • Prioritise needs of pedestrians and cyclists over motor vehicles. • Direct property access. • Discourage through traffic. • Short trips for local traffic.	**Access Laneway**	• Rear access to properties. • Should not provide vehicular short-cuts to other streets.
		Access Place	• Short no-through streets for private vehicles. • Front access to properties.
		Mixed Use Access Street	• Access to a local area. • Accommodates higher traffic volumes in centres where mixed uses have higher trip generating potential.
		Access Street	• Access to a local area.
Neighbourhood and District Streets	• Carry traffic with a trip end within the local area. • Bus routes. • Direct access to property frontages to enhance safety through casual surveillance. • Rear, side or consolidated property access, where traffic volumes exceed levels acceptable for frontage access.	**Neighbourhood Streets** (Neighbourhood Collector Street and Mixed Use Collector Street)	• Within a local area for traffic with a trip end in that area. • Bus routes where higher order roads cannot service the area. • May be appropriate for parked vehicles to restrict traffic flow. • Accommodates higher traffic volumes in centres and industrial areas, where fewer lots are served and mixed/commercial uses have higher trip generating potential.
		District Streets (District Collector Street and District Main Street)	• Connect residential streets, a group of neighbourhoods or district with centres and higher order roads. • Form spines of towns and neighbourhoods, not edges. • Accommodates higher traffic volumes in centres and industrial areas, where fewer lots are served and mixed/commercial uses have higher trip generating potential. • Provides for bus route connectivity and stops.
Sub-arterial Roads	• Provide greater convenience than streets. • Connect residential, commercial, or industrial areas to arterial roads. • Terminate at arterial roads, do not serve longer regional movements. • Pedestrian routes.	**Sub-arterial Main Street**	• Only in existing corridors with commercial land uses on both sides e.g. centres. • Seek to reduce traffic volume and create pedestrian friendly environment. • Seek to bypass freight movements. • Provides for bus route connectivity and stops/stations. • Pedestrian and cycle friendly.
		Sub-arterial Roads (Distributor and Controlled Distributor)	**Distributor** • The default sub-arterial road. • Meets all the functions and characteristics of sub-arterial roads in: o greenfield conditions and master-planned communities, or

Corridor classification	Function	Hierarchy	Typical characteristics
	• Local and regional cycle routes. • Form spines of towns and neighbourhoods, not edges.		o where opportunity exists to provide Distributor standard in existing partially developed areas. • May facilitate priority public transport services and stops, frequent bus services, dedicated lanes and/or queue jump/ priority signals. Also provides for some local bus network connectivity. • Reduce direct property access. • Dwellings should be set well back from the road. **Controlled Distributor** • In existing urban environments, Council may consider relaxing one or more of the desired characteristics of the preferred Distributor road, including: o speed, to accommodate existing direct residential frontage or alignment constraints; o volume, to avoid road widening or excessive pressure on adjoining uses; o usage, to protect amenity of abutting uses or accommodate alignment constraints; and o access, reducing intensification of traffic on existing access.
Arterial Roads	• Longer movements, across town and between suburbs and centres. • Regional and longer distance cycle routes. • Freight and dangerous goods routes. • Reduce direct property access.	**Arterial Main Street**	• Only in existing corridors with commercial land uses on both sides e.g. sections of Aerodrome Road and Brisbane Road. • Provide pedestrian and cycle friendly environment. • Incorporate street scaping to reduce visual and acoustic impacts. • Seek to bypass freight movements • Provides for bus route connectivity and stops/stations.
		Arterial Roads	• Limited intersections with streets. • Divided carriageway preferred, two lane undivided carriageway may be appropriate for a lower volume rural or industrial road, subject to sufficient passing opportunities. • High volumes may require grade separation or signalisation. • Abutting land use should not impact road function. • In rural areas, land uses should be set back more than 30 metres. • May facilitate priority public transport services and stops, frequent bus services, dedicated lanes and/or queue jump/ priority signals. May also provide for some local bus network connectivity.
		Highway / Motorway	• Typically state-controlled, regionally and nationally significant. • Divided carriageway preferred, two lane undivided carriageway may be appropriate for a lower volume rural highway, subject to sufficient passing opportunities.

Table SC6.17B Urban transport corridors

Note—this table applies to transport corridors within the Urban area as identified on **Strategic Framework Map SFM 1 (Land use elements)**. The transport corridors are mapped on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code.**

Criteria		Arterial Roads			Sub-arterial Roads			District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street	Neighbourhood Collector Street	Mixed Use Collector Street	Access Street	Mixed Use Access Street	Access Place	Access Laneway
Typical adjacent land use	residential	not sensitive to traffic	building & site design to minimise noise from traffic		not sensitive to traffic			●		●		●		●	●
	mixed use			●			●	●	●		●		●		
	commercial								●						
Typical catchment (detached dwelling lots or equivalent)								300 to 1000		up to 300		up to 75		up to 15	
Minimum reserve width (metres) increase to accommodate utilities, public transport, WSUD etc, without reducing landscaping, pathways, signage etc.		40-100	40-60	39.4	29.6 (2 lane) 37 (4 lane)	24 (2 lane)	29.8	26.8 29.8 if median	24.8 27.8 if median	21-25.4	23.4	15.3-16.6	20	14	6.5
Design speed (km/h) minimum for roads		80-110	70	60	70	60	50								
Design environment (km/h) speed appropriate for safety, amenity and convenience for the subject street								**60**	**40**	**50**	**40**	**30**	**30**	**30**	**20**
Maximum desirable volume / capacity ratio by location		0.75	0.85	0.85	0.85	0.85	0.85								
Maximum traffic volume (vehicles/day) * may increase to 10,000 if no direct vehicle access	per lane		9000	9000	9000	9000	9000								
	per road							5000 10000 if median	5000* 15000 if median	3000	5000	750	3000	150	
Vehicle property access + only via service roads or signalised intersections that meet spacing requirements ++ subject to safety and locational criteria		none	major development only +	limited to existing	major development only ++	ideally none, limited to existing and consolidated (forward in/out) where no alternate		rear/side preferred, consolidated (forward in/out), direct (if median and reversing into parking lane for detached dwellings) ++		rear/side preferred, direct ++		direct ++			
General traffic lanes * operates as single moving lane for passing		2-6	2-4	2-4	2-4	2-4	2-4	2	2	2	2	2	2	2*	2*

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Criteria		Arterial Roads			Sub-arterial Roads			District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street	Neighbourhood Collector Street	Mixed Use Collector Street	Access Street	Mixed Use Access Street	Access Place	Access Laneway
Transit / bus lanes			●		O	O	O	O	O	O	O				
Pathways (minimum, metres) + local 2.5m, district and regional 3m, if shown on Figure 9.4.8B(i) (2031 Active Transport Network) and/or Sunshine Coast My Maps * fully paved through centres		grade separated	3 both sides	both sides*	3 both sides		both sides*	2 one side 3 other side +	both sides*	2 both sides +		1.8 one side+	both sides*	+	none
On-road cycling lane width (metres) may not be required if: + design speed ≤30km/h and no traffic signals * not part of an on-road cycle route shown on Figure 9.4.8B(ii) (2031 Active Transport Network) and/or Sunshine Coast My Maps		refer DTMR	2	2	2 carside 1.8 kerbside	1.5 carside 1.8 kerb-side	1.5 carside 1.8 kerb-side +*	1.5 carside 1.8 kerbside	1.5 carside 1.8 kerb-side +	1.5 carside 1.8 kerbside*	1.5 carside 1.8 kerb-side+	none - low speed, low volume traffic environment appropriate for shared use			
Pedestrian/ cyclist crossings at intersections, bus stops, pathways and other crossing desire lines	refuge		●	●	●	●	●	●	●	●	●		●		
	signalised		●	●	●	●	●	●	●						
	zebra - comply with DTMR TRUM manual, may be considered midblock						●		●						
	grade separated	●	●												
Public transport	bus routes and stops (separate right-of-way or mixed with traffic)		●	●	●	●	●	●	●	if no rear lane access	●			O	
	bus priority measures * desirable		O*	●	O	●*	●	if no median	●	O	O		O		
On-street parking	unmarked									if no rear lane access		●		●	
	indented parking both sides			●			●		●	if rear lane access	●		●		
	parking lane both sides			●			●	●	●	●					
	parking lane (where permitted)					●									
	no parking / prohibited	●	●		●										●
Intersection treatments accommodate pedestrians and link cycle lanes and pathways	priority T		●	●	●	●	●	●	●	●	●	●	●	●	●
	priority 4-way														O
	roundabout		●	●	●	●	●	●	●	●	●	●	●		
	traffic signals		preferred	●	●	●	●	●	●	●	●	●			
	grade separated	●	●												

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Criteria		Arterial Roads			Sub-arterial Roads			District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street	Neighbourhood Collector Street	Mixed Use Collector Street	Access Street	Mixed Use Access Street	Access Place	Access Laneway
Median		●	●	desirable	●	desirable	desirable	localised where required, if not entire street							
May intersect with usually a corridor one classification higher or lower. Other intersections only where there is no alternative, subject to other design requirements.	access laneway											●	●	●	
	access street							O	O	●	●	●	●	●	●
	neighbourhood collector					O	O	●	●	●	●	●	●	●	●
	mixed use collector					O	O	●	●	●	●	●	●		
	district collector				●	●	●	●	●	●	●	●	●		
	sub-arterials		●	●	●	●	●	●	●	●	●				
	arterials	●		●	●	●	●	●	●	●	●				
	highways		●												
Minimum intersection spacing (metres) + 150 if constrained by existing development * same side, # opposite side		1.5-2km	0.5-1km	>150	300	300+	150	100* 80# 100 if median	100	60* 40#	60	60* 40#	40	40	40
Stopping distance (metres)		Austroads guidelines								42	30	20	20	20	10
General minimum sight distance (metres)		Austroads guidelines								84	60	40	40	40	20
Street leg length (metres)	Desirable			150		150	100	150	100	100	100	75	75	75	
	Maximum			180		180	155	180	120	≤140	120	75	75	75	
End conditions (km/h)								≤25		≤25					
Desirable maximum grade (%)		specific consideration	5	5	8	8	8	8	8	12	6	12	6	12	12
Absolute maximum grade (%) + up to 20% for ≤100m over the entire street, if constrained and limited heavy vehicle use			6	7	10	10	10	12 (10 if >5,000vpd)	12 (10 if >5,000vpd)	15 (12 if rear lane access)	12	15+	12	15+	15+
Freight route		primary (except through populated areas)	yes	yes	yes	selected routes		restricted access		no	restricted access	no			
Dangerous goods route			restricted access		restricted access			restricted access		no	restricted access	no			
Longitudinal drainage	kerb & channel			●		●	●	●	●	●	●	●	●	●	●
	swale	●	●		●			●							
Street lighting	Refer AS1158.3.1: 2005														

Note O Optional at discretion of Council.
Note—DTMR current guidelines or standards apply to planning and design of State-controlled roads.
Note—DTMR approval is required where any additional access is sought or existing access is modified to a State-controlled road.

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Table SC6.17C Rural transport corridors

Note—rural residential streets referred to in this table are those within the Rural residential area as identified on **Strategic Framework Map SFM 1 (Land use elements)**. All other roads and streets are located within the Rural area as identified on **Map SFM 1**. The transport corridors are mapped on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**.

Criteria		Arterial Roads		Sub-arterial Roads		District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Distributor	Controlled Distributor	District Collector Street	Rural Residential District Collector Street	Neighbourhood Collector Street	Rural Residential Neighbourhood Collector Street	Access Street	Rural Residential Access Street	Access Place	Rural Residential Access Place
Minimum reserve width (metres) excluding any embankment		100	60	45	35	30	30	25	20	20	20	20	18
Design speed (km/h) minimum on roads, maximum on streets appropriate for safe environment and places		**110**	**100**	**80**	**80**	**80**	**60**	**80**	**60**	**70**	**50**	**70**	**50**
Maximum desirable volume / capacity ratio by location		**0.7**	**0.75**	**0.75**	**0.75**	**0.8**							
Maximum traffic volume (vehicles/day)		**>40,000**	**20,000-40,000**	**<15,000**	**<15,000**	**1000-5000**	**5000**	**500-1000**	**2400**	**150-500**	**750**	**150**	**300**
Vehicle property access + auxiliary lanes or widened sealed shoulders required for safety near accesses * highway service centre may be allowed		**none***	**limited/ existing +**	**limited/ existing +**	**limited/ existing +**	**limited/ existing +**	**limited/ existing**	**direct+**	**direct**	**direct**	**direct**	**direct**	**direct**
Pathways		**none required**	**none required**	**none required**	**none required**	**none required**	**none required**	**none required**	**none required**	**none required**	**none required**	**none required**	**none required**
Traffic lane width (metres)		**volume driven**	**volume driven**	**3.5**	**3.5**	**3.3**	**3.3**	**3.3**	**3.3**	**3**	**3**	**3**	**3**
Sealed shoulder (and verge) width (metres) Full width seal to reduce maintenance and improve moisture conditions under pavements, especially under the outer wheel path. Widen verges for road safety barriers, horizontal sight distances, or to balance cut and fill. Short lengths of wider shoulder seals or lay-bys in suitable locations for discretionary stops.		**volume driven**	**volume driven**	**2**	**2**	**1.8**	**1.8m in 10.1m carriageway**	**1.8**	**1.5m in 9.5m carriageway**	**1m in 8m carriageway**	**1m in 8m carriageway**	**6m carriageway**	**6m carriageway**
On-road cycling lane width (metres) accommodated on sealed shoulders		**Refer DTMR**	**2.5**	**2.5**	**2.5**	**2**	**2**	**2**					
Public transport	routes	●	○	○	○		○						
	school bus route		●	●	●	●	○	●	○		●		
	stops						●						

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Criteria		Arterial Roads		Sub-arterial Roads		District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Distributor	Controlled Distributor	District Collector Street	Rural Residential District Collector Street	Neighbourhood Collector Street	Rural Residential Neighbourhood Collector Street	Access Street	Rural Residential Access Street	Access Place	Rural Residential Access Place
	indented stops Refer IPWEA Drawings SEQ R-180 and R-181 and *Translink Public Transport Infrastructure Manual*		●	●	●	●	○	●	○				
On-street parking						appropriate – sealed bus bays and acceleration / deceleration tapers near major arterials	where a building envelope is within 15m of a street and access is gained, widen the carriageway and reserve for on-street parking of one car per rural residential lot; do not provide access to urban residential subdivisions		where a building envelope is within 15m of a street and access is gained, widen the carriageway and reserve for on-street parking of one car per rural residential lot; do not provide access to urban residential subdivisions	appropriate – no special provisions	where a building envelope is within 15m of a street and access is gained, widen the carriageway and reserve for on-street parking of one car per rural residential lot; do not provide access to urban residential subdivisions		where a building envelope is within 15m of a street and access is gained, widen the carriageway and reserve for on-street parking of one car per rural residential lot; do not provide access to urban residential subdivisions
Intersection treatments	priority T		●	●	●	●	●	●	●	●	●	●	●
	roundabout		●	●	●	●	●		●				
	traffic signals		●	●	●								
	grade separated	●											
May intersect with	access street					●	●	●	●	●	●	●	●
	neighbourhood collector				●	●	●	●	●	●	●	●	●
	district collector			●	●	●	●	●	●	●			
Minimum intersection spacing (metres)		**5 to 8km**	**>1000**	**300**	**300+**	**>100**	**100**	**>100**	**100**	**>100**	**100**		**100**
Maximum grade		**5**	**6**	**7**	**8**	**9**	**9**	**10**	**16**	**16**	**16+**	**16**	**16+**

Schedule 6

Criteria		Arterial Roads		Sub-arterial Roads		District Streets		Neighbourhood Streets		Local Streets			
		Highway / Motorway	Arterial Road	Distributor	Controlled Distributor	District Collector Street	Rural Residential District Collector Street	Neighbourhood Collector Street	Rural Residential Neighbourhood Collector Street	Access Street	Rural Residential Access Street	Access Place	Rural Residential Access Place
+ up to 20% for ≤100m over the entire street, if constrained and limited heavy vehicle use; limit length of steep grades using Austroads Guide to Road Design.													
Freight route		**primary**	**primary/ secondary**	**secondary**	**secondary**	**access only**	**access only**	**access only**	**access only**	**access only**	**access only**	**access only**	**access only**
Dangerous goods route		**primary**	**selected routes**	**selected routes**	**selected routes**	**access only**	**access only**	**access only**	**access only**	**access only**	**access only**	**access only**	**access only**
Longitudinal drainage	**kerb and channel**						●		●		●		●
	swale	●	●	●	●	●	●	●	●	●	●	●	●
Street lighting	**Refer AS1158.3.1 2005**	**v5**	**v5**	**v5**	**v5**	**p5**	**p5**	**p5**	**p5**	**p5**	**p5**	**p5**	**p5**

Note **O** Optional at discretion of Council.
Note—DTMR current guidelines or standards apply to planning and design of State-controlled roads.
Note—DTMR approval is required where any additional access is sought or existing access is modified to a State-controlled road.

Schedule 6

Table SC6.17D Industrial transport corridors

Criteria		Industrial Streets	
		Collector Street	**Access Street**
Typical adjacent land use and catchment		Industrial 30 hectares	Industrial 8-10 hectares
Minimum reserve width (metres)		25	22.5
Minimum overall carriageway width (metres)		15	12
Verge width (metres)		5	4
Design speed (km/h) to be appropriate for the speed environment		60	50
Maximum traffic volume (vehicles/day)		12000	5000
Vehicle property access		direct - subject to location criteria	direct - subject to location criteria
Number of moving lanes		2	2
Pathways		both sides	one side
On road cycle lanes		yes	no
Pedestrian/cyclist crossings		refuge, signalised	refuge
Public transport		routes and bus stops (in parking lane)	no special provisions
On-street parking define with no-stopping line marking around intersections and major driveways to ensure heavy vehicle turning areas are not compromised		parking lanes - both sides	parking lanes - both sides
Intersection treatments		priority T, roundabout, traffic signals	priority T, roundabout
Provision for turning traffic		none	none
Median		no if expected to carry >7500 vehicles/day, increase reserve width and provide a raised median, minimum 4.5m wide, with U-turn facilities or other route choice options	no
Minimum intersection spacing (metres)	same side	100	60
	opposite side	150	60
Maximum grade %	**desirable**	6	6
	absolute	8	10
Typical longitudinal drainage		kerb & channel	kerb & channel
Street lighting refer AS1158.3.1 2005		v3	p5

Table SC6.17E Street and road networks

Element	Requirement
Location and connection	• Site responsive, integrated into the surroundings, including existing and future, adjacent and nearby development. • Position to limit earthworks and facilitate good drainage controls. • Highly interconnected, avoiding the creation of circuitous or inefficient movement. • Provide for safe passage of vehicles, pedestrians and cyclists, facilitating active and public transport, maximising travel choice. • Enable direct trips within and between neighbourhoods and to centres. • Usually connect with streets or roads one level higher or lower in the transport hierarchy. • Distance from furthest lot to nearest district collector street or road by vehicle:- o 700 metres along the road corridor, where located within the urban footprint; o 2000 metres along the road corridor, where located outside the urban footprint (rural and rural residential areas). • Prevent vehicular shortcutting through neighbourhoods, which may require street layouts that restrict through access to active and public transport. • Provide access places to ≤15% of lots in a residential development. • Active transport connections through mid blocks and access places.
Access	• Provide at least two street access routes for general access and emergency use:- o in residential areas with catchments ≥100 equivalent detached dwelling lots; o in all industrial subdivisions.
Legibility	• Logical and legible. • Streets should not change direction at intersections with lower order streets, particularly at roundabouts. • Simple navigation to and from the nearest district collector street or road to maintain sense of direction. • Three or less vehicle turns from the furthest point to the nearest district collector street or road.

(f) compliance with the performance outcomes and acceptable outcomes for assessable development of the **Transport and parking code** may be demonstrated in part or aided by the submission of one or more of the following reports and plans, as relevant:-

(i) traffic impact assessment report that meets the requirements in **Table SC6.17F (Traffic impact assessment reports)**;

(ii) travel plan that meets the requirements in **Table SC6.17G (Travel plans)**;

(iii) transport hierarchy plan, that indicates the proposed road hierarchy, how it will meet the street and road network planning requirements, and integrate with the existing or planned transport hierarchy shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;

(iv) active transport network plan, showing the proposed pedestrian and cyclist network, including proposed treatments, how it meets the pedestrian and cyclist network planning principles and integrates with the existing or planned:-
(A) active transport network shown on **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;
(B) transport hierarchy shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**; and
(C) public transport network shown on **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**;

(v) public transport network plan, show the proposed public transport network, including routes, stops and interchanges, how it meets the public transport network planning principles and integrates with the existing and proposed:-
(A) public transport network shown on **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**;
(B) transport hierarchy shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**; and
(C) active transport network shown on **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**.

Table SC6.17F Traffic impact assessment reports

Element	Requirement	
When required	• May be required for development proposals:- o with the potential to generate significant transport capacity and land use impacts; o which potentially increase the following peak period or daily traffic movements ≥ 5% (except where all intersection approaches are, and will remain, urban neighbourhood collectors streets or lower in the hierarchy):- ▪ total traffic through a signalised intersection; ▪ turning traffic (not priority movements) at a priority controlled intersection; ▪ on an approach to a roundabout; ▪ on a traffic route; o for high trip generating land uses with the potential to increase demand for car parking above the amount required by **Table 9.4.8.3.3 (Minimum on-site parking requirements)** of the **Transport and parking code**; o that have potential to significantly impact on the amenity of existing or planned residential communities, particularly relative to community expectations based on the planning scheme; o which are part of an overall development (by one or several applicants), whether staged or independent, where the overall development may have significant impacts as defined above, considering the individual stages and overall development.	
Purpose	• Assess the impact of the proposed development on traffic operations (based on current traffic operations and a minimum 10 year planning horizon from the anticipated completion date of the proposed development). • Assess the impact of the proposed development on both the existing and planned (regardless of whether funding has been allocated) transport infrastructure. • Address compliance of the proposed development with the **Transport and parking code** and this planning scheme policy and address any inconsistencies. • Calculate the likely traffic generated from the proposed development. • Identify works to address the traffic impacts generated by the proposed development, and/or the extent of any contribution the proposed development should make to infrastructure upgrading, planned or proposed, by Council or relevant State Government Agencies.	
Preparation	• By a competent person. • Identify data sources and assumptions. • Provide the output of all relevant analyses. • Consider the parameters for assessment specified herein. • Comply with DTMR requirements, particularly the *Guidelines for Assessment of Road Impacts of Development Proposals*, if they trigger referral to DTMR.	
Scope	• Address, including, but not limited to:- o pedestrian and cyclist movements and facilities; o public transport connections and facilities; o internal vehicular traffic; o on-site servicing and parking; and o integration with existing and planned transport infrastructure.	
Seasonal variation	• Account for any seasonal variations, which may require analyses of traffic operations during off-peak periods and peak holiday periods using design traffic impacts assessed and including:- o safety considerations; o degrees of saturation; o queue lengths; o delays; o signal operation efficiency; o coordination with other nearby traffic signals; and o effects of interaction with adjacent intersections.	
Parameters for assessment	Item	References, assumptions and procedures
	Traffic generating potential	• 85th percentile demand estimate (for new development).
	Likely traffic generated	• *DTMR Road Planning and Design Manual*. • *RTA Guide to Traffic Generating Developments*; • Any locally derived traffic generation surveys of land uses completed by Council. • Where there is no comparable traffic generation rate for the land use, calculate the likely traffic generated through traffic and generation surveys of similar land

Element	Requirement	
		use examples as the proposed development.
	Seasonal variations	• Based on traffic during the 80th highest hour in the year; (for off-peak periods and peak holiday periods).
	Car parking demand	• 50th highest hourly demand in the year based on sufficient data to reliably estimate (for new development).
	Signalised intersections – degree of saturation	• Average delay < 60 seconds on any approach.
	Roundabouts	• Comply with *Austroads Guide to Road Design*. • Degree of saturation for any movement ≤ 0.85.
	Priority junctions	• Comply with *Austroads Guide to Road Design*. • Degree of saturation for any movement ≤ 0.80.
	Queue lengths	• 95% confidence limit (95th percentile queue length). • Where excessive queue length is likely to cause significant problems, a greater confidence limit may be appropriate.
	Traffic facilities	• Design to operate at Level of Service D/E.
	Sight distance (at intersections)	• *Austroads Guide to Road Design* or as modified by *DTMR Road Planning and Design Manual*.

