

4.4.4 Transport Network

- (1) The transport network contains three integrated systems being roads, public transport, and the pedestrian and cycle network. The desired standards are below.
 - (a) Roads:
 - (i) The desired standards of service for trunk roads are largely dependent on the road hierarchy classification, lanes, traffic loading, traffic pattern, and level of service (LOS) (shown in Tables 4.4.4.2 and 4.4.4.3);
 - (ii) The desired standards of service apply to all trunk infrastructure roads within the Livingstone Shire Council area in accordance with Table 4.4.4.1.
 - (b) Public transport:
 - (i) Bus facilities are to include bus stopping treatments and shelters in accordance with Table 4.4.4.1.
 - (c) Pedestrian and cycle network:
 - (i) Desired standards of service for cycleways and pedestrian pathways concern geometric design considerations required for the construction of trunk infrastructure as defined by on-road and off-road facilities identified in the Capricorn Municipal Development Guidelines, and summarised in Table 4.4.4.1 below.
- (2) It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, transport trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 4.4.4.1 – Transport Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/ planning standards	<p>The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities and freight movement.</p> <p>Design of the road system aims to meet minimum Level of Service (LOS) D at the Planning Horizon Peak Hour Pattern for the particular site.</p>	<ul style="list-style-type: none"> Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines The Queensland Department of Transport and Main Roads Road Planning and Design Manual Australian Standards AUSTROADS guides Maximum acceptable degree of saturation for intersections identified in Table 4.4.4.3 or minimum levels of service (LOS) D in Table 4.4.4.2 Level of service (LOS) – Table 4.4.4.2
Public Transport design/ planning standards	<p>Ensure development accommodates the access to and integration of public transport services.</p> <p>Provide bus stops including bus bays, shelters, seating and bus information systems in accordance with Council's</p>	<ul style="list-style-type: none"> Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines Design accords with the performance criteria set by Department of Transport and Main Roads Queensland Government TRANSLINK Public

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	adopted standards identified in the planning scheme.	transport infrastructure manual <ul style="list-style-type: none"> AUSTROADS guides for road-based public transport and high-occupancy vehicles
Cycleway and pathway design/ planning standards	Cycleways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable travel alternatives. Design of the network will comply with Council's adopted standards identified in the planning scheme.	<ul style="list-style-type: none"> Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines Australian Standards AUSTROADS Guides Complete Streets

Table 4.4.4.2 - Level of service (LOS) for trunk roads, intersections, pedestrian and cycle networks *

Level of Service	Short Description	Loading
A	Free flow	< 33 %
B	Reasonably free flow	< 50 %
C	Stable flow	< 65 %
D	Approaching unstable flow	< 80 %
E	Unstable flow	100 %
F	Forced or breakdown flow	

* Refer to Department of Main Road Planning and Design Manual

Table 4.4.4.3 – Maximum Degree of Saturation for Road Intersections

Traffic Signals	0.9
Roundabout	0.85
Priority controlled	0.8
Traffic signals (State-controlled)	0.9