



AGENDA

Late Reports

Ordinary Council Meeting

Wednesday, 22 November 2023

Date: Wednesday, 22 November 2023

Time: 9:00am

**Location: Warren Truss Chamber
45 Glendon Street
Kingaroy**

**Mark Pitt PSM
Chief Executive Officer**

Order Of Business

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8 NOTICES OF MOTION

8.1 NOTICE OF MOTION - DOG HOBBYISTS AND DOG EXHIBITORS

File Number: 09/08/2023

I, Councillor Kathy Duff, give notice that at the next Liveability, Governance and Finance Standing Committee of Council to be held on 22 November 2023, I intend to move the following motion:

OFFICERS RECOMDENATION

That the item be lifted from the table.

MOTION

That committee recommends to council that:

Council introduces a permit system for Hobbyist Breeders and Dog Exhibitors with the following conditions:

- Hobbyist Breeder and Dog Exhibitor is defined by a person on more than 4.5 acres (18200 square metres) with 12 or less dogs who breeds or exhibits for non-commercial purposes.
- This permit would allow for registration of up to 12 dogs for a period of 12 months.
- The registrations would be updated yearly.
- Each dog registration would cost the same as what is listed on current schedule of fees to be capped at \$240 for total of 12 dogs.
- This permit can only be given to a person who holds a current financial Nanango Kennel Club membership or Burnett Kennel club membership and Dogs Queensland membership.
- A yearly permit fee of \$250 would be charged.
- Conditions for maintaining a permit are that the permit holder must remain compliant with Dogs QLD rules and regulations and have no unresolved complaints with South Burnett Regional Council.

RATIONALE

Members of the Nanango Kennel Club came to a recent Council Community Engagement Day. They pointed out that the issue around Hobbyist Breeders and Dog Exhibitors and their ability to breed and the number of dogs allowed has been compromised by the current local laws. The Local Law review will take a long time to change. This issue was raised when Council first became amalgamated and has been an ongoing issue. The Nanango Kennel Club have come up with this proposal since our Community Engagement Day.

CORPORATE PLAN

GR8 Support and advocate for appropriate growth and development with responsive planning schemes, processors, customer service and other initiatives.

NOTE:

The following is a previously adopted resolution of Council that is currently being actioned:

13.1 ANIMAL MANAGEMENT

RESOLUTION 2023/25

Moved: Cr Danita Potter

Seconded: Cr Jane Erkens

That South Burnett Regional Council: -

1. *Undertakes community consultation on Council's animal management functions including:*
 - *Dog registration fees, categories, and registration areas*
 - *Potential introduction of an animal management charge in lieu of dog registrations*
 - *Responsible animal management initiatives*
 - *Cat registrations*
2. *A report be brought back to the October Infrastructure, Environment and Compliance Standing Committee Meeting after the community consultation process has been completed.*

In Favour: Crs Gavin Jones, Jane Erkens, Danita Potter, Kathy Duff and Scott Henschen

Against: Nil

CARRIED 5/0

ATTACHMENTS

Nil

13 PORTFOLIO - NATURAL RESOURCE MANAGEMENT, RURAL SERVICES, AGRICULTURAL INNOVATION, COMPLIANCE AND ENVIRONMENTAL HEALTH

13.1 2023-24 DOG REGISTRATIONS

File Number: 22-11-2023

Author: General Manager Liveability

Authoriser: Chief Executive Officer

PRECIS

Establishing 2023/24 dog registrations fees.

SUMMARY

The purpose of this report is for Council to set dog registration fees for the 2023/24 financial year as dog registrations are due on 1 December 2023.

OFFICER'S RECOMMENDATION

That South Burnett Regional Council:

1. Retain the Animals – Domestic and Animals – Other fees and charges as per 2022/23 fees and charges;
2. That the dog registration boundaries remain unchanged;
3. That the dog registration fees and charges be pro-rated from 1 December 2023 to 30 June 2024; and
4. That the introduction of a permit system for Hobbyist Breeders and Dog Exhibitors be considered as part of the current Local Law review.

FINANCIAL AND RESOURCE IMPLICATIONS

Council has \$200,000 allocated in the 2023/24 budget for income from dog registrations.

No budget has been provided in the 2023/24 financial year for any animal management initiatives.

LINK TO CORPORATE/OPERATIONAL PLAN

OPL/08 – Administration of legislative functions including but not limited to food safety, public health licencing, environmental authority registrations, customer request management, regulation of Council's Local Laws and mosquito management.

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

Many reports have been provided to Council over the last eighteen (18) months on the following:

- Dog registrations
 - Fee structure.
 - Extent of registration areas.
 - Comparison to other local governments.
 - Systematic inspection programs.
- Cat registration
- Responsible animal management initiatives
- Local law review

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

N/A

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

Animal Management (Cats and Dogs) Act 2008

Local Law No. 2 (Animal Management) 2011

Subordinate Local Law No. 2 (Animal Management) 2011.

ASSET MANAGEMENT IMPLICATIONS

N/A

REPORT

Renewals for dog registration are now due and Council has not set the registration / renewal fee for the current financial year. Council currently has the dog registration period from 1 December to 30 November the following year.

Previously Council has discussed many aspects of animal management including:

- Dog registrations
 - Fee structure.
 - Extent of registration areas.
 - Comparison to other local governments.
 - Systematic inspection programs.
- Cat registration
- Responsible animal management initiatives
- Local law review

The purpose of this report is to set the dog registration fees for the 2023/24 financial year.

It is recommended to Council that fees the Animals – Domestic and Animals – Other be retained at the same rate of the 2022/23 financial year. It is also proposed that the registration areas remain unchanged.

There are benefits to bring dog registrations into line with the actual financial year rather than the current arrangement of 1 December – 30 November.

It is proposed that whilst the Animals – Domestic and Animals – Other remain unchanged to the previous financial year, the dog registration component be set on a pro-rata basis from 1 December 2023 to 30 June 2024.

In relation to the cat registrations and implementing other positive animal management initiatives, no operational budget has been allocated this financial year to implement any initiatives but will be incorporated (as an option) in the upcoming Animal Housing Facility Contract. Council will continue to support the Operation Wanted desexing program.

The implementation of a cat registration system would require extensive consultation with the community. A form of registration may be an outcome from the current consultation the Federal Government are undertaking on “Threat abatement plan for predation of feral cats 2023.”

In relation to the Notice of Motion – Dog Hobbyists and Dog Exhibitors, it is proposed to consider the introduction of a permit system as part of the current Local Law review.

ATTACHMENTS**1. Animals Fees and Charges**

Name	Basis and/or duration	Year 23/24 Fee (incl. GST)	Regulatory/ Commercial	GST	Head of Power
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South Burnett Regional Council

Animals – Domestic

Registration:

All fees are waived for the initial registration for the first registrable year for dogs purchased through the RSPCA re-homing facility.

When a new dog is registered, the fee payable will be calculated as a fraction of the full fee for the 12 month period, based on the number of months remaining in the registration period, excluding the current month in which the dog is to be registered. For example, the dog registration period is December 1 in any year to November 30 the following year. If a dog owner went to register a new entire dog within the defined area in August 2022 then the applicable dog registration amount would be: \$131 (2022/2023 fee) x 3/12 = \$32.75.

Reciprocal registration applies for an animal **currently** registered in another shire and transferring to the South Burnett. No fee applies for remainder of current registration period.

Deceased Dog:

Deceased Animal Refund – 50% refund of the initial registration fee (less any concession applicable) where animal is deceased in the first 6 months of the registration period. There will be no refund where the animal is deceased after the first 6 months of the registration period.

Desexing – New Animal or Renewal:

If the dog is registered as Entire and the animal is subsequently desexed within 6 months of being registered then there will be a reimbursement of the difference between the registration fee paid and the revised fee upon production of the necessary supporting documentation/certificates.

Pensioners

A 50% reduction on dog registration fees is available to all pensioners on presentation to Council of a current eligible pension card.

Microchipping

As per the Animal Management (Cats & Dogs) Act 2008 section 13 & 14, all animals prior to sale/transfer and/or prior to reaching 12 weeks of age are required to be microchipped. As a result, fines will be issued to animal owners if found to be non-microchipped.

Impounding – Domestic

Release Fee: Cats and Dogs

Impound Release Fee		\$75.00	Regulatory	N	LGA (2009) s97(2)(d) LL2 - AM (2011) s21(2)
Dogs – Unregistered		\$150.00	Regulatory	N	LGA (2009) s97(2)(d) LL2 - AM (2011) s21(2)
Sustenance Fee	per day	\$12.00	Commercial	N	LGA (2009) s97(2)(d) LL2 - AM (2011) s24
Veterinary and Other Costs		At Cost	Commercial	N	LGA (2009) s97(2)(d) LGA (2009) s262(3)(c)

Payment prior to release of impounded animal of actual veterinary and other costs incurred in impounding the animal.

Permits

To keep excess animals (e.g. three (3) dogs) in a Registrable Area.

Application for Permit		\$190.00	Regulatory	N	LGA (2009) s97(2)(a) LL2 - AM (2011) s6
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Registration – Dogs

Defined Area:

Defined Area - Entire Dog		\$131.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
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Name	Basis and/or duration	Year 23/24 Fee (incl. GST)	Regulatory/ Commercial	GST	Head of Power
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Defined Area *(continued)*

Define Area Entire Dog - Pensioner		\$65.50	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Defined Area - Desexed Dog		\$33.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Defined Area - Desexed Dog - Pensioner		\$16.50	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Defined Area - Puppy		\$33.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)

Dogs under 6 months of age – registered until November 30.

Defined Area - Puppy - Pensioner		\$16.50	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
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Dogs under 6 months of age - registered until November 30.

ID Tag/Replacement Tag		\$10.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Defined Area - Assistance Dogs for the Blind/Deaf/Companion		No Charge	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)

Non- Defined - Rural Residential

Rural Residential (Non-Defined Area) - Desexed Dog		\$33.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Rural Residential (Non-Defined Area) - Desexed Dog - Pensioner		\$16.50	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Rural Residential (Non-Defined Area) - Entire Dog		\$65.50	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Rural Residential (Non-Defined Area) - Entire Dog - Pensioner		\$32.75	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Rural Residential (Non-Defined Area) - Puppy		\$33.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Rural Residential (Non-Defined Area) - Puppy - Pensioner		\$16.50	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)

Non-Defined Area

Working Dog (Non Defined Area) – Tag Cost Only		\$10.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
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Completion of Statutory Declaration required.

Non-Defined Area Entire Dog		\$28.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Non-Defined Area - Desexed Dog		\$10.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Non-Defined Area - Pensioner		\$10.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)

Desexed and microchipped dogs only.

Non-Defined Area - Puppy		\$10.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
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Dogs under 6 months of age – registered until November 30.

Non-Defined - Assistance Dogs for the Blind/Deaf/Companion		No Charge	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
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Name	Basis and/or duration	Year 23/24 Fee (incl. GST)	Regulatory/ Commercial	GST	Head of Power
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Breeders and Show Dogs

Breeders and Show Dogs Permit		\$295.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
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Regulated Dogs

Concessional Discounts Do Not Apply to the Regulated Dog Category.

Declared Restricted Dog		\$200.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Declared Menacing Dog		\$200.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)
Declared Dangerous Dog		\$200.00	Regulatory	N	LGA (2009) s97(2)(a) AMCDA (2008) s44(2)

Traps

Cat Trap Bond		\$100.00	Commercial	N	LGA (2009) s262(3)(c)
Cat Trap Hire	per every two weeks or part thereof	\$40.00	Commercial	Y	LGA (2009) s262(3)(c)

Animals – Other

Depasture

Maximum fees as prescribed by Regulations.

Large Stock	per head per week	Minimum Fee Set by DNRME under <i>Stock Route Management Act 2002</i>	Regulatory	N	LGA (2009) s97(2)(a) SRMA (2002) s183(a) SRMR (2003) s17(1)
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Alpacas, Asses, Camels, Cattle, Donkeys, Horses, Llamas, Mules and/or Vicunas - minimum charge.

Small Stock	per head per week	\$0.10	Regulatory	N	LGA (2009) s97(2)(a) SRMA (2002) s183(a) SRMR (2003) s17(1)
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Goats and/or Sheep - minimum charge.

Impounding – Other Domestic Livestock

Cattle and Horses

Impounding Fee (Release) - First Animal Only	first animal only	\$326.00	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
Impounding Fee (Release) - Second and subsequent animals	Per Head After First Animal	\$70.00	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
Poundage Fee	per head per day	\$42.00	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
Transport Costs		At Cost	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
Sustenance Rate - Feed Charge	per head per day	\$27.00	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)

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Name	Basis and/or duration	Year 23/24 Fee (incl. GST)	Regulatory/ Commercial	GST	Head of Power
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Cattle and Horses [continued]

Advertising Cost		At Cost	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
South Burnett Regional Council NLIS Tag	Per Head	\$26.50	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)

Pigs, Goats, Sheep, and Other Domestic Livestock

Impounding Fee (Release)	first animal only	\$150.00	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
Impounding Fee (Release)	Per Head After First Animal	\$27.00	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)

Second and subsequent animals.

Poundage Fee	per head per day	\$27.00	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
Transport Costs		At Cost	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
Sustenance Rate - Feed Charge	Per Head Per Day	\$16.00	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
Advertising Cost		At Cost	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)
South Burnett Regional Council NLIS Tag	Per Head	\$26.50	Regulatory	N	LGA (2009) s97(2)(d) SRMA (2002) s169(b) LL2 - AM (2011) s29(2)(b)

Sale of Impounded Animals

Auction of animals as advertised – refer to Local Law. Chief Executive Officer or Poundkeeper authorised to conduct sales.

Bjelke-Petersen Dam Caravan and Recreation Park

PEAK PERIOD – 16-Sep-2023 to 02-Oct-2023, 9-Dec-2023 to 21-Jan-2024 and 29 March-2024 to 14-Apr-2024 – Increase on Cabin/ Villa Style and Ensuite Accommodation.

LOCAL DISCOUNT - 10% Discount Per Night for Locals Living in South Burnett Local Government Area. (Proof required)

**Discount is Only Applicable in Non-Peak Times Only.

Accommodation

Standard Cabins (9)

Maximum of 4 persons (2 Adults & 2 Children)

All linen provided.

Self-Contained – Sleeps up to 4 with TV, 1 double bed, and 2 bunk beds.

Up to 2 Persons – Off-Peak	per night	\$120.00	Commercial	Y	LGA (2009) s262(3)(c)
Up to 2 Persons – Peak	per night	\$130.00	Commercial	Y	LGA (2009) s262(3)(c)
Extra Adult – Off-Peak	per night	\$15.00	Commercial	Y	LGA (2009) s262(3)(c)

12 years and above.

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15 PORTFOLIO - RURAL RESILIENCE & DISASTER RECOVERY, PARKS & GARDENS, PROPERTY & FACILITY MANAGEMENT, FIRST NATIONS AFFAIRS

15.1 CYCLE NETWORK LOCAL GOVERNMENT GRANTS PROGRAM

File Number: 16/11/2023

Author: Manager Facilities and Parks

Authoriser: Chief Executive Officer

PRECIS

Queensland State Governments Cycle Network Local Government Grants Program.

SUMMARY

The Cycle Network Local Government Grants Program provides funding to Councils to deliver best practice, high quality and safe bike riding infrastructure and facilities that contributes to connecting networks for people riding bicycles.

OFFICER'S RECOMMENDATION

That South Burnett Regional Council delegate to the Chief Executive Officer (CEO) for a grant application to be submitted for funding under the Queensland Governments Cycle Network Local Government Grants Program.

BACKGROUND

The Cycle Network Local Government Grants Program is the Queensland Government's vision for more cycling throughout the state as stated in the Queensland Cycling Strategy 2021-2027. The program is delivered through the Department of Transport and Main Roads.

The Program provides funding to Councils to deliver best practice, high quality and safe bike riding infrastructure and facilities that contributes to connecting networks for people riding bicycles.

The key objective of the Program is to support Councils in the delivery of bike riding infrastructure that:

- Meets best practice design and construction standards.
- Completes missing links and/or removes barriers that present significant obstacles to bike riding.
- Improves access to trip attractors.
- Contributes to the development of the Principal Cycle Network (PCN)
- Anticipates and supports future demand and use.

The Program is developed on an annual basis and is included in the department's Queensland Transport and Roads Investment Program (QTRIP). QTRIP outlines the departments current and planned investment in road and transport infrastructure for delivery over the next 4-year period. The Program includes projects over the first 2-year period, with all new projects required by agreement to commence in the first funding year.

Funding applications are due on 15 December 2023. Successful projects are to be jointly funded between the department and individual Councils.

Discussions have been held with the South Burnett Rail Trail User Group and the Brisbane Valley Rail Trail on the importance of improving the link route between the two trails. Approximately 1.5km section from Yarraman Creek towards the Nanango is very rocky and difficult for most riders. Also,

the crossing over Yarraman Creek is also has a very rough, rutted out and rocky track. Highly suitable for a mountain bike rider, but not as suitable for a rail trail rider.

The Program grant funding available and expected Council funding commitment is outlined in the table below.

Project Category	Program Grant Available	Council's Funding Commitment
Highest priority route options analysis	Up to 50%	Minimum 50%. Cannot be matched through other department and/or State Government programs
Standard design	Up to 50%	Minimum 50%. Cannot be matched through other department and/or State Government programs
Priority design treatments	Up to 100%	No minimum funding requirement.
Construction	Up to 50%	Minimum 50%. Cannot be matched through other department and/or State Government programs
Infra+	Up to 50%	Minimum 50%. Cannot be matched through other department and/or State Government programs
ATSI and very remote area council grant	Up to 75%	Minimum 25%. Can be matched through other department and/or State Government programs

The key timeframes for the process are as follows:

Dates	Key Activities
12 October 2023	Opening date for submission of applications
15 December 2023	Closing date for submission of applications
January – March 2024	Project assessment, prioritisation and approval
June 2024	Successful projects announced through the publication of QTRIP as part of the State Budget process

Applications must be lodged via email to TMR.Cycle.Grants@tmr.qld.gov.au by the closing date. Late applications may be accepted subject to negotiation with the Program team.

ATTACHMENTS

- 1. Program Guidelines - Cycle Network Local Government Grants**
- 2. Priority Route Maps - Wide Bay & Burnett areas**
- 3. Principal Cycle Network Plans - Wide Bay & Burnett areas**

Program Guidelines

Cycle Network Local Government Grants

2024-25 Round



Queensland

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1. Program overview

The Cycle Network Local Government Grants Program (the Program) supports the Queensland Government's vision for 'more cycling, more often' as set out in the Queensland Cycling Strategy 2017-2027. The Program is administered through the Department of Transport and Main Roads (the department) and supports the Department's vision of 'creating a single integrated network accessible to everyone'.

Through the Program, the department provides funding to Councils to deliver best practice, high quality and safe bike riding infrastructure and facilities that contribute to connected networks for people riding bicycles. Funding is targeted at delivering the highest priority routes identified in the Priority Route Maps (PRM) and Action Plans for each Principal Cycle Network Plan (PCNP).

The department is committed to working with industry partners through the Program to apply Human Rights and Universal Design principles¹ to help achieve a vision of accessible and inclusive transport that allows everyone to move easily, participate in our community and access employment, health, education, and culture. Please refer to the department's Accessibility and Inclusion Strategy¹ for more information.

The department is also committed to its vision of zero deaths and serious injuries on Queensland Roads through the Queensland Road Safety Strategy 2022-31. This includes utilising the Safe System approach to designing and constructing bicycle facilities and the road network overall, by reducing or eliminating hazards and providing a more forgiving road environment. Please refer to the department's Road Safety Policy² for more information.

For the purposes of these Guidelines, "Council" is defined to include any Queensland local government authority, or any entity responsible for governing or managing a local government area or infrastructure in accordance with legislation such as the *Commonwealth Aluminium Corporation Pty Limited Agreement (Weipa Town Area) Regulation 1994* or other similar governance protocols.

2. Program objectives

The key objective of the Program is to support Councils in the delivery of bike riding infrastructure that:

- meets best practice design and construction standards
- completes missing links and/or removes barriers that present significant obstacles to bike riding
- improves access to trip attractors
- contributes to the development of the Principal Cycle Network (PCN)
- anticipates and supports future demand and use.

3. Program development timeframes

The Program is developed on an annual basis and is included in the department's Queensland Transport and Roads Investment Program (QTRIP). QTRIP outlines the departments current and planned investment in road and transport infrastructure for delivery over the next 4-year period. The Program includes projects over the first 2-year period, with all new projects required by agreement to commence in the first funding year.

¹ Refer to the Department's Accessibility and Inclusion Strategy for information regarding Human Rights and Universal Design principles. <https://www.tmr.qld.gov.au/About-us/Our-organisation/Accessibility-and-inclusion>

² Refer to the Department's Road Safety Strategy and Road Safety Policy for more information on the Safe Systems approach. <https://www.tmr.qld.gov.au/Safety/Road-safety/Road-Safety-Policy>

The key timeframes for the process are as follows:

Dates	Key Activities
12 October 2023	Opening date for submission of applications
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June 2024	Successful projects announced through the publication of QTRIP as part of the State Budget process

Applications must be lodged via email to TMR.Cycle.Grants@tmr.qld.gov.au by the closing date. Late applications may be accepted subject to negotiation with the Program team.

4. Eligibility

4.1. Eligibility requirements

To be eligible for funding, projects must:

- be on a principal route identified on an endorsed PCNP or on an alternative alignment that delivers the same network outcome as evidenced by further planning (evidence to be provided with submission).
 - Councils are able to include submissions for projects on State controlled routes. If applying for a project on or impacting a state-controlled road, Council is required to provide evidence confirming support from the relevant state agency.
- contribute directly to the delivery of the relevant regional PCNP, in line with Priority Route Maps.
- comply with the Technical Requirements - Active Transport Investment Program³ (Technical Requirements).
- commence in the 2024-25 financial year.
- deliver one (or more) of the following types of cycling infrastructure:
 - off-road exclusive use bikeways
 - separated cycle tracks (on-road bicycle lanes that are physically separated from motorised traffic)
 - off-road shared paths
 - bicycle streets
 - on-road facilities, including bike lanes, shoulder widening, line marking, lane and intersection reconfiguration and priority signalling
 - crossing provisions including at-grade treatments (for example, raised priority crossings), bridges and or underpasses
 - mid-trip facilities and end-of-trip facilities
 - wayfinding and signage⁴
 - lighting of shared paths and bikeways

³ Refer Section 12 Resources to access the Technical Requirements - Active Transport Investment Program

⁴ Wayfinding and signage should align with the [Bicycle network signage and wayfinding guidelines](#).

- data collection for the purposes of monitoring and reporting on the performance of cycling infrastructure, for example installation of data counters.
- deliver detailed design of any of the above cycling infrastructure types.
- deliver planning on a high priority route identified in the PRM (refer to Highest priority route options analysis grant category on page 4 of this guide).
- deliver marketing, communication, promotion and engagement activities associated with the recent delivery of bike riding infrastructure on the PCN (refer to Infra+ projects grant category on page 5 of this guide).

Councils without a PCNP looking for support to develop cycling infrastructure can contact the Program team (TMR.Cycle.Grants@tmr.qld.gov.au) to discuss alternate approaches to project delivery.

4.2. Ineligible projects

Projects ineligible for funding include:

- projects that do not comply with the Technical Requirements
- projects not on a principal route identified on an endorsed PCNP⁵
- projects on a recreation or tourism route identified on an endorsed PCNP
- Bicycle Awareness Zone (BAZ) treatments (note exception in the Technical Requirements)
- planning and/or concept plans on corridors not identified as highest priority route (unless specifically negotiated)
- local network strategies or plans
- land acquisitions (except as part of project construction)
- general road or non-bicycle related upgrades.

5. Community consultation

The department considers that community consultation is critical to ensuring that input from key stakeholders shapes the outcomes of a project and that impacted and interested community members are aware a project.

Councils must provide evidence of community consultation already undertaken, or how they plan to conduct consultation, when applying for projects.

Evidence of consultation undertaken or planning for consultation activities will be reviewed during the Panel Assessment (see Section 9.5). The Panel will take into account the complexity, value and risk of the project when reviewing community consultation activities already undertaken or planned.

Councils remain responsible for how stakeholder engagement and community consultation activities are delivered. The department has developed a best practice Community and Stakeholder Engagement Guide⁶ to assist in this process.

⁵ This does not include projects on an alternative alignment that deliver the same network outcome as determined by further planning.

⁶ Refer Section 12 Resources for information on the Active Transport Investment Program Community and Stakeholder Engagement Guide

6. Project categories

6.1. Highest priority route options analysis (planning)

This category is available to Councils to undertake planning on the highest priority routes on locally controlled portions of the PCN. Projects must:

- undertake an options analysis of the route, identifying preferred alignment and concept design, high level cost estimate and delivery strategy detailing staging, prioritisation and funding source
- engage with, and address input from, stakeholders such as the Department's district offices and bicycle user groups at key milestones in the delivery of options analysis. Refer to the Active Transport Investment Program (ATIP) Community and Stakeholder Engagement Guide.

Funding is available on a dollar-for-dollar matched basis. Up to 50% grant funding is available for approved projects.

For further information please refer to the attached fact sheet (**Attachment 1**).

6.2. Detailed design

This project type is available to Councils to complete a detailed design for bike riding infrastructure on the PCN.

Program review of the designs produced with this project category will follow the process outlined in the Design Review Guidelines (**Attachment 2**).

Funding is available on a dollar-for-dollar matched basis. Up to 50% grant funding is available for approved projects and will be funded over two financial years.

6.3. Priority design treatments

This project type is available to Councils for the detailed design of projects that deliver one of the following high priority treatments:

- retrofit of devices to physically separate bicycles from motor vehicle traffic on an existing on-road bicycle facility
- separated cycle tracks (on-road bike lanes that are physically separated from motor vehicle traffic) which may include a parallel pedestrian facility
- separated cycle and pedestrian paths such as:
 - a minimum 5-metres-wide shared path which clearly delineate between space for bike riders and space for pedestrians, or
 - 3-metres-wide path exclusively for bike riders delivered in combination with separate facilities for pedestrians
- advisory lane or bicycle street treatments.

The department will provide design assistance to help establish local capability to design these specific treatments.

Up to 100% grant funding is available for approved projects.

For further information please refer to **Attachment 3**.

Designs must comply with the Technical Requirements - Active Transport Investment Program. Refer Section 12 for resources on best practice in cycle design.

6.4. Construction

This category is available to Councils to deliver construction projects.

Councils must provide evidence that community consultation has been undertaken, or how they plan to undertake consultation, for all construction projects. Refer to Section 5 – Community Consultation.

The department encourages Councils to include wayfinding signage and lighting in all projects, as appropriate. Councils may also include end-of-trip facilities within construction projects.

Funding is available on a dollar-for-dollar matched basis. Up to 50% grant funding is available for approved projects. Construction must commence in the first year of funding.

Councils should refer to the Design Review Guidelines (**Attachment 2**) for information on what is required to be submitted as a part of construction project applications.

All construction projects require design endorsement by the Program team before physical construction activities begin

This is in addition to any other statutory approvals required by the Department's district offices.

Projects where construction commences prior to the designs being endorsed by the Program will be in breach of the Agreement and may result in a withdrawal of Program funding.

6.5. Infra+

This category is available to Councils to undertake targeted promotion, engagement, behaviour change and educational activities associated with bike riding infrastructure and facilities being delivered or recently delivered on the PCN through the Program.

The main objective of the Infra+ category is to rapidly increase the use of new high priority bicycle routes (or networks of routes). Activities should be focused on the rideable and walkable catchment of recently completed (or soon to be completed) infrastructure.

Funding is available on a dollar-for-dollar matched basis. Up to 50% grant funding is available for approved projects.

For further information please refer to **Attachment 4**.

6.6. Aboriginal and Torres Strait Islander and very remote area councils grants

Aboriginal and Torres Strait Islander, and very remote local government areas of Queensland are eligible to receive up to 75% grant funding for design or construction projects. These councils can also match the Department's funding with funding from other Department⁷ or State Government Programs for this type of project.

To be eligible for funding for construction, a project must have previously had detailed designs developed through the program.

In this case the regional classification of 'Very Remote' is as per the Australian Bureau of Statistics (ABS). See Appendix A for full list of eligible Councils.

⁷ Transport Infrastructure Development Scheme (TIDS) funding can be used to supplement the CNLGG funding but must be matched by a council's own funding, which means it technically can supplement, but not replace the council's contribution. For example the funding mix could be 75% CNLGG / 12.5% TIDS / 12.5% Council.

7. How to apply

7.1. Applying for funding

To apply for funding, Councils need to:

- Check the Program eligibility requirements.
- Review the Technical Requirements.
- Review the Design Review Guidelines (**Attachment 2**) to ensure the required level of technical detail is included in design plans for the department to assess the project merits based on Program eligibility and Technical Requirements.
- Complete a separate application form for each project, ensuring all fields in the form are completed (refer **Attachment 5** – How to complete an application).
 - Note: Planning and Infra+ projects have project proposal forms that are required in addition to the standard application form.
- Provide as much high-quality information and photos/images as possible to assist the Assessment Panel to assess the merits of the application. At a **minimum** this should include the following:
 - maps showing the:
 - project context
 - surrounding land uses
 - trip attractors within 500m of the project (refer to **Attachment 5 – Multi-Criteria Analysis**)
 - appropriate level of design drawings based on project category (refer to **Attachment 2 – Design Review Guidelines**)
 - site photos or video footage along the length of the route in each direction, clearly showing the following:
 - the proposed alignment of the project
 - constrained widths between any barriers such as fences, poles, trees or services
 - cross slope or longitudinal slope that may need retaining walls or earthworks and could affect constructability or cost
 - any drainage on, or near, the route that could require specific treatment and
 - any potential issues for Crime Prevention Through Environmental Design⁸.
- Submit application forms and supporting documents to the Program team via email at TMR.Cycle.Grants@tmr.qld.gov.au.

7.2. Projects not on a Principal Cycle Network Plan

For projects located on a route alignment other than that shown on the endorsed PCNP, Councils are required to provide information demonstrating:

- further planning undertaken that determined the preferred route on the alternative alignment
- that the preferred route delivers the same network outcome as route shown on the endorsed PCNP
- the stakeholder engagement undertaken to inform selection of preferred route on the alternative alignment.

⁸ The Crime Prevention through Environmental Design (CPTED) Guidelines for Queensland is available from <https://www.police.qld.gov.au/safety-and-preventing-crime/safety-in-public-spaces>

For projects located on a route that is not identified as a high priority route in the PRM, Councils need to provide information demonstrating why the priority of the route has increased since publication of the latest PRM:

- change in strategic importance (for example, update of active transport strategy or network plan)
- change in opportunity (for example, opportunity to deliver project concurrently with other works)
- change in feasibility (for example, overcome impediment to delivery)
- change in network connectivity (for example, delivery of adjacent infrastructure has created a missing link)
- change safety, demand, and or land use.

8. Funding availability

As a general rule, projects are to be jointly funded between the department and individual Councils. Councils cannot match the Department’s funding with funding from other Department or State Government Programs unless the project is an Aboriginal and Torres Strait Islander (ATSI) or very remote area Council design project (as per section 6.6).

The Program grant funding available and expected Council funding commitment is outlined in the table below.

Project Category	Program Grant Available	Council's Funding Commitment
Highest priority route options analysis	Up to 50%	Minimum 50%. Cannot be matched through other department and/or State Government programs
Standard design	Up to 50%	Minimum 50%. Cannot be matched through other department and/or State Government programs
Priority design treatments	Up to 100%	No minimum funding requirement.
Construction	Up to 50%	Minimum 50%. Cannot be matched through other department and/or State Government programs
Infra+	Up to 50%	Minimum 50%. Cannot be matched through other department and/or State Government programs
ATSI and very remote area council grant	Up to 75%	Minimum 25%. Can be matched through other department and/or State Government programs

9. Assessment criteria and approval process

The department’s district offices often collaborate with Councils to deliver intersecting or linking projects on the local and state-controlled transport networks. This can enable longer lengths of network to be delivered more quickly and in a co-ordinated way, using a 'one network' approach to the development and delivery of our transport system. Projects that meet the criteria and demonstrate a collaborative approach to deliver 'one network' will be considered favourably by the Panel. Documents demonstrating support from the relevant State agency are to be included with the submission.

9.1. Project priority

Eligible applications are prioritised through a rigorous four stage assessment process to ensure projects meet the Program objectives and guidelines. This process is outlined below in Sections 9.2 to 9.5.

It is critical that Councils consider the priority of the route they are looking to deliver before submitting an application for funding under the Program. The Program is a competitive grants program, with applications competing for a limited pool of funding in each annual funding round. Typically, the value of funding applications each year outstrips the amount of funding available and the priority of a route, as identified in the PRM, is a very important category in the assessment of project merit.

Program funding targets high priority routes identified in the PRM, that is routes identified as Priority A (focus of delivery in the next 10 years). If Councils intend to apply for funding on a route currently identified as a lower priority in the PRM, they are to include information in their application to demonstrate why the priority of the route has increased since publication of the latest PRM. Refer Section 7.2 above for guidance on the type of information required.

9.2. Multi-Criteria analysis

Projects are ranked using a multi-criteria analysis database that allocates scores against each funding criteria based on the quantifiable benefits of the project. Measures and weightings against funding criteria are outlined in **Attachment 5 - Multi-Criteria Analysis (MCA)**.

Please note projects that are not on a high priority route will score significantly lower in this assessment process.

Eligible applications will be assessed in relation to the following five criteria as detailed in **Attachment 6**:

1. **Connectivity** – improving the connectivity of the bicycle network, linking the community to key local trip attractors (for example, business centres, schools, service hubs and sport and recreational facilities).
2. **Demand** – projects are adequately designed to accommodate the surrounding population level, considering both current and future population projections (10 years). The project has capacity to accommodate anticipated use of the facility, including any peak periods and fluctuating demand patterns.
3. **Network enhancement** – project contributes to the delivery of the PCN, particularly filling gaps/missing links in the network and addressing barriers to cycling on the network.
4. **Safety improvement** – project improves safety to bike riders, addressing risks, known hazards and crash locations.
5. **Strategic priority** – project is on a high priority route identified in the PRM and Action Plans for the PCN. This includes projects on an alternative alignment that delivers the same network outcome as determined by further planning.

In addition to the scored criteria, the following three criteria will also be considered when assessing applications:

- **Cost effectiveness** – project costs are appropriate to project scope and are value for money.
- **Attractiveness and comfort** – project creates a safe and secure environment for vulnerable and new bike riders of all ages and abilities (for example, physical separation from motorised traffic).
- **Project feasibility and deliverability** – project can be delivered within required timeframes and has adequately addressed likely project obstacles, including alignment of designs with the Technical Requirements.

9.3. Program assessment

Applications are reviewed by the Program's project officers against the eligibility requirements. This assessment process includes Council's delivery record on current and previous projects, how many projects Council has currently scheduled, how well Council responds to requests for information and an assessment of the information within the application form (dependencies, deliverability, community consultation and so on).

9.4. Technical assessment

Applications are reviewed by a departmental technical officer against eligibility and assessment criteria as outlined in the Technical Requirements. This assessment process will review all available evidence including project plans, designs, photographs or footage and, where required, on-site assessment. The technical assessment investigates the potential on-

site barriers to the constructability of the project such as constrained widths and difficult grades or slopes as well as environmental factors like traffic conditions, route connections, route visibility and passive surveillance viability.

Councils are required to review the Program's Design Review Guidelines (**Attachment 2**) for further information on recommended design submission stages and how designs will be assessed by the Department.

9.5. Panel assessment

Applications are assessed by a panel of experts from the programming, planning, engineering and delivery areas of the department. The Panel uses the information submitted as well as the outcomes of the Multi-Criteria Analysis, program assessment and technical review to prioritise the projects and provide a final recommendation to the Departmental delegate for consideration.

Following panel assessment, Councils may be requested to supply additional information and respond to panel queries within short timeframes. Further information regarding panel assessment dates will be communicated to Councils during the application process.

9.6. Application approval

Following consideration and decision by the Departmental delegate, approved projects will be included in the annual Queensland Transport and Roads Investment Program (QTRIP). QTRIP is published along with the State Budget, normally in June each year.

Please note, approval of grant funding does not equate to Program endorsement of For Construction designs to support Councils to begin construction activities on a project. Councils are required to obtain separate, formal ATIP endorsement for all designs prior to commencing construction of the approved project.

Please note, due to QTRIP publication thresholds, not all approved projects will appear in the QTRIP documentation or on the department website.

10. Successful projects

Following the release of QTRIP, councils will be notified regarding the outcome of the assessment process and the next steps.

10.1. Funding agreement

Successful applicants are required to enter into a legally binding Agreement with the department before commencing the project and making claims for payment. The Agreement must be signed by an authorised officer and returned to the department for execution. Once executed by the department, a copy will be returned to council.

10.2. Reporting and evaluation

To ensure effective management of the Program across Queensland, councils must comply with several reporting requirements. The following are the primary reports are required, noting there may be other reports required from time to time.

10.2.1. Project work schedule

Councils are required to submit a Project Work Schedule within **14 days** of executing the Agreement. The Project Work Schedule is a document that includes the estimated delivery dates for key milestones/deliverables for each project. This is a live document and must be updated within 14 days of a known change to the delivery milestones of a project.

10.2.2. Project progress report

Councils must submit a project progress report every second month providing an update on all active projects.

The Program team will email a progress report template to councils at the beginning of the month. Councils will have **ten working days** to submit the completed report.

The report will include information regarding the project status and progress against milestones and deliverables, project risks or issues and any planned media.

Requests for information and/or updates on specific projects may be requested at any time. Please work with the Program team to provide the requested information in a timely manner.

10.2.3. Final project report

Councils must submit a Final Project Report for each project **within 30 days** of completion of the relevant project.

The report must be completed, signed and submitted to the Program team with the following attachments:

- Summarised project expenditure report showing the final cost of the project.
- Photographic evidence of constructed projects, meaning photographs or video of the project which clearly show the final delivered facility as per the checklist in the final report template.
 - Please note that the department reserves the right to audit construction project quality and conformance to the Agreement and if necessary, request changes.
 - Copies of the as constructed design plans should be submitted to the Program team for endorsement.
- Any media releases or events associated with the project.
- Copy of approved Project Variation Request (F300) if applicable.
- Final designs or as constructed drawings.

10.3. Project variation request

The Agreement provides that all project activities must always be carried out in accordance with terms and conditions of the Agreement. If circumstances occur that are likely to adversely affect a council's ability to deliver a project in compliance with the terms of the Agreement, then the council may request a variation to the Agreement.

Potential variations to the Agreement must be requested in writing and follow the Project Variation Request Process outlined in **Attachment 7**. Requests for variations with retrospective effect will only be approved in exceptional circumstances.

The Program has a limited annual funding allocation and councils are expected to meet any project costs involved in the realisation of the project that are over and above the State's contribution as agreed to within the executed Agreement. Councils are expected to continue with the delivery of projects, especially design projects, while waiting on the outcome of a variation request.

Variations will not be approved unless the delegate is satisfied that the project continues to meet all the relevant criteria for the Program, particularly cost effectiveness.

10.4. Project withdrawal

Councils must submit formal notice to the department if they have determined that a project can no longer proceed. Councils must provide reasons for the withdrawal, as well as any alternative or future plans relating to the project.

Council will be required to return any funds already paid unless otherwise agreed by the department.

10.5. Acknowledgment of the State

Councils are required to acknowledge the Queensland Government contribution to all projects funded through the Program. Acknowledgement should be made in all community-facing materials including all media releases, announcements, events, website information and on-site signage. Refer to point 10.5.2 for required wording.

10.5.1. Media requirements

All media opportunities should be highlighted in project reporting. Councils must notify the Program team of any planned media statement releases a **minimum of 10 business days** prior to the planned release. Councils must also invite the Minister for Transport and Main Roads to any planned media events and provide a minimum of 20 business days' notice for these events.

10.5.2. Signage

Approved construction projects are required to have construction signage installed on-site **no later than 30 days** prior to the commencement of construction work. Signage must include an acknowledgement of state government funding. Signs are to remain on-site for a **minimum of one year** after the completion of the construction works, unless otherwise agreed by the Department.

Wayfinding and signage, including 'totem' counters, funded through the Program (either as stand-alone projects or included within a construction project) should also include an acknowledgement of the state government funding, where physical space allows

Council is not required to use a specific template however signage must clearly and legibly state the following:

The <project name / suitable descriptor of the route> is proudly supported by the Queensland Government's Cycle Network Local Government Grants Program.

Council is not to display the Queensland Government Coat of Arms unless otherwise agreed by the department.

11. Privacy and confidentiality

The use and disclosure of information provided by applicants for the Program is regulated by the relevant provisions and penalties of the *Right to Information Act 2009* and the *Information Privacy Act 2009* and the general laws of the State of Queensland.

The information contained in applications will be regarded as private and confidential and will be treated as such by the department. This is subject to the operational need to provide applications to assessors and any statutory or legal requirements to provide information to the Parliament and other organisations, for audit, law enforcement, investigative or other purpose.

As part of the assessment of an application, the department may need to consult with, and provide material from the application to, other government agencies or bodies, other organisations and/or relevant individuals, in order to substantiate any claims or statement made in the application form, or to otherwise assist in the assessment of the application. If this occurs, the department will endeavour to ensure that the parties who are consulted observe appropriate confidentiality provisions.

Following approval of an application, the broad details of an application may be placed online via the department website. In addition, regular updates will be provided on project implementation and progress.

12. Resources

Documents to consider when identifying and developing cycling infrastructure project proposals include:

1. [Active Transport Investment Program - Technical Requirements](#)
Technical direction and project requirements for all cycling projects funded under the Active Transport Investment Program both Cycling Works and Cycling Grants funded projects.
2. [Principal Cycle Network Plans](#)
Projects submitted should contribute directly to the delivery of the relevant regional Principal Cycle Network Plan. Find your Principal Cycle Network Plan at www.tmr.qld.gov.au.
3. [Queensland Manual of Uniform Traffic Control Devices, Part 9 Bicycle Facilities](#)
This document contains the design of, and the methods, standards and procedures in relation to every sign, signal, marking, light or device, installed on a road.
4. [Austroads Guide to Road Design, Austroads Guide to Traffic Management and Austroads Guide to Road Safety](#).
These documents provide guidance for road designers and other practitioners on the design of paths for safe and efficient walking and cycling. Austroads publications are available at www.austroads.com.au.
5. [Technical Information for Cycling](#)
The department has developed a series of notes and fact sheets to assist planners and engineers provide cycling in their area. The notes are available at www.tmr.qld.gov.au.
6. [Active Transport Investment Program \(ATIP\) Community and Stakeholder Engagement Guide](#)
The ATIP have developed a guide to support the delivery of consistent and effective community and stakeholder engagement for ATIP funded cycling infrastructure projects across Queensland.
7. [Bicycle Network Signage and Wayfinding Guidelines](#)
This guide supports practitioners to provide high-quality and consistent wayfinding signage for bicycle networks. This will help the growing number of Queenslanders riding make full use of the cycling infrastructure available.
8. [Crime Prevention through Environmental Design – Guidelines for Queensland](#)
The CPTED guidelines considers design and use, identifies which aspects of the physical environment affect the behaviour of people and then uses these factors to allow for the most productive use of space while reducing the opportunity of crime.
9. [Queensland Cycling Strategy 2017-2027](#)
Projects should contribute to the Queensland Cycling Strategy 2017-2027 priority areas: building and connecting infrastructure to grow participation; encouraging more people to ride; sharing our roads and public spaces; powering the economy; and using research and data in decision making. The Queensland Cycling Strategy 2017-2027 is available at <https://www.tmr.qld.gov.au/travel-and-transport/cycling/cycling-strategies>
10. Department of Transport and Main Roads, [Accessibility and Inclusion Strategy](#)
Accessible and inclusive transport is critical to allow everyone to move easily and provide the opportunity to participate in our community and access employment, health, education, recreation and culture.
<https://www.tmr.qld.gov.au/About-us/Our-organisation/Accessibility-and-inclusion>

13. List of attachments

- Attachment 1 Highest priority route options analysis
 - Refer to attached document and online.
- Attachment 2 – Design review guidelines
 - Refer to attached document
- Attachment 3
 - Priority design treatments
- Attachment 4 - Infra+ projects
 - Refer to attached document and online.
- Attachment 5 - How to complete an application
 - Refer to attached document
- Attachment 6 - Multi-Criteria analysis
 - Refer to attached document and online.
- Attachment 7 – Project variation process
 - Refer to attached document

14. Appendix A

14.1. List of eligible council for Aboriginal and Torres Strait Islander and very remote area councils

The regional classification of 'Very Remote' is as per the Australian Bureau of Statistics (ABS).

