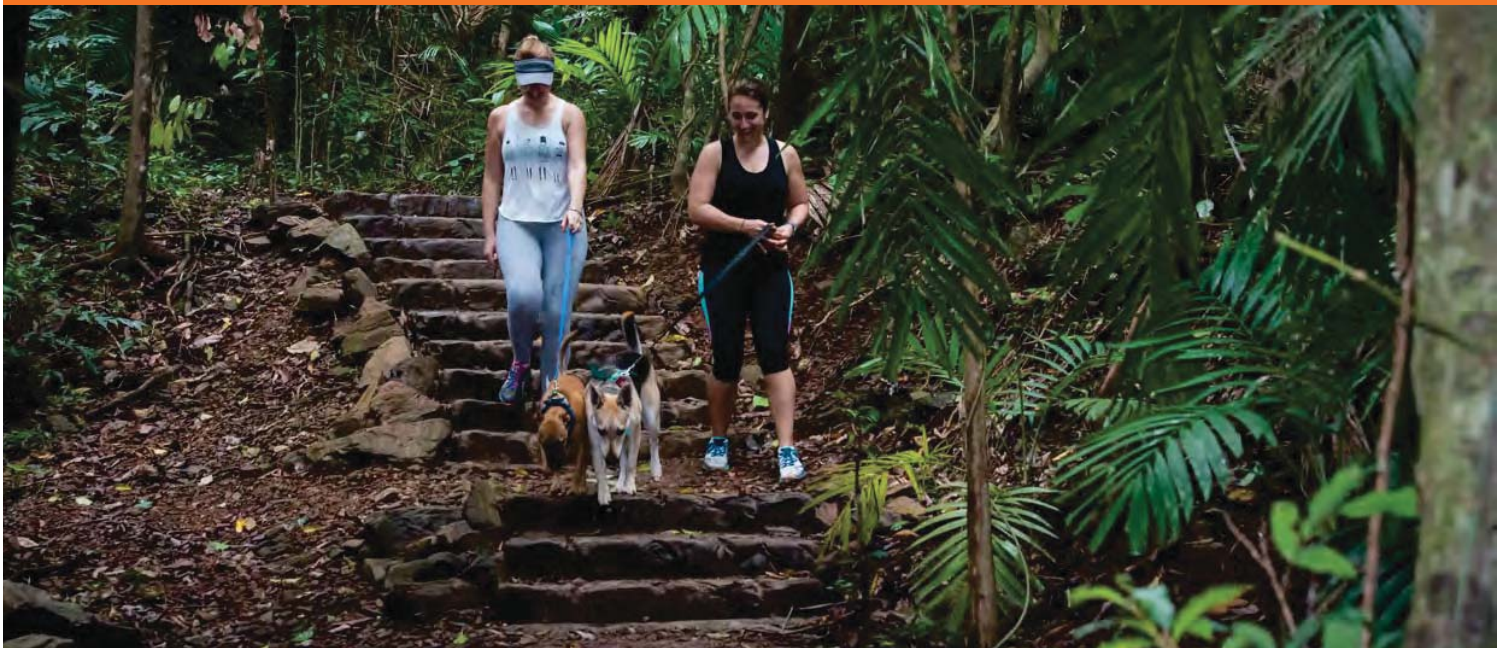




# Cairns Cycling and Walking Strategy









# Cairns Cycling and Walking Strategy

The Cairns Cycling and Walking Strategy encompasses three separate strategies which aim to guide Cairns Regional Council's planning, management, development and promotion of walking, cycling and recreational trail infrastructure. The three strategies are summarised below:

## Active Transport Strategy

Active travel is any mode of travel that relies on human powered mobility and includes both **cycling and walking**. The Active Travel Strategy will contribute to a more vibrant, inclusive and healthy region by supporting and enabling "more people to walk and cycle, more often".



The benefits of more people walking or riding a bicycle for everyday transport include improved health outcomes and reduced road congestion. Pedestrian paths provide an important part of the transport network either for trips undertaken entirely by walking, or as the first or last link in a trip, that uses other types of transport. Cycling currently fulfils an important transport role within communities. It is a sustainable, reliable, effective and efficient form of transport. It allows people to travel large distances at low cost and is very reliable.

This new strategy consolidates the considerable recent investment and effort by Council in 'active transport' opportunities and provide a framework to guide future decision making.

## Recreational Walking Trails Strategy

Cairns is renowned as a world renowned tourist destination uniquely positioned around the diversity of its natural experiences. **Recreational Walking Trails** form part of this core competency and continue to grow in popularity with locals and visitors alike. Council has recognised the appeal of these assets by investing in significant new and upgraded trails in recent times and now there is a need to take a more strategic and regional approach to RWT provision, management and promotion.



The Recreational Walking Trail Strategy seeks to respond to the expectation and appetite for trail experiences with sensible recommendations framed according to the following key elements:

- Provision and management standards for diverse trail infrastructure in a variety of locations
- Promotion and awareness of trail opportunities
- Community engagement, involvement and partnerships.

## Mountain Bike Strategy

**Mountain biking** in Cairns has grown organically from a grass roots level into a high participation sport that coexists with recreational walking trails. The region is recognised as an iconic location for mountain bike and downhill enthusiasts with the UCI MTB World Championships held in Cairns in 2017 attracting more than 500 competitors and 20,000 spectators.

Whilst the region has many top class tracks, mountain biking is not actively managed or coordinated. Given Cairns is uniquely positioned to leverage the significant community and economic benefits associated with these assets a strategic approach is required.



The Mountain Bike Strategy expands on the recommendations of the TNQ Regional Mountain Bike Strategy (2016) and will provide a framework to guide investment decisions and determine priorities. The Strategy will clearly delineate the roles and responsibilities of local and state government in the management of trails in National Parks.







# Active Transport Strategy



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# 1. Executive Summary

Since 2010, Council has implemented many elements of the active transport network plan including the Cairns to Aeroglen Bikeway, Cairns Northern Cycleway, Cairns Southern Cycleway, Freshwater Cycleway, Brinsmead Connection Path and the Mann Street Cycleway (some in partnership with the State Government).

Cairns is well known for its innovation in the delivery of cycling and walking with programs such as the Trinity Beach and Our Lady Help of Christian bike/walk bus supported by the Department of Transport and Main Roads' travel smart program. Further, Cairns has adopted best practice for construction of infrastructure, including separated cycle tracks. These have all resulted in increases in people walking and cycling for many trip purposes in the Cairns local government area (LGA).

The Department of Transport and Main Roads undertook a Cairns Household Travel Survey in 2014. The results of the survey indicated that 11% of all travel trips are undertaken by active transport, consisting of approx. 2% by cycling and 9% by walking. This is the highest performing region in Queensland (Queensland Government Department of Transport and Main Roads, 2015).

The Cairns active transport network is extensive and already delivers a connected network, with major routes connecting from the south and west to the Cairns CBD. Overall, there are 664km of footpaths, shared paths and on-road bicycle lanes in Cairns. These facilities link major and local destinations, with the footpath networks forming 70% of the entire network.

In the latest National Cycling Participation Survey for Cairns, conducted by the Australian Bicycle Council stated 57% of riders felt that conditions for riding had improved in the last 12 months and 60% of cyclists felt comfortable or very comfortable when riding (Australian Bicycle Council, 2017).



## 1.1 About the Strategy

The Active Transport Strategy (the Strategy) has been developed to provide a clear, co-ordinated and strategic approach to guide Cairns Regional Council's (CRC or Council) planning, development, management and promotion of future region-wide walking and cycling networks. These 'active transport' routes are increasing in popularity.

The Strategy identifies proposed future networks, and strategic missing links, to the existing active transport network. Since the development of the previous Cycling and Walking Strategy in 2010, cycling participation across the Cairns LGA has continued to outperform both the Queensland and regional Queensland averages. To ensure continual improvement, Council has developed a new strategy to guide Council's decisions on walking and cycling development and infrastructure for the future.

The Strategy is informed by community needs, regional growth and new developments, combined with previously identified projects and extensive community consultation. It provides recommendations for achieving strategic directions as well as a framework for implementation.

The Strategy aligns with Council's Local Government Infrastructure Plan (LGIP) for the trunk aspects of the networks. The LGIP integrates infrastructure planning with the land use planning identified in the planning scheme and provides transparency regarding Council's intentions for the provision of trunk infrastructure for the Region. The LGIP enables Council to estimate the cost of infrastructure provision to assist its long term financial planning and ensure that trunk infrastructure is planned and provided in an efficient and orderly manner. The LGIP is also used to provide a basis for the imposition of conditions about infrastructure on development approvals.

## 1.2 How we developed the Strategy

The development of the Strategy included the following tasks:

- Review the previous Cycling and Walking Strategy and Network Plan outcomes.
- Review the LGIP in relation to regional planning assumptions and plans for trunk infrastructure for the pedestrian and cycle network.
- Conduct a literature review to understand trends in walking and cycling in Cairns and across Australia.
- Undertake comprehensive community engagement to establish issues and priorities in the community for consideration in the Strategy.
- Develop a vision, opportunities, barriers as well as strategies to achieve the vision.
- Prepare a Cairns Cycling and Walking Strategy with three key components being;
  - » an **Active Transport Strategy**, including separate pedestrian and cycling network plans;
  - » Council's first **Recreational Walking Trails Strategy**; and
  - » a new **Cairns Mountain Bike Strategy**.
- Set out well-defined standards and priorities for active transport networks.
- Develop an implementation plan, including cost estimates, design standards and prioritisation for infrastructure investment.

### 1.3 What the community said

An online community engagement survey was undertaken, allowing the community to place comments and feedback on cycling, walking and trail issues and opportunities on a map of the Cairns LGA utilising the Social Pinpoint platform. During the month long survey, the website received approximately 1,570 visits and 728 comments. These comments were analysed and utilised to develop the Strategy.

The majority of comments were concentrated around the Cairns CBD, followed by Freshwater and Stratford. This is where the majority of existing infrastructure is and therefore it makes sense that many comments were around these areas.

Other comments were associated with lack of connectivity of the Northern Beaches and across the Barron River, as well as connectivity between Edmonton and Gordonvale (across the Bruce Highway). Safety concerns at roundabouts, intersections and rail crossings as well as for school children were other major themes raised by the community.

A detailed summary of the consultation is contained in Appendix B.

### 1.4 The opportunities

Arising from the research and engagement undertaken as part of this study, a number of opportunities for encouraging more walking and cycling in the region have been identified:

- Cycling and walking has experienced significant increase in Cairns and there is an opportunity to support further increases in through the provision of network improvements.
- There is opportunity to capitalise on the extensive existing cycling and walking infrastructure in the region to encourage more people to use active transport facilities.
- Many students live within walking and cycling distance of schools, so there is considerable potential to boost the number of trips to school by cycling and walking.
- Half of all trips are under 5km - cycling or walking these distances (or less) can be achievable for much of the population and is therefore a key opportunity for active transport.
- Because women are already cycling more than in other regions, there is an opportunity to capitalise on existing (relatively) high cycling by females in Cairns by continuing to provide high quality separated walking and cycling infrastructure.
- Recreational cycling levels are high in Cairns. There is an opportunity to convert some of their other transport related trips to cycling as well (for example: cycling to work).
- Topography and climate are favourable to walking and cycling in the region.



## 1.5 Vision

To realise these opportunities and deliver Council's Corporate Plan to **"promote an environment which values and enhances our unique lifestyle, iconic natural assets, supports a sense of community and furthers our economic prosperity"** a vision has been developed for cycling and walking within the region:

*To develop a more active and connected community by supporting more people to walk and cycle, more often.*

Four strategy areas have been identified, covering both infrastructure and non-infrastructure actions, that will help achieve the vision for walking and cycling in Cairns:



### STRATEGY 1:

Development of a safe and connected network



### STRATEGY 2:

Provision of supporting infrastructure



### STRATEGY 3:

Encouragement and promotion



### STRATEGY 4:

Planning walk and cycle friendly communities



## 2. Strategy Context and Background

### 2.1 Purpose

The new Cairns Cycling and Walking Strategy has been developed to provide a clear, co-ordinated and strategic approach to guide Council on planning, development, management and promotion of network of cycle and walking infrastructure for the future. The former strategy and network plan (Cycling and Walking Strategy 2010) will be superseded by this Strategy due to the expanding active transport network, the significant changes that have occurred in terms of new development and infrastructure, as well as changing demands for new infrastructure by the community and government.

### 2.2 Active transport in Cairns

Council is responsible for the provision of walking and cycling infrastructure on local government owned roads, parks/open space areas. Additionally Council shares the responsibility with the Department of Transport and Main Roads (TMR), to provide the off-road component of state controlled roads with a focus on, but not exclusive to, delivering the Far North Queensland Principal Cycle Network Plan (FNQPCNP). Council's role in regulating development via the Planning Scheme ensures growth and development in the Region integrates active transport infrastructure and supports this Strategy's vision.

Since the development of the previous Cycling and Walking Strategy, Council has developed a (growing) network of walking and cycling paths which are increasing in popularity as more people choose active transport. From off-road footpaths and shared paths to separated cycleways and on-road bicycle lanes, there are now a range of options to choose from to walk or bike ride in Cairns.

### 2.3 Importance of cycling and walking in Cairns

Active transport can provide many benefits to an individual, the Cairns community as a whole, and economic prosperity. Quality active transport provides safe, convenient linkages between community facilities and open spaces. They are associated with a range of benefits from improved health and wellbeing, increased physical activity, and tourism and economic opportunities.

The Cairns 2050 Shared Vision sets aspirations for the future of Cairns – Quality of Life and Liveability. Encapsulated within this aspiration are eight core pillars, a number of which can be benefited by the Cairns Active Transport Strategy.

This Strategy must allow for continued delivery of previously identified recommendations, as well as define the future of active transport across the LGA. It must be based on community input and respond to changing demands so as to achieve the following:

- a) Improve active transport connectivity for recreation and transport purposes.
- b) Prioritise and cost-out future active transport works.
- c) Apply best-practice infrastructure standards and strategies from elsewhere, and adapt to local requirements.
- d) Engage, and incorporate feedback, with stakeholders, local community, user groups and elected representatives.

## 2.4 Active Transport Expenditure

*On average, every \$1 invested in cycling infrastructure returns almost \$5 in benefits (Queensland Government Department of Transport and Main Roads, 2016). Many projects in Cairns have recorded higher cost benefit ratios such as the Redlynch Connection Pathway at \$1:\$12 and the Northern Cycleway at \$1:\$7.40 (Queensland Government Department of Transport and Main Roads, 2016).*

Council will be required to fund the works identified in the implementation plan as part of the Capital Works program however, the Queensland Government, through the Cycle Network Local Government Grants (CNLGG), will contribute funding (50% for the Principal Routes. Principle Routes form 41% (based on length) of the proposed cycling network. CNLGG is a TMR program and that it is targeted towards delivery of highest priority routes identified in the FNQ PCNP addendum Priority Route Maps.

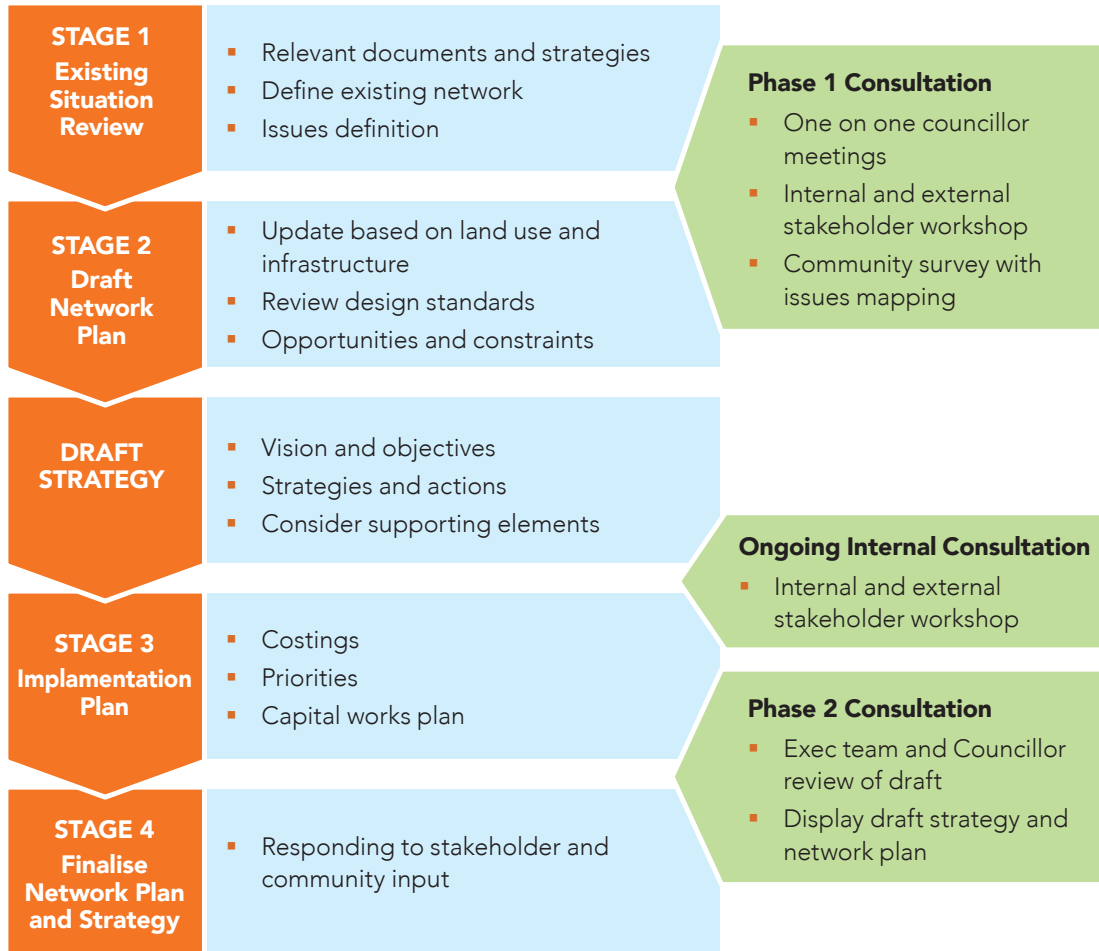
Council's current expenditure on cycling and walking is primarily delivered as part of the Capital Works program. Other opportunities for funding include:

- Pathway and asset renewal program. Opportunity to deliver on road bicycle lanes and widen paths that require renewal.
- Other federal and state government funding grants such as Local Government Grants and Subsidies Program (LGGSP), Transport Infrastructure Development Scheme (TIDS - TMR) funding, various blackspot grants, Community Road Safety Grants (TMR), and SafeST Subsidy Scheme (TMR).



## 2.5 Methodology

The methodology used by Zwart Transport Planning and AECOM to develop the Strategy and network plan is:



## 2.6 Previous Strategic Outcomes

Council has achieved the following outcomes in active transport since the commencement of the 2010 Cycling and Walking Strategy, including:

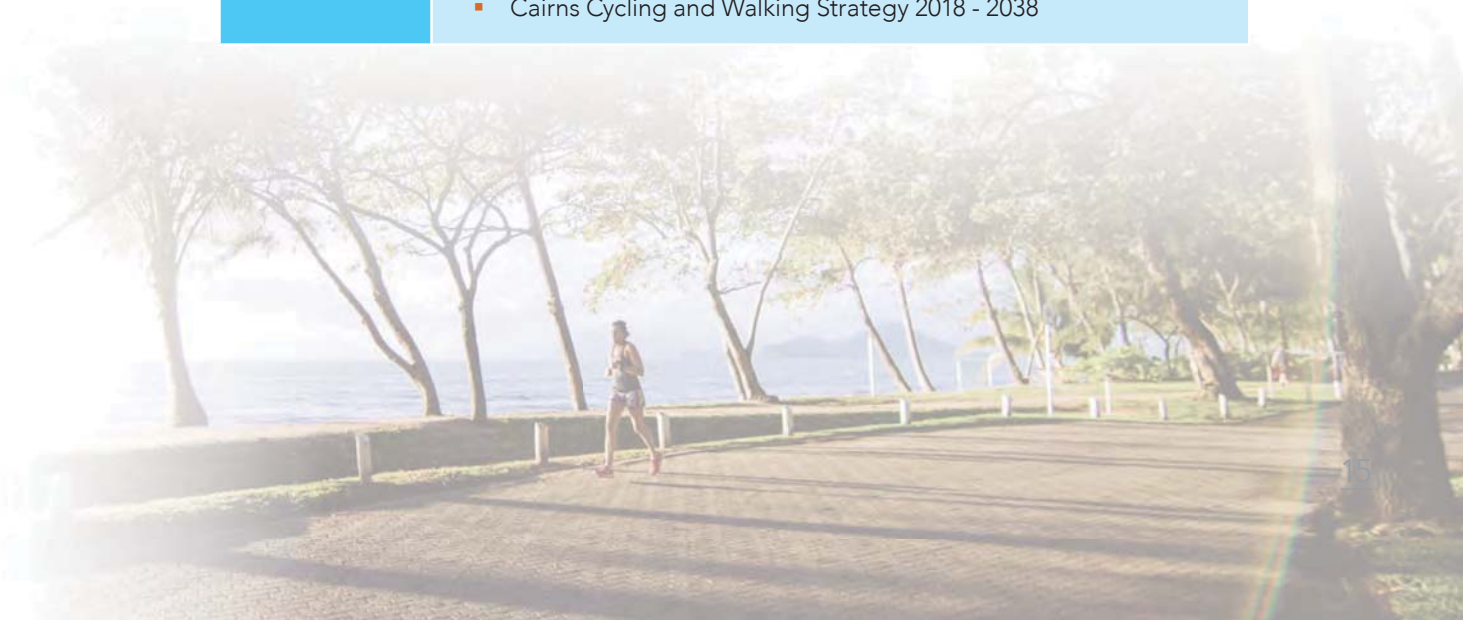
- Increased coverage of footpaths and cycleways:
  - » Constructed a network of high quality bikeway spines, including the Esplanade to Aeroglen / Stratford / Freshwater, the Redlynch, Spence Street bike paths and commencing the initial stages of the Northern Beaches Leisure Trail. There are now over 660km of paths across the region;
  - » in the latest National Cyclist Participation Survey, 57% of riders felt that conditions for riding had improved in the last 12 months and 60% of cyclists felt comfortable, or very comfortable, when riding (Australian Bicycle Council, 2017);
  - » delivered bicycle skill training workshops in 2018 aimed at women and children, with over 200 people attending the 23 classes held.



- Participated in the Healthy Active School Travel program between 2013-2014, in partnership with State Government and nine schools across the region. The program was a voluntary travel behaviour-change program aimed at primary school children to increase physical activity in children by encouraging them to use walking, cycling and public transport for their trips to/from school. As a result of the targeted activities, the participating schools have since experienced an increase of 11.2% of trips by active transport modes.
- Implemented Active Towns Pilot program (2012-2015) in association with the State Government, which combined targeted promotion and education programs with infrastructure provision to increase walking and cycling in the region (Deloitte for Department of Transport and Main Roads, 2016). Some of the key outcomes of this program for the community were;
  - » overall increase in the number of people who reported cycling more than in the previous year, 39% to 44%;
  - » 11.8km of new pathways (primarily the Southern Cycleway);
  - » 18% increase in use along existing CBD to Aeroglen Cycleway;
  - » coordinated delivery of infrastructure, policy and behaviour change projects (\$3.3 million between 2012 – 2015).