Table SC6.17G Travel plans

Element	Matters to be addressed
When required	• May be required for development proposals involving:- o 20 or more residential units; o 500m^2 or more GFA of commercial business uses; o 1,000m^2 or more GFA for retail business uses; o 1,000m^2 or more GFA for industrial uses; and o any high trip generating land use.
Purpose	• Identify measures to promote sustainable travel choices. • Consider user needs. • Encourage walking, cycling and use of public transport. • Provide for high levels of convenience and accessibility to reduce reliance on private vehicles and contribute to a mode shift towards sustainable transport. • Minimise potential adverse traffic and parking impacts on the surrounding street and road network and land uses.
Preparation	• By a competent person.
Site context	• Existing transport facilities on-site and nearby, including, but not limited to:- o location, nature, quality of and access to:- ▪ on and off-site pedestrian facilities; ▪ on and off-road cycling facilities; ▪ public transport facilities, routes, hours of operation, frequency, available capacity and accessibility; and ▪ any other transport mode facilities; o access for mobility impaired travellers; and o any other relevant information.
Travel survey	• Survey users where development provides for relocation from existing location:- o purpose of the survey and method/s for data collection; o users needs (staff, visitors, students, patients etc); o how the survey results inform the actions, targets and measures; and o attach surveys and complete results to the report.
Objectives and targets	• Short and long-term objectives, with emphasis on reducing single-occupancy car journeys. • Targets for the 3rd and 5th year of implementation.
Action plan	• Actions to be implemented, including priorities, role and responsibilities, timeframes, resources and funding requirements for each action. • Actions should consider, but are not be limited to:- o provision of pedestrian, cycle and public transport infrastructure and services, with regard to:- ▪ safety, amenity and accessibility for all users; ▪ the catchment population for each mode; ▪ direct, convenient access, integrated with the surrounding area; ▪ integration with the local active transport network (pathways and both on and off-road cycling); ▪ minimising routes that traverse large areas of car parking or other

Element	Matters to be addressed
	areas that impede pedestrians or cyclists; ▪ high quality end of trip facilities including lockers, showers and change facilities and sufficient, clearly marked, accessible and secure bicycle parking; ▪ provisions for future increase in usage; and ▪ bus access where appropriate; o map/s identifying existing and proposed pedestrian, cycle and public transport infrastructure and services; o managing private car use, with regard to:- ▪ on and off site car parking, regulation and demand reduction; ▪ car pooling; and ▪ car park sharing; o a map identifying any existing and proposed car parking and management provisions; o education and marketing to promote sustainable transport; o work arrangements, including flexible practices e.g. working from home and teleworking; o organisational culture and operation, e.g. courier use and general service delivery; o likely business travel and mechanisms to reduce private vehicle use; and o use of energy efficient vehicles.
Monitoring and reporting	• Monitoring and reporting arrangements, including frequency, for the implementation of the Travel Plan over time.

(g) Council may require a transport hierarchy plan, public transport network plan and active transport plan for development proposals involving:-

(i) the establishment of master-planned communities; or

(ii) 100 or more lots or residential dwellings.

SC6.17.5 Advice for achieving pedestrian and cyclist network and facilities outcomes

The following is advice for achieving Acceptable Outcomes AO5.1 and AO6 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** of the **Transport and parking code** relating to pedestrian and cycle network and facilities:-

(a) development should provide a pedestrian and cycle network and facilities that are consistent with:-

(i) **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;

(ii) **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways)) and Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;

(iii) the other parts of this planning scheme policy and in particular, **Section SC6.17.4 (General advice about achieving transport and parking code outcomes)** and **Section 6.17.4 (Advice for achieving transport network outcomes)**;

(iv) **Appendix SC6.17A (Typical street and road cross sections)**;

(v) **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)**;

(vi) **Table SC6.17H (Pathways and cycleways)**;

(vii) **Table SC6.17I (On-road cycling)**;

(viii) the following documents for design matters not otherwise addressed by this planning scheme policy, with precedence given to documents in the order listed:-
(A) Austroads publications;
(B) DTMR publications;
(C) Australian Standards;
(D) Institute of Municipal/Public Works Engineering Australia Queensland Division (IPWEAQ) publications;
(E) MUTCD;
(F) TRUM Manual; and

(G) NSW Bicycle Guidelines.

Table SC6.17H Pathways and cycleways

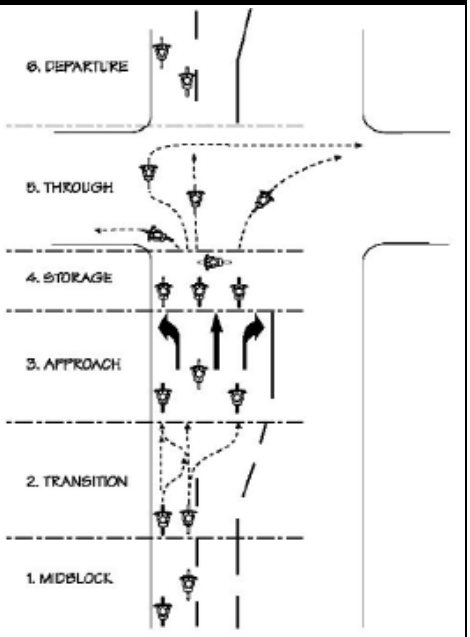
Element	Requirement
General	• Provide for both pedestrians and cyclists, unless specifically signed otherwise. • Shorter travel distances and greater accessibility and connectivity than that for private vehicles. • Consider natural travel desire lines (shortcuts) and minimum longitudinal gradients, which may require provision of alternate routes in areas with steep slopes etc. to cater for all users. • Connect destinations and key walking and cycling attractors, including homes, schools, centres, employment areas, community and recreational facilities, open space and public transport. • Pedestrian and cyclist friendly precincts around high trip generating attractors. • Pedestrian priority in centres and other areas with high pedestrian activity. • Universal access, including kerb ramps, pedestrian crossings and tactile ground surface indicators (TGSI's), where appropriate, in accordance with:- o *Disability Discrimination Act 1992*; o Disability (Access to Premises-Buildings) Standards 2010; o AS1428 Design for Access and Mobility; o Councils Standard Drawing for installation of TGSI's. • Limit directional TGSI's to high pedestrian trafficked areas (e.g. major centres). • TGSI proposals to be fully detailed and approved by Council prior to installation. • Verge treatments including the location of landscaping, pathways and street furniture are detailed in **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)** and Council Standard Drawings. • Design pathways and landscaping to avoid continuously damp pathways caused by seepage, constant shade and groundwater flow paths (installation of subsurface drainage may be required. • Accommodate motorised and non-motorised mobility aids. • Accommodate skateboards and scooters. • Continue across both sides of all bridges, culverts and structures along the transport corridor with required clearances to fencing and barriers. • Construct suitable structures, such as a bridges, boardwalks or culverts, to elevate pathways above localised water flows, where they:- o cross floodways; or o are located in open space or drainage reserves. • Structures are to be above the flow of a storm event with an annual exceedance probability (AEP) of:- o 18% AEP (Q5) if a regional or district level facility; o 39% AEP (Q2) if a local facility.
Width	• Comply with **Table SC6.17B (Urban transport corridors)**, **Table SC6.17C (Rural transport corridors)**, **Table SC6.17D (Industrial transport corridors)** and **Appendix SC6.17A (Street and road cross sections)**. • Reserves at through block connections - 7 metres. • Widen at potential conflict points, junctions and areas likely to have high peak demand (e.g. commuting and recreational routes). • Increase the cross section/verge to accommodate pathways if necessary. • Match the width over a bridge or culvert to that of the pathway or cycleway on the approaches to the structure, plus any additional clearances required to railings etc.
Setbacks / clearances (minimum, metres)	• 0.5 metres from vertical obstructions including fences, guard rails, barriers etc. • 1.5 metres from the boundary line to path edge if adjacent to fences ≥ 0.9 metres high or building faces or 1.0m (0.5m may be considered for short sections in constrained road reserves). • 2 metres from nominal kerb face to path edge to allow for poles, street trees and opening car doors if parking is permitted (lower widths based on design speed may be considered where street trees and/or landscaping are not required).
Surface	• Comply with Council's Standard Drawing (except using the widths nominated in this planning scheme policy). • Concrete pavement, unless adjacent to significant trees, where permeable pavement, segmental paving or timber boardwalks should be used. • Coloured pavement if 2.5 metres wide or more, to reduce glare and blend with the surrounding environment. • Maximum 2.5% crossfall.

Element	Requirement
	• Continue concrete pavements on both sides of a bridge or culvert. • Pavers should not be used, unless required in mixed use or main street locations for streetscape outcomes where pavers are to be laid over reinforced concrete.
Holding rails	• Class 1 reflective material where there is potential to be impacted by errant vehicles (i.e. installed on non-kerbed roads). • Class 2 reflective tape elsewhere (i.e. behind kerbs or mounted on islands).
Crossing treatments e.g. refuges, slow points, thresholds, traffic signals	• Comply with:- o MUTCD; o TRUM Manual; o AS1158.4 for lighting. • At logical locations, in a direct, straight line. • Pedestrian Level of Service A, B or C (TRUM Manual). • Where pedestrian Level of Service is D, E or F, without treatment (TRUM Manual). • Through central and/or splitter islands:- o at grade; o minimum 2 metres wide (unless pedestrian volumes are high (e.g. active main streets and foreshores); • Design to enhance informal crossing opportunities.
Kerb ramps	• Provide at all intersections and crossings, with attention to universal access. • Use kerb ramps to join pathways to kerb and channel. • Equally sized kerb ramps on both sides of the street or road and cut-through refuges (min width 2m). • Comply with:- o Council's Standard Drawing for kerb ramps, including:- ▪ construction with plain concrete; ▪ gradient of 1 in 10 to 1 in 15; ▪ minimum 1.5 metre pathway width beyond the top of the ramp; ▪ match pathway width to a maximum of 2 metres; ▪ located on the straight section of kerb (not kerb return); ▪ minimum angle of 166 degrees between roadway; ▪ minimum height change of 110mm; o AS1428 otherwise.
Safety	• Minimise potential conflict by:- o considering the predicted demand and the likely speed differential between pedestrians and cyclists; o widening at potential conflict points, junctions and areas likely to have high demand; o separating users in high conflict areas; o avoiding heavy vehicle routes and reversing areas; o providing adequate sight distances for path users, motorists and people and vehicles exiting properties; o providing intersection treatments, pathway/road crossings and refuges; o managing speed without the use of restrictive devices such as Z chicane bars, banana bars and raised pavement markings; o avoiding installation of bollards, fencing and holding rails near path entrances; o where bollards are necessary to restrict vehicle entry, comply with IPWEA Drawing SEQ P-010 Type 1 Alternative Treatment. • Provide for casual surveillance and avoid routes hidden from view.
Signage and lighting	• Legible way-finding signage. • Comply with:- o TRUM Manual; o Austroad publications; and o DTMR publications. • Pathway way-finding in accordance with Council's infrastructure standards way-finding signage suite. • Light pathways, cycleways and crossings for visibility, safety and security, in accordance with AS1158.3.1. • Lighting may be required:- o to site entries, driveways, parking areas, building entrances and other areas outside road reserves; and o on pathways and cycleways through parkland, including at road entrances.
Landscaping	• Comply with the **Landscape Code** and **SC6.14 Planning scheme policy for development works**. • Pathways and street trees should not be installed until 95% of site/development

Element	Requirement
	stage is developed.

Note—cycleway/veloway is a pathway exclusively for cyclists. Cycleways can be bi-directional, are physically separated from vehicular traffic and usually located alongside major arterial roads. Veloways are dedicated high capacity, high quality facilities for high speed cycling trips.

Table SC6.17I On-road cycling

Element	Requirement
General	• Provide for cyclists:- o on all street and road corridors unless specifically prohibited (e.g. Motorways); o in shared traffic lanes as mixed traffic on access places, access streets and neighbourhood collector streets where the street does not form part of the cycle route on **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle links (On Road Cycleways))** of the **Transport and parking code**; o with on-road cycle lanes for all other urban streets and roads; o through all movement stages as shown; o with bicycle detection systems in cycle lane approaches to signalised intersections; and o with cyclist push button sensors at signalised crossings which include bicycle facilities. • Cater for recreation, commuting, utility and sport cycling trips. • Provide adequate sight distances.  (Source: Cumming, 1999)
Cycle lane width	• Measured from nominal face of kerb. • Comply with **Table SC6.17B (Urban transport corridors)**, **Table SC6.17C (Rural transport corridors)**, **Table SC6.17D (Industrial transport corridors)** and **Appendix SC6.17A (Typical street and road cross sections)**.
Obstructions	• Ensure cycle lanes are free from obstructions (e.g. signage, speed management devices and reflectorised raised pavement markers, are to be installed on the motorists' side of the line). • Bypass slow points to allow safe continuation of cycle lanes. • Set splitter islands back 1.5 metres from edge line to allow space for cyclists (except where specific treatments are provided).
Roundabouts	• Provide for cyclists to queue at approaches to roundabouts via designated cycle lanes or advanced storage boxes across traffic lanes. Advanced storage boxes to be used where speed limit is <60km/h and primarily on single lane roundabouts where right turn cycle movement demand is high. • Terminate cycle lanes where the approach street or road meets the circulating carriageway of the roundabout (at holding line), so cyclists merge into the traffic stream and share the road space within the roundabout. • Ensure marked cycle lanes do not continue through the roundabout. • Provide cycle ramps between the carriageway and adjacent verge on all roundabout approaches, enabling cyclists to negotiate the intersection on pathways on district collector streets and roads, or where the speed limit is ≥ 60km/h. • Where traffic volumes in multilane roundabouts are problematic for cyclists, consider grade separation/ underpass facilities to allow safer road crossings, where practicable.
Line marking and signage	• Legible way-finding signage. • Comply with:- o MUTCD; o Council's adopted Standard Specification (Pavement Markings); and

Element	Requirement
	o **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)**. • Cycle lane symbols:- o white thermoplastic; o 1.1 x 1.8 metres; and o maximum 200 metres apart. • Yellow "no stopping" lines if there is potential for conflict and parking within the cycle lane. • Cycle lane coloured treatments at sections of cycle lanes which are frequently crossed by motor vehicles and where safety is a concern, particularly at left slip lanes and roundabouts, painted in accordance with:- o **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)**; and o TRUM Manual. • Green coloured cycle lane treatments are generally not to be used in areas identified as a *character area* or *State heritage place* or *local heritage place* under the **Heritage and character areas overlay code**. It is preferable to use edge lines and symbols or the like in its place.

(b) compliance with Acceptable Outcome AO5.2 and AO5.3 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** of the **Transport and parking code** may be demonstrated by providing cycle parking and end of trip facilities that complies with:-

(i) **Table SC6.17J (Bicycle parking and end of trip facilities)**;

(ii) *AS2890.3 – Parking Facilities Part 3 – Bicycle Parking Facilities*;

(iii) *Austroads Guide to traffic management Part 11: Parking*; and

(iv) *Manual of Uniform Traffic Control Devices* (MUTCD)**.**

Table SC6.17J Bicycle parking and end of trip facilities

Element	Requirement
General	• Accessible, convenient, secure, safe and sufficient. • Attractive, designed to complement the streetscape. • Capable of being shared by multiple uses, either because of variation in demand or efficiencies gained from sharing. • Secure bicycle parking where identified, as required in **Table 9.4.8.3.3 (Minimum on-site parking requirements)** of the **Transport and parking code**. • Appropriately signed. • Well lit in accordance with *AS1158*.
Location	• At trip attractors (e.g. centres, shops, public transport interchanges, work places, patrolled beaches, education facilities, hospitals, sports grounds etc.). • At major transport interchanges, where provided by new development in accordance with Translink requirements. • As close as possible to the cyclist's ultimate destination. • Allows a bicycle to be ridden to within 20 metres of the parking space. • Easy access to cycle routes, building entrances and end of trip facilities. • Highly visible, in areas with passive surveillance for security (when not in a compound). • Occupant parking within the building, or on-site, within 70 metres of the destination and protected from the weather. • Visitor parking adjacent to a major public entrance to the building. • Does not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure. • Does not impede the movement of pedestrians or other vehicles.
Parking spaces	• Refer to Council's Drawing R-070A. • Minimum 1.7 metres long, 1.2 metres high and 0.7 metres wide at the handlebars.

<table>
<tr><th>Element</th><th colspan="7">Requirement</th></tr>
<tr><td>Rails</td><td colspan="7">• Designed and located to easily park, support the whole bicycle, lock both the frame and wheels and remove the bicycle.
• Securely fixed to a wall, floor or the ground.
• Minimum 1 metre spacing between rails.
• Vertical storage can use alternative systems (e.g. wall mounted rails and racks, pods) allowing for the differing heights and strengths of users.
• Provide stainless steel rails in coastal zone areas.</td></tr>
<tr><td>Compounds and lockers</td><td colspan="7">• Fully enclosed and lockable.
• Provide weather protection for the bicycle if outside.
• If a locker, provide space for one bicycle.
• If a compound, provide:-
o wall or floor rails for parking; and
o an internal access path at least 1.5 metres wide.
• Open plan storage layouts can use alternative storage systems (e.g. double parker/double storey parking, pods).</td></tr>
<tr><td>Personal lockers</td><td colspan="7">• Secure and available for use by bicycle parking facility users.
• Co-located with either the change room or bicycle parking facility.
• Minimum dimensions 900mm x 300mm x 500mm.</td></tr>
<tr><td>Change rooms</td><td colspan="7">• Cater for all active transport (cycling, scooters, walking, running etc.).
• Within the building, or if not within the building then on-site, co-located with bicycle parking facilities and within 70 metres of the destination.
• 5m^2 minimum floor area for 1 to 5 bicycle spaces, plus 1.5m^2 for each additional bicycle space.
• Fitted with a lockable door or otherwise screened from public view.
• Showers dispense both hot and cold water.
• Showers, sanitary compartments and wash basins located within change rooms as specified in this table.
• A mirror above each wash basin.
• A power outlet beside the mirror.
• Consider providing a wall mounted ironing board with power outlet in change rooms.</td></tr>
<tr><td rowspan="6">Lockers, change rooms, showers, sanitary compartments and washbasins</td><td>Employee bicycle parking spaces</td><td>Personal lockers</td><td>User group</td><td>Change rooms</td><td>Showers</td><td>Sanitary compart-ments</td><td>Wash basins</td></tr>
<tr><td>1 - 5</td><td>1 / space</td><td>Female and male</td><td>1 of unisex design</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td rowspan="2">6 – 19</td><td rowspan="2">1 / space</td><td>Female</td><td>1</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td>Male</td><td>1</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td rowspan="2">20 or more</td><td rowspan="2">1 / space</td><td>Female</td><td>1</td><td>2, plus 1 additional for every 20 bicycle parking spaces thereafter</td><td>2 closet pans plus 1 additional for every 60 bicycle parking spaces thereafter</td><td>1, plus 1 additional for every 60 bicycle parking spaces thereafter</td></tr>
<tr><td>Male</td><td>1</td><td>2, plus 1 additional for every 20 bicycle parking spaces thereafter</td><td>2 closet pans plus 1 additional for every 60 bicycle parking spaces thereafter</td><td>1, plus 1 additional for every 60 bicycle parking spaces thereafter</td></tr>
</table>

SC6.17.6 Advice for achieving public transport facility outcomes

The following is advice for achieving Acceptable Outcome AO7.5 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to public transport facility outcomes:-

(a) development should provide public transport facilities and infrastructure that are consistent with:-

(i) **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;

(ii) **Figure 9.4.8C (2031 Strategic Network of Public Transport Links)**;

(iii) the other parts of this planning scheme policy and in particular, **Section SC6.17.3 (General advice about achieving transport and parking code outcomes)** and **Section SC6.17.4 (Advice for achieving transport network outcomes)**;

(iv) the requirements of DTMR on new roads or development sites;

(v) **Table SC6.17K (Public transport)**; and

(vi) *Translink Public Transport Infrastructure Manual*.

Table SC6.17K Public transport

Element	Requirement
General	• Plan concurrently with land use, acknowledging the symbiotic relationship and maximising the benefits of integrating development and public transport. • Priority over private vehicles, including dedicated lanes and green links. • Accessible, convenient, secure and safe. • Universal access in accordance with:- o *Disability Discrimination Act 1992*; o *Disability (Access to Premises-Buildings) Standards 2010*; o *Disability Standards for Accessible Public Transport 2002*; and o *AS1428 Design for Access and Mobility*; • Easy to understand and navigate.
Route location	• On streets and roads suitable for buses. • Centre to centre connection. • Connect to high frequency services. • Connect to intra and inter regional services for longer journeys. • Enable efficient, frequent and high capacity services. • Enable local. feeder bus services in areas surrounding centres. • Serve significant trip generating land uses and zones. • Through the centre of neighbourhoods to maximise patronage and minimise walking distances. • Within a 400 metre walk of at least 90% of new development within the urban footprint. • Along retirement village frontages.
Intersections	• Minimum 12.5 metre wide swept turning path for a single unit truck/bus in accordance with Austroads Design Vehicles and Turning Path Templates. • Where routes link residential areas across roads carrying ≥ 6000 vehicles per day, roundabouts and/or traffic signals should enable a left turn from one area, then a right turn into the adjoining residential area. • Priority measures such as queue jumps and priority signals.
Bus movement	• Design to achieve comfortable bus movement. • Avoid traffic management devices such as speed humps, chicanes and other slow points with 25 kilometres per hour spot speeds.
Interchanges	• Well connected to other transport networks, particularly pedestrian networks and taxi facilities. • At locations determined in conjunction with Translink.
Stops	• At existing and future key destinations and public transport attractors, including homes, schools, centres, employment areas, community and recreational facilities and open space. • Near pedestrian crossing points to facilitate safe user movement. • 400 metre average spacing, balancing accessibility and running time. • Provide localised widening of street and road reserves to accommodate wider verges required for indented bus bays, stops, shelters and other bus stop infrastructure, clear of pathways.

SC6.17.7 Advice for achieving layout and design of access and on-site parking outcomes

The following is advice for achieving Acceptable Outcomes AO1.1 and AO2.1 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to location, layout and design of on-site parking and access:-

(a) development should comply with the other parts of this planning scheme policy and in particular, **Section SC6.17.3 (General advice about achieving transport and parking outcomes)** and **Section 6.17.4 (Advice for achieving transport network outcomes)**;

(i) access should comply with:-
  (A) **Table SC6.17L (Site access/driveways)**;
  (B) IPWEA Standard Drawing (R51-53) Residential, commercial and rural driveways;
  (C) Council's Standard Drawings; and
  (D) *Austroads Guide to Road Design*;

(ii) vehicle queuing provisions should comply with **Table SC6.17M (Queue provisions)**, noting that greater provisions may be required in some circumstances;

(iii) on-site circulation, manoeuvring and parking should be provided that:-

  (A) provides safe and functional access for pedestrians, cyclists and vehicles, that minimises potential for conflict between users;
  (B) discourages high speeds;
  (C) provides for trolleys, prams and wheelchairs (e.g. space and gradients);
  (D) is designed in accordance with *AS2890.1 – Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles*;
  (E) provides for the largest service vehicles expected to visit the site (except where these vehicles are only occasionally expected to visit the site); and
  (F) complies with the design criteria identified in **Table SC6.17O (Service vehicles)** for the operational requirements of different types of service vehicles;

Table SC6.17L Site access/driveways

Element	Requirement

General	• Safe, legible and convenient.
	• Facilitate easy ingress and egress for all users.
	• Provide for vehicles to enter and leave in a forward motion.
	• Consider needs of pedestrians and cyclists first to minimise potential conflict between pedestrians, cyclists and vehicles.
	• Comply with (except where modified within this policy):-
	  o Council's Standard Drawings for access construction across road verges;
	  o *DTMR Road Planning and Design Manual*;
	  o *Austroads Guide to Road Design*;
	  o MUTCD for direction, regulation, warning and information signage and line marking.