LGA_NAME_2016	PCNP	ATSI LGA	ABS Regional Classification
Barcaldine (R)	Y	N	Very Remote Australia
Blackall-Tambo (R)	Y	N	Very Remote Australia
Boulia (S)	Y	N	Very Remote Australia
Burke (S)	Y	N	Very Remote Australia
Carpentaria (S)	Y	N	Very Remote Australia
Cherbourg (S)	Y	Y	Inner Regional Australia
Cloncurry (S)	Y	N	Very Remote Australia
Cook (S)	Y	N	Very Remote Australia
Doomadgee (S)	Y	Y	Very Remote Australia
Flinders (S) (Qld)	Y	N	Very Remote Australia
Longreach (R)	Y	N	Very Remote Australia
Mareeba (S)	Y	N	Very Remote Australia
McKinlay (S)	Y	N	Very Remote Australia
Mornington (S)	Y	N	Very Remote Australia
Mount Isa (C)	Y	N	Very Remote Australia
Napranum (S)	Y	Y	Very Remote Australia
Northern Peninsula Area (R)	Y	N	Very Remote Australia
Richmond (S)	Y	N	Very Remote Australia
Torres (S)	Y	N	Very Remote Australia
Weipa (T)	Y	N	Very Remote Australia
Winton (S)	Y	N	Very Remote Australia
Woorabinda (S)	Y	Y	Remote Australia
Wujal Wujal (S)	Y	Y	Remote Australia
Yarrabah (S)	Y	Y	Outer Regional Australia

Highest priority route options analysis (planning)

Cycle Network Local Government Grants, program guidelines

Overview

The Cycle Network Local Government Grants program (the Program) provides funding to councils to deliver cycling and supporting infrastructure on the Principal Cycle Network (PCN). Up to 50 percent grant funding is available to councils for projects which will deliver options analyses to develop a pipeline of quality projects for delivery of highest priority routes on locally controlled portions of the PCN.

Funding requirements

Projects are considered eligible if they meet the following requirements:

- project delivers options analysis for route in line with the Priority Route Maps
- project complies with scope and deliverable requirements listed below
- project can be completed in one financial year.

Approved projects will be funded over one financial year. Detailed design and or construction funding applications may be submitted separately, following finalisation of the options analysis project.

Application requirements

To apply for 50 percent grant funding for an options analysis project, councils must complete all fields in the highest priority route options analysis application form.

Scope requirements

The project is required to:

- Undertake options analysis of a route, identifying preferred alignment and design, high level cost estimate and delivery strategy detailing staging, prioritisation and funding source.
- Consider separated cycle facilities.
- Engage with, and address input from, stakeholders such as the Department of Transport and Main Roads (the Department) and bicycle user groups at key milestones in the delivery of options analysis. Refer to the Active Transport Investment Program (ATIP) [Community and Stakeholder Engagement Guide](#).

The activities listed below are intended to be a guide and represent the minimum expected to be undertaken. Alternative approaches will be considered and must be detailed in application submission.

Councils may decide whether the options analysis is undertaken in-house or by a contractor.

In scope

Project planning

- Prepare project management plan covering scope, tasks, time, cost, resources, risk and safety.
- Prepare stakeholder engagement plan identifying key stakeholders and proposed stakeholder consultation and communication activities. Refer to the ATIP [Community and Stakeholder Engagement Guide](#).



Queensland

In scope**Background investigations and basis for design**

- Review previous and current planning, related projects, transport network, traffic counts, crash history and safety, demographics, site conditions, facilities, civil structures and utilities.
- Collect and record counts of people walking and riding bicycles by hour of the day and day of the week at key locations along the route, including possible decision points.
- Identify and assess existing and future transport needs, adjacent/connecting land use, major origins and destinations, and wayfinding opportunities and improvements.
- Investigate environmental, heritage, hydraulic, geotechnical and property constraints.
- Review connectivity to improve accessibility to the wider cycle network, including the existing and planned Principal Cycle Network and local active transport network.
- Conduct site visit to ground truth existing conditions and to create Geographic Information System (GIS) inventory and map/s of existing cycling facilities and infrastructure.
- Identify and assess relevant standards and guidelines, opportunities, constraints and risks.
- Hold workshop to develop basis for design addressing route alignment and design objectives for fit-for-purpose cycling infrastructure that supports riders of all ages and abilities.
- Prepare working paper documenting background investigations and basis for design, and level of service and standard of facility required.

Route options

- Identify and develop route options for a continuous cycling facility consistent with basis for design.
- Develop and undertake options analysis methodology to identify preferred route.
- Hold workshop to facilitate stakeholder review and further development of route options and inform assessment and selection of preferred option(s).
- Prepare working paper documenting route options, analysis methodology and outcomes, and recommended preferred option(s).

Design treatment options

- Identify and develop options for a continuous cycling facility consistent with basis for design.
- Develop and undertake options analysis methodology to identify preferred design treatment option(s) along route.
- Hold workshop to facilitate stakeholder review and further development of design treatment options and inform assessment and selection of preferred option(s).
- Prepare working paper documenting design options, analysis methodology and outcomes, and recommended preferred option(s).

In scope

Options analysis report

- Develop concept plan for the preferred option(s) including conceptual layout drawings and typical cross sections.
- Undertake risk assessment and environmental scan, identify possible land requirements, consider and assess potential impacts.
- Hold workshop to review safety in design aspects of concept for preferred option(s).
- Conduct site visit with stakeholders to ground truth concept designs and costings.
- Prepare delivery strategy identifying staging, prioritisation, high level cost estimates, and potential funding and delivery mechanisms.
- Prepare options analysis report summarising background investigations and options development and assessment, and stakeholder input and how it has been addressed, and detailing concept plan and assessments, and delivery strategy.

Out of scope

- Transport modelling
- Detailed design
- Land acquisition
- Construction
- Marketing
- Public consultation (other than targeted consultation).

Deliverable requirements

The project should achieve the milestone and deliverables listed in Table 1. The milestones and deliverables listed represent the minimum expected to be produced and correspond to the payment schedule.

Table 1: Milestones and deliverables.

Milestone	Year	Deliverable
1 – Execute agreement	1	1. Execution of agreement 2. Project management plan: Submit project management plan for review. Plan should cover scope, tasks, time, cost, resources, risk and safety. 3. Stakeholder engagement plan: Submit stakeholder engagement plan for review. Plan should identify key stakeholders and proposed stakeholder consultation and communication activities. Refer to the ATIP Community and Stakeholder Engagement Guide . 4. First payment grant funding payable (50%)
2 - Working papers	1	1. Working paper 1: Submit working paper for review that documents background investigations, basis for design, and level of service and standard of facility required.

Milestone	Year	Deliverable
		2. Working paper 2: Submit working paper for review that documents route options, analysis methodology and outcomes, and recommended preferred option(s). 3. Working paper 3: Submit working paper for review that documents design options, analysis methodology and outcomes, and recommended preferred option(s).
3 - Project Completion	1	1. Final project report (F200): Upon completion of planning activities, submit a final project report to the program team for review and approval 2. Options analysis report: Submit options analysis report for approval that summarises background investigations, options development and assessment, and stakeholder input and how it has been addressed, and details concept plan, risk assessment and environmental scan, and delivery strategy. 3. Final payment grant funding payable (50%).

All deliverables need to be submitted to the program team (contact details below) for review and approval*.

*Note - Responding to feedback from TMR is not considered approval of a deliverable.

Throughout project delivery, councils should regularly check-in with the appointed departmental technical advisor who will provide route planning and design assistance on best practice design treatments.

Councils should consider, but are not limited to, priority design treatment options detailed in technical requirements - active transport investment program.

Upon finalisation of the options analysis project, councils may apply for detailed design and or construction funding where appropriate and possible.

Contact information

If you have any further enquiries, please contact the program team:

Cycling grants	Email: TMR.Cycle.Grants@tmr.qld.gov.au
Website	https://www.tmr.qld.gov.au/Travel-and-transport/Cycling

Design review guidelines

Cycle Network Local Government Grants, program guidelines

These design review guidelines (guidelines) have been developed to assist Council's with the design review process for approved projects funded through the Department of Transport and Main Road's (the department), Cycle Network Local Government Grants program (the program).

These guidelines do not reflect the assessment process for funding applications submitted to the program during the annual program development cycle.

Design standards

The [Technical requirements - Active transport investment program \(technical requirements\)](#) provide detailed guidance on the essential technical standards for facilities funded through the program. Further to that, these guidelines support an approach to design review which is based on the principles found in:

- Road Planning and Design Manual Edition 2: Volume 3 Supplement to Austroads Guide to Road Design Part 1: Introduction to Road Design
- Road Planning and Design Manual Edition 2: Volume 3 Supplement to Austroads Guide to Road Design Part 2: Design Considerations
- Austroads Guide to Road Design Part 1 – Objectives of Road Design (ADRD01-21).

Councils are encouraged to review these documents to help ensure that they include the minimum design elements at each relevant design stage. This will help ensure a more efficient design review process and lead to better project outcomes.

Refer [Appendix A - Design stages](#) for detailed explanations of minimum design elements required at each design stage. Councils should not advance through design stages without prior review by the Program.

Design review process

Step 1 - Initial program review

In the first step of the design review, a program technical assessor (PTA) will review council's design plans and complete a project technical assessment form (F400 form), providing their written feedback at an individual item level. The PTA may also include design plan mark ups. The F400 form will then be provided to Council for consideration and response.

Feedback on each item will be provided under four broad **feedback categories**:

- **Required:** Essential outcomes that reflect ATIP technical and performance requirements such as safe systems outcomes and accessibility. Required items must be accepted or closed by the PTA before the project can be considered complete or the design stage can be advanced.
- **Recommended:** Desirable enhancements to the project to improve safety, attractiveness, comfort, connectivity and/or functionality. Council must provide an explanation for why the recommended enhancements cannot or should not be incorporated into the project.
- **Future Requirement:** Identified improvements that will be incorporated into a future project and may be considered as part of the existing project.
- **For Consideration:** Identified design elements for review during the detailed design process (only to be used for planning and concept design review).

[Appendix B: Design Review Process Guidance](#) provides further information on how each category item is assessed.



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Step 2 – Council response

In the next step, Council considers the feedback provided by the PTA and develops a detailed response to each item identified in the F400 form. The response must include enough detail to support Council's position on each item, including references to relevant design standards and publications.

Once complete, Council's response should be provided to the Program for assessment.

Step 3 – Program assessment

Once the F400 has been provided to the Program with Council's response, the PTA will undertake an assessment of the response to each item. The assessment will be recorded in the F400 form and provided back to Council when complete. PTA's will provide comments for Council's response in their assessment of items.

There are six assessment outcomes which fall into three main categories that can be applied to an item in the PTA's assessment:

1. Accepted
 - 1.1. The response/outcome is accepted by the PTA. These items are considered closed out and will not be raised in future design reviews.
2. Continued discussion
 - 2.1. Open
 - 2.1.1. The item/issue remains open for discussion
 - 2.2. Unresolved
 - 2.2.1. The item/issue has been deferred to a future F400 review and will be raised in a future design review stage.
3. Not accepted
 - 3.1. Not accepted (future requirement)
 - 3.1.1. The response/outcome from council is not accepted (could have been a recommended item) but the items has been closed out. This item will be tracked as a future requirement and will be required to be implemented on future projects.
 - 3.2. Not Accepted (CNLGG program)
 - 3.2.1. The program team has consulted with the PTA and has made the decision to close the item/issue based on an internal decision-making process. There will be implications for any future applications relating to this route, such as but not limited to, ineligibility for receiving funding from the program for future project stages. This category is to be primarily used on highest priority route options analysis and detailed design projects.
 - 3.3. Closed (CNLGG program – future implications)
 - 3.3.1. The program team has consulted with the PTA and has made the decision to close the item based on an internal decision-making process. Depending on the specific item/issue, as a part of the decision-making process, the outcome of the project and any funding implications will be determined. This category is to be primarily used on Construction projects.

Required items

The program will organise a meeting with Council to discuss all required items that have not been accepted by the PTA. As required items represent essential project outcomes in line with the technical requirements, so must be resolved and accepted before the design review process can be finalised.

If, after discussions have been completed and an item remains unresolved, the following actions/assessment outcomes will be undertaken and applied, dependent on the design stage.

- Concept and preliminary design

- **Open/unresolved:** Council's response is accepted however the item remains unresolved and is deferred for review at a more advanced design stage. On this basis, the items will be closed out for the purposes of this particular design stage review.
- Detailed design, issued for construction design, as constructed design
 - **Not accepted (Category):** The item remains unresolved; agreement cannot be reached between the PTA and Council.
 - In this case, progression to the next stage of the project will need to be negotiated with the program on a case-by-case basis. Please note that at this point there is the potential for withdrawal of program support, in part or in full, as the project does not meet the mandatory technical requirements. These items will be tracked as a requirement on future projects.

Recommended items

Items that are listed as recommended and won't be implemented by Council are require to provide a justification for the exclusion, If the justification is not accepted by the PTA, the **'not accepted (Category)'** will be used depending on the response provided by council.

On this basis, the items will be closed out for the purposes of the design review on this particular project.

Future requirement items

All future requirement items will be included on the final F400 for the project but will not require a response from council. These items will be tracked and monitored by the program.

For consideration

Items that are listed as for consideration are provided during planning or concept design phase. These items do not require a direct response via a F400 but will be checked and confirmed by the PTA in the next stage of design review. The items are included for consideration through the development of the design and may request additional information be provided at the next stage.

Step 4 – Finalisation of design review

When the PTA is satisfied with the design plans, Council will be formally notified that the plans are 'endorsed' by the program. The PTA does not 'approve' Council's design plans. Council, or their Consultant, is responsible for the designs under the supervision of a RPEQ and the endorsement is the departments confirmation that the design is consistent and complies with the technical requirements.

Key points to note:

- Any items that remain in the not accepted category at the completion of the design review process will be tracked by the program and considered at future panel review for new project applications. Subsequent projects that include design elements previously marked as future requirements may impact on the success of a grant application.

Appendix A - Design Stages

Stage	Summary	Minimum design elements	Close out comments
Concept	<p>Mandatory for design project applications and is an output for an options analysis project.</p> <p>Provides opportunity for high level advice before project progresses to the next stages.</p> <p>Concept design should establish a preferred solution and identify major challenges.</p>	<ul style="list-style-type: none"> • General horizontal alignment • Typical cross section/s • Proposed crossing/intersection treatments • Identification of major structures (if applicable) • Identification of significant public utility plant (PUP) conflicts • Identify connections to pedestrian and cycle network and attractors • Identify general lighting requirements (intersection/mid-block) • Consideration of conflicts and crossfall at driveways 	<p>Items to be for consideration or open/unresolved.</p>
Preliminary (15-50%)	<p>This design phase is ground truthing the concept design based on engineering survey.</p> <p>Whilst this is not mandatory, council is encouraged to submit for review prior to detailed design.</p>	<p>As above with addition of:</p> <ul style="list-style-type: none"> • Engineering survey provided • Fixed horizontal alignment • Longitudinal alignment (including long section/s) • "Squeeze points" • Any design changes between previous stage itemised. 	<p>Items can be accepted or open/unresolved.</p>
Detailed (80-85%)	<p>This is the level of detailed design expected when submitting an application for a construction project. This will enable the technical assessor to provide a considered assessment of the project and give confidence to the panel that the project will be on track for commencement in the first financial year, if approved.</p> <p>This is also mandatory for submission in a design project, prior to submitting the Issue for construction drawings.</p>	<p>As above with addition of:</p> <ul style="list-style-type: none"> • Locality map • Drawing annex • Existing features and services • Pavement marking and signage • Path/road pavement detail/s • Drainage layout and detail/s • Annotated cross sections • Landscaping detail/s • Road/path lighting assessment (and design, if applicable) • Refine details of any structures including fencing, retaining walls, bridges or rails. 	<p>Items can only be accepted or not accepted (Category).</p>

Stage	Summary	Minimum design elements	Close out comments
		<ul style="list-style-type: none"> • Identification of an hazards within the path environment, and treatments to mitigate risks • Crossing/intersection design • Driveway treatments • Design exceptions need to be documented • Landscaping and furniture details • PUP resolved • Other reports or documents validating the design (e.g. sight distance calcs) • Any design changes between previous stage itemised. 	
Issued for construction (100%)	<p>Mandatory for program endorsement and final project report approval of design projects.</p> <p>Mandatory for endorsed by the program prior to commencing construction on construction projects.</p>	<ul style="list-style-type: none"> • As above • Any design changes between previous stage itemised. 	<p>Items can only be accepted or not accepted (Category).</p>
As constructed	<p>Mandatory for final project report approval on construction projects.</p>	<ul style="list-style-type: none"> • As constructed plans must be a mark-up of changes from the endorsed Issue for Construction design drawings. 	<p>Items can only be accepted, or not accepted (Category).</p>

Appendix B – Design review process guidance

Feedback category	Definition (as per project technical assessment)	Assessment guide	Council response	Close out process
<p>Required</p>	<p>Essential outcomes that reflect ATIP technical and performance requirements such as safe systems outcomes and accessibility. Required items must be accepted or closed by the PTA before the project can be considered complete or the design stage can be advanced.</p>	<p>Item relates to unacceptable safe system outcomes, accessibility concerns or is a major red flag to the project, Program, or the department.</p> <p>For construction projects, the scope must be consistent with the endorsed Issued for Construction design.</p>	<p>Response mandatory</p> <p>Council must provide an explanation for why the required item cannot or should not be incorporated into the project.</p> <p>RPEQ endorsement alone is not a valid justification for items not being addressed.</p>	<p>Accepted item</p> <p>An item that has been addressed by Council and accepted by the PTA will be closed out.</p> <hr/> <p>Not accepted (category) Item</p> <p>An item that has not been suitably addressed will be marked with the appropriate assessment outcome.</p> <p>The Program will organise a meeting with Council to discuss these items.</p> <p>The Program will manage the subsequent close out of these items with Council based on the assessment outcome assigned.</p>
<p>Recommended</p>	<p>Desirable enhancements to the project to improve safety, attractiveness, comfort, connectivity and/or functionality. Council must provide an explanation for why the recommended enhancements cannot or should not be incorporated into the project.</p>	<p>Item relates to minor safety improvements, attractiveness, comfort, connectivity, functionality and/or, accessibility</p>	<p>Response mandatory</p> <p>Council must provide an explanation for why the recommended enhancements cannot or should not be incorporated into the project.</p>	<p>Accepted item</p> <p>An item that has been addressed and accepted by the Program/PTA will be marked 'Accepted'</p> <hr/> <p>Not accepted (category) Item</p> <p>An item that has not been suitably addressed will be addressed in accordance with the category assigned.</p>
<p>Future requirement</p>	<p>Identified improvements that will be incorporated into a future project and may be considered as part of the existing project.</p>	<p>Potential enhancements or improvements that would be nice to have in the current and future projects.</p>	<p>Response not mandatory.</p> <p>Councils can respond to or note identified items.</p>	<p>All future requirement items will be included on the final F400 for the project but will not require a response from council. These items will be tracked and monitored by the program.</p>

Feedback category	Definition (as per project technical assessment)	Assessment guide	Council response	Close out process
For consideration	Identified design elements for review during the detailed design process (only to be used for planning and concept design review).	The items are included for consideration through the development of the design and may request additional information be provided at the next stage.	<p>Response not mandatory</p> <p>Councils can respond to items directly via F400 or can provide additional information/update designs as a part of the next design review</p>	<p>No close out process required.</p> <p>Items included in the F400 but will be checked and confirmed by the PTA in the next stage of design review.</p>

Priority design treatments

Cycle Network Local Government Grants, program guidelines

Overview

The Cycle Network Local Government Grants program (the program) provides funding to councils to deliver cycling and supporting infrastructure on the Principal Cycle Network. 100 percent grant funding is available for councils to design projects which will deliver one of the following priority design treatments:

1. Retrofit of devices to physically separate bicycles from motor vehicle traffic on an existing on-road cycle facility.
2. Separated cycle tracks (on-road bike lanes that are physically separated from motor vehicle traffic) which may include a parallel pedestrian facility.
3. Separated cycle and pedestrian paths such as:
 - a minimum 5-metres-wide shared path which clearly delineate between space for bike riders and space for pedestrians, or
 - 3-metres-wide path exclusively for bike riders delivered in combination with separate facilities for pedestrians.
4. Advisory lane or cycle street treatment.

The Queensland Cycling Strategy 2017-2027 has a vision for more cycling, more often. The program is targeting funding towards achieving this vision, specifically towards using design treatments which are nationally and internationally recognised as best practice for providing a safe environment, leading to greater participation from people of all ages and abilities.

Funding requirements

100 percent grant funding is available for identified priority design treatments. Construction funding applications should be submitted separately, upon finalisation of the project design.

Application requirements

To apply for 100 percent grant funding for a priority design treatment project, councils should complete all fields in the normal program application form. The following details should be included to register it as a priority design treatment project application:

- Project summary – identify which of the applicable treatment options the project will undertake (dot points 1-4 outlined above).
- Construction type – select design as your infrastructure type (only design projects will be considered for 100 percent grant funding. A construction application can be submitted next round once the design project is complete).
- Project cost – provide a project cost estimate and list full amount under state contribution.
- Project description – clearly identify the scope of the project.
- Provide a preliminary concept design for the route.



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Deliverables

The project must deliver a detailed design plan for a project(s) on a high priority route on the Principal Cycle Network.

It is council’s decision as to whether the design is undertaken in-house or by a contractor.

Projects approved for funding should be rolled out through the following steps:

- Step 1 – Re-submit a concept design for approval, if required. Identify staged delivery for detailed design, where relevant.
- Step 2 – Regularly check-in with appointed departmental technical advisor (advisors will provide design assistance on best practice design treatments as project progresses)
- Step 3 – Submit a draft design plan for review.
- Step 4 – Submit a final detailed design plan for approval.
- Step 5 – Apply for construction funding as part of the next Program funding round, where appropriate and possible.

All designs must comply with the Active Transport Investment Program - Technical Requirements. Please note this document includes specific guidance on priority design treatments.

Contact information

If you have any further enquiries, please contact the program team:

Cycling Grants	Email: TMR.Cycle.Grants@tmr.qld.gov.au
Website	https://www.tmr.qld.gov.au/Travel-and-transport/Cycling

Infra+ projects

Cycle Network Local Government Grants, program guidelines

Overview

Infra+ is a funding category available to councils under the Department of Transport and Main Roads (the department) Cycle Network Local Government Grants program (the program). Infra+ grants enable councils to undertake targeted promotion, engagement, behaviour change, and educational activities associated with cycling infrastructure being delivered on the Principal Cycle Network through the program.

The main objective of Infra+ grant funding is to rapidly increase use of new high priority cycle routes (or networks of routes). Activities should therefore be focused on the rideable and walkable catchment of recently completed (or soon to be completed) infrastructure.

Infra+ grants will help deliver the Queensland Cycling Strategy 2017-2027 vision of more cycling, more often by growing cycling participation. Infra+ activities will promote the benefits of bike riding (and walking as appropriate) on the new infrastructure and promote its use for safe, convenient and enjoyable travel.

Application requirements

To apply for Infra+ grant funding, councils should complete the program application form plus an Infra+ proposal form.

Infra+ applications can be submitted either as part of, or in parallel with, an application for construction funding. Infra+ project should focus on routes being delivered or recently delivered. Councils are encouraged to submit an Infra+ application when completing the final section of a longer route or network of routes.

The following details should be included in the Infra+ proposal:

- Objectives of the proposed Infra+ campaign.
- Who is the target audience for the campaign and why? For example, commuters, families and children.
- A map clearly illustrating the whole priority cycle route (or network of routes) targeted by the campaign, along with its rideable and walkable catchment. Ideally this will identify all state and local networks/projects that could be covered by the campaign.
- Identification of projects along the route which are currently under construction (or recently completed), with completion timeframes.
- Identification of any new construction projects for which council is applying as a linked project to the Infra+ application.
- Types of promotional, engagement, behaviour change or educational activities which would be undertaken as part of the campaign. Consider your target audience: what would motivate them to use the new infrastructure? Refer to the Infra Proposal for example activities.
- Indicative costings and timeframes for activities proposed. *Note estimates can be used for the Infra+ application (confirmed costings will need to be submitted and approved as part of an Infra+ campaign plan should your funding application be approved).
- Any specific locations along or near the route where target audiences can be engaged in activities, for example, schools, transit stations, hospitals, universities, shopping centres or neighbourhoods. Consider your target audience: Where do they live? Where do they want to go?
- What would success look like? What performance indicators would you use to measure success? There are a range of measurement and counting options available for pre and post campaign evaluation including: manual and/or automatic cycle and pedestrian counters, cordon counts on principal routes into major centres, ABS travel to work data, gathering data from workplace surveys, school travel



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counting parked bicycles, reported behaviours, participation numbers (either through quantitative or qualitative surveys), geospatial information, and cost-benefit analysis of projects.

- A final project report will be required as part of a campaign plan, should your funding application be approved. The final project report should review the program overall, the individual activities completed, the success or failure of activities and how future activities could be improved at a minimum.

Approved Infra+ projects – Deliverables

Before submitting an Infra+ application, the program strongly encourages council to arrange a meeting with the program team to discuss the proposed project and Infra+ activities.

Infra+ projects approved for funding should be rolled out through the milestones and deliverables as listed in Table 1.

Table 1: Milestones and deliverables.

Milestone	Year	Deliverable
1 – Execute agreement	1	<ol style="list-style-type: none"> 1. Execution of the Agreement 2. Submission of infra+ project works schedule. 3. First 50% grant funding payable
2 – Commencing infra+ activities	1	<ol style="list-style-type: none"> 4. Submit a draft Infra+ campaign plan, including detailed cost estimates and work schedule, and an evaluation and monitoring plan for the proposed campaign. The program team will review draft documentation and provide feedback. Councils can seek feedback and assistance from the program at any stage during development process. 5. Submit a final Campaign plan 6. Commence the program endorsed campaign plan activities.
3 – Project completion	1 or 2	<ol style="list-style-type: none"> 7. Upon completion of campaign activities, submit to the program team for review and approval the following- <ul style="list-style-type: none"> o Campaign Evaluation report, and; o Final project report (F205) 8. Once the final project report has been approved by the program team the final payment of 50% can be claimed

All documentation should be submitted to TMR.Cycle.Grants@tmr.qld.gov.au for review and approval.

Funding requirements

Infra+ funding is available through the program on a dollar for dollar matched basis (50%). Infra+ funding can be applied as a linked grant to an existing or new construction project(s) funded under the program.

Cost items eligible for funding through Infra+ applications must be directly related to the development, coordination and implementation of the Infra+ campaign. Assets can be purchased for use throughout the campaign and future cycling events in the community, if appropriate. All non-asset related items and any recurring expenses must be time limited. A consultant or council officer can be hired/recruited to deliver the grant and associated campaign; however, their role and responsibilities must be clearly defined and directly relate to the delivery of the campaign. All cost items will be approved by the Program via an Infra+ campaign plan developed by council, post funding approval and prior to campaign activities commencing.

All publications and media will need to acknowledge the program funding and need to be approved in accordance with the program guidelines:

"The <project name / suitable descriptor of the route> is proudly supported by the Queensland Government's Cycle Network Local Government Grants Program."

Contact information

If you have any further enquiries, please contact the program team:

Cycling Grants	Email: TMR.Cycle.Grants@tmr.qld.gov.au
Website	https://www.tmr.qld.gov.au/Travel-and-transport/Cycling

How to complete an application

Cycle Network Local Government Grants, program guidelines

Overview

This guide is to assist local government officers with compiling applications for the Department of Transport and Main Roads (the department), Cycle Network Local Government Grants program (the program).

Information regarding project requirements and criteria is outlined in the program guidelines. Please read the guidelines thoroughly before proceeding with an application for funding.

New application form These forms are custom documents that when complete, will be imported into the program's multi-criteria analysis (MCA) database to rank the projects in order of priority. All submissions for grant funding must include a completed application form. If you have not received an application form, please email TMR.cycle.grants@tmr.qld.gov.au.



The application forms are used by both the Department and local governments. Some of the screenshots below are from the Department Capital Works program form but the procedure is still the same for the Program form.

Creating a new application

When you open the application form for the first time from the email sent, press the **new application** button before commencing. This process creates a new application form ID to ensure it can be imported into the database as a new project.

Cycle Network Local Government Grants Program

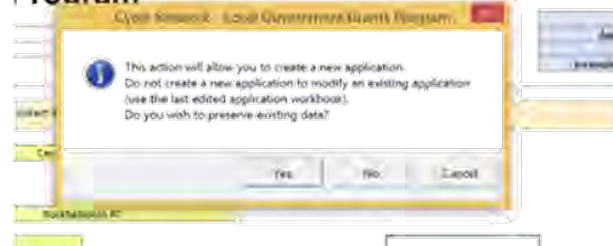


APPLICATION FORM COMPLETE



When you press the **New Application** button, a warning will be displayed prompting you to understand this is for creating a new application for another project and not modifying an existing one.

Program



In the first instance, press **No** to create your first project application. Save with your first project's name at the prompt.

Creating subsequent To create subsequent application forms that are valid for import into the MCA database for assessment, click the **new application** button at the top of an application form you have



applications already filled out and then when prompted, save the new application form with the relevant project name at the prompt.



Only create applications from the current year Application Form sent by the Department. Using applications from previous years will not be valid and cannot be imported into the MCA database for assessment.

All applications either need to be created from the original template sent by the department for that program period or by clicking the **new application** button on an already filled out application form for that program period.

Do not use the **new application** button if you just want to modify data on an existing project.

To ensure you have created the applications correctly, check that the GUID is different on each application and from the template sent to you by Department.

Saving an application Your application is first saved as part of the **new application** process. If you need to save the application after this, you can do so by selecting the Save button on the top left of your screen or through file>save.

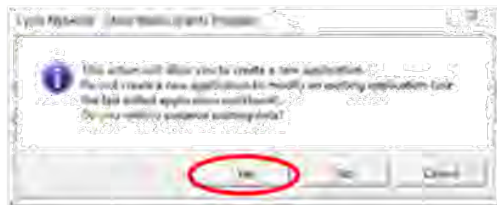


Do not use **save as** from an already filled out application form as it will be considered by the database as the same application.

Save as can only be used from the original application form sent by the department for each new application created or by using the **new application** button on an already filled out application. This is essential to avoid manual input of the application.

Compiling multiple applications In the first instance, follow the **creating a new application** step above. Pre-fill the fields with information common to all applications (for example, applicant details) and **save**.

Click the **new application** button and select **yes** in the prompt box.



Save with your second project's name at the prompt then repeat this process until you have one application for each of your projects.



Note that if you click **yes**, all data from the existing application will be transferred to the new application. It is recommended that you only pre-fill the project name and applicant details when compiling multiple applications in this way.

Filling in an application White fields are automatically populated and do not require editing.

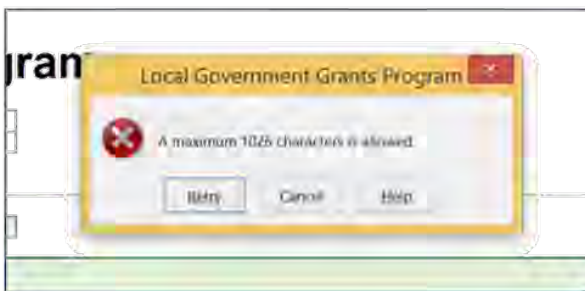


Green fields are for free-text answers.



Green fields have been validated as text (with a maximum allowable characters), numbers or dates as relevant. If you do not enter information correctly, you will be warned there is an error.

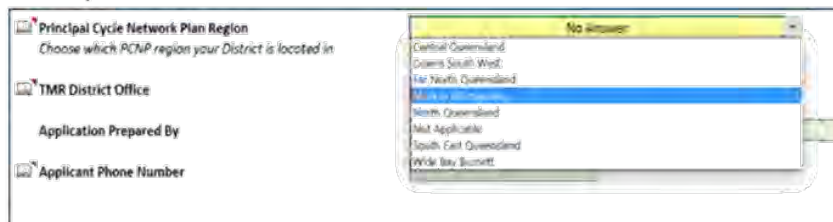
You will need to fix the error or the application will not save (i.e. press **retry** and reduce the number of characters in your answer).



The relevant data (text, date or number) needs to be entered into these green fields for the application to be considered "complete".

If you do not have an answer to the question, you need to note "not applicable" or any other text to show that you have considered the question before the question is considered "complete". The application will not be saved if any answers are incomplete.

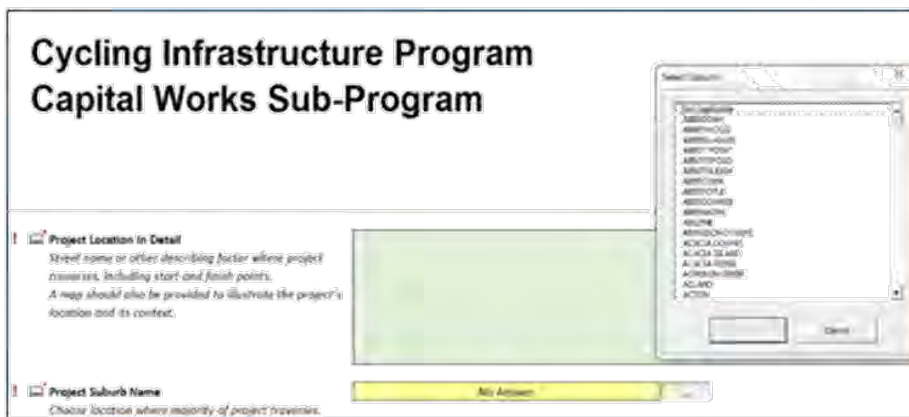
Yellow fields – are drop down pre-populated fields.



Yellow fields are drop down boxes that have already been filled with all the possible valid answers. Users need to choose an answer from the list. **All yellow boxes must be filled out.** If the applicant does not have an answer for the question, choose "not applicable" from the choices.

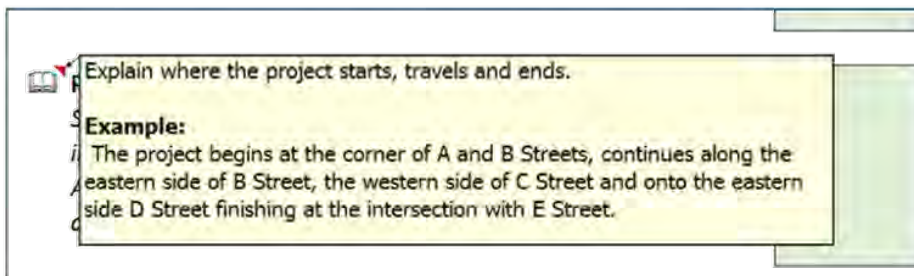
Tips

- Question 1 – **Principal Cycle Network Plan region** – needs to be selected before any other drop-down menus appear
- **No answer** is the default answer. If the question is not valid to the project or none of the drop-down answers are relevant, you need to select **not applicable** to indicate the question has been considered and then answered. Once a drop-down answer (including **not applicable**) is entered, the answer will be considered to be complete.
- The section arrow may not appear until you select the yellow box.
- Question 2 – **Project suburb name** – requires you to click the grey box next to the yellow box for a list of suburbs to show. Users can start typing a suburb name to be able to select the answer from the lists.



Question help box

Some questions have a hint to help you fill out the questions correctly. This hint will appear when you hover the mouse over the book symbol next to the question.



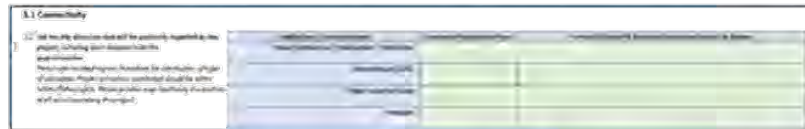
Finalising an application form

The red exclamation marks in the first column of the application form indicate which questions still need to be completed. These are the compulsory questions in the application form and require an answer before the application can be saved.



In some cases, these red exclamation marks might appear after an answer is entered. For example, if the number of attractors has been entered then the red exclamation field will appear as you are then required to enter details such as name and distance in adjacent column.

This also occurs in the project milestones question where, if a start date has been entered, a red exclamation mark will appear until the finish date is entered.



Once all questions are answered, the red box “**application form incomplete**” at top right of application form changes to green and “**application form complete**”. The number of incomplete responses should also be 0. The application can now be saved and sent to the program team.



Incomplete application forms cannot be submitted for funding. If you are having issues completing the form, please contact TMR.cycle.grants@tmr.qld.gov.au.

Printing an application form

The application form template has been designed to print out on A4 paper. Responses in text boxes have been restricted (with character limits) so you cannot write more text than the size of the text box, ensuring the whole application can be printed.

If you require more words than designated, you need to include an attachment to the application form.

When printing the application form it is recommended the applicant choose A4 Paper and ‘all Columns on One Page’ printing option.

Submitting an application and attachments

There are three options for submitting your application and related attachments:

1. Email to tmr.cycle.grants@tmr.qld.gov.au. Please note, there is a 20MB size limit for emails to the department, but you are welcome to spread applications across a number of emails as long as they are clearly labelled.
2. Share the documents using Office 365. If you are unsure how to do this, please contact the cycle grants team.
3. Copy files to a CD or USB and mail through Australia Post. Depending on the number of applications and the size of your attachments this could be the most efficient method. Please make sure you send it a few days before the closing date. Mail to: Cycle Grants, GPO Box 1412, Brisbane 4001.

Contact information

If you have any further enquiries, please contact the program team:

Cycling Grants	Email: TMR.Cycle.Grants@tmr.qld.gov.au
Website	https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-grants/Cycling-infrastructure-grants

Multi-Criteria Analysis

Cycle Network Local Government Grants, program guidelines

The department uses a multi-criteria analysis tool to assess all cycling design and construction project applications funded under the ATIP. The table below lists the measures used for each funding criteria and outlines how each measure is scored within the tool. The tool will generate a score based on data provided in the application form for the program.

Multi-criteria analysis (scored)

Criteria	Measure	Score	Scoring parameters
Connectivity	Number of attractors served within 500m catchment along a project (15%)	Pre-defined bands	Attractor types are given higher scores, based on their bicycle trip generator potential, as follows: <ul style="list-style-type: none"> Major commercial/employment/retail area (e.g. Principal activity centre/CBD/district centre/large town centre); Universities; TAFEs and Schools – score of 3. Rail or bus stations; hospitals; industrial areas; minor commercial/retail areas (e.g. neighborhood shops, small town centre) – score of 2. Parks/recreation areas – score of 1. The total score of attractors for whole project is then scored in bands. Applicants will be asked to also provide a map of these attractors.
	Diversity of attractors served within 500m catchment along a project (10%)	4	The corridor serves four of the potential use types of commuter, recreation, education or community/utility.
		3	The corridor serves three of the potential use types of commuter, recreation, education or community/utility.
		2	The corridor serves two of the potential use types of commuter, recreation, education or community/utility.
	1	The corridor serves only one of the potential use types of commuter, recreation, education or community/utility.	
Demand	Total activity within adjacent catchment (up to 1km) radius of the project (10%)	What are the land use characteristics of the area to be served by the project (pick answer which best describes the majority of the adjacent project catchment – up to 1km):	
		4	High density residential area; contains a major commercial/ employment/retail area and/or area experiencing high visitor demands.
		3	Medium density residential area; contains a minor commercial/retail area and/or area experiencing medium visitor demands.
		2	Low density residential area and/or area experiencing low visitor demands.
		1	Rural or rural residential area.
		0	No population served by the project.



Criteria	Measure	Score	Scoring parameters
Network enhancement	Fills a gap by addressing a major barrier to cycling (20%)	Does the project fill a gap in the network, extend the network or address a major barrier to bicycle riding?	
		4	Addresses a major barrier by constructing a bridge across a river, creek or major road/rail line.
		4	Project fills a missing link in the network i.e. there are existing bicycle facilities on either side of the project resulting in a longer continuous route.
		3	Project extends an existing bicycle facility resulting in a longer continuous bicycle route i.e. the project connects into existing bicycle facilities at one end.
		2	Project addresses intersection improvements or providing a crossing across a road.
		1	Addresses other safety barriers to bike riding e.g. provision of way finding signage, security improvements or end of trip facilities.
		0	Does not address a gap or barrier.
Safety improvement	Proposal makes a safer and more secure environment for cyclists (5%)	Does the project improve safety for bike riders by:	
		1 for Yes	<ul style="list-style-type: none"> Addressing a known bicycle crash location? Yes/No.
		1 for Yes	<ul style="list-style-type: none"> Responding to community concerns about a hazardous location? Yes/No.
		1 for Yes	<ul style="list-style-type: none"> Introducing separation treatment on a high traffic volume road where there was none before? Yes/No.
Cumulative score, with a maximum total of 3 if answer yes to all 3 of the above.			
Strategic priority	Constructing HPR (40%)*	Is the project on (more than 80% of the project needs to be on the priority route category nominated):	
		4	Priority route A
		1	Priority route B
		1	Priority route C
		1	Priority route D
		0	Existing

Trip attractor definitions

The following table defines the categories of trip attractors assessed through this program.

Attractor type	Definition	Examples
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Attractor type	Definition	Examples
Principal activity centres	Principal activity centres serve catchments of sub-regional significance and accommodate key concentrations of employment. They also serve business, major and convenience retail, and service uses. These centres provide a secondary administrative focus, accommodating regional offices of government and regionally significant health, education, cultural and entertainment facilities. Typically, these centres comprise key nodes in the regional public transport system and are serviced by multimodal public transport.	<ul style="list-style-type: none"> - Central business district - Hub for regional business, retail and services - Regionally significant health, education, cultural and entertainment facilities - Key regional employment areas
Specialist activity centres	As precincts of regional economic significance, these centres provide a primary focus for specialised economic activity, employment and/or education, rather than having a retail function.	<ul style="list-style-type: none"> - Airports/bases - Universities/TAFEs - Major ports - Hospitals and/or logistics
Transit oriented developments	Transit oriented developments are medium to high-density mixed-use precincts focused around mass transit, such as rail or bus transit systems. These developments are likely to coincide with principal and major activity centres.	
Schools	All primary and secondary schools and colleges located in Queensland are potential bicycle trip attractors.	
Public transport nodes	Public transport nodes refer to passenger railway stations, ferry terminals, major bus stations and interchanges. These public transit stations provide the opportunity to create multimodal transport nodes. Note: individual bus stops are not considered public transport nodes.	<ul style="list-style-type: none"> - Rail stations - Bus stations or interchanges - Ferry terminals
Local activity centres	Local activity centres are not regionally significant, but important trip attractors at the local level. Individual or isolated trip attractors, such as corner stores, unless of significant size, are not local activity centres.	<ul style="list-style-type: none"> - Retail and service precincts - Local specialist centres - Cultural and entertainment hubs - Business centres
Industrial activity centres	These centres are hubs for a range of value-adding industrial activities occurring within the region. Industrial activity centres have high concentrations of employment.	
Recreation centres	Recreation centres, such as parks and sports facilities in local communities, are potential trip attractors.	

Project variation request process

Cycle Network Local Government Grants program guidelines

Overview

The Agreement for Cycle Network Local Government Grants Program (the program) projects provides that all project activities must always be carried out in accordance with terms and conditions of the Agreement. If circumstances occur that are likely to adversely affect a council's ability to deliver a project in compliance with the terms of the Agreement, then the council may request a variation to the Agreement.

A project variation is a change to the timing, scope and/or cost of a project as per the executed Agreement. Each variation request is considered based on its individual circumstances relative to the principles outlined in this procedure.

Where a Council intends to seek program support to change the scope of a project and/or request additional funding, the program strongly encourages Council to contact the program as soon as circumstances that may require a variation occur.

Variation categories

Time

Projects are awarded funding over a one or two-year delivery period, depending on the project category. If a situation arises where Council considers that a project cannot be delivered within the agreed timeframe, a project variation request must be submitted for program approval.

Requests for time extension will not be unreasonably withheld but are limited to a maximum of 12 months at a time.

Scope

Councils may request to change the agreed scope of a project, for example, a change of alignment, width or length.

The Agreement has strict guidelines as to how the funds are to be used, it is therefore important to consider if/how the changes may impact the timing, cost and future planning of the project. Any proposed changes to scope will be assessed in accordance with the assessment criteria outlined for the application assessment process. This criteria can be found in Attachment 1 to the program guidelines.

Program reserves the right to withdraw support for projects that no longer meet program eligibility requirements and objectives, and/or do not provide value for money.

Cost

As per the Agreement, Councils are expected to meet any project costs over and above the State's contribution of the amounts detailed in Schedule 3 of the Agreement. Therefore, variations seeking additional program funding will only be considered on a case-by-case basis and are subject to available funding. Variations will not be approved unless the delegate is satisfied that the project continues to meet all the relevant criteria for the program, in particular cost effectiveness.

Ineligible variations

- Retrospective requests
- Closed / completed projects.



Submission and approvals process

It is critical for Councils to supply the Program with sufficient detail to determine if the request can be approved. If there is not sufficient justification or the reasons provided are not clear, the variation will not be assessed and will be rejected.