## 2.7 Key Policy Drivers

<b>National</b>	<ul style="list-style-type: none"> <li>▪ Australian National Cycling Strategy 2011 – 2016</li> </ul>
<b>State</b>	<ul style="list-style-type: none"> <li>▪ Queensland Cycling Strategy 2017 – 2027 (supported by 2 year Cycling Action Plan)</li> <li>▪ Far North Queensland Principal Cycle Network Plan (FNQPCNP)</li> <li>▪ Department of Transport and Main Roads Cycling Infrastructure Policy 2017</li> </ul>
<b>Local</b>	<ul style="list-style-type: none"> <li>▪ Cairns Regional Council Corporate Plan 2017 - 2022</li> <li>▪ Cairns Plan 2016</li> <li>▪ Local Government Infrastructure Plan (LGIP)</li> <li>▪ Cairns Shared Vision 2050</li> <li>▪ Cairns Cycling and Walking Strategy 2018 - 2038</li> </ul>



## 2.8 Benefits of Active Transport

Active transport provides tangible health benefits by increasing daily physical activity levels. In addition to the health benefits associated with physical activity, active transport reduces motor vehicle travel while improving air quality, reducing noise pollution and greenhouse gas abatement and enhancing community liveability. The below infographics illustrate the benefits for Cairns:

# Benefits

## Health



Walking or cycling to work can help achieve recommended exercise goals of 30 minutes a day for adults and is an easy way to incorporate exercise into your busy day<sup>4</sup>

**\$10Bn**

Cost to Australian businesses for sick days and poor work performance associated with mental health. Cycling has been proven to be an effective method for reducing depression and anxiety<sup>2</sup>



**41%**

Decreased risk of dying from chronic illness by commuting on a cycle compared to driving or public transport<sup>1</sup>



**65.5%**

of Cairns residents 18yrs + are overweight or obese. QLD average is 64%<sup>3</sup>



**\$32M**

The direct cost of physical inactivity to the Cairns health budget per year<sup>2</sup>

**64%**

of Cairns residents 18yrs + undertook no or little exercise in the previous week. QLD average is 67.9%<sup>2</sup>



Walking or cycling to school can help achieve recommended exercise goal of 60 minutes a day for children<sup>4</sup>



## Social

**Provides increased Travel Choices** by providing a cheap and independent mode of travel for those who might otherwise have their travel options restricted by low rates of car ownership<sup>5</sup>

**6.5% of households in Cairns don't have access to a car<sup>6</sup>**



Cycling enables people to interact socially and feel more at home in their local community. More people cycling and walking provides additional opportunity for social interaction on the streets and this enhances a sense of community<sup>5</sup>

## Environmental

**34%**

of household emissions are generated from motorised transport.<sup>2</sup> cycling and walking are zero-emission form of transport

Cycling 10km or 40 minutes each way to work would save 1500kg of greenhouse gas emissions each year<sup>5</sup>

**1500 kg**



**5.9c/km**

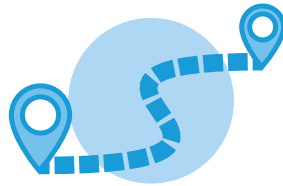
Car trips cost in CO<sub>2</sub>, air, water and noise pollution. Cycling can reduce this cost by replacing car trips<sup>7</sup>

# Economic Benefits

## For the Individual



The cost of buying and maintaining a bike is around 1% of the cost of buying and maintaining a car<sup>1</sup>



Cycling for trips of less than 5km and walking for trips of less than 2km are the most cost-effective transport options for individuals<sup>2</sup>



Cycling 10km or 40 minutes each way to work each day will save about \$1,700 per year in transport costs (including all running costs and depreciation)<sup>1</sup>

On average \$1 invested in cycling infrastructure returns almost \$5 in benefits<sup>3</sup>



Even higher returns have been found for some of Cairns' cycling projects

## For everyone

COST	BENEFIT
\$1	Cairns: Redlynch Connection Path \$12
\$1	Cairns: Northern Cycleway \$7.40
\$1	Brisbane: Veloway 1 \$5.40

## For the region

### Cycle Qld 2018

(Daintree to Cairns) injected  
**\$600,000**  
into the region<sup>5</sup>

**\$150,000**  
Spent by Bicycle Queensland  
in host towns

### Cycle Events

**\$40** Per person per day spent by Bicycle Queensland event participants in those towns. 36% of the 624 participants registered were from interstate or overseas

**\$3.5 million**

Contribution to the state's economy from the 2014 UCI Mountain Bike World Cup which was held in Cairns<sup>4</sup>

Walking and Cycling is good for business. More people walking and cycling can revitalise an area and bring increased economic dollars into the town<sup>5</sup>

Reduced cost of infrastructure due to space for walking and cycling being less than a car i.e. can move more people along a narrower corridor<sup>5</sup>

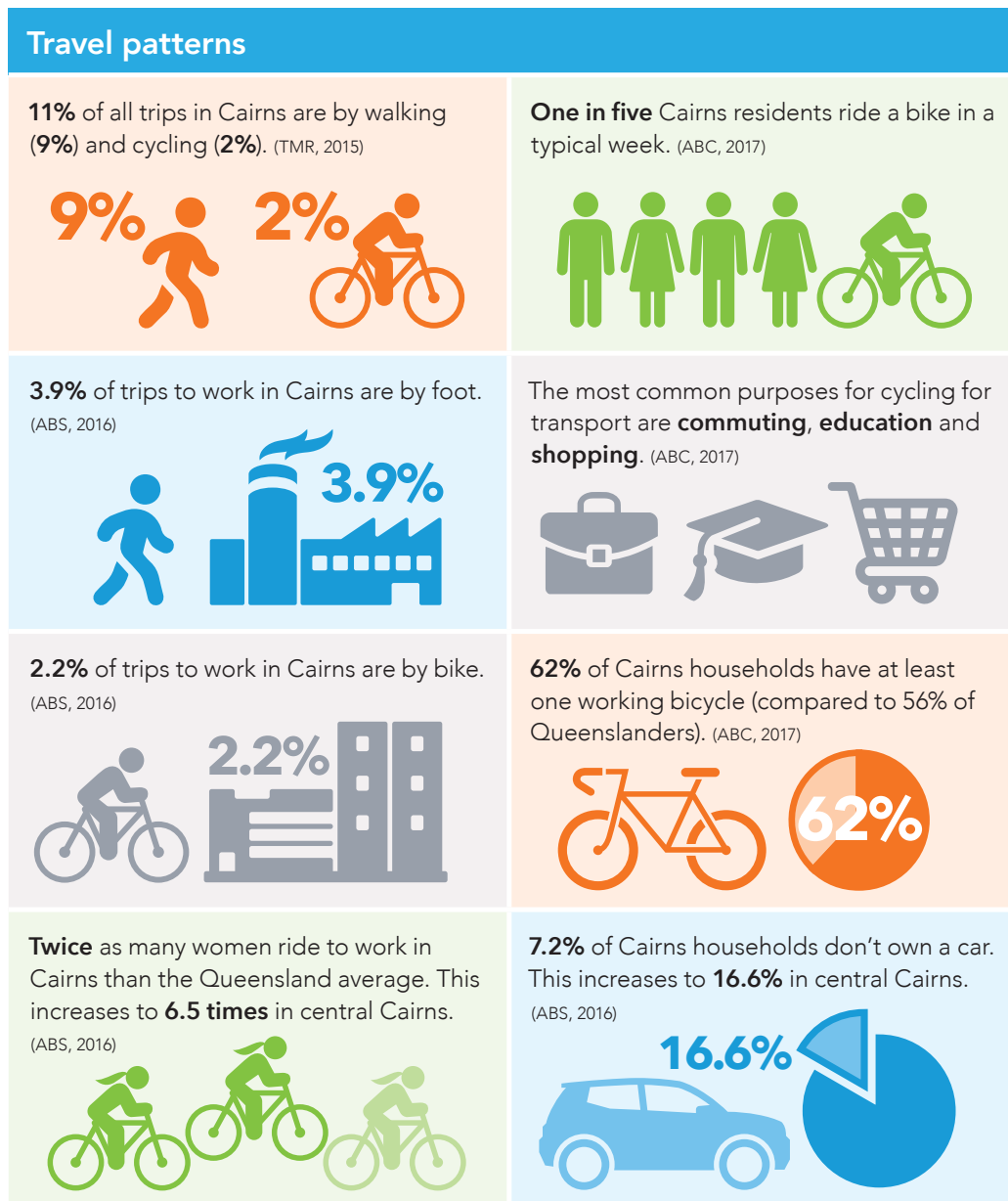
# 3. Situational Analysis

## 3.1 Cairns Travel Patterns

Compared to other regional areas of Queensland, Cairns performs well when it comes to walking and cycling trips. The 2014 Cairns Household Travel Survey results indicated that 11% of all trips are undertaken by active transport, consisting of approx. 2% by cycling and 9% by walking (Queensland Government Department of Transport and Main Roads, 2015).

This overall percentage for all trips is the highest performing region in Queensland with Cairns being the ninth highest LGA in Queensland for cycle trips to work.

The infographic below summaries Cairns active travel patterns:

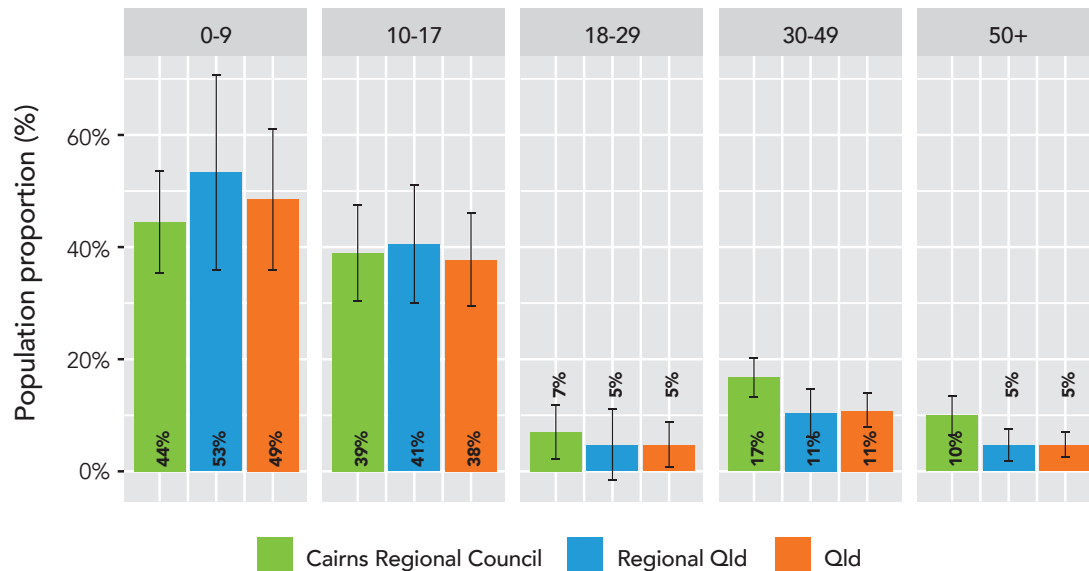




### 3.2 Cairns Cycling Participation

According to the 2017 National Cycling Participation Survey (NCPS) for Cairns, overall the LGA has higher weekly cycling participation rate of 20.2% compared to the Queensland average of 16.8%, which equates to approximately 34,200 residents riding their bike in a typical week (Australian Bicycle Council, 2017). The survey indicated there was a slight decline in the number of people riding compared to previous years, however this is pattern has been recognised nationally.

The below graph indicates cycling participation by age group in Cairns compared to regional Queensland and Queensland:



Sample: All persons, cycling participation in past week

### 3.3 Existing Active Transport Network

The Cairns active transport network is extensive and already forms a connected network with major routes connecting from the south and west to the Cairns CBD. Overall, there are 664km of footpaths, shared paths and on-road bicycle lanes in Cairns linking major and local destinations, with the footpath-network contributing to 70% of the total network. The below table indicates the breakdown of the existing walking and cycling network by area and facility type.

Existing Active Travel Network (2017)

Description	Northern Suburbs (north of Barron River)	Central Suburbs (south of Barron River to Woree)	Southern Suburbs (south of Woree)	TOTAL
Footpaths – paths less than 2m	109.6km	257.6km	90.86km	<b>458.1km</b>
Shared Paths – paths greater than 2m	6.1km	59.8km	12.2km	<b>78.2km</b>
On Road Bicycle Lanes	18km	104.8km	4.5km	<b>127.4km</b>
<b>TOTAL</b>	<b>133.7km</b>	<b>422.34km</b>	<b>107.6km</b>	<b>663.8km</b>

The existing network maps, showing paths by width, are shown in Appendix A.

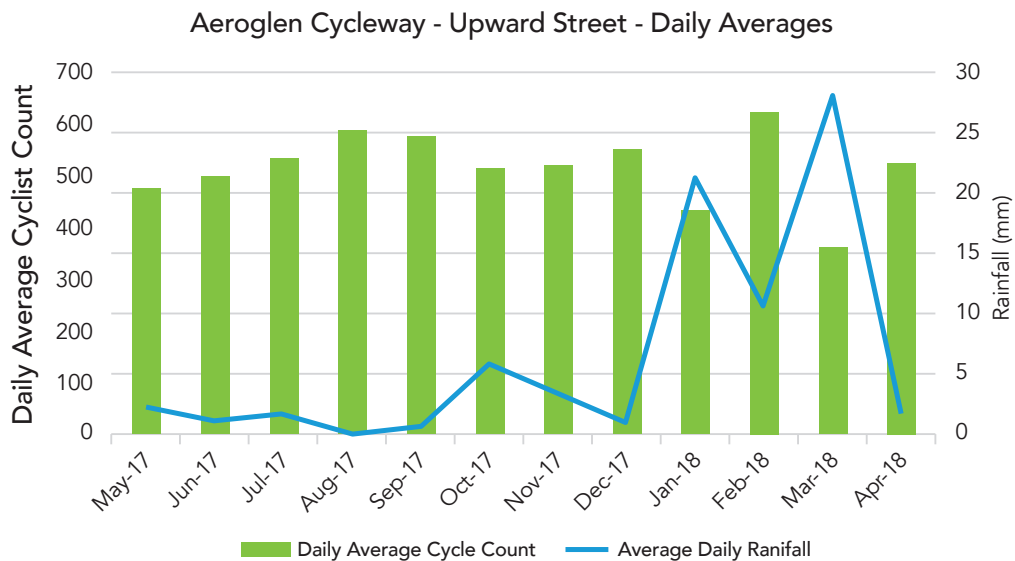
Current Far North Queensland Regional Organisation of Councils (FNQROC) Design Manual standards indicate that 2m is the minimum width for new footpaths. The majority of paths in Cairns are between 1.2 and 2m wide, with wider provision found in the Cairns CBD. Minimum width for a new footpath in Cairns is 2.0m and a shared path is 2.5m (refer Austroads Guide to Road Design, Part 6A: Pedestrian and Cyclist Paths), and more recent principal network construction is often 3m or greater, which meets the desirable standards for shared paths in Austroads.

Cairns Regional Council has embraced International best practice by providing high quality cycle facilities such as separated pathways and cycle tracks along The Esplanade, Captain Cook Highway at Aeroglen and more recently the Redlynch, Spence Street (Southern) and Mann Street bikeways. Overall, there is approx. 20km of separated pathways and cycle tracks in Cairns.

### 3.4 Existing Active Transport Network Usage

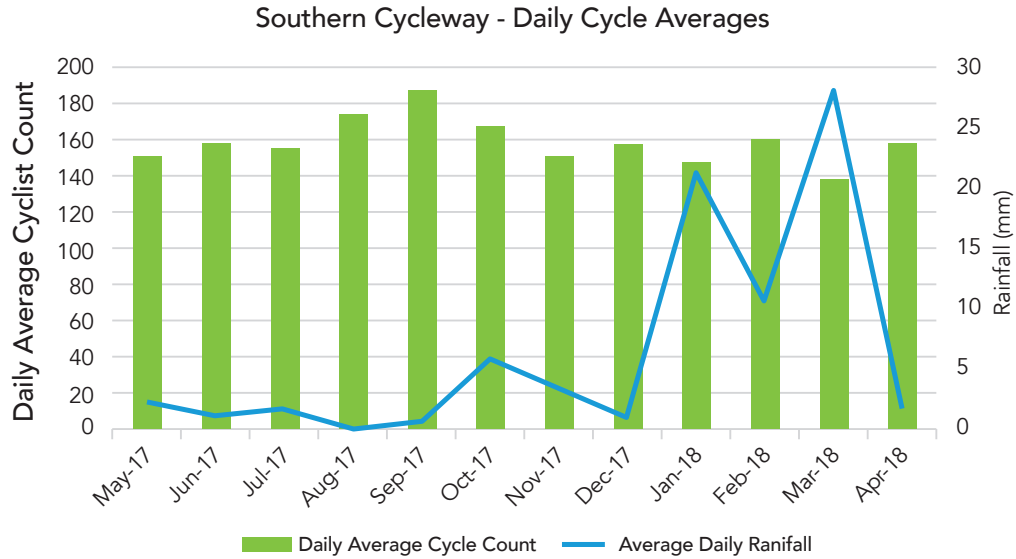
The Department of Transport and Main Roads (TMR) and Cairns Regional Council have installed permanent pedestrian and cyclist counters on a number of active transport facilities across the LGA. Count data can provide a valuable insight into travel behaviour and patterns and assist in justifying new investments. Continuing to collect data on current and future use of the active transport network is important. The below graphs demonstrate usage of the existing active transport network in Cairns:

#### CBD to Aeroglen Cycleway



- Permanent cycleway counters are located at Aeroglen Drive, and along the Esplanade at Smith Street and Upward Street.
- Upward Street is the busiest location recording up to 500 cyclists per day.
- The Esplanade at Smith Street records 200 cyclists per day and at Aeroglen Drive the volumes are lower at approx. 170 cyclists per day.
- The City Centre to Aeroglen Cycleway records consistent cyclist volumes on all days of the week including the weekends.
- Overall usage of the cycleway remains consistent throughout the year, although is at its highest in the cooler months of August/September. Numbers also reduce slightly when in high rainfall months of January and March.

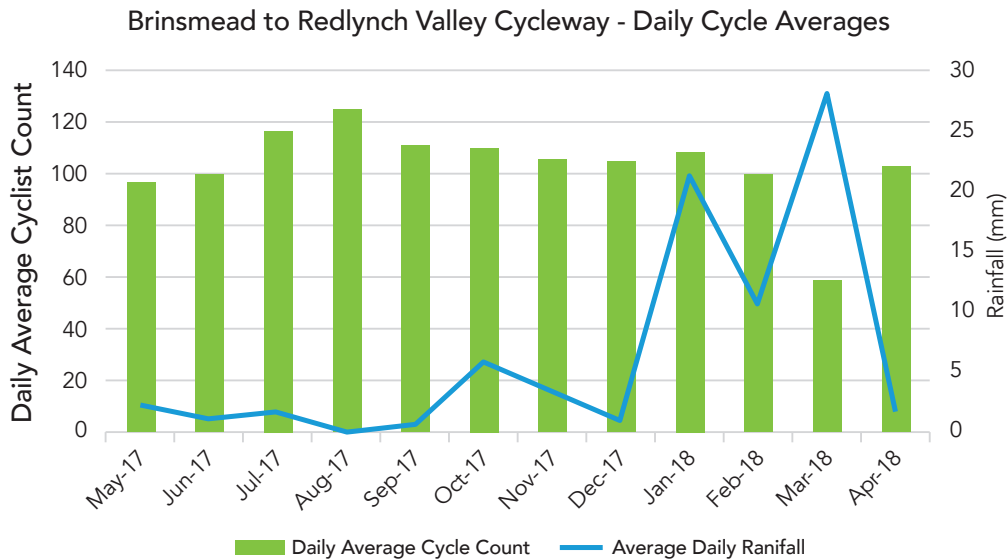
### Southern Cycleway



Source: TMR/CRC Permanent Counter 2018

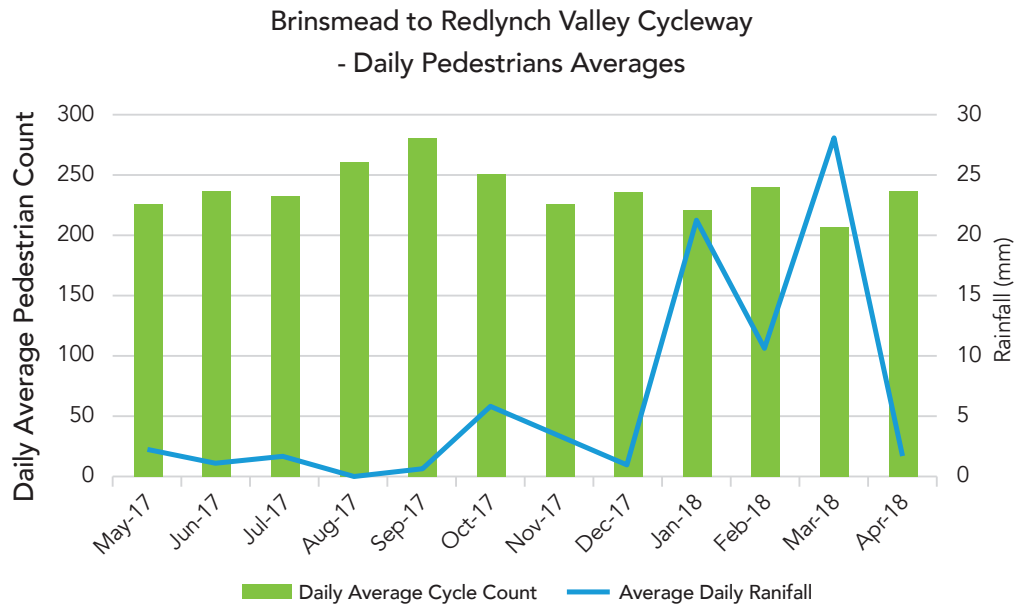
- Lower volumes of cyclists are found on the Southern Cycleway at Ogden Street, recording an average of 160 cyclists per day
- Volumes recorded are slightly less on weekends compared to week days.
- Seasonally volumes are higher during the cooler months but remain steady for the majority of the year with minor reductions in months with higher rainfall.

### Brinsmead to Redlynch Valley Cycleway



- There are 3 permanent count locations on the Brinsmead to Redlynch Bikeway
- The busiest counter site records up to 320 walkers and cyclists per day, with pedestrians making up two thirds of the numbers. Numbers increase slightly on the weekend days recording up to 450 pedestrians and cyclists.

- Similar to the Aeroglen Cycleway the numbers are highest over the cooler months, however there is less of a difference in numbers associated with rainfall. The counter recorded a significant decrease in volumes in March which recorded heavy rainfalls, however this decrease could also be attributed to Easter school holidays. January was another high rainfall month but cycle and pedestrian numbers did not decrease for cyclists. Pedestrian numbers overall are slightly less in the hotter months.



Source: TMR/CRC Permanent Counter 2018

### 3.5 Opportunities

The Cairns LGA possesses a number of factors that provide opportunities to encourage participation growth in walking and cycling. Key factors are:

- Factor 1** – Many students live within walking and cycling distance of schools.
- Factor 2** – 50% of all travel undertaken by Cairns residents is under 5km in distance.
- Factor 3** – Above average participation by women in cycling activities.
- Factor 4** – Recreational cycling and walking levels are high.
- Factor 5** – Topography and climate are favourable for walking and cycling in the region.

These factors are discussed further below, noting opportunities to support the strategies and actions for increasing walking and cycling in Cairns outlined in part 3.8.

#### **Factor 1: Many students live within walking and cycling distance of school.**

73% of primary school and 41% of secondary school students in Cairns live within 3km of their nearest school, and although not all children go to their nearest school, there is considerable potential to boost the number of trips to school by cycling and walking (Queensland Government Department of Transport and Main Roads, 2017). School safety and connectivity was one of the key outcomes from the Community Survey undertaken for this Strategy. 6% of respondents noted issues/ opportunities associated with this theme.



Survey responses highlighted that 11% of all 'trip purposes' are for education, and only 14% of those trips are by active travel means (Queensland Government Department of Transport and Main Roads, 2011). Encouraging more children to cycle to school, can improve their mental and physical health, as well as contribute towards reducing traffic congestion on the road network.