Location, width and design	• Appropriate for design traffic volumes and vehicle types that will use the site. • Only one access/driveway, unless a major development and additional are necessary to meet the purpose of the code. • Separate access for heavy vehicles, where appropriate and it will provide safer traffic operations or reduced impact on the external road network. • Limited to the normal frontage of the site (including splays at the kerb line), unless shared (i.e. do not splay across adjoining properties). • Where there is more than one frontage, from the lowest order transport corridor to which the site has frontage, except where traffic generated would adversely impact amenity or safety. • Located and sized to maximise on-street parking opportunities. • Adequate to accommodate the driveway, turn lanes and/or pavement widening on the intersecting road (where permitted) for safe movement of turning traffic, passing bays, pedestrian and vehicle movements and facilities, service corridors, stormwater drainage, earthworks, retaining walls, landscaping, verges and clearances. • If straight, ≥ 3 metres wide, with separate provision for pedestrians if necessary. • If curved, width determined by the turning paths of 99th percentile vehicles. • Configured as roadway approaches to traffic signal, roundabout or priority controlled intersections in special industrial circumstances.

<table>
<tr><th>Element</th><th colspan="7">Requirement</th></tr>
<tr><td></td><td colspan="7">• Truncate adjoining lots if necessary for safe and convenient access.</td></tr>
<tr><td>Construction</td><td colspan="7">• Non-slip surface.
• Concrete if industrial.
• Construct accesses/driveways:-
o on lots with steep slopes to building sites;
o on lots with frontages with visibility constraints;
o in conjunction with subdivisional works if the development creates allotments where accesses/driveways will be restricted to specific locations;
o along the full length of the access strip or easement in conjunction with subdivisional works if the development creates an allotment which will access the public road network via an access strip or easement.
• Reinstate any damaged infrastructure to previous standard and make good the area for the safe passage of pedestrians.</td></tr>
<tr><td>Sight distances</td><td colspan="7">• Comply with the DTMR Road Planning and Design Manual.
• Tapered set-backs to buildings and/or landscaping from the property boundary.
• ≥ 2 metres from openings in buildings if there is no set back to the buildings.
• Reduced only if there is no practical alternative, and specific traffic design and/or control measures are used to minimise potential hazards (e.g. left-in / left-out).
• Increase if significant truck volumes, likely to require longer gaps in traffic to complete turning, crossing and merging manoeuvres.</td></tr>
<tr><td>District collector streets and all roads</td><td colspan="7">• Left turns to and from driveways only.
• Right or left turns may require turn lanes and medians or reserve widening to ameliorate increased traffic volumes.
• Council may close any median break at any time.</td></tr>
<tr><td>Separation - minor development</td><td colspan="7"><table>
<tr><th>Type of frontage</th><th>Adjacent feature</th><th>Minimum separation along kerb (measured tangent point to tangent point of curve at intersection or other driveway closest to proposed minor driveway)</th></tr>
<tr><td rowspan="4">Street</td><td>Minor intersection</td><td>10 metres</td></tr>
<tr><td>Major intersection
(traffic signals, roundabout, median break, or priority-controlled intersection)</td><td>20 metres</td></tr>
<tr><td>Other driveway
(on same side only)</td><td>3 metres between extent of splays</td></tr>
<tr><td>Controlled intersection</td><td>Clear of 95th percentile queue areas and turn lanes</td></tr>
<tr><td rowspan="5">Road (including district, district main and industrial collector streets)</td><td>Minor intersection</td><td>20 metres</td></tr>
<tr><td>Major intersection</td><td>30 metres</td></tr>
<tr><td>Median break</td><td>15 metres (or twice one-way carriageway width, whichever is greater)</td></tr>
<tr><td>Other driveway
(on both sides of undivided carriageways)</td><td>15 metres
(may be permitted to be reduced to 3 metres between driveways for dwellings)</td></tr>
<tr><td>Controlled intersection</td><td>Clear of 95th percentile queue areas, turn lanes and approach tapers</td></tr>
</table></td></tr>
<tr><td>Major development</td><td colspan="7"><table>
<tr><th>Zone / development</th><th>Min. access width (m)</th><th>Min. driveway width (m)</th><th>Passing bay</th><th>Max. grade (%)</th><th>Seal</th><th>Stormwater drainage</th></tr>
<tr><td>Low density residential</td><td>6</td><td>3</td><td>Yes</td><td>20</td><td>bitumen</td><td>39% AEP (Q2) underground</td></tr>
<tr><td>Low density residential
(1 lot only)</td><td>5</td><td>2.5</td><td>5m
No</td><td>20</td><td>concrete</td><td>39% AEP (Q2) underground</td></tr>
<tr><td>Commercial and industry</td><td>8</td><td>6</td><td>N/A</td><td>8</td><td>concrete</td><td>10% AEP underground</td></tr>
<tr><td>Rural residential</td><td>10</td><td>3 on a 5 formation</td><td>5.5 on a 7.5 formation</td><td>20</td><td>sealed as per Council's standard drawings</td><td>39% AEP (Q2) culverts and table drains</td></tr>
</table></td></tr>
</table>

Schedule 6

Table SC6.17M Queue provisions

<table>
<tr><th>Element</th><th colspan="2">Requirement</th></tr>
<tr><td>Minimum for any driveway</td><td colspan="2">• Provide for at least one vehicle at entry and exit, measured along the driveway, from the property boundary to the first parking space or internal intersection.
• Comply with MUTCD for direction, regulatory, warning and information signage and line marking.</td></tr>
<tr><td>Design length</td><td colspan="2">• Minimum 6 metre long space for each vehicle.
• Consider:-
o form of control at the driveway/intersection;
o the external road and traffic volumes carried;
o size of the car park and turnover rate; and
o design of the internal traffic and parking system.
• Calculate using conventional intersection analysis techniques, for peak design period 95th percentile queue.
• Where there is more than one access, calculate on the proportion of the site served by each access.
• In the absence of appropriate calculations, the following applies:</td></tr>
<tr><td></td><td>Nominal Car Park Capacity</td><td>Design Queue Length</td></tr>
<tr><td></td><td>5-20</td><td>1</td></tr>
<tr><td></td><td>21-50</td><td>2</td></tr>
<tr><td></td><td>51-100</td><td>3</td></tr>
<tr><td></td><td>101-150</td><td>4</td></tr>
<tr><td></td><td>151-200</td><td>5</td></tr>
<tr><td></td><td>201-250</td><td>6</td></tr>
<tr><td></td><td>251-300</td><td>7</td></tr>
<tr><td></td><td>Over 300</td><td>2.25% of nominal capacity (rounded up)</td></tr>
<tr><td>Controlled access (including gates)</td><td colspan="2">• Accommodate queue between the property boundary and the gate.
• Provide for a light vehicle to turn on the site if declined entry.</td></tr>
<tr><td>Controlled car parks</td><td colspan="2">• Calculate on the estimated peak entry and exit rates and control facility capacity.
• Accommodate queue at all ticket spitters, card readers and pay booths.
• Separate provisions at entrances and exits, both inside and outside the control facility.</td></tr>
<tr><td>Drive-through facilities fast-food (10 vehicles) and bottle shops (12 vehicles)</td><td colspan="2">• Separate internal queue provisions.
• Calculate on the peak period 95th percentile queues.
• If a fast food outlet, provide short term parking of one or two vehicles diverted from the queue while orders are prepared.</td></tr>
</table>

SC6.17.8 Advice for achieving parking requirement outcomes

The following is advice for achieving Acceptable Outcome AO14.2 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development only)** in the **Transport and parking code** relating to on-site parking for motorcycle and scooter outcomes:-

(a) motorcycle and scooter parking should comply with:-

(i) **Table SC6.17N (Motorcycle and scooter parking)**; and

(ii) Council's Standard Drawing for scooter parking.

Table SC6.17N Motorcycle and scooter parking

Element	Requirement
General	• Accessible and located convenient to entrances to the premises. • Interact positively with the streetscape. • Capable of being shared by multiple uses, either because of variation in demand over time or efficiencies gained from the consolidation of shared facilities. • Relatively flat, non-slip surface. • Ramp or driveway to access any raised parking area.

Element	Requirement
	• Measures to prevent cars hitting motorbikes (if necessary). • Minimises potential conflict between motorcycles/scooters and pedestrians, cyclists and other vehicles.
Size	• Generally 1.5 metres wide, dependant on the angle of the space. • Comply with *AS2890 – Parking Facilities*.
Safety and security	• Highly visible, in areas with passive surveillance for security.
Signage	• Easily identifiable by riders. • Signed in accordance with MUTCD (directional and at the space).
Lighting	• Comply with *AS1158* for lighting.

SC6.17.9 Advice for achieving service vehicle requirements outcomes

The following is advice for achieving Acceptable Outcome AO6.2 and AO7.2 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to service vehicle requirements outcomes:-

(a) service vehicle access, internal circulation and manoeuvring, loading and unloading, refuse collection facilities and parking areas should:-

(i) be safe and functional;

(ii) minimise potential conflict between pedestrians/cyclists and vehicles;

(iii) discourage high speeds;

(iv) provide for the largest service vehicles expected to visit the site (except where these vehicles are only occasionally expected to visit the site);

(b) comply with:-

(i) **Table SC6.17O (Service vehicles)**;

(ii) *AS2890.2 - Off-street commercial vehicle facilities*;

(iii) Austroads design guides;

(iv) vehicle-specific turning templates or computer generated templates consistent with the parameters set in *AS2890.2*; and

(v) **Figure SC6.17B (Standard turning path templates for Vans and WCVs)**;

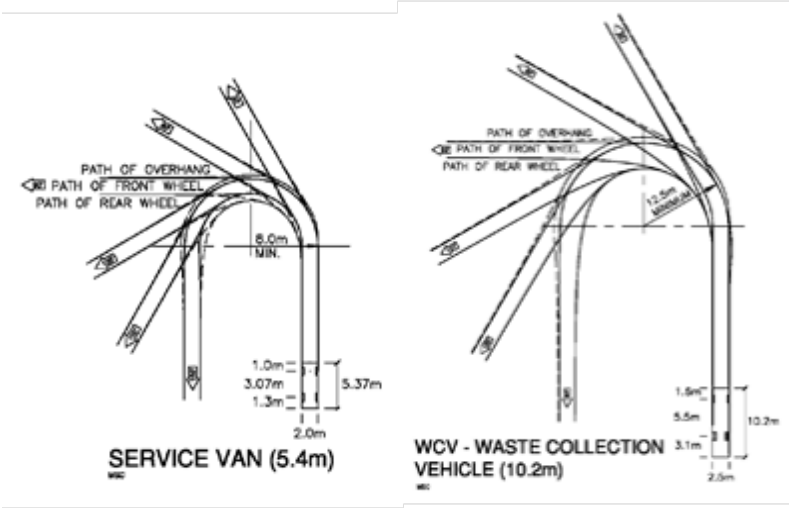
Table SC6.17O Service vehicles

Element	Requirement
General	• Locate service areas:- o where they will not dominate the streetscape; o conveniently close to service entrances (or other building entrances); o where they will not unduly intrude upon pedestrian use of pathways, e.g. at rear lanes, below ground level or through shared driveways; o separate from parking areas; and o clear of queue areas and where safety could be compromised. • Provide for:- o sufficient area for manoeuvres in and out of service vehicle parking spaces, including when adjacent service vehicle spaces are occupied; o a maximum of one reversing manoeuvre to enter or leave the space; o AV's to reverse anti-clockwise into docks to maximise driver vision; and o wider bays if vehicles (other than AV's) must reverse clockwise.
Waste collection	• Maintain access by vehicles to refuse bins or compactors at all times. • Provide evidence (e.g. a complete copy of any waste collection contract) for:- o specific waste collection hours if access is to be obtained through other service vehicle spaces; and o specific vehicle sizes and heights if proposing dimensions less than a standard WCV.

<table>
<tr><th>Element</th><th colspan="8">Requirement</th></tr>
<tr><td></td><td colspan="8">• Provide for a road tanker collecting industrial or commercial liquid waste to stand fully on the site and comply with other access design requirements.</td></tr>
<tr><td rowspan="11">Service vehicle specifications</td><td>Element</td><td>Van</td><td>SRV</td><td>MRV</td><td>HRV</td><td>WCV</td><td>Coach</td><td>AV</td></tr>
<tr><td>Size (m)</td><td>5.4x2</td><td>6.4x2.3</td><td>8.3x2.5</td><td>12.5x2.5</td><td>10.2x2.5</td><td>12.5x2.5</td><td>19x2.5</td></tr>
<tr><td>Service bay (m) *does not include bin or compactor area</td><td>5.4x3</td><td>7x3.5</td><td>9x3.5</td><td>13x3.5</td><td>10.5x2.5*</td><td>13x3.5</td><td>19.5x4.5</td></tr>
<tr><td>Clear height (m) to be maintained throughout changes in grade</td><td>2.3</td><td>3.5</td><td>4.5</td><td>4.5</td><td>4.5</td><td>4.5</td><td>4.5</td></tr>
<tr><td colspan="8">4.8 for animal transportation vehicles
6.5 where access to the top of a tall vehicle or load is required</td></tr>
<tr><td>Loading dock height (m) indicative only</td><td></td><td>0.7-0.9</td><td>0.9-1.1</td><td>1.1-1.4</td><td></td><td></td><td>1.1-1.4</td></tr>
<tr><td>Max gradient manoeuvre areas (%) measured along the inside of a curve</td><td>12</td><td>12</td><td>8</td><td>8</td><td>5</td><td>5</td><td>4</td></tr>
<tr><td>Min access road width (m)</td><td>one way</td><td colspan="4" rowspan="2">refer to AS2890.2 (Table 3.1)</td><td>5</td><td></td><td rowspan="2">refer to AS2890.2 (Table 3.1)</td></tr>
<tr><td>two way</td><td>7</td><td></td></tr>
<tr><td>Max gradient access route (%) measured along the inside of a curve</td><td>16.7</td><td>16.7</td><td>15.4</td><td>15.4</td><td>15.4</td><td>15.4</td><td>15.4</td></tr>
<tr><td colspan="8">12.5 where reverse manoeuvres are permitted on the access route</td></tr>
<tr><td>Max gradient queue area (%)</td><td>10</td><td>10</td><td>8</td><td>8</td><td>5</td><td>5</td><td>4</td></tr>
<tr><td>Fuel deliveries</td><td colspan="8">• Comply with:-
o AS1940; and
o Council's Local Laws;
• Fuel is assumed to be delivered in a HRV, with appropriate access design.
• The vehicle may stand in a suitable circulation road, aisle or forecourt area subject to the frequency and out of hours occurrence of deliveries.</td></tr>
</table>

Notes—
1. Operating clear heights for WCV – front load 6.1m, side load 6.7m, rear (roll-off) 7.1m.
2. 6.5m clearance where access to the top of a tall vehicle e.g. pantechnicon, or load is required.

Figure SC6.17B Standard turning path templates for Vans and WCVs



(c) compliance with Acceptable Outcome AO15.2 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** of the **Transport and parking code** may be demonstrated by providing bus parking that complies with:-

(i) allow buses to manoeuvre in a forward direction only;

(ii) comply with *AS2890 – Parking facilities*; and

(iii) comply with any state government requirements.

SC6.17.10 Advice for achieving transport corridor widths, pavement, servicing and verges outcomes

The following is advice for achieving Acceptable Outcomes AO20, AO21, AO22.1, AO22.2, AO23 and AO24 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to transport corridor widths, pavement, surfacing and verges outcomes:-

(a) the design and construction of external street and road works, transport corridors, street and road pavements, pavement edging, street and road drainage and verges should comply with:-

(i) current and future transport corridors shown on **Figure 9.4.8A (2031 Functional Transport Hierarchy)** of the **Transport and parking code**;

(ii) current and future pedestrian and cyclists network shown on **Figures 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** and **Figure 9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))** of the **Transport and parking code**;

(iii) current and future public transport corridors shown on **Figures 9.4.8C (2031 Strategic Network of Public Transport Links)** of the **Transport and parking code**;

(iv) other parts of this planning scheme policy and in particular, Section **SC6.17.3 (General advice about achieving transport and parking code outcomes)** and **Section 6.17.4 (Advice for achieving transport network outcomes)**;

(v) **Table SC6.17B (Urban transport corridors)**;

(vi) **Table SC6.17C (Rural transport corridors)**;

(vii) **Table SC6.17D (Industrial transport corridors)**;

(viii) **Appendix SC6.17A (Typical street and road cross sections)**;

(ix) **Appendix SC6.17B (Active transport infrastructure guidelines standard treatments)**;

(x) **Table SC6.17H (Pathways and cycleways)**;

(xi) **Table SC6.17P (Street and road works)**; and

(xii) requirements of DTMR, where access is proposed onto a State Controlled Road, or where the proposed development is likely to have significant impact on a State Controlled Road.

Table SC6.17P Street and road works

Element	Requirements
General	• If an existing street or road:- o circumstances are not created or exacerbated where the function differs from that intended, due to the staged nature of transport network and urban development; o works are required on it, or to extend it, the existing reserve width is matched if it is greater than specified within this policy; and o the speed environment is higher than the design speed identified in this policy, the design speed is determined by a higher order street or road type with a similar design speed. • Roads and streets are not to be constructed of pavers or pebbles due to noise and instability and slip hazard.
Sight distances	• Comply with: o DTMR design guides; o Austroads design guides; and o on access places, access streets and neighbourhood collector streets achieve the minimum sight distance required for the drivers of two opposing vehicles to see each other and stop in sufficient time to avoid a collision, equivalent to twice the stopping distance , as these streets operate on a “single moving lane” concept.
Frontage works on roads	• Where an existing sealed frontage is to be widened to meet ultimate design width and profile, re-construct the existing pavement at least to the carriageway centreline.

Element	Requirements
Access places	• Use circular heads unless Y or T heads are approved by Council. • End point visible from the access place entrance. • Provide a 'parking island' in or adjacent to the head if kerbside parking is unavailable. • Downhill access places are only acceptable if adjoining a park, pathway or drainage reserve and piped drainage is provided at the access place head for the minor system drainage in accordance with Council standards. • Comply with:- o Austroads design guides for turning areas at heads; o turning requirements of waste collection vehicles. • In residential areas:- o 20 metre minimum approach curve radius; o 9 metre turning circle radius. • In industrial and commercial areas:- o 30 metre minimum approach curve radius; o 12.5 metre turning circle radius.
On-street car parking	• On streets and roads with pedestrian and vehicular access to properties. • In addition to off-street parking in the **Transport and parking code**:- o 2 spaces per 3 dwelling houses plus one space per 3 or 4 bedroom attached dwellings, plus one space per four 1 or 2 bedroom attached dwellings; o 1 space per 2 dwelling houses on small lots (i.e. ≤ 300m^2). • On residential streets:- o at least 75% within 25 metres of the closest lot boundary they are to serve; o 100% within 40 metres of the closest lot boundary they are to serve. • Use "T"s and "L"s only to mark parallel parking where allowed. • "Pair" spaces in mixed use/main streets, to allow vehicles to park in a forward motion. • May be consolidated (e.g. on one side of the street). • Provide passing opportunities at least every 50 metres on streets without formal parking provisions (i.e. access laneways, places and streets). • Parks, community facilities, medium and high density residential streets, access places and small lot locations may require additional parking, indented bays or other special provisions.
Water Sensitive Urban Design	• Provide appropriate verge width to accommodate the required design size devices. • Asymmetrical verge widths may be considered.
Kerb and channel	• Use barrier type kerb and channel for Arterial Roads, Sub-arterial Roads, District Streets and Industrial Streets. • Use mountable type kerb and channel for Neighbourhood Collector Streets and Local Streets. • Use semi-mountable kerb for medians.
Footpath dining	• Provide a clear width of 2 metres adjacent to the property boundary to allow passage of pedestrians and bicycles.
Indented bus stops	• Provide on bus routes, as required by the *Road Planning and Design Manual*, chapter 20, or the *Austroads Guide to Road Design*, parts 3 and 4. • Comply with clearances in *TransLink Public Transport Infrastructure Manual* (where not in conflict with the *Road Planning and Design Manual*, or the *Austroads Guide to Road Design*). • Can be accommodated by local widening of the road reserve, or a combination of cycle lane width and parking lane width. • The verge width adjacent to a bus stop is to also be widened to accommodate shelters and other bus stop infrastructure clear of pathways.
Street signage	• Estate and street signage should comply with MUTCD.

SC6.17.11 Advice for achieving intersections and traffic controls outcomes

The following is advice for achieving Acceptable Outcomes AO25.1 and AO25.2 of **Table 9.4.8.3.2 (Additional performance outcomes and acceptable outcomes for assessable development)** in the **Transport and parking code** relating to intersections and traffic controls:-

(a) intersections are designed and constructed to comply with:-

(i) **Table SC6.17B (Urban transport corridors)**;
(A) **Table SC6.17C (Rural transport corridors);**
(B) **Table SC6.17D (Industrial transport corridors)**;
(C) **Table SC6.17Q (Intersections)**;

(D) *DTMR Road Planning and Design Manual*;
(E) Austroads design guides if district collector street, sub-arterial, arterial or industrial road;
(F) *Complete Streets and Queensland Streets* if access place or street or neighbourhood collector street; and
(G) *Austroads Guide to Road Design* for the design turning vehicle and check turning vehicle.

Table SC6.17Q Intersections

Element	Requirements
General	• Facilitate safe and efficient traffic flows. • Provide for all movements by cyclists through intersections. • Threshold treatments constructed in stamped asphalt (or reinforced concrete if approved by Council), using a colour and texture to achieve high visibility for motorists (segmental paving will not be accepted). • Consistent approach to traffic priority at intersections. • Priority measures for public transport where required.
Grades	• Approach grades ≤ 3% over the required stopping sight distance. • Consider longitudinal grade in relation to potential instability of high vehicles turning through the intersection.
Channelisation	• Channelisation is required for all roads and may be required for some streets. • At major intersections, design channelisation to accommodate turning by a design semi-trailer with a clearance of not less than 0.6 metres between the wheel track and the kerb at all points. • Give particular attention to sight distance when commencing channelisation at horizontal and vertical curves.
Turning provisions	• Treatments necessary for intersection safety. • The check turning vehicle should not encroach on verges or landscaped medians. • Upgrade intersections (e.g. roundabouts or u-turn facilities at traffic signals) to accommodate increased u-turns where right turn movements are eliminated by central medians. • A turning area for service vehicles at the end of each road carriageway:- o to a standard consistent with the general road carriageway design; o to accommodate turning of vehicles reasonably expected to use the road; o to accommodate as a minimum, a 12.5 metre single unit truck; o is free draining.
Specific streets and roads	• If an access or neighbourhood collector street intersects with a district collector street or higher-order road, widen the side street carriageway and associated reserve on the intersection approach to allow a heavy rigid vehicle to enter the side street while a car is waiting to exit.
Priority T	• Access places, access streets and neighbourhood collector streets ≤ 50km/h and ≤ 3000 vehicles per day - no specific turn treatments. • District collector streets and roads - minimum separate right-turn lane. • All other roads - minimum turning treatments in accordance with the *DTMR Road Planning and Design Manual*. • A widened area (minimum 6 metres including the adjacent through lane and cycle lane) on the major road prior to the intersection to assist left-turn movement where a basic left-turn treatment (BAL) is used on urban streets and roads and there is no parking lane.
Signalised	• Layout, lane configuration and phasing for the most efficient operation for pedestrians, cyclists and vehicles during the entire day (including coordination with adjacent signals). • Only achieving a degree of saturation, delay or queue length during the design traffic peak hour at or below the maximum permissible is not acceptable. • Separate right turn lanes on approaches, regardless of traffic volumes or hierarchy. • Operation of signals is to be integrated into the traffic management system e.g. STREAMS.
Roundabout	• Outside diameter on urban streets:- o ≥ 26m, where the speed limit is ≤ 50km/h; o ≥ 30m where the speed limit is 60 km/h, or a bus route; and o a greater diameter may be required where adjacent legs are considerably more or less than 90 degrees, there are medians on some or all of the carriageways, or to accommodate larger vehicles. • The clear zone of a roundabout and its approaches should be free of roadside hazards such as retaining walls, rocks and boulders, trees and shrubs with an ultimate trunk diameter <80mm, and other non-frangible items.