The table below outlines the assessment/approval processes for each variation request type.

Category	Approval process
Timing	<ul style="list-style-type: none"> The request will be evaluated against program commitments. If not approved, the program will negotiate with council regarding options. The F300 project variation request will be returned to Council with formal program approved/not approved comments.
Scope	<ul style="list-style-type: none"> The request will be evaluated against the program requirements and aims. If approved, a copy of the substitute schedule 3 with new project details will be sent to council for signature. The substituted schedule is sufficient evidence of an agreement variation. If not approved, the program will negotiate with council regarding options, which may include a different alignment, design, etc. Alternatively, it may be agreed that council withdraw the project, with some or all of the expended funding to be returned to the department. The F300 project variation request will be returned to Council with formal program approved/not approved comments.
Cost	<ul style="list-style-type: none"> The request will be evaluated against the program requirements, aims and available funding. Variations seeking to increase cost for construction projects require program endorsed detailed design plans If approved, a copy of the substitute schedule 3 with new project details will be sent to council for signature. The substituted schedule is sufficient evidence of an agreement variation. If not approved, council may proceed without additional funding or withdraw the project, with some or all of the expended funding to be returned to the department. The F300 project variation request will be returned to Council with formal program approved/not approved comments.

For further information on variation processes or to discuss potential options, please contact the [program team](#).

Variation request forms must be submitted to the program at TMR.Cycle.Grants@tmr.qld.gov.au

The program will endeavour to provide an outcome within 2 – 4 weeks of the request being submitted but this time may vary depending on time of year.

Priority Route Maps

Wide Bay Burnett

Addendum to Principal Cycle Network Plan

▶ 2021



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1 Introduction

The Priority Route Maps are an addendum to the *Wide Bay Burnett Queensland Principal Cycle Network Plan*. The plan shows the core routes needed to get more people cycling, more often. Routes shown are indicative. The plan is intended to support, guide and inform the planning, design and construction of the transport network. Priority Route Maps identify the delivery priority state and local governments have assigned to principal routes in each local government area.

1.1 Role of Priority Route Maps

The Priority Route Maps guide state and local government investment to deliver the principal cycle network.

The Priority Route Maps assist agencies to identify and use a range of mechanisms to deliver the principal cycle network such as state and local government capital works programs, road resealing and other maintenance programs. The maps also guide assessment of Queensland Government Cycle Network Local Government Grants program applications.

The maps do not impact implementation of the Department of Transport and Main Roads' *Cycling Infrastructure Policy*. Department-funded projects on principal routes must explicitly provide cycling infrastructure within the project's scope, regardless of delivery priority reflected on the maps.

1.2 Update of Priority Route Maps

In 2017, the Priority Route Maps were published, to be updated every two years. In 2019, the department collaborated with local government to update the maps to reflect current delivery priorities. Principal routes were identified as:

- Priority A (focus of delivery in the next 10 years)
- Priority B (for delivery in the next 10 to 15 years)
- Priority C (for delivery in the next 15 to 20 years)
- Priority D (for delivery in the next 20 years or more)
- Existing (as reported by local road authority).

Routes identified as Priority A, B, C, or D may have existing cycling infrastructure on them. The priority reflects that the road authority may intend to undertake further planning, design and/or construction on the route such as an upgrade of the existing infrastructure or filling missing links.

Routes reported by the road authority as Existing have not been verified on ground. The existing cycling infrastructure has not been reported or confirmed. The Priority Route Maps should therefore not be used for navigation or trip planning purposes.

The priority given to each route was informed by consultation with local government and the Department of Transport and Main Roads regional officers. Prioritisation considered safety, demand, land use and network connectivity data, along with planning, feasibility and opportunities. Consultation with cycling and other stakeholders will occur as part of future detailed investigations of the principal routes.

1.3 Endorsement and review

The Priority Route Maps have been endorsed by all local governments covered and by the Department of Transport and Main Roads. The maps will be regularly reviewed to track delivery and respond to changing circumstances such as changes in demand, priority and funding availability.

2 Priority Route Maps

This section presents the Priority Route Maps by local government area.

Bundaberg Regional Council – Moore Park

Priority Route Map 1

Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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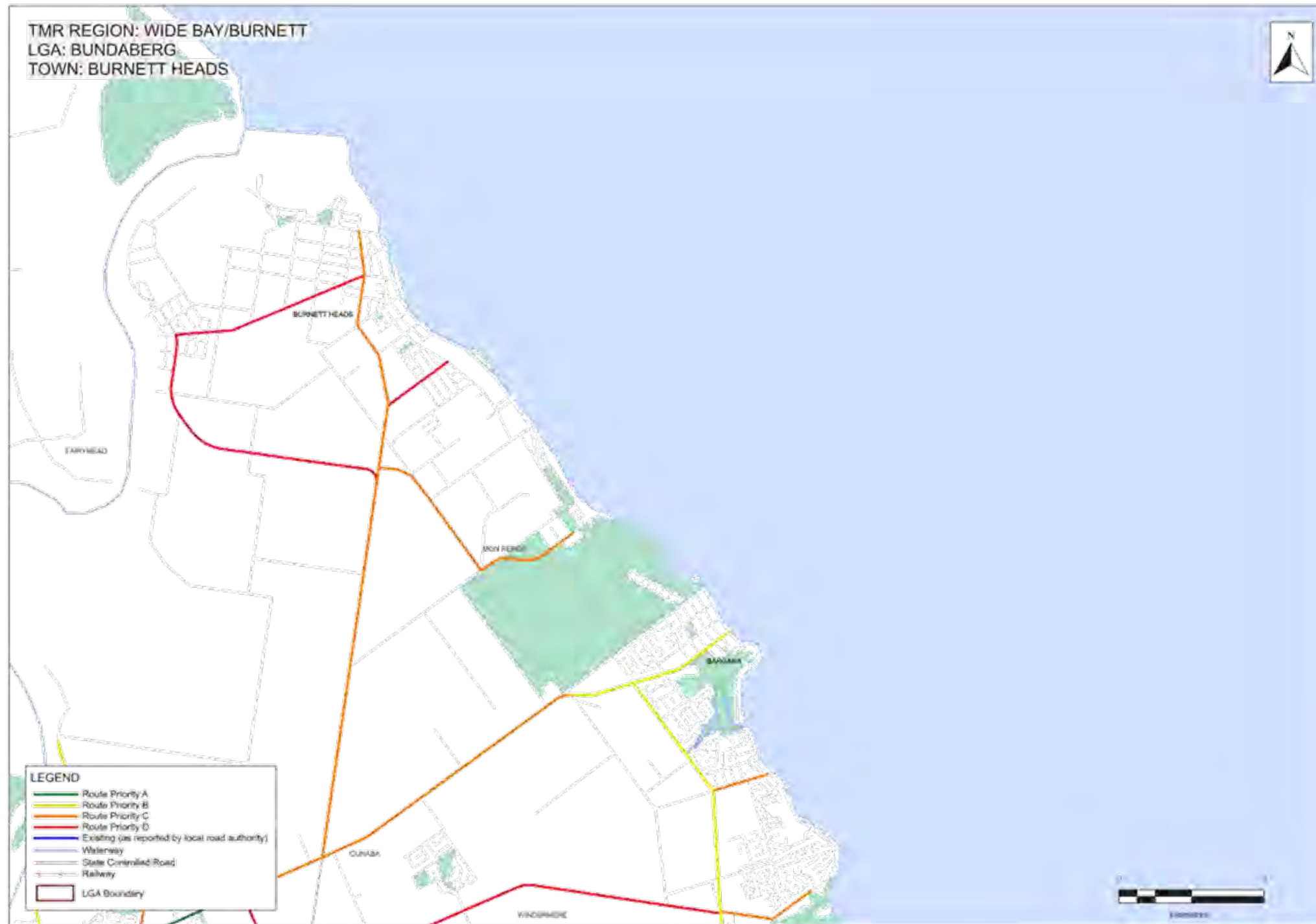
Bundaberg Regional Council – Burnett Heads

Priority Route Map 2

Wide Bay Burnett Principal Cycle Network

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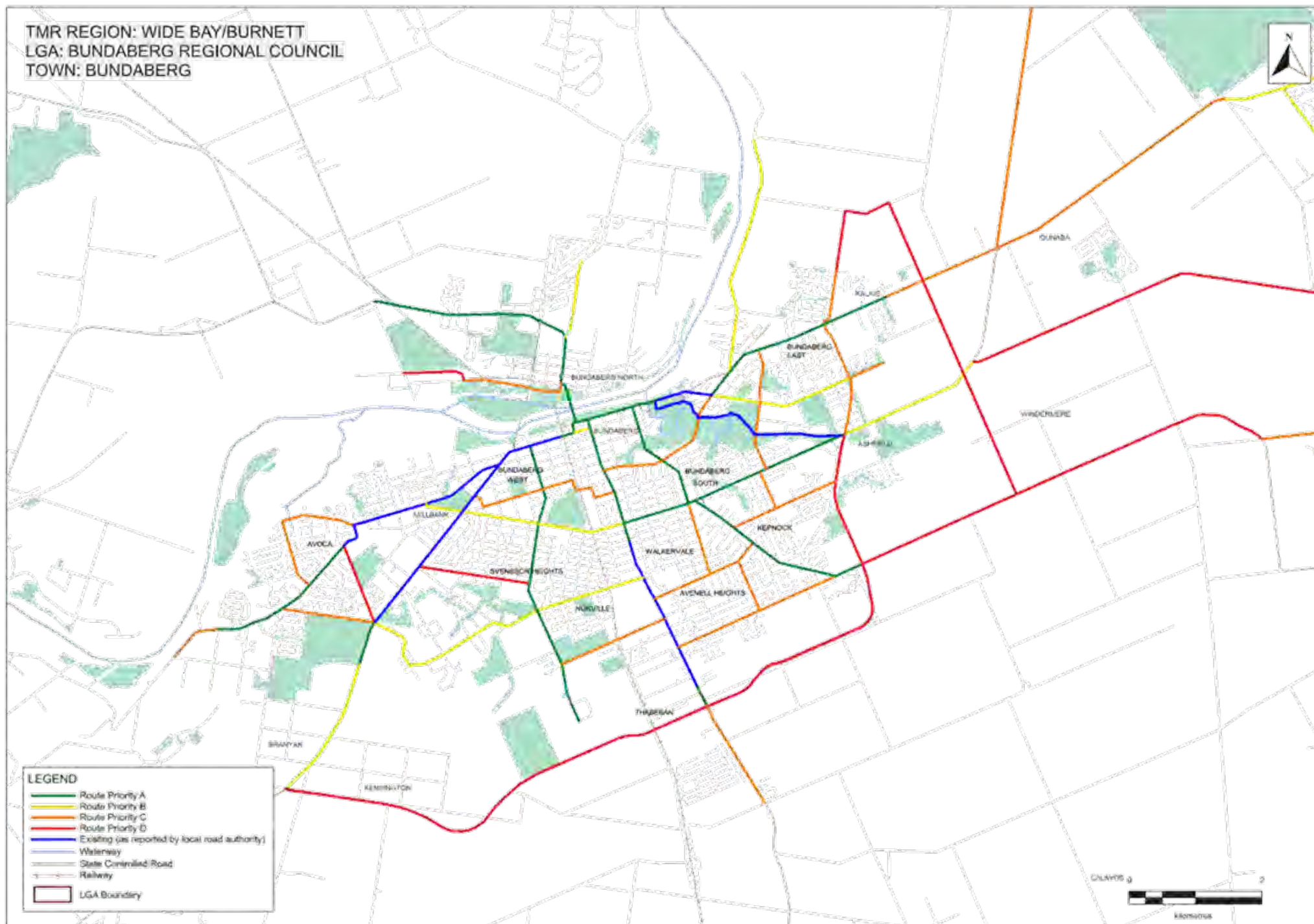
Bundaberg Regional Council – Bundaberg

Priority Route Map 3

Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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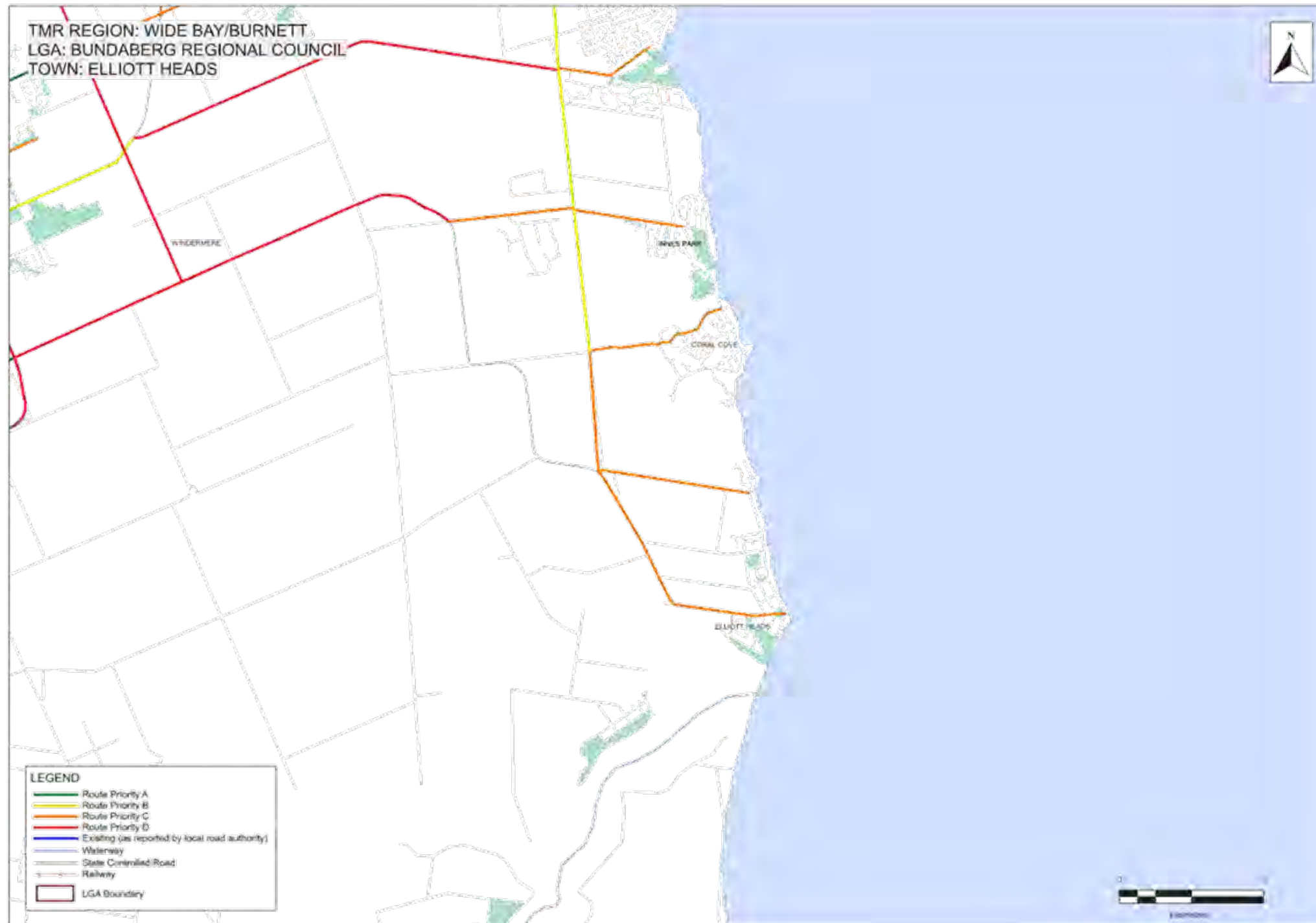
Bundaberg Regional Council – Elliott Heads

Priority Route Map 4

Wide Bay Burnett Principal Cycle Network

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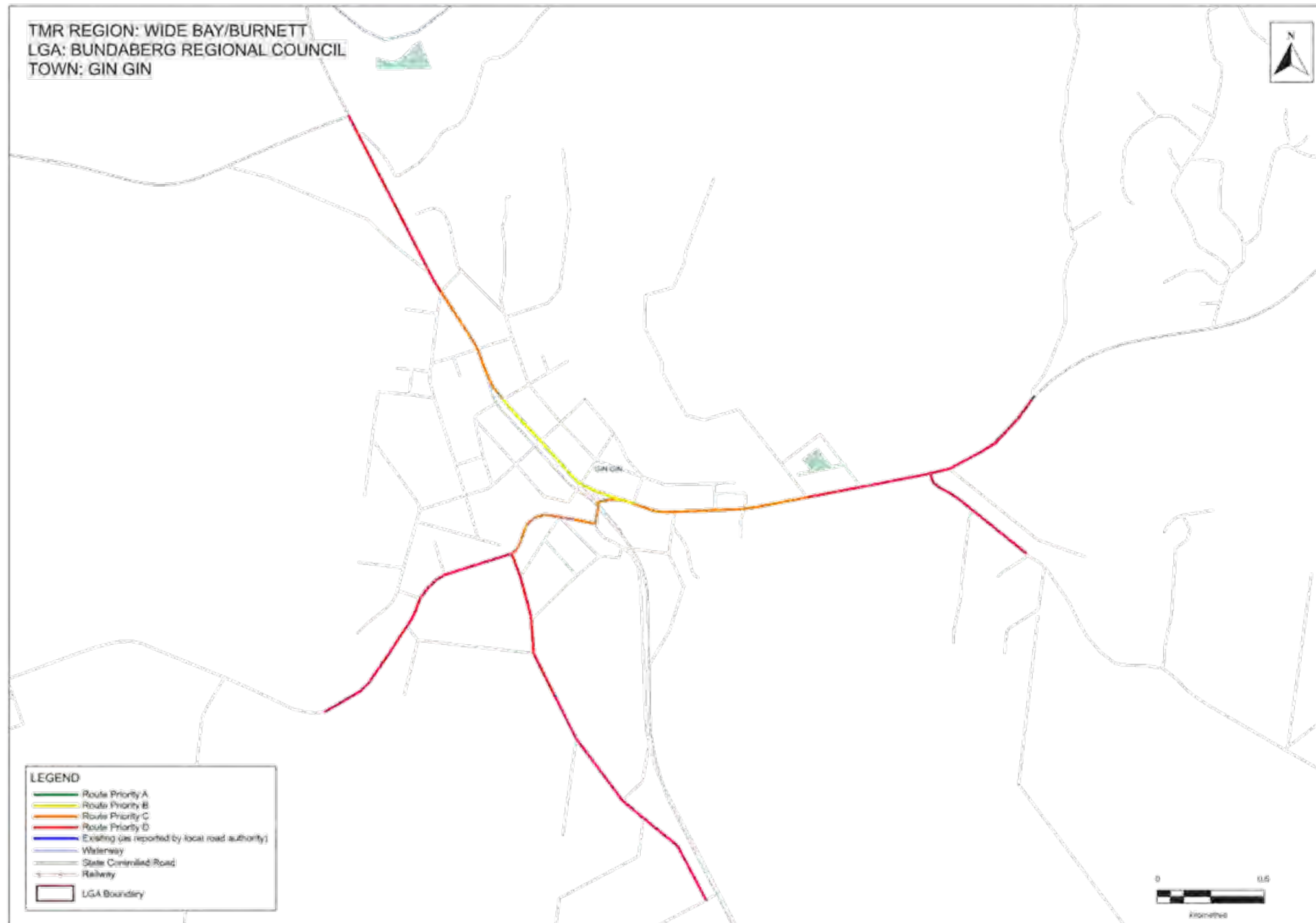
Bundaberg Regional Council – Gin Gin

Priority Route Map 5

Wide Bay Burnett Principal Cycle Network

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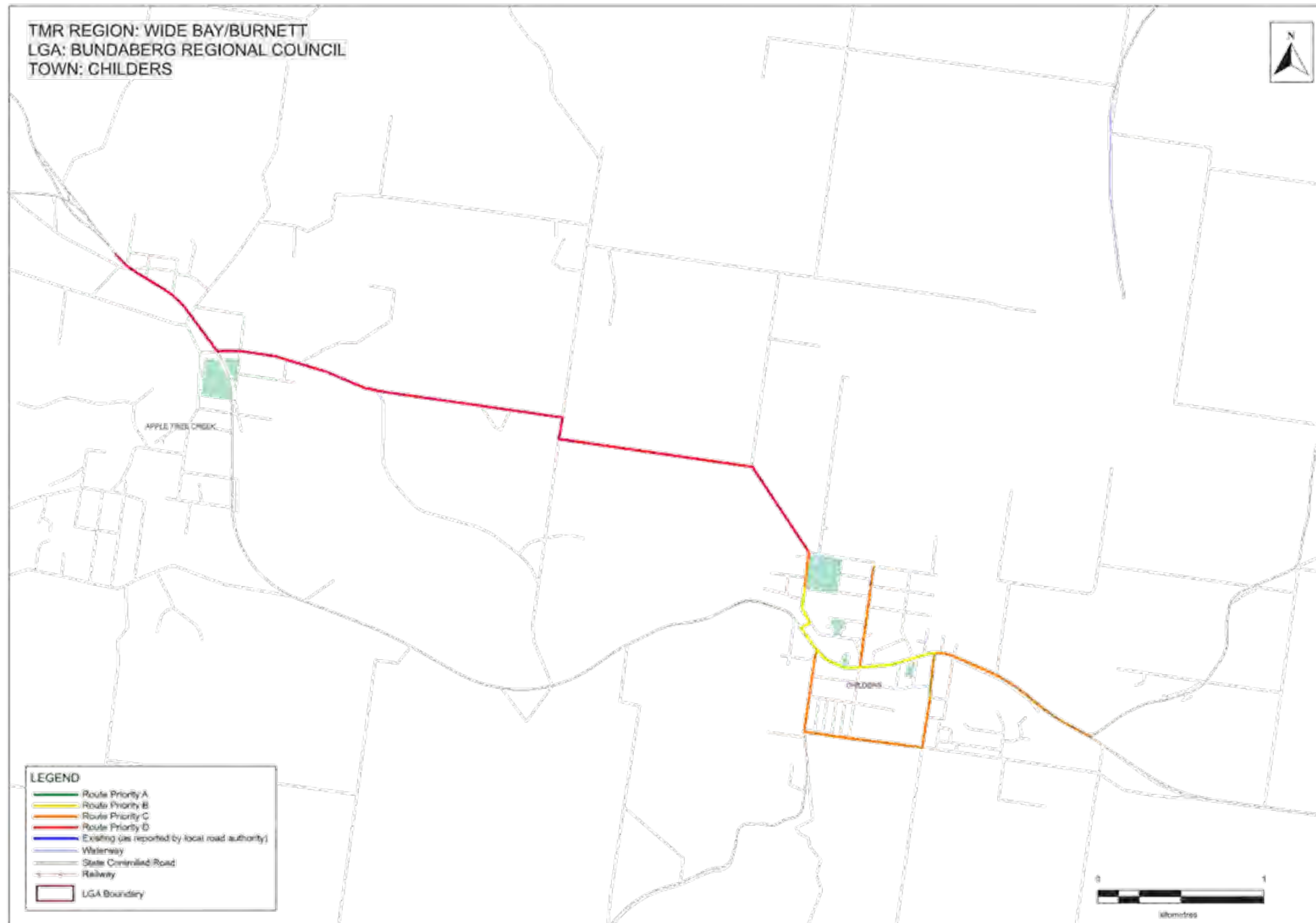
Bundaberg Regional Council – Childers

Priority Route Map 6

Wide Bay Burnett Principal Cycle Network

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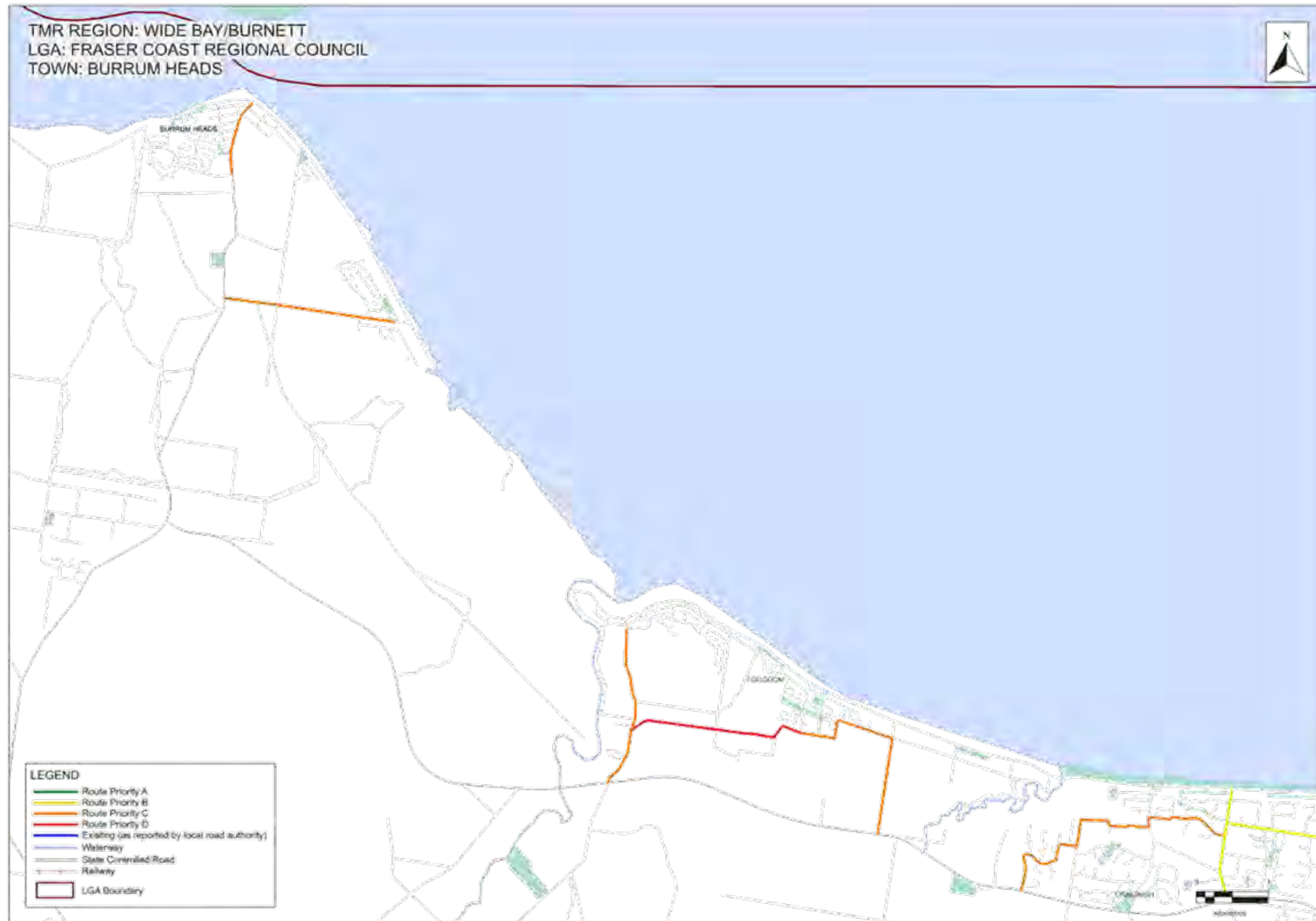
Fraser Coast Regional Council – Burrum Heads

Priority Route Map 7

Wide Bay Burnett Principal Cycle Network

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Fraser Coast Regional Council – Howard

Priority Route Map 8

Wide Bay Burnett Principal Cycle Network

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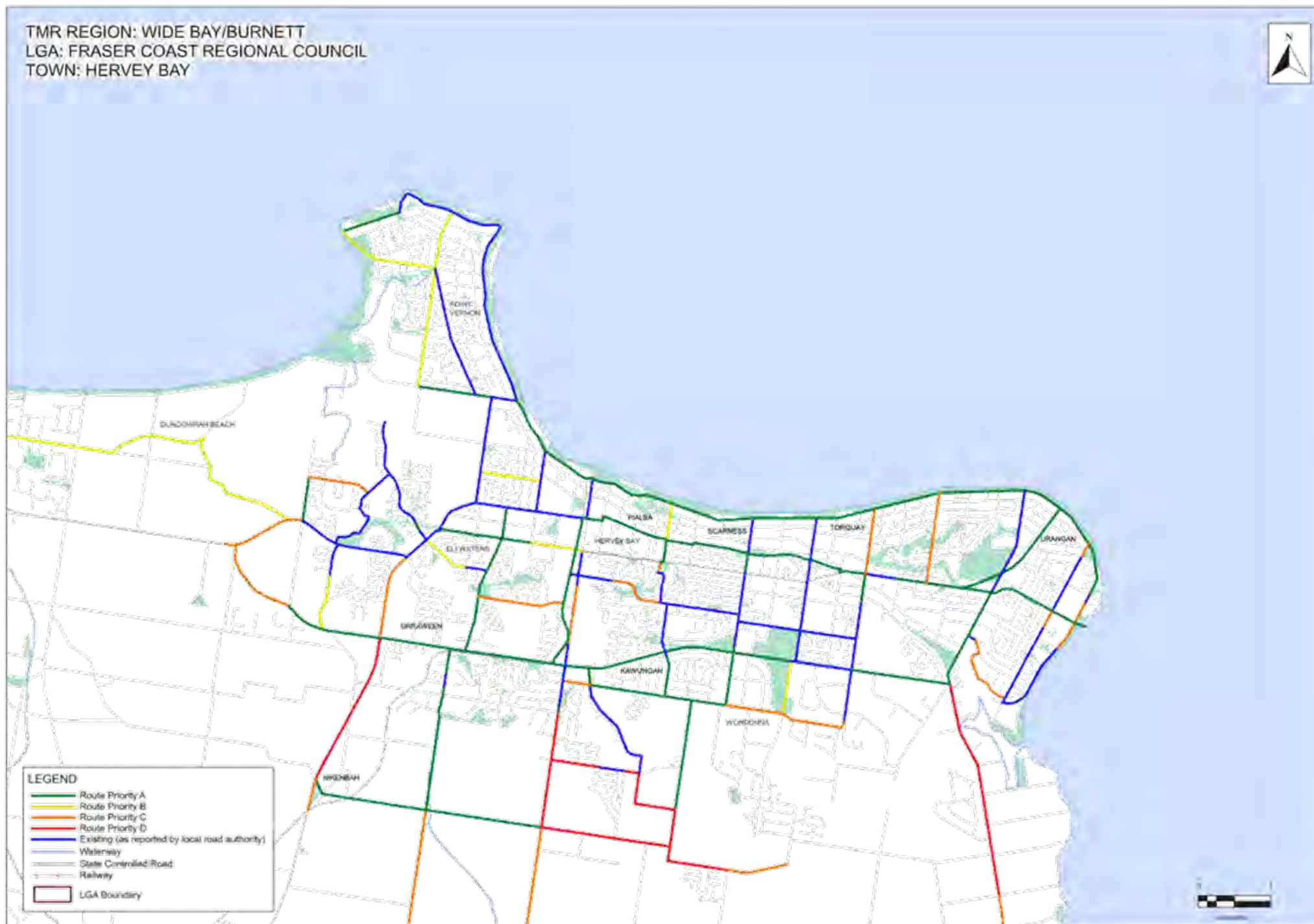
Fraser Coast Regional Council – Hervey Bay

Priority Route Map 9

Wide Bay Burnett Principal Cycle Network

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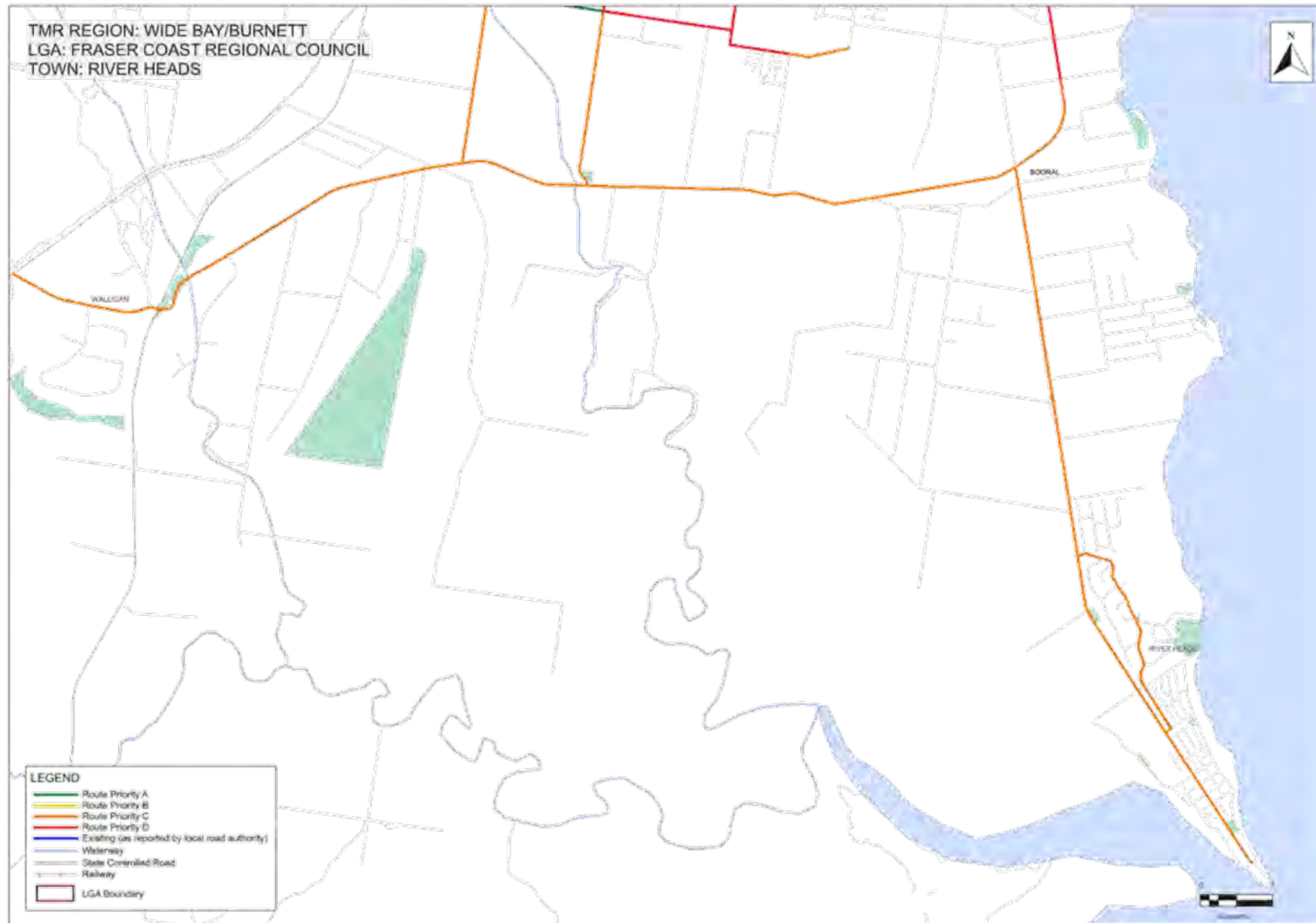
Fraser Coast Regional Council – River Heads

Priority Route Map 10

Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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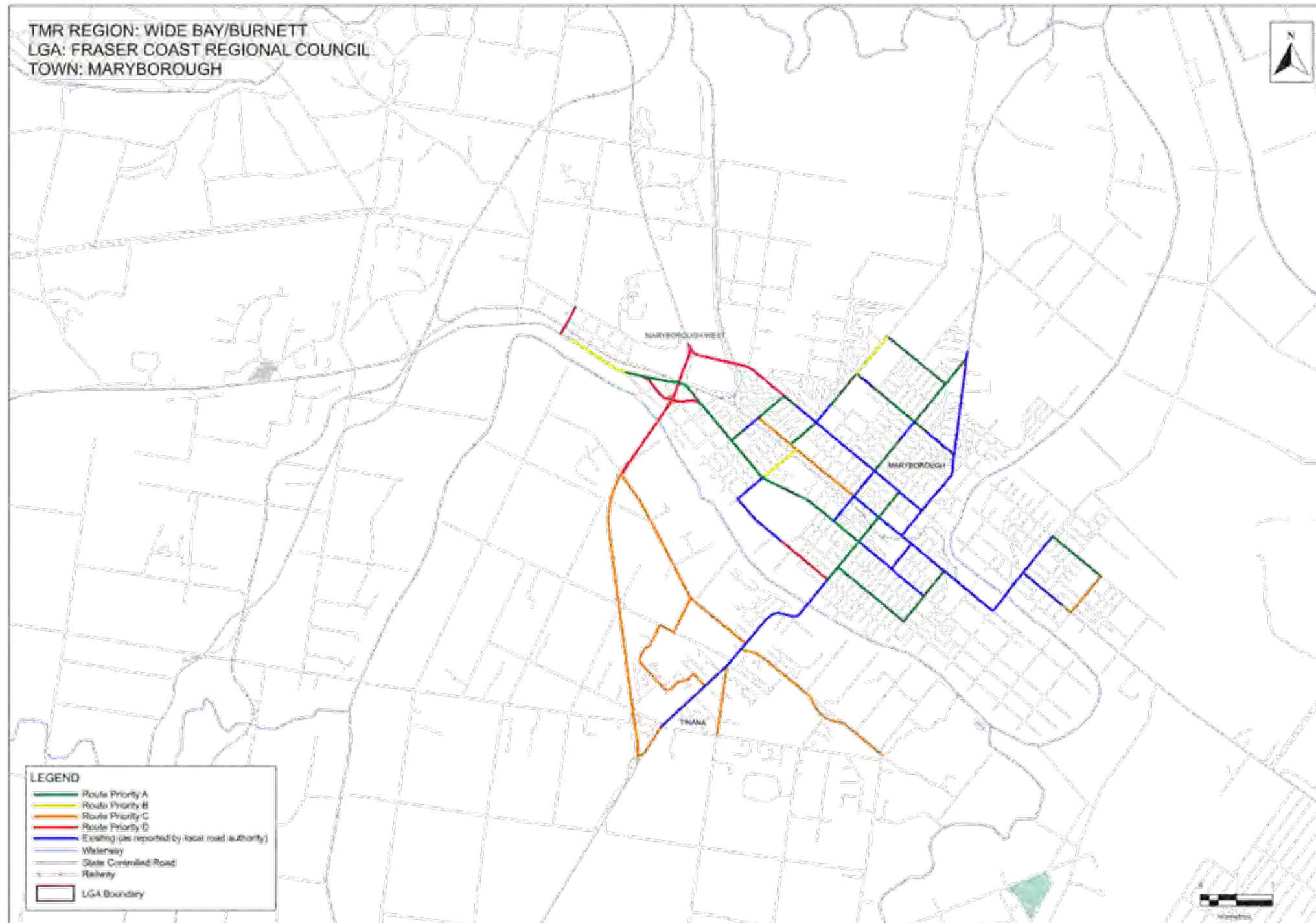
Fraser Coast Regional Council – Maryborough

Priority Route Map 11

Wide Bay Burnett Principal Cycle Network

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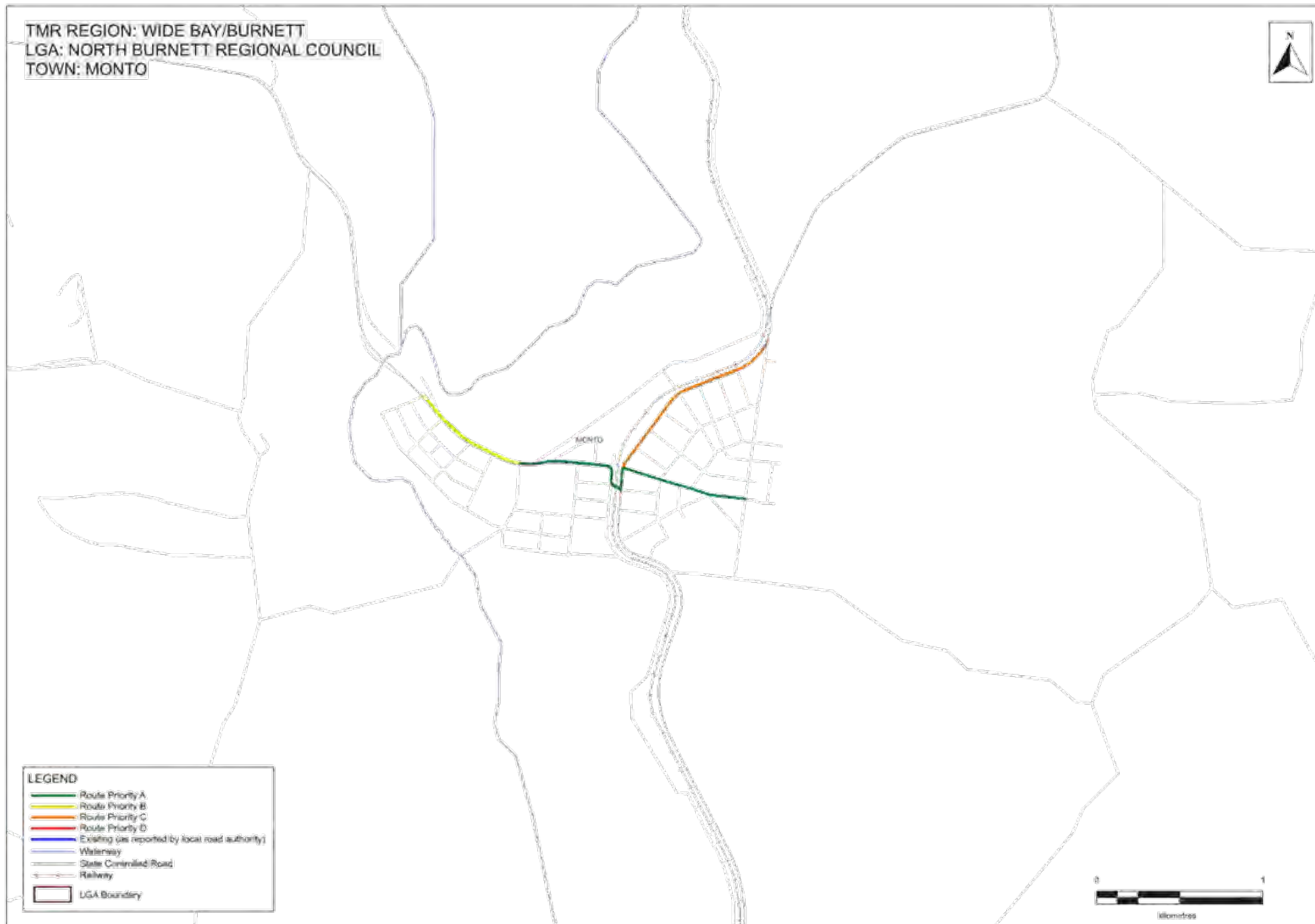
North Burnett Regional Council – Monto

Priority Route Map 12

Wide Bay Burnett Principal Cycle Network

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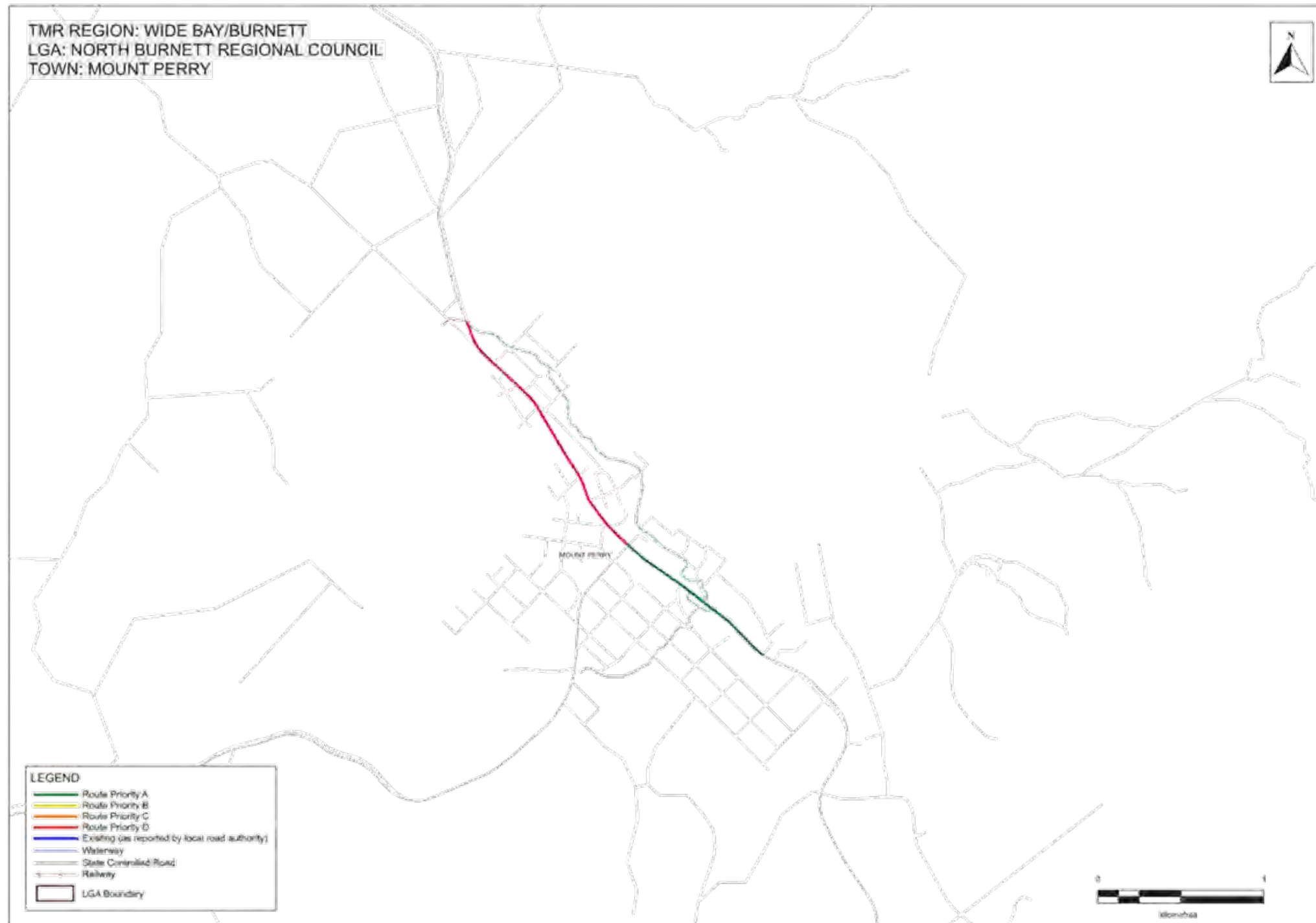
North Burnett Regional Council – Mount Perry