The National Cycling Participation Survey 2017 for Cairns found that the highest cycling participation rate was among children aged under 17. This group, making up 83% of the population surveyed who had cycled within the past week (Australian Bicycle Council, 2017). However, these trips are for recreation purposes and are not children walking or cycling to school.

Additionally, cycling and walking are affordable modes of transport attractive to the adult student demographic. Opportunity exists to encourage students to adopt active transport methods as transport to James Cook University (JCU), Central Queensland University (CQU) and other adult education institutions such as TAFE and English language centres. Notably, the JCU Cairns campus offers casual short stay bicycle parking, secure bicycle parking and end of trip facilities to encourage trips by walking and cycling. Bicycle access, to many of the English language centres in the CBD, is already a popular travel mode choice, evidenced by the large demand for bike parking outside many of these centres.

Encouraging more students to walk or cycle to school and university is addressed in the strategies and actions section of the Strategy.

### **Factor 2: Short trips are suitable for walking and cycling**

Approximately 62% of the Cairns population live within 10km of the Cairns CBD and 32% within 5km (approx. 50,000 people) (Australian Bureau of Statistics, 2016). Utilising active transport facilities, 5km is approximately a 20-minute cycle, 10km is a 30-40minute cycle and a 2km walk is approximately 30minutes. Cycling or walking these distances (or less) can be achievable for much of the population and thus provides a key opportunity. According to the Cairns Household Travel Survey, 50% of all travel taken in Cairns is a distance of 5km or less (Queensland Government Department of Transport and Main Road, 2015), with many of the shorter trips being for shopping/ personal reasons, or school pick-up/drop-off.

In Cairns, current travel distances by cycling average 4km, and by walking averages 1km (Queensland Government Department of Transport and Main Road, 2015). Ensuring appropriate infrastructure is provided within these catchment areas forms part of the strategies and actions of the Strategy.

### **Factor 3: Above average participation by women in cycling**

Cairns has higher cycling participation rates, for both males and females, than the Queensland average. The greatest difference can be found amongst females, with **17% of Cairns based female cyclists having cycled in the past week compared to 13% for the regional and Queensland averages** (Australian Bicycle Council, 2017). The Super Tuesday bike commuter counts undertaken in the region reinforce this pattern, indicating that of all the counts undertaken **26% of riders were female, which was above the Queensland average of 22%** (Bicycle Network, 2015).

Gil Penalosa, who runs Toronto-based consultancy 8-80 Cities, describes women cyclists as the "indicator species" for how bike-friendly a city is. *"If there aren't at least as many women as men, then usually it's because cycling is not safe enough. It's an indicator that you do not have enough good cycling infrastructure"* (Slavin, 2015).

This highlights an opportunity to capitalise on existing (relatively) high female cycling participation in Cairns, by continuing to provide high quality separated walking and cycling infrastructure such as that provided along the Esplanade and Mann Street.

Physically separated cycling infrastructure such as off road paths and separated cycle tracks make it easier and more comfortable for people of all ages and abilities to ride as an everyday activity.

#### **Factor 4: Recreational cycling and walking levels are high**

Of the residents who cycled in Cairns in the last month (at the time when respondents were surveyed), **84% cycled for recreation and 25% used a bicycle for transport**. The proportion riding for transport is lower than for other areas of Queensland (Australian Bicycle Council, 2017).

An opportunity exists for those Cairns residents who are already on the bicycle, and are confident cyclists, to convert some of their other transport related trips to cycling as well.

One of five Queensland adults walk for recreation. Walking in the bush/walking trails and jogging/running form part of the top five physical activities for Queenslanders. Targeting these existing recreational walkers and cyclists in education and encouragement programs form part of the strategies and actions of the Strategy (Australian Bureau of Statistics, 2015).

#### **Factor 5: Topography and climate favour walking and cycling**

The majority of the Cairns LGA is flat (with less than 3% grade) and therefore suitable for trips by bike or foot.

Cairns has much higher cycling participation rates compared to many of its southern counterparts, indicating that for many the weather is not a major barrier. **Cairns cycling participation in a typical month was found to be 27% compared to the Queensland average of 24.4%** (Australian Bicycle Council, 2017).

### **3.6 Constraints**

Data from the 2017 National Cycling Participation Survey for Cairns found that despite approximately 62% of Cairns residents having access to a working bicycle, only 25% of those who had ridden in the previous month, had done so for transport purposes (i.e. to school/education, work or shops) (Australian Bicycle Council, 2017).

#### **The four most common reasons for not cycling as a means of transport were:**

- It was too far
- They prefer another method
- They had too many items to carry
- Too dangerous.

Whilst the above barriers are based on people's perceptions/personal circumstances, other major barriers to active transport are associated with the built / physical environment such as: urban design, land-use planning and walking/cycle trail infrastructure. The Heart Foundation/ Cycling Promotion Fund (2014) identified some of the biggest infrastructure related barriers were:

- unsafe road conditions
- speed or volume of traffic
- safety
- the lack of bicycle lanes or trails (National Heart Foundation of Australia, 2014).

Strategies to encourage more people to cycle need to address these key barriers for existing and potential cyclists. Concerns about safety is a key barrier for cycling and is a priority to address if Council want to see more people cycling across Cairns.

**“Riding a bicycle, should not require bravery. Yet, all too often, that is the perception among cyclists and non-cyclists alike”** (Geller, 2009).

The safety fear is usually associated with vehicles and mixing with traffic.

Four general categories of cyclists, and their needs, should to be considered when designing and constructing a cycle network. Roger Geller's report, *Four Types of Cyclist*, highlights the four categories of cyclists along with their approximate proportion of the local population:

- strong and fearless (<1%) – will ride no matter the weather/ road conditions,
- enthused and confident (7%) – comfortable sharing the road with traffic but prefer to cycle on dedicated cycling facilities,
- interested but concerned (60%) – like riding a bicycle but are afraid to share space with vehicles,
- no way, no how (33%) – not interested in cycling at all, for various reasons such as topography, inability or a complete lack of interest (Geller, 2009).

Whilst this analysis has been based in the city of Portland, USA various analyses have been undertaken in cities around the world that support this view.

The strategies and actions of this Strategy aim to address these barriers, through the provision of infrastructure that is safe. Other interventions such as traffic speed management and signal programming can also improve safety. This will address the community's concerns for safety and connectivity, by the adoption of supportive policy and by undertaking promotion, education and marketing campaigns.

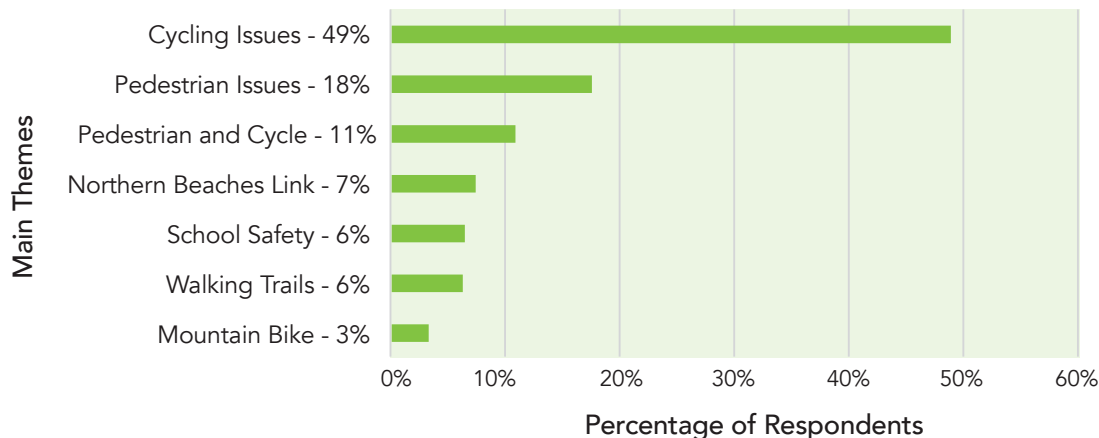
**Creating supportive environments to support cycling, which addresses the community's key barriers to cycling is important.**

### 3.7 Community Consultation

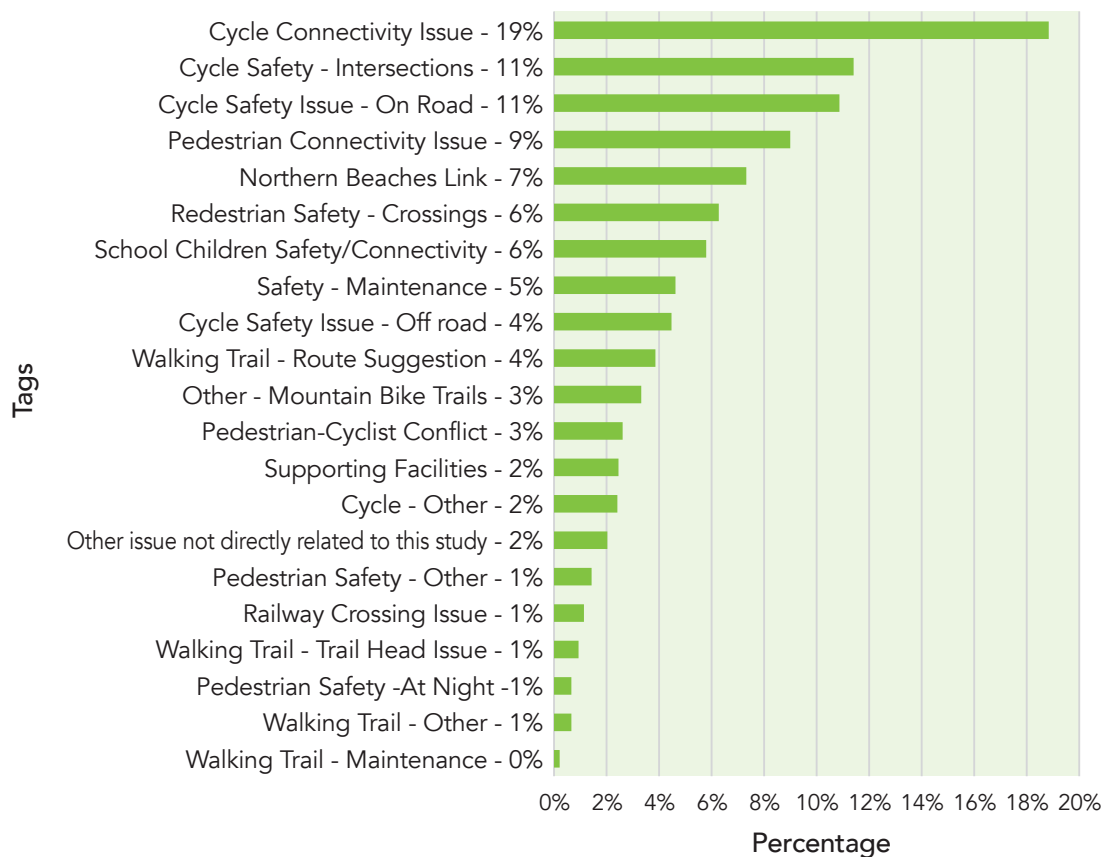
Between 19 February and 19 March 2018, an online community engagement survey was undertaken. The survey allowed the community to place comments and feedback on cycling, walking and walking trail issues and opportunities on a map of the Cairns LGA, utilising the Social Pinpoint platform. During the month-long survey, the website received approximately 1,570 visits and 728 comments, which were analysed and utilised as input into the Cairns Cycling and Walking Strategy. Appendix B contains the detailed community engagement results.

All comments received were tagged by issue category to understand the key themes raised by the respondents. A total of 1,435 tags were submitted. Based on this, main themes evolved on walking trails, pedestrian issues, cycling issues, pedestrian and cycle related issues, Northern Beaches link, school safety and mountain bike trails. The below graphs illustrates the breakdown of these themes by number of responses. Results indicate that the majority of issues/opportunities raised in the responses were cycling related. The more detailed issues associated with these can be found in the second graph.

### Main Themes – All Tags



### Issues/Opportunities - Total of All Tags

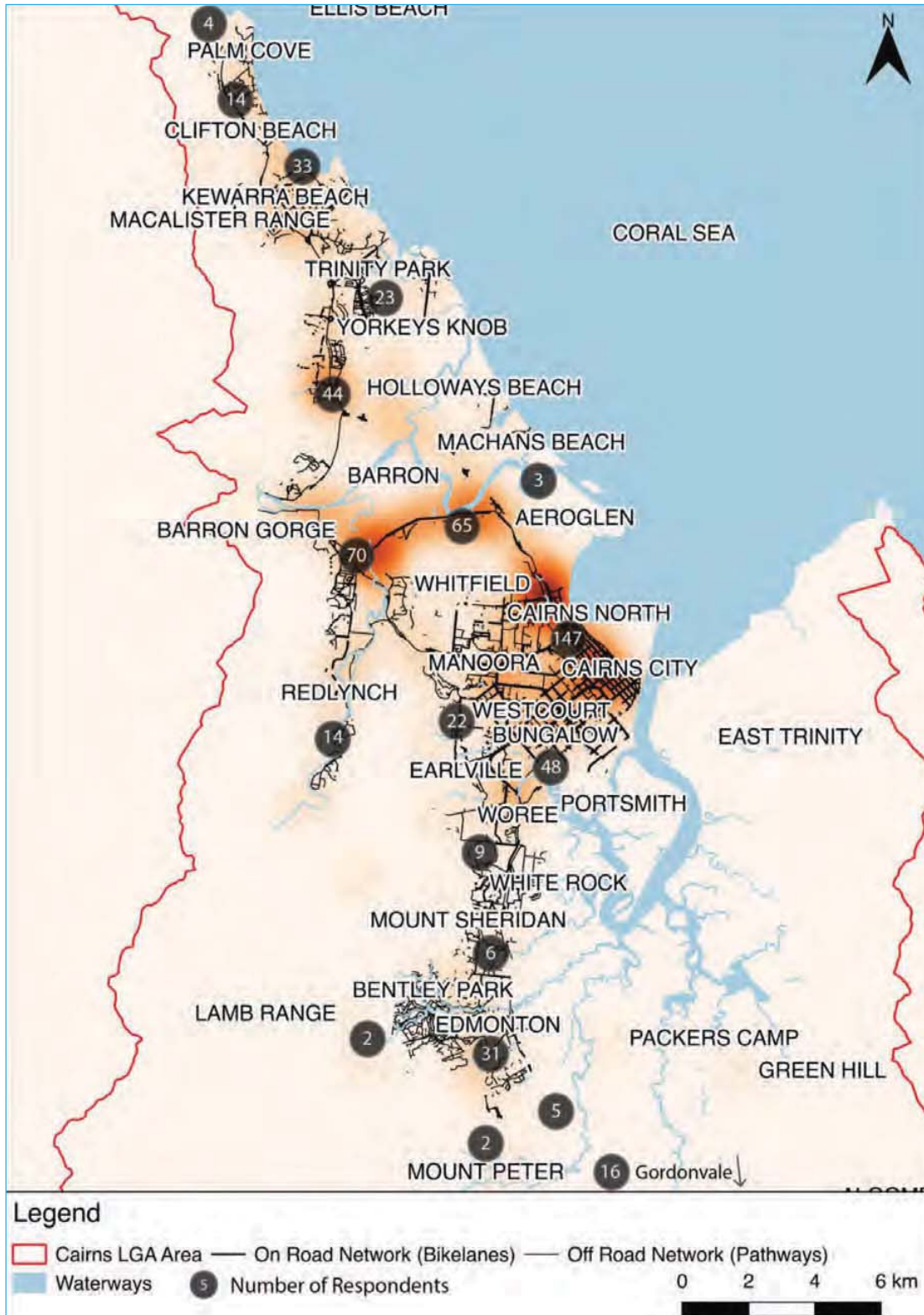


The majority of comments concentrated around the Cairns CBD, followed by Freshwater and Stratford (refer to the below Heat Map image). As the majority of existing active transport infrastructure is, it makes sense that many comments were around these areas.

Other location themes noted from the analysis were associated with lack of connectivity across: Northern Beaches, the Barron River, Edmonton and Gordonvale (across the Bruce Highway). Safety concerns at roundabouts, intersections, rail crossings and routes for school children were other major themes raised by the community.



## Cairns Cycling and Walking Strategy Survey Results Heatmap - Overall Results



### 3.8 Target audience

In planning for the provision of infrastructure on cycle/walking networks; consideration needs to be given to the target audience for the proposed: target markets, users and preferred infrastructure needs. The four types of trips cyclists and walkers make are:

1. Short distance commutes – 31% of work trips in Cairns are less than 5km (Queensland Government Department of Transport and Main Roads, 2015).
2. Recreation – 28% of residents in Cairns cycle for social or recreational trips with 54% noting better connections between bike paths, parks and swimming pools as a priority (Australian Bicycle Council, 2017).
3. Trips to school – 70% of respondents rated better connections between bike paths and schools as a priority action (Australian Bicycle Council, 2017).
4. Everyday household trips – 27% of shopping/personal trips at less than 2kms and 52% of respondents rated better connections between paths and shops as a priority action. (Australian Bicycle Council, 2017).



## 4. Strategy

### 4.1 Vision

Council's vision for active transport in Cairns is:

**To develop a more active and connected community by supporting more people to walk and cycle, more often.**

Council will achieve this by:

- Delivering a safe and attractive network that encourage new riders, families and vulnerable users;
- Creating a municipal-wide connected network, taking people to where they want to go;
- Informing the community, and visitors, about their travel choices; and
- Creating a strong community walking and cycling culture.

### 4.2 Strategic Actions

To respond to the opportunities identified and achieve Council's Vision, the Strategy includes four key strategies. Each strategy includes a signature project and actions to achieve the strategy.





## STRATEGY 1: Development of a safe and connected network

<b>SIGNATURE PROJECT 1</b>	Safe routes to school - deliver infrastructure improvements within 3km of schools e.g. providing road crossings and missing pathway links around schools.
<b>ACTION 1</b>	Deliver a proritised program of works to achieve a safe and connected cycle network.
<b>ACTION 2</b>	Deliver a proritised program of works to achieve a safe, connected and attractive pedestrian network.
<b>ACTION 3</b>	Review and maintain asset management.

The development of an updated active transport network for Cairns has taken into consideration:

1. The network plan developed in 2010. Utilised as the starting point, the 2010 plan was updated for networks since constructed and other aspects as noted.
2. The CairnsPlan 2016, to understand new development areas and network changes. Including the LGIP, in relation to the regional trunk pedestrian and cycle network.
3. Coordination with the Far North Queensland Principal Cycle Network Plan.
4. Committed and planned infrastructure projects, i.e. the Smithfield Bypass and Bruce Highway Upgrade (Queensland Government Department of Transport and Main Roads, 2010).
5. Desire lines and missing links, utilising updated land use maps and generators such as tourism sites.
6. Recognised opportunities and barriers including topography, heavy vehicle/dangerous good routes, major roads, rail and cane-rail lines, creeks, rivers, and environmental considerations i.e. conservation and habitat areas.

### 4.3 Strategy 1 – Action Plan

Taking into account the cycle and pedestrian network requirements, as well as the results of the community consultation, the following actions are proposed to contribute towards delivering a safe and connected pedestrian and cycle network:

### 4.4 Signature Project 1 – Safe Routes to School

A key issue raised, via consultation for the Strategy, was improvements for children walking and cycling to school. A specific program to address infrastructure improvements around schools should be investigated e.g. providing road crossings and missing pathway links within 3km of schools. Implementation of this action should be co-ordinated with Signature Project 3 – Active School Travel Program.



#### 4.5 **Action 1 – Deliver a prioritised program of works to achieve a safe, connected and attractive cycle network:**

- 4.5.1 Prepare future network plans for cycling infrastructure, including priority infrastructure.
- 4.5.2 Ensure all infrastructure meets Australian and FNQROC design standards.
- 4.5.3 Review Council’s Access and Inclusion Action Plan and adopt appropriate targets for active transport infrastructure to ensure compliance with the Access and Inclusion Plan.
- 4.5.4 Incorporate design features aimed at increasing priority use by cyclists. Where appropriate design features could include: separation of cyclists and motor vehicles and prioritised treatments of the principal off-road shared-path network across low volume streets.
- 4.5.5 Investigate, develop safety measures / treatments for roundabouts and intersections and prepare an implementation plan to deliver the safety upgrades.
- 4.5.6 Review design standards in FNQROC Development Manual to ensure the design characteristics in 5.5 are adhered to.

#### 4.6 **Action 2 – Deliver a prioritised program of works to achieve a safe, connected and attractive pedestrian network:**

- 4.6.1 Prepare corridor plans for priority pedestrian spines to identify and deliver improvements and works. Works could include footpath provision, shade/shelter, seating and improved crossings (e.g. reduced delays and crossing distances).
- 4.6.2 Review intersections in Cairns CBD to identify improvements for pedestrians such as; reduced delays, crossing distances, installation of timer countdowns for pedestrians and targeting pedestrian spines and activity streets. These improvements can link to Council’s recent implementation of a 40km/hr speed limit in the CBD.
- 4.6.3 Trial “Pop Up” pedestrian and cycle infrastructure and tie-in with community events to gather feedback and promotion (e.g. pedestrian squares, lunchtime closures of streets, scramble crossings).
- 4.6.4 Review design standards in FNQROC Development Manual to ensure the design characteristics in 5.7 are adhered to.
- 4.6.5 Undertake more detailed local area planning for cycling and walking to finalise connections to local destinations and opportunities.

#### 4.7 **Action 3 – Review and maintain asset management**

- 4.7.1 Ensure asset management systems incorporate regular maintenance of cycle and pedestrian facilities, such as sweeping road shoulders of debris and trimming overhanging branches on pathways.
- 4.7.2 Promote existing processes for community members to report maintenance issues to Council.
- 4.7.3 When footpaths are replaced under renewal programs, ensure they are widened to meet current standards, where possible.
- 4.7.4 Undertake footpath renewal and maintenance based on the Level of Service star rating system detailed in Council’s Transport Asset Management Plan.





## STRATEGY 2: Provision of supporting infrastructure

<b>SIGNATURE PROJECT 2</b>	Active transport wayfinding signage - Implement wayfinding signage as part of the delivery of major active transport corridors. Existing wayfinding signage on the active transport network will also be audited and locations requiring new signage identified.
<b>ACTION 4</b>	Deliver mid-journey and end-of-trip facilities.
<b>ACTION 5</b>	Investigate and deliver urban cooling measures.

In addition to providing a safe and connected network as discussed Strategy 1, it is also important to provide the networks' attractive and comfortable supporting infrastructure. Appropriate infrastructure facilities can work to create a high-quality attractive network, which in turn should assist in getting more people cycling and walking. Supporting infrastructure can include wayfinding signage, mid and end of trip facilities, lighting and elements to improve aesthetics and comfort such as shade/shelter, seating, tables and water fountains.

Mid-trip facilities are those items which make people feel comfortable whilst on their journey such as water fountains, rest spots, shade and shelter. For longer recreational trips, mid-trip facilities can also include toilets. End of trip facilities include items that users need at the end of their journey such as bicycle parking, lockers and showers.

The need for supporting infrastructure was raised during the community and stakeholder consultation for the Strategy. Recommendations included: signage for improve legibility and navigation around the network, toilet facilities, water fountains, bins; trees to reduce heat islands, showers, lockers, secure bike parking in a central CBD location and practical visible bicycle parking.

**"The more street trees along the footpath network, the more likely residents are to walk for 60 minutes each week"** (Hooper, Knuiman, Foster, & Giles-Corti, 2015)

In the Cairns 2017 National Cycling Participation Survey, requested actions for Council to consider as ways to encourage bike riding were: more signs to highlight bicycle routes (53% nominated as high priority); and more bicycle parking (42% nominated as high priority) (Australian Bicycle Council, 2017).