Element	Requirements
	• Central island kerb SM3 type with decorative concrete backing strip compliant with Council's standard requirements for semi-mountable and mountable kerb (where practicable). • Kerbed splitter islands on all approaches:- o incorporating a "cut through" pedestrian refuge at least 1 car length (6 metres) from the holding line, with the opening at least 2 metres wide on urban neighbourhood collector and on all approaches to roundabouts on higher-order streets and roads; o minimum 2 metres wide at the refuge; o minimum 5m^2 on access streets and places. • Adjacent lane width minimum 4.2 metres on access places, access streets and neighbourhood collector streets, unless specific on-road cycle treatments required. • Where the centre island will contain landscaping, provide:- o a water source; o perimeter sub-soil drainage; o reinforced concrete backing strip, minimum 1 metre wide, around the perimeter of the island.

(b) speed management should comply with:-

(i) **Table SC6.17B (Urban transport corridors)**;

(ii) **Table SC6.17C (Rural transport corridors)**;

(iii) **Table SC6.17D (Industrial transport corridors)**; and

(iv) **Table SC6.17R (Speed management)**;

Table SC6.17R Speed management

Element	Requirement
General	• Vertical alignment of streets and roads with a design speed of < 50 km/hr, must achieve the stopping sight distance for a speed of 50 km/hr. • Manage speed with street alignment, with devices as a last resort. • Achieve the desired pedestrian and cyclist friendly, low speed environment (as defined in **Tables SC6.17B** to **SC6.17D**). • Techniques may include building setbacks, fence construction, street alignment, cross section elements, provision for cycles and on-street parking, sight distances to and from driveways and reducing reversing from driveways. • Design with tight bends (>60 degrees) and roundabouts at intersections. • Widen carriageways to allow two-way bus movement on bus routes and mixed use streets and around all bends to allow safe passing and operation of the occasional heavy vehicle. • Widen carriageways at tight bends and provide median islands to control vehicle paths. • Comply with:- o *DTMR Road Planning and Design Manual*; and o *Austroads Guide to Traffic Management* and the *MUTCD for Local Area Traffic Management* (LATM).
District collector streets	• Frontage management techniques to reduce potential amenity and safety impacts due to the higher speed environment. • Roundabouts or tight bends with angles >60 degrees;
Neighbourhood collector streets	• On bus routes, provide kerb build outs at regular intervals to narrow the effective width of the street and enhance landscaping opportunities.
Speed management devices	• Generally comply with MUTCD. • Not on bus routes unless designed to enable safe and comfortable bus movement, i.e. without mounting kerbs or swerving, or devices such as speed humps or chicanes that create spot speeds ≤25km/h. • Speed management techniques may include landscaping treatments such as street trees, landscape treatments and the like, where in compliance with the **Landscape Code** and **Planning scheme policy for development works**.
Traffic islands for LATM	• Consider location in respect to sight distance and vertical geometry. • Formed (not kerb mix) to an approved profile. • Constructed with reinforced N32 concrete or formed with full depth structural stamped/coloured concrete.

Element	Requirement
	• Colour treatment with a high level of contrast to the carriageway surface; • Appropriately delineated and linemarked.

SC6.17.12 Guidelines for achieving transport and parking code outcomes

(1) For the purposes of the performance outcomes and acceptable outcomes in the **Transport and parking code** the following are relevant guidelines:-

(a) Austroads publications, including:-

(i) *Cycling Aspects of Austroads Guides*;
(ii) *Design Vehicles and Turning Path Templates*;
(iii) *Guide to Pavement Technology*;
(iv) *Guide to Road Design*;
(v) *Guide to Road Safety*; and
(vi) *Guide to Traffic Management*;

(b) Queensland Department of Transport and Main Roads (DTMR) publications, including:-

(i) *A Guide to Signing Cycle Networks*;
(ii) *Cycle Notes*;
(iii) *Guidelines for Assessment of Road Impacts of Development Proposals*;
(iv) *Pavement Design Manual*;
(v) *Queensland Manual of Uniform Traffic Control Devices* (MUTCD);
(vi) *Road Drainage Manual*;
(vii) *Road Planning and Design Manual*; and
(viii) *Traffic and Road Use Management (TRUM) Manual*;

(c) *TransLink Transit Authority Public Transport Infrastructure Manual* (2012);

(d) *Queensland Urban Drainage Manual* (QUDM);

(e) South East Queensland (SEQ) Healthy Waterways Partnership Publications, including:-

(i) *Water Sensitive Urban Design (WUSD) Technical Design Guidelines for South East Queensland Construction*; and
(ii) *WSUD Deemed To Comply Solutions for SEQ*;

(f) Institute of Municipal/Public Works Engineering Australia Queensland Division (IPWEAQ) publications, including:-

(i) *Complete Streets: Guidelines for Urban Street Design*;
(ii) IPWEA SEQ Standard Drawings; and
(iii) *Queensland Streets: Design Guidelines for Subdivisional Streetworks*;

(g) New South Wales Roads and Traffic Authority (RTA) publications, including:-

(i) *Guide to Traffic Generating Developments*; and
(ii) *NSW Bicycle Guidelines*;

(h) *Highway Capacity Manual* (Transport Research Board);

(i) Australian Standards, including:-

(i) *AS2890 – Parking facilities*;
(ii) *AS1158 – Lighting for roads and public spaces*;
(iii) *AS1428 – Design for access and mobility*; and
(iv) *AS1100 – Technical drawing – general principles*;

(j) Council's Standard Specifications and Standard Drawings (available on Council's website);

(k) *Sunshine Coast Sustainable Transport Strategy 2011-2031*;

(l) *Energex Design Guide – Design of Rate 2 Public Lighting Installations*;

(m) *Next Generation Planning: A handbook for planners, designers and developers in South East Queensland* (Council of Mayors (SEQ));

(n) *Beyond the Pavement: Urban design policy, procedures and design principles* (Transport for NSW, 2009).

Note—the above list is not exhaustive and other available publications may be applicable to the design and construction of some infrastructure.

(2) Except where explicitly stated otherwise in this planning scheme policy, the following is the order of precedence in which the above guidelines are to be applied:-

(a) requirements contained in this planning scheme policy are to take precedence over all other guidelines;

(b) Council's Standard Specifications and Standard Drawings;

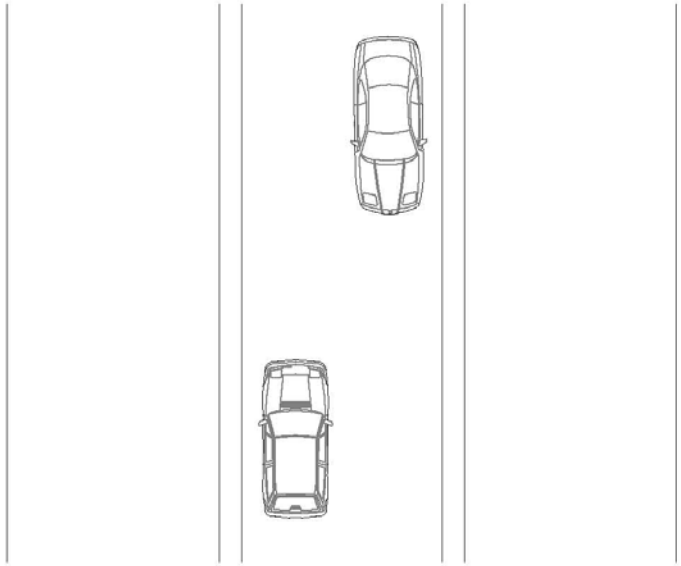
(c) the *DTMR Road Planning and Design Manual* is to take precedence over Austroads publications, except where advised otherwise by DTMR;

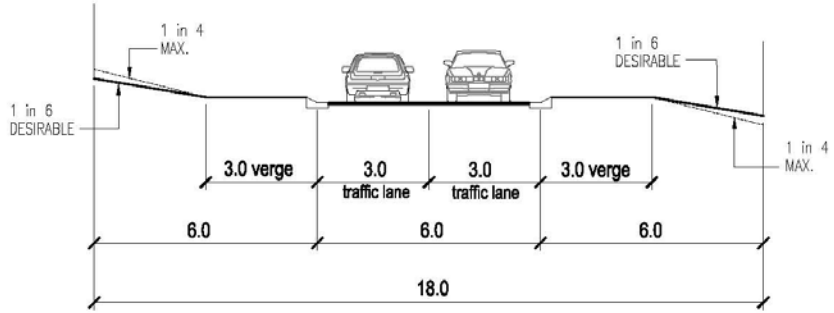
(d) the DTMR MUTCD is to take precedence over Austroads publications and Australian Standards;

(e) Austroads publications are to take precedence over the Australian Standards with respect to the design of the street and road networks; and

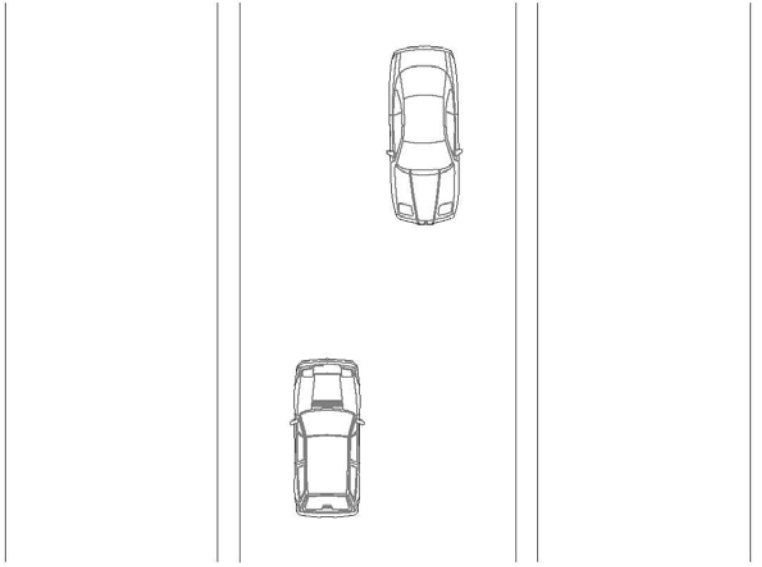
(f) all other guidelines.

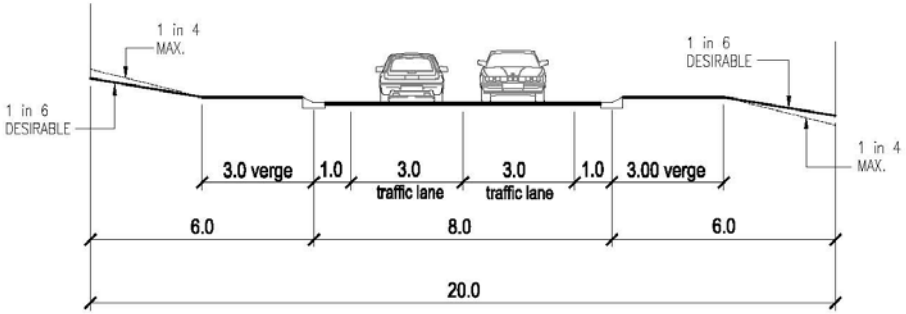
Appendix SC6.17A Typical street and road cross sections





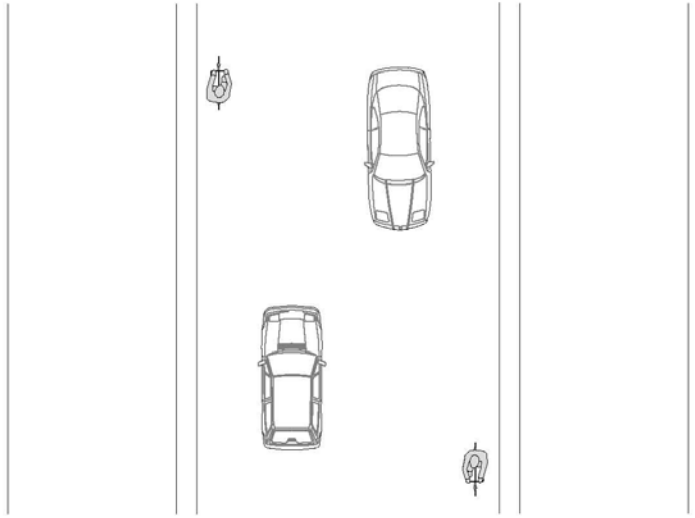
RURAL RESIDENTIAL ACCESS PLACE

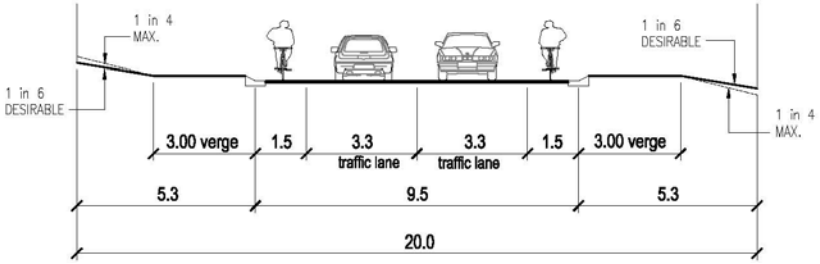




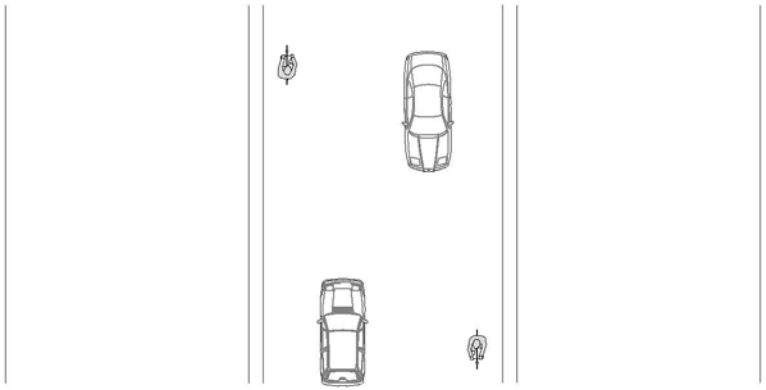
RURAL RESIDENTIAL ACCESS STREET

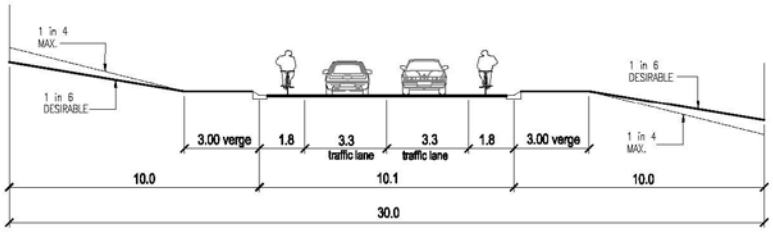
Schedule 6





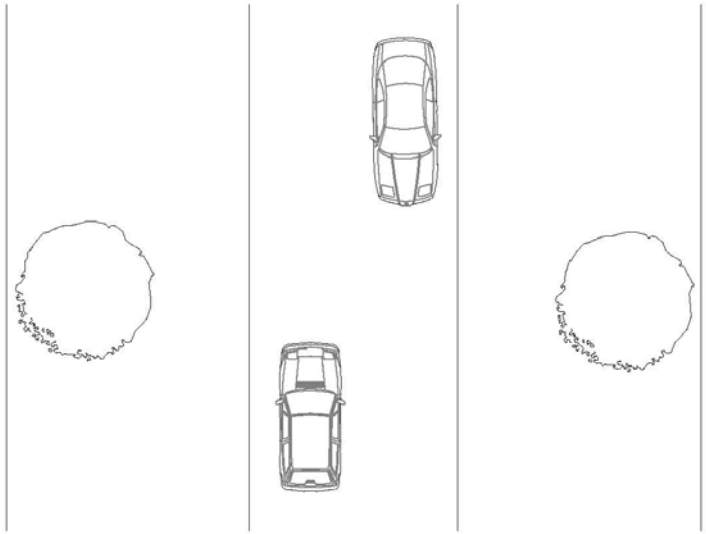
RURAL RESIDENTIAL
NEIGHBOURHOOD COLLECTOR STREET

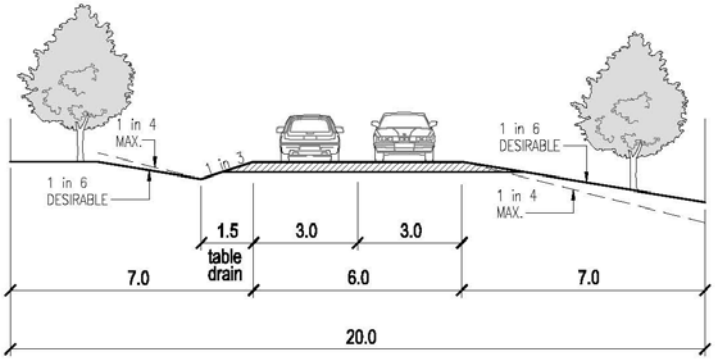




RURAL RESIDENTIAL
DISTRICT COLLECTOR STREET

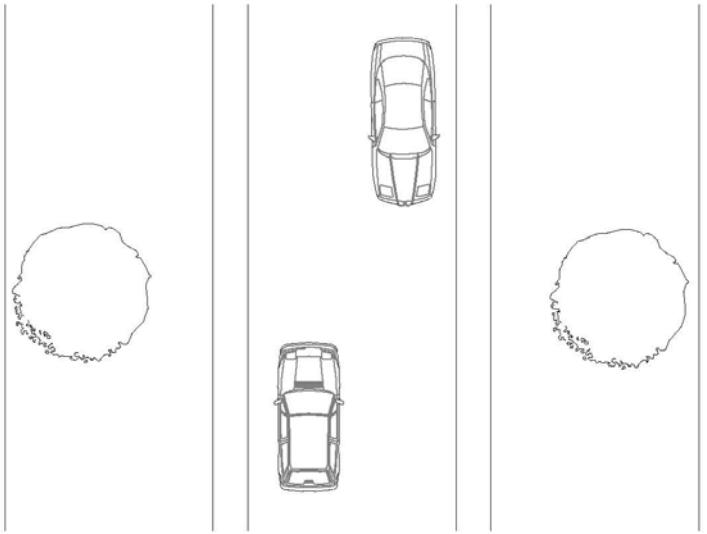
Schedule 6

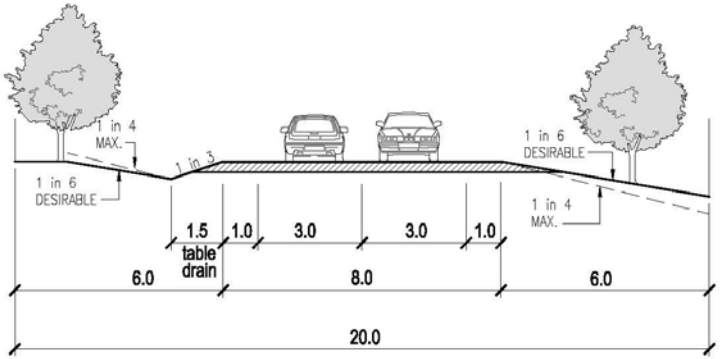




RURAL ACCESS PLACE

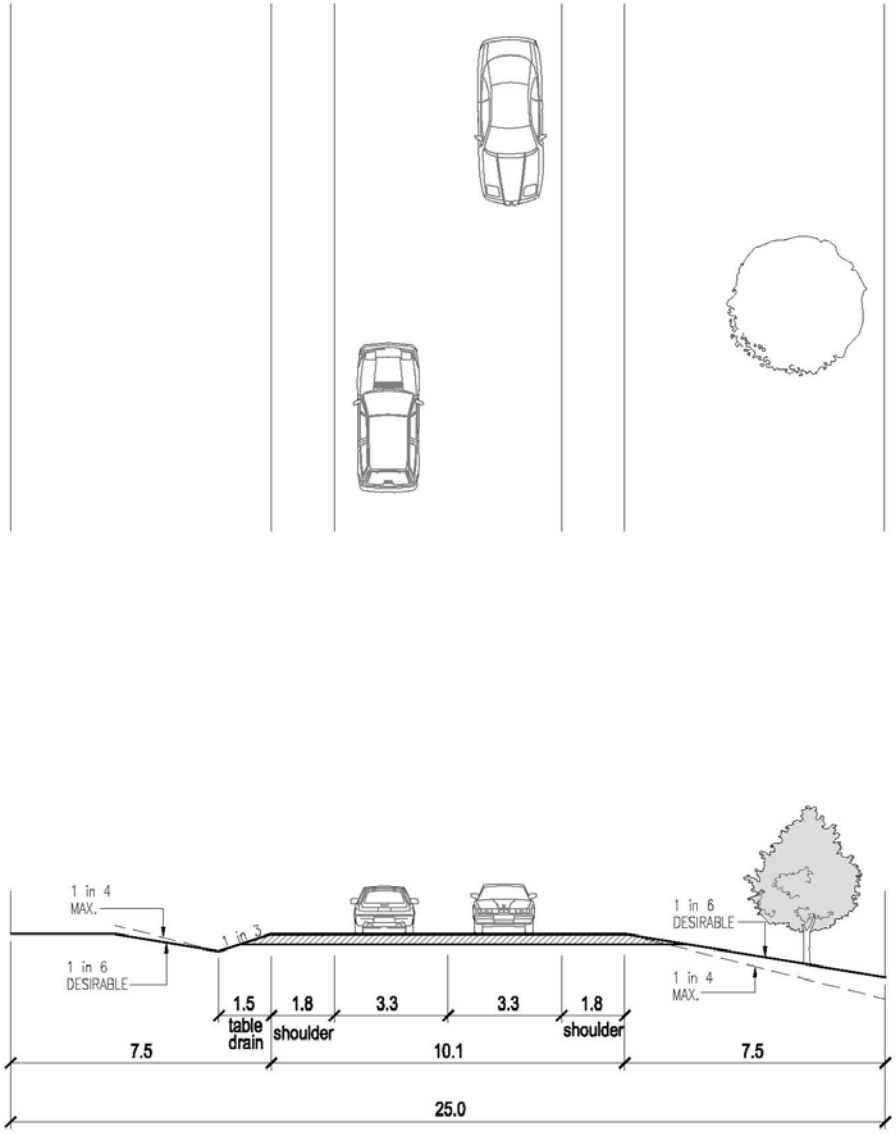
Note—
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.