Priority Route Map 13

Wide Bay Burnett Principal Cycle Network

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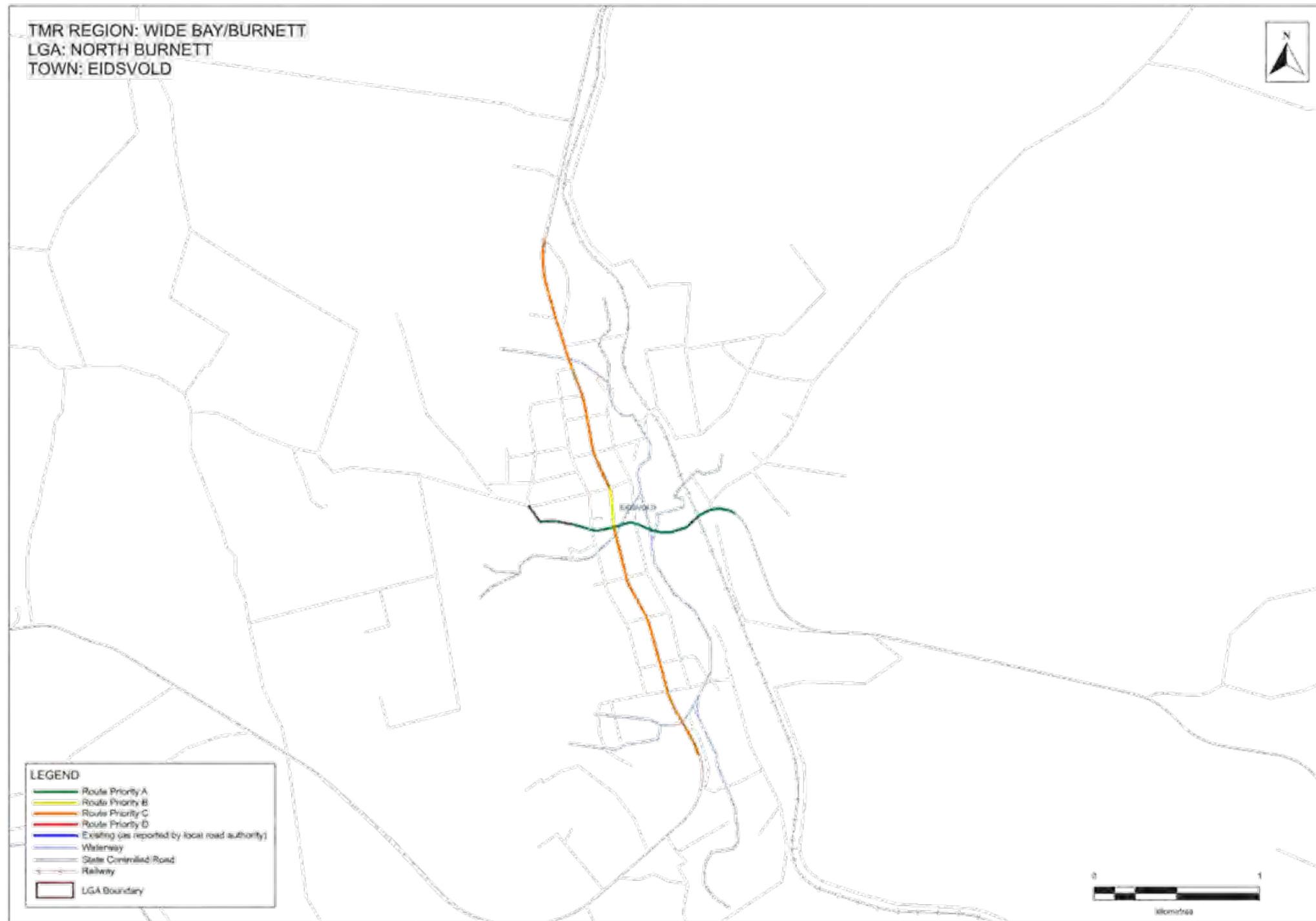
North Burnett Regional Council – Eidsvold

Priority Route Map 14

Wide Bay Burnett Principal Cycle Network

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North Burnett Regional Council – Biggenden

Priority Route Map 15

Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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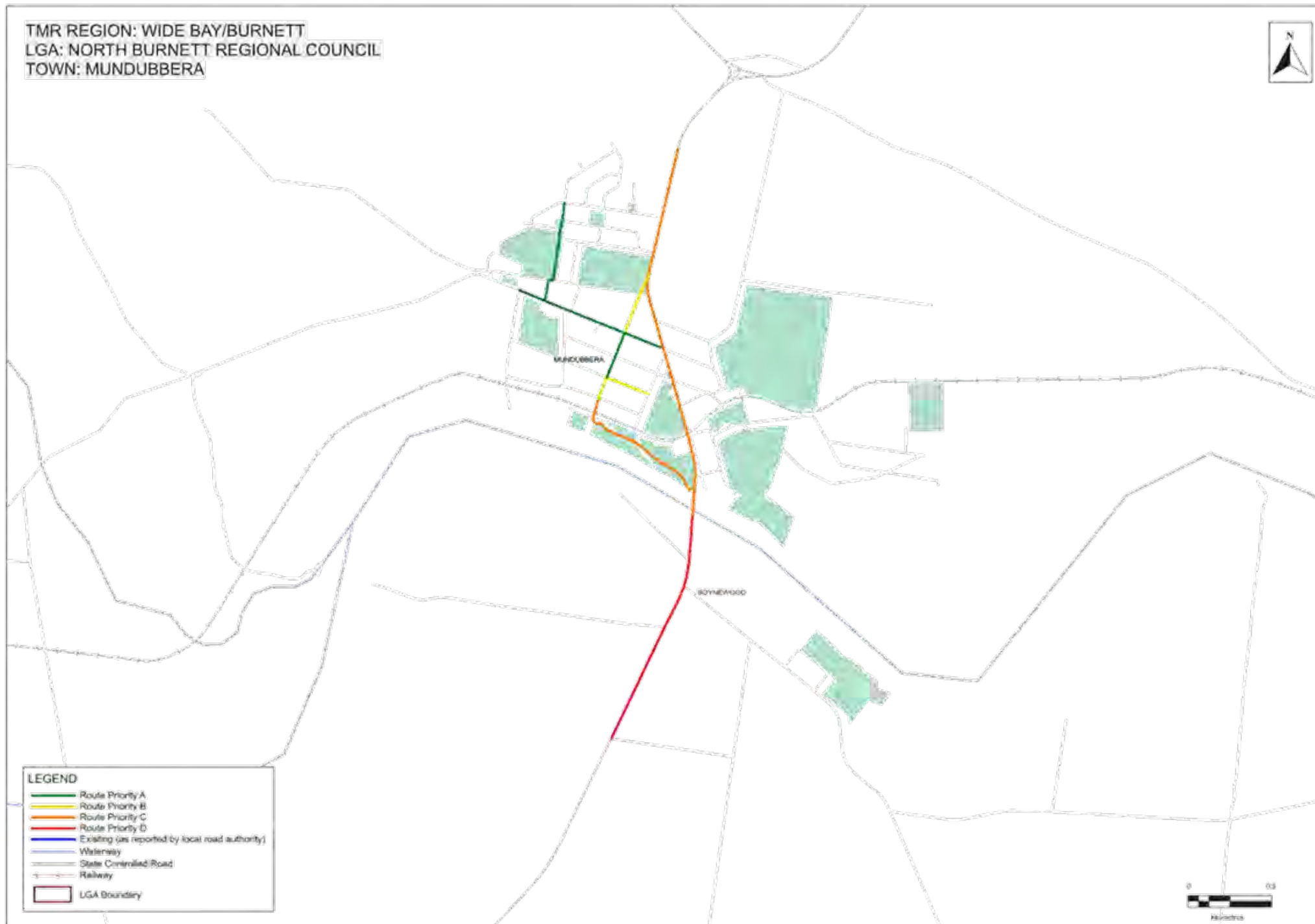
North Burnett Regional Council – Mundubbera

Priority Route Map 16

Wide Bay Burnett Principal Cycle Network

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North Burnett Regional Council – Gayndah

Priority Route Map 17

Wide Bay Burnett Principal Cycle Network

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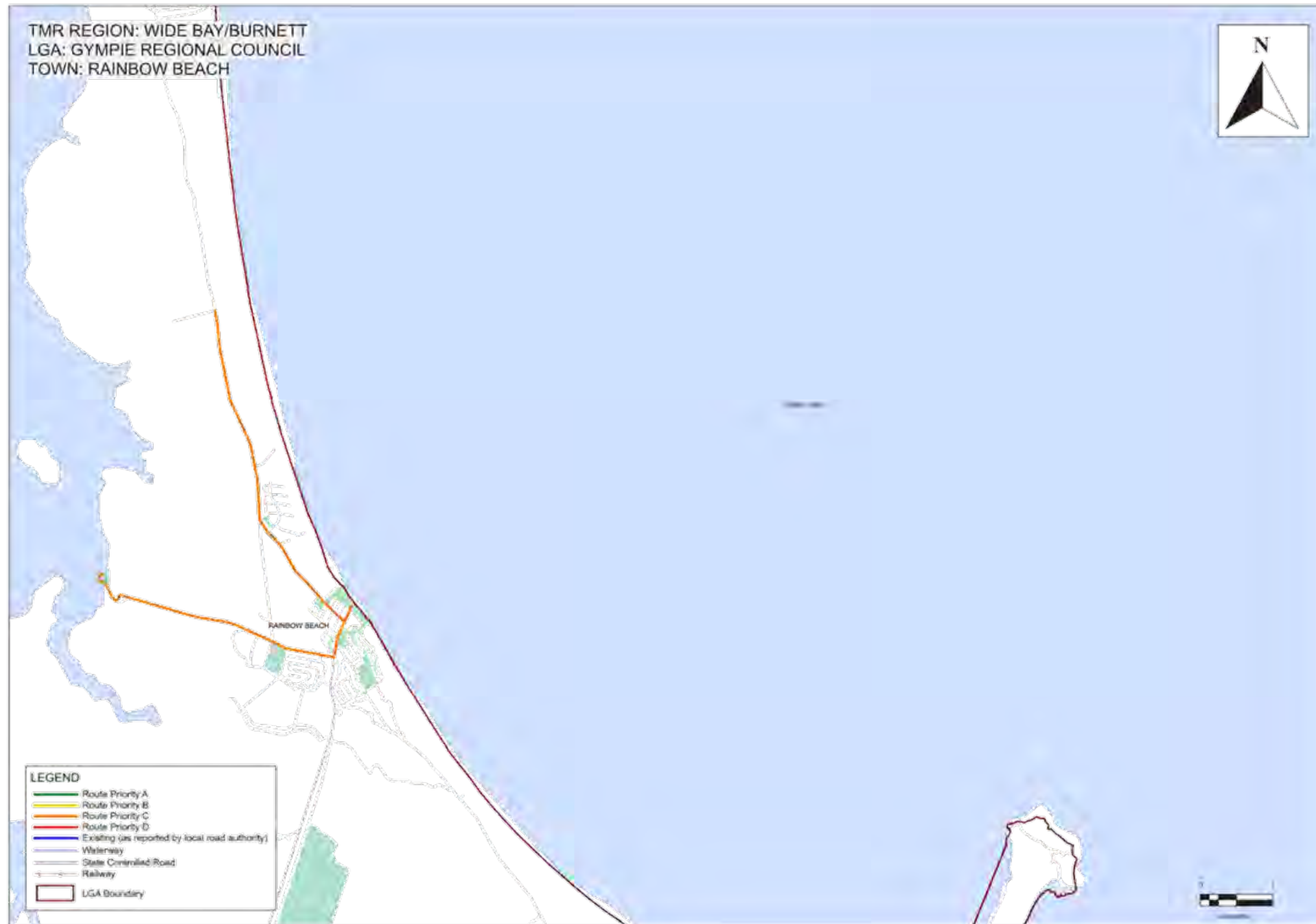
Gympie Regional Council – Rainbow Beach

Priority Route Map 18

Wide Bay Burnett Principal Cycle Network

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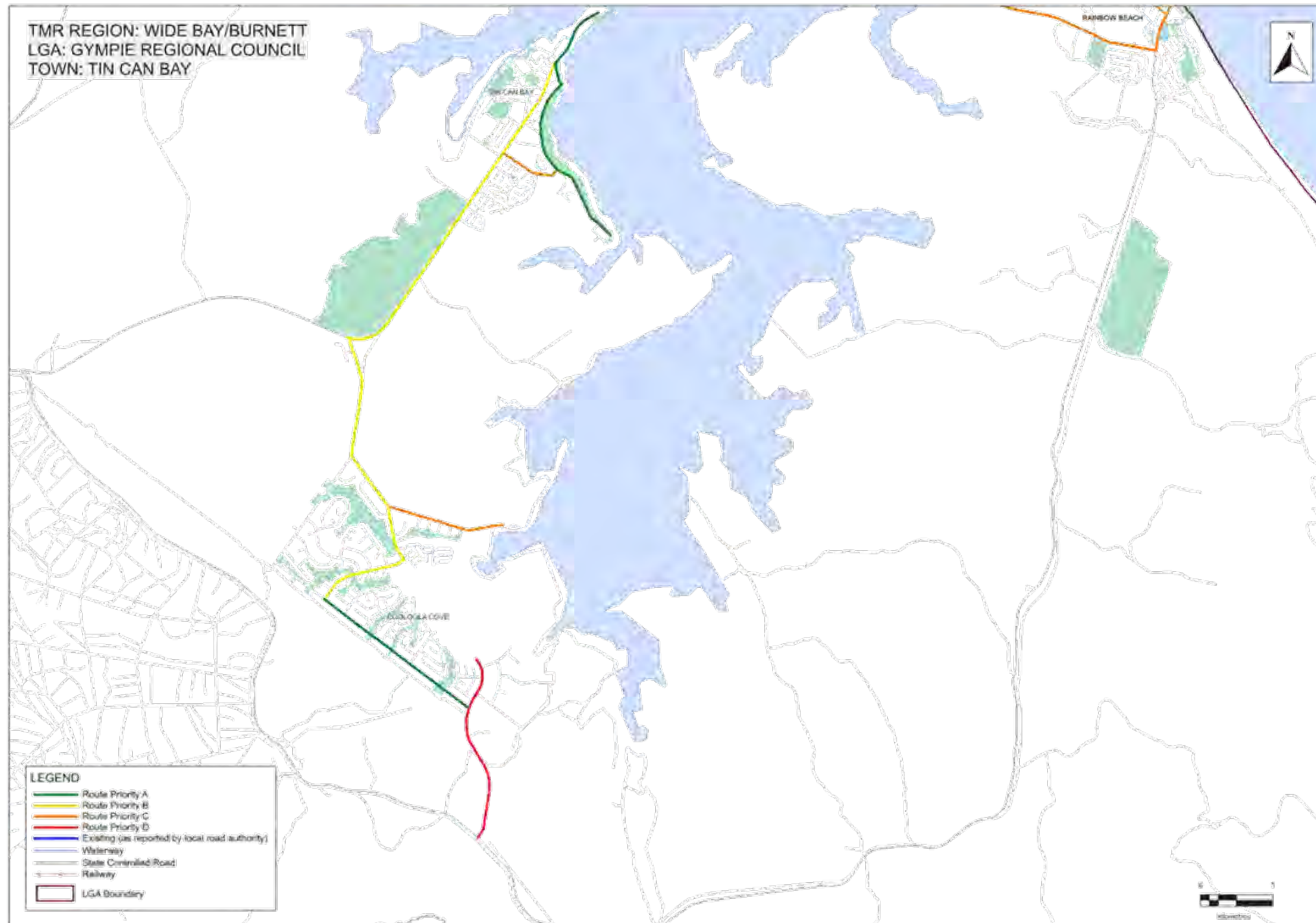
Gympie Regional Council – Tin Can Bay

Priority Route Map 19

Wide Bay Burnett Principal Cycle Network

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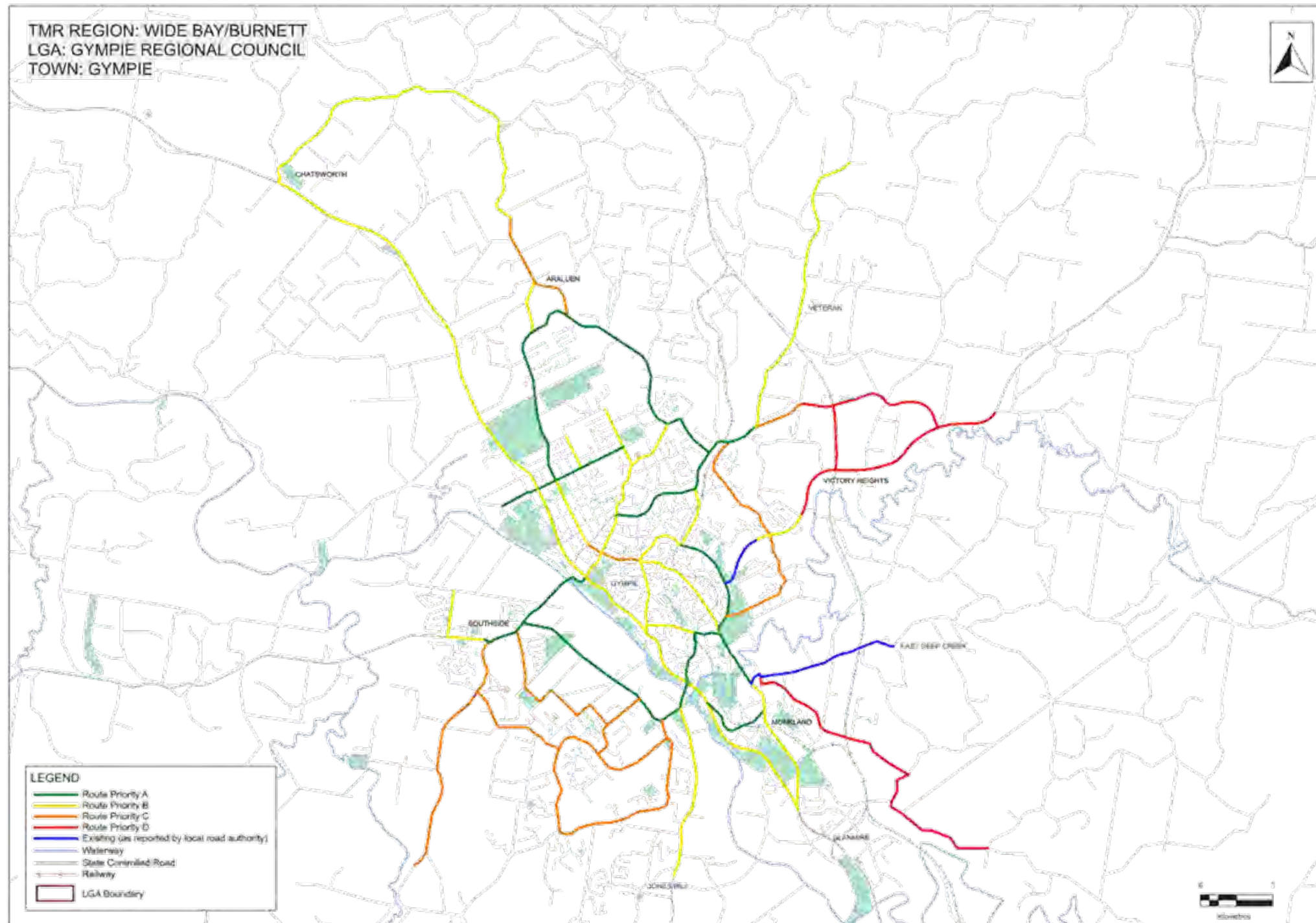
Gympie Regional Council – Gympie

Priority Route Map 20

Wide Bay Burnett Principal Cycle Network

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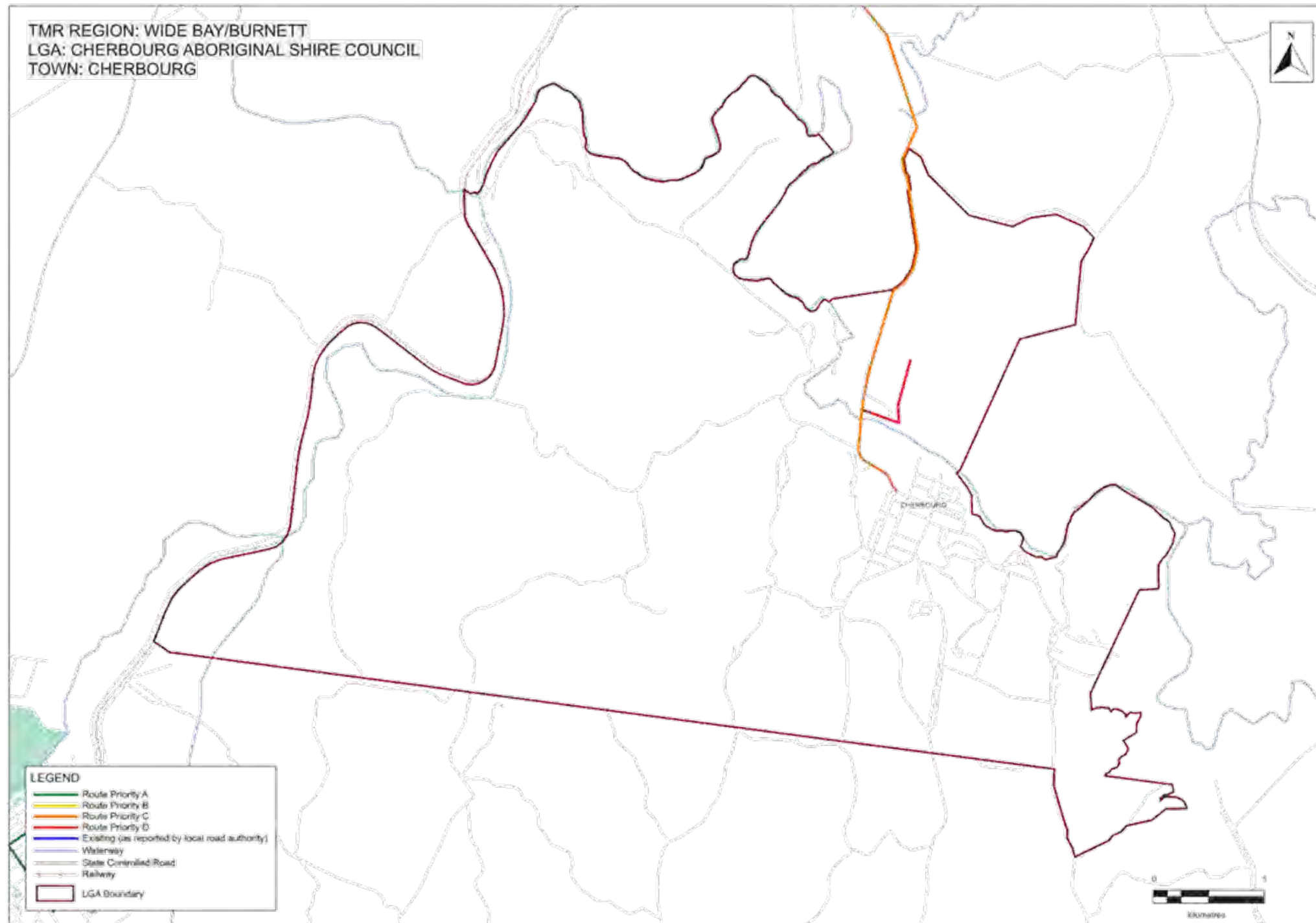
Cherbourg Aboriginal Shire Council – Cherbourg

Priority Route Map 21

Wide Bay Burnett Principal Cycle Network

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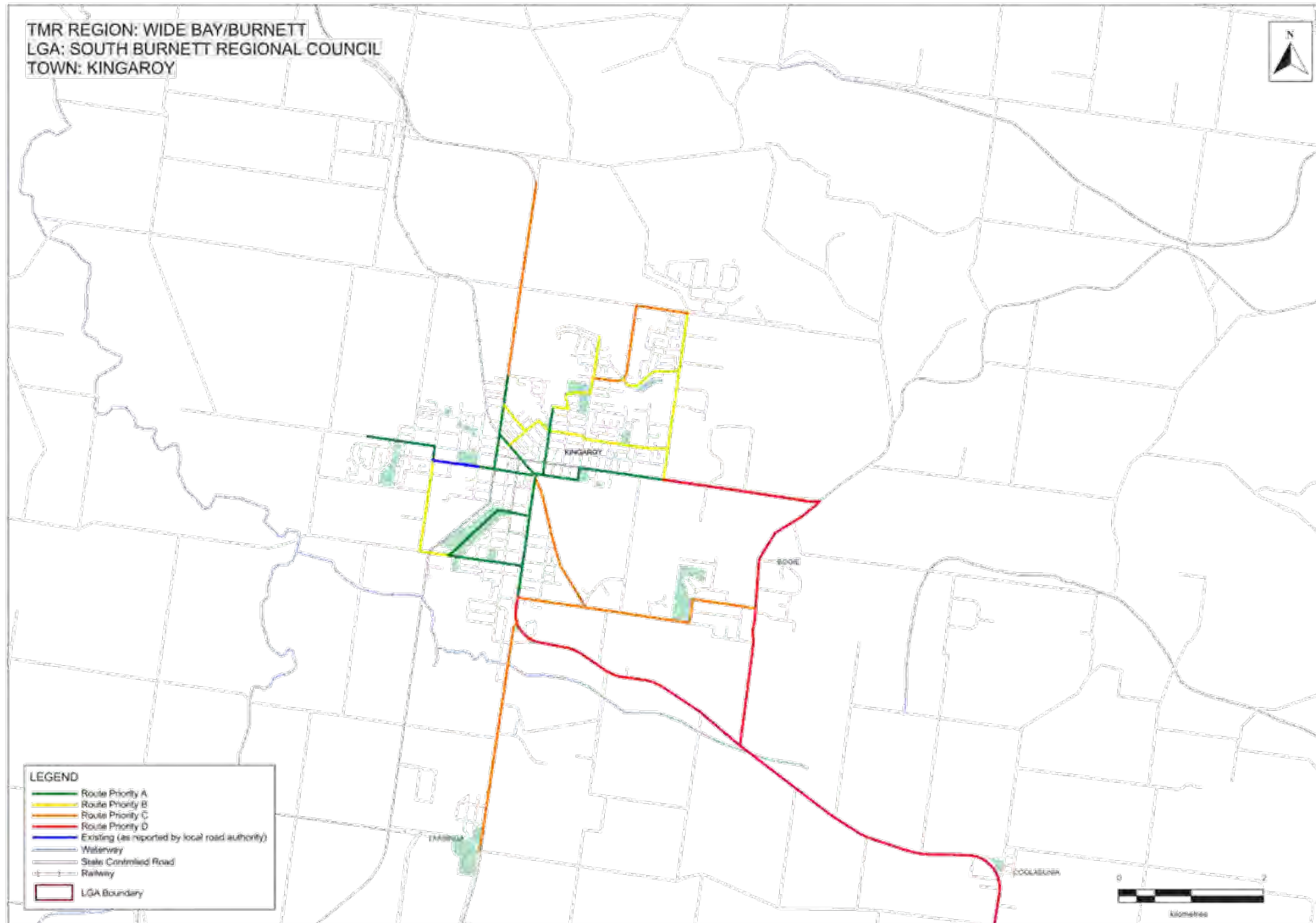
South Burnett Regional Council – Kingaroy

Priority Route Map 22

Wide Bay Burnett Principal Cycle Network

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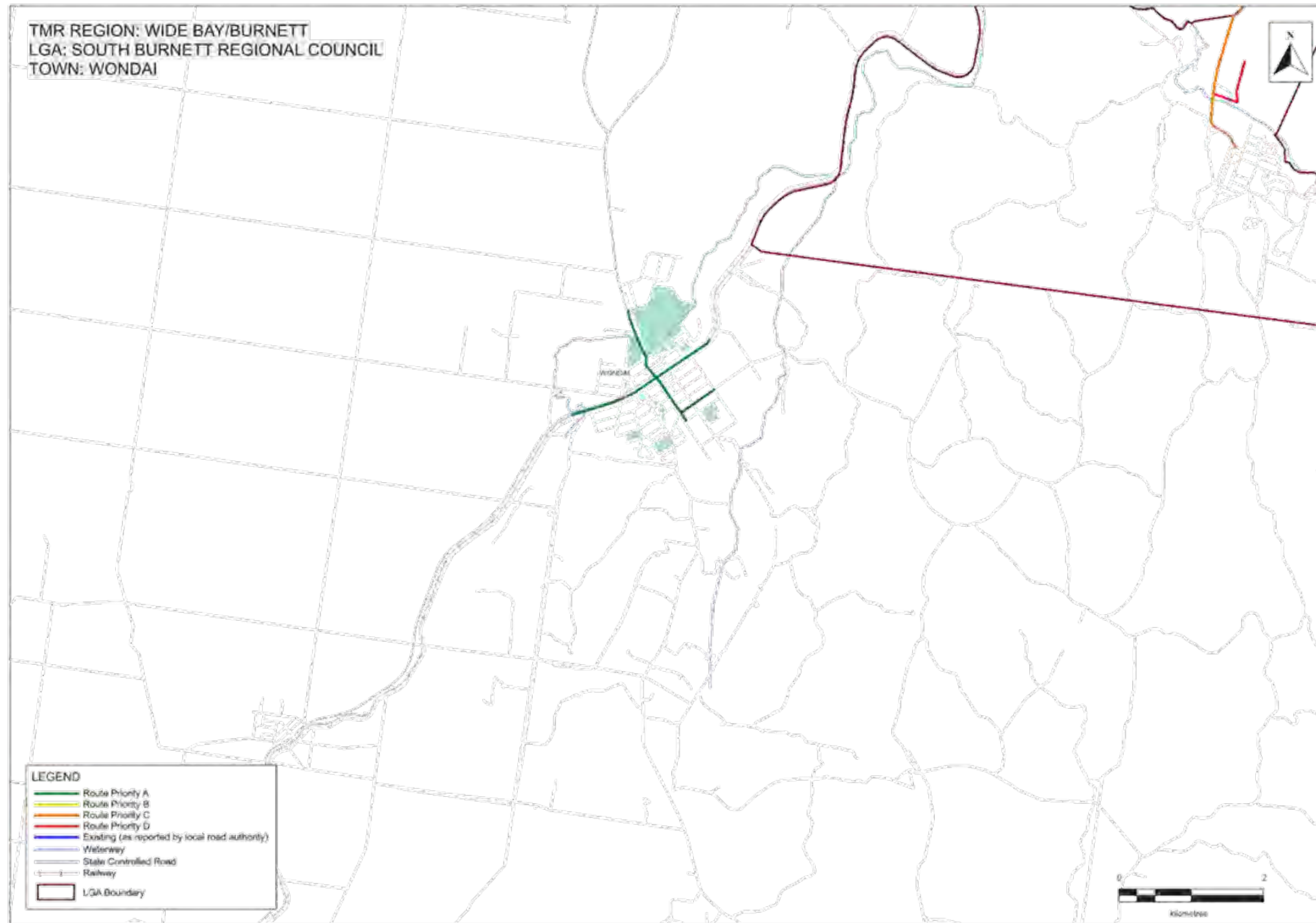
South Burnett Regional Council – Wondai

Priority Route Map 23

Wide Bay Burnett Principal Cycle Network

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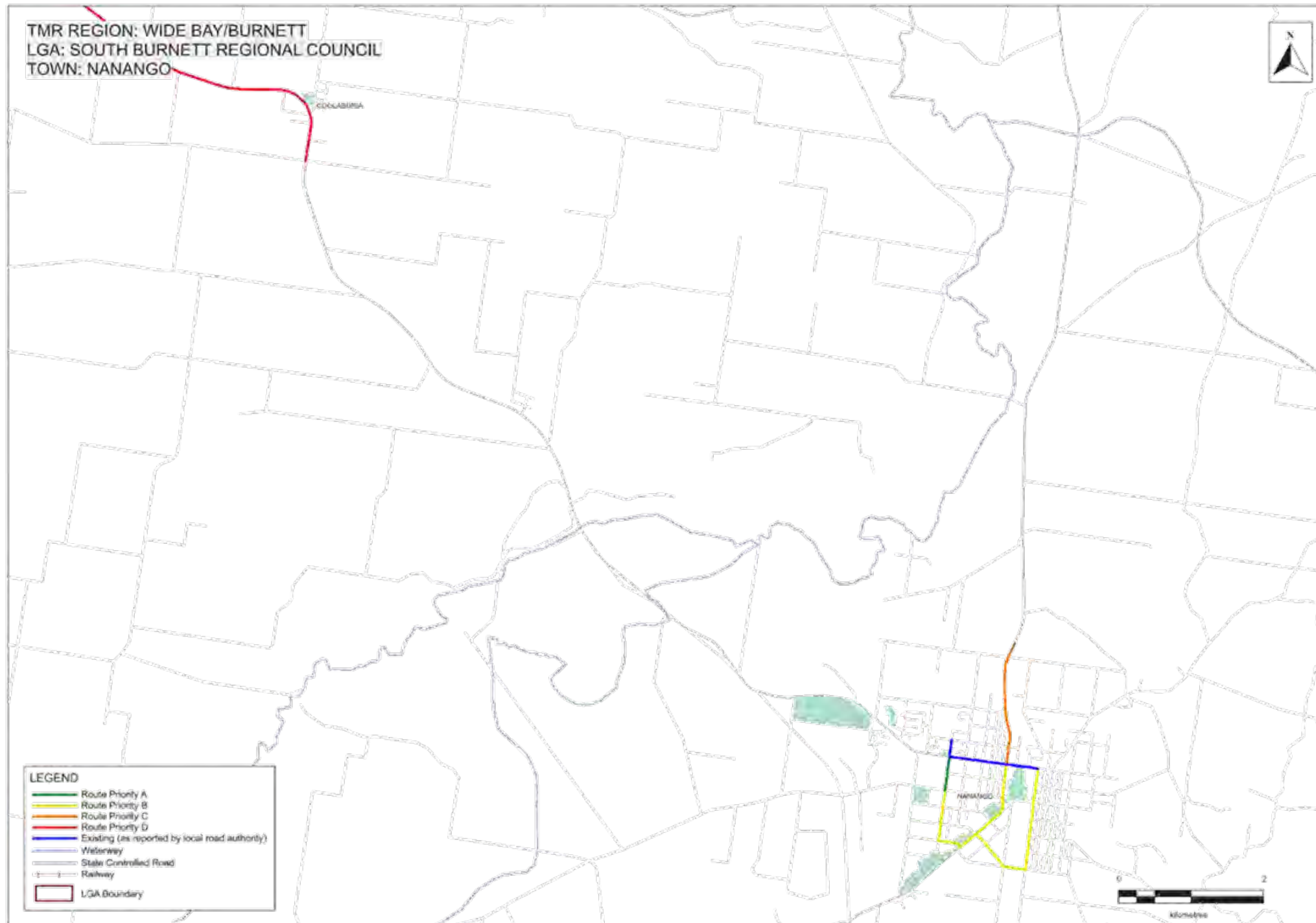
South Burnett Regional Council – Nanango

Priority Route Map 24

Wide Bay Burnett Principal Cycle Network

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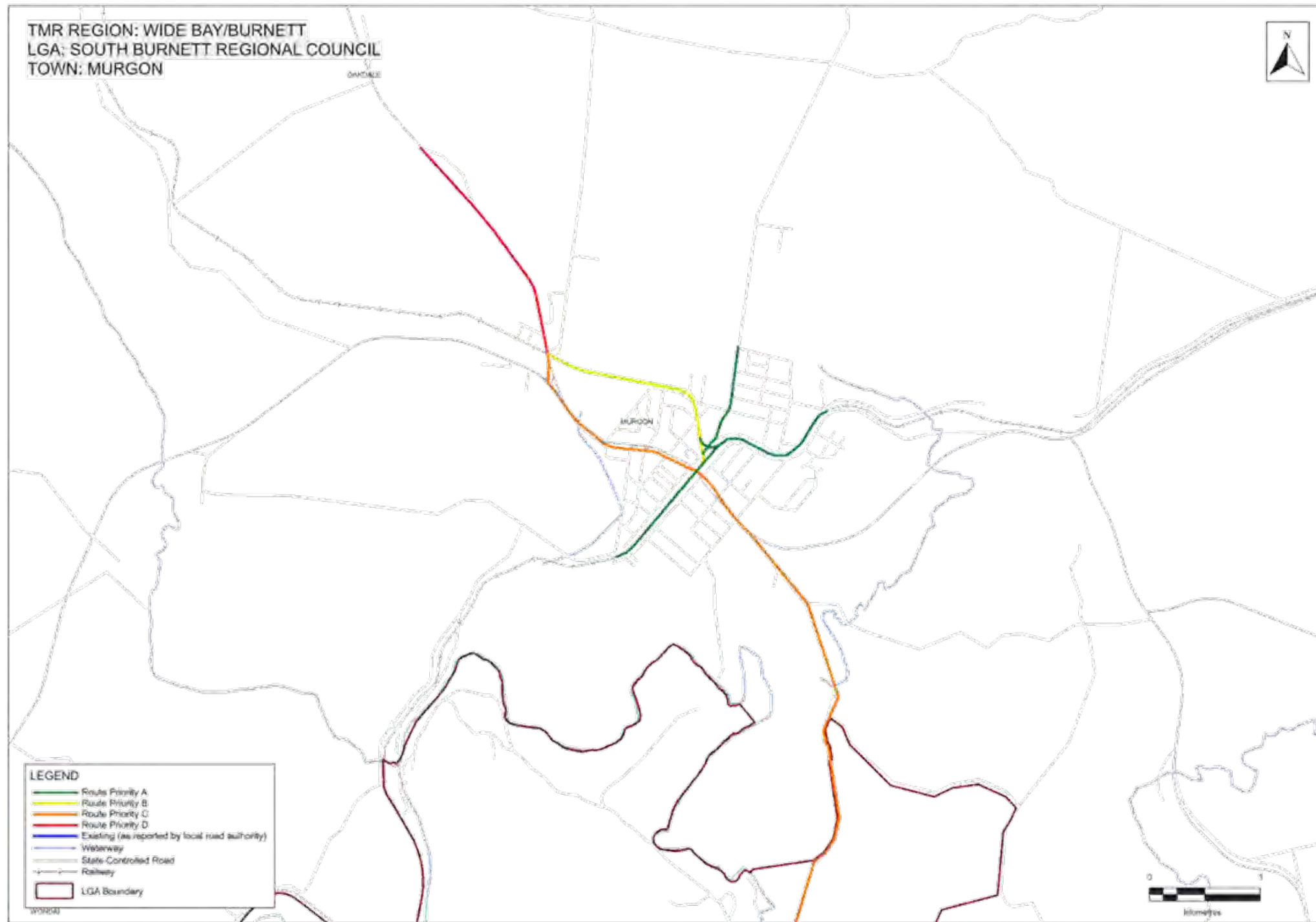
South Burnett Regional Council – Murgon

Priority Route Map 25

Wide Bay Burnett Principal Cycle Network

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13 Q60V (13 74 68)

Principal Cycle Network Plan

Wide Bay Burnett



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1 Introduction

The *Wide Bay Burnett Principal Cycle Network Plan* (WBBPCNP or plan) provides a vision for the principal cycle network in the region to support, guide and inform practitioners involved in the planning, design and construction of the transport network.

The principal routes shown represent cycling desire lines. They indicate the most important routes and known missing links for cycling in the region. In most instances, further planning and design will be required to determine the precise route and design of cycle facility.

The plan should not be used for navigational purposes, since the maps provided do not distinguish between existing and future cycle facilities. Rather, the maps flag the demand for location and function of cycle routes to inform planning and design and construction of cycle facilities.

As shown in Figure 1, the plan covers the North Burnett, South Burnett, Bundaberg, Fraser Coast, Gympie, and Cherbourg Aboriginal local government areas.

2 What is a principal cycle network?

A principal cycle network is comprised of core routes designed to make it easy to use the bicycle as an everyday form of transport.

2.1 Types of journeys

The WBBPCNP identifies routes primarily for cyclists within urban areas, with a particular focus on the 5 km radius around trip destinations. Most urban areas in the region are within a 5 km radius of a town centre. At these distances, cycling is a viable mode of travel for many trip types.

The plan focuses on journeys to work, school, and social/utility trips. The principal cycle network connects residential areas with employment nodes such as suburban centres, industrial precincts, education facilities, and shopping and entertainment destinations.

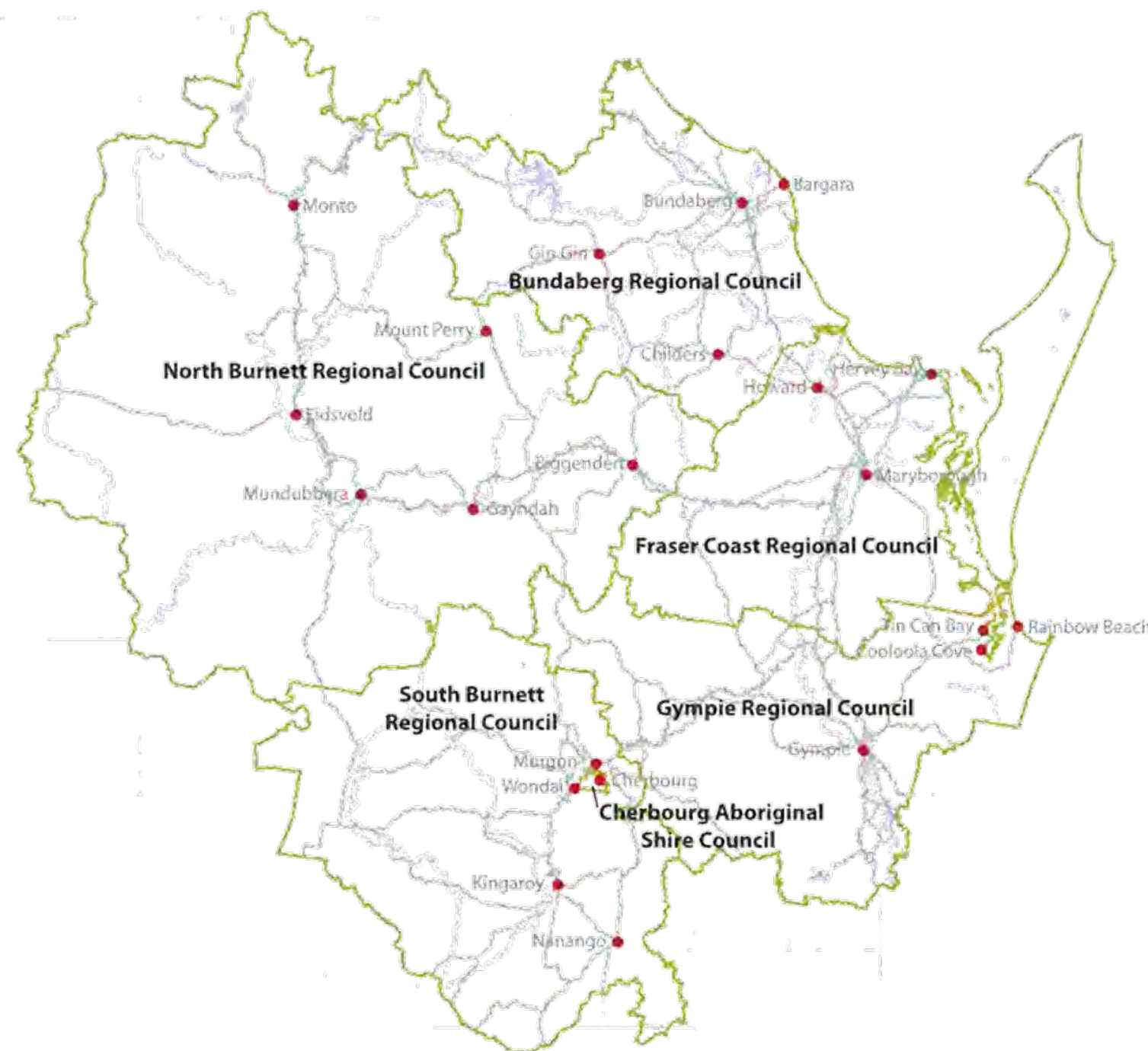


Figure 1. Local governments within Wide Bay Burnett.