## 4.8 Bike parking in CBD

Council audited the locations of bike racks in the CBD in June 2019. The following map illustrates current locations of bike racks in the CBD, as well as proposed locations where demand may require future bike rack installations:



## 4.9 Bike parking principles

The following principles apply to Council's installation of short-term bicycle parking:

- 4.9.1** Close to user's destinations – should be short distances to end destination i.e. at least within 100m but ideally within 30m. Locations to target should include areas with: high visitation, work places, community facilities, parks, sporting facilities, aquatic centres, foreshores, tourist attractors, shopping centres and educational facilities including English language centres, in a visible and obvious location e.g. close to entrances to building.
- 4.9.2** Crime Prevention through Environmental Design and safety – using safe locations, taking into account passive surveillance, lighting, and protection from motor vehicles.
- 4.9.3** Complimentary – functions with existing amenities. Usability takes into consideration landscaping, a well-maintained area, shelter from weather and racks to meet Australian Standards.
- 4.9.4** Accessibility – compliant with standards and easily accessible (e.g. has ramps to access from road) and does not impede on other users' access.
- 4.9.5** Provision - adequate facilities to meet user demand, refer to Austroads for guidance (Blackett & van den Dool, 2016).

## 4.10 Strategy 2 – Action Plan

In response to best practice and requests from the community, Council will deliver mid-journey and end-of-trip facilities to support a comfortable and attractive active transport network.

## 4.11 Signature Project 2 – Deliver active transport wayfinding for the network

Directional and wayfinding signs are a critical component of the network. This project will continue to implement wayfinding signage as part of the delivery of major active transport corridors, connecting major destinations. Existing wayfinding signage on the existing network will also be audited and locations requiring new signage identified and installed.

## 4.12 Action 4 – Deliver mid-journey and end-of-trip facilities

**4.12.1** Investigate locations for Cairns CBD end-of-trip facilities. This could be co-located with existing shower/change facilities on the Esplanade, at the Lake Street bus station or other similar location.

The facilities required include: secure bicycle parking, showers, change rooms and lockers. Some end-of-trip facility centres are tied to bike shops who offer bike maintenance and servicing support. Identify opportunities to deliver this action in partnership with private sector.

**4.12.2** Continued provision of short-term bicycle parking in the Cairns CBD to meet short-term user demand.

**4.12.3** Commence an annual program to deliver bicycle-parking facilities at major destinations including activity centres, parks, sporting destinations, community facilities and schools.

**4.12.4** Investigate the installation of lighting where shared paths carry a substantial number of cyclists during periods of darkness i.e. dawn, dusk and during the night.

**4.12.5** Continue to provide mid-trip facilities as part of network delivery i.e. seating, water fountains, shade/shelter, toilets and rest areas.

## 4.13 Action 5 – Investigate and deliver urban cooling measures

**4.13.1** Identify actions, suitable to the Cairns environment, to assist in reducing urban heat on the active transport network. Trees are the most successful urban cooling strategy and can reduce temperatures significantly; however, they can be incompatible with some parts of the network. Other options are awnings/shade structures, other plantings, grass, vertical walls, cool pavement materials, heat reducing colours, permeable paving, evaporative cooling and water features (Osmond & Sharifi, 2017).

**4.13.2** Identify key corridors and locations for implementation of urban cooling measures and ensure recommended actions are carried over into new pathway design and construction.



### STRATEGY 3: Encouragement and promotion

<b>SIGNATURE PROJECT 3</b>	Active School Travel Project - deliver targeted program to support and encourage active travel to schools, coordinating with delivery of infrastructure identified in Signature Project 1.
<b>ACTION 6</b>	Promote and encourage active transport.
<b>ACTION 7</b>	Educate the community on walking and cycling to improve safety and increase user confidence.

Infrastructure is only one component of getting more people to use active transport. Promoting and encouraging people to use the infrastructure is just as important.

Council has had past successes with many promotional programs. Participation in the Healthy Active School Travel Program, and the Cairns Active Towns Pilot Program. The latter involved delivery of active transport infrastructure in association with a targeted promotion through events and education programs. More recently Council has conducted cycle training workshops targeting specific user groups (e.g. females of all ages), which have proven very popular with the community and successfully built skills and confidence in riders.

The key elements of this action include:

- Encouragement and Promotion – providing information on networks and promoting their use via events and activities.
- Education to improve safety and increase user confidence.
- Cultural change – primarily focussed on the education of drivers and cyclists that the road is for everyone, and all should be mindful of each other's needs and rights.

#### 4.14 Cycling for Tourism and Recreation

Cairns already possess strong base for cycling related tourism. Many existing regional events have high community participation as well as attracting interstate and international participants i.e. Mountain Bike World Championships, annual triathlons, Cairns to Cooktown Cardiac Challenge, Townsville to Cairns Bike Ride for Cancer, Cairns Ironman and Cairns to Karumba Bike Ride, the Croc Trophy, Reef to Reef and the RRR. Encouraging the community to participate in these events can introduce them to cycling and walking/running, which will build their confidence and potentially get them to consider cycling as a form of transport. Cycling as a tourism activity also has the potential for significant economic growth in the region.

Bicycle Queensland research into past events indicates that their annual Cycle Queensland tour significantly benefits local communities, with the tour injecting an estimated \$600,000 into the host region. Bicycle Queensland spends approximately \$150,000 in host-towns and tour participants spend on average a further \$40 per person per day in those towns (Bicycle Queensland, 2017).

**“Evidence suggests bicycle tourists stay longer, spend more, and support smaller businesses. Qld is the perfect destination for bicycle tourism... About 20% of riders already registered in the eight-day Cycle Qld tour from the Daintree to Cairns in September this year are from interstate or overseas, demonstrating the strength of Qld’s credibility as an adventure and ecotourism drawcard”** (Bicycle Queensland, 2018). Final data for this 2018 event found that 36% of the 624 participants were from interstate or overseas.

Similarly, the Mountain Bike World Championships in 2014 contributed \$3.5 million to the state’s economy (Mason, 2016). The recently announced 76km Wangetti Trail linking Palm Cove and Port Douglas has the potential to be a significant tourist attraction for FNQ for walkers and mountain bike riders.

#### 4.15 Strategy 3 – Action Plan

The delivery of travel behaviour-change and education programs can be a cost-effective method of inducing more people to walk and cycle, when compared to the high cost of infrastructure. Targeted programs can be delivered to encourage people to cycle more often for more trip purposes.

#### 4.16 Signature Project 3 – Active School Travel Program

Deliver a targeted program to support and encourage active travel to schools, co-ordinated with delivery of infrastructure identified in Signature Project 1.

Build on the success and the knowledge created via the HAST Program by implementing an Active School Travel program. Delivery of the promotion to schools via inclusion in existing events and activities such as national Walk2School day, Ride2School days, bike/walk buses and bike week. The program could be targeted to priority schools where infrastructure provision is identified in Signature Project 1 (Safe routes to school). Coordinate the promotion of new walking and cycling infrastructure with schools as part of the promotional activities undertaken for new infrastructure (see action 6.3).

#### 4.17 Action 6 – Promote and encourage active transport

- 4.17.1 Prepare and implement a social media strategy to promote and inform the community on walking and cycling and to start community conversations on relevant issues. This could include specific messages to different target audiences based on age groups or purpose of walking/cycling trip (e.g. encouraging recreation cyclists to try trips to work)
- 4.17.2 Provide interactive maps on walking and cycling, incorporating up to date networks and interactive route planners. Support Council’s myCairns app to provide a route planner for cycling and walking in Cairns and on Council’s web site. Information can also be provided on walking trails, mountain bike trails, road racing routes and events such as community races, challenges and fun runs/rides/walks at the same location. Utilise local Visitor Information Centres and Tourism Organisations i.e. TTNQ, to leverage their domestic and international distribution channels on all offerings.
- 4.17.3 Build on the success of Active Towns by promoting new infrastructure, once complete, to ensure the benefits of infrastructure investments are realised and become popular travel choices for the community. Undertake targeted promotion of new facilities to the surrounding and broader community via mechanisms such as maps, newsletters, community events, media releases and social media strategies to start community conversations on cycling. Inclusion of behavioural change messaging such as “Did you



know it is only 5 minutes to walk to the shops from here?" could be used to encourage people to walk more often for short trips.

- 4.17.4 Participate and promote statewide and national events that promote cycling and walking. Similar to the Active School Travel Program, utilise existing events and activities to promote cycling in the LGA e.g. Bike Week festivities, National Ride2Work Day, Share the Road campaigns, Heart Foundation Walking program.
- 4.17.5 Continue to work with other agencies to deliver and promote recreation and tourist based walking and cycling events, destinations and opportunities in the region. Promote the economic and lifestyle benefits these events have for local residents.
- 4.17.6 Undertake a Ride to Work program for Council staff – lead by example and encourage staff to ride to work. Participate in State and National ride to work days, promote end-of-trip facilities to new and existing staff. Invite key council stakeholders and partners to 'join in the fun'.
- 4.17.7 Investigate providing a bicycle fleet (including e-bikes) for Council staff to ride to CBD meetings and site visits.

#### 4.18 **Action 7 – Educate the community on walking and cycling to improve safety and increase user confidence.**

- 4.18.1 Investigate mechanisms to deliver annual 'BikeEd' to schools in the LGA, in partnership with local community groups.
- 4.18.2 Continue to work with cycling groups on encouraging new participants via community education forums and annual bike rides. Target vulnerable and under-represented user groups i.e. children, women and seniors. Other engagement program activities could include bike buddy programs, cycle recycle days/bike swaps, community challenges and style over speed rides.





## STRATEGY 4: Planning walk and cycle friendly communities

<b>SIGNATURE PROJECT 4</b>	Incorporate best practice principles and revised active transport network plans into planning instruments - incorporate revised bicycle and pedestrian network plans as overlays in the next planning scheme (CairnsPlan 2016) review and update Local Government Infrastructure Plan (LGIP) with priorities identified as part of this Strategy.
<b>Action 8</b>	Integrate active transport into all planning and design.
<b>Action 9</b>	Incorporate best practice principles for walking and cycling into next review of planning scheme.

New communities and developments are a key opportunity to ensure the environment created for active transport is high quality and enabling sustainable habits for new residents or businesses. There are elements of a built environment that can influence travel behaviour and achieve greater levels of physical activity in the community. Element characteristics include residential density, proximity to destinations, grid like street patterns and networks, which make it easier to walk and cycle around, rather than drive. The provision of appropriate infrastructure in these areas is also crucial.

There are a range that of concepts, such as '15-minute compact neighbourhoods', which offer multiple mixed-use destinations within walking and cycling distances, that allow for high quality public realm within its standards. These concepts ensure appropriate provisions for bicycle parking and end-of-trip facilities are included in new commercial and residential developments, and included in updates to the active transport network plan in future reviews of the planning scheme. New communities should be cyclable and walkable as a whole to reduce reliance on car travel.

Continuing to monitor and review the current walk and cycle strategy and network plan is also important to achieving high quality outcomes. Council and TMR already collect data on the use of the network via data counters (permanent and temporary), participation surveys, event attendance and community consultation on projects. It is recommended these activities continue so measuring the success of the Strategy can be considered at its next review.

### 4.19 Strategy 4 – Action Plan

Active transport networks must be integrated into all levels of planning, delivery and approval of new developments, across all Council departments in order to achieve the vision. Ongoing monitoring of the strategy and its implementation should occur.

#### 4.20 **Signature Project 4 – Incorporate best practice principles and revised active transport network plans into planning instruments**

Incorporate revised bicycle and pedestrian network plans as overlays in the next planning scheme (CairnsPlan) review, and update Local Government Infrastructure Plan (LGIP) with priorities identified as part of this Strategy.

#### 4.21 **Action 8 – Integrate active transport into all planning and design**

- 4.21.1 Incorporate walking and cycling infrastructure into all transport projects. Continue to deliver cycling and walking infrastructure as part of road/intersection upgrades and road resurfacing projects where they are part of the strategic cycling network.
- 4.21.2 Ensure active transport planning and infrastructure is considered in all Council and State Government projects in the region.
- 4.21.3 Partner with State Government to deliver regional planning which supports and encourages active transport, including walk and cycle friendly communities and infrastructure.

#### 4.22 **Action 9 – Incorporate best practice principles for walking and cycling future review of planning scheme**

- 4.22.1 Review Council standards for cycling and walking infrastructure. Review existing on-road and pathway network standards to ensure they meet latest Austroads and Queensland Guidelines requirements.
- 4.22.2 Review bicycle parking and end-of-trip facility requirements for new developments, to ensure they meet best practice provisions.
- 4.22.3 Update overlays with new active transport network plans.
- 4.22.4 Promote active healthy communities design principles and resources to developers.
- 4.22.5 Update Local Government Infrastructure Plan (LGIP) with identified priorities from the Cairns Active Travel Strategy.

#### 4.23 **Action 10 – Monitor and review Active Transport Strategy**

- 4.23.1 Collect and review regular active transport network and participation data for benchmarking.
- 4.23.2 Undertake a review of the Strategy including the action plans and network plans every five years to monitor and report on implementation successes.



## 5. Network Implementation Plan

In accordance with the provisions of this strategic plan as well as the insights gleaned from stakeholder and community engagement and the industry best practice review, a Network Plan has been developed. The Network Plan encompasses a number of elements and shall serve as a blueprint for a system of cycling and walking routes that may be integrated into the existing and proposed road network, land developments and transport schemes within the region. This will ensure active transport principles and infrastructure feature not only in local decision-making but also informs the broader regional and state wide planning perspectives.

### 5.1 Elements of the Network Plan

The Network Plan aims to connect people to where they want to go and with facilities that are safe and convenient. There are five key elements that comprise the Network Plan will ensure the fit-for-purpose cycling network is delivered:

1. **Network Hierarchy** – This modern classification system determines the function of the route based on the types of activities that take place along the network.
2. **Standards** – Defined “standards” inform planning, provision, development and management decisions and are aligned closely with the network hierarchy. In this Strategy, prescriptive standards have been articulated from both a technical and a customer perspective.
3. **Costs** – Adopting a consistent and strategic approach to the provision of the network has enabled standard costs/rates to be developed which will in turn lead to more accurate budgeting.
4. **Priorities** – The adopted framework enables equitable, consistent and transparent mechanism to rank and prioritise parts of the network.
5. **Implementation** – The Strategy culminates into an overall implementation plan, which will give direction and certainty for Council and the community.

### 5.2 Cycle Network

An updated cycle network is presented in the mapping within Appendix C and the schedules provided in Appendix F. The network has been grouped by function in a hierarchy after consideration of the general function of each route. The following tables document the hierarchy. The design considerations and ideal facility types discussed are indicative and may vary based on site specific constraints and opportunities.

### 5.3 Cycle Network Hierarchy

Description	Function
Principal	<ul style="list-style-type: none"> <li>Connects major regional destinations including centres, employment, schools, universities, recreation destinations</li> <li>Incorporates the PCNP identified by State Government.</li> <li>Identifies potential principal connections where significant urban growth has been identified but land use /transport planning has not yet been finalised.</li> </ul>
Local	<ul style="list-style-type: none"> <li>Connects residential area to principal routes</li> <li>Connects to local destinations such as parks, community facilities, and local shops.</li> </ul>
Strategic Investigation Routes	<ul style="list-style-type: none"> <li>These are opportunities for future cycle links but require further investigation before finalizing. Include opportunities such as disused rail lines or connections along or across creeks, which create a short direct link but further feasibility, investigation is required.</li> </ul>
Training	<ul style="list-style-type: none"> <li>Scenic cycle routes used by sport or touring cyclists.</li> </ul>





## 5.4 Cycle Network Hierarchy and Requirements

Description	Function	Characteristics	Design Considerations	Ideal Facility Types*
Principal	<ul style="list-style-type: none"> <li>Connects major regional destinations including centres, employment, schools, universities, recreation destinations</li> <li>Incorporates the PCNP identified by State Government</li> <li>Identifies potential principal connections where significant urban growth has been identified but land use /transport planning has not yet been finalised.</li> </ul>	<ul style="list-style-type: none"> <li>Primary transport or recreational route between activity centres and other destinations</li> <li>Needs to cater for a variety of trip types with a focus on commuting, education and utility</li> <li>Provides connections to/from surrounding local governments</li> <li>Caters for higher speed commuter cyclists but also provides facility types, which encourage new and "interested but concerned" potential users.</li> <li>Longer distance connections</li> <li>Caters for higher volume of cyclists</li> <li>Most direct, convenient route</li> <li>Favourable topography</li> </ul>	<ul style="list-style-type: none"> <li>Safe, continuous, visible and legible</li> <li>Continuous routes with limited interruptions i.e. limited delays, limited road crossings, free of barriers</li> <li>Caters for higher speed cyclists (20-40km/h)</li> <li>When on road, should ideally be separated from cars</li> <li>When off road, routes should be separated from pedestrians when demands warrant</li> <li>Wayfinding signage</li> <li>Mid and end of trip facilities</li> <li>Lighting on routes with high numbers of commuting cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Separated Cycle Tracks (preferred)</li> <li>Shared Paths (preferred)</li> <li>On road bicycle lanes (suitable)</li> <li>Cycle Streets and Bicycle Advisory Lanes (suitable)</li> </ul>

Description	Function	Characteristics	Design Considerations	Ideal Facility Types*
<b>Local</b>	<ul style="list-style-type: none"> <li>Connects residential area to principal routes</li> <li>Connects to local destinations such as parks, community facilities, local shops</li> </ul>	<ul style="list-style-type: none"> <li>Distributes residential suburbs to the principal routes</li> <li>Feeder route to principal routes</li> <li>Needs to cater for a variety of trip types with a focus on commuting, education and utility</li> <li>Caters for medium to low volumes of cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Safe and convenient routes</li> <li>When on road, routes can be shared with motor vehicles but at low speeds and low traffic volumes</li> </ul>	<ul style="list-style-type: none"> <li>Shared paths</li> <li>On road bicycle lanes</li> <li>Cycle Streets and Advisory Bicycle Lanes</li> </ul>
<b>Strategic Investigation Routes</b>	<ul style="list-style-type: none"> <li>These are opportunities for future cycle links but require further investigation before finalizing. Include opportunities such as disused rail lines or connections along or across creeks which create a short direct link but further feasibility investigation is required</li> </ul>	<ul style="list-style-type: none"> <li>Once identified will have same characteristics as Principal or Local (depending on their final hierarchy designation)</li> </ul>	<ul style="list-style-type: none"> <li>Once identified will have same design considerations as Principal or Local (depending on their final hierarchy designation)</li> </ul>	<ul style="list-style-type: none"> <li>Once identified will have same facility types as Principal or Local (depending on their final hierarchy designation)</li> </ul>
<b>Training</b>	<ul style="list-style-type: none"> <li>Scenic cycle routes used by sport or touring cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Caters for more confident and experienced cyclists</li> <li>Primarily scenic routes with challenging topography resulting in designated facilities difficult and costly to provide therefore sport safety improvements the priority</li> <li>Can take the form of loop training ride</li> </ul>	<ul style="list-style-type: none"> <li>Safe continuous and visible</li> <li>Sport training signage</li> <li>Squeeze points/ hazardous locations managed</li> <li>Caters for higher speed cyclists – 40km/h or higher</li> </ul>	<ul style="list-style-type: none"> <li>Sport training signage</li> <li>Road shoulders</li> <li>Kerbside lanes</li> </ul>

## 5.5 Cycle Design Standards

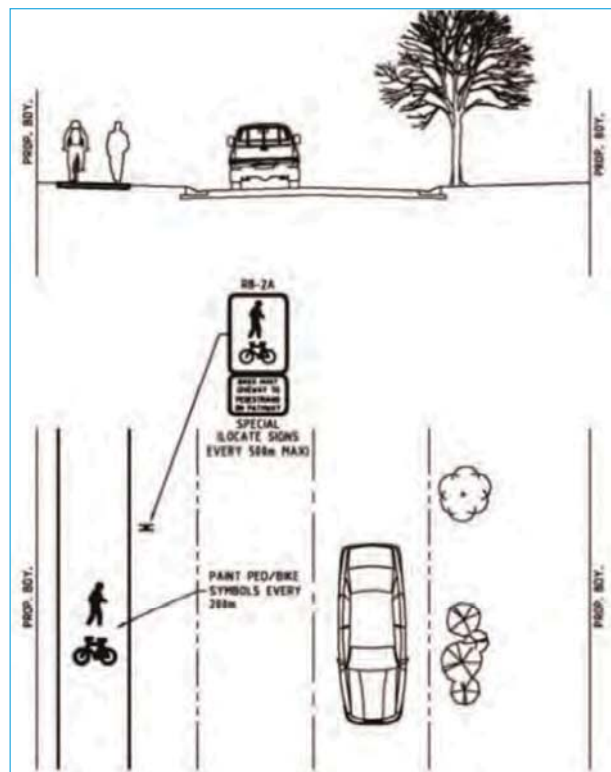
Design standards were reviewed to ensure the recommended facility types are consistent with current standards. All relevant design standards are listed beside each of the facility types. The details provided in these updated standards have been used as part of the preparation for the Network Implementation Plan (Appendix F), as well as the unit rates to determine construction and ongoing maintenance costs. The following tables summarise the updated facility types:

<b>FACILITY TYPE: SHARED PATH (SP)</b>	
<b>Facility Description and Application:</b>	<ul style="list-style-type: none"> <li>▪ Wide off-road path provided for shared use by cyclists, pedestrians, wheeled recreational devices (WRD's) including skateboards, roller skates, roller blades as well as micro-electrics and wheelchairs.</li> <li>▪ Cyclists must give way to pedestrians, while WRD's must give way to bicycles and pedestrians.</li> </ul>
<b>Design Requirements (based on technical references):</b>	<p><b>Signage:</b></p> <ul style="list-style-type: none"> <li>▪ Signage requirements at 500 m max intervals along length of path.</li> <li>▪ Pavement symbols painted at 200 m intervals.</li> </ul> <p><b>Widths:</b></p> <ul style="list-style-type: none"> <li>▪ 2.0m – absolute minimum for local network</li> <li>▪ 2.5 m – desirable minimum shared path width for local network, and absolute minimum for principal (trunk) network</li> <li>▪ 3.0 m – frequent commuting (30 km/h), preferred width for principal (trunk) network</li> <li>▪ 3.0 m – regular use recreation (20 km/h)</li> <li>▪ 4.0 m – heavy major recreational</li> </ul> <p><b>Intersections:</b></p> <ul style="list-style-type: none"> <li>▪ Priority crossings to be a raised facility to the standards referenced below.</li> </ul>
<b>Indicative Capital Cost:</b>	<p>These unit rates include bicycle and pedestrian symbols, signage and 30% contingency.</p> <ul style="list-style-type: none"> <li>▪ 2.0 m wide path = \$318 / m</li> <li>▪ 2.5 m wide path = \$396 / m</li> <li>▪ 3.0 m wide path = \$476 / m</li> <li>▪ 4.0 m wide path = \$634 / m</li> </ul> <p><b>Refer Appendix E for detailed breakdown of unit rates</b></p>
<b>Indicative Operational Cost*:</b>	<ul style="list-style-type: none"> <li>▪ 2m wide path = \$9,800 per km / per annum</li> <li>▪ 2.5m wide path = \$12,500 per km / per annum</li> <li>▪ 3m wide path = \$14,900 per km / per annum</li> <li>▪ 4m wide path = \$19,400 per km / per annum</li> </ul> <p><i>* these costs are indicative and to be used for planning purposes only. A mid-range price point has been used.</i></p>

## FACILITY TYPE: SHARED PATH (SP)

### Technical References:

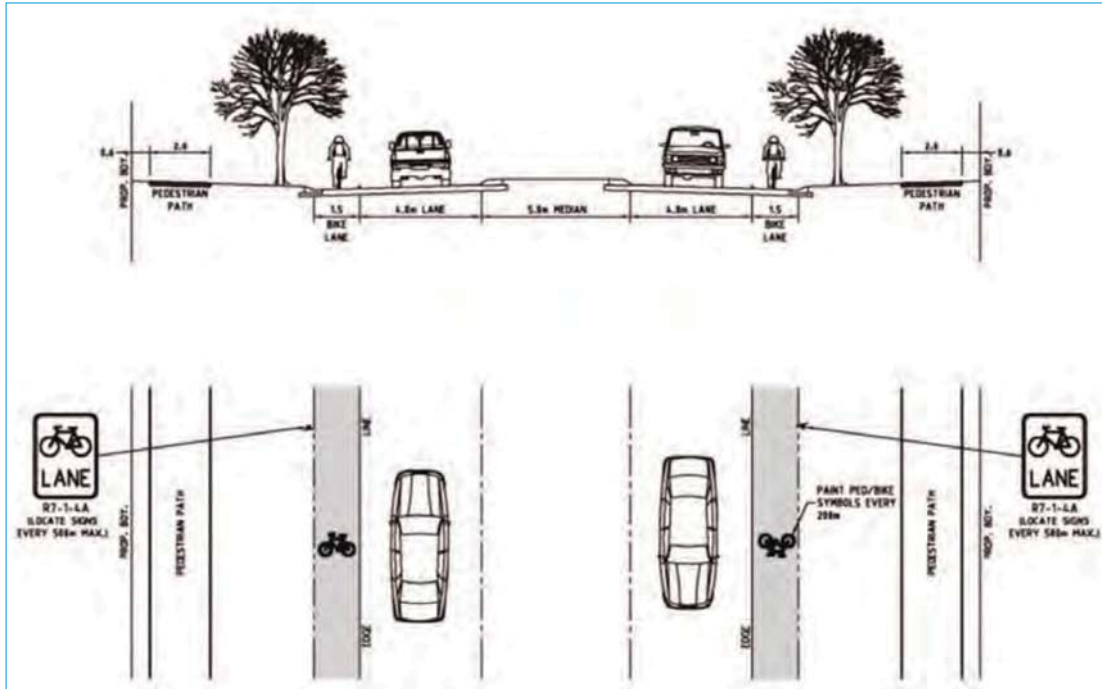
- Austroads Part 6A – Pedestrian & Cyclist Paths
- FNQROC Development Manual – Design guideline D1 Section D1.20
- RPDM, 2nd Edition. Part 6A Supplement
- TMR Guideline – Raised Priority Crossings for Pedestrians and Cycle Paths.