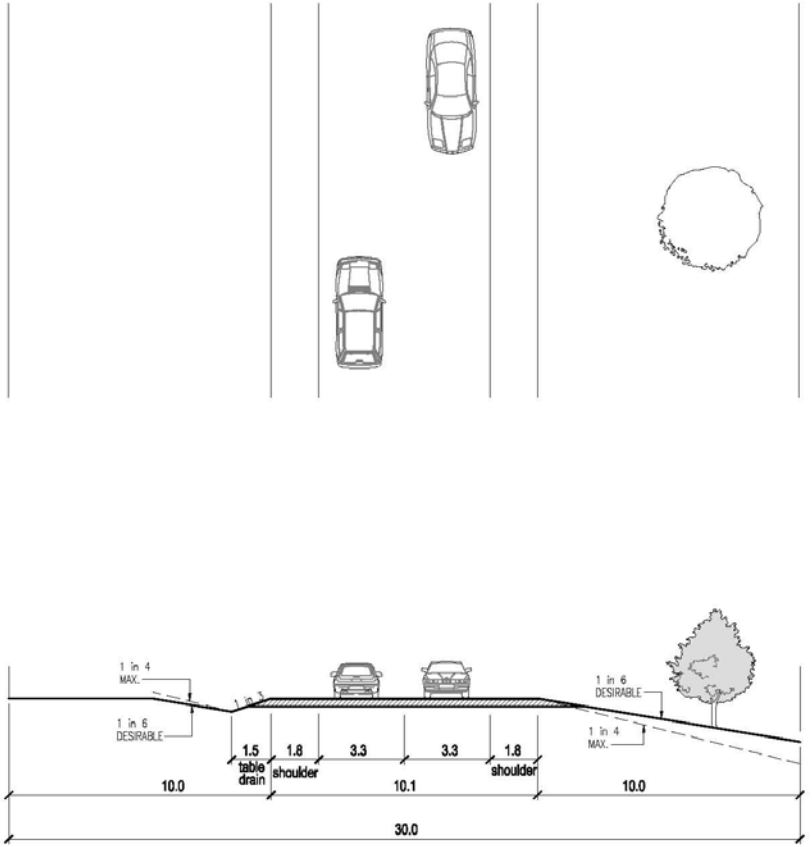
RURAL ACCESS STREET

Note—
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.



RURAL NEIGHBOURHOOD COLLECTOR STREET

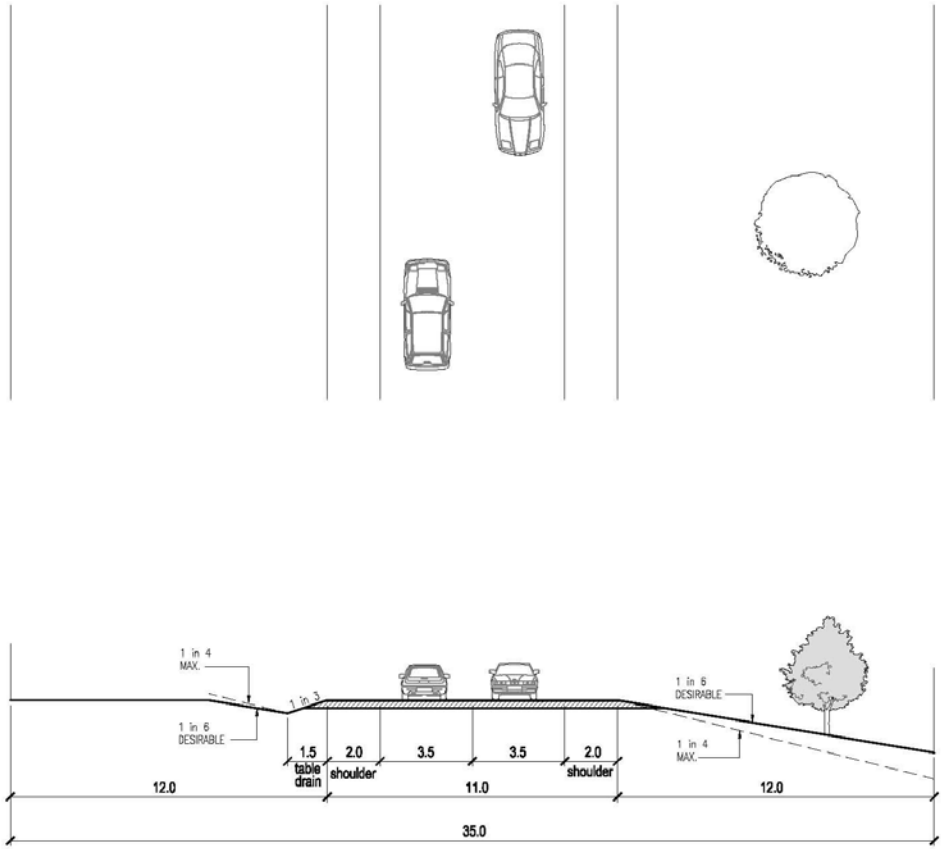
Note—
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.



RURAL DISTRICT COLLECTOR STREET

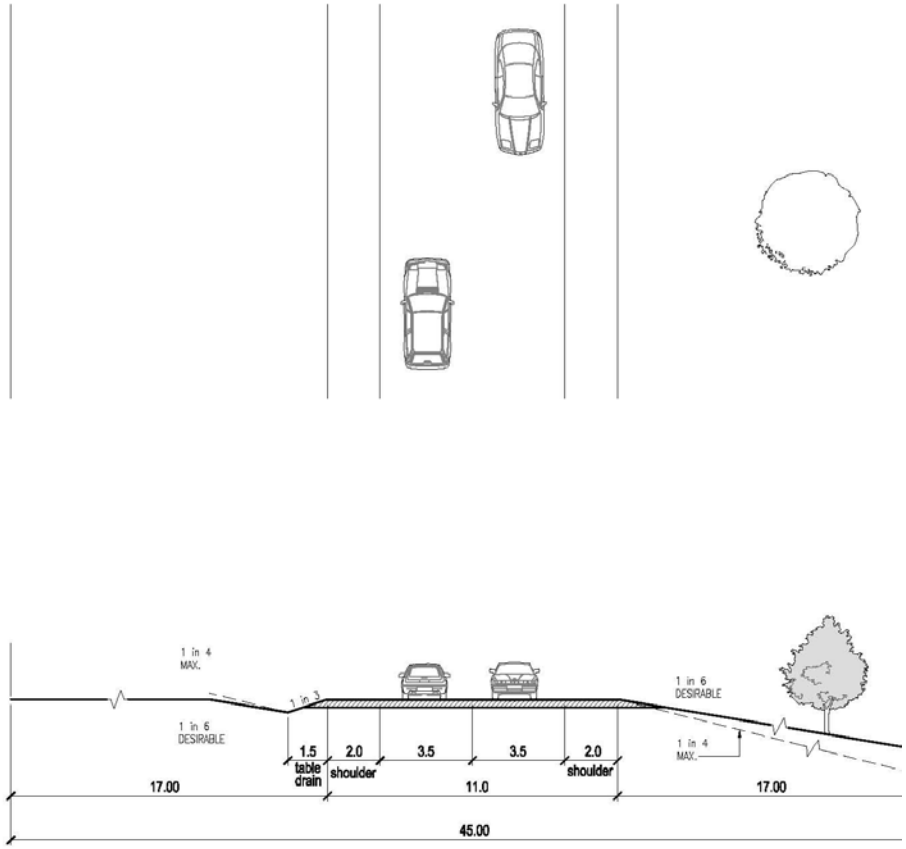
Note—
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.

Schedule 6



RURAL CONTROLLED DISTRIBUTOR

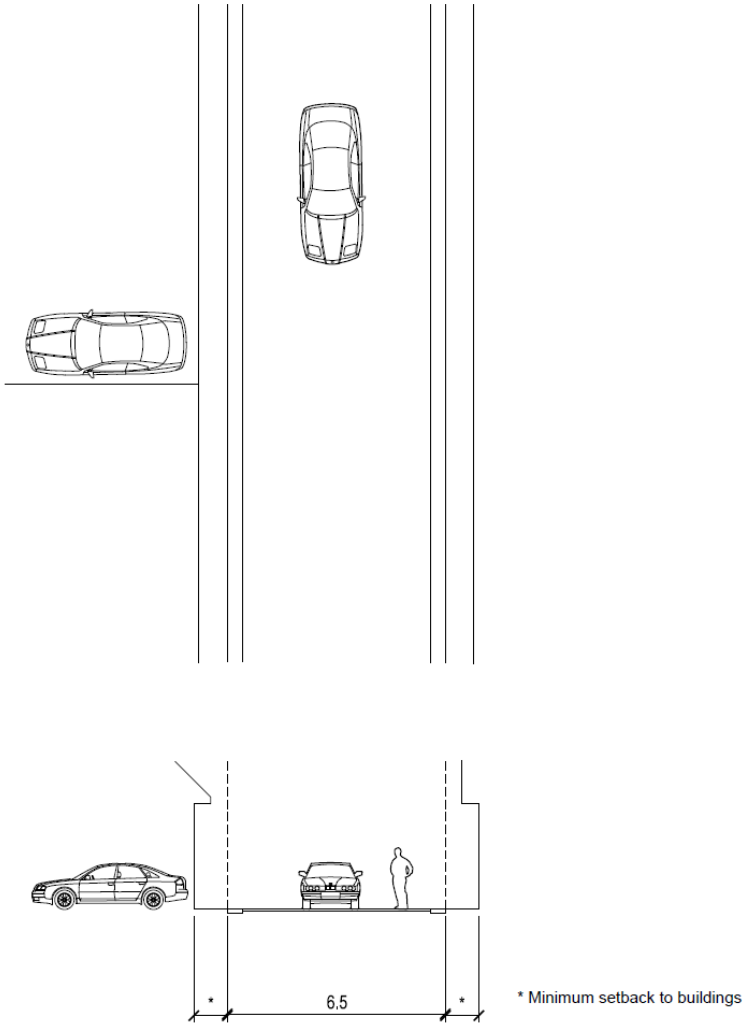
Note—
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.



RURAL TRAFFIC DISTRIBUTOR

Note—
Table drain to have a depth of 0.50m or be 0.30m below bottom of pavement.

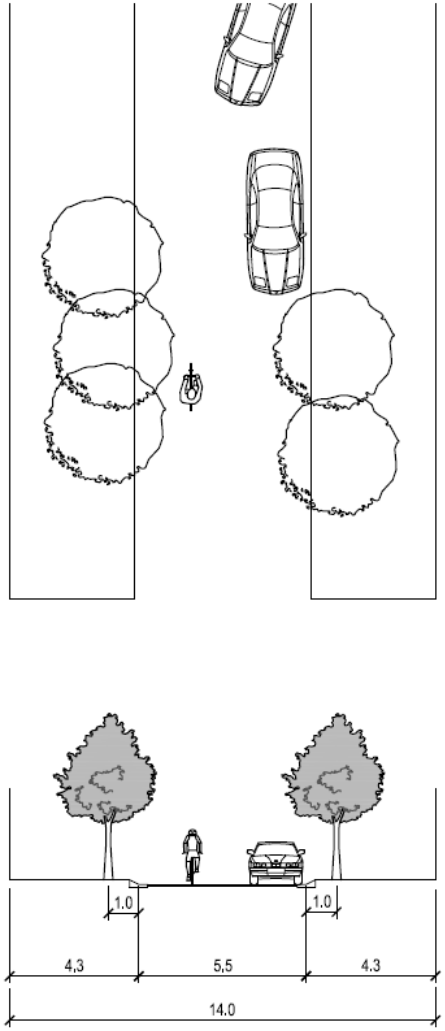
Schedule 6



ACCESS LANEWAY

Notes—

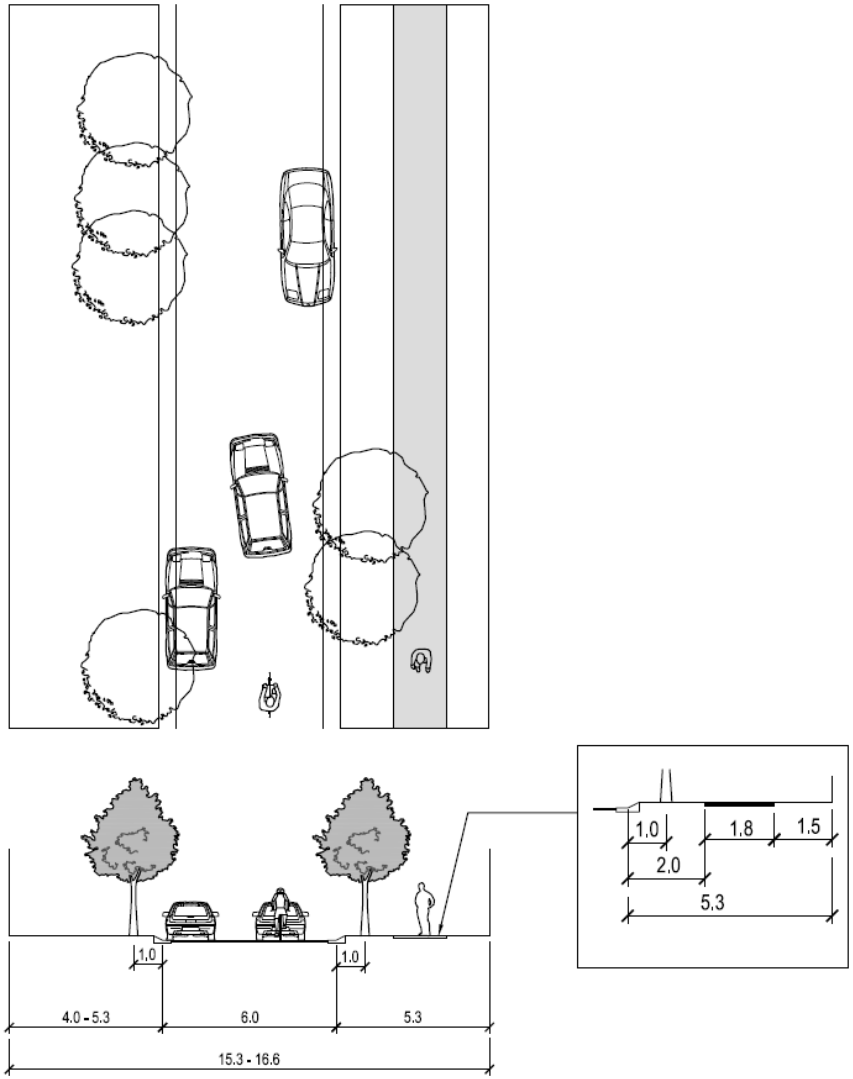
1. Access laneways provide access to properties; refuse collection and servicing with no parking within the laneway.
2. Pavements may be narrowed to 4 – 5m at lane entrances to improve sightlines to paths in adjacent streets.
3. Minimum rear setback of 1.0m to ground storey and 0.5m to first upper storey.



ACCESS PLACE

Notes—

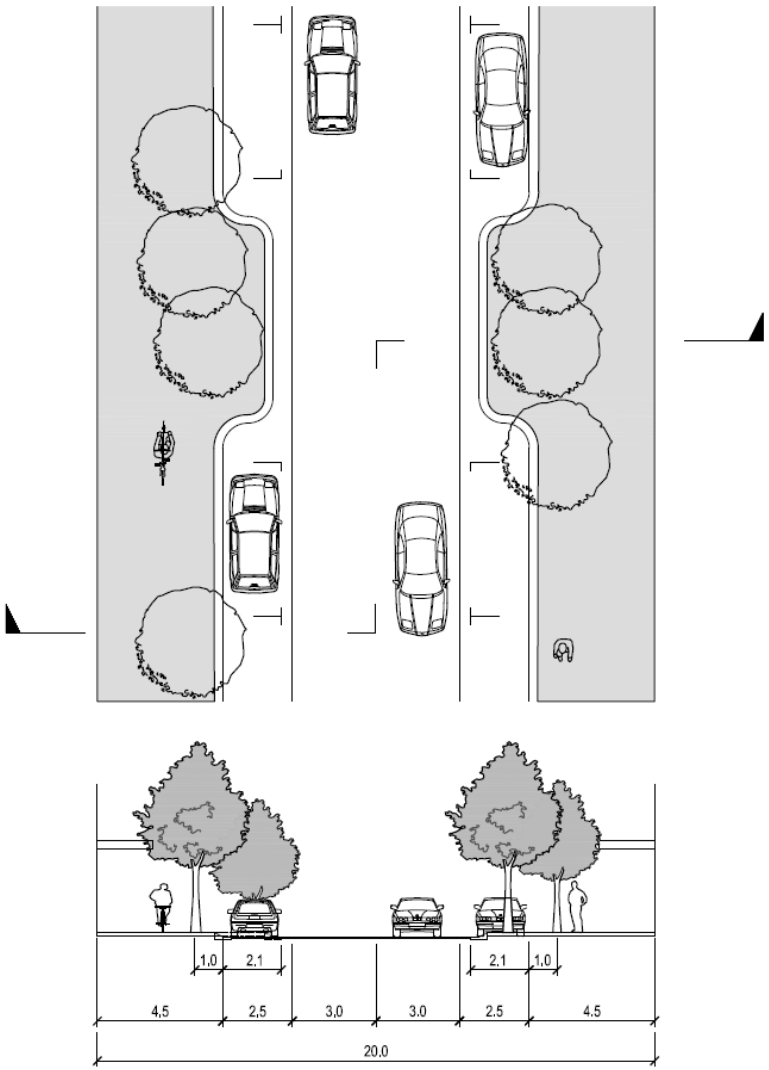
1. Pathway not required if speed environment is 30km/h or below unless part of a designated active transport route as shown on **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways**)) where local hierarchy pathway widths shall be a minimum of 2.5m and district or regional hierarchy pathways widths shall be a minimum 3.0m. These pathway widths will require adjustments to the cross section and widening of the verge.
2. On street parking one side only.



ACCESS STREET

Notes—

1. Pathway shall be a minimum width of 1.8m unless part of a designated route as shown on **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** where local hierarchy pathway width shall be a minimum 2.5m and district or regional hierarchy pathway width shall be a minimum 3.0m. The verge and overall cross section may require widening to suit. Asymmetric verge widths may be used.

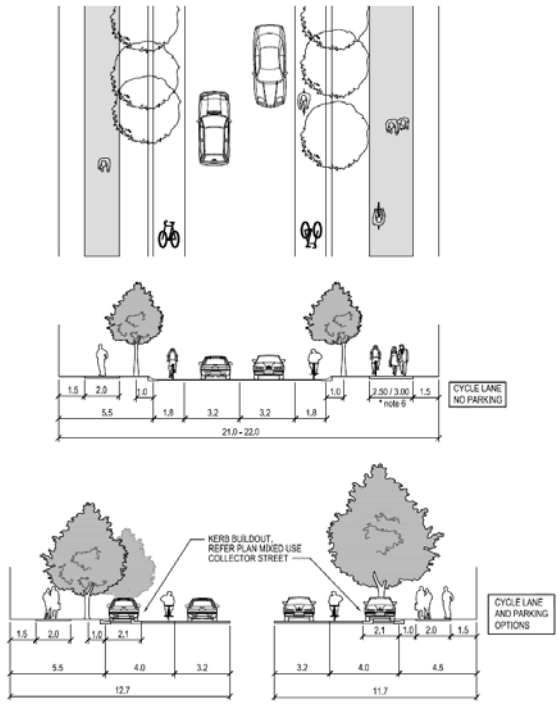


MIXED USE ACCESS STREET

Note—

1. Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.

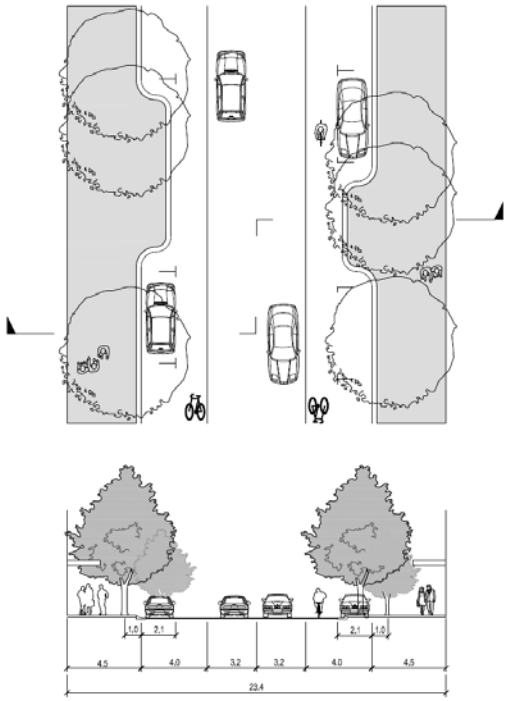
Schedule 6



NEIGHBOURHOOD COLLECTOR STREET

Notes—

1. Multiple cross sections are available depending on the combination of features in the street including on-street parking, cycle lanes, street trees, a designated cycle route and indented bus stops as explained in the following notes.
2. Cycle lanes may not be required if the street is not part of a designated cycle route as shown on Figure **9.4.8B(ii) (2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))**.
3. Where parking is required, additional width is to be added to one or both sides of the cross section depending on parking demand determined by frontage activity.
4. Where Council and TransLink agree that there is no likelihood that a street will become a future bus route and the street is not part of a designated cycle route, the carriageway width can be reduced to a minimum 8.0m to cater for on-street parking on one side.
5. Indented bus stops, associated infrastructure and required pathways can be accommodated by using a combination of local street reserve widening, cycle lane width and parking lane width where provided and shall comply with, *Road Planning and Design Manual* or *Austroads Guide to Road Design*.
6. Indented bus stop tapers may contain driveways. However consider sight lines in the location of any streetscaping.
7. Pathways to be a minimum width of 2.0m unless part of a designated cycle route as shown on **Figure 9.4.8B(i) (2031 Strategic Network of Pedestrian and Cycle Links (Pathways))** where local hierarchy shared pathway width shall be a minimum of 2.5m and district or regional hierarchy shared pathway width shall be a minimum of 3.0m. Asymmetric verge widths may be used.
8. The wider shared pathway shall be located on the side that best serves the expected demand and network connections.

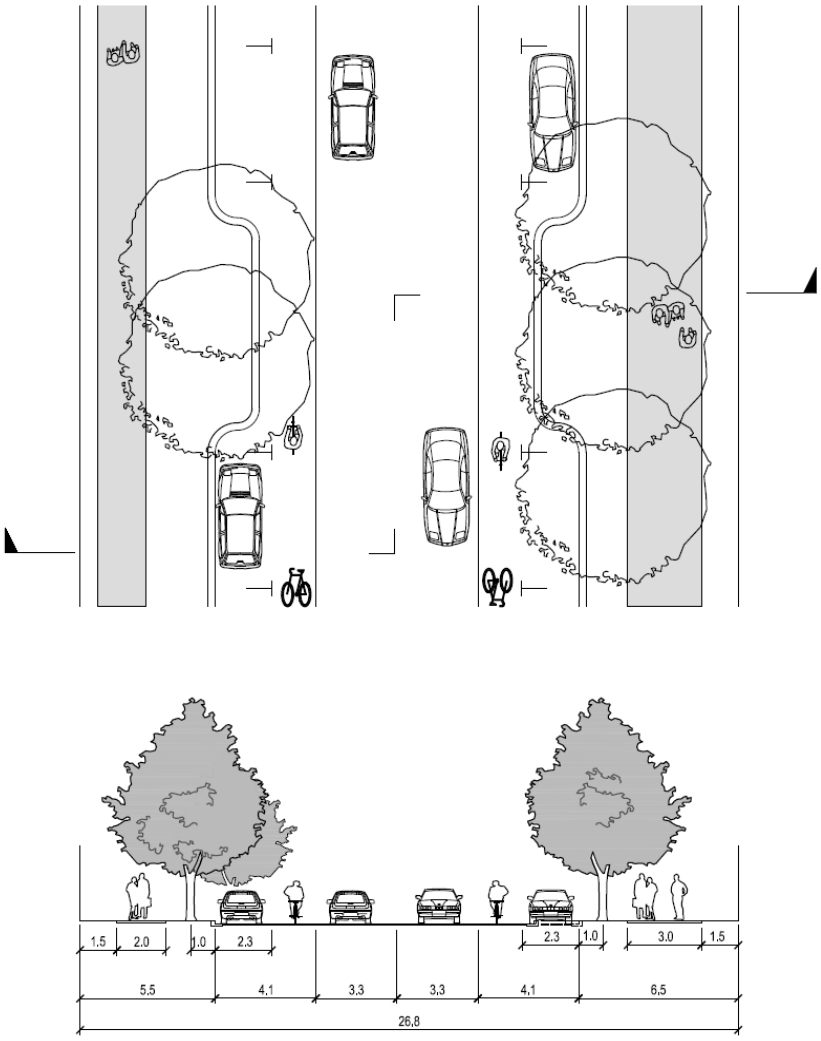


MIXED USE COLLECTOR STREET

Note—

Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.