2.2 Types of routes

The WBBPCNP identifies the following types of principal cycle network routes:

Principal routes form the spine from which local cycle networks are built. Principal routes connect residential areas to major trip attractors such as public transport nodes, universities, schools, shopping and commercial centres, industrial areas, and regional recreational facilities. At the regional scale, they provide key connections between activity centres or outlying suburbs.

Future principal routes identify expansion opportunities for the principal cycle network in areas where significant urban growth has been identified but land use planning has not yet been undertaken or finalised. These routes are represented by an arrow in the broad direction of a future route.

Tourism routes cater for longer distance recreation and cycle touring, highlighting both coastal and hinterland scenic opportunities.

2.3 What is the purpose of the plan?

The purpose of the WBBPCNP is to present agreed desire lines for principal cycle routes in the region identified using the planning principles outlined in section 3.1. The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

The plan draws on existing cycle planning, data on key origins, destinations and cycling demand, as well as knowledge from councils and bicycle groups. The plan provides for a principal cycle network that will connect residential areas to major trip attractors.

The plan represents the core cycle routes needed to achieve more cycling, more often, which is the vision of the Queensland Government's *Queensland Cycle Strategy 2011-2021*. As the network is delivered, Queenslanders will have increasing opportunities to cycle to work, school, shopping precincts, and other major destinations via safe, direct, and attractive routes.

Increasing levels of cycling will help contribute to Queenslanders' fitness and health, protect the environment, and manage traffic congestion. Encouraging people to replace some car trips with cycling can also extend the life of existing transport assets and reduce the need for road capacity upgrades.

3 How was the network identified?

3.1 Planning principles

The development of the WBBPCNP was guided by the following planning principles:

Principle 1

Connect key existing and future origin and destination points, such as town centres, major shopping and commercial facilities, employment nodes and educational institutions.

Principle 2

Focus on commuter, utility and education-related trips, with a supplementary focus on touring, recreation and sporting trips.

Principle 3

Establish a mesh width of no more than 1000 metres between principal routes in urban areas. The mesh width is the distance between parallel routes in a network and is only applicable within built up areas.

Principle 4

Identify a network that is connected, direct, coherent, legible and planned with safety in mind.

Principle 5

Ensure that the network is easily accessible from residential areas.

Principle 6

Identify the network predominantly within transport corridors, state-controlled roads, higher order local government roads and through open space areas.

Principle 7

Adopt a 'one network' approach and consider all transport corridors as potential cycling corridors, regardless of whether they are managed by state or local government.

The plan identifies principal routes at a strategic network level that will deliver good cycling outcomes, recognising that to achieve this, further planning and design will be required. Although planned with a realistic level of feasibility in mind, the aim of the plan is not to exclude routes from the principal cycle network based entirely on their current level of feasibility.

A principal route may be identified within a corridor that is currently considered not conducive to cycling such as a priority freight route or highway. Further planning and design will consider the feasibility of cycling within the corridor and design of cycle facilities. In some

instances, this may result in a separated cycle facility within the corridor and, in others, a cycle facility on an alternative alignment in the vicinity.

3.2 Workshops and consultation

To develop the principal cycle network, officers from the Department of Transport and Main Roads held workshops with stakeholders in the region's centres. These stakeholders represented local and state government agencies, local cyclists, bicycle interest groups, and some local community groups.

During the workshops, stakeholders nominated major origins and destinations on maps of each town in their local government area. They drew preference lines to connect the origins and destinations, often using the shortest most direct route. The preference lines were transferred to preferred routes along existing and disused transport corridors and through open spaces/recreation corridors. Additional consultation and refinement resulted in a network supported by all parties.

The placement of the preferred routes considered hazards, constraints, land tenure, topography, the seven planning principles, existing cycle planning, and local knowledge of current and desired cycling routes.

4 Implementation

The WBBPCNP reflects a 'one network' approach, meaning the principal cycle network contains routes on state-controlled roads, local government roads, and in open space corridors. While the department has direct control of cycle infrastructure delivered on state-controlled roads, its influence over local government roads and land is less direct.

4.1 Timing of delivery

The WBBPCNP does not dictate specific time frames for delivery of the principal cycle network. The Department of Transport and Main Roads will collaborate with local governments to complete a rigorous prioritisation process that will result in maps of priority routes that will be published as an addendum to the plan and will be reviewed regularly to ensure they remain an up-to-date representation of investment priorities. The maps of priority routes will guide state planning and investment decisions as well as the assessment of state grants to local governments for cycle infrastructure.

4.2 Principal cycle network infrastructure

The WBBPCNP does not identify specific infrastructure solutions as this would require consideration of a range of factors beyond the scope

of the plan such as available space, likely mix and volumes of users, surrounding land uses and trip attractors, traffic and crash data, physical constraints and hazards. Rather, the plan identifies the function of each route in general terms and leaves the detailed planning and design to those with a greater understanding of the local issues.

4.3 Planning and protection of cycling corridors

Further planning and design is needed to determine the precise routes and design of cycle facilities. On the state transport network, this planning will be undertaken as part of the Transport and Main Roads' Transport System Planning Program. Once completed, the future cycling corridors can be mapped and protected, and will be considered as part of the application process for any proposed developments on nearby land.

4.4 Delivery mechanisms

As shown in Figure 2, the WBBPCNP may be implemented through a variety of delivery mechanisms.

4.4.1 Queensland Government delivery

Transport and Main Roads' Cycling Infrastructure Policy (CIP) is a key delivery mechanism for the principal cycle network, requiring the department to consider the needs of cyclists in state-controlled transport projects. When on a principal route or a future principal route, the department is to include explicit cycle provision such as marked bicycle lanes, separated cycleways or signage in state-controlled transport projects.

When not on a principal route or future principal route, the department

is to include implicit cycle provision such as the widening of shoulders or elimination of squeeze points in state-controlled transport projects. Tourism routes are not principal cycle network routes for the purposes of the department's CIP. Tourism routes may be eligible for funding through other sources such as the Transport Infrastructure Development Scheme (TIDS) or tourism and recreation programs.

The demand for new cycle infrastructure will not always align with the delivery of other transport projects. In cases where benefits and priorities can be identified, stand-alone cycle infrastructure projects may be planned, designed, constructed, and funded through Transport and Main Roads' Queensland Transport and Roads Investment Program (QTRIP). Only the highest priority projects will be put forward as stand-alone projects.

4.4.2 Local government delivery

Local governments can apply for funding to deliver principal cycle network infrastructure through the Cycle Network Local Government Grant (CNLGG) program. Funding is matched by local governments (50/50). Grants are awarded to projects that contribute to transport network outcomes that improve access to major attractors including activity centres, employment nodes, schools, universities, and public transport facilities.

Regional Roads and Transport Groups (RRTGs) receive an annual allocation of Transport Infrastructure Development Scheme (TIDS) funding which can be used to fund cycling infrastructure. RRTGs are responsible for allocating TIDS funding received to the highest priority transport projects in their regions, including cycle infrastructure. Local governments can champion cycling within their respective RRTGs and prioritise investment into cycle infrastructure. Local governments can also allocate funding for cycle infrastructure in their own budgets to deliver projects independently.

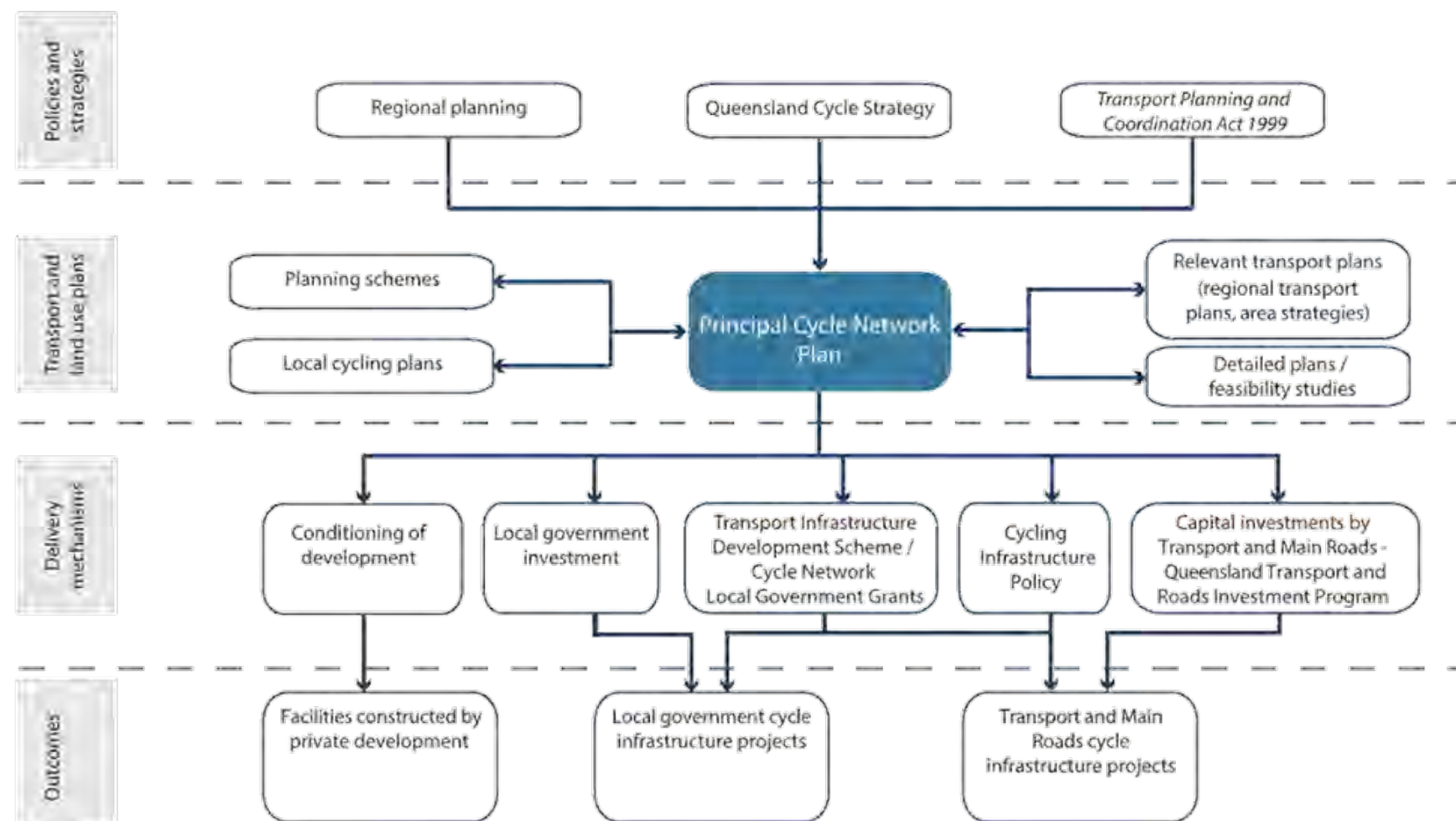


Figure 2. Policies and strategies influencing the principal cycle network.

5 Network maps

This section presents the principal cycle network maps by local government area, as shown in Figure 3. This section also contains an analysis of routes, with an explanation of the rationale for most routes in each local government area.

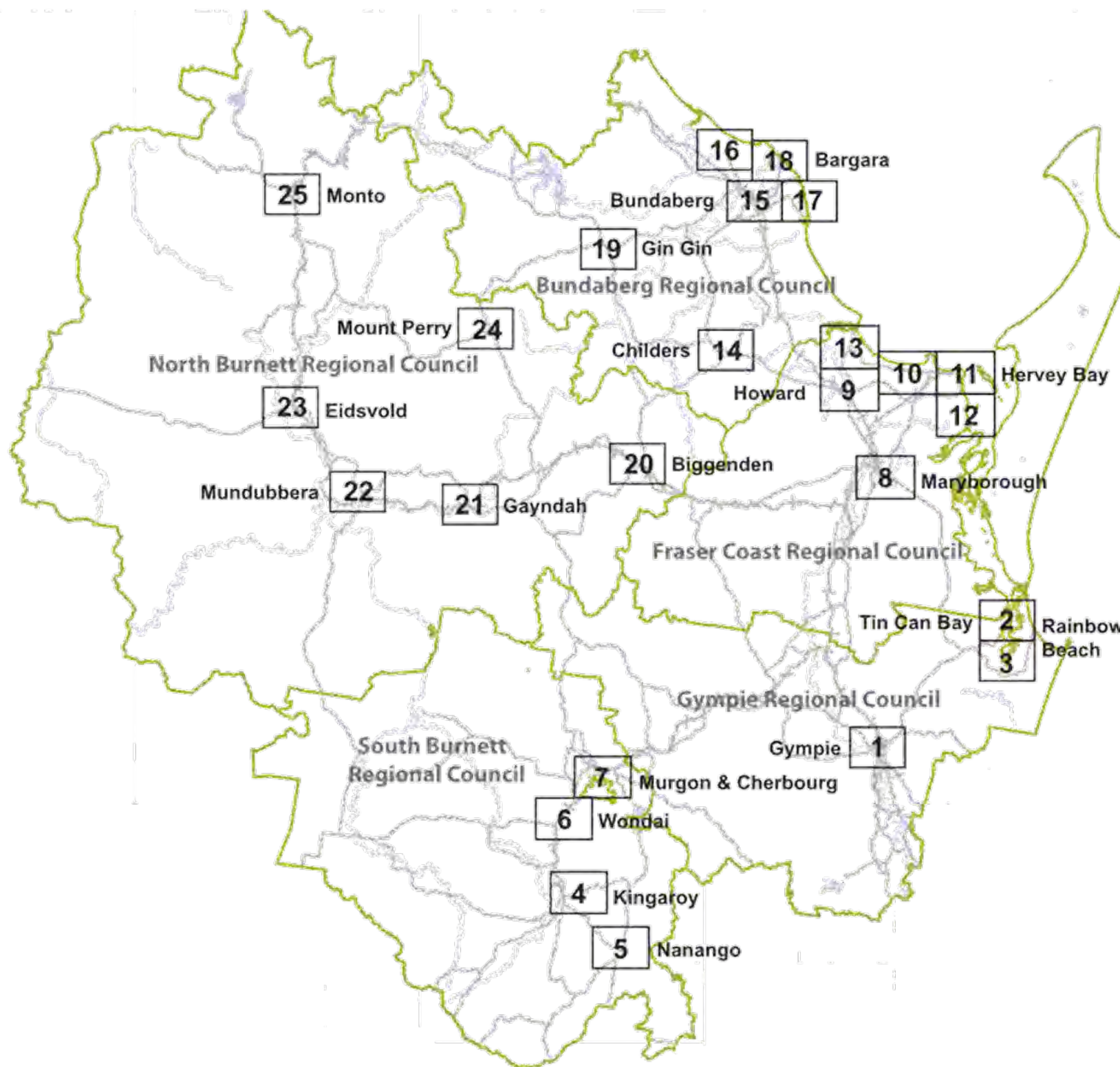


Figure 3. Index of principal cycle network maps.

Gympie Regional Council




Gympie Subregion

Wide Bay Burnett Principal Cycle Network



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- LEGEND**
- Principal Route
 - - - Future Principal Route
 - Tourism Route
 - Subset Map
- Map Items**
- State Controlled Road
 - Railway Line
 - Waterway/Waterbody
 - Local Government Boundary

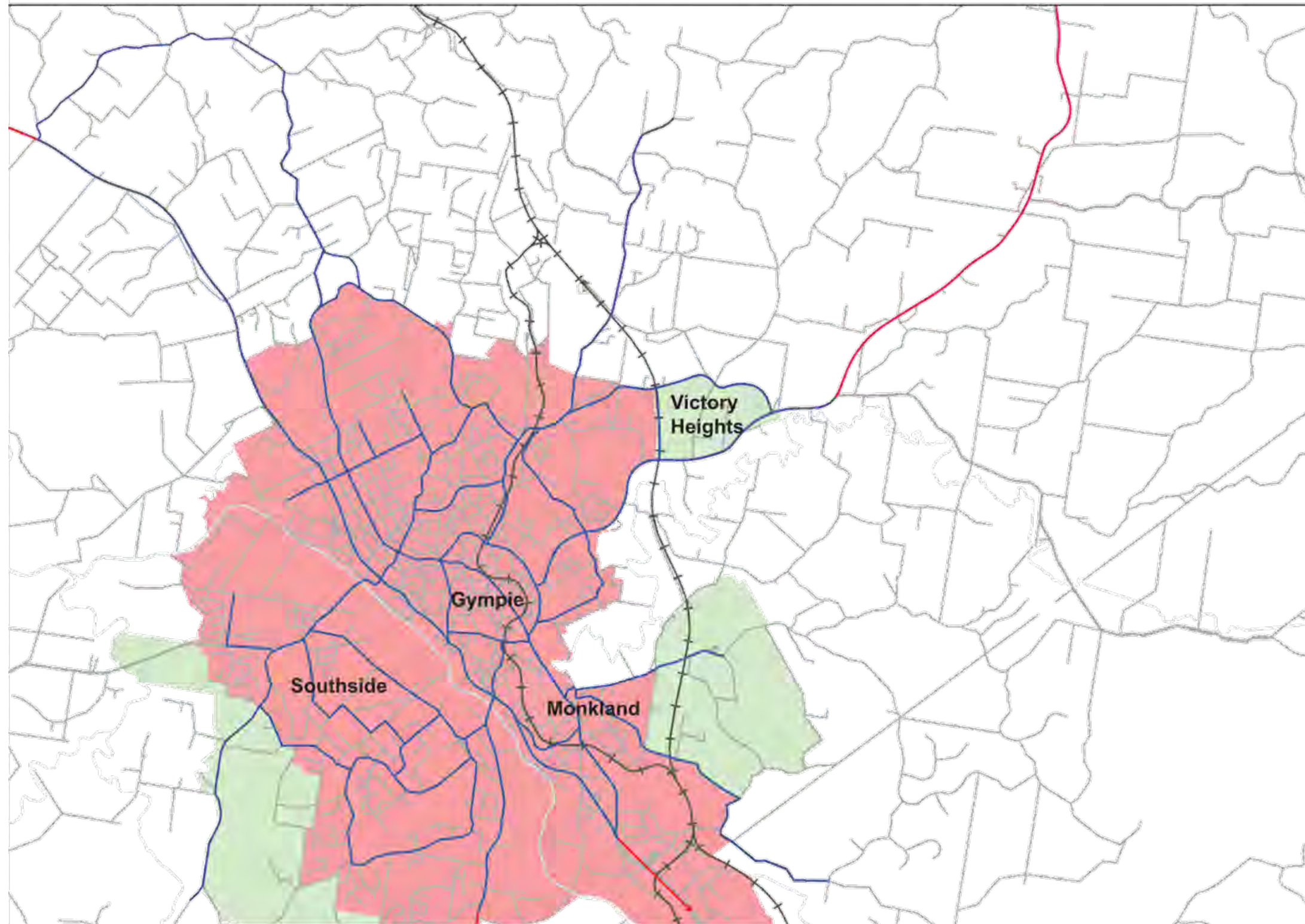


Queensland Government

Kilometres
Scale 1:750,000

Gympie Regional Council



Map 1

Wide Bay Burnett Principal Cycle Network

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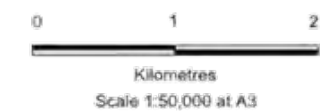
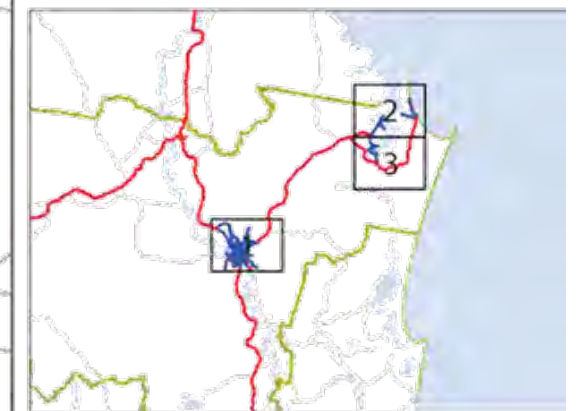
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LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Weirbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Gympie Regional Council


Map 2

Wide Bay Burnett Principal Cycle Network










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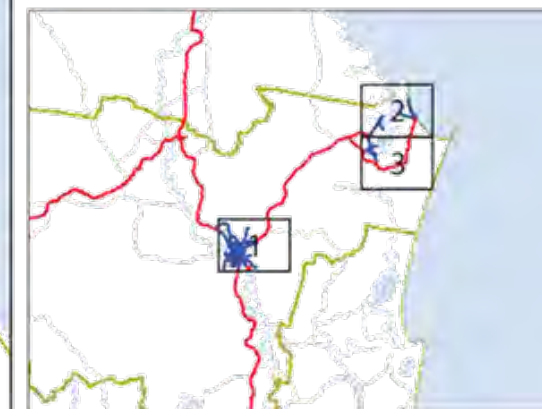
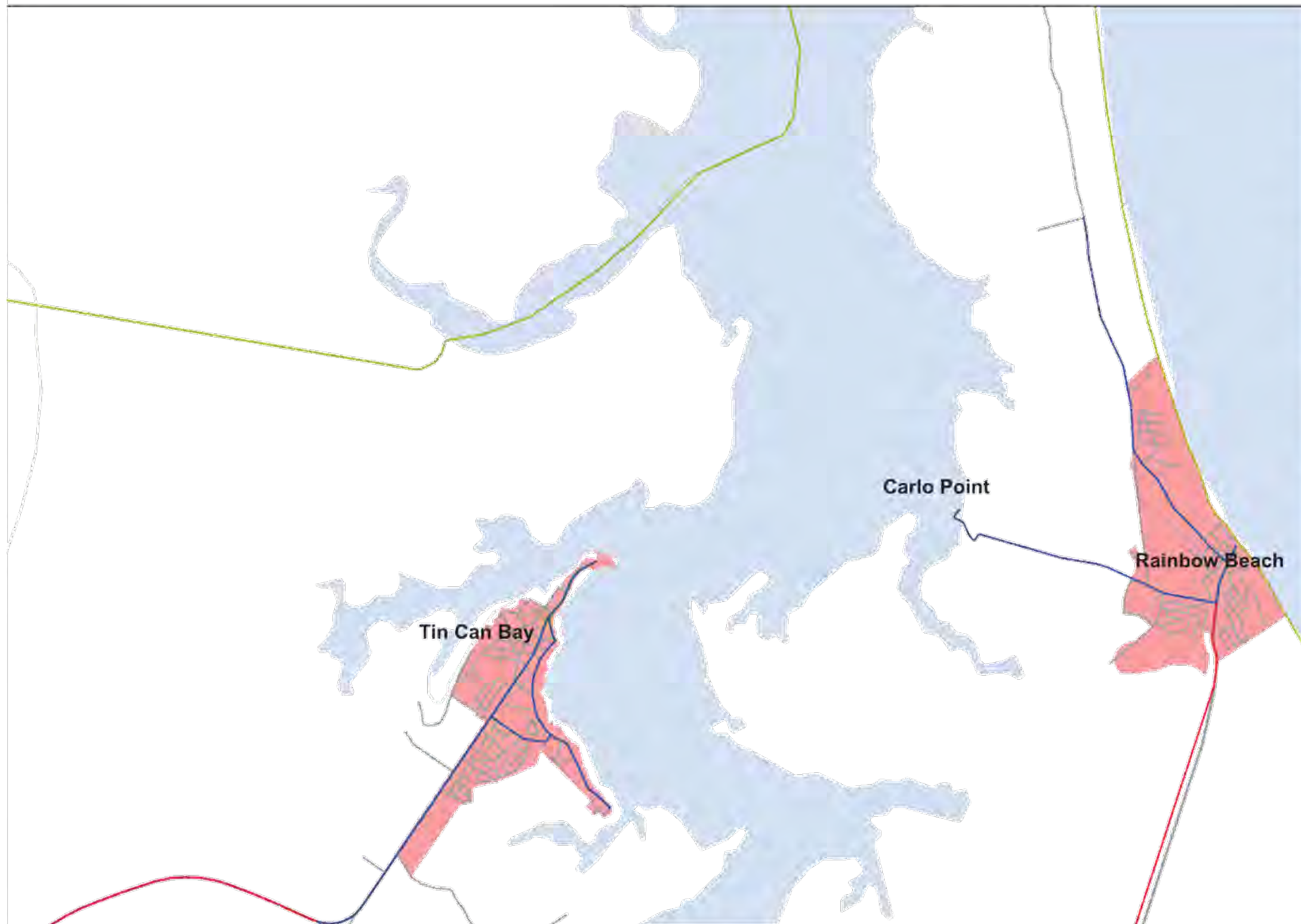
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LEGEND

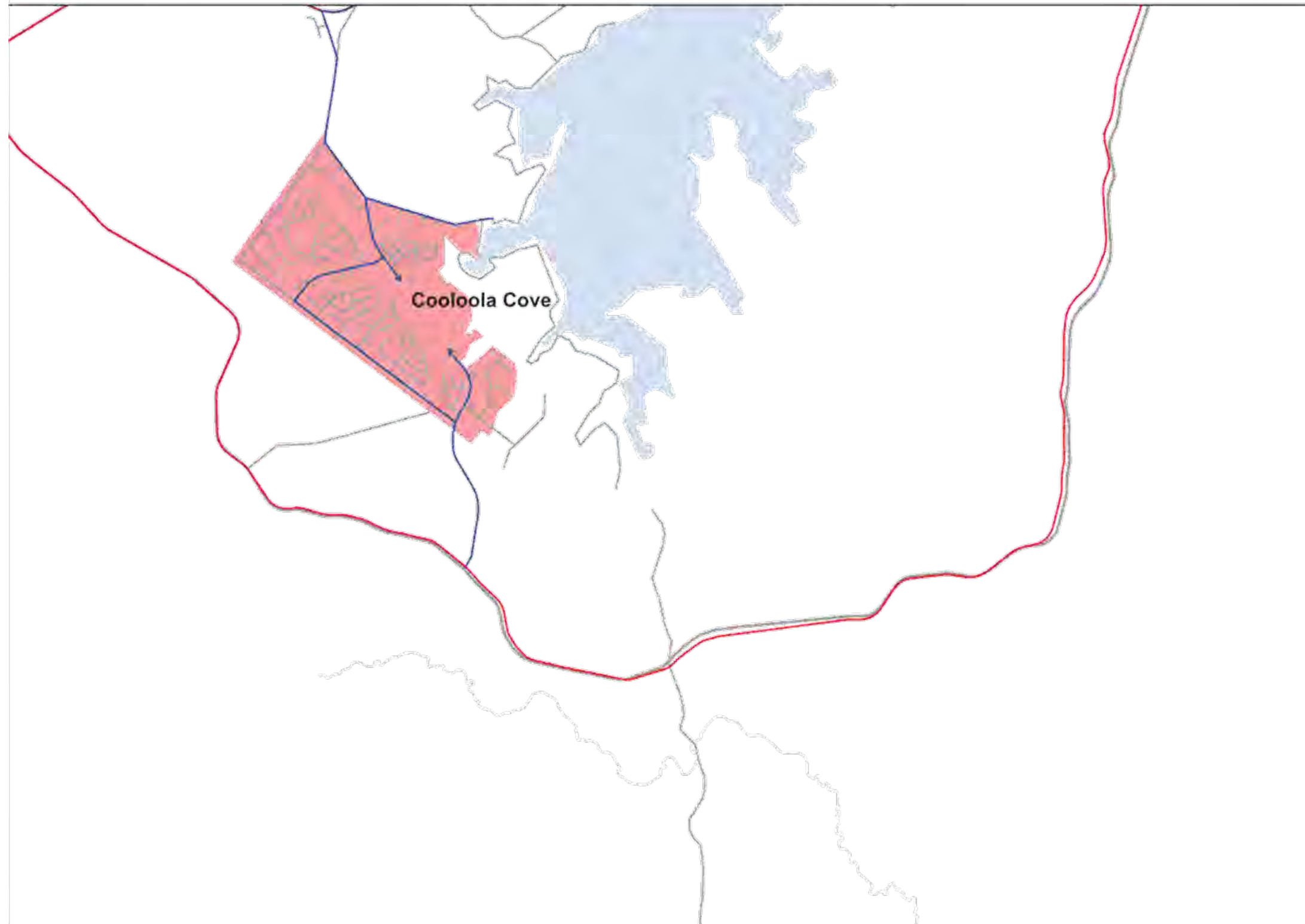
-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Waterway/Waterbody
-  Local Government Boundary
-  Urban Area
-  Growth Area
-  Airport
-  Port



Gympie Regional Council



Map 3

Wide Bay Burnett Principal Cycle Network

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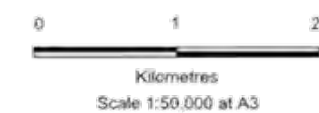
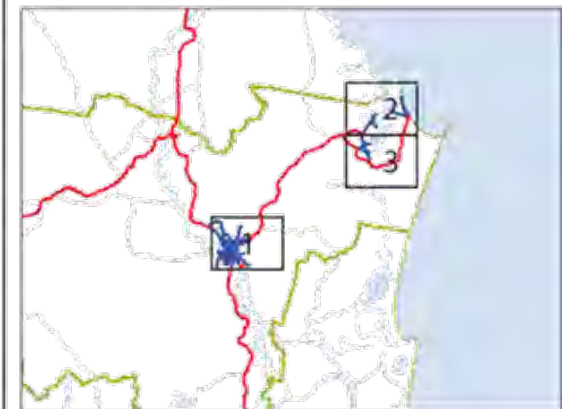
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LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Gympie Regional Council analysis of routes

Previous planning by council

In late 2011, Gympie Regional Council (GRC) developed the Gympie Regional Walk and Cycle Strategy. The strategy consolidates information on existing cycling infrastructure, potential land use scenarios and previous cycle planning into a strategic plan for the future walking and cycling network. It identifies all of the existing and potential future walking and cycling connections in Gympie, and refers to the following categories:

- possible off-road paths
- existing off-road paths
- possible on-road paths
- existing on-road paths
- special projects (bikeway, etc)
- GRC trunk paths.

The principal cycle network maps reflect many of the routes in the Gympie Regional Walk and Cycle Strategy. In some cases, the two networks vary because the routes identified in the strategy serve a lower order neighbourhood and local function, and so connect into and support the higher order principal cycle network. However, where the intention of the strategy aligns with the principal cycle network planning principles, the Gympie Regional Walk and Cycle Strategy outcomes have been largely adopted as the base for the principal cycle network.

Longer distance and inter-centre routes

The length of Tin Can Bay Road between Gympie and the Cooloola Coast is identified as a tourism route, and is considered by local cyclists as a 'good touring route'. It connects Gympie to the key tourism destinations of Tin Can Bay and Rainbow Beach, opening up opportunity for tourism trips to benefit the local economy. For this reason, this route has been identified as a tourism route.

While principal routes are not usually identified along the Bruce Highway due to the high speed/high traffic conditions and long distances between destinations, a tourism route is shown on the Bruce Highway north of Gympie. It connects to Theebine (in conjunction with local roads) to support users of the proposed Kingaroy to Theebine Rail Trail and link to the tourism route which connects to Maryborough via Tiaro.

The rail trail, which connects the South Burnett region to the Gympie region, connects towns such as Goomeri, Kilkivan, Woolooga and Theebine. It is anticipated that the rail trail will service both recreational and touring cyclists, drawing both residents and tourists alike to the area. Access to the beginning/end of the trail will be via the town of Theebine. The Cooloola Coast Road (linking the Cooloola Coast to Maryborough)

was considered as a tourism route but was left out of the plan due to the length of the route and the lack of significant attractions along the way.

The Bruce Highway south of Gympie has been identified as a future tourism route. The completion of Section A of the Bruce Highway upgrade by the end of 2016 will make a tourism cycle route between Gympie and Cooroy possible within the next three to four years. This route would be via Gympie-Brooloo Road (identified), Mary Valley Link Road, and the old Bruce Highway. It is suggested that this route be reassessed for inclusion during the next WBBPCNP review.

Map 1 - Gympie south of the Mary River

Both Mary River crossings (Gympie Woolooga Road and Gympie Brooloo Road) have been identified as principal routes, with the aim of strengthening cycling accessibility between the north and south sides of Gympie. The majority of Gympie's employment and service destinations are on the north side of the river, but the south side of the river has a significant proportion of the residential population and is an emerging growth area. Safe and efficient cycle routes across the river will provide critical connections to services, employment, recreation and education destinations. Two river crossings have been included on the network, as having only one crossing would result in some people having to make a significant detour to reach a destination that is relatively close, but on the other side of the river. The Gympie Regional Council has suggested that the Normanby Bridge cycle/pedestrian link (Gympie-Brooloo Road over the Mary River) be noted as the highest priority.

A principal route along Glastonbury Road has been identified to connect to the Cooloola Christian College. Some routes, such as Eel Creek Road, have been retained to connect to low density urban areas and growth areas. However, these routes have not been extended significantly beyond the urban footprint because the patronage in the more rural areas would not warrant the investment in infrastructure.

Map 1 - Gympie north of the Mary River

The north side of Gympie's hilly topography has influenced the development of the street network, resulting in a non-grid street pattern that in many cases follows the ridge lines. It is therefore difficult to apply an even 1 km mesh grid to the cycle network. Consequently, the network has been developed to connect the major attractors by following the major corridors where possible. Some sections of the network may appear overly close because of the need to provide permeability and continuity.

Within the urban area, the Bruce Highway and Tin Can Bay Road to the south have been identified as principal routes connecting the town to key attractions such as Lake Alford Park, the Gympie Historical Museum,

as well as schools such as Monkland State School. These routes, along with a route on Noosa Road, also provide access for workers to the area to the south, which has a concentration of services and industrial land uses and is a significant employment generator.

The Bruce Highway is the predominant existing through-town thoroughfare for cyclists. The route is largely uninterrupted (except for traffic lights) and parts have an adjacent existing cycling path. While the Bruce Highway is identified as a principal route, it may not be possible to include a cycling facility in the future. If this is the case, an appropriate alternative could be provided on an adjacent corridor (subject to further detailed planning).

Sandy Creek Road (to the north) is identified as a principal route, as it indirectly connects the town to the Gympie North rail station and serves as a trunk route for a relatively significant rural residential population. However, the route is only identified along part of the road (close to the urban area) to ensure it is only developed where there is sufficient demand.

Old Maryborough Road (to the north) is identified as a principal route, connecting the urban area of Gympie to Victory College via an existing path. It also services a significant outlying rural residential population, similar to Sandy Creek Road. A route along Cartwright Road and Louisa Street is proposed to cater for trips to the Wide Bay Burnett Institute of TAFE.

A third river crossing between the existing two was investigated, but has not been included in the network. It may be considered in a future update of the WBBPCNP.

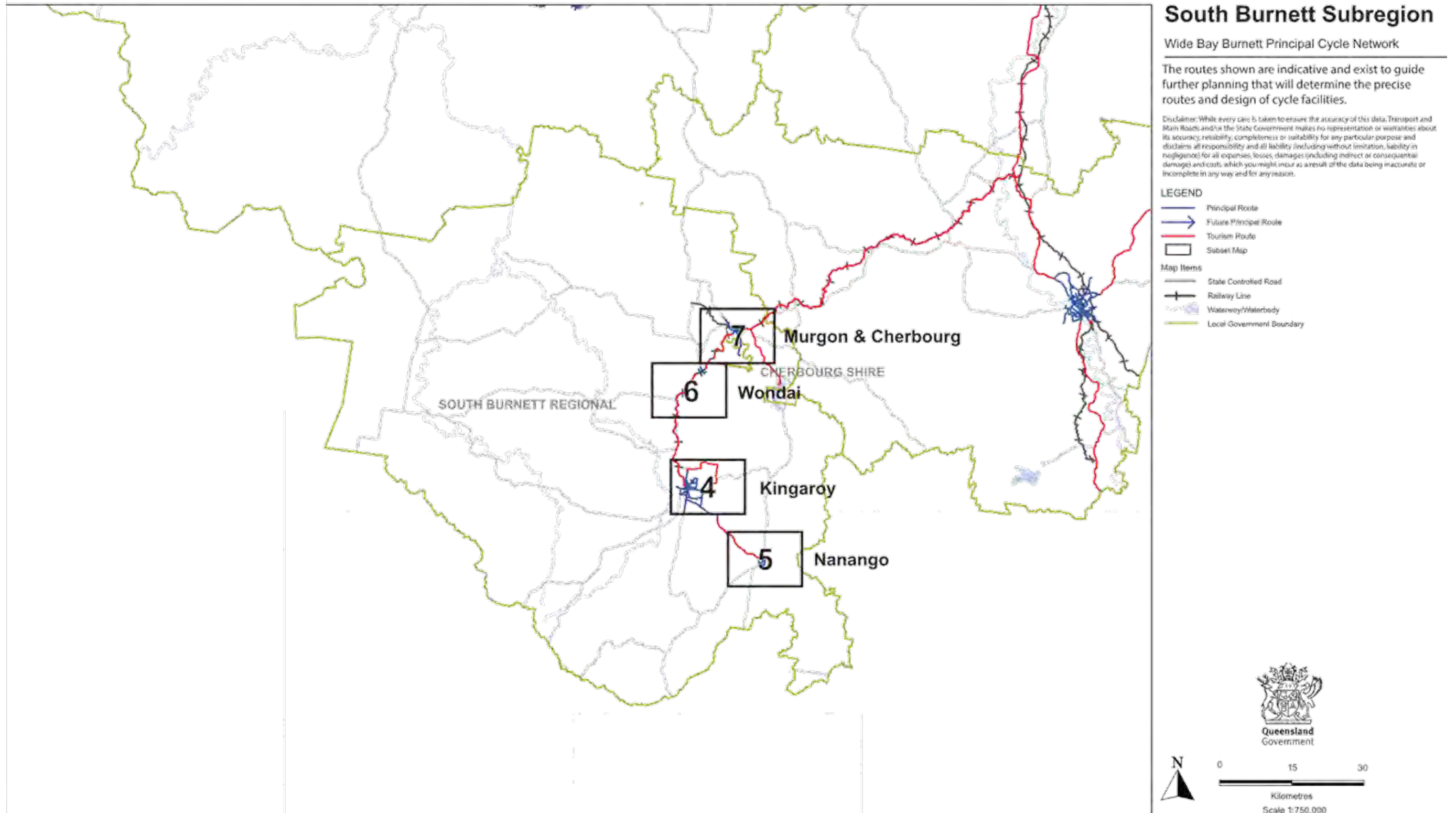
Maps 2 and 3 - Tin Can Bay/Cooloola Cove/Rainbow Beach

A principal route connecting the Rainbow Beach foreshore and retail precinct is envisaged along Rainbow Beach Road. Similarly, a route planned along Tin Can Bay Road will provide local cycling options for the community as a whole. Shops at Cooloola Cove will be accessed by a route on Nautilus and Queen Elizabeth Drives.

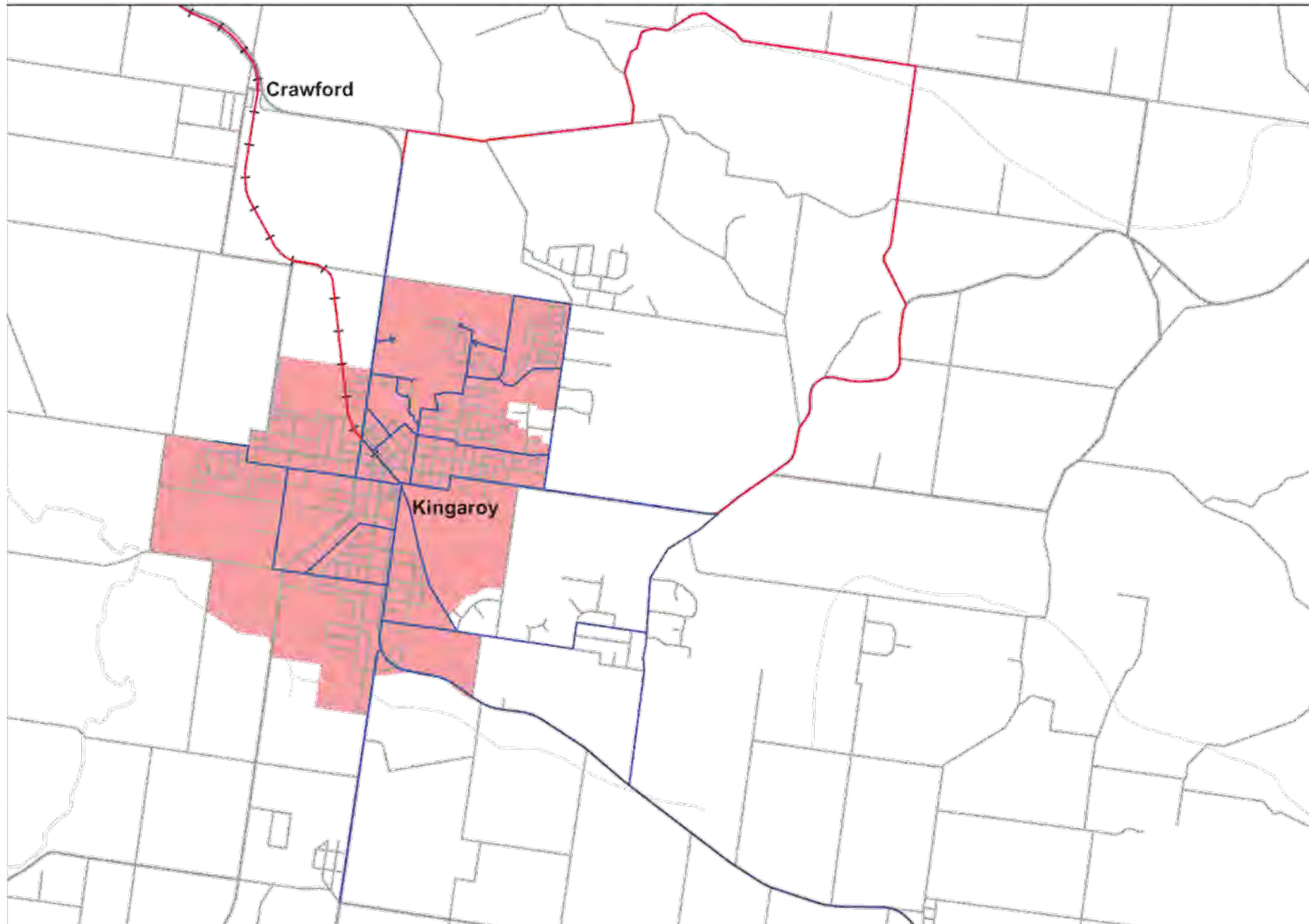
Routes catering for tourists are envisaged along Inskip Avenue to provide access to the camping area at Inskip Point and the Rainbow Beach Golf Course. Tourism routes along the lengths of Tin Can Bay Road and Rainbow Beach Road are intended to provide connectivity between towns for long distance cyclists.

A principal route is identified along Carlo Road, connecting the Rainbow Beach township to the Rainbow Water Holiday Park. This will allow people staying at the holiday park to cycle to the town to access the beach, shopping or services.