## FACILITY TYPE: ON ROAD EXCLUSIVE BICYCLE LANE / ROAD SHOULDER BICYCLE LANE (EBL)

<p><b>Facility Description and Application:</b></p>	<ul style="list-style-type: none"> <li>▪ Part of road space set aside for cyclists.</li> <li>▪ Formally defined kerbside lane for dedicated use of cyclists, with full edge line marking.</li> <li>▪ Motorists may only enter this lane to enter or exit a property or turn left.</li> <li>▪ Parking in / over bicycle lane is not permitted.</li> </ul>
<p><b>Design Requirements (based on technical references):</b></p>	<p><b>Signage:</b></p> <ul style="list-style-type: none"> <li>▪ Signage requirements at 500 m max intervals along length of path.</li> <li>▪ Pavement symbols painted at 200 m intervals.</li> </ul> <p><b>Bicycle Lane Widths:</b></p> <ul style="list-style-type: none"> <li>▪ 1.5 m – For posted speed of 60 km/h.</li> <li>▪ 2.0 m – For posted speed of 80 km/h.</li> </ul>
<p><b>Indicative Capital Cost:</b></p>	<ul style="list-style-type: none"> <li>▪ \$22.42 / m – includes edge line (one side), painted cycle symbols and signs.</li> <li>▪ \$38.02 / m – includes edge lines (both sides) of path, painted cycle symbols and signs.</li> </ul> <p><b>Refer Appendix E for detailed breakdown of unit rates</b></p>
<p><b>Indicative Operational Cost*:</b></p>	<ul style="list-style-type: none"> <li>▪ \$1,350 per km / per annum - includes edge line (one side), painted cycle symbols and signs</li> <li>▪ \$1,700 per km / per annum - includes edge lines (both sides) of path, painted cycle symbols and signs.</li> </ul> <p><i>* these costs are indicative and to be used for planning purposes only.</i></p>
<p><b>Technical References:</b></p>	<ul style="list-style-type: none"> <li>▪ Austroads Part 3 – Geometric Design – Section 4.8</li> <li>▪ FNQROC Development Manual – Design guideline D1 Section D1.10 &amp; Table D1.1</li> <li>▪ TMR Guideline – Fencing and edging treatments for cycling infrastructure.</li> </ul>





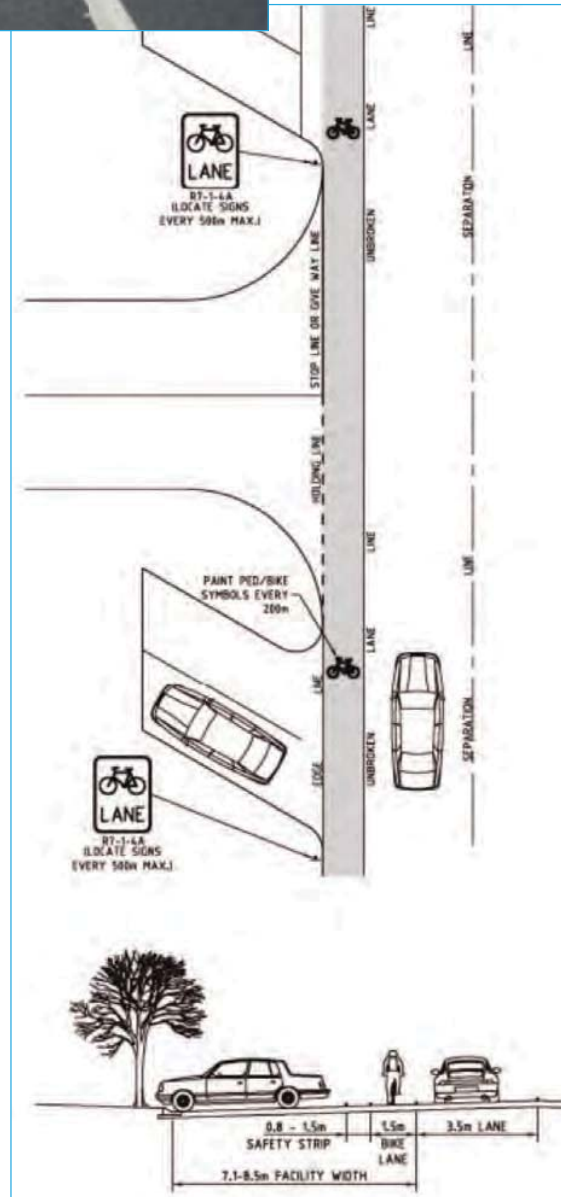
## FACILITY TYPE: ON ROAD BICYCLE/PARKING LANE (SBPL) – PARALLEL

<p><b>Facility Description and Application:</b></p>	<ul style="list-style-type: none"> <li>▪ Shared kerbside lane, comprising formally designated bicycle lane and adjacent parallel on-street parking space.</li> <li>▪ Facility formally defined with edge lines.</li> <li>▪ Facility to be adequate width to cater for parked vehicles, bicycle design envelope and open car door.</li> </ul> <p>This facility type is generally not recommended for higher volume routes as there are alternative facility types which are safer. The preferred facility type is an on-road cycle track adjacent to the kerb and channel.</p>
<p><b>Design Requirements (based on technical references):</b></p>	<ul style="list-style-type: none"> <li>▪ Green paint can be used as delineation but has not been included in the estimated costs.</li> <li>▪ The SBPL configuration can only be achieved where the facility width is at least 4.5m including the through lanes. This comprises a parking lane of 2.5 m, safety strip of 0.5 m and bicycle lane of 1.5 m.</li> </ul> <p><b>Signage:</b></p> <ul style="list-style-type: none"> <li>▪ Signage requirements at 500 m max intervals along length of path.</li> <li>▪ Pavement symbols painted white at 200 m intervals.</li> </ul> <p><b>Bicycle lane widths (including car park space, safety strip and bicycle lane):</b></p> <ul style="list-style-type: none"> <li>▪ 4.0 m for posted speed of 60 km/h.</li> </ul>
<p><b>Indicative Capital Cost:</b></p>	<ul style="list-style-type: none"> <li>▪ \$22.42 / m – includes edge line (one side), painted cycle symbols and signs.</li> <li>▪ \$38.02 / m includes edge lines (both sides of path, painted cycle symbols and signs.</li> </ul> <p><b>Refer Appendix E for detailed breakdown of unit rates</b></p>
<p><b>Indicative Operational Cost*:</b></p>	<ul style="list-style-type: none"> <li>▪ \$1,350 per km / per annum - includes edge line (one side), painted cycle symbols and signs</li> <li>▪ \$1,700 per km / per annum - includes edge lines (both sides) of path, painted cycle symbols and signs.</li> </ul> <p><i>* these costs are indicative and to be used for planning purposes only.</i></p>
<p><b>Technical References:</b></p>	<ul style="list-style-type: none"> <li>▪ Austroads Part 3 – Geometric Design – Section 4.8</li> <li>▪ FNQROC Development Manual – Design guideline D1</li> <li>▪ RPDM. 2nd Edition. Volume 3 Supplement</li> </ul>



## FACILITY TYPE: ON ROAD BICYCLE/PARKING LANE (SBPL) – ANGLED

<p><b>Facility Description and Application:</b></p>	<ul style="list-style-type: none"> <li>▪ Shared kerbside lane, comprising formally designated bicycle lane and adjacent angled on-street parking space.</li> <li>▪ Facility formally defined with edge lines.</li> <li>▪ Facility to be adequate width to cater for parked vehicles, bicycle design envelope and open car door.</li> </ul> <p>This facility type is generally not recommended for higher volume routes as there are alternative facility types which are safer. The preferred facility type is an on-road cycle track adjacent to the kerb and channel.</p>
<p><b>Design Requirements (based on technical references):</b></p>	<ul style="list-style-type: none"> <li>▪ Green paint can be used as delineation but has not been included in the estimated costs.</li> <li>▪ The SBPL configuration can only be achieved where the facility width ranges between 7.1 m – 8 m not including the through lanes. This comprises a parking lane of 4.8 m - 5.5 m, safety strip of 0.8 m - 1.5 m and bicycle lane of 1.5 m.</li> </ul> <p><b>Signage:</b></p> <ul style="list-style-type: none"> <li>▪ Signage requirements at 500 m max intervals along length of path.</li> <li>▪ Pavement symbols painted white at 200 m intervals.</li> </ul> <p><b>Bicycle lane widths (including car park space, safety strip and bicycle lane):</b></p> <ul style="list-style-type: none"> <li>▪ 7.3 m – For 45 degree parking</li> <li>▪ 7.6 m – For 60 degree parking</li> <li>▪ 8.0 m – For 90 degree parking</li> </ul> <p><b>Refer to Austroads Part 3 - Geometric Design - Section 4.8, table 4.19 for details of parking dimensions.</b></p>
<p><b>Indicative Capital Cost:</b></p>	<ul style="list-style-type: none"> <li>▪ \$22.42 / m – includes edge line (one side), painted cycle symbols and signs.</li> <li>▪ \$38.02 / m includes edge lines (both sides of path, painted cycle symbols and signs.</li> </ul> <p><b>Refer Appendix E for detailed breakdown of unit rates</b></p>
<p><b>Indicative Operational Cost*:</b></p>	<ul style="list-style-type: none"> <li>▪ \$1,350 per km / per annum - includes edge line (one side), painted cycle symbols and signs</li> <li>▪ \$1,700 per km / per annum - includes edge lines (both sides) of path, painted cycle symbols and signs.</li> </ul> <p><i>* these costs are indicative and to be used for planning purposes only.</i></p>
<p><b>Technical References:</b></p>	<ul style="list-style-type: none"> <li>▪ Austroads Part 3 – Geometric Design – Section 4.8 &amp; Section 4.10.3</li> </ul>

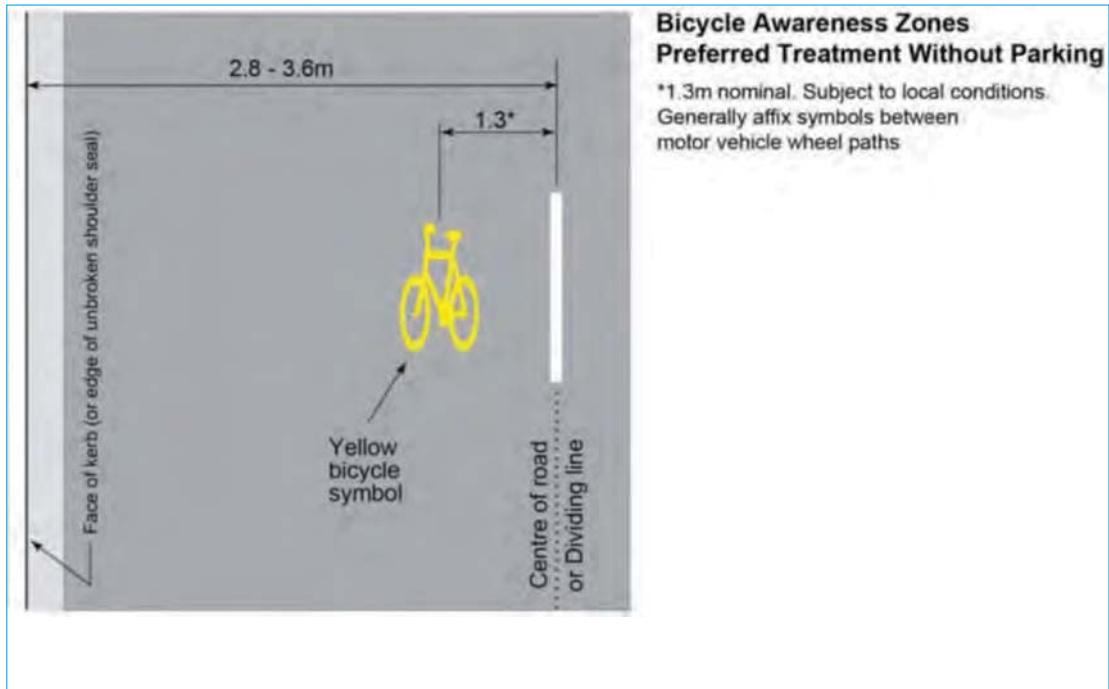




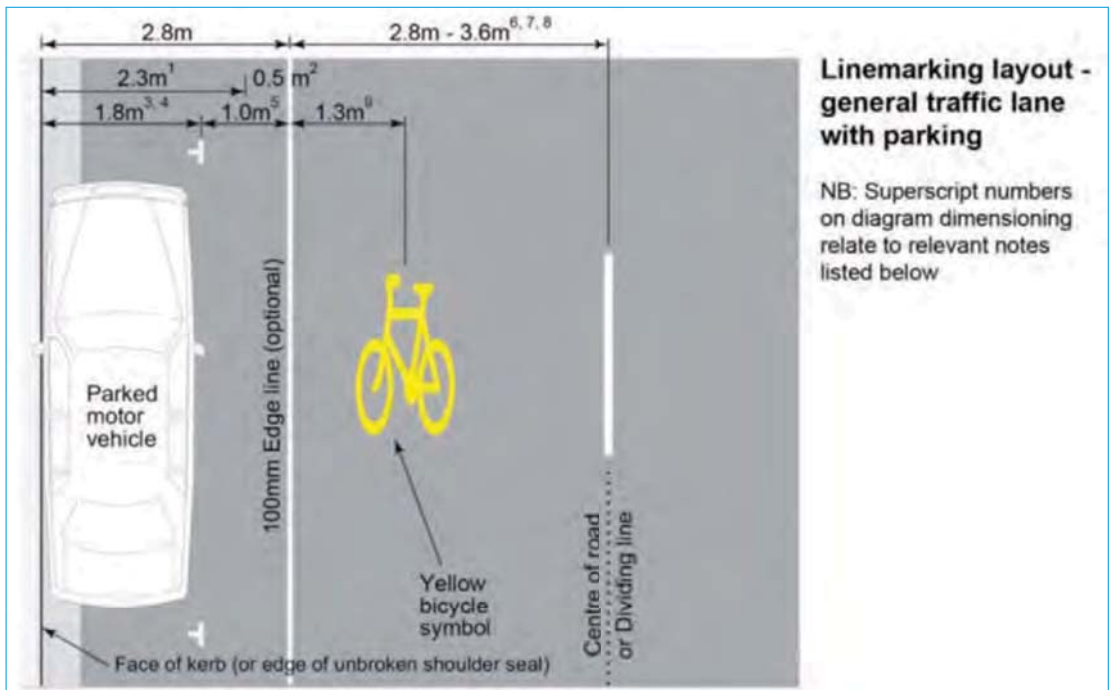
## FACILITY TYPE: BICYCLE AWARENESS ZONES

<p><b>Facility Description and Application:</b></p>	<ul style="list-style-type: none"> <li>▪ A Bicycle Awareness Zone (BAZ) is an area of road shared with motor vehicles marked with yellow bicycle symbols, which aim to increase awareness amongst motorists and cyclists of the need to safely share the road space.</li> <li>▪ Provide on low traffic volume and speed links in the network where there is insufficient road space to provide a full bicycle lane.</li> </ul>
<p><b>Design Requirements (based on technical references):</b></p>	<ul style="list-style-type: none"> <li>▪ Lower use situations where expected location of cycle traffic is in an ordinary traffic lane.</li> <li>▪ Bicycle symbols are coloured yellow (typically used for advisory markings) instead of white (typically used for regulatory markings).</li> <li>▪ BAZ symbols typically located towards the left hand side of the lane, or in the middle of the lane where space is restricted for road cyclists (e.g. at roundabouts).</li> </ul> <p><b>Signage:</b></p> <ul style="list-style-type: none"> <li>▪ Signage requirements at 500 m max intervals along length of path.</li> <li>▪ Pavement symbols painted white at 200 m intervals.</li> </ul> <p><b>BAZ lane widths:</b></p> <ul style="list-style-type: none"> <li>▪ AT Type 1 – BAZ on narrow road with no edge lines or parking</li> <li>▪ At Type 2 – BAZ on a two-lane general traffic road with parallel parking (lane width range of 3.6 m to 3.9 m)</li> </ul>
<p><b>Indicative Capital Cost:</b></p>	<ul style="list-style-type: none"> <li>▪ \$2.34 / m – includes signage only (AT 4)</li> <li>▪ \$3.74 / m – less than 200m and includes painted yellow symbols</li> <li>▪ \$4.48 / m – between 200 to 1000 m and includes painted yellow symbols</li> <li>▪ \$5.26 / m – greater than 1000 m and includes painted yellow symbols</li> </ul> <p><b>Refer Appendix E for detailed breakdown of unit rates</b></p>
<p><b>Indicative Operational Cost*:</b></p>	<ul style="list-style-type: none"> <li>▪ \$1,100 per km / per annum – includes signage only (AT 4)</li> <li>▪ \$1,300 per km / per annum – less than 200m and includes painted yellow symbols</li> <li>▪ \$1,300 per km / per annum – between 200 to 1000 m and includes painted yellow symbols</li> <li>▪ \$1,300 per km / per annum – greater than 1000 m and includes painted yellow symbols</li> </ul> <p><i>* these costs are indicative and to be used for planning purposes only.</i></p>
<p><b>Technical References:</b></p>	<ul style="list-style-type: none"> <li>▪ Austroads Part 3 – Geometric Design – Section 4.8</li> <li>▪ TRUM Volume 1 Part 10 – Section 4</li> </ul>

**TYPE 1**



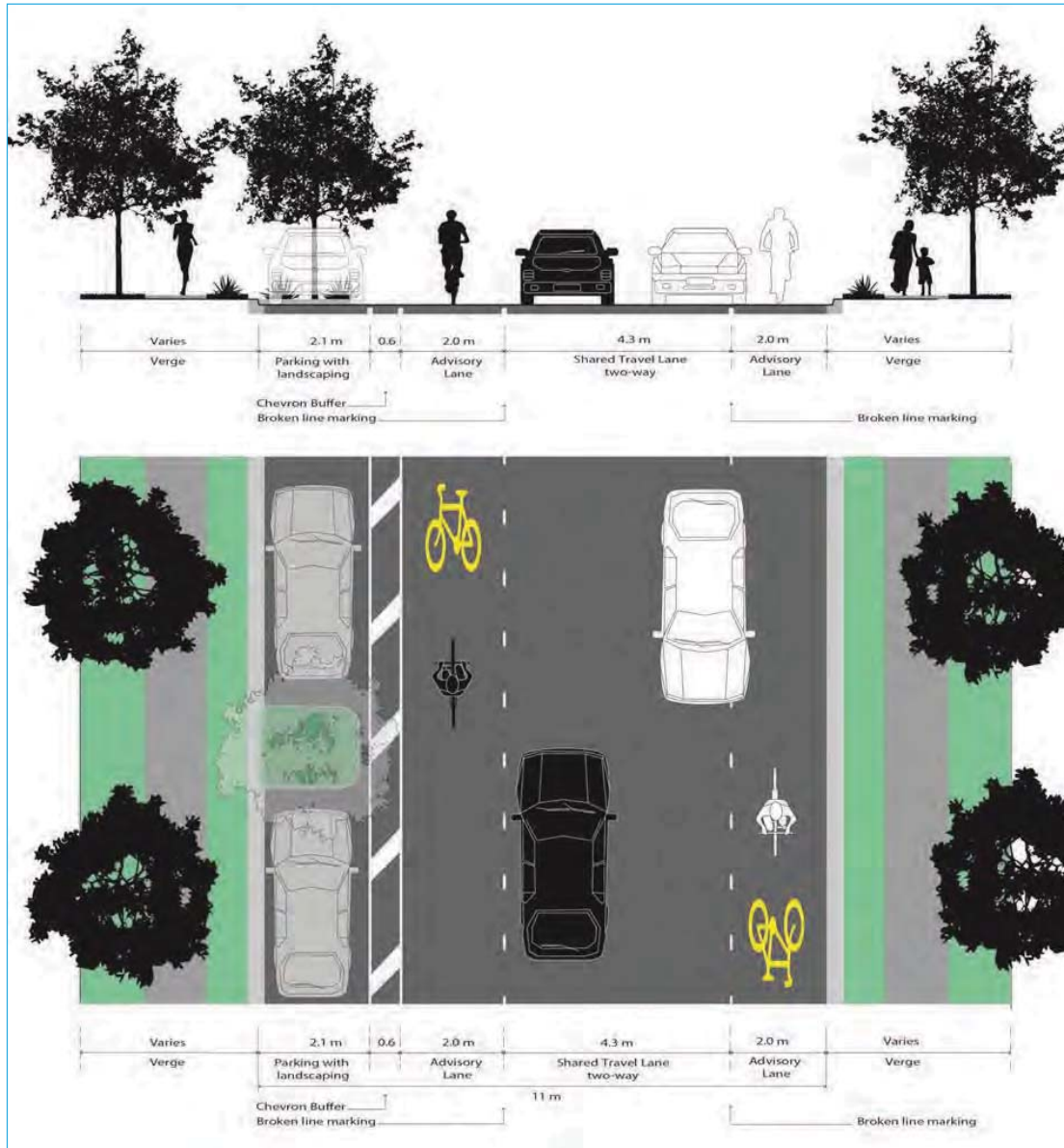
**TYPE 2**



## FACILITY TYPE: ADVISORY BICYCLE LANE

<p><b>Facility Description and Application:</b></p>	<ul style="list-style-type: none"> <li>▪ An Advisory Bicycle lane (ABL) is suitable for low speed and low traffic volume streets in urban roads where exclusive bicycle lanes or cycle tracks cannot fit.</li> <li>▪ These lanes indicate an area of the carriageway that is intended for the use of bicycle riders and is delineated from the central traffic lane by a 'dashed' longitudinal line with gaps.</li> <li>▪ ABLs are not for exclusive use by bicycle riders, and motor vehicles may use these when no bicycle riders are present and when facing oncoming vehicles. When a bicycle rider is in the ABL, whoever is in front has right of way i.e. the motor vehicle will travel behind the bicycle until it is safe to move back to the centre lane.</li> <li>▪ This facility type is more desirable than the advisory BAZ facility type.</li> </ul>
<p><b>Design Requirements (based on technical references):</b></p>	<ul style="list-style-type: none"> <li>▪ 2.0 m ABLs marked with dashed lines and yellow bicycle symbols.</li> <li>▪ Dashed lane line is 1 m long, with a 3 m long gap and 150 mm wide.</li> <li>▪ Green paint may be used for the length of the ABL.</li> <li>▪ No centre line is provided on roads with ABLs.</li> <li>▪ A chevron buffer at 0.5m wide is required beside parking bays.</li> </ul> <p><b>Signage:</b></p> <ul style="list-style-type: none"> <li>▪ Signage requirements at 500 m max intervals along length of path.</li> <li>▪ Pavement symbols painted white at 200 m intervals.</li> </ul> <p><b>BAZ lane widths:</b></p> <ul style="list-style-type: none"> <li>▪ 3.0 m – Minimum width (Low volume streets)</li> <li>▪ 4.3 m – 4.5 m – Preferred width</li> <li>▪ 4.9 m – Maximum width</li> <li>▪ 5.5 m – Absolute maximum width</li> </ul> <p><b>Refer to TRUM Volume 1, Part 8, Figure 4.2 for guidance on ABL and CS type facilities against road function, traffic volume and cross section width.</b></p>
<p><b>Indicative Cost:</b></p>	<ul style="list-style-type: none"> <li>▪ This facility type has not been costed.</li> </ul>
<p><b>Technical References:</b></p>	<ul style="list-style-type: none"> <li>▪ TRUM Volume 1, Part 8, Section 5 Advisory Bicycle Lane</li> </ul>