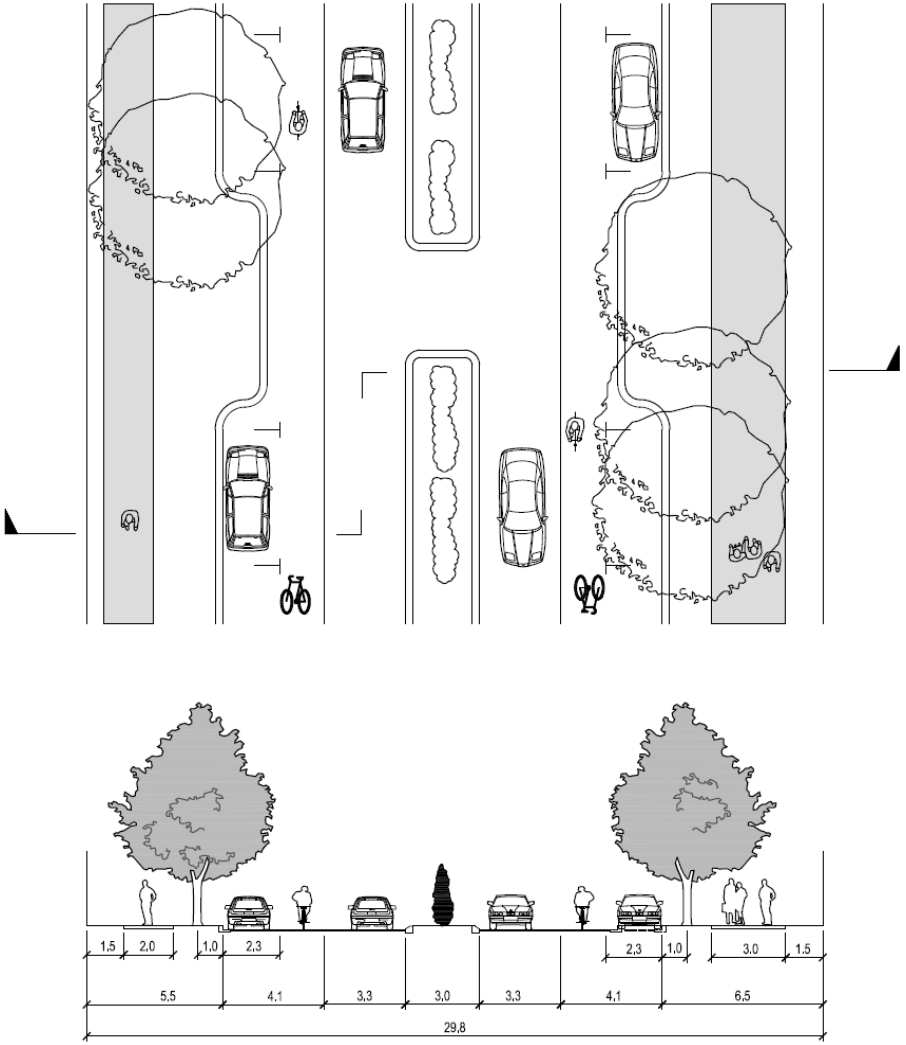
Schedule 6



DISTRICT COLLECTOR STREET

Notes—

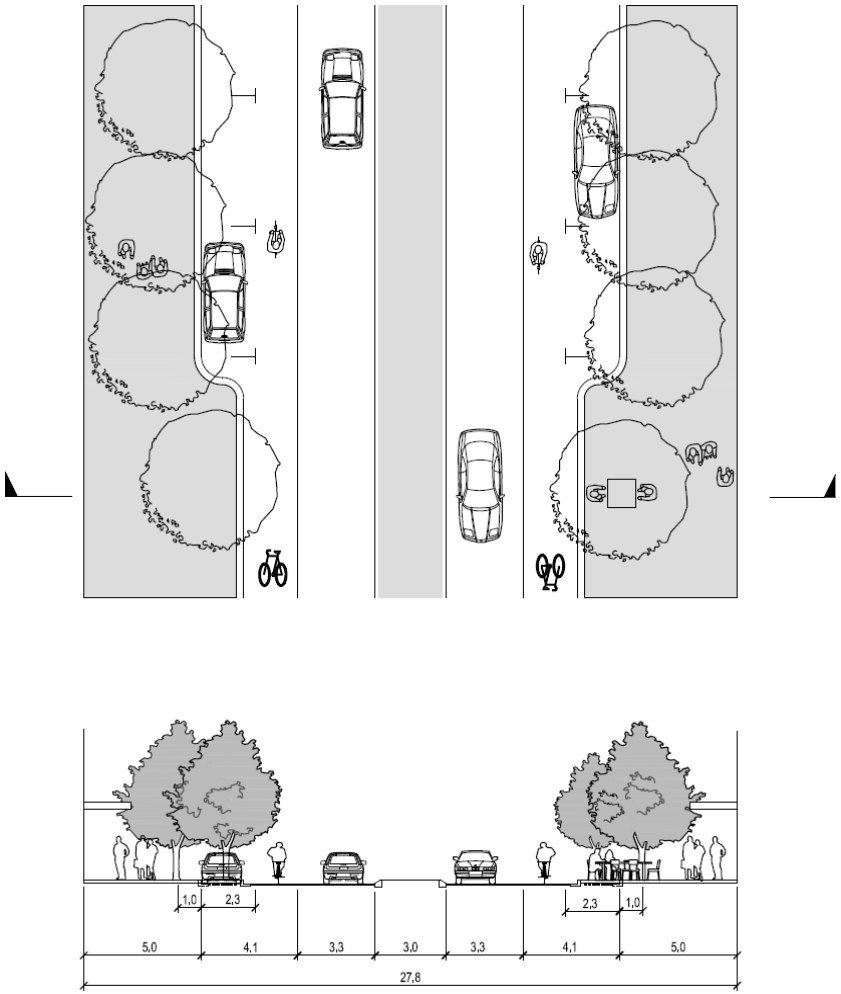
1. Pathways to be provided on both sides of the street with a minimum width 2.0m shared pathway on one verge and 3.0m on the opposite.
2. The wider shared pathway shall be located on the side that best serves the expected demand and network connections.
3. On bus routes, indented bus stops to be provided as required by the *Road Planning and Design Manual* or *Austroads Guide to Road Design*, Indented bus stops may require local widening of the reserve to provide clearances to required pathways. Asymmetric verge widths may be used.



DISTRICT COLLECTOR STREET (Median)

Notes—

1. Pathways to be provided on both sides of the street with a minimum width 2.0m shared pathway on one verge and 3.0m on the opposite.
2. The wider shared pathway shall be located on the side that best serves the expected demand and network connections.
3. On bus routes, indented bus stops to be provided as required by the *Road Planning and Design Manual* or *Austroads Guide to Road Design*, Indented bus stops may require local widening of the reserve to provide clearances to required pathways. Asymmetric verge widths may be used.



DISTRICT MAIN STREET (Median)

Note—
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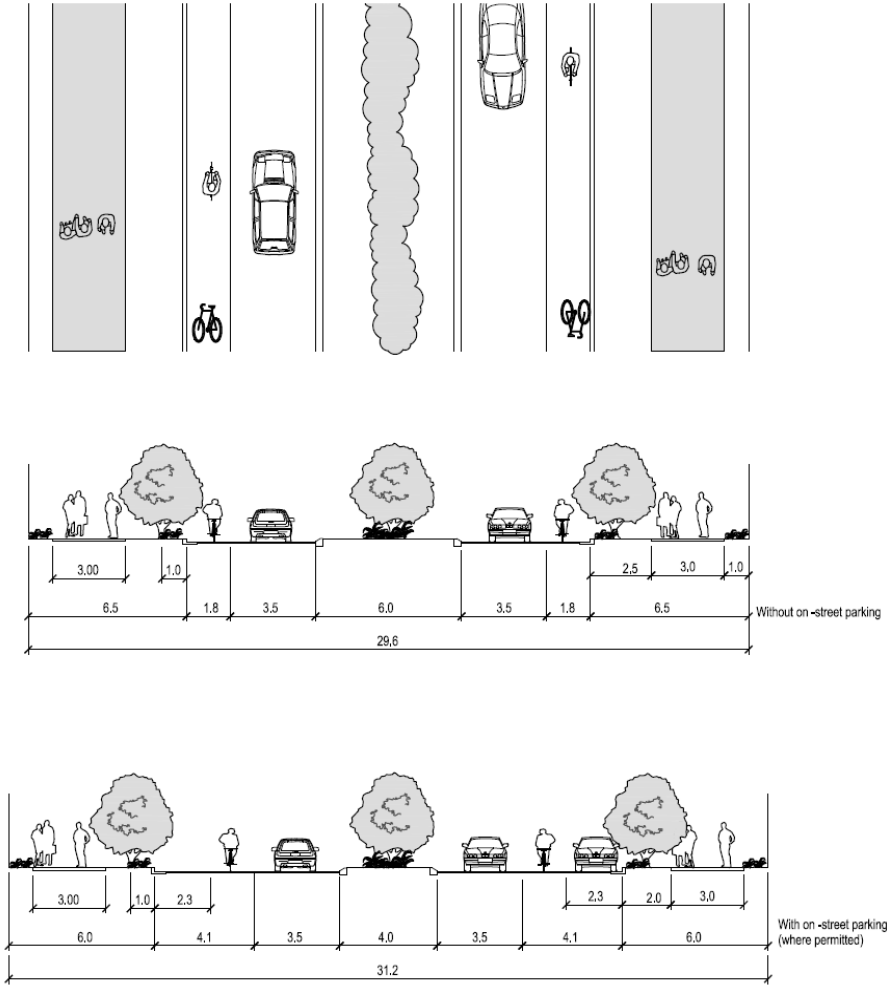
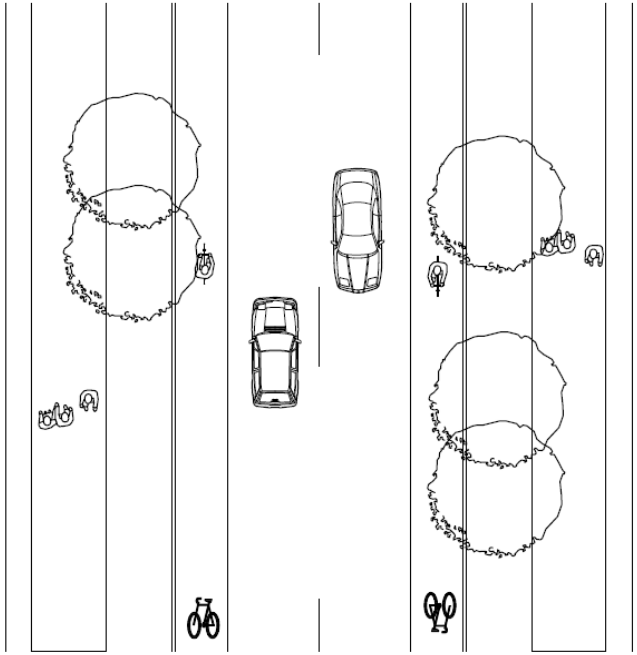
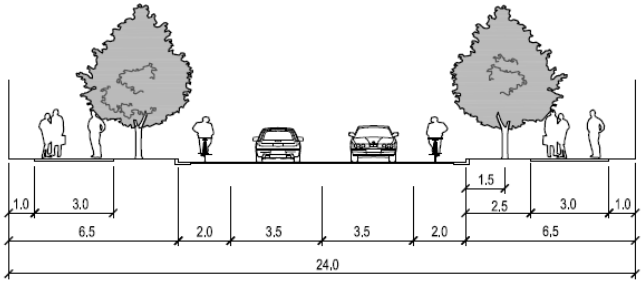


CONTROLLED DISTRIBUTOR ROAD (Preferred)

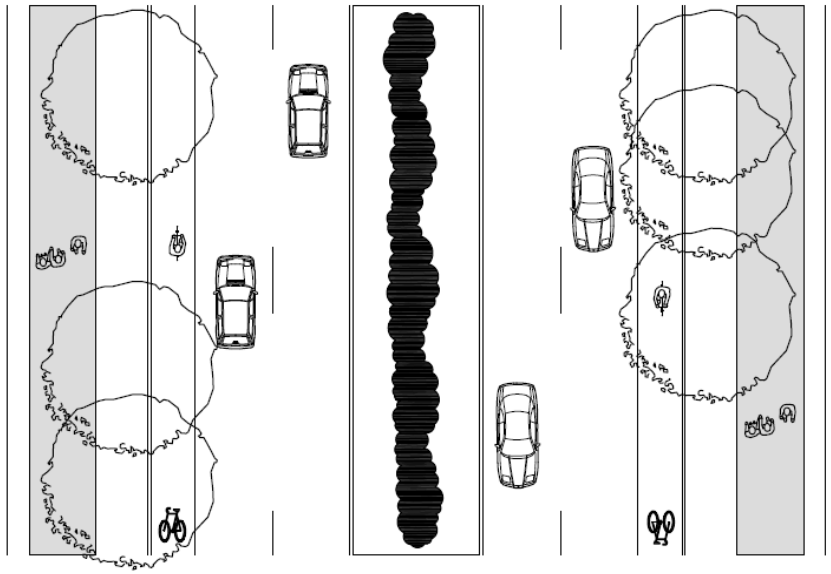
Notes—
1. Distributor Road is the desired Sub-Arterial Road cross section. Controlled Distributor Roads are generally existing sub-arterial roads through urban areas with possibly some parking and direct access existing for historical reasons. The Controlled Distributor Road cross section illustrates preferred combinations of the minimum elements each of which should be achieved wherever possible.
2. Shared pathway to be 3.0m minimum each side of road.
3. Median kerb to be semi-mountable with plantings 1.2m minimum clearance from rear of kerb.

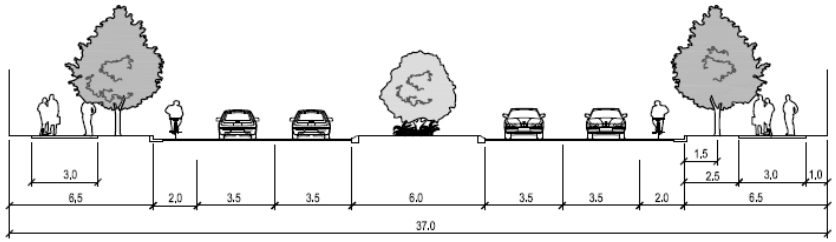




CONTROLLED DISTRIBUTOR ROAD (2 lane)

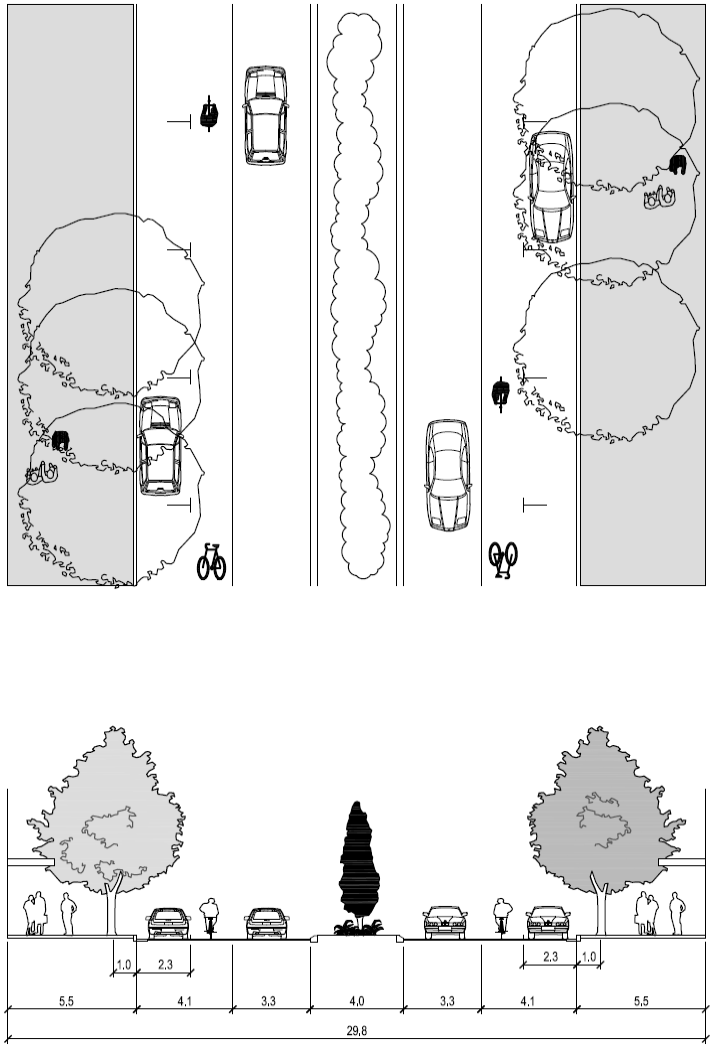
Note—
Shared pathway to be 3.0m minimum each side of road.





DISTRIBUTOR ROAD (4 lane)

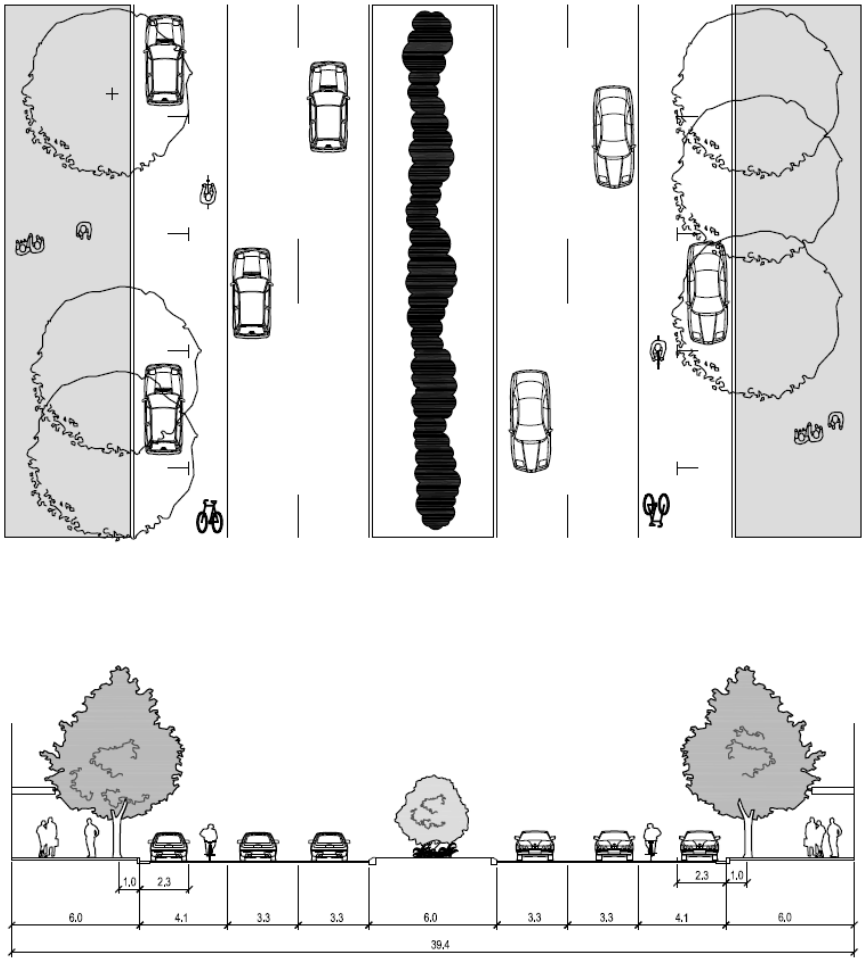
Note—
Shared pathway to be 3.0m minimum each side of road.



SUB-ARTERIAL MAIN STREET (Preferred)

Notes—

1. The Sub-Arterial Main Street cross section generally exists where sub-arterial roads pass through town and village centres. The Sub-Arterial cross section illustrates preferred combinations of the minimum elements each of which should be achieved wherever possible.
2. Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.

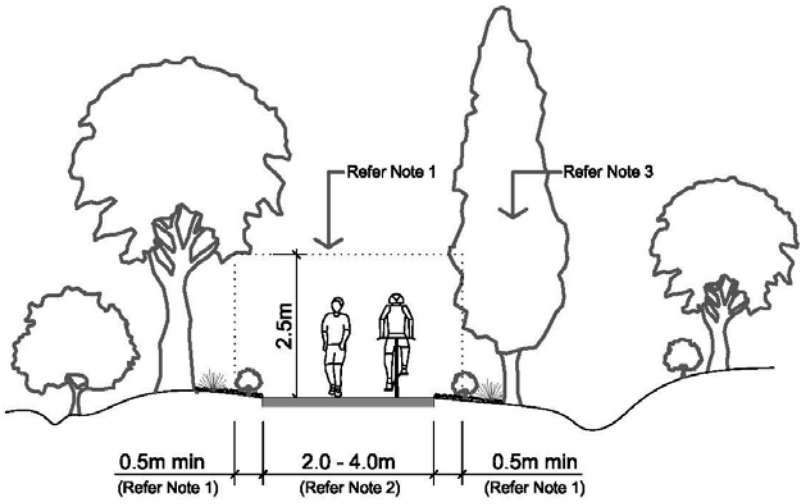


ARTERIAL MAIN STREET

Notes—

1. The Arterial Main Street cross section generally applies where a 4 lane divided Arterial Road passes through commercial precincts. Many established Arterial Main Streets will have cross sections which vary from that shown.
2. Verges to be paved full width on both sides of the street to allow for all weather use and concentrations of pedestrians and cyclists.
3. On-road parking bays may be indented and must be “paired” to allow vehicles to park with a forward motion.

Appendix SC6.17B Active transport infrastructure guidelines standard treatments



Notes:

1. Clear operating space extends 0.5m beyond the edge both sides of the pathway and at least 2.5m above the pathway (although if catering for horse riders the clear operating space shall be at least 3.0m high).

   Existing small shrubs and groundcover less than 0.5m high and of a non-irritative form (eg. non-prickly stemmed) can remain within 0.5m of the pathway provided they do not protrude over the pathway edge.

   Before removing trees or limbs greater than 0.1m diameter Council's Parks Superintendent shall be consulted. All tree and root pruning shall be carried out in accordance with Council's tree clearing requirements.

2. Refer Table below for Minimum Pathway Widths.

   Concrete pathways 2.5m wide and greater in width should be given a colour treatment to reduce glare and to blend with the surrounding environment.

   Pathways shall be elevated above localised water flows with field inlet pits and drainage pipes installed as required to prevent pathways being submerged during and after rainfall.

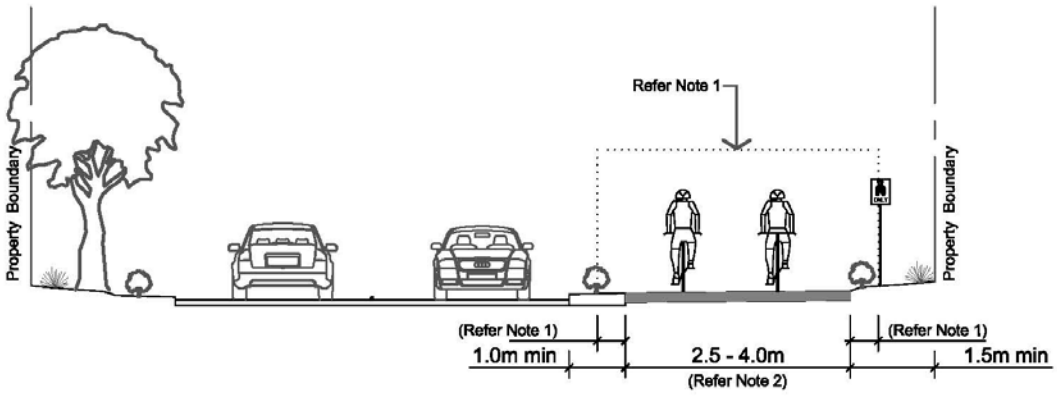
3. Shade trees shall be provided along the pathway corridor to provide shade to pathway users. Where possible trees should be planted in a staggered fashion either side of the pathway.