South Burnett Regional Council and Cherbourg Aboriginal Shire Council



South Burnett Regional Council and Cherbourg Aboriginal Shire Council



Map 4

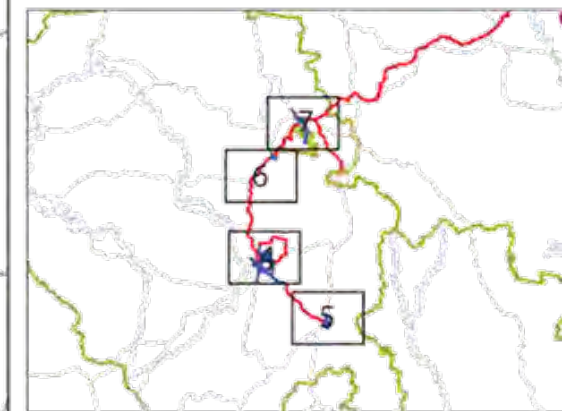
Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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- LEGEND**
- Principal Route
 - > Future Principal Route
 - Tourism Route

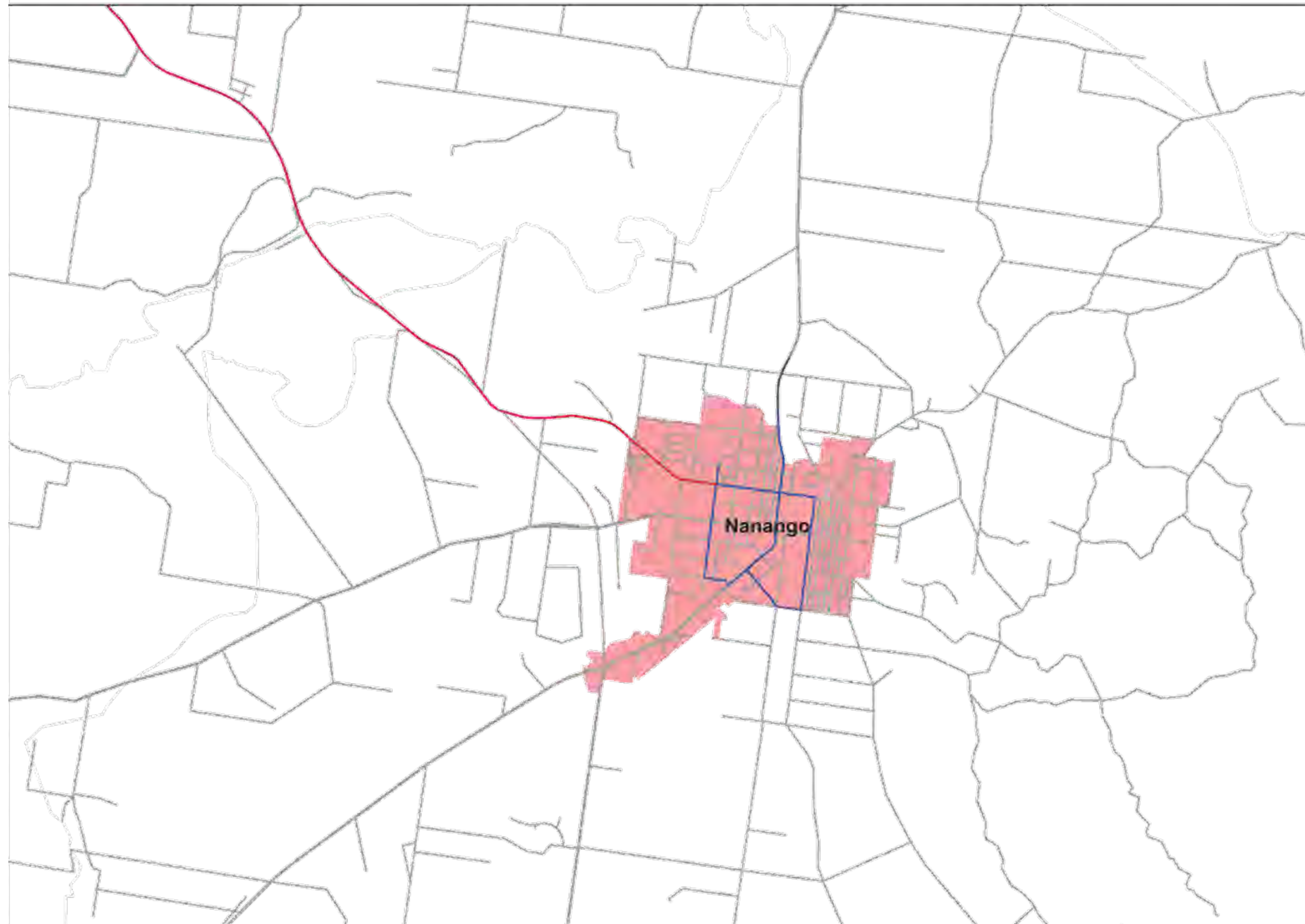
- Map Items**
- Major Road
 - Railway Line
 - Passenger Railway Station
 - Waterway/Waterbody
 - Local Government Boundary
 - Urban Area
 - Growth Area
 - Airport
 - Port



Queensland Government

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Scale 1:50,000 at A3

South Burnett Regional Council and Cherbourg Aboriginal Shire Council



Map 5

Wide Bay Burnett Principal Cycle Network

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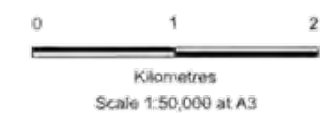
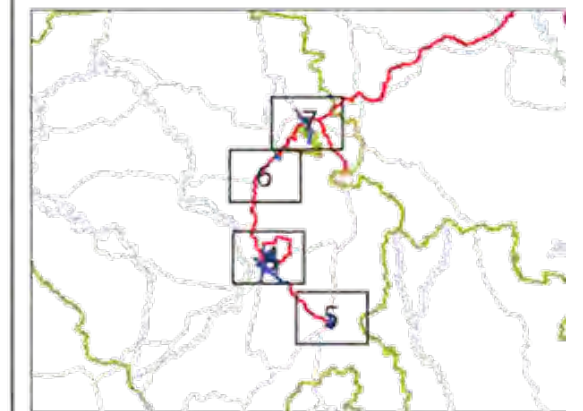
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LEGEND

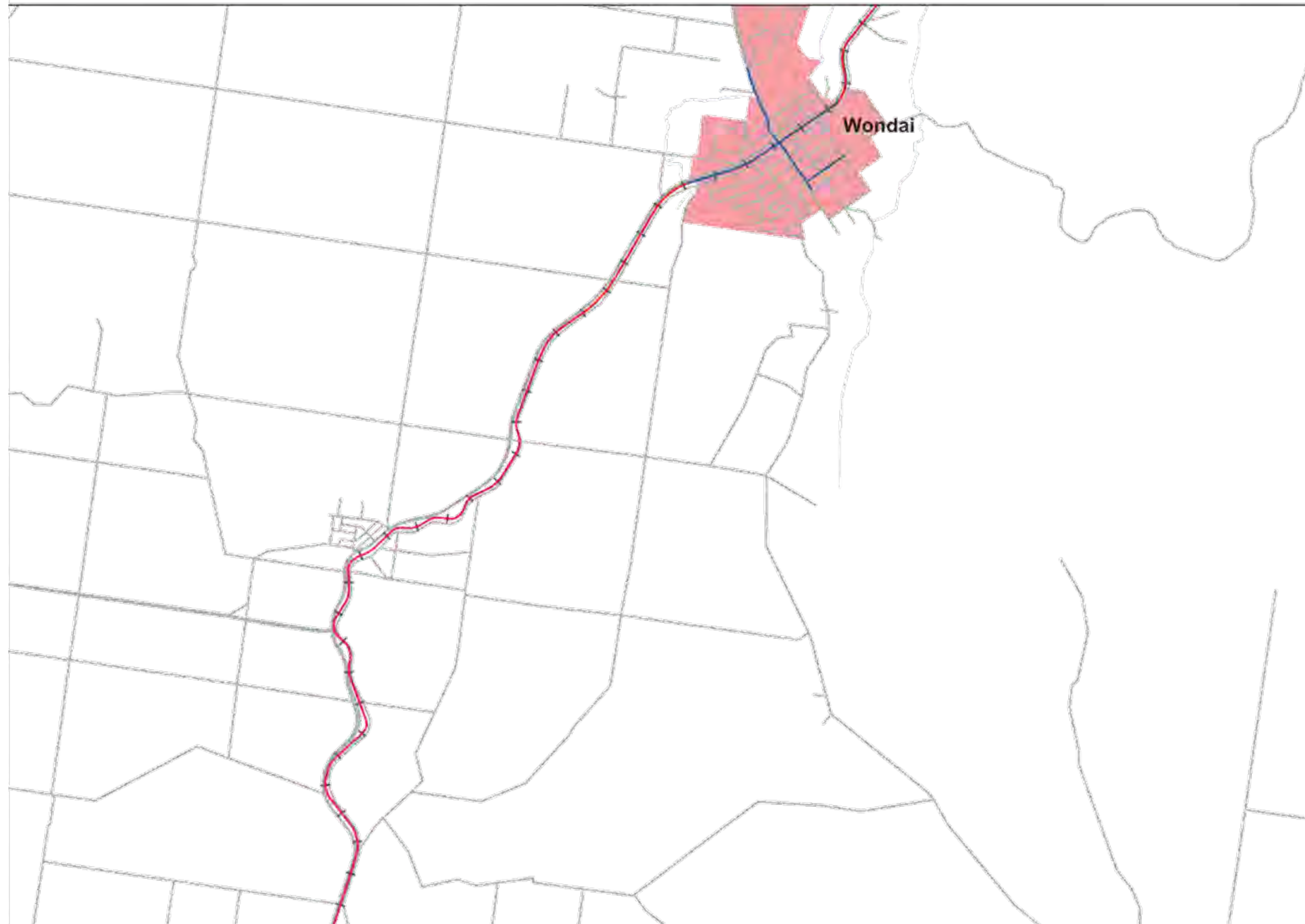
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



South Burnett Regional Council and Cherbourg Aboriginal Shire Council



Map 6

Wide Bay Burnett Principal Cycle Network

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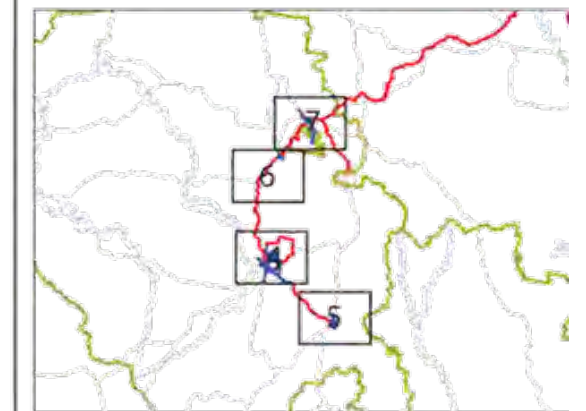
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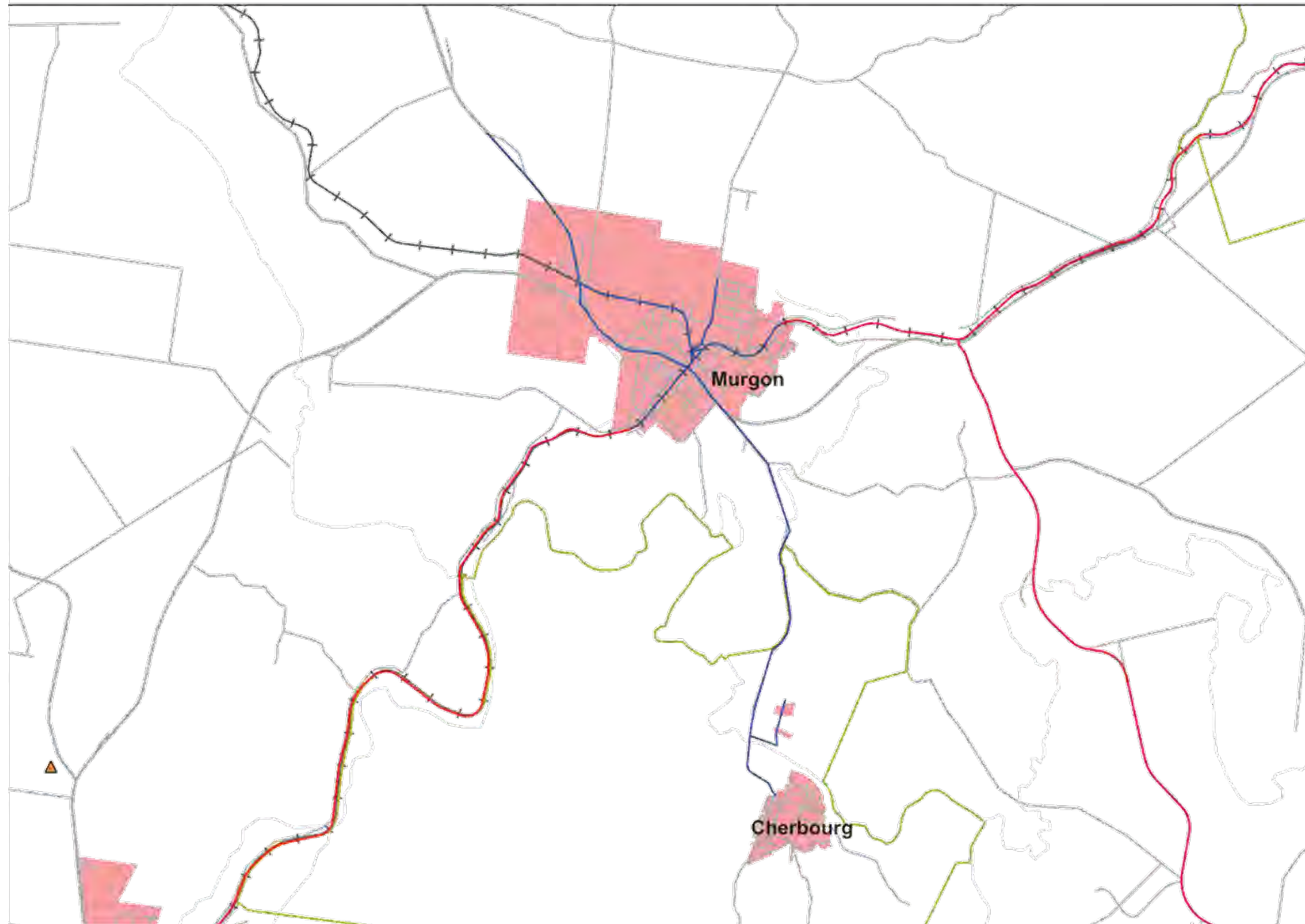
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



South Burnett Regional Council and Cherbourg Aboriginal Shire Council



Map 7

Wide Bay Burnett Principal Cycle Network

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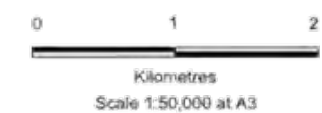
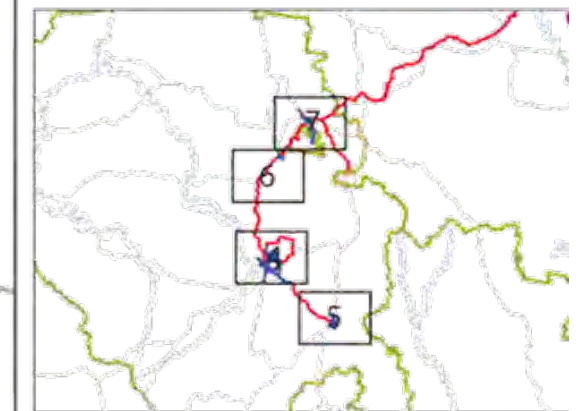
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LEGEND

- Principal Route
- > Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



South Burnett Regional Council and Cherbourg Aboriginal Shire Council analysis of routes

Longer distance and inter-centre routes

The proposed Kingaroy to Theebine Rail Trail would be the predominant long-distance tourism route in the South Burnett region, connecting through Murgon, Wondai and Kingaroy. There is significant community support for the development of this rail trail, as it will potentially benefit regional tourism and be relatively easy to implement given there is an existing, undeveloped corridor.

A principal route was investigated running parallel to the rail trail on the Bunya Highway. It was not included in the network as it would duplicate the function of the rail trail, and would be unlikely to cater for significant touring demand.

A tourism route identified along the D'Aguilar Highway between Nanango and Kingaroy is viewed as a natural extension to the rail trail, potentially linking up to additional recreational facilities to the south. The distance between the two towns (approximately 20 km) could cater for a small number of commuter cyclists, however it will mostly be utilised by recreation/touring cyclists.

A tourism route identified between the Bunya Highway east of Murgon and Lake Barambah would cater for recreational cyclists wanting to ride to the lake, and could also act as a branch for the rail trail. A potential loop was investigated on the Burnett Highway, connecting back to the Bunya Highway near Goomeri, but was not included due to potentially small demand, which would mostly come from sporting cyclists.

Other long distance routes not included due to low demand include:

- Burnett Highway north from Goomeri
- Bunya Highway west from Kingaroy
- an alternative connection between Kingaroy and Nanango using Kingaroy-Cooyar Road and Nanango-Brooklands Road.

Map 4 - Kingaroy

Kingaroy's principal network appears to be relatively complex for a number of reasons. Firstly, the street network is not uniform, meaning that many routes need to meander to reach a destination. Secondly, pockets of relatively dense residential populations outside of the immediate urban boundaries (separated by agricultural land) means the principal network needs to include longer distance routes.

Harris Road and Bellavista Avenue on the southern edge of the town are identified as principal routes to service the residential area near Booie. While these may appear to be separate communities, the town centre is only a short 3-5 km ride, which is manageable for most cyclists. These areas are also likely to experience residential growth in the future.

North Branch Road and Crawford Booie Road north of the city are also envisaged in the network as a tourism route and potential high demand sporting circuit.

A number of future principal routes are identified to the north of the town, which is expected to have future residential growth.

A formed rail corridor heading south/south-east from the town is identified in the principal network, because of the opportunity to develop a good quality cycling facility along the existing cleared alignment. It would service residential areas to the south of the township.

The Bunya Highway heading south of the town to Taabinga was investigated but not included as a principal route. While there are some destinations along this stretch (including an 18-hole golf course), it was considered they would generate minimal cycling demand.

A principal route along Kingaroy-Cooyar Road has been included to connect to the airport and the D'Aguilar Highway. A section of this route was initially identified along Peterson Drive but was not included as it duplicates the function of the route on the D'Aguilar Highway.

Map 5 - Nanango

Nanango's grid-like street network (excluding the D'Aguilar Highway) assisted with the even spread of cycling routes. A box-shaped cycle network is identified to serve the residential areas to the south of the town centre, and to provide access to destinations such as the Nanango High School via Cairns Street.

A principal route on the Burnett Highway north of the town will provide more efficient access for a limited rural residential population.

Map 6 - Wondai

Three routes (in addition to the proposed Kingaroy to Theebine Rail Trail) have been identified in Wondai, covering part of the Bunya Highway, Scott Street, and McCord Street. The Bunya Highway is identified so that a higher quality cycling facility can be provided for residents heading east-west along this relatively high traffic corridor.

Scott Street is identified to connect residents, particularly from the south, to the town centre and the Wondai Hospital.

Map 7 - Murgon

The Kingaroy to Theebine Rail Trail and a principal route along the Bunya Highway will provide important connections for the urban area of Murgon. The Bunya Highway, when combined with the rail trail, will

provide access to the town centre as well as recreation destinations such as the golf course. It will also connect to other parts of the network which link to employment destinations, such as Murgon-Gayndah Road, and the nearby commercial and industrial areas.

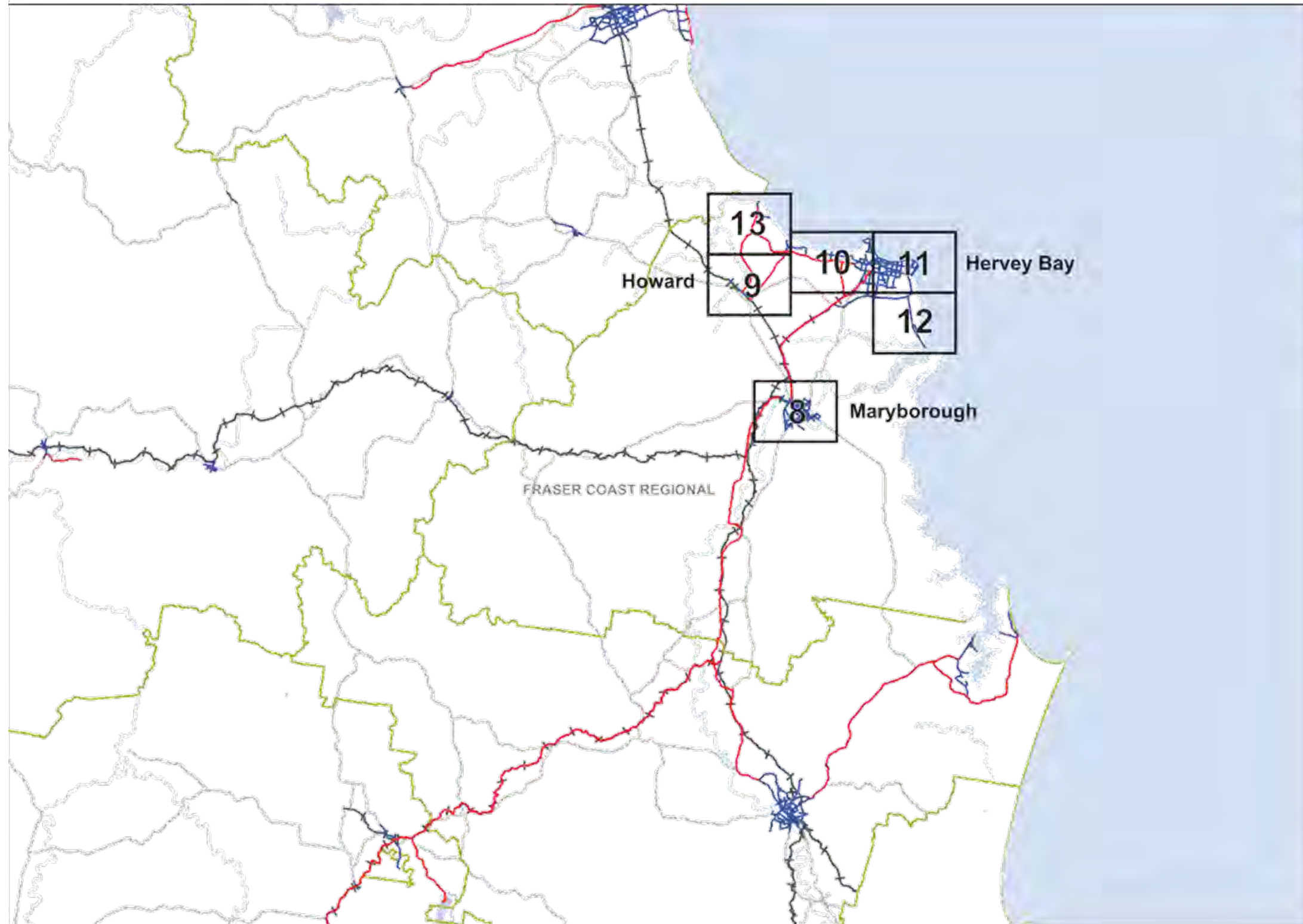
Gore Street is identified as a principal route to the limits of the urban area, to connect the town centre to schools and sporting facilities, as well as service the residential area to the north.

The network identifies a disused branch line going north from the rail trail, to provide both a commuter route and an off-road alternative for residents heading to employment areas to the north. A continuation beyond Murgon-Gayndah Road was investigated but not included due to the lack of destinations or attractors beyond this point.

Map 7 - Cherbourg

The Cherbourg Aboriginal Shire Council Planning Scheme identifies the walking and cycling intentions for Cherbourg. The planning scheme mapping shows a future cycling and walking route along Cherbourg Road. There is a high level of existing demand from Cherbourg residents who walk and ride along Cherbourg Road to access Murgon for services, employment and recreation. A principal route is shown on Cherbourg Road, consistent with the planning scheme, to facilitate cycling between the two towns.

Fraser Coast Regional Council



Fraser Coast Subregion

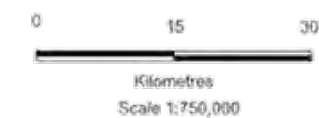
Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

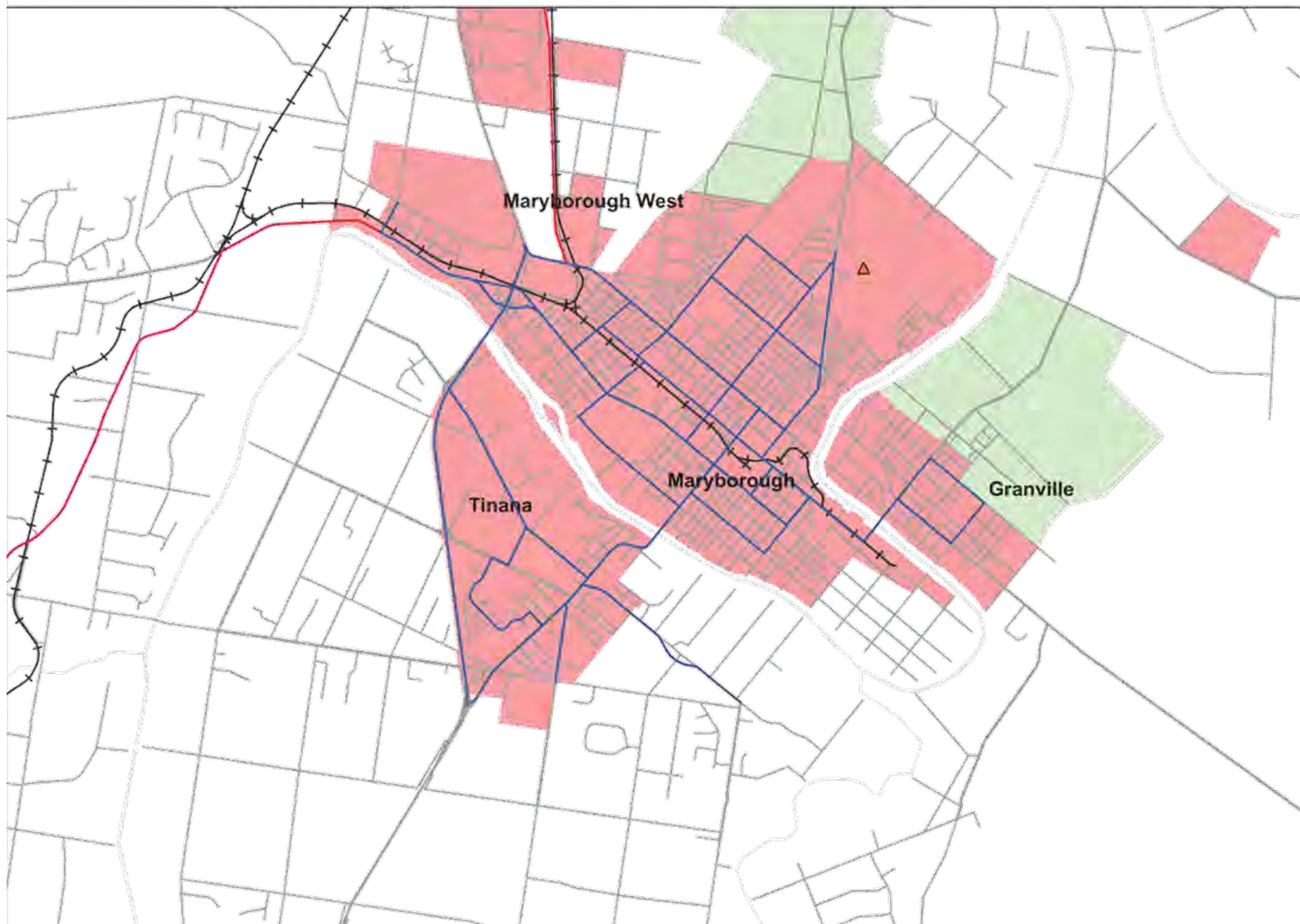
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LEGEND

- Principal Route
 - Future Principal Route
 - Tourism Route
 - Subset Map
- Map Items
- State Controlled Road
 - Railway Line
 - Waterway/Waterbody
 - Local Government Boundary



Fraser Coast Regional Council



Map 8

Wide Bay Burnett Principal Cycle Network

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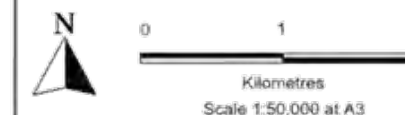
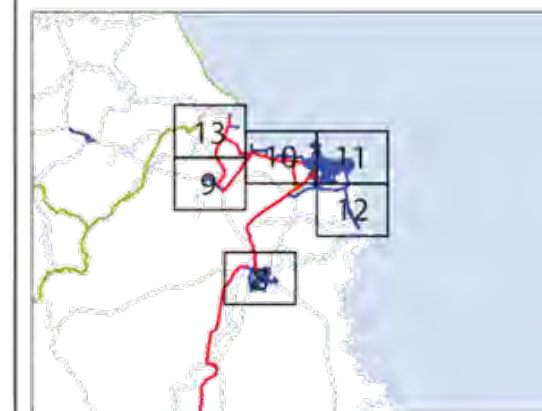
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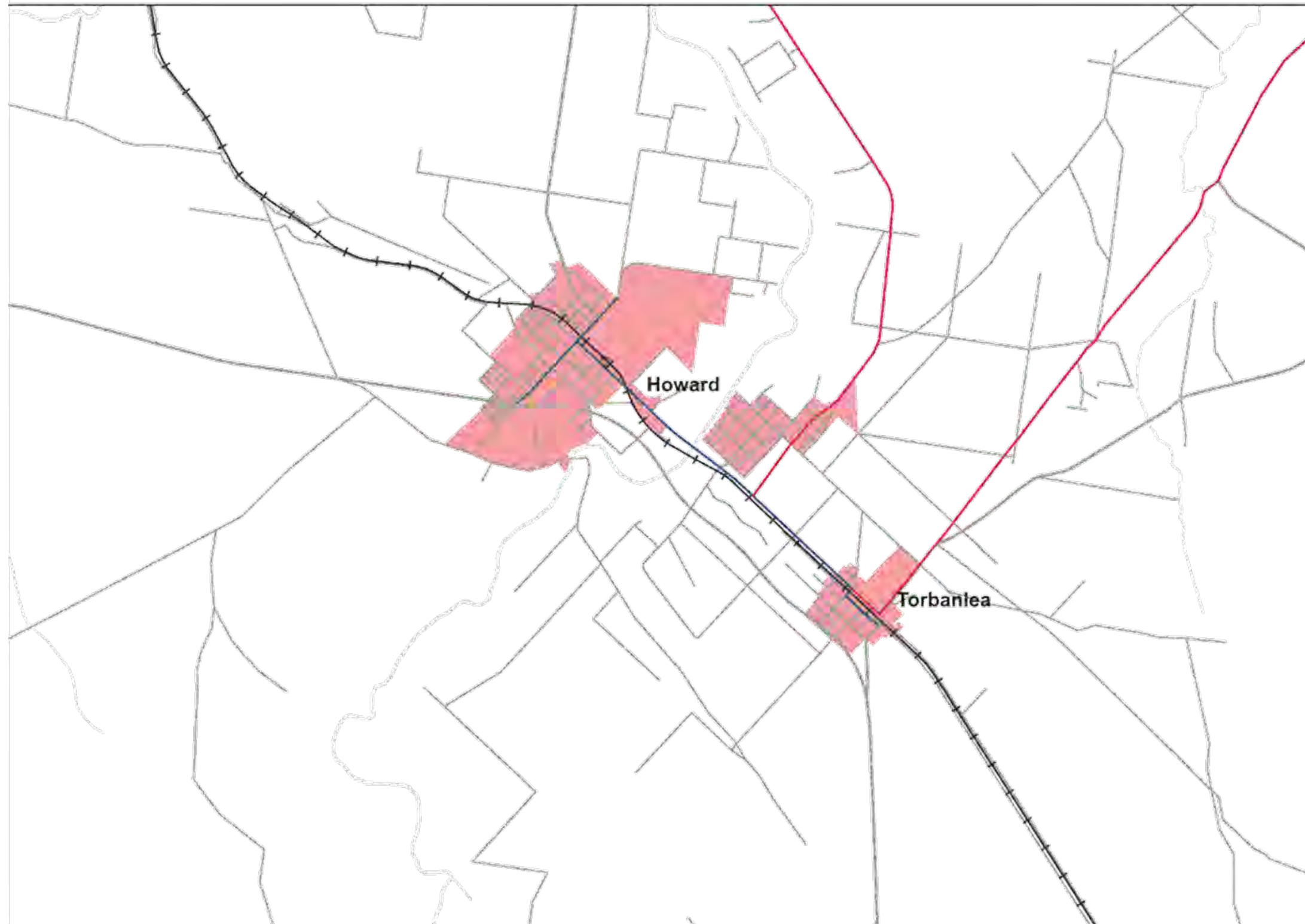
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Weirbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Fraser Coast Regional Council



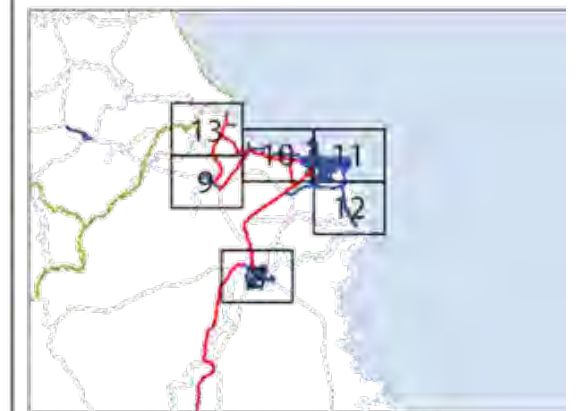
Map 9

Wide Bay Burnett Principal Cycle Network

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- LEGEND**
- Principal Route
 - > Future Principal Route
 - Tourism Route
- Map Items**
- Major Road
 - Railway Line
 - Passenger Railway Station
 - Waterway/Waterbody
 - Local Government Boundary
 - Urban Area
 - Growth Area
 - Airport
 - Port

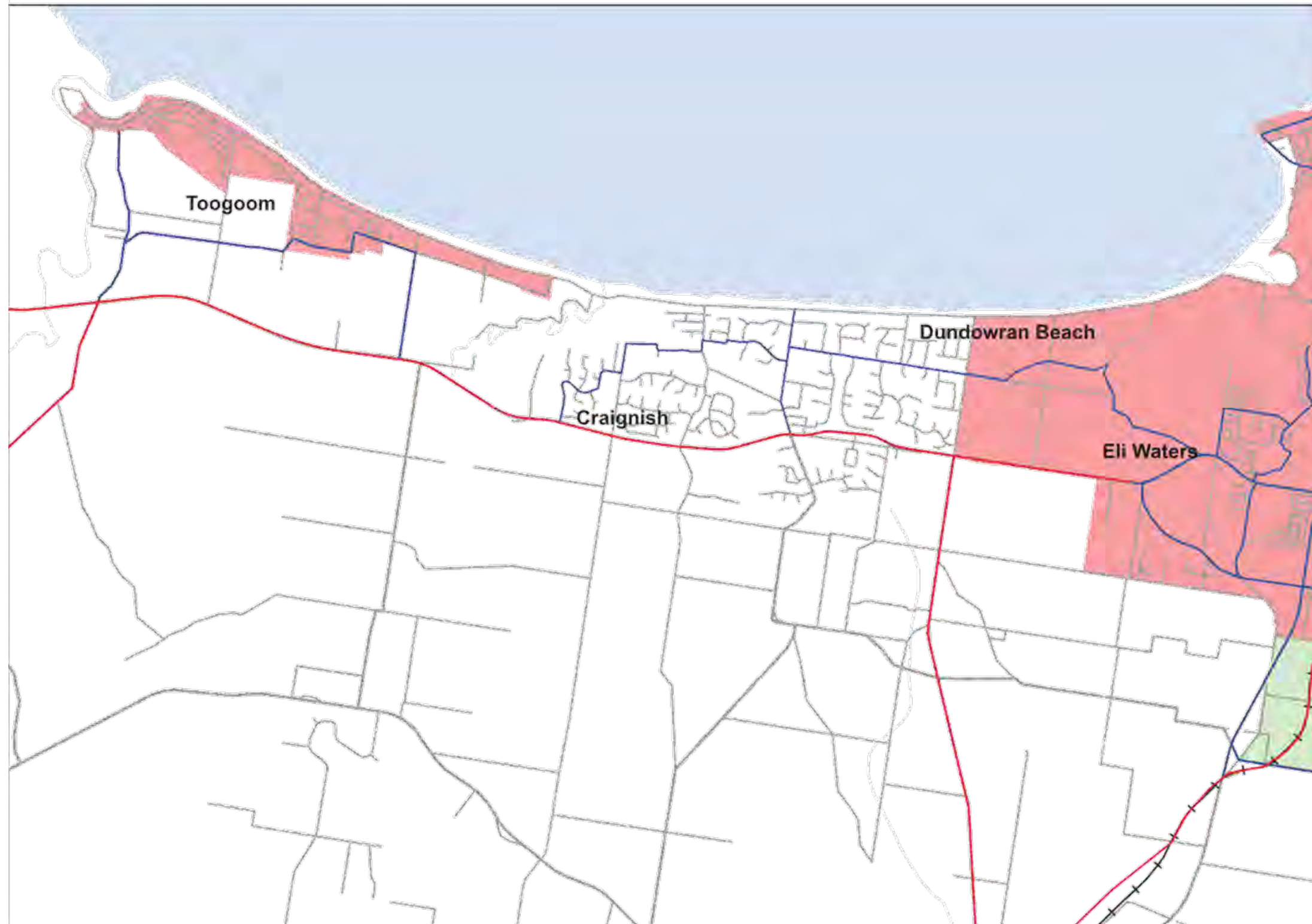


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Kilometres
Scale 1:50,000 at A3

Fraser Coast Regional Council



Map 10

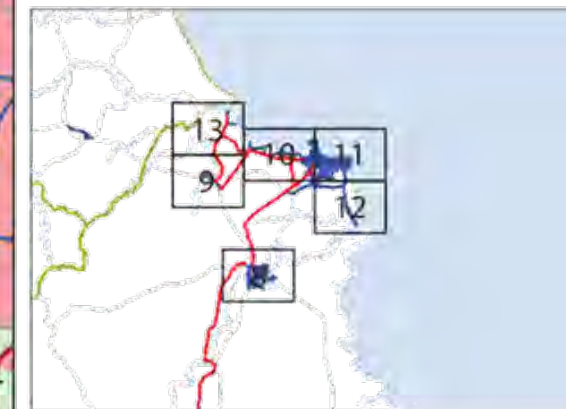
Wide Bay Burnett Principal Cycle Network

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- LEGEND**
- Principal Route
 - > Future Principal Route
 - Tourism Route

- Map Items**
- Major Road
 - Railway Line
 - Passenger Railway Station
 - Waterway/Waterbody
 - Local Government Boundary
 - Urban Area
 - Growth Area
 - Airport
 - Fort



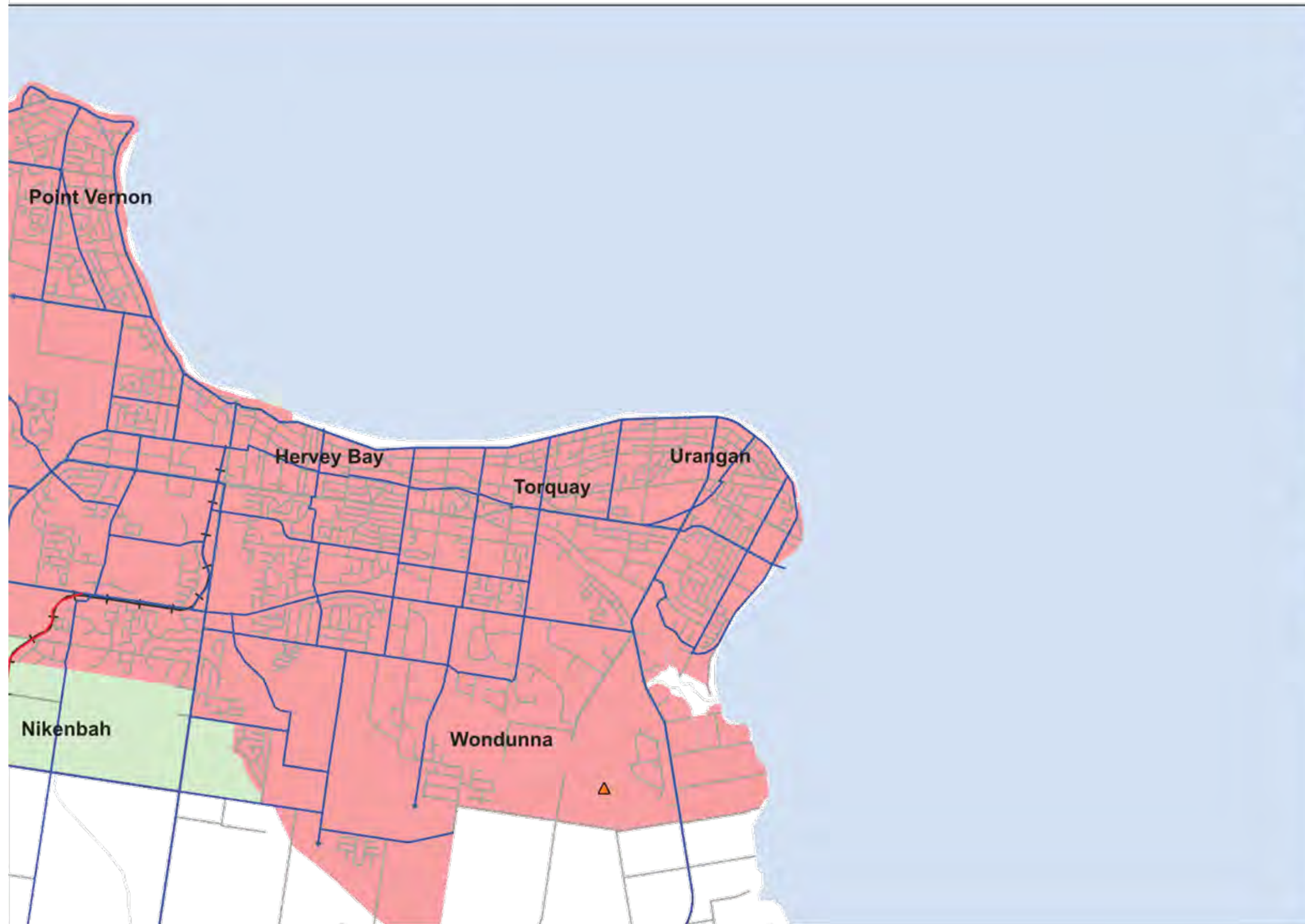
Queensland Government

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Kilometres
Scale 1:50,000 at A3

Wide Bay Burnett Principal Cycle Network Plan, Department of Transport and Main Roads, 2016

Fraser Coast Regional Council



Map 11

Wide Bay Burnett Principal Cycle Network

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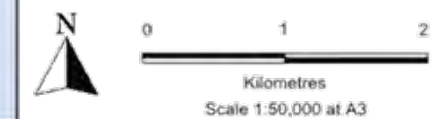
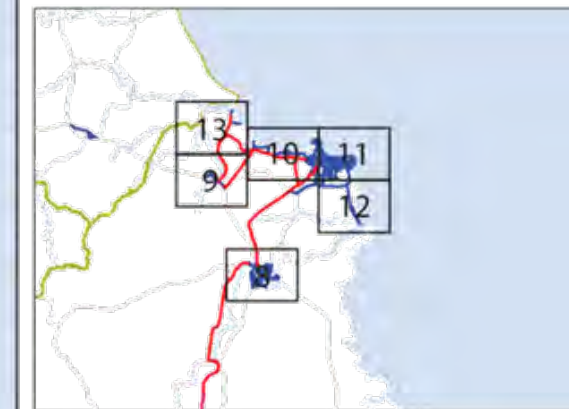
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LEGEND