### Typical implementation of Advisory Bicycle Lanes

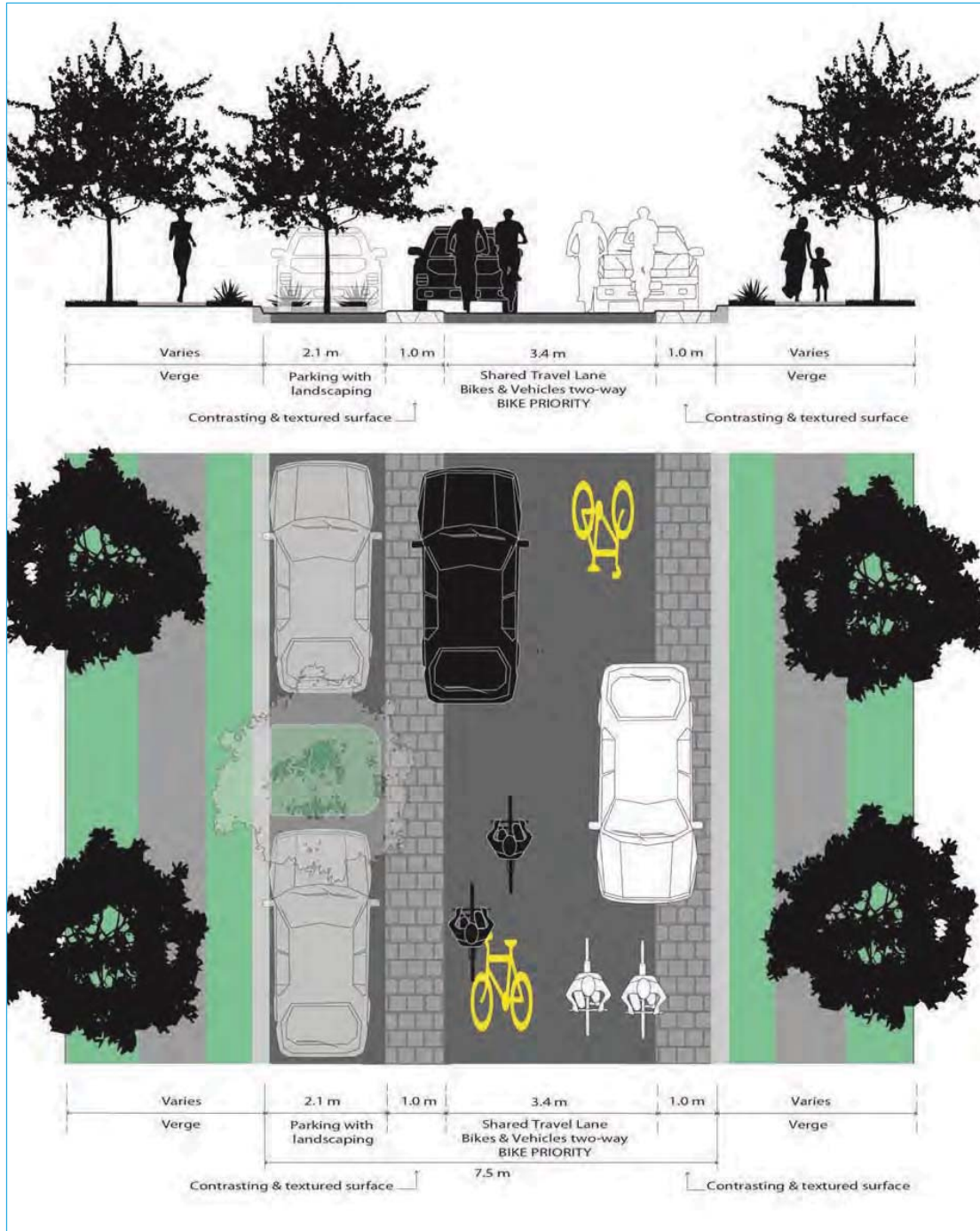


## FACILITY TYPE: CYCLE STREET

<p><b>Facility Description and Application:</b></p>	<ul style="list-style-type: none"> <li>▪ Cycle Streets (CS) are an advisory facility type suitable for very low speed and low traffic volume streets in urban environments where exclusive bicycle lanes or tracks cannot fit.</li> <li>▪ Designed for mixed traffic environment, encouraging bicycle riders to use the centre of the road.</li> <li>▪ This facility type should not be considered outside of urban environments / access streets.</li> <li>▪ Allows retrofitting in constrained locations.</li> </ul>
<p><b>Design Requirements (based on technical references):</b></p>	<ul style="list-style-type: none"> <li>▪ Typical carriageway widths on access streets / minor collector streets are between 7.5 m – 12.4 m and include on street parking.</li> <li>▪ Shared 3.0 m – 3.5 m wide lane with yellow advisory bicycle symbols. The bicycle symbol should be located centrally to the travel lane.</li> <li>▪ Clearly designate parking using indented 2.1m parking bays with landscaping placed in line with parking to delineate these areas. Parking can be located on one side or both sides.</li> <li>▪ Overrun areas of at least 0.75 m are recommended on either side, constructed with a textured /contrasting surface (e.g. audible tactile marking)</li> <li>▪ Variations to the overrun areas can be designed for one or two lanes with a 1.5 m – 2.0 m wide mountable median. This allows implementation on higher traffic volume routes.</li> </ul> <p><b>Signage:</b></p> <ul style="list-style-type: none"> <li>▪ Signage requirements at 500 m max intervals along length of path.</li> <li>▪ Pavement symbols painted white at 200 m intervals.</li> </ul> <p><b>Refer to TRUM Volume 1, Part 8, Figure 4.2 for guidance on ABL and CS type facilities against road function, traffic volume and cross section width.</b></p>
<p><b>Indicative Cost:</b></p>	<ul style="list-style-type: none"> <li>▪ This facility type has not been costed.</li> </ul>
<p><b>Technical References:</b></p>	<ul style="list-style-type: none"> <li>▪ TRUM Volume 1, Part 8, Section 6 Cycle Street</li> </ul>



### Typical implementation of Cycle Street



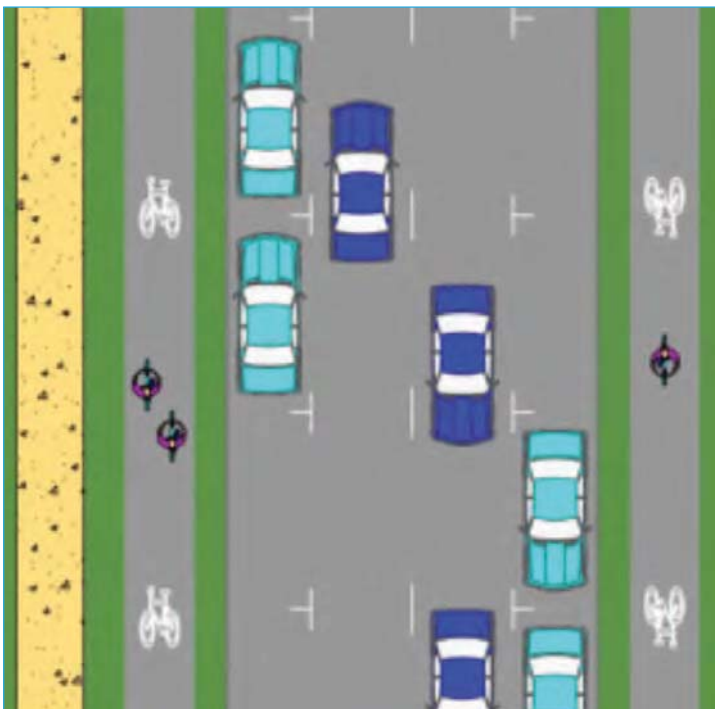
## FACILITY TYPE: ON ROAD SEPARATED CYCLE TRACK (PHYSICALLY SEPARATED FROM TRAFFIC)

<p>Facility Description and Application:</p>	<ul style="list-style-type: none"> <li>▪ When commuter and recreational bicycle demand is high and from a pedestrian safety aspect, the pedestrians and cyclists should be separated.</li> <li>▪ When vehicle speeds are posted at 50 km/h or more, bicycle lanes are not recommended and a separated cycle track is preferred.</li> <li>▪ Roads of suitable width may utilise the existing pavement for the cycle track.</li> </ul>
<p>Design Requirements (based on technical references):</p>	<p><b>Signage:</b></p> <ul style="list-style-type: none"> <li>▪ Signage requirements at 500m max intervals along length of path.</li> <li>▪ Pavement symbols painted yellow at 200 m intervals.</li> </ul> <p><b>Pedestrian path widths:</b></p> <ul style="list-style-type: none"> <li>▪ Cairns Regional Council specify 2.0 m minimum for a footpath.</li> </ul> <p><b>Bicycle path widths (Two-way):</b></p> <ul style="list-style-type: none"> <li>▪ 2.4 m – Minimum width (Low use commuting and local access)</li> <li>▪ 2.5 m – Regular use commuting and local access (20 km/h +)</li> <li>▪ 3.0 m – Recommended width (Frequent and concurrent commuting (30 km/h +))</li> </ul> <p><b>Bicycle path widths (One-way):</b></p> <ul style="list-style-type: none"> <li>▪ 2.0 m – 3.0 m – Depending on peak hour volume (bicycle riders/hr)</li> </ul> <p><b>Where there is on-street parking or vehicle operating speeds of &gt;60 km/h adjacent to the cycle track, a minimum 1 m separator is recommended.</b></p>
<p>Indicative Cost:</p>	<ul style="list-style-type: none"> <li>▪ Refer to Shared Paths Indicative Cost.</li> </ul>
<p>Technical References:</p>	<ul style="list-style-type: none"> <li>▪ Austroads Part 6A – Pedestrian &amp; Cyclist Paths</li> <li>▪ FNQROC Development Manual – Design Guideline D1 Section D1.20</li> <li>▪ TN128, Selection of Design of Cycle Tracks. This also includes design standards for separated intersection treatments including unsignalised, signals and roundabouts.</li> </ul>

### Two-way cycle track on two-lane undivided road with parking



### One-way cycle tracks on two-lane undivided road with parking



## 5.6 Pedestrian Network

In addition to the cycle network, consideration needs to be given to the diverse needs of pedestrians. As pedestrians needs differ from those of a cyclist, their suitable network needs to be planned and designed differently.

**Every trip involves walking but walking can also be undertaken as a trip by itself.**

Walking can be a means to get from point A to point B, but many people walk for no purpose or with no specific destination i.e. purely for health and leisure.

The Cairns Cycling and Walking Strategy concentrates on trips as a means of transport but acknowledges that creating attractive and vibrant routes can encourage more people walking for a variety of trip purposes including; recreation, fitness and “promenading” i.e. going for a leisurely stroll.

## 5.7 Pedestrian Network Design Standards

The hierarchy approach to the pedestrian network considers **place** and **movement** functions. The **place** function forms part of the destination that users want to access. Once at their destination the user may undertake a number of non-transport related activities such as sitting, visiting cafes, and people watching or promenading. Therefore, the place needs to incorporate urban design and public realm improvements. On the other hand, the **movement** function is more transport focussed, requiring efficient and safe access to a destination, whilst still being attractive and comfortable.

In reference to pedestrians, it has commonly been accepted that a 400m (5 min) walk is reasonable. Determining a reasonable distance can be affected by factors such as location, topography, weather, pedestrian facilities, trip purpose and cultural factors. Recent studies show that people are willing to walk much greater distances, if the walking environment is favourable e.g. an average of 1.2km in good conditions. Research undertaken by Griffith University of actual walking distances (based on Household Travel Survey in Brisbane) indicate that on average, people walked from their home to the shops - 810m, to primary schools - 920m, to work 1.17km, to bus stops 600m and to train stations 1.04km (Burke & Brown, 2007).

The Household Travel Survey for Cairns reinforces this data, indicating that average duration of walking trips for all purposes is 1km (Queensland Government Department of Transport and Main Road, 2015).

It is recommended that a staged approach to implementation should be considered in Cairns, e.g. complete access streets within 400m, then 800m, 1200m etc. Increasing the catchment sizes allows a more favourable environment to be provided, encouraging people to walk further. This also allows Council to concentrate on more proximate locations and build out from there.

In addition to the above, Council should continue to provide footpaths based on the following road hierarchy function and requirements:

- Arterial/Sub arterial roads – 2m footpath on both sides of the road
- Collector and access streets – 2m footpath on one side of the road

It is recommended that there a provision for footpaths on both sides of the street, on all street types, should be considered on any identified access street, within 400m of an identified generator. When the footpath is only to be on one side of the street, decisions associated with ‘which side’ should take into consideration location of generators, crossing points and connectivity to existing footpaths.

## 5.8 Pedestrian Network Hierarchy

The pedestrian network as presented in the mapping within Appendix D and the Implementation Plan (Appendix F) was developed using the Pedestrian Network Hierarchy. The below table details the proposed hierarchy of links, with a focus on identifying: 'activity' streets in main-street style activity centres (place function), pedestrian spines and 'access' streets within 400m of the pedestrian generator (movement function).

The design considerations and ideal facility types discussed are indicative and may vary based on site specific constraints and opportunities:

Description	Function
Pedestrian Activity Streets	<ul style="list-style-type: none"> <li>▪ Create attractive places which encourage people to stay and move about</li> </ul>
Pedestrian Spine	<ul style="list-style-type: none"> <li>▪ Key street or link providing access to and between major destinations</li> <li>▪ Supports efficient movement for transport related trips</li> <li>▪ May also be utilised for recreation or fitness-based trips</li> </ul>
Pedestrian Access Streets	<ul style="list-style-type: none"> <li>▪ High quality streets surrounding major pedestrian generators or feeder route from residential areas</li> <li>▪ Mix of users</li> <li>▪ Comfort and safety a priority</li> <li>▪ May also be utilised for recreation or fitness-based trips</li> </ul>
Strategic Investigation Routes	<ul style="list-style-type: none"> <li>▪ Opportunities for future links identified but require further investigation. E.g. disused rail lines or connections along or across creeks to create a short cut but further feasibility investigation required</li> </ul>



## 5.9 Pedestrian Network Hierarchy and Requirements

Description	Function	Characteristics	Design Considerations	Ideal Facility Types*
Pedestrian Activity Streets	<ul style="list-style-type: none"> <li>Create attractive places which encourage people to stay and move about</li> </ul>	<ul style="list-style-type: none"> <li>Comfort and amenity a priority</li> <li>Primarily provide access to the land uses adjacent</li> <li>Mix of users including shoppers and people with no particular purpose or destination (wanderers, window shoppers, recreation)</li> <li>Can also form a movement function due to the uses it will access but this function will be secondary to creating an attractive pleasant place</li> </ul>	<ul style="list-style-type: none"> <li>Safe, continuous, obstruction free, clear path to be provided within total width on both sides of the road</li> <li>An environment that is conducive to people lingering/enjoying, including activated shop frontages, variety and good passive surveillance</li> <li>Pedestrian priority signal phasing (i.e. sequential) to walking speed at intersections (especially during peak periods including mid-day period)</li> <li>Kerb/ pram ramps at all crossing points.</li> <li>High intersection capacity (i.e. storage whilst waiting e.g. kerb build outs, wider crossing areas on pavement)</li> <li>Ideally vehicle access points (driveways) to be minimised where possible</li> <li>Path protected from elements (e.g. shade, shelter). Covered walkaways are desired at least continuous for one side of street</li> <li>Shade trees, streetscape treatments, street furniture and seating nodes.</li> <li>Audio cues at traffic signals and tactile paving (TGSI) at hazard points such as kerb ramps)</li> <li>Active street frontage and mixed-use development preferred</li> <li>Way-finding, distance and points of interest signage</li> <li>Need to balance public transport provision and pedestrian movements (Bus stop facilities located on the kerb)</li> </ul>	<ul style="list-style-type: none"> <li>Footpaths</li> <li>Shared Zones or Malls</li> </ul>

Description	Function	Characteristics	Design Considerations	Ideal Facility Types*
<b>Pedestrian Spine</b>	<ul style="list-style-type: none"> <li>▪ Key street or link providing access to and between major destinations</li> <li>▪ Supports efficient movement for transport related trips</li> <li>▪ May also be utilised for recreation or fitness based trips</li> </ul>	<ul style="list-style-type: none"> <li>▪ Primary transport route focussing on commuters, education or utility trips</li> <li>▪ Most direct logical and convenient route</li> <li>▪ Comfort a priority</li> <li>▪ May include a number of facilities or nodes along the spine</li> <li>▪ May include scenic routes along spine to take advantage of existing features</li> </ul>	<ul style="list-style-type: none"> <li>▪ Safe, continuous, obstruction free, clear path, with provision on both sides of the road</li> <li>▪ Pedestrian signal phasing coordinated for reduced delays and ideally sequential to walking speed at intersections (especially during peak periods)</li> <li>▪ Pedestrian crossing phases on all legs at signalised intersections</li> <li>▪ Kerb / pram ramps at all crossing points.</li> <li>▪ Pedestrian priority at mid-block crossings</li> <li>▪ Reduced crossing distances at intersections (i.e. by providing kerb build outs or pedestrian refuges)</li> <li>▪ Intermittent shade and shelter. Ideally street trees for shade majority of length</li> <li>▪ Audio cues at traffic signals and tactile paving at hazard points (e.g. kerb ramps)</li> <li>▪ Active frontages preferred for surveillance (mixed use or residential frontage – no blank walls/fences)</li> <li>▪ Way-finding and distance signage provided at key locations</li> <li>▪ Bus stop areas provided with seating and shade, however clear route still provided for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>▪ Footpaths</li> <li>▪ Shared Zones or Malls</li> </ul>

Description	Function	Characteristics	Design Considerations	Ideal Facility Types*
<b>Pedestrian Access Streets</b>	<ul style="list-style-type: none"> <li>High quality streets surrounding major pedestrian generators or feeder route from residential areas</li> <li>Mix of users</li> <li>Comfort and safety a priority</li> <li>May also be utilised for recreation or fitness based trips</li> </ul>	<ul style="list-style-type: none"> <li>Access links to major pedestrian generator or feeder route from residential areas</li> <li>Mix of users</li> <li>Comfort and safety a priority</li> </ul>	<ul style="list-style-type: none"> <li>Safe, continuous, obstruction free, clear path</li> <li>Pedestrian signal phasing coordinated for reduced delays (especially during peak periods) and in centres</li> <li>Pedestrian crossing phases on all legs at signalised intersections, particularly in centres</li> <li>Pedestrian priority at mid-block crossings</li> <li>Reduced crossing distances at intersections (i.e. by providing kerb build outs or pedestrian refuges)</li> <li>Kerb/ pram ramps at all crossing points</li> <li>Wide path free of barriers, ideally both sides of the road particularly if greater than collector streets (urban areas). In Activity centres, paths on both sides of the streets on all road classifications may be appropriate.</li> <li>Intermittent shade and shelter. Ideally street trees for shade majority of length</li> </ul>	<ul style="list-style-type: none"> <li>Footpaths</li> <li>Shared Zones or Malls</li> </ul>
<b>Strategic Investigation Routes</b>	<ul style="list-style-type: none"> <li>Opportunities for future links identified but require further investigation. E.g. disused rail lines or connections along or across creeks to create a short cut but further feasibility investigation required</li> </ul>	<ul style="list-style-type: none"> <li>Once identified will have same characteristics as Pedestrian Spine or Access Street (depending on their final hierarchy designation)</li> </ul>	<ul style="list-style-type: none"> <li>Once identified will have same design considerations as Pedestrian Spine or Access Street (depending on their final hierarchy designation)</li> </ul>	<ul style="list-style-type: none"> <li>Once identified will have same facility types as Pedestrian Spine or Access Street (depending on their final hierarchy designation)</li> </ul>

### 5.10 Pedestrian Facility Types (hierarchy examples)

**Pedestrian Facility type by Hierarchy**



Activity Street





Access Street



Pedestrian Spine

### 5.11 Prioritisation process

The feasibility and deliverability of a project will be considered when determining project priorities. A new prioritisation tool has been developed to assist in establishing a more robust and transparent prioritised program of works.

In addition to feasibility and deliverability, links across the entire active transport network will be assessed against the following priorities:

Priority description	Weighting
<p><b>Strategic</b> – Does the project complete a strategic link in the network? Yes if nominated as a High Priority Route in TMR’s PCNP FNQ – Addendum Priority Route Maps (Queensland Government Department of Transport and Main Roads, 2016). These projects are eligible for funding under the Cycle Network Local Government Grants (CNLGG).</p>	25%

Priority description	Weighting
<b>Safety</b> – Does the link improve safety of the network? e.g. improves separation for cyclists and pedestrians on major roads, intersection improvements or provides a footpath on streets with high traffic volumes and speeds. Higher order streets such as Arterial and Sub-Arterial roads with no footpath have highest priority. Collector streets without any footpaths have second highest priority. Higher order streets such as arterial and sub-arterial roads with footpath on one side have priority. Then access streets and parks lowest priority.	25%
<b>Connectivity</b> – Does it provide connection to a key walk and cycle generator such as an activity centre, school or local shops? Yes – if project is within 1km of an activity centre or the link is within 400m from a generator.	20%
<b>Demand</b> – Is there demand for the link? Measured based on requests from the community via the Social Pinpoint engagement process undertaken for the project and other sources of requests.	15%
<b>Network outcomes</b> – Does it deliver walking and cycling outcomes? E.g., can serve a pedestrian and cycle route function.	10%
<b>Opportunity</b> – Can the project be delivered as part of other works, projects, or can it be implemented immediately? E.g. design complete and ready for delivery, can be delivered as part of a road or streetscape upgrade project	5%

NB – an assessment matrix will be used to score each route out of 100 to inform a priority list based on the above table.