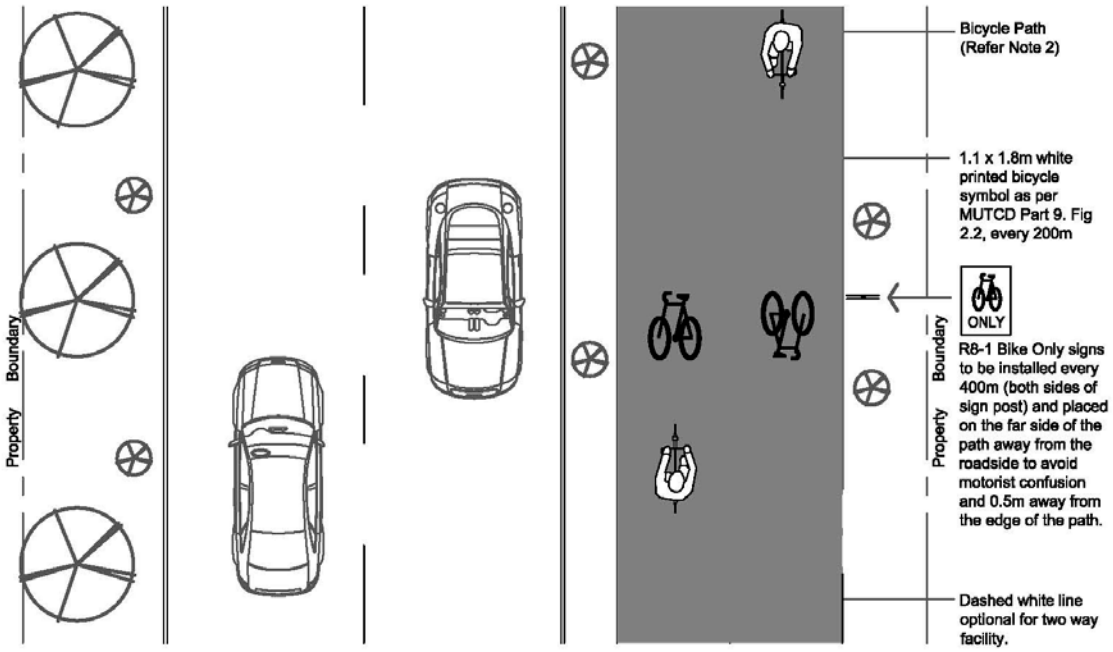
Minimum Pathway Witdths			
Application:	Local Access	Commuter	Recreational
Constrained Width	2.0m	2.5m	2.0m
Nominal Width	2.5m	3.0m	2.5m
Preferred Width	3.0m	3.5m	3.0m

Pathway widths outside of those listed above will be considered under special circumstances on a case by case basis depending on the merits, as agreed by Council

A4	Sunshine Coast Council	ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES STANDARD TREATMENTS	STANDARD TREATMENT Off Road Pathway Outside Road Reserves	26/07/12 Scale: NTS Drawing Sheet No. ST001

Schedule 6





Notes:

1. Clear operating space extends 0.5m beyond the edge both sides of the cycleway and at least 2.5m above the cycleway.

   Small shrubs and groundcover less than 0.5m high and of a non-irritative form (eg. non-prickly stemmed) can be placed within 0.5m of the cycleway provided they do not protrude over the cycleway edge.

   Before removing trees or limbs greater than 0.1m diameter Council's Parks Superintendent shall be consulted. All tree and root pruning shall be carried out in accordance with Council's tree clearing requirements.

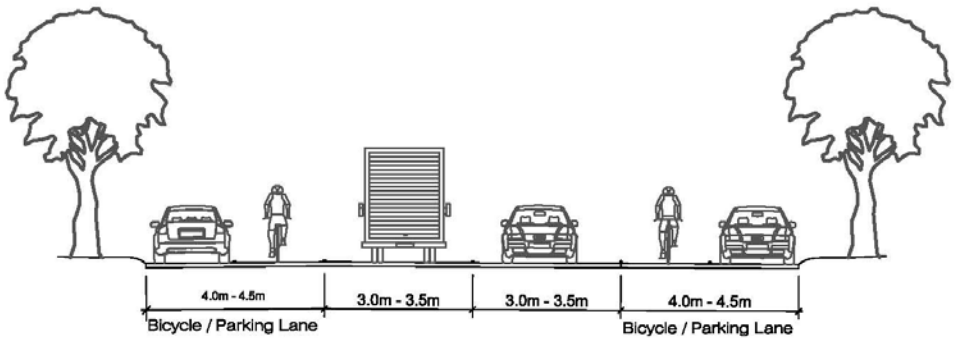
2. If cycle traffic is high, a greater width path of 3.0m to 4.0m is desirable.

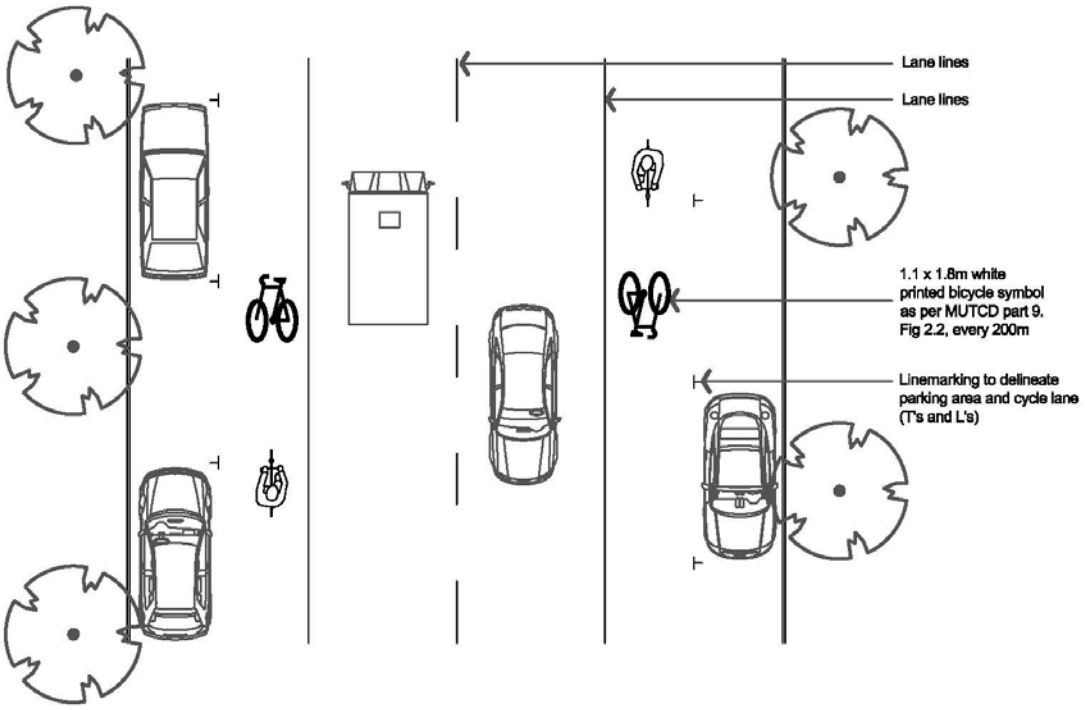
   Concrete cycleways should be given a colour treatment to reduce glare and to blend with the surrounding environment.

3. Shade trees shall be provided along the cycleway corridor to provide shade to users. Where possible in wide verges, trees should be planted in a staggered fashion either side of the cycleway while maintaining clearences.

A4	Sunshine Coast Council	ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES STANDARD TREATMENTS	STANDARD TREATMENT Off Road Exclusive Cycleway	26/07/12 Scale: NTS Drawing Sheet No. ST002

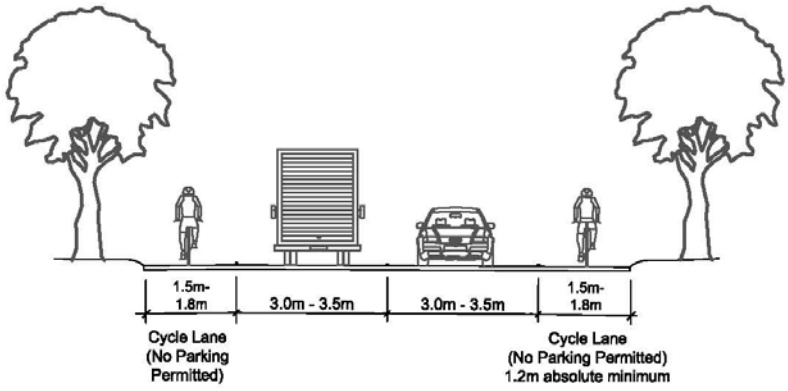
Schedule 6

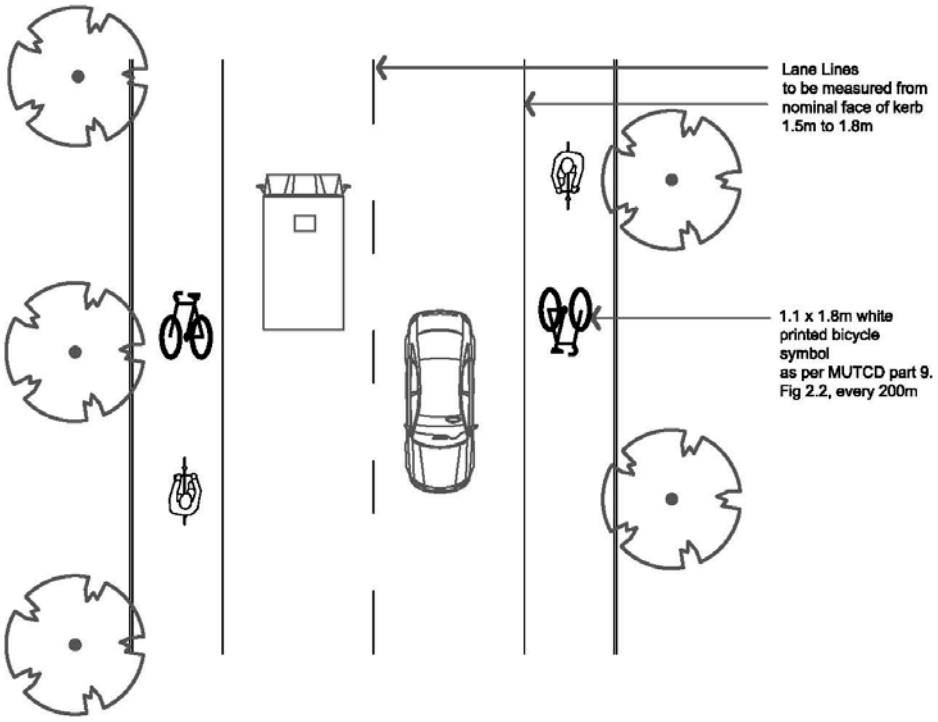




A4	Sunshine Coast Council	**ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES** STANDARD TREATMENTS	STANDARD TREATMENT On Road Bicycle / Parallel Car Parking Lane (Full Linemarking)	26/07/12 Scale: NTS Drawing Sheet No. **ST004**

Schedule 6

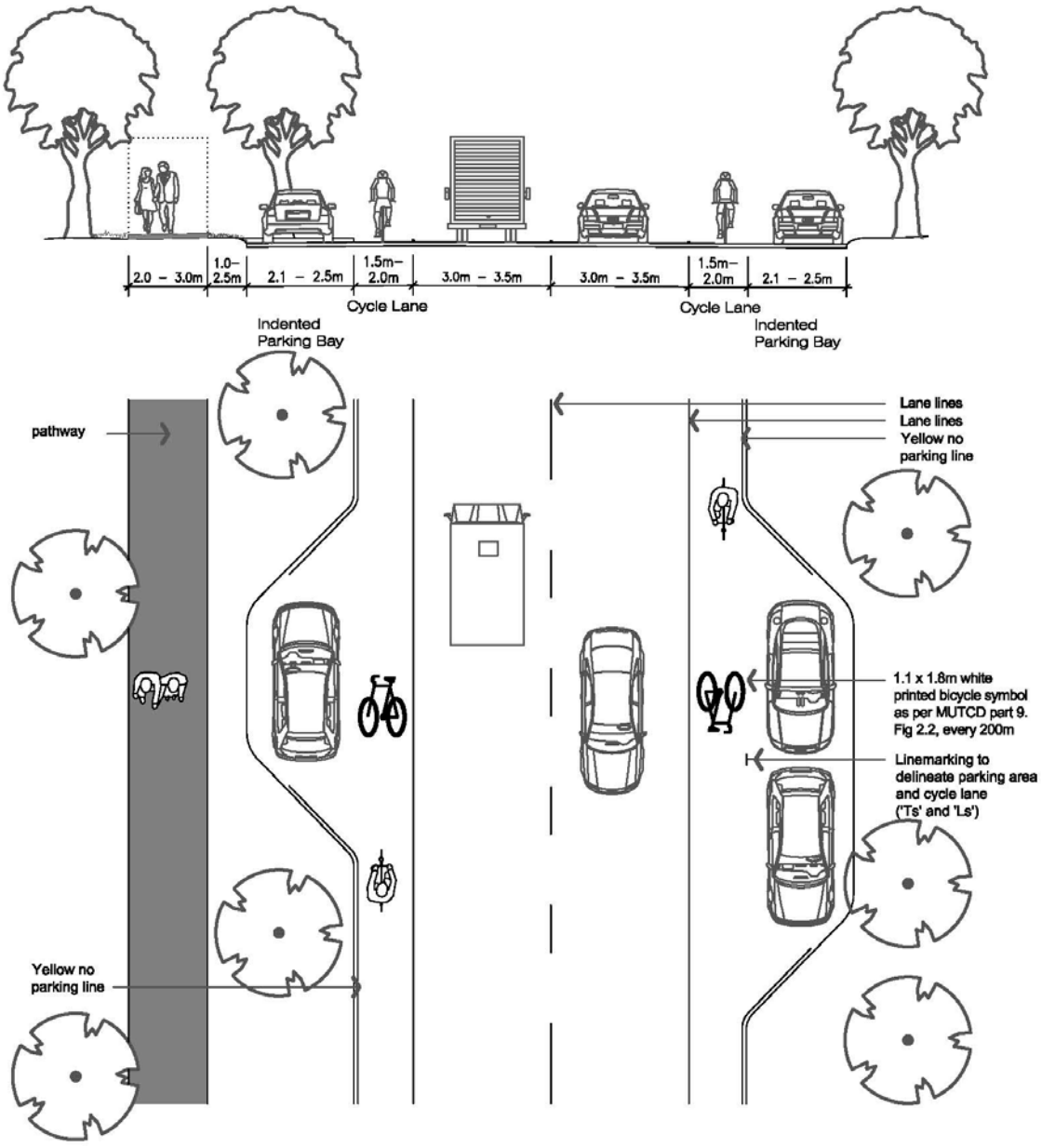




NOTE 1. Yellow "no stopping" line to be used if there is potential for conflict and parking within cycle lane

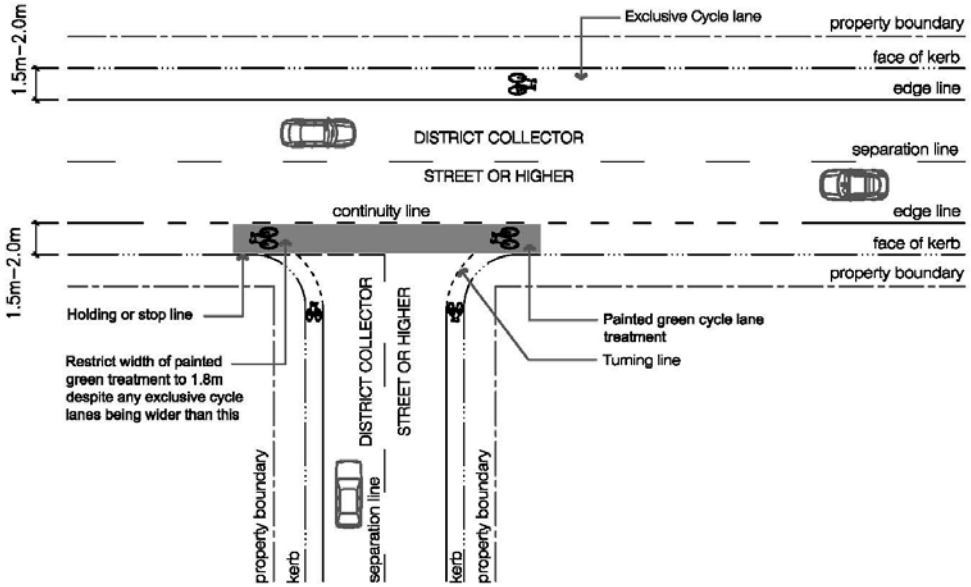
A4	Sunshine Coast Council	**ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES** STANDARD TREATMENTS	STANDARD TREATMENT On Road Dedicated Cycle Lane (Parking Not Permitted)	26/07/12 Scale: NTS Drawing Sheet No. **ST005**

Schedule 6



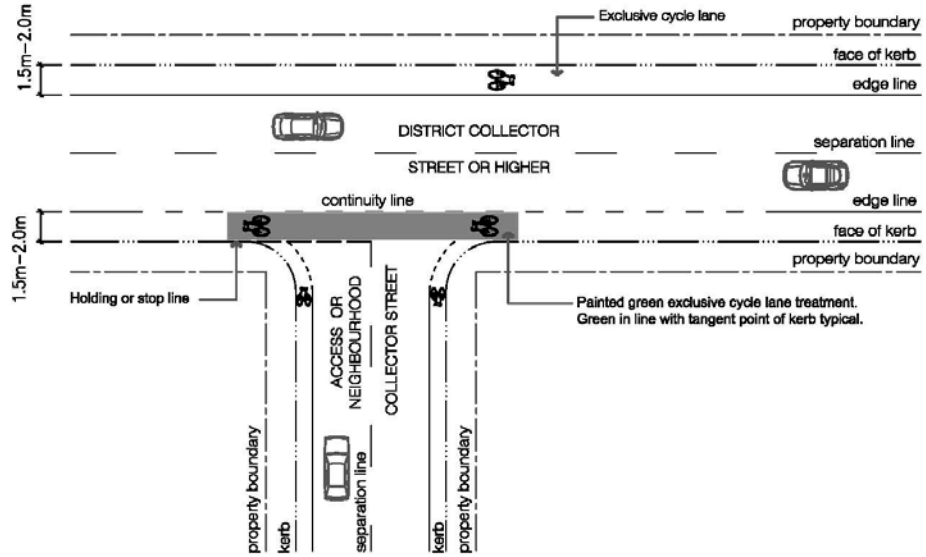
A4	Sunshine Coast Council	**ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES** STANDARD TREATMENTS	STANDARD TREATMENT On Road Cycle Lane / Indented Parking Bays	26/07/12 Scale: NTS Drawing Sheet No. **ST007**

Schedule 6



'T' Intersection with dedicated cycle lanes on the major and minor road

On Road Bicycle Lane treatments



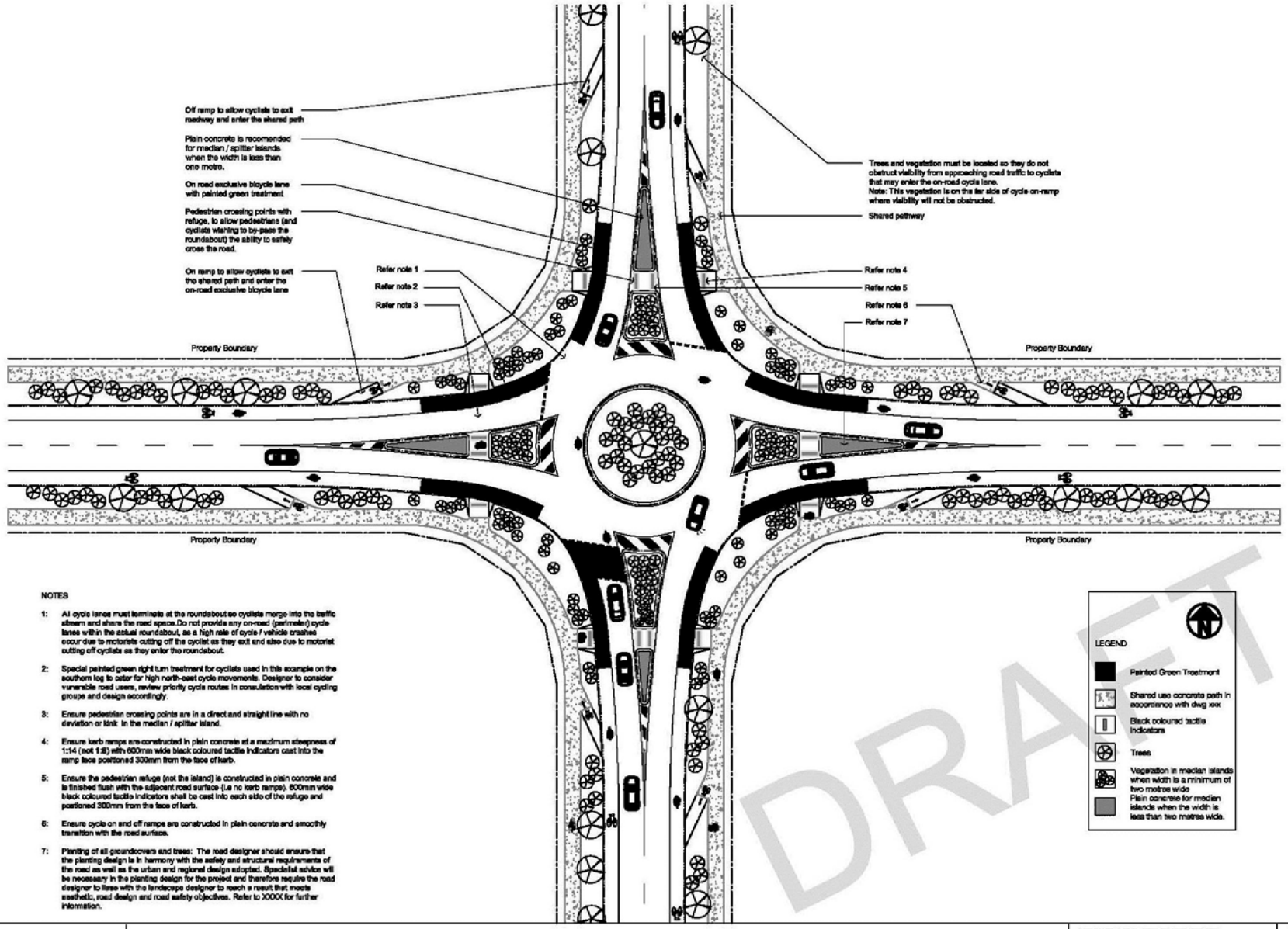
'T' Intersection with dedicated cycle lanes on the major road only

NOTES:

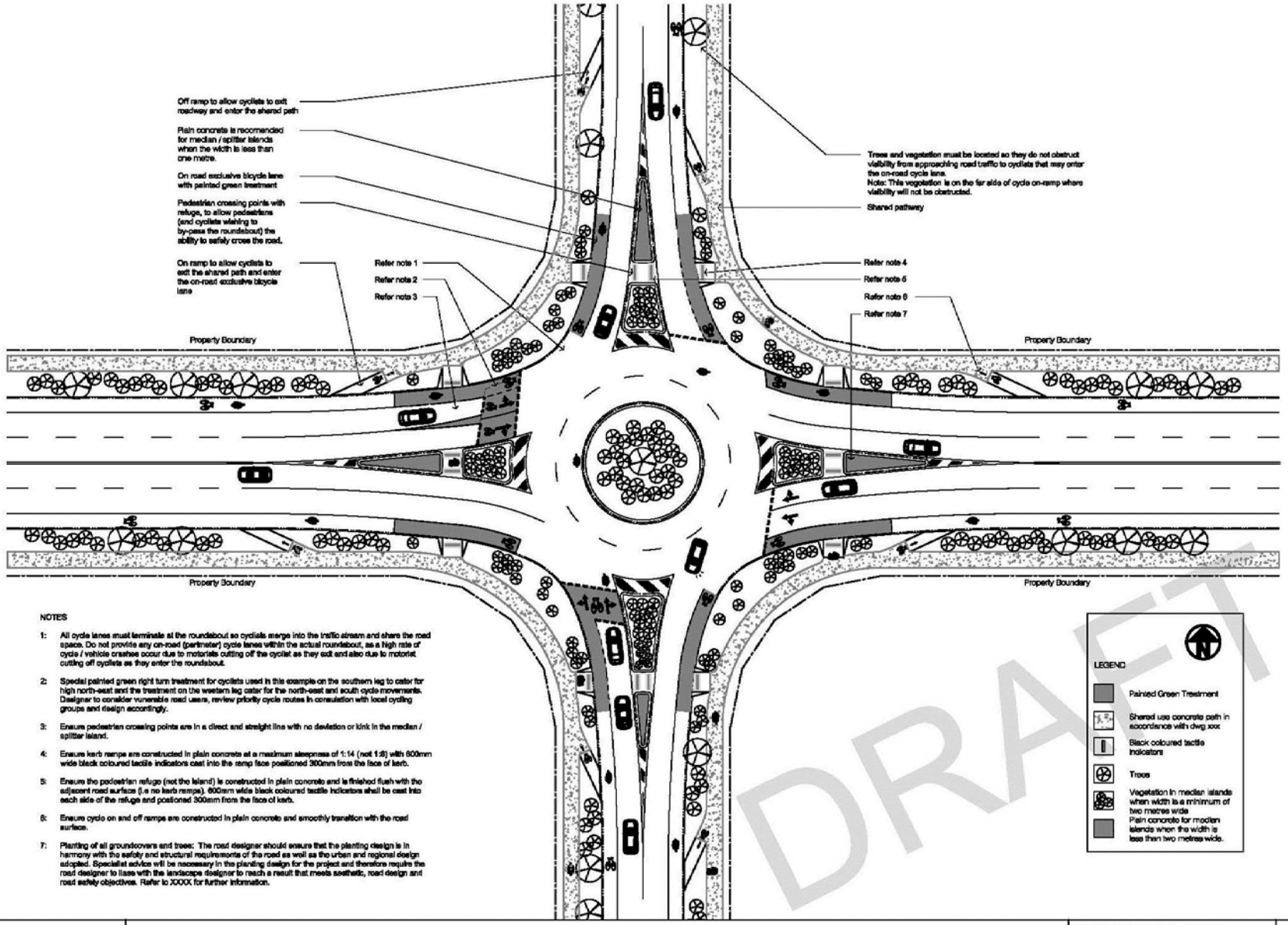
1. Holding line/stop line to be set back a minimum of 1.5m towards property boundary for dedicated cycle lanes. (ie. cycle lanes with no parking)
2. All bicycle symbols on roadway to be white, 1.1m x 1.8m this per MUTCD part 9, fig 2.2 symbols to be spaced at a max of 200m.

A4	Sunshine Coast Council	ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES STANDARD TREATMENTS	STANDARD TREATMENT On Road Dedicated Cycle Lane Treatment at a "T" Intersection	26/07/12 Scale: NTS Drawing Sheet No. ST013

Schedule 6


Off ramp to allow cyclists to exit roadway and enter the shared path
Plain concrete is recomended for median / splitter islands when the width is less than one metre.
On road exclusive bicycle lane with painted green treatment
Pedestrian crossing points with refuge, to allow pedestrians (and cyclists wishing to by-pass the roundabout) the ability to safely cross the road.
On ramp to allow cyclists to exit the shared path and enter the on-road exclusive bicycle lane
Refer note 1
Refer note 2
Refer note 3
Trees and vegetation must be located so they do not obstruct viability from approaching road traffic to cyclists that may enter the on-road cycle lane.
Note: This vegetation is on the far side of cycle on-ramp where visibility will not be obstructed.
Shared pathway
Refer note 4
Refer note 5
Refer note 6
Refer note 7
Property Boundary
Property Boundary
Property Boundary
Property Boundary
NOTES
1: All cycle lanes must terminate at the roundabout so cyclists merge into the traffic stream and share the road space.Do not provide any on-road (perimeter) cycle lanes within the actual roundabout, as a high rate of cycle / vehicle crashes occur due to motorists cutting off the cyclist as they exit and also due to motorist cutting off cyclists as they enter the roundabout.
2: Special painted green right turn treatment for cyclists used in this example on the southern leg to cater for high north-east cycle movements. Designer to consider vunerable road users, review priority cycle routes in consultation with local cycling groups and design accordingly.
3: Ensure pedestrian crossing points are in a direct and straight line with no deviation or kink in the median / splitter island.
4: Ensure kerb ramps are constructed in plain concrete at a maximum steepness of 1:14 (not 1:8) with 600mm wide black coloured tactile indicators cast into the ramp face positioned 300mm from the face of kerb.
5: Ensure the pedestrian refuge (not the island) is constructed in plain concrete and is finished flush with the adjacent road surface (i.e no kerb ramps). 600mm wide black coloured tactile indicators shall be cast into each side of the refuge and positioned 300mm from the face of kerb.
6: Ensure cycle on and off ramps are constructed in plain concrete and smoothly transition with the road surface.
7: Planting of all groundcovers and trees: The road designer should ensure that the planting design is in harmony with the safety and structural requirements of the road as well as the urban and regional design adopted. Specialist advice will be necessary in the planting design for the project and therefore requires the road designer to liaise with the landscape designer to reach a result that meets aesthetic, road design and road safety objectives. Refer to XXXX for further information.
LEGEND
Painted Green Treatment
Shared use concrete path in accordance with dwg xxx
Black coloured tactile indicators
Trees
Vegetation in median islands when width is a minimum of two metres wide
Plain concrete for median islands when the width is less than two metres wide.
DRAFT
A3
Sunshine Coast Council
ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES
STANDARD TREATMENTS
STANDARD TREATMENT
Roundabout - Single Lane
18/04/11
Scale: NTS
Drawing Sheet No.
ST015

Schedule 6



NOTES

1: All cycle lanes must terminate at the roundabout so cyclists merge into the traffic stream and share the road space. Do not provide any on-road (perimeter) cycle lanes within the actual roundabout, as a high rate of cycle / vehicle crashes occur due to motorists cutting off the cyclist as they exit and also due to motorist cutting off cyclists as they enter the roundabout.

2: Special painted green right turn treatment for cyclists used in this example on the southern leg to cater for high north-east and the treatment on the western leg cater for the north-east and south cycle movements. Designer to consider vunerable road users, review priority cycle routes in consultation with local cycling groups and design accordingly.

3: Ensure pedestrian crossing points are in a direct and straight line with no deviation or kink in the median / splitter island.

4: Ensure kerb ramps are constructed in plain concrete at a maximum steepness of 1:14 (not 1:8) with 600mm wide black coloured tactile indicators cast into the ramp face positioned 300mm from the face of kerb.

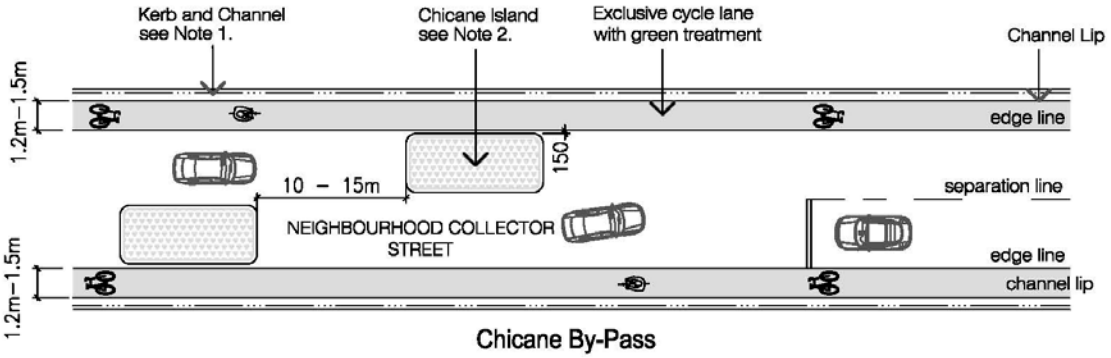
5: Ensure the pedestrian refuge (not the island) is constructed in plain concrete and is finished flush with the adjacent road surface (i.e no kerb ramps). 600mm wide black coloured tactile indicators shall be cast into each side of the refuge and positioned 300mm from the face of kerb.

6: Ensure cycle on and off ramps are constructed in plain concrete and smoothly transition with the road surface.

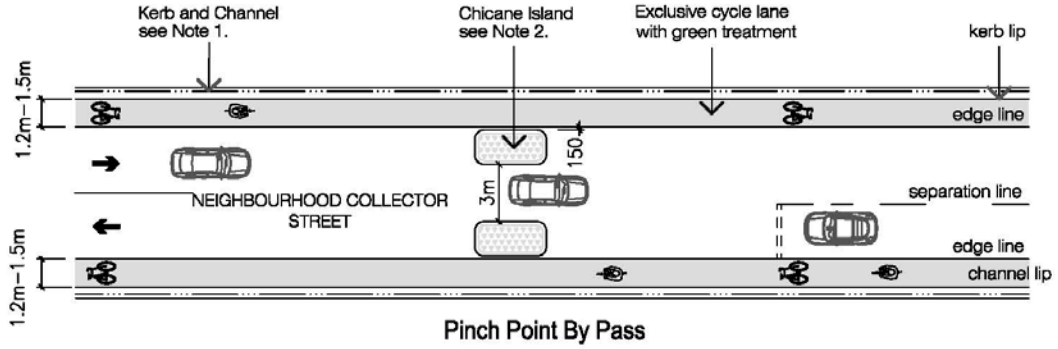
7: Planting of all groundcovers and trees: The road designer should ensure that the planting design is in harmony with the safety and structural requirements of the road as well as the urban and regional design adopted. Specialist advice will be necessary in the planting design for the project and therefore require the road designer to liase with the landscape designer to reach a result that meets aesthetic, road design and road safety objectives. Refer to XXXX for further information.

A3	Sunshine Coast Council	ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES STANDARD TREATMENTS	STANDARD TREATMENT Roundabout - Multi Lane	18/04/11 Scale: NTS Drawing Sheet No. DS016

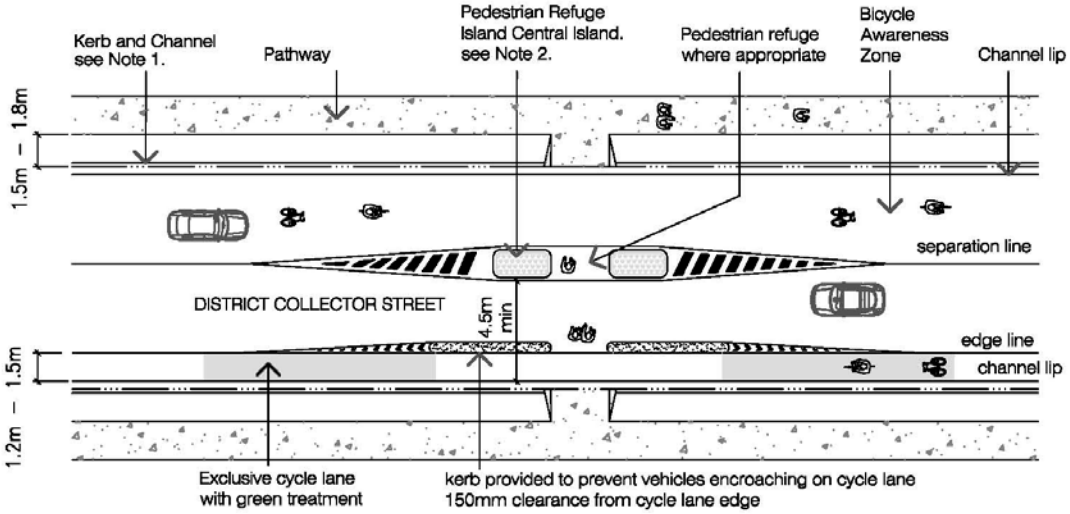
Schedule 6



Chicane By-Pass



Pinch Point By Pass

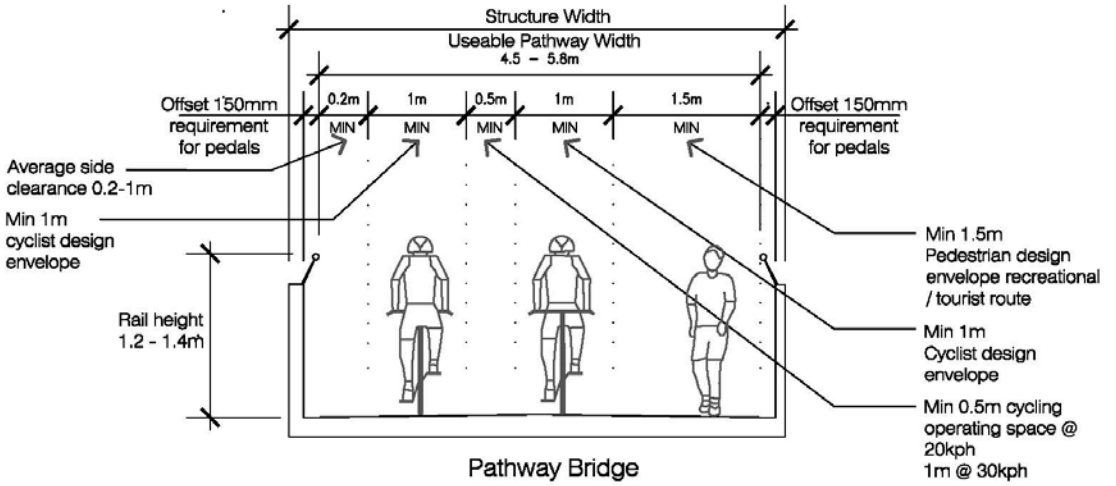


Pedestrian Refuge and Cyclist Separation Island through Pinch Point

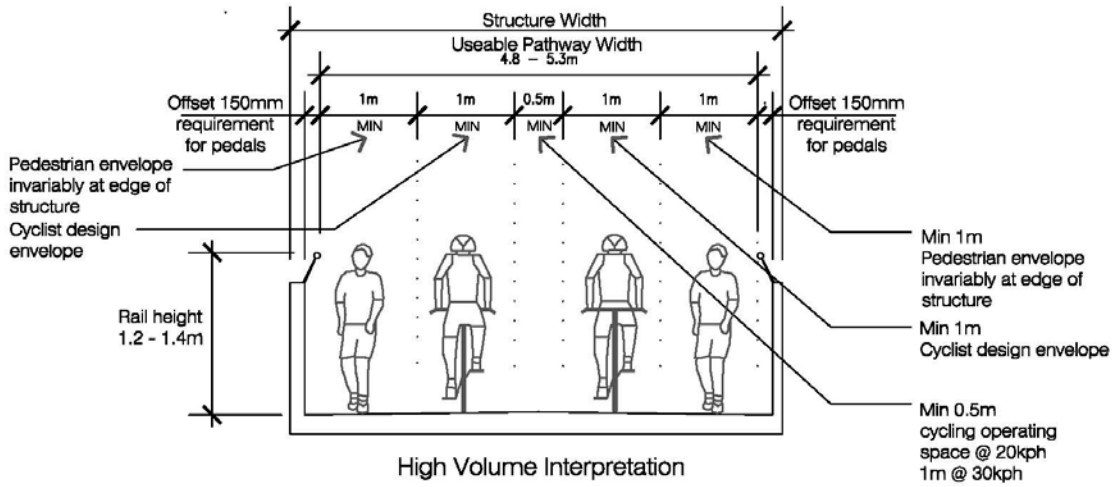
NOTES
1: Kerb and Channel is unusable for cyclists. Cycle lane width therefore measured from lip of channel.
2: Chicane island - Max height of any visual object 600mm measured from pavement surface.
150mm clearance from cycle lane edge
3: Green pavement treatments to be determined on a case by case basis in consultation with council.

A4	Sunshine Coast Council	**ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES** STANDARD TREATMENTS	STANDARD TREATMENT Intergrated 'Bicycle Friendly' LATM Options	26/07/12 Scale: NTS Drawing Sheet No. **ST017**

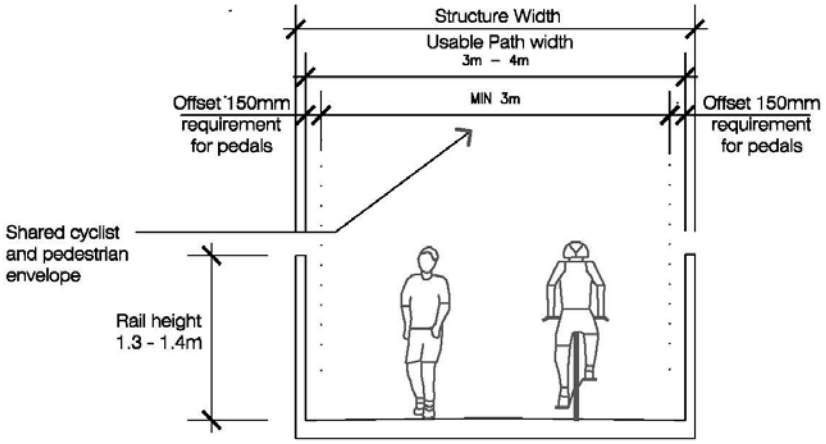
Schedule 6



Pathway Bridge



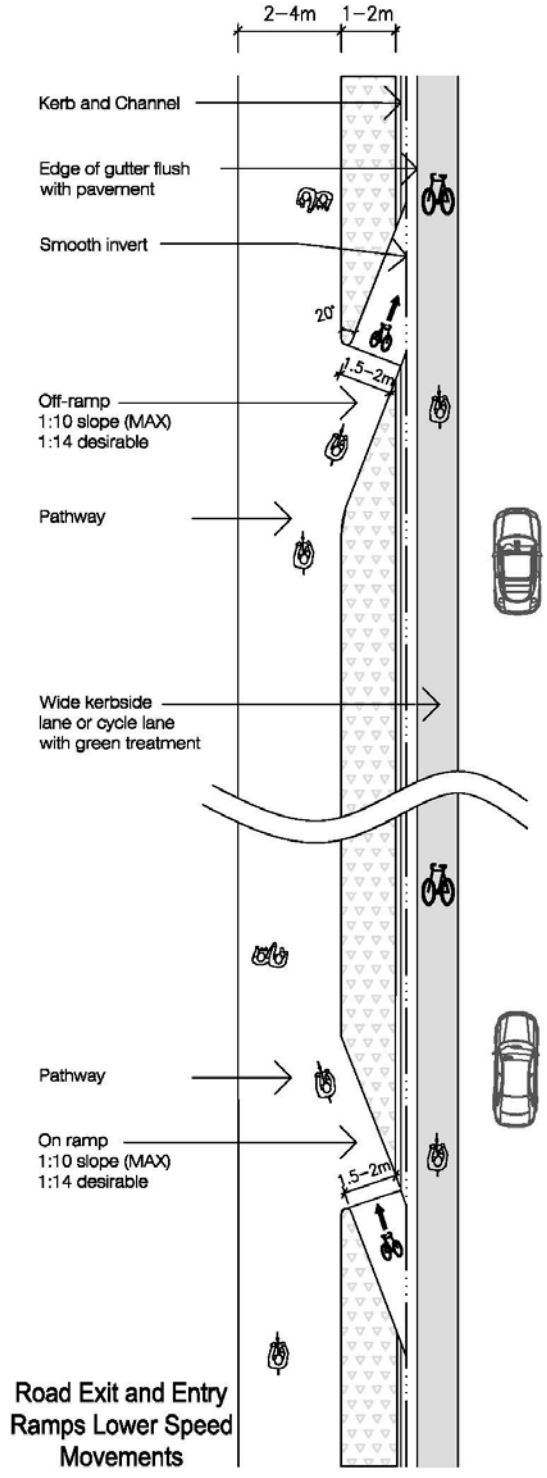
High Volume Interpretation



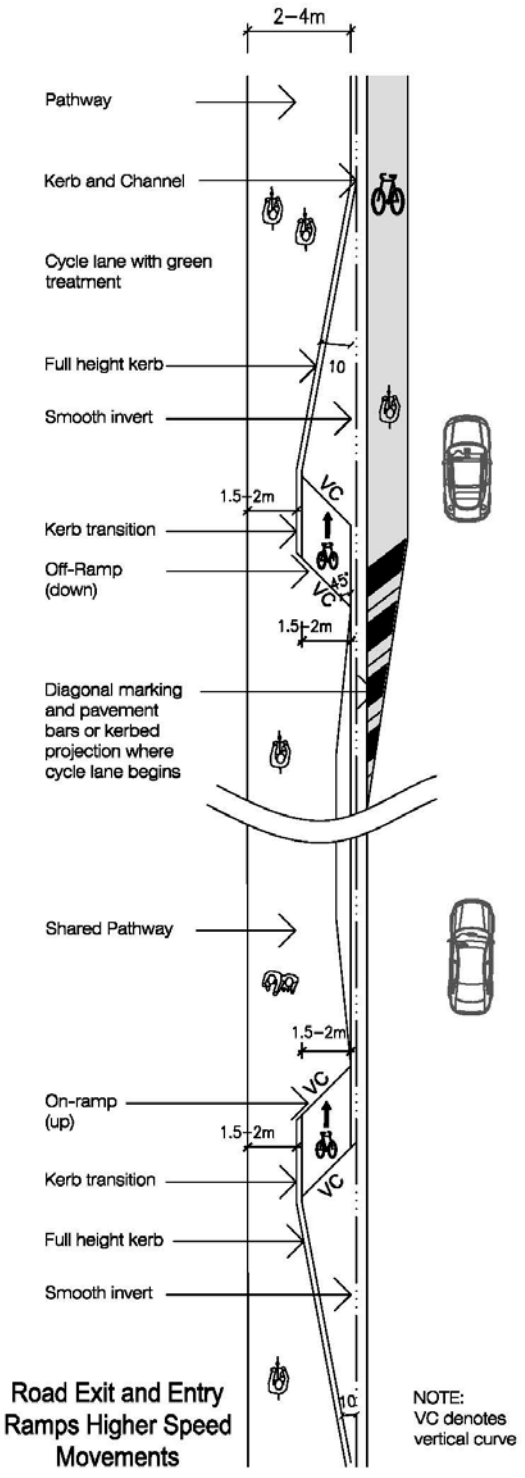
Boardwalk

A4	Sunshine Coast Council	**ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES** STANDARD TREATMENTS	STANDARD TREATMENT For Bridge and Boardwalks Shared with Pedestrian / Cycle Use	26/07/12 Scale: NTS Drawing Sheet No. **ST018**

Schedule 6



Road Exit and Entry Ramps Lower Speed Movements



Road Exit and Entry Ramps Higher Speed Movements

NOTE:
VC denotes vertical curve

A4	Sunshine Coast Council	**ACTIVE TRANSPORT INFRASTRUCTURE GUIDELINES** STANDARD TREATMENTS	STANDARD TREATMENT Road Exit and Entry Ramps for Cyclists	26/07/12 Scale: NTS Drawing Sheet No. **ST019**

Schedule 6