- Principal Route
- - - Future Principal Route
- Tourism Route

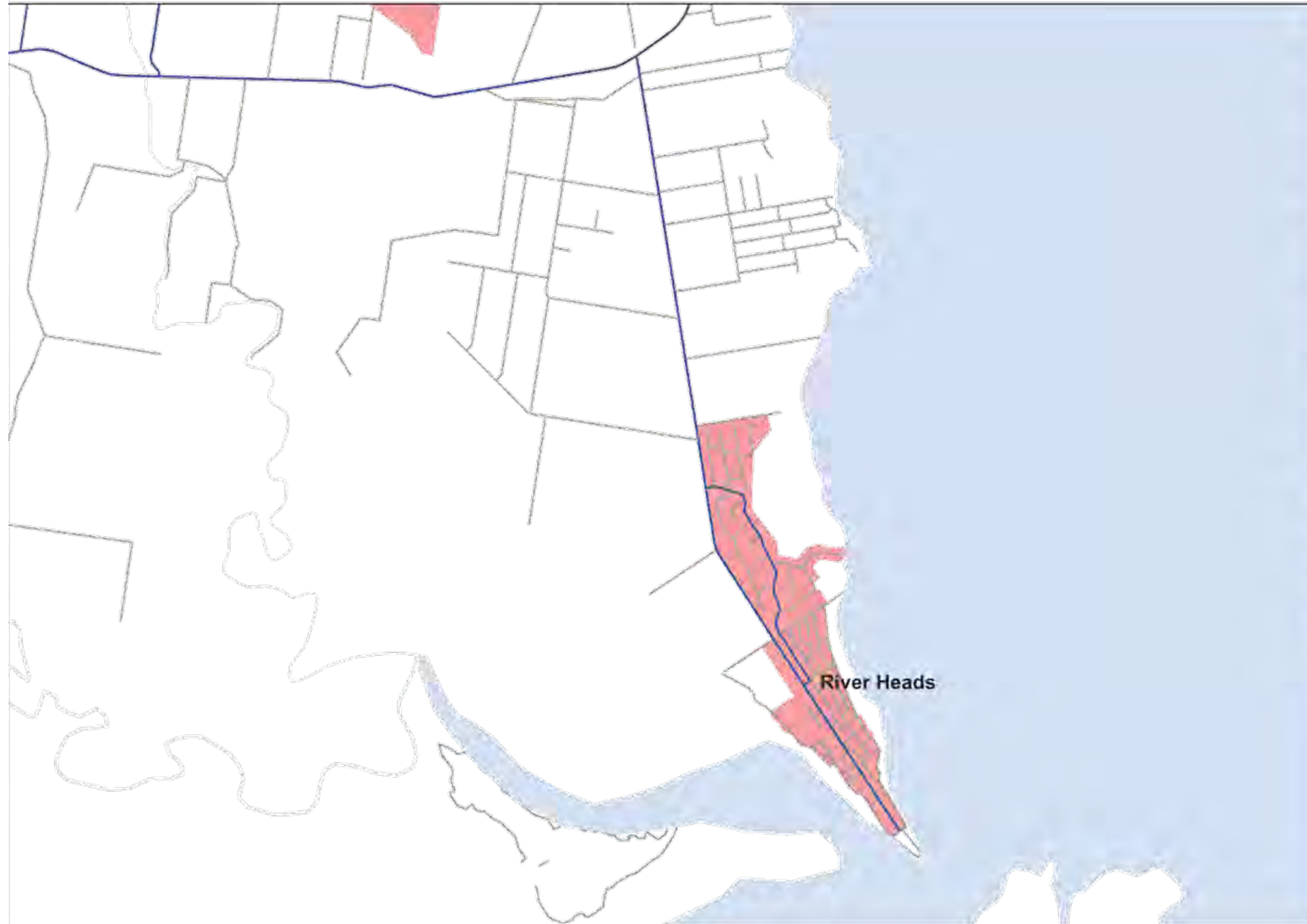
Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Wide Bay Burnett Principal Cycle Network Plan, Department of Transport and Main Roads, 2016

Fraser Coast Regional Council



Map 12

Wide Bay Burnett Principal Cycle Network

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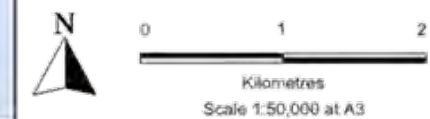
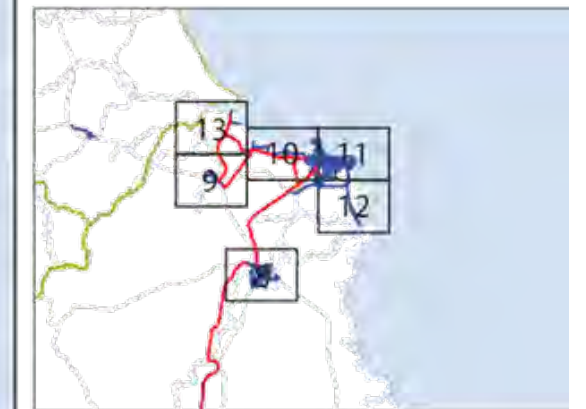
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LEGEND

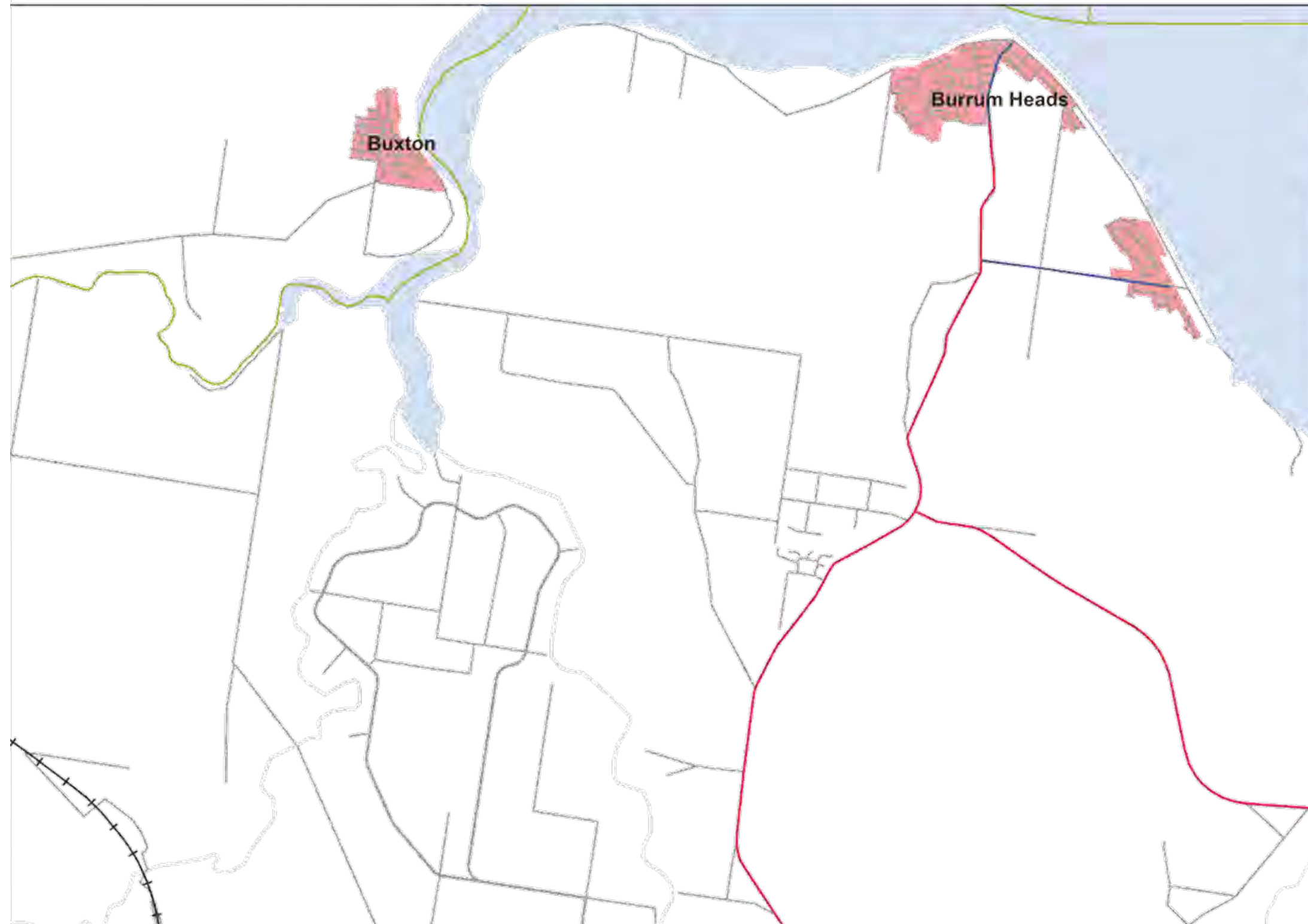
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Fraser Coast Regional Council



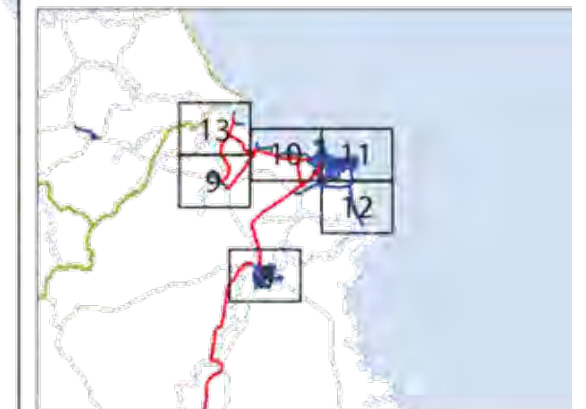
Map 13

Wide Bay Burnett Principal Cycle Network

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- LEGEND**
- Principal Route
 - Future Principal Route
 - Tourism Route
- Map Items**
- Major Road
 - Railway Line
 - Passenger Railway Station
 - Waterway/Waterbody
 - Local Government Boundary
 - Urban Area
 - Growth Area
 - Airport
 - Port



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Kilometres
Scale 1:50,000 at A3

Fraser Coast Regional Council analysis of routes

A number of planning inputs from Fraser Coast Regional Council have informed the cycle network planning for the region. These include council's planning scheme background papers and structure plans, Mary to Bay Rail Trail planning and workshop outputs. Particularly, Council's Structure Plans have provided crucial input into how the cycle network will support the development of new residential growth areas, particularly around Hervey Bay.

Longer distance and inter-centre routes

A long distance tourism route between Maryborough and Gympie via Tiaro will connect the two adjacent major centres to the Kingaroy to Theebine Rail Trail. It can primarily be provided on lower volume roads adjacent to the Bruce Highway.

An indicative alignment for a rail trail is identified on an existing disused rail corridor between Maryborough and Hervey Bay. The Fraser Coast Council and local community groups support the Mary to the Bay Rail Trail as a safer and more efficient connection between Maryborough and Hervey Bay.

An additional connection between Maryborough and Hervey Bay was investigated along Hervey Bay Road. However, it was not included on the network due to the low demand for commuting between the two centres, and the potential duplication of the recreational function of the rail trail.

Principal routes between Howard and Hervey Bay (along Torbanlea-Pialba Road) and Howard and Maryborough (along the Bruce Highway) were also removed in the analysis process as the long distances meant they would likely provide a recreational or sporting function only. The Howard to Hervey Bay route would also duplicate the function of the tourism routes identified along Burrum Heads Road and Old Toogoom Road, which are more scenic and connect to the network at Burrum Heads and Toogoom.

Burrum Heads has been included in the principal cycle network as the population of this centre is larger than many of the towns included in the western area of the region.

Principal routes were initially considered along the Bruce Highway between Maryborough, Howard and Childers, but were removed following subsequent analysis as the distances were considered too vast and the demand too low. They would also be unsafe for cyclists without significant investment.

Map 8 - Maryborough, south of the Mary River

The network on the south side of Maryborough has been developed to

generally cover the urban area, and provide appropriate accessibility to the north side of town. Woongool Road was added to the network to service the population to the east. Teddington Road services a significant residential area, as well as linking the rest of the city to the caravan park.

The Bruce Highway north of the intersection with Gympie Road was identified as a principal route to provide a strong connection between the population base and services at Tinana and the north-western side of town.

Map 8 - Maryborough, north of the Mary River

The grid street pattern on the north side of the Mary River has resulted in a regular network which evenly services most of the residential area. The network has been located to connect to as many services as possible. For example, a possible route on Lennox St was moved to John St to connect to the medical centre and Maryborough Central Primary School.

Saltwater Creek Road and Pallas Street have been added to the extent of the urban area to service the Maryborough Airport and the sporting fields. North of the town, this connection will be serviced by the Mary to Bay Rail Trail.

The grid network generally stops at March Street due to lower residential densities to the east, but continues on Kent Street to provide access back across the river (if the corridor permits). An additional river crossing near Canning Park was investigated but removed due to a lack of planning and commitment for a crossing. A route going north on Walkers Point Road was also removed due to potentially low demand and the primary purpose servicing training cyclists.

On the western side of town, the Bruce Highway is identified to Maryborough West, to provide a connection (along with Walker Street) to the Maryborough Showgrounds, and to the south side of the river. It also links in with Maryborough-Biggenden Road, which is the start of the tourism route south to Theebine and Gympie.

Map 9 - Howard

A principal route along the Old Bruce Highway in Howard provides a river crossing between Torbanlea and Howard. Another route on the Bruce Highway through Howard was removed from the network as it duplicated the function of the Old Bruce Highway and experiences high traffic volumes.

Maps 10, 11, 12 and 13 - Hervey Bay and surrounds

While the street network in Hervey Bay lacks the regularity of Maryborough, a number of east-west spine corridors enhance local

permeability. The principal cycle network in Hervey Bay takes advantage of these spines and existing cycling infrastructure where possible. The spines are not entirely parallel, so additional routes have been identified to ensure an adequate mesh width where the spines diverge. For example, the routes identified along Boundary Road and Boat Harbour Drive/Links Mobility Corridor are sufficiently close together in the east but an additional route is identified along Colyton Street and Oleander Avenue to tighten the mesh width.

North-south principal and future routes have been identified south of Doolong Road, including Doolong South Road and Raward Road. When developed, these will connect to the Fraser Coast Anglican College, the existing residential areas to the east, and the potential residential growth area to the south.

An adjacent route connecting Samarai Drive to Doolong is identified as a future road in the Doolong Flats Structure Plan, and will eventually service a growing residential population in the immediate area.

North of Doolong Road, a route connects Urraween Road and Boundary Road along existing parkland. This parkland is a future road corridor that will include a cycling facility when constructed.

Booral Road, south of the Hervey Bay township, was identified as a principal route to connect Maryborough and River Heads. It also provides an option to ride to Urraween from the rail trail without passing through the town. Booral Road also connects to the Hervey Bay Airport and an industrial estate in the eastern section.

A short, no-through route is identified along Pulgul Street, finishing near the foreshore as a direct link to a number of attractions in this area, including Lions Park and Point Dayman Park.

The principal route on Charlton Esplanade is shown clipped to the road alignment, despite an existing off-road facility along most of its length. This route could be either an on-road or off-road facility, depending on the suitability and requirements identified through further planning.

It is envisaged that the network will continue along Urraween Road to the intersection with Pialba-Burrum Heads Road (west of the intersection with Scrub Hill Road). Although there is no existing road alignment, planning has been undertaken for the extension of Urraween Road through this section.

In Eli Waters, a route is identified along Grinsteeds Road through to Semps Road, to align with the indicative primary pedestrian and cycling network identified in the council's Eli Waters – Dundowran Structure Plan. It will cater for the likely residential growth in this area.

Bundaberg Regional Council









Bundaberg Subregion

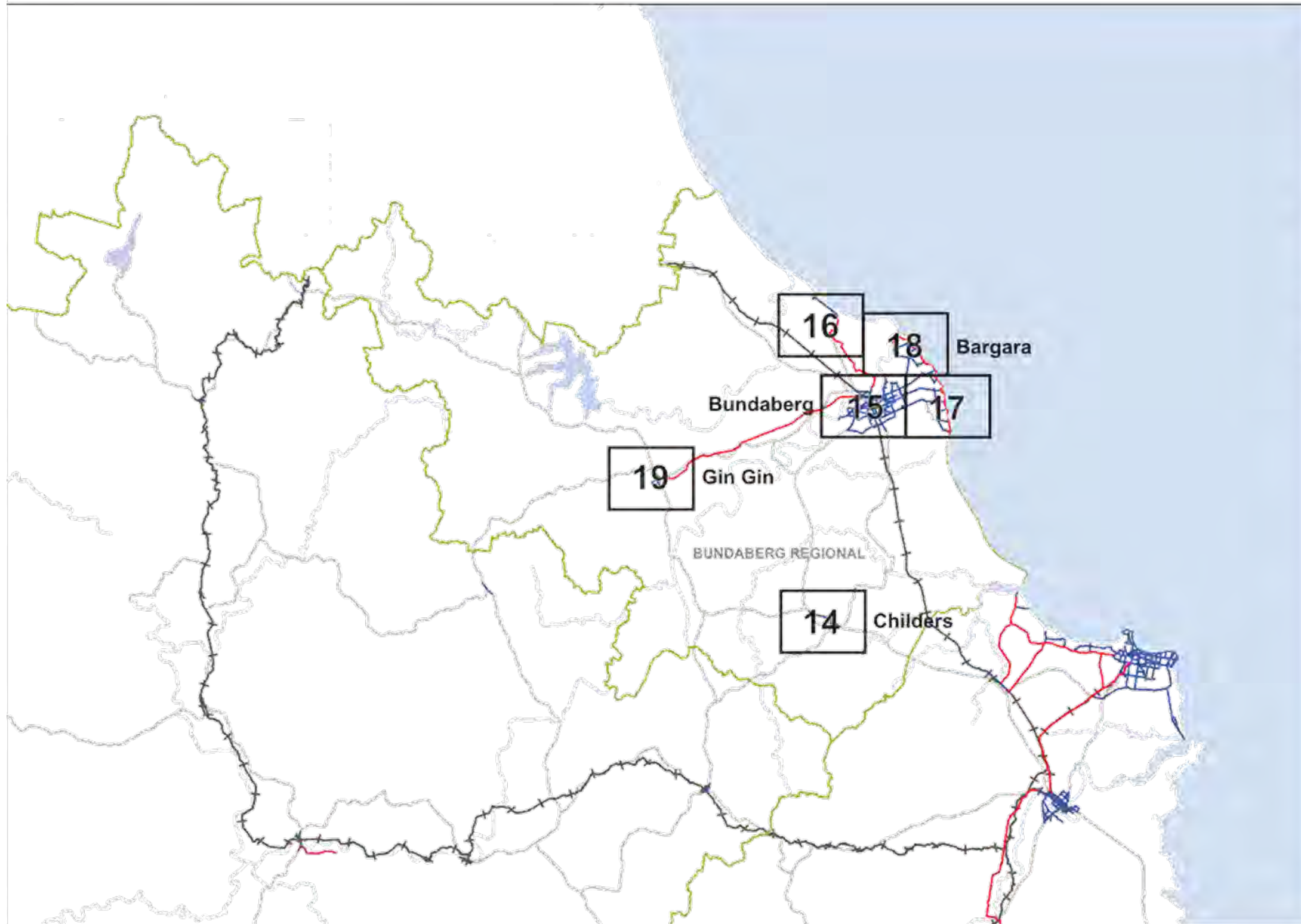

Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.


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LEGEND

-  Principal Route
-  Future Principal Route
-  Tourism Route
-  Subset Map
- Map Items**
-  State Controlled Road
-  Railway Line
-  Waterway/Waterbody
-  Local Government Boundary

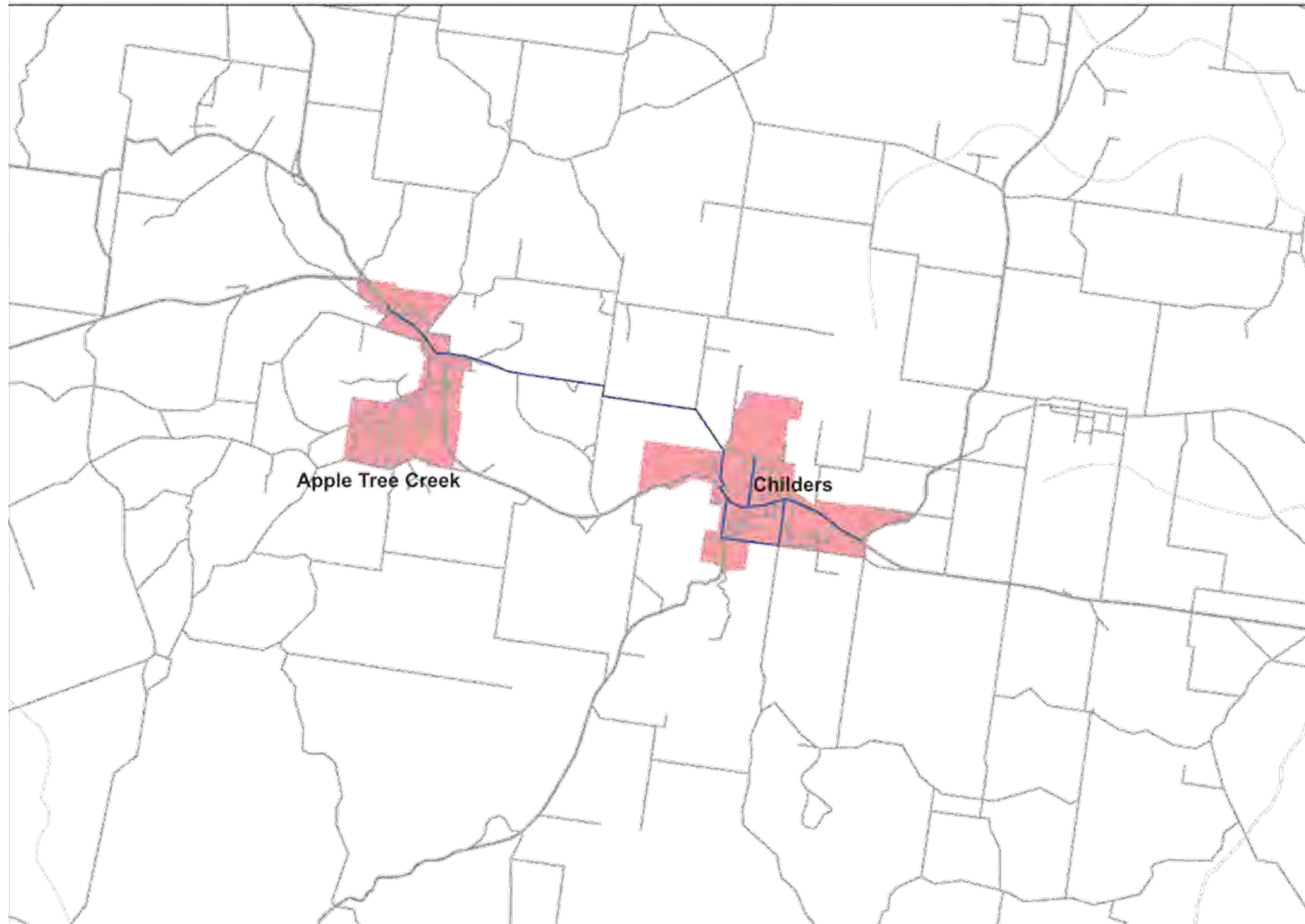



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Kilometres
Scale 1:750,000



Queensland
Government

Bundaberg Regional Council



Map 14

Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

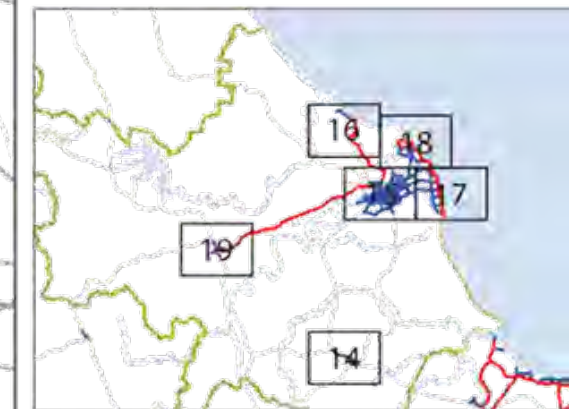
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LEGEND

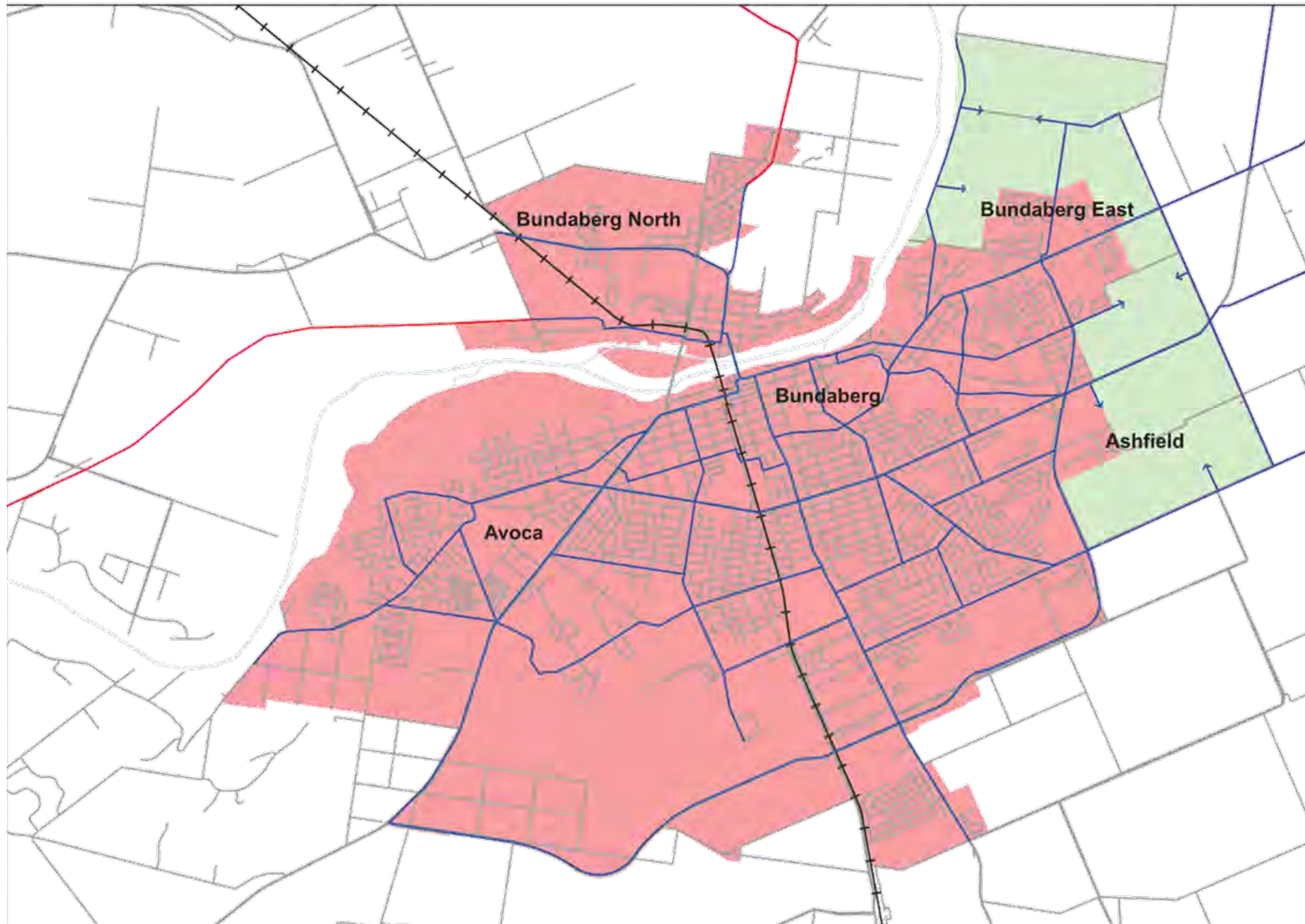
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Bundaberg Regional Council



Map 15

Wide Bay Burnett Principal Cycle Network

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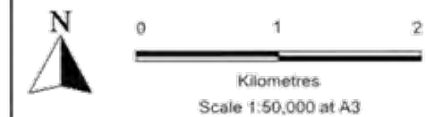
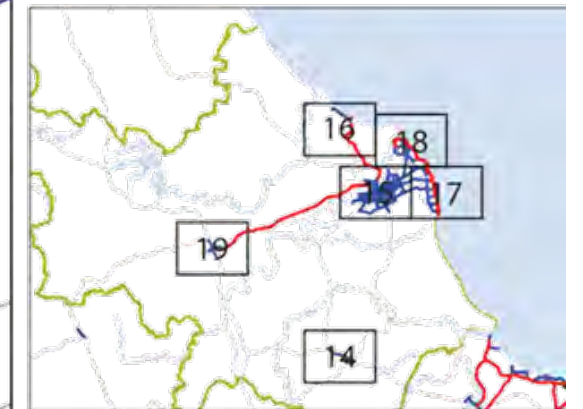
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LEGEND

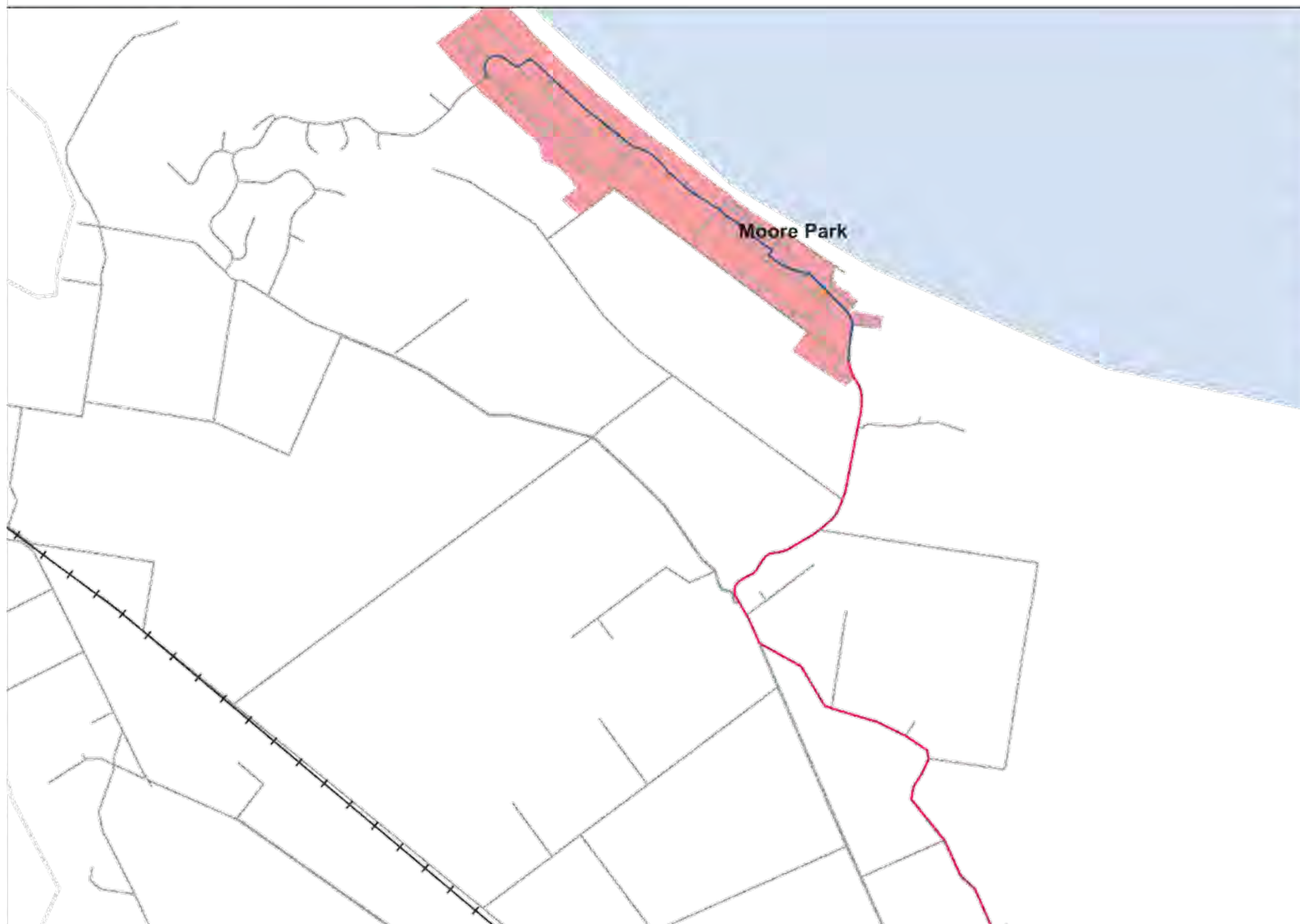
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Bundaberg Regional Council



Map 16

Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

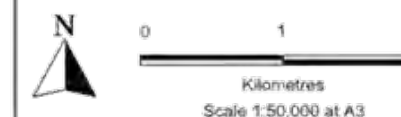
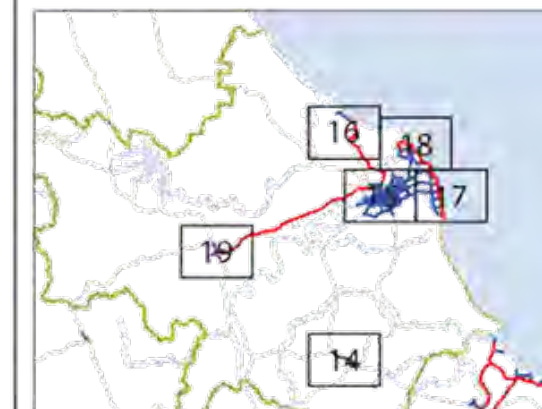
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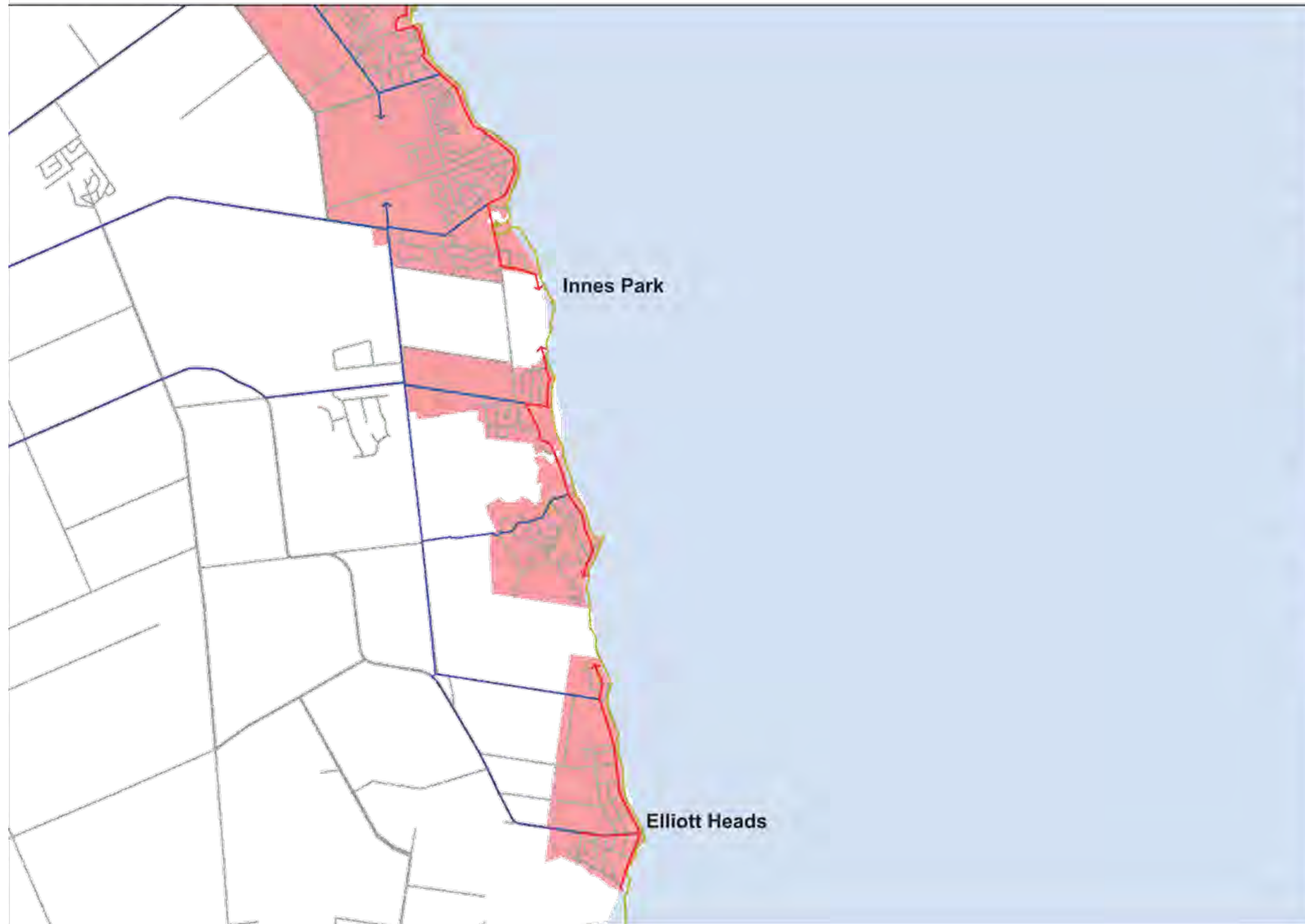
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Bundaberg Regional Council



Map 17

Wide Bay Burnett Principal Cycle Network

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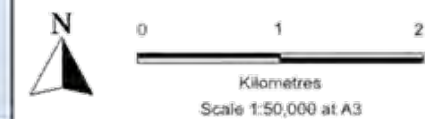
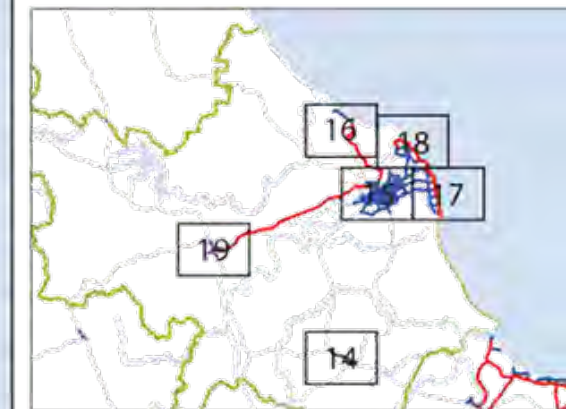
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LEGEND

- Principal Route
- > Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Weirbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Bundaberg Regional Council

Map 18

Wide Bay Burnett Principal Cycle Network









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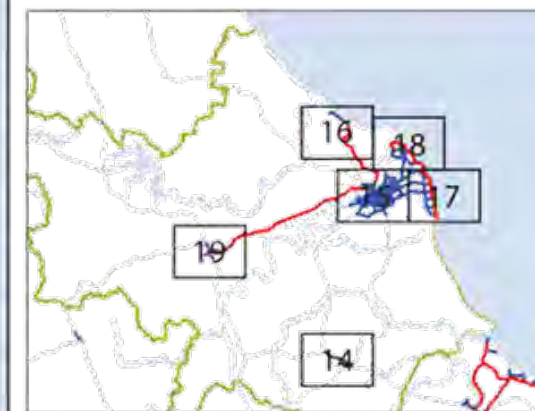
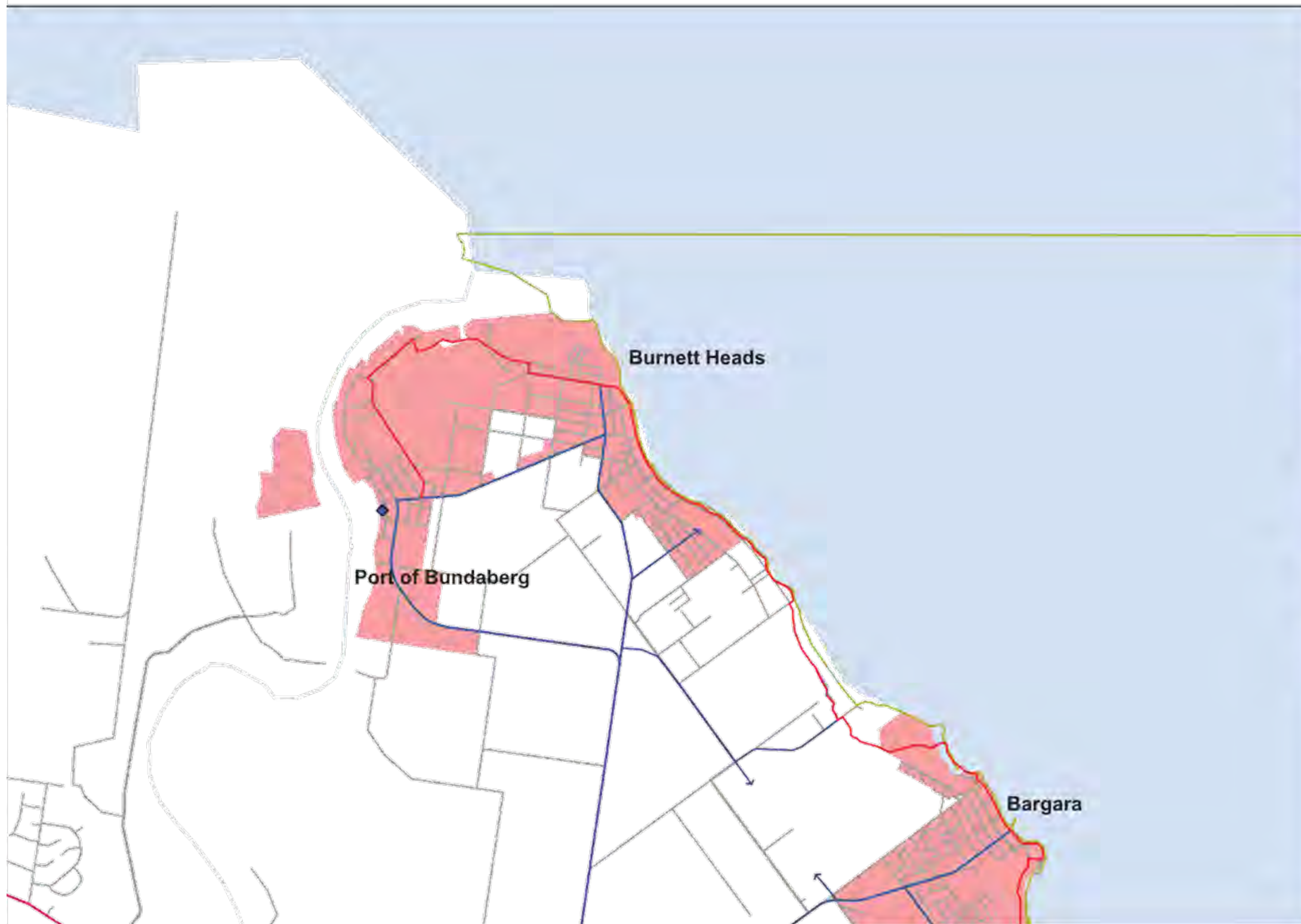
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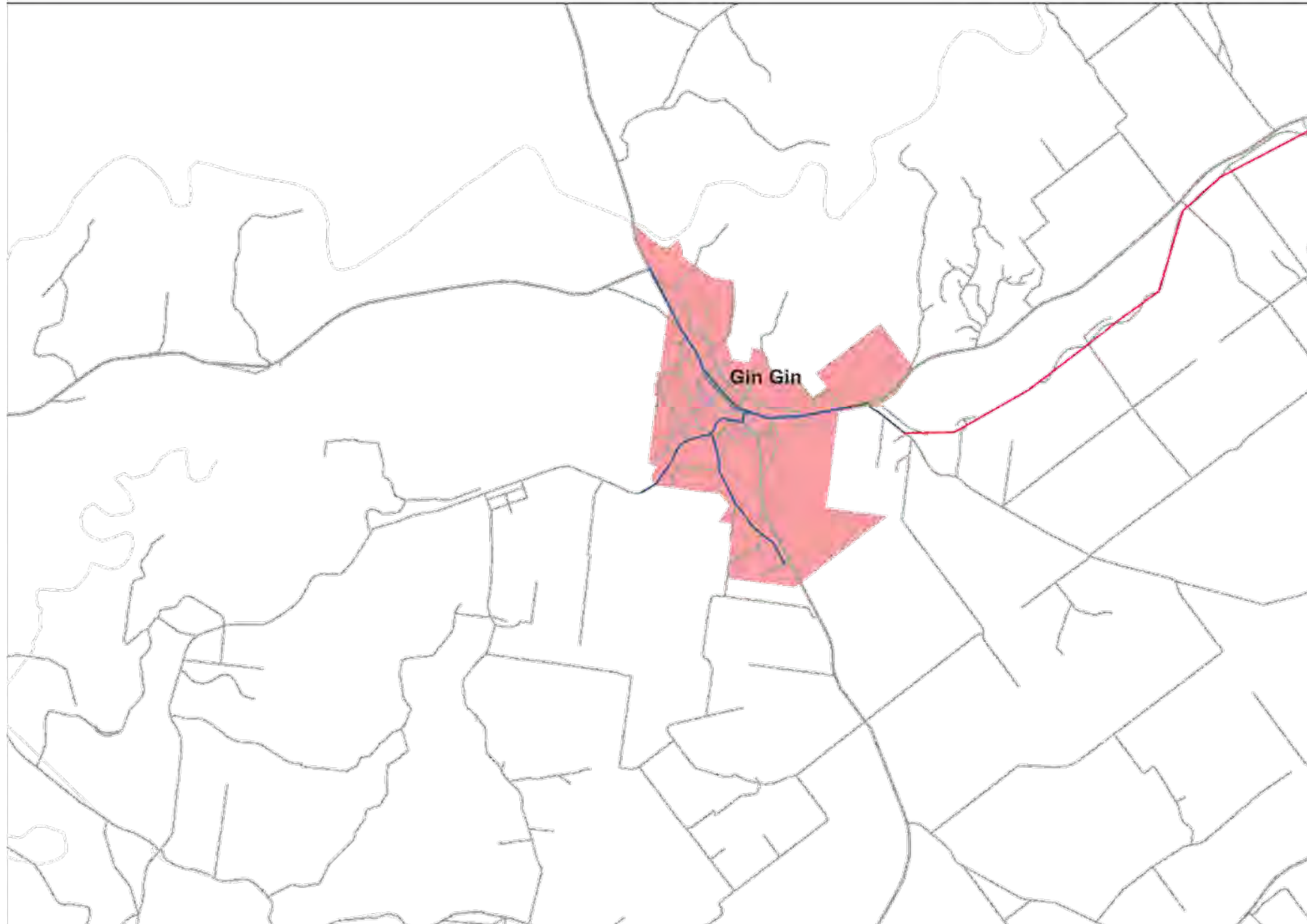
-  Principal Route
-  Future Principal Route
-  Tourism Route

Map Items

-  Major Road
-  Railway Line
-  Passenger Railway Station
-  Waterway/Waterbody
-  Local Government Boundary
-  Urban Area
-  Growth Area
-  Airport
-  Port



Bundaberg Regional Council



Map 19

Wide Bay Burnett Principal Cycle Network

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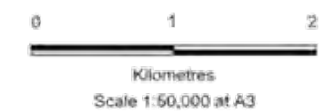
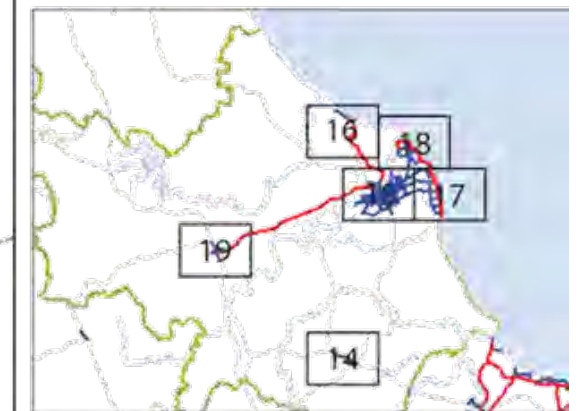
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LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



Bundaberg Regional Council analysis of routes

The Bundaberg Regional Council released its Multi Modal Pathway Strategy – Connecting Our Region in February 2012. The strategy aimed to assess the existing multi modal pathway network and recommended a staging strategy for the construction of paths that addressed locational criteria, hierarchy characteristics and design and construction standards.