Potential feasibility and deliverability of the project will always be considered when using the priority tool to create a detailed works program. Issues such as need for land acquisition, complex construction requirements, impacts on other users or environmental issues may impact the ease of which a project can be implemented and therefore should be considered in project staging.

The implementation plan developed has considered these challenges associated with staging when defining priorities to the specific project.

## 5.12 Network Implementation Plan

The Network Implementation Plan (Appendix F) is a long term plan for the ultimate active transport network for Cairns, developed in collaboration with the community. Where previous strategies attempted to inform capital works program in a 10-20 year lifespan, this Network Implementation Plan is designed to allow Council the flexibility to deliver projects in a prioritised manner based on the funding available each year, until the ultimate network is achieved. The Network Implementation Plan will be reviewed every five years to ensure alignment with strategic outcomes and Council priorities.

The Network Implementation Plan (Appendix F) contains the following:

- Unique route identification number linked to GIS database allowing for ease of reference;



- Route location, council division and approximate distance;
- Works category (new or renewal);
- Type of facility treatment recommended (off-road or on-road);
- Functional route hierarchy;
- Indicative cost;
- Responsible agency;
- Whether the route is part of the PCNP-FNQ; and
- Priority.

### 5.13 Cost estimates

The ultimate active transport network for Cairns has been costed using rates from the Cairns Regional Council Local Government Infrastructure Plan which includes a contingency of 30% due to the strategic nature of this project. Full scoping of works and costs will be undertaken prior to implementation of any project and are subject to inflation. The unit rate costings have been updated and are contained in Appendix E.

A breakdown of costs according to each hierarchy category is below:

#### 5.13.1 Indicative Overall Costs

Network	Hierarchy Category	Cost
Cycling	Principal Route (eligible for CNLGG funding)	\$9,400,000*
Cycling	Local Route	\$23,100,000
Cycling/ Pedestrian	Strategic Investigation Route	\$23,300,000
Cycling	Iconic Recreation Route	\$7,300,000
Pedestrian	Access Street	\$60,000,000
Pedestrian	Spine	\$6,700,000
<b>Indicative Overall Cost</b>		<b>\$130,000,000</b>

\* 44% of principal routes are eligible for 50% TMR funding under CNLGG program, however funding is not guaranteed and therefore, costs are represented in full.

Council's capital works program is subject to change and as such, this Strategy provides a framework to determine priorities on an objective level to allow alignment with budget variations. Renewal projects should ensure links meet the current design standards for construction (as detailed in 5.5) and new projects should be assessed at a regional level according to the prioritisation process and the active transport outcomes they deliver. The advantage of the Network Implementation Plan is that it may be filtered by division providing elected members the information they require (e.g. costs) to inform decisions around discretionary budget expenditure and grant opportunities.

## 6. Glossary

**Active Transport** – a mode of travel for commuter, recreational or utility purposes by physically active means, such as walking, cycling, skating or scootering.

**Bicycle** – a vehicle with two or more wheels that is built to be propelled by human power through a belt, chain or gears.

**Bicycle Awareness Zone (BAZ)** – is a bicycle facility which is on the road carriageway and defined by the use of a yellow bicycle symbol to indicate bicycle riders may be in the area but does not provide exclusive space for bicycle riders.

**Bicycle Lane** – is an exclusive space for cyclists on the road carriageway, defined by white lines on either side, a white painted bicycle symbol and regulatory signage.

**BikeEd** – is a program that helps children to learn riding skills, road rules and how to identify hazards in the environment where they cycle in a safe and controlled learning environment.

**Bikeway/Cycleway** – a bicycle facility such as a shared path, bicycle only path or separated cycle track.

**CRC** – Cairns Regional Council.

**Cyclist/bicycle rider** – a person who is riding a bicycle.

**Cycle Tourism** – self-contained cycling trips for pleasure, adventure and autonomy rather than sport, commuting or exercise. Touring can range from single to multi day trips, even years. Tours may be planned by the participant or organised by a holiday business, a club or a charity as a fund-raising venture.

**End of trip facilities** – facilities located at the end of a journey that can encourage people to cycle or walk such as toilets, showers and lockers, as well as short term or longer-term secure bicycle parking.

**FNQ** – Far North Queensland.

**Footpath** – is a path which is off-road, generally in the road verge, which is provided for pedestrians. Footpaths are generally less than 2.5m wide. It is noted that in Queensland, bicycle riders are permitted to use the footpath.

**LGA** – Local Government Area.

**Mid trip facilities** – facilities that support users whilst undertaking their journey such as water fountains, rest spots, seating, shade, shelter and lighting.

**Off-road** – a bicycle facility is said to be off-road when it is located in the verge (i.e. road related area parallel to the road carriageway); through parks or reserves; or within public transport corridor or other public or private land not open to motor vehicle traffic.

**On-road** – a bicycle facility is said to be on-road when it forms part of the road carriageway such as a bicycle lane or a shoulder shared with parked vehicles.

**Pedestrian** – any person walking including a person driving a motorized wheelchair, a person in a non-motorised wheelchair, a person in or on a wheeled recreational device or wheeled toy.

**QPWS** – Queensland Parks and Wildlife Services.

**Separated Cycle Track** – is a bicycle facility for cyclists only which is physically separated from the motor vehicles either in the road verge (off road) or on the road carriageway (on road).

**Separated Path** – is a path which is off road and has separated space for pedestrians and cyclists, usually defined through line-marking and signage.

**Shared Path** – is a path which is off road and is shared space with pedestrians and cyclists. Min width for a shared path is 2.5m.

**TMR** – Department of Transport and Main Roads.

**Walking Trail** – for the purposes of this report, a walking trail is an unsurfaced track or trail in recreational or nature reserves, primarily used for walking but may be shared by mountain bike riders.



## 7. References

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## Benefits Infographic – References

### Health

1. Source: [https://ecf.com/news-and-events/news/how-cycling-makes-you-healthier-and-happier#\\_ftn1](https://ecf.com/news-and-events/news/how-cycling-makes-you-healthier-and-happier#_ftn1)
2. Cycling Promotion Fund, Economic Benefits of Cycling for Australia, 2008 - data for 2006/07. Calculated using \$198 per adult
3. Torrens University Australia, Social Health Atlases of Australia:Local Government Areas, 2018 (<http://phidu.torrens.edu.au/social-health-atlases/data#social-health-atlases-of-australia-local-government-areas>, published 2018 (based on 2016 ABS data)
4. Department Of Health, Australia's Physical Activity and Sedentary Behaviour Guidelines, 2017 (Source: <http://www.health.gov.au/internet/main/publishing.nsf/content/health-publth-strateg-phys-act-guidelines>)

### Social

1. (Source: <https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Benefits>)
2. ABS Community Profile Cairns Regional Council 2016 (<https://profile.id.com.au/cairns/car-ownership?BMID=10&WebID=150&SWebID=140>)

### Environmental

1. (Source: <http://www.pedalpower.org.au/news/did-you-know-economic-overview-of-australian-cycling/>)



## Economic Benefits Infographic – References

### For the individual

1. TMR, Qld Cycling Infrastructure Investment Strategy 2016-26 and Business Case, unpublished <https://blog.tmr.qld.gov.au/cycling/infographics>
2. Heart Foundation, 2014

### For everyone

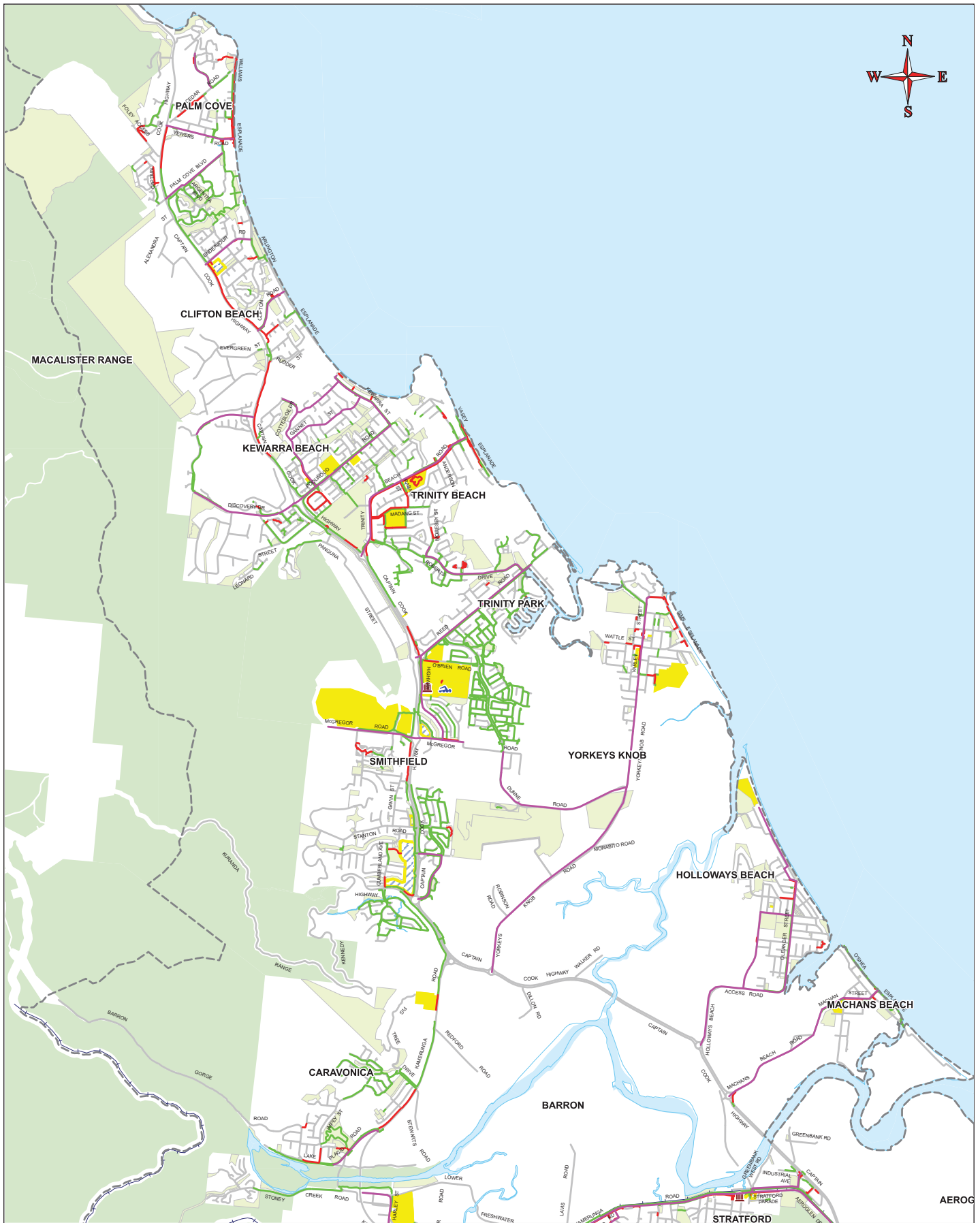
1. TMR, Qld Cycling Infrastructure Investment Strategy 2016-26 and Business Case, unpublished <https://blog.tmr.qld.gov.au/cycling/infographics>

### For the region (through cycle tourism)

1. Mason, 'Cairns to reap over \$3.5mil in benefits from mountain bike event' Cairns Post, 2016 <https://www.cairnspost.com.au/news/cairns/cairns-to-reap-over-35-million-in-benefits-from-mountain-bike-event/news-story/73706b0489587e0a8f6cff70ebbf22b>
2. Bicycle Queensland, 'Goondiwindi and western downs on show as 500 cyclists tour the region', 2017 <http://www.grc.qld.gov.au/documents/42283202/42625214/Goondiwindi%20and%20western%20downs%20on%20show%20as%20500%20riders%20tour%20the%20region.pdf>



## 8. Appendix A – Existing Network Maps



**MAP A.1 - Existing Active Transport Network North**



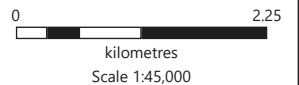
**MAJOR GENERATORS & ATTRACTORS**

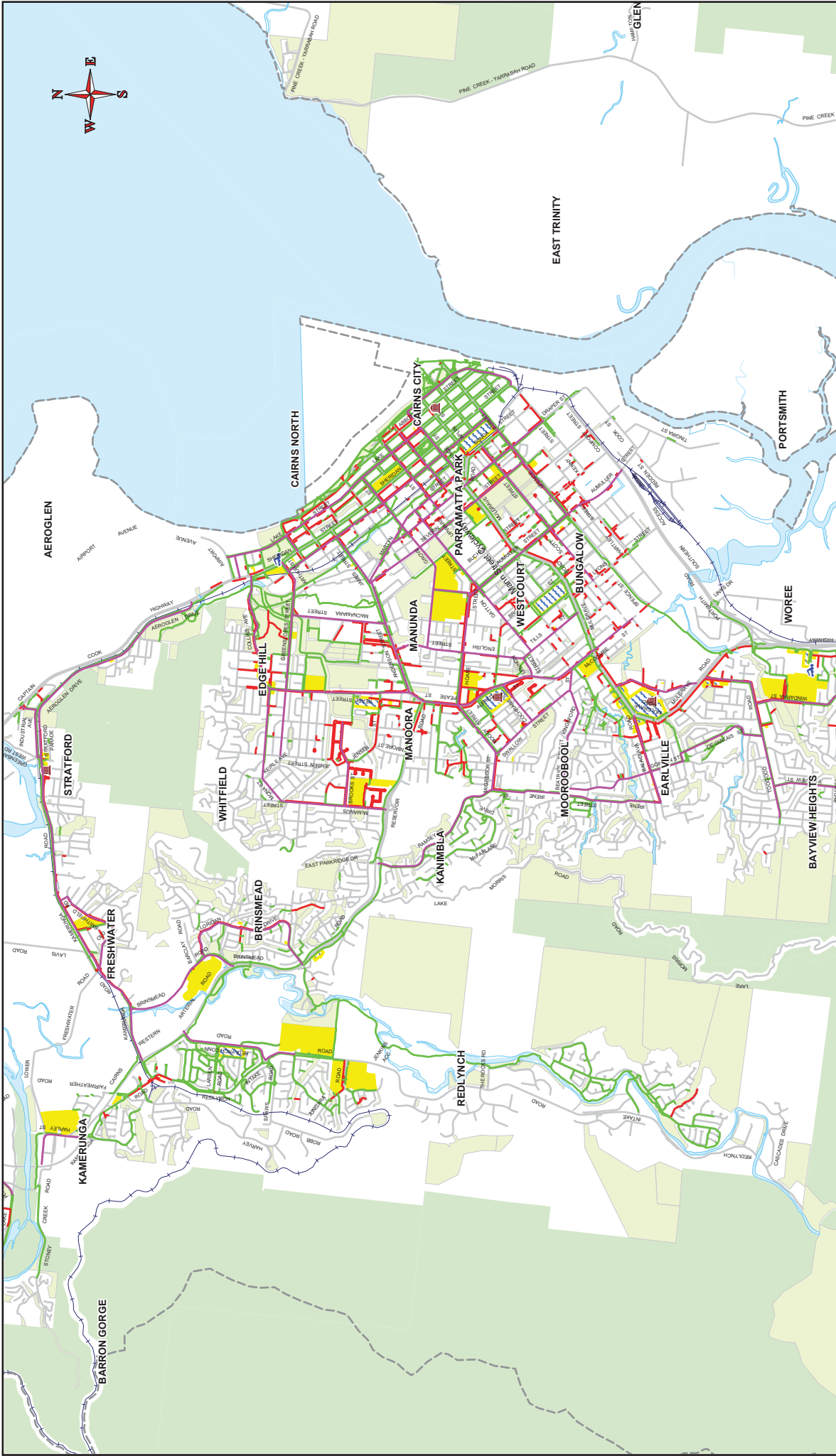
- Parks and Open Space
- National Parks
- Shopping & Commercial Centres
- Schools and Educational Facilities

**CyclePed Pathways by Width**

- 2m or greater (3368)
- less than 2m (1138)
- Streets with wide shoulders

- Pool
- Library





**MAP A.2 - Existing Active Transport Network Central**

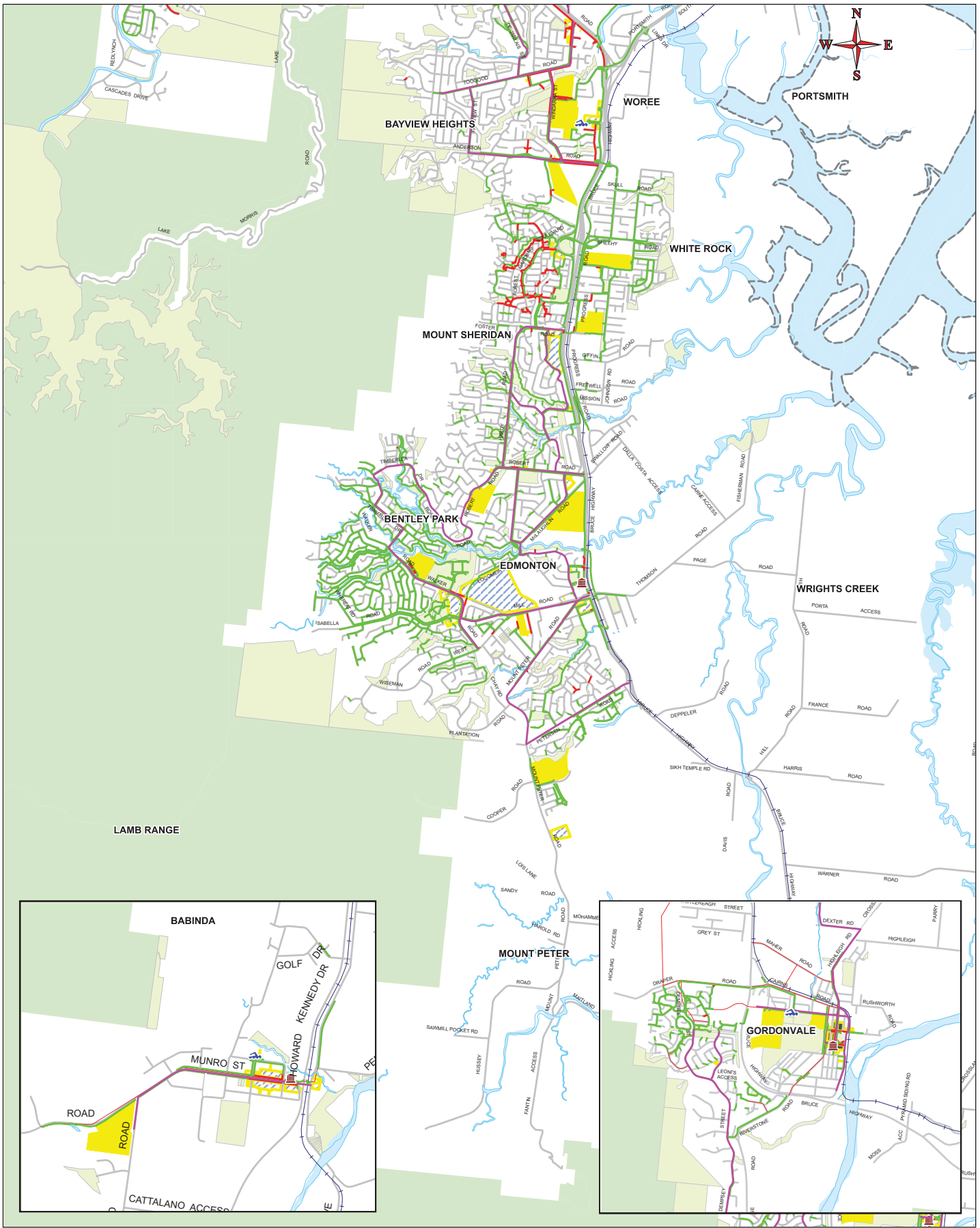


- MAJOR GENERATORS & ATTRACTORS**
- Parks and Open Space
  - National Parks
  - Shopping & Commercial Centres
  - Schools and Educational Facilities

- CyclePed Pathways by Width**
- 2m or greater (3388)
  - less than 2m (1138)
  - Streets with wide shoulders

- Pool
- Library





**MAP A.3 - Existing Active Transport Network South**



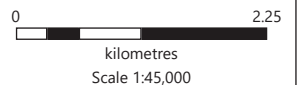
**MAJOR GENERATORS & ATTRACTORS**

- Parks and Open Space
- National Parks
- Shopping & Commercial Centres
- Schools and Educational Facilities

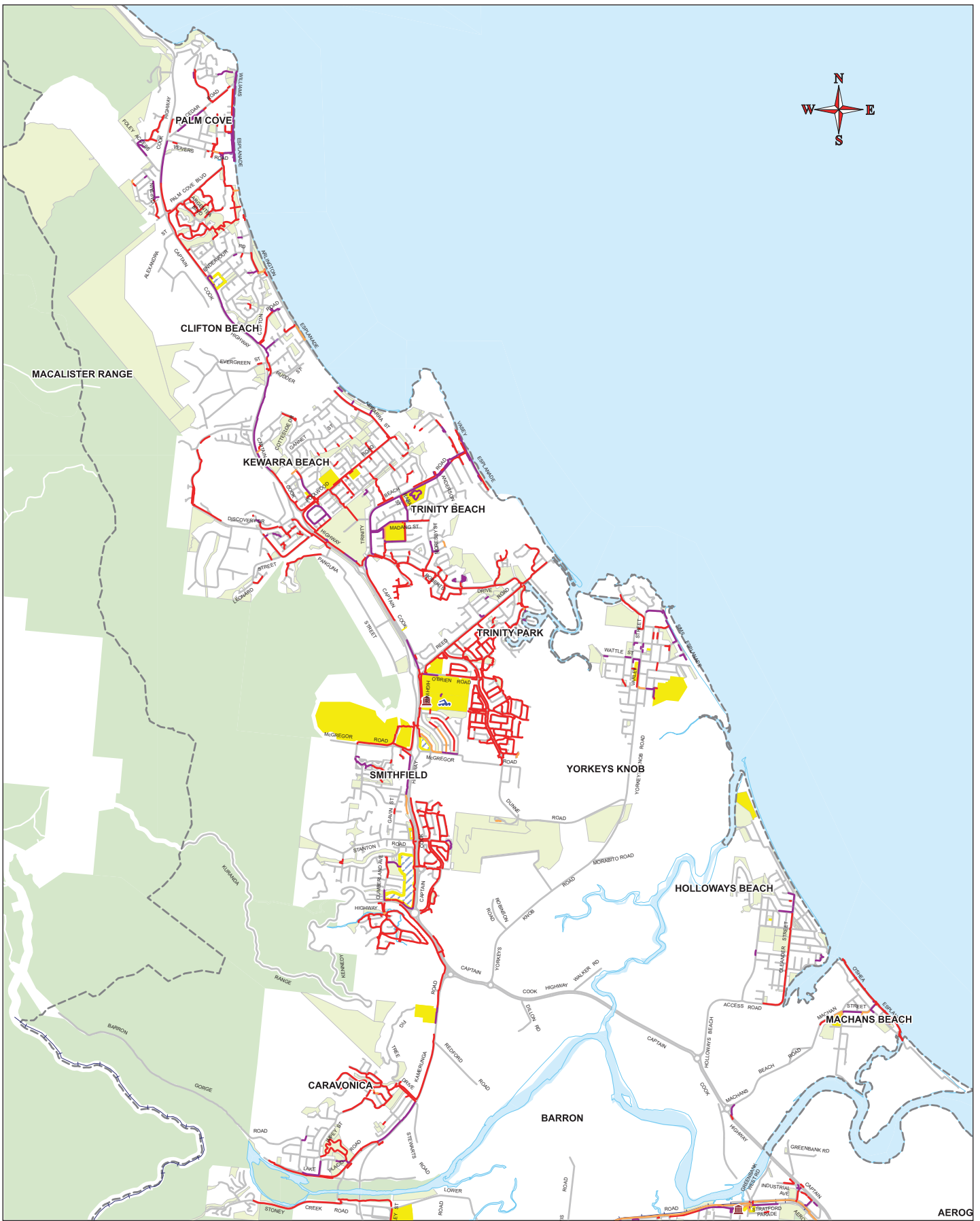
**CyclePed Pathways by Width**

- 2m or greater (3368)
- less than 2m (1138)
- Streets with wide shoulders

- Pool
- Library















**MAP A.4 - Existing Active Transport Network (widths) - North**



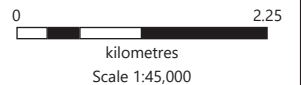
**MAJOR GENERATORS & ATTRACTORS**

-  Parks and Open Space
-  National Parks
-  Shopping & Commercial Centres
-  Schools and Educational Facilities

**CyclePed Pathways by Width**

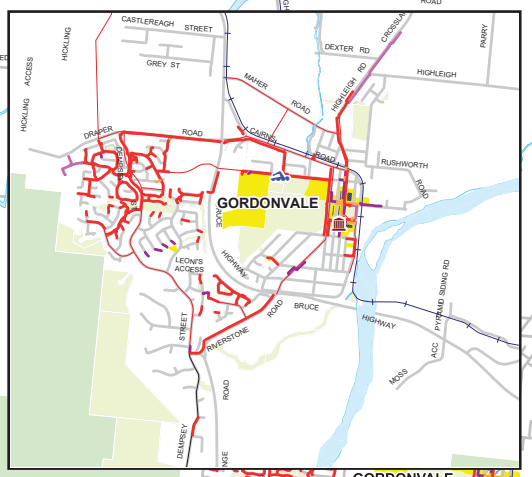
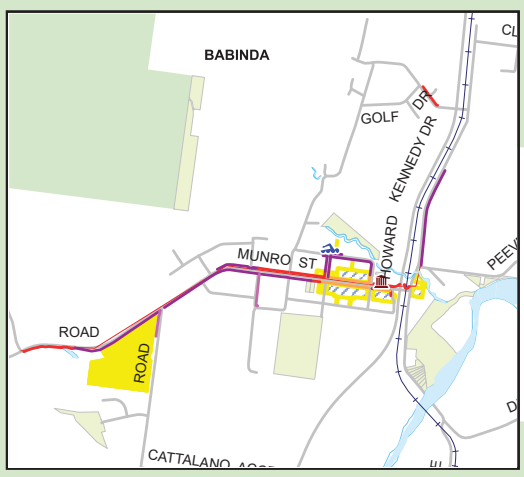
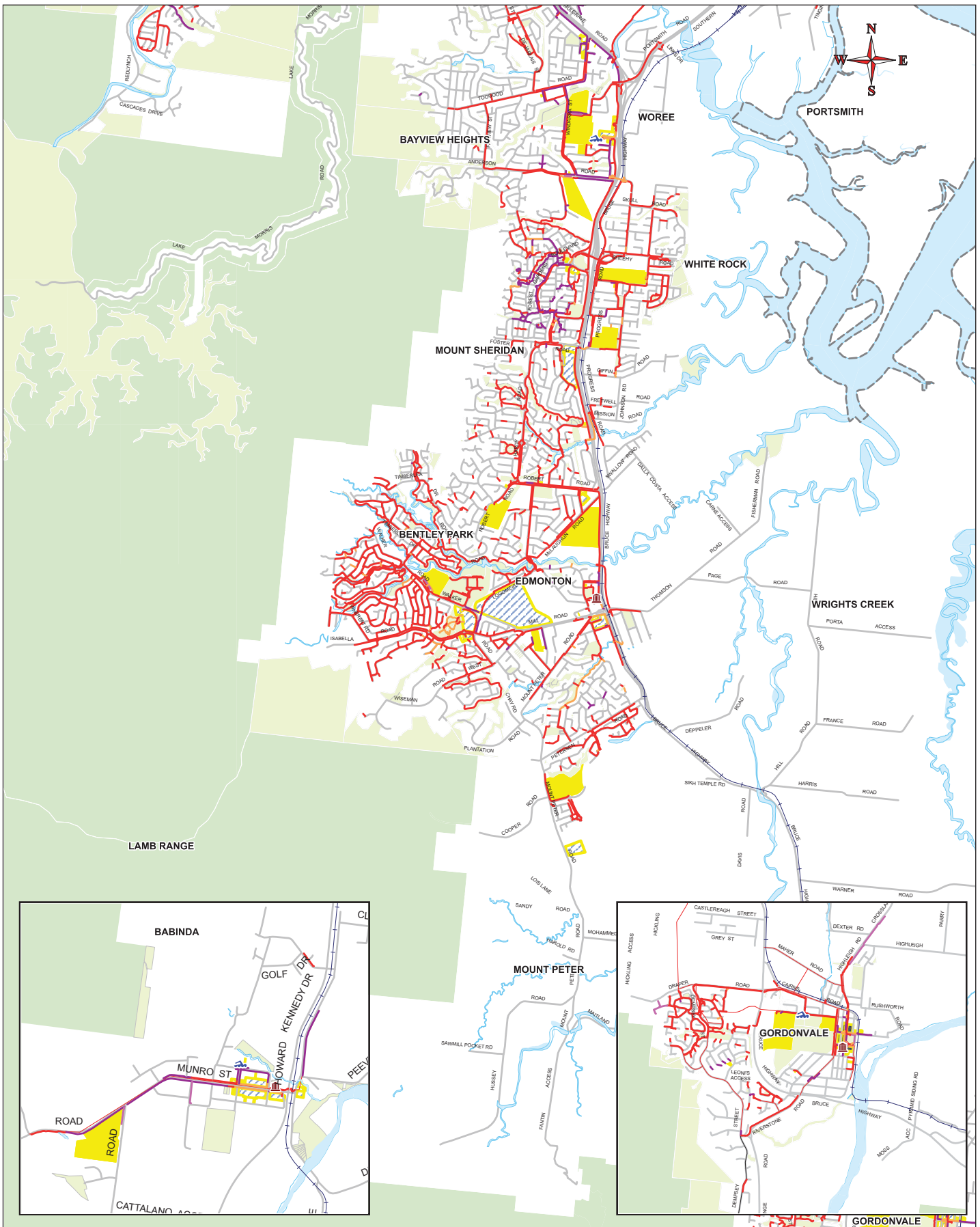
-  2.5 to 3.0 (518)
-  2 to 2.49 (2850)
-  1.2 to 1.99 (1118)
-  0 to 1.19 (20)

-  Pool
-  Library







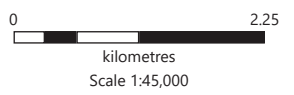


**MAP A.6 - Existing Active Transport Network (widths) - South**



- MAJOR GENERATORS & ATTRACTORS**
- Parks and Open Space
  - National Parks
  - Shopping & Commercial Centres
  - Schools and Educational Facilities

- CyclePed Pathways by Width**
- 2.5 to 3.0 (518)
  - 2 to 2.49 (2850)
  - 1.2 to 1.99 (1118)
  - 0 to 1.19 (20)
- Library  
 Pool

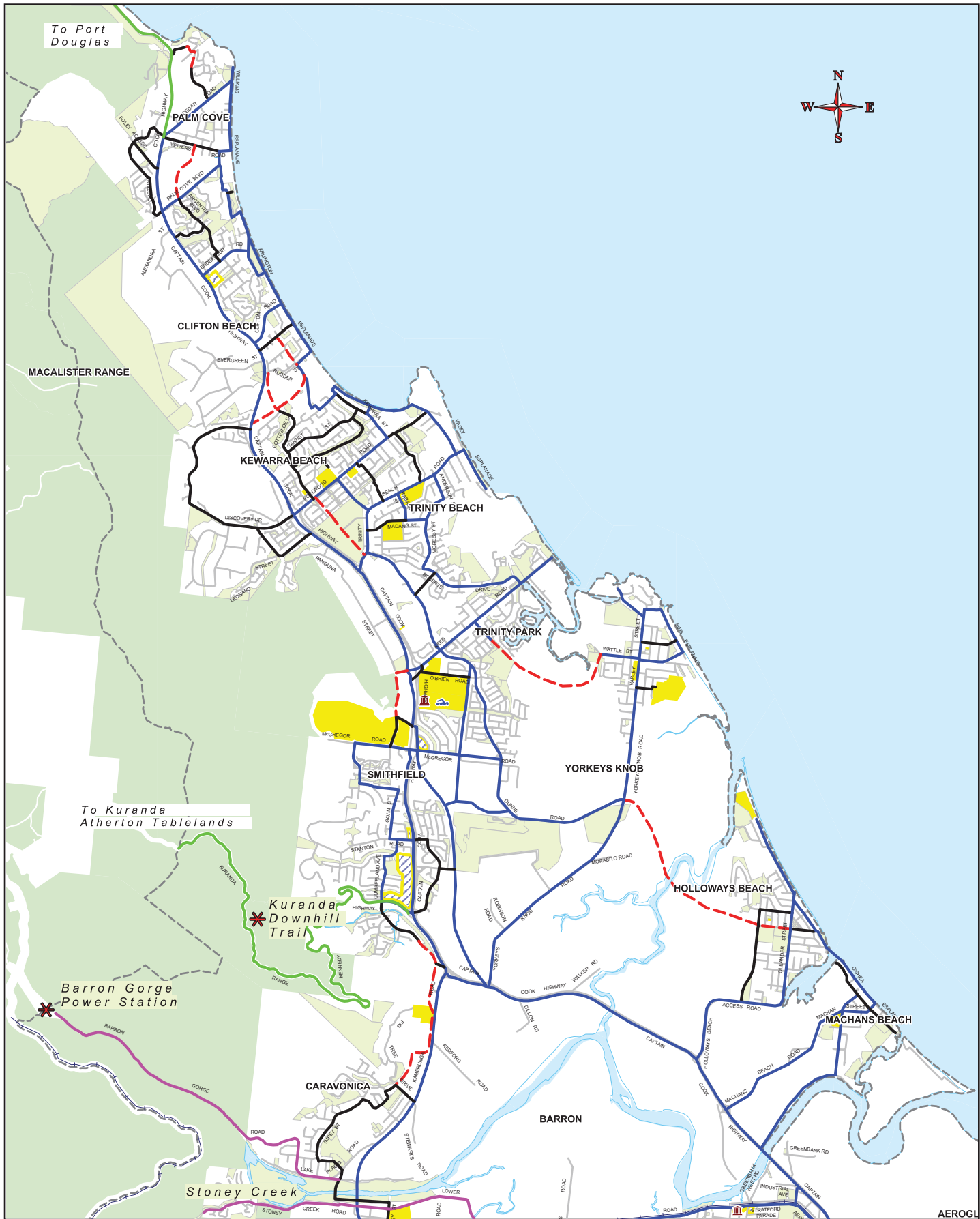




## 9. Appendix B – Community and Stakeholder Engagement Results

**Community Engagement Results available upon request**

## 10. Appendix C – Proposed Network Maps (Cycle and Pedestrian)



**MAP C.1 - Proposed Cycle Network North**



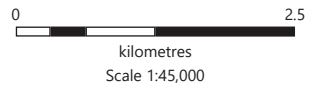
**MAJOR GENERATORS & ATTRACTORS**

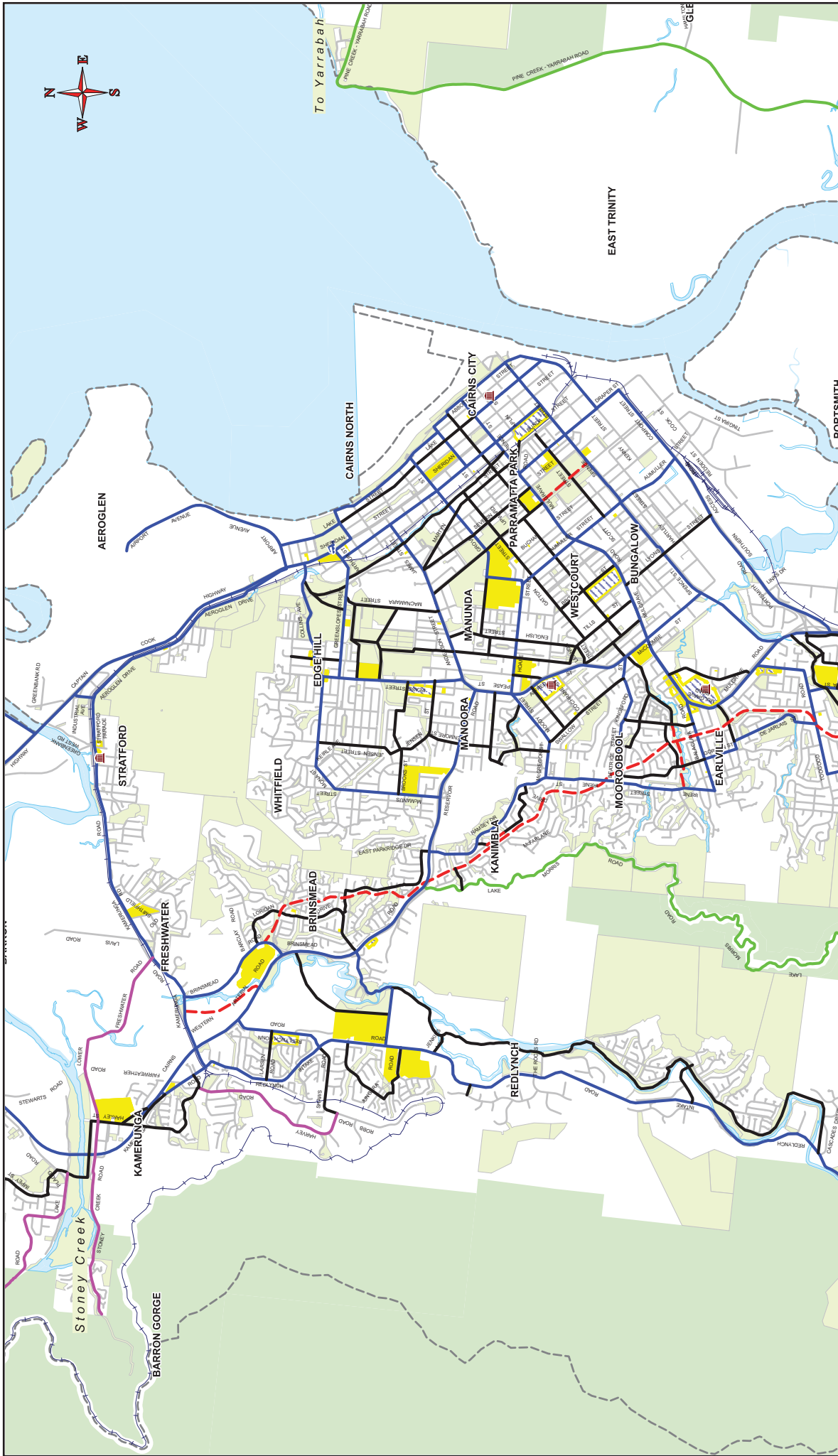
- Parks and Open Space
- National Parks
- Shopping & Commercial Centres
- Schools and Educational Facilities

- Tourist Destinations
- Pool
- Library

**Ultimate Cycle Network Legend**

- Principal Routes
- Local Routes
- Strategic Investigation Routes
- Training Routes
- Iconic Recreational Routes





**MAP C.2 - Proposed Cycle Network Central**



**MAJOR GENERATORS & ATTRACTORS**

- Parks and Open Space
- National Parks
- Shopping & Commercial Centres
- Schools and Educational Facilities

**Ultimate Cycle Network Legend**

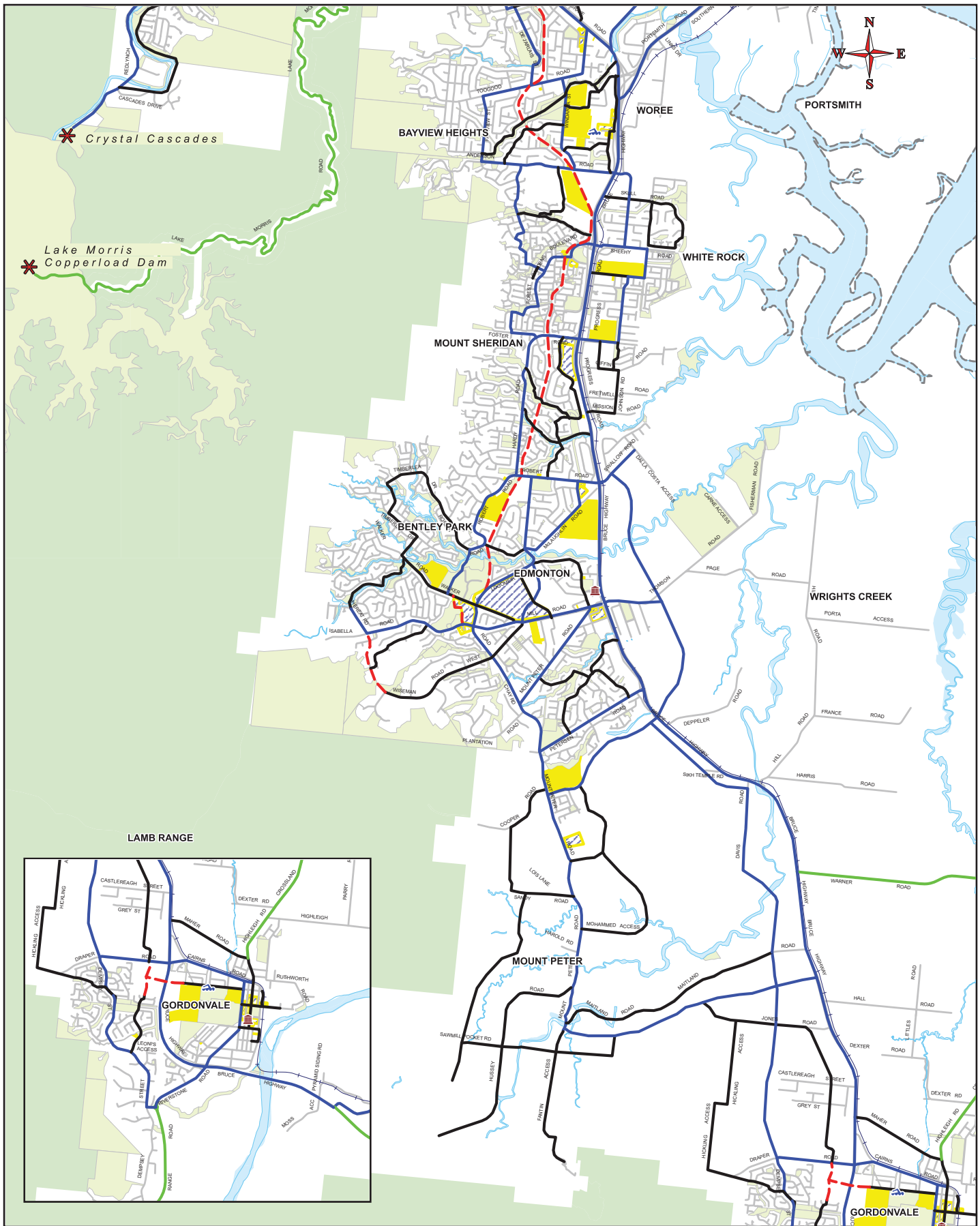
- Principal Routes
- Local Routes
- Strategic Investigation Routes
- Training Routes
- Iconic Recreational Routes

**Tourist Destinations**

- Tourist Destinations
- Pool
- Library







**MAP C.3 - Proposed Cycle Network South**

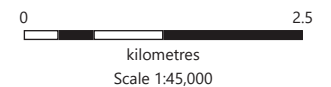


**MAJOR GENERATORS & ATTRACTORS**

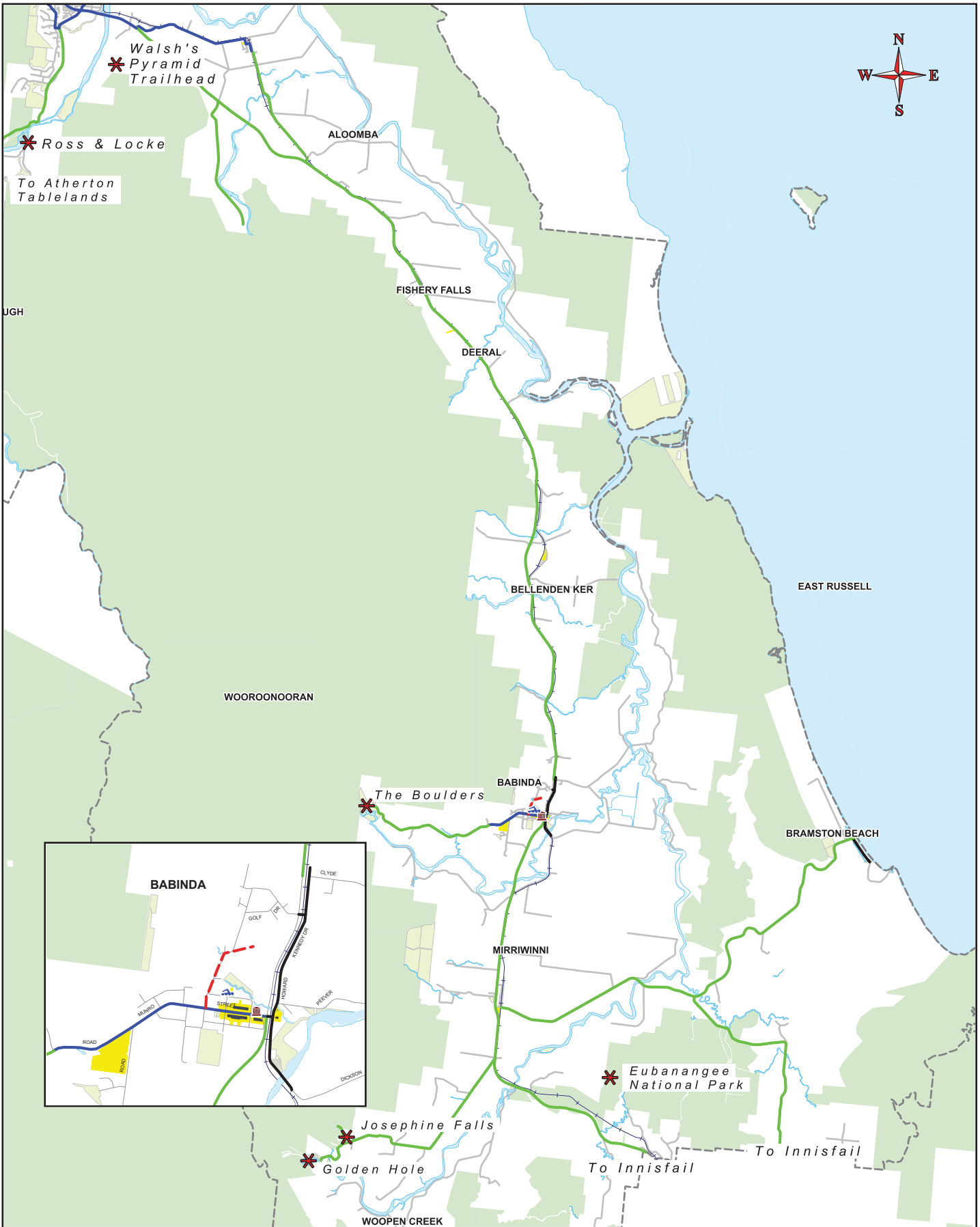
- Parks and Open Space
- National Parks
- Shopping & Commercial Centres
- Schools and Educational Facilities
- ✳ Tourist Destinations
- 🌊 Pool
- 📖 Library

**Ultimate Cycle Network Legend**

- Principal Routes
- Local Routes
- Strategic Investigation Routes
- Training Routes
- Iconic Recreational Routes