The strategy identified a three tier hierarchy of pathway types:

- principal pathway – primarily servicing commuter/tourist/recreation functions to provide access to local and regional attractors
- distributor pathways – primarily providing access for students to schools, as well as linking alternative destinations
- collector pathways – shared off-road paths which provide access in urban areas to the higher order paths as well as access in smaller townships.

The functions of the principal pathways and distributor pathways overlap with the intended network outcomes of the WBBPCNP. Therefore, the principal and distributor pathways developed by the council have informed the placement of the principal cycle network in the Bundaberg region.

However, there are some differences between the two networks. Some distributor pathways have not been included where their function was not aligned with the principal cycle network principles, and other alignments vary. In some instances, the principal cycle network extends council's network where an additional connection is required to service a demand.

Longer distance and inter-centre routes

A long distance tourism route is identified heading west from Bundaberg, linking to Gin Gin. This is intended to be a rail trail along a disused rail alignment, serving local residents wanting a longer distance ride and attracting tourists to the area. Given that a corridor already exists, the cost of implementing this rail trail should be relatively low.

An adjacent principal route on Bundaberg-Gin Gin Road was investigated but not included in the network as it duplicated the recreational function of the rail trail, and would be unlikely to cater for any commuter or utility trips between the two centres. There are also few suitable stopping destinations along the route.

A route between the north side of Bundaberg and Moore Park has potential for commuters, although the distance is probably too great for frequent use. There is also reasonable recreation and tourist demand for this route, so it is identified as a tourism route. Where possible, the route is identified off Moore Park Road to reduce conflicts with traffic and enhance its attractiveness.

Potential routes were also investigated between Bundaberg, Gin Gin, Childers and Woodgate. However, they were not included because the vast distances between centres (particularly Bundaberg and Childers) meant demand would likely be very low.

Map 14 - Childers

Part of the principal cycle network in Childers is identified on the Bruce Highway. It is the town's major corridor and centre, and connects to employment destinations such as the industrial and commercial area on Goodwood Road. CSR Depot Road, Huxley Road, and North Isis Road will provide a connection to the west, such as to Apple Tree Creek.

Broadhurst Street (along with Thompson Road and Taylor Street) is identified to provide cycling access to the town centre for residents to the south, and to connect to Childers Hospital.

Map 15 - Bundaberg

The Quay Street bridge is part of the network but the Don Tallon Bridge is not. Cyclists are not currently permitted to use the Don Tallon Bridge, and the length and tightness of the corridor mean that it is likely to be an unattractive route. Access to the street network on the northern side of the bridge is hindered by the current grade separation, limiting its ability to effectively connect to areas directly adjacent to the river.

The Bundaberg Ring Road is a principal route for its entire length from Bundaberg East to near the Bundaberg Airport. On the eastern end, it is a connective spine between a number of suburbs including Bundaberg East and Ashfield, and connects trip generators such as St Luke's Anglican School and the commercial centre on Bargara Road. In the west, it is an unbroken, efficient route for long distance trips to destinations such as the Glenlodge Caravan Park and the Bundaberg Airport.

The Isis Highway has been identified as a principal route. At present, the Isis Highway is a major corridor for commuters heading into town from the southern suburbs and a key connector to the airport, Sugarland Shoppingtown and other services.

This corridor also has a similar function for cyclists, as it is the most direct and uninterrupted connection to a number of trip destinations. The Isis Highway also connects indirectly to the Quay Street Bridge, strengthening the connection between the north and the south of the Burnett River.

Routes identified along Enterprise Street and Commercial Street provide connectivity to the adjacent major commercial precinct and the Bundaberg Airport. These roads have high proportions of commercial

traffic and are likely to have a significant cycling demand, so it is important to provide safe cycling facilities to minimise conflict between the modes.

Kay McDuff Drive at Thabeban is identified as a principal route, even though it has no through connection to other parts of the network. It will, however, service a growing commercial and industry precinct and is a natural continuation of Fitzgerald Street, to Shalom College.

Future principal routes are identified in Ashfield, near the Bundaberg Christian School, which is identified as a future growth area. It is therefore important that the plan indicates the intention to provide principal routes to the area when it is developed. Routes were investigated along the Isis Highway and Goodwood Road (south of the city), connecting to the area around Childers. However, they were not included as the long distance between Childers and Bundaberg cannot sustain a high level of commuting.

Branyan Drive in the west of Bundaberg is identified as a principal route to Gorlicks Road to service the growing population along this corridor. A longer length of Branyan Drive (to Louise Court) was investigated but was amended to the boundary of the urban area, as the residential density beyond this point is relatively low.

Routes along Bundaberg-Lowmead Road and Moore Park Road to the north of the city were also investigated, but not included. Bundaberg-Lowmead Road was considered too lengthy of a route, with little demand for long distance touring trips to the north. The route along Moore Park Road duplicated the function of the Gooburrum Road/Tantitha Road connection to Moore Park.

Maps 16, 17 and 18 - Burnett Heads/Bargara/Elliot Heads

The coastal villages of Burnett Heads, Bargara and Elliot Heads are small towns that run north-south along the coastline. They have an important relationship with Bundaberg, with these towns dependent on it for higher-level services and employment. There is a need to provide direct cycling connections between the centres. Therefore, a number of routes between Bundaberg and the coastal areas will encourage high levels of patronage.

Two continuing north-south routes with separate functions have been identified along the coast. One is a tourism route along the coastline, and the other is a principal inland route using the existing road network where it is available and appropriate (such as Back Windemere Road). The coastal route is intended to cater for tourist and local recreational slower-speed movements, such as sight seeing. The principal route is intended to connect commuters and residents to services through a higher speed, more direct and efficient connection.

Bundaberg Regional Council analysis of routes

Map 19 - Gin Gin

The Bruce Highway and Bundaberg-Gin Gin Road are the most important connections through Gin Gin, with many shops and services located along the corridor. Cycling on this corridor is supported by the reduced traffic speed through the town. It is identified on the network because it connects to the proposed Bundaberg-Gin Gin rail trail, and various destinations east and north of the town.

North Burnett Regional Council

North Burnett Subregion

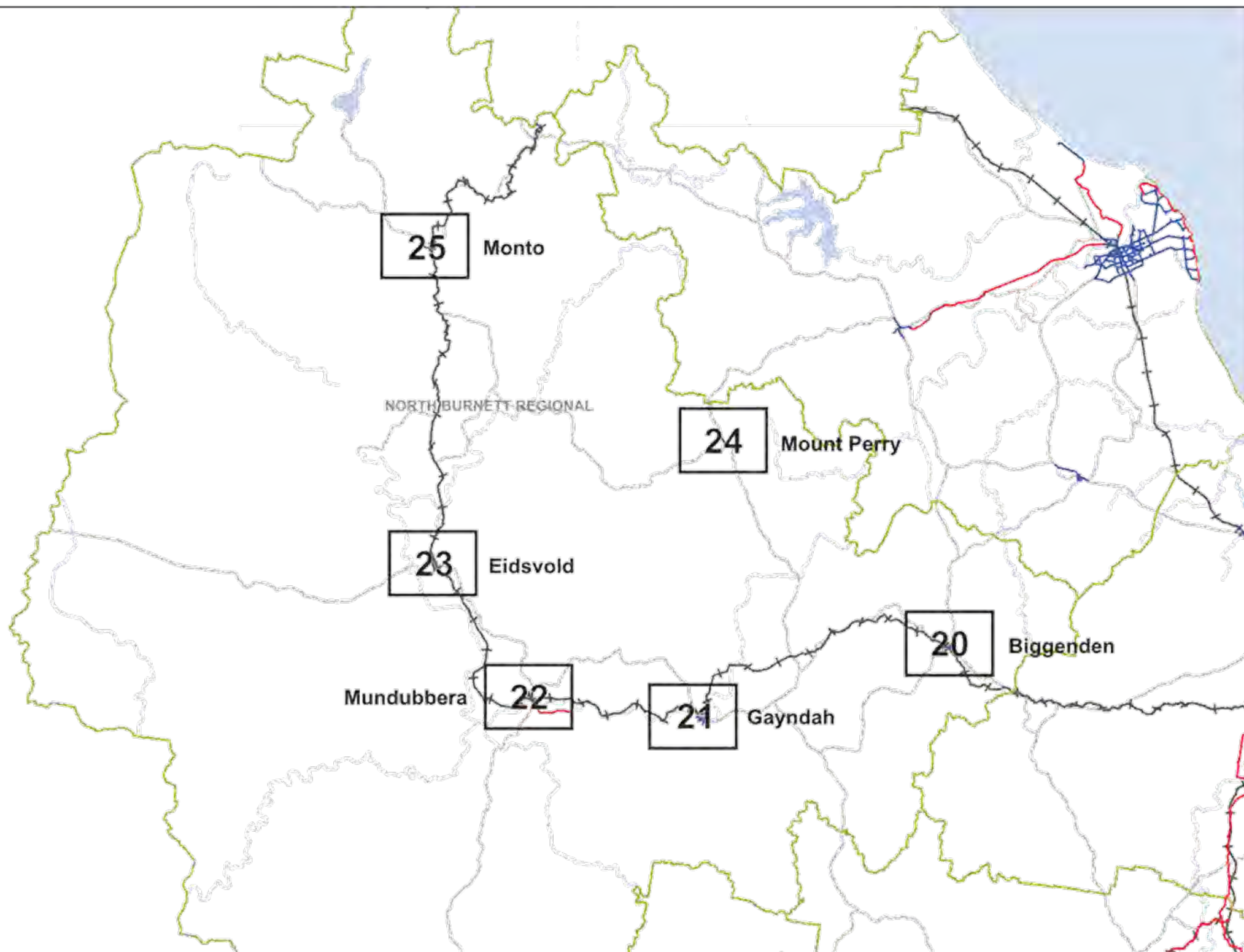
Wide Bay Burnett Principal Cycle Network

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LEGEND

-  Principal Route
 -  Future Principal Route
 -  Tourism Route
 -  Subset Map
- Map Items
-  State Controlled Road
 -  Railway Line
 -  Waterway/Waterbody
 -  Local Government Boundary



North Burnett Regional Council



Map 20

Wide Bay Burnett Principal Cycle Network

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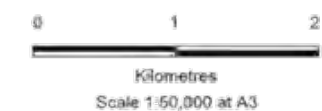
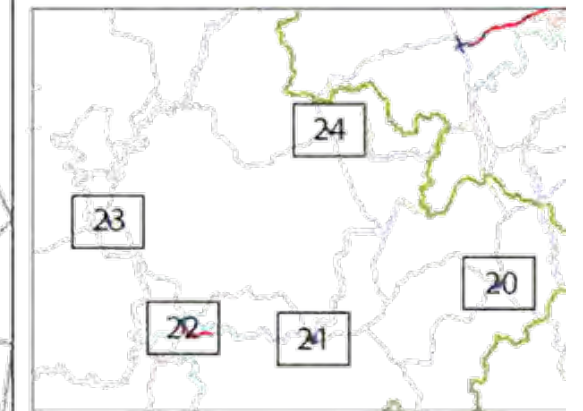
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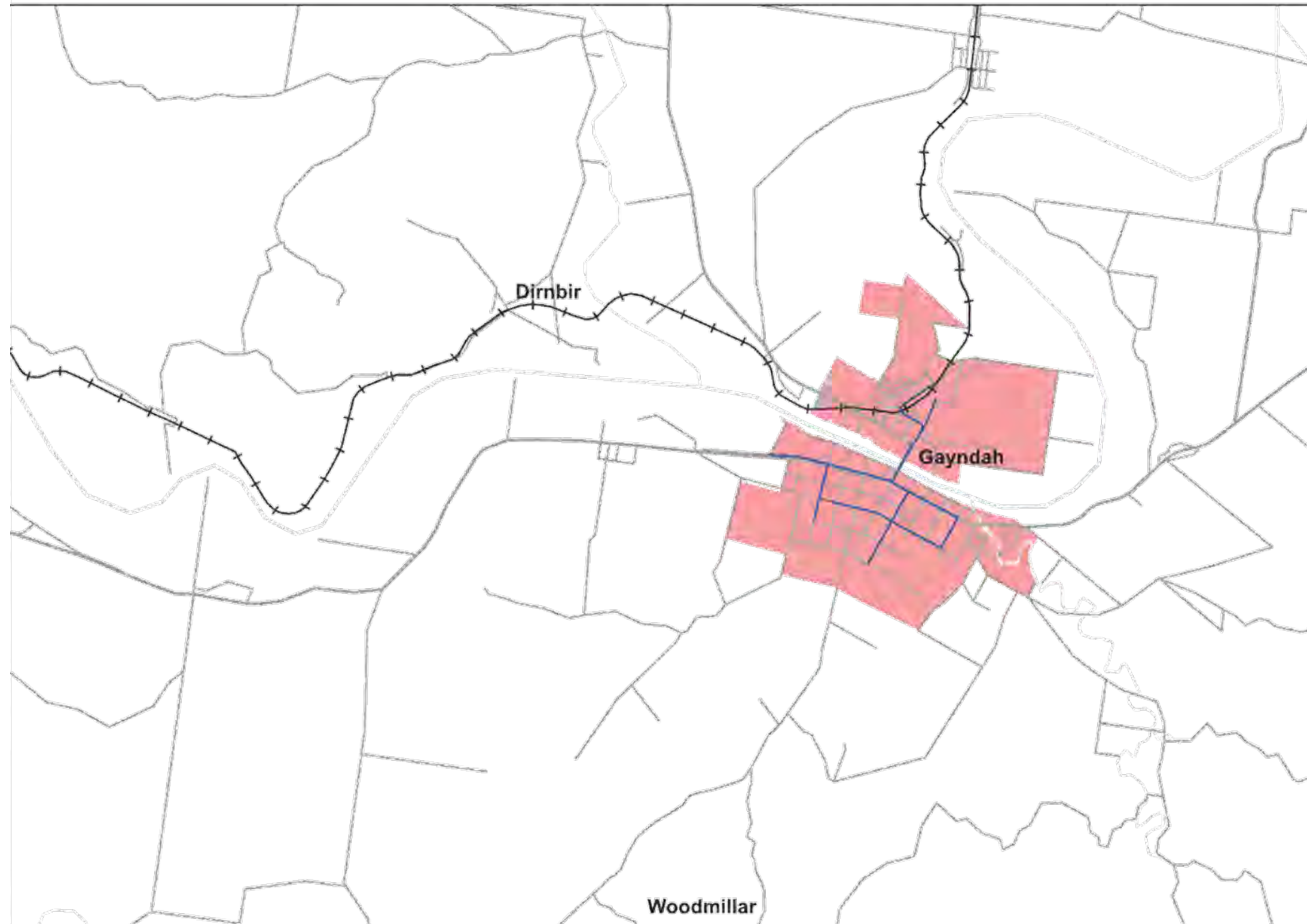
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



North Burnett Regional Council



Map 21

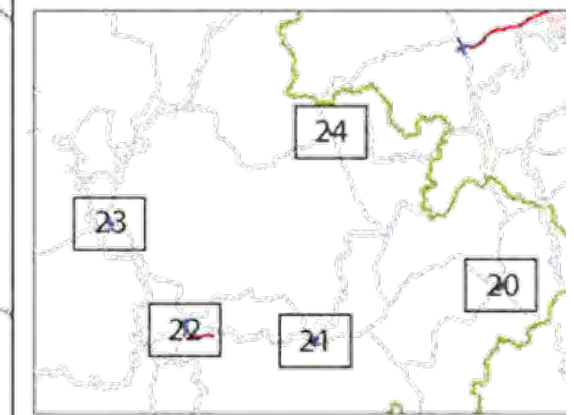
Wide Bay Burnett Principal Cycle Network

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- LEGEND**
- Principal Route
 - Future Principal Route
 - Tourism Route

- Map Items**
- Major Road
 - Railway Line
 - Passenger Railway Station
 - Waterway/Waterbody
 - Local Government Boundary
 - Urban Area
 - Growth Area
 - Airport
 - Port

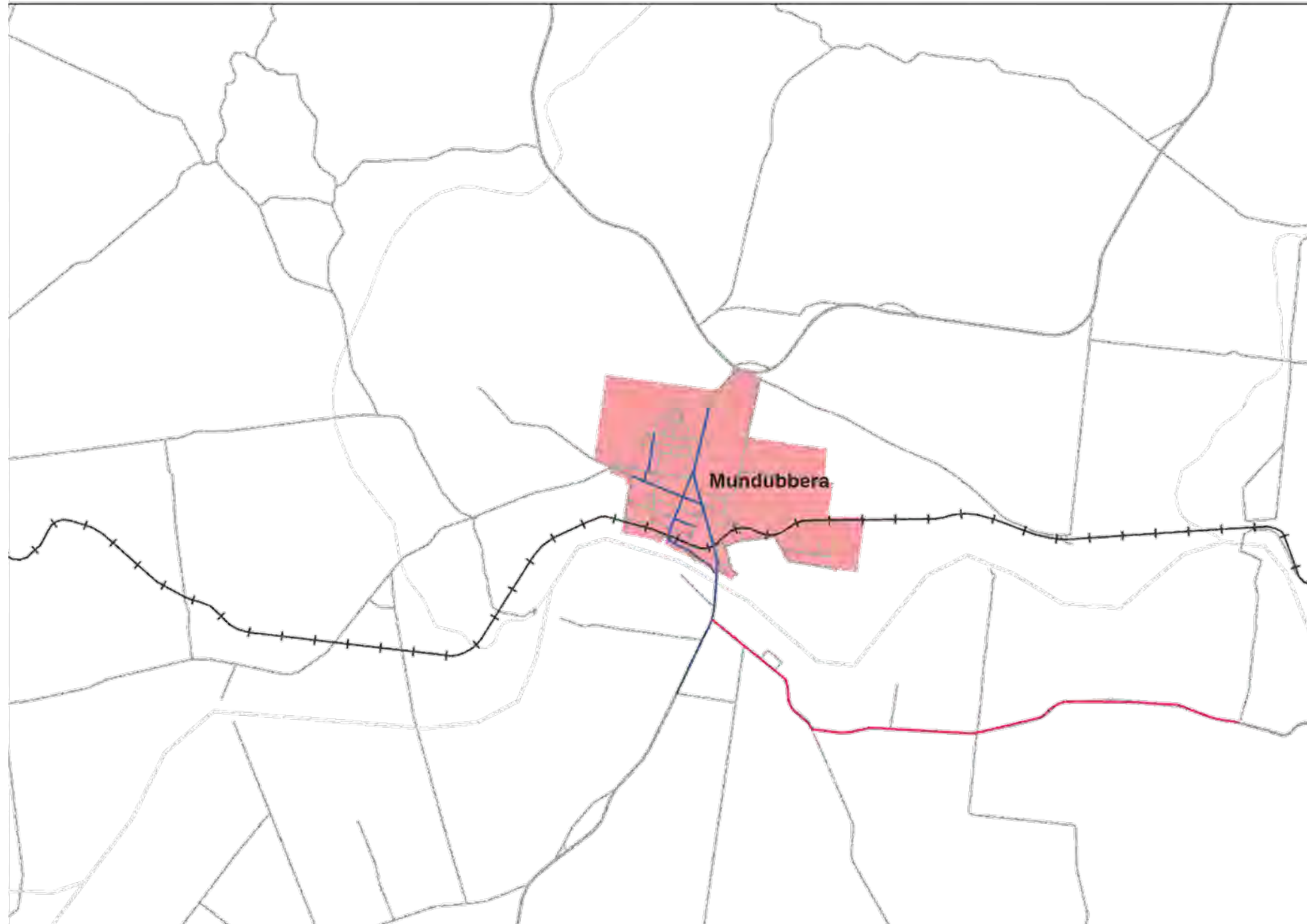


Queensland Government

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0 1 2
Kilometres
Scale 1:50,000 at A3

North Burnett Regional Council



Map 22

Wide Bay Burnett Principal Cycle Network

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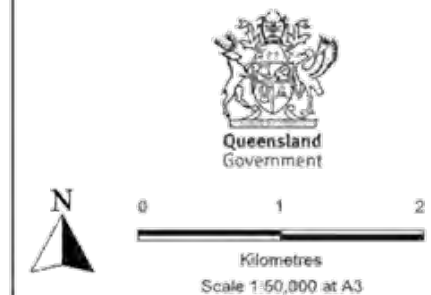
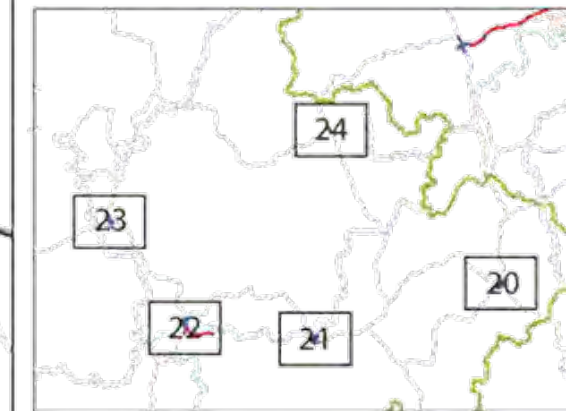
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LEGEND

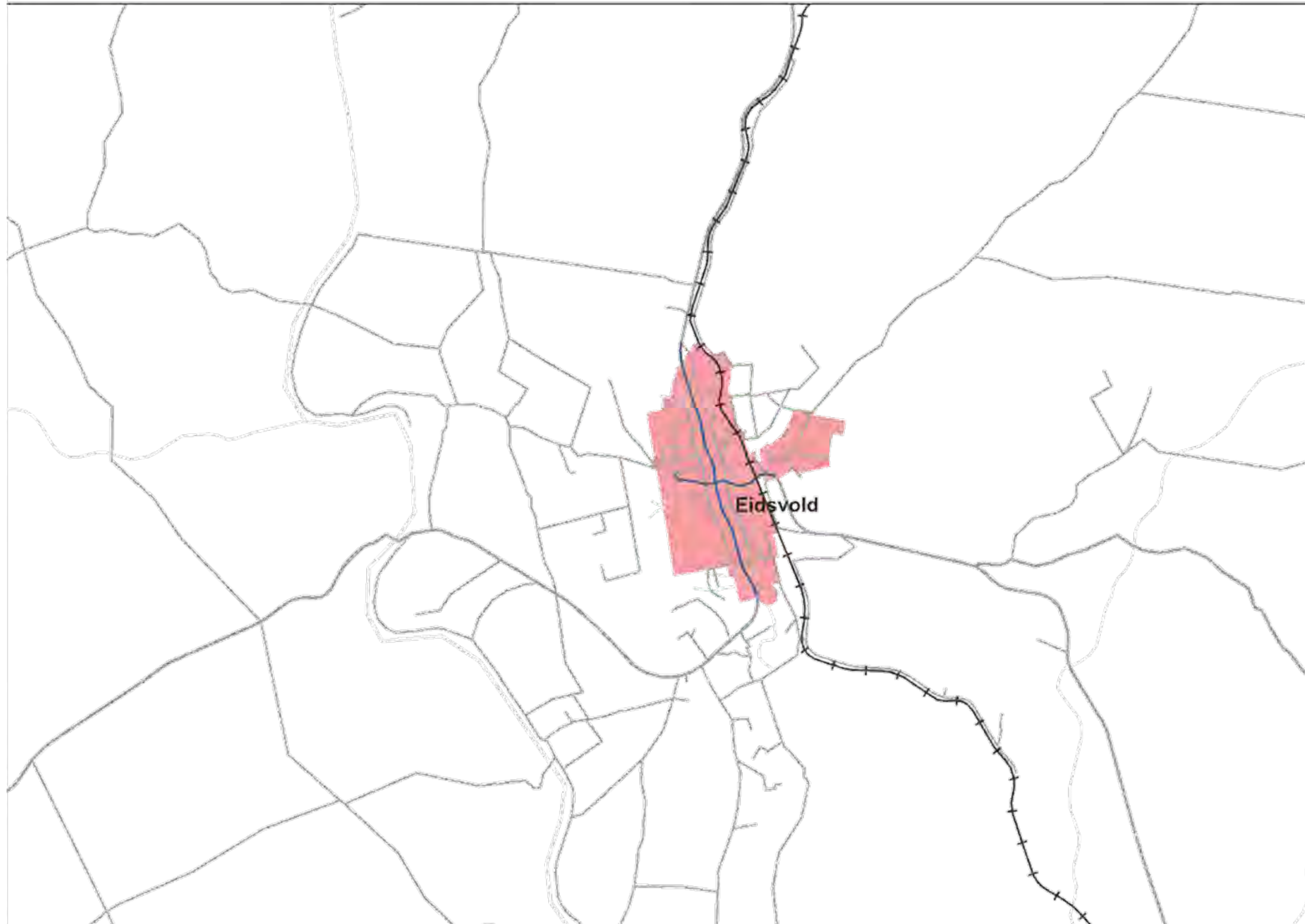
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



North Burnett Regional Council



Map 23

Wide Bay Burnett Principal Cycle Network

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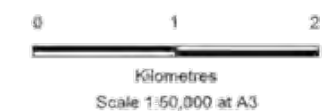
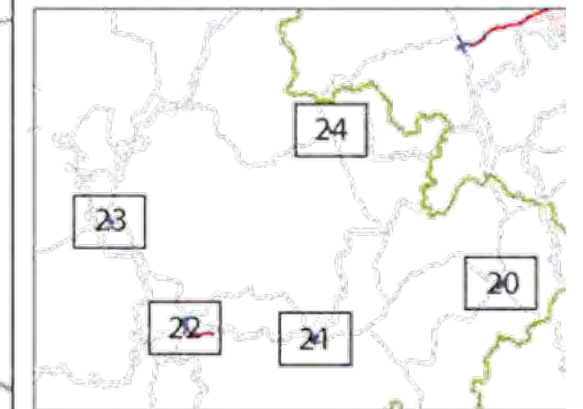
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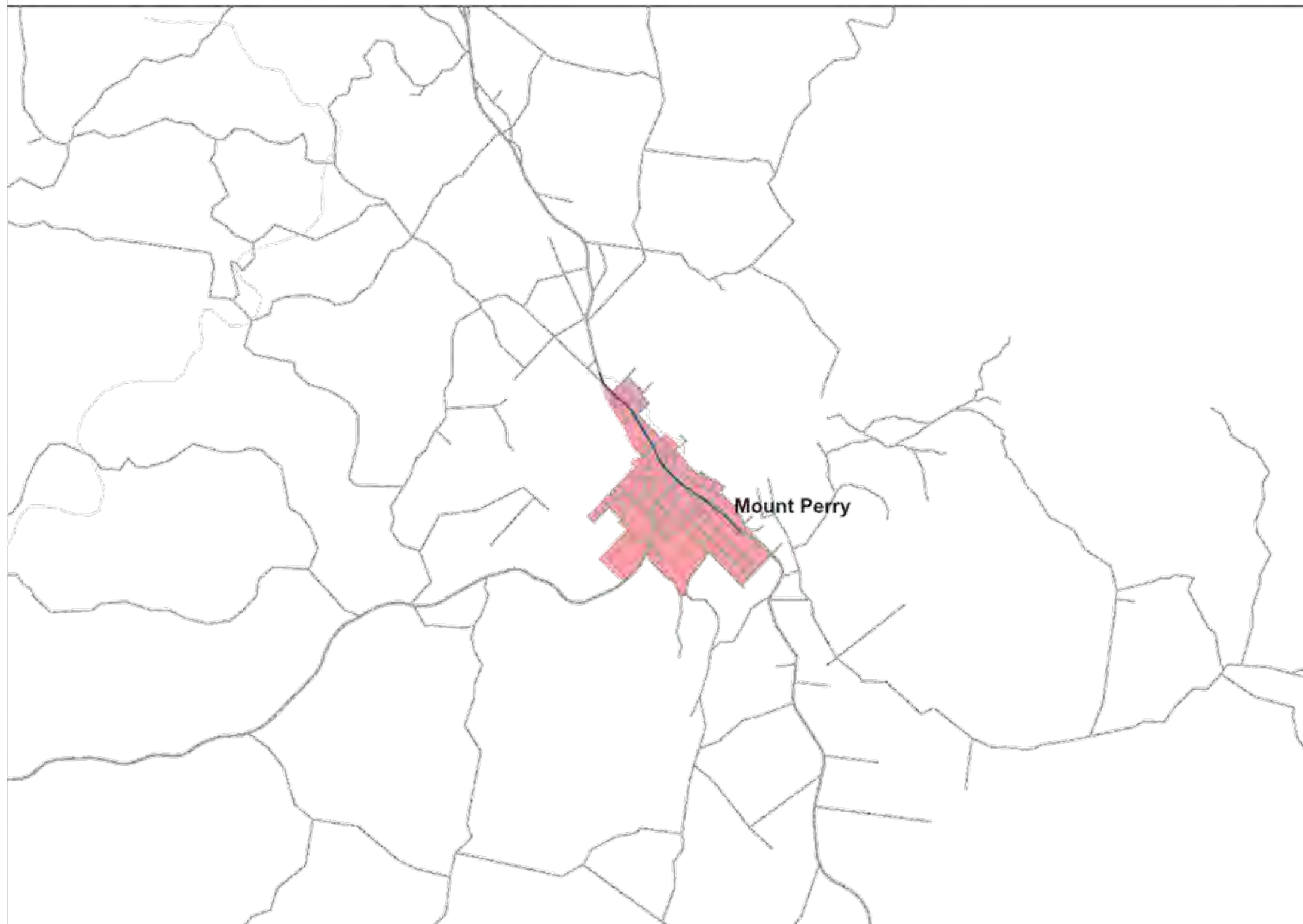
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



North Burnett Regional Council



Map 24

Wide Bay Burnett Principal Cycle Network

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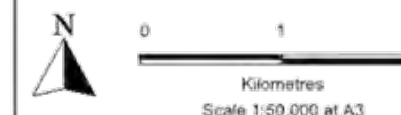
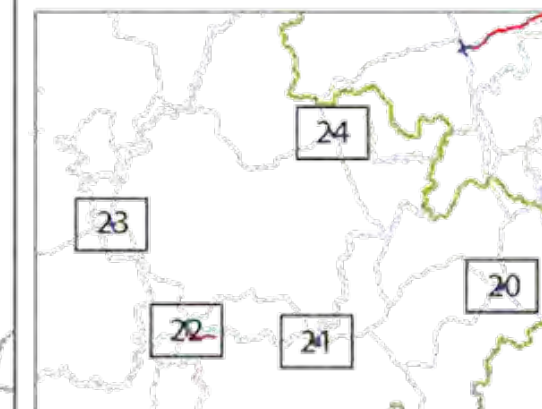
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LEGEND

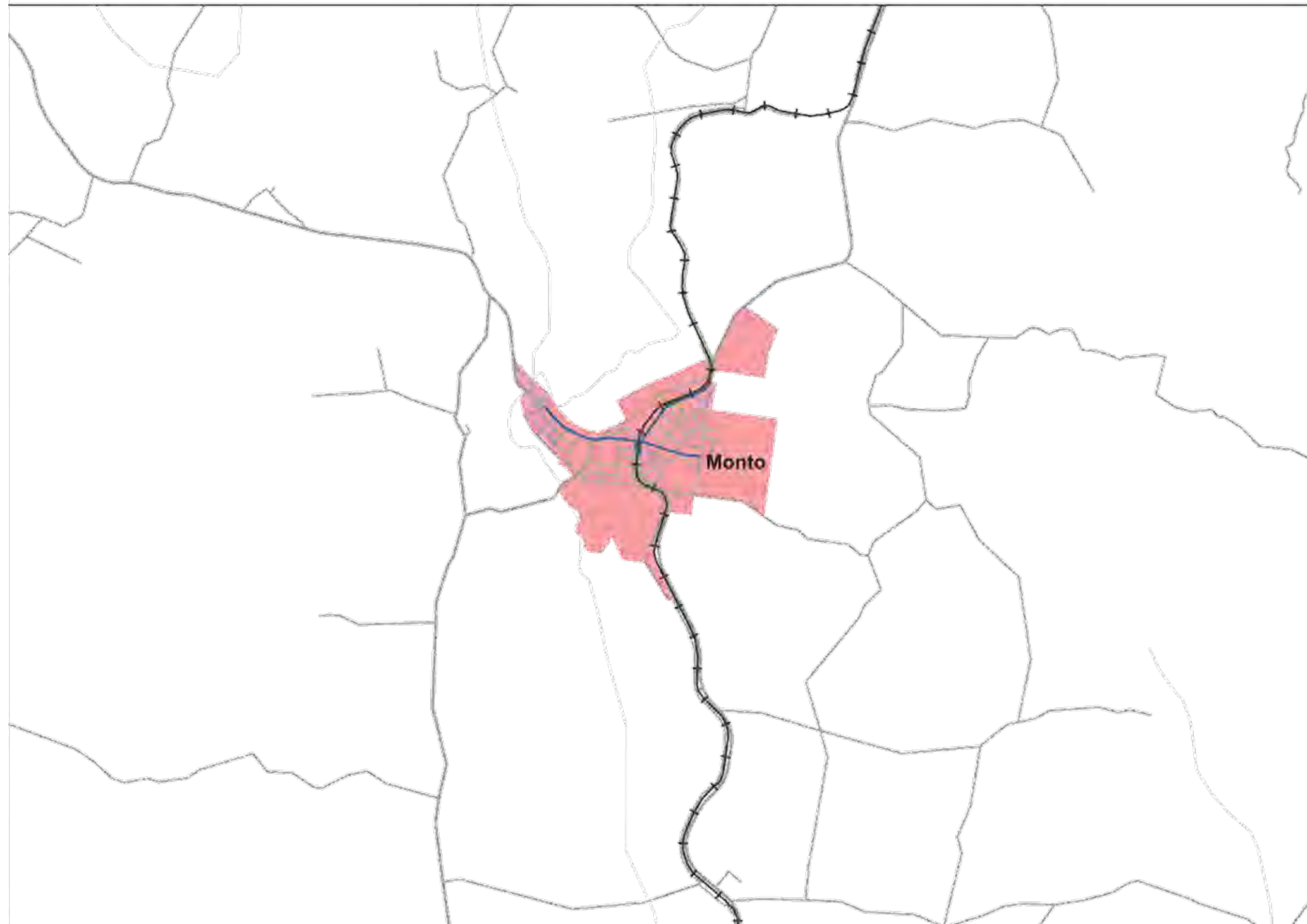
- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
- Passenger Railway Station
- Waterway/Waterbody
- Local Government Boundary
- Urban Area
- Growth Area
- Airport
- Port



North Burnett Regional Council



Map 25

Wide Bay Burnett Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

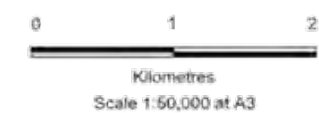
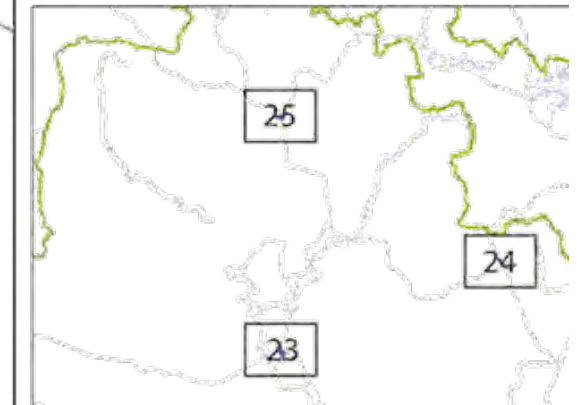
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LEGEND

- Principal Route
- Future Principal Route
- Tourism Route

Map Items

- Major Road
- Railway Line
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North Burnett Regional Council analysis of routes

Longer distance and inter-centre routes

The following tourism routes were investigated but were removed from the principal cycle network because the distances are too long and demand too low to warrant their inclusion:

- Gin Gin to Mount Perry (Gin Gin-Mount Perry Road)
- Monto to Mount Perry (Monto-Mount Perry Road/Burnett Highway)
- Biggenden to Childers (Isis Highway)
- Biggenden to Maryborough (Maryborough-Biggenden Road)
- Gayndah to Biggenden (Isis/Burnett Highway and Gooroolba-Biggenden Road)
- Mundubbera to Gayndah (Humphrey Road and Burnett Highway)
- Monto to Cania Gorge (Burnett Highway).

During consultation, the North Burnett Regional Council recommended the inclusion of the North Burnett Rail easement. The disused rail corridor connects through towns such as Monto and Eidsvold, and could in the future, potentially be designated as a rail trail.

Unfortunately, there is currently uncertainty regarding the future uses of the corridor, which may be designated for other purposes, or left unused. For this reason, the corridor has not been identified in the plan. However, its inclusion should be reconsidered when the WBBPCNP is next reviewed.

Map 20 - Biggenden

The network in Biggenden forms a general loop, using Victoria Street, the Isis Highway and Edward Street. Although close to the Isis Highway, Victoria Street is identified as there are a number of employment destinations along its length.

Map 21 - Gayndah

The network spans both sides of Gayndah, with a river crossing envisaged on Bridge Street. Stub-end principal routes are envisaged in places, such as on Barrow Street and Pineapple Street, to ensure access to town for local residents.

Bridge Street and Cordelia/Elliott Street are identified on the north side of town to service employment destinations. Although they are close together, both of these routes are required as the rail line separates the two adjacent industrial/commercial areas.

Map 22 - Mundubbera

A principal route is identified spanning the river on Mundubbera-Durong Road to Boynewood. It is envisaged that this will provide access to

employment on the southern side of the river.

Map 23 - Eidsvold

Eidsvold's principal cycle network consists of a north-south route along the Burnett Highway and Eidsvold-Theodore Road (providing access to the town centre), and an east-west route along the Burnett Highway and Hodgkinson St, running across the creek and past the Eidsvold State School.

A route along Spring Gully Road was investigated but not included as it served no clear or discernable purpose for the network.

Map 24 - Mount Perry

Gayndah-Mount Perry Road is identified as part of the principal network in Mount Perry. It will provide local access to the town's general store, and aid general recreational movements throughout the town.

Map 25 - Monto

Generally, the Monto principal network covers the immediate urban area, as the town is relatively self contained. Crossing the rail line is a key constraint to cycling in Monto. It can be crossed between Gladstone-Monto Road and Eyre Street, either by the road bridge or a pedestrian bridge. Of these, the road bridge is envisaged as the primary route, as it provides a safer and higher standard rail crossing for cyclists.

6 Review of the plan

As shown in Figure 4, the WBBPCNP will be regularly reviewed. On an annual basis, Transport and Main Roads will send an update form to all local governments and departmental regional offices seeking details on proposed planning-led alterations to the principal cycle network and details on routes that have been delivered in the past year. Information received will be included as input in future reviews of the plan.

Information requested will include:

- description of affected route(s)
- type and description of, change (alteration, removal, addition or delivery)
- description of basis for change (planning document or construction project)
- detailed justification for change against the planning principles outlined in section 3
- description of delivered cycle infrastructure and adherence to applicable standards
- maps and photos of change
- contact officer for required additional information.

7 More resources

There are a number of resources and guides covering the development of cycle networks in Queensland, ranging from statewide target setting to technical specifications for infrastructure. Practitioners are encouraged to review the following:

- *Queensland Cycle Strategy 2011-2021*
- AUSTROADS Guides
- *Traffic and Road Use Management Manual*
- *Transport and Main Roads' A Guide to Signing Cycle Networks, July 2009*
- *Manual of Uniform Traffic Control Devices*
- *Transport and Main Roads' Cycling Infrastructure Policy*
- *Transport and Main Roads' Technical Note 128, Selection and Design of Cycle Tracks, May 2015*
- *Queensland Development Code.*

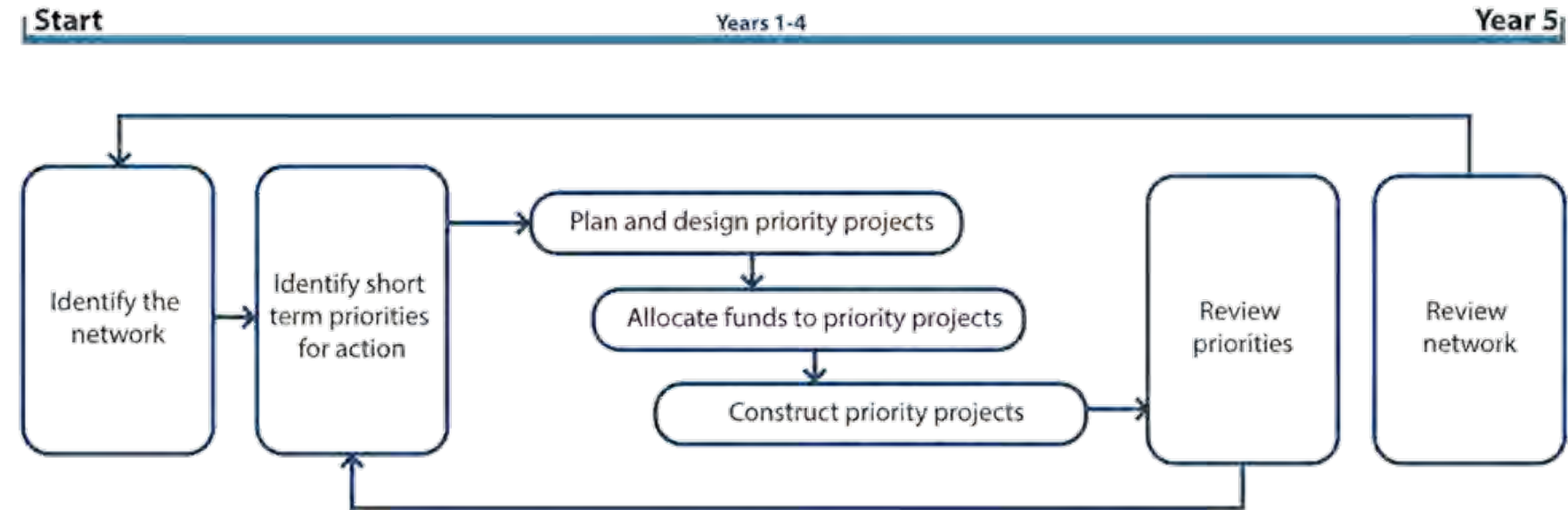


Figure 4. Indicative planning and prioritisation cycle for Transport and Main Roads.



13 Q60V (13 74 68)

20 CONFIDENTIAL SECTION

OFFICER'S RECOMMENDATION

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 254J of the *Local Government Regulation 2012*:

20.1 Landfill Operations, Operations and Supervision of Waste Facilities Tender

This matter is considered to be confidential under Section 254J - g of the Local Government Regulation, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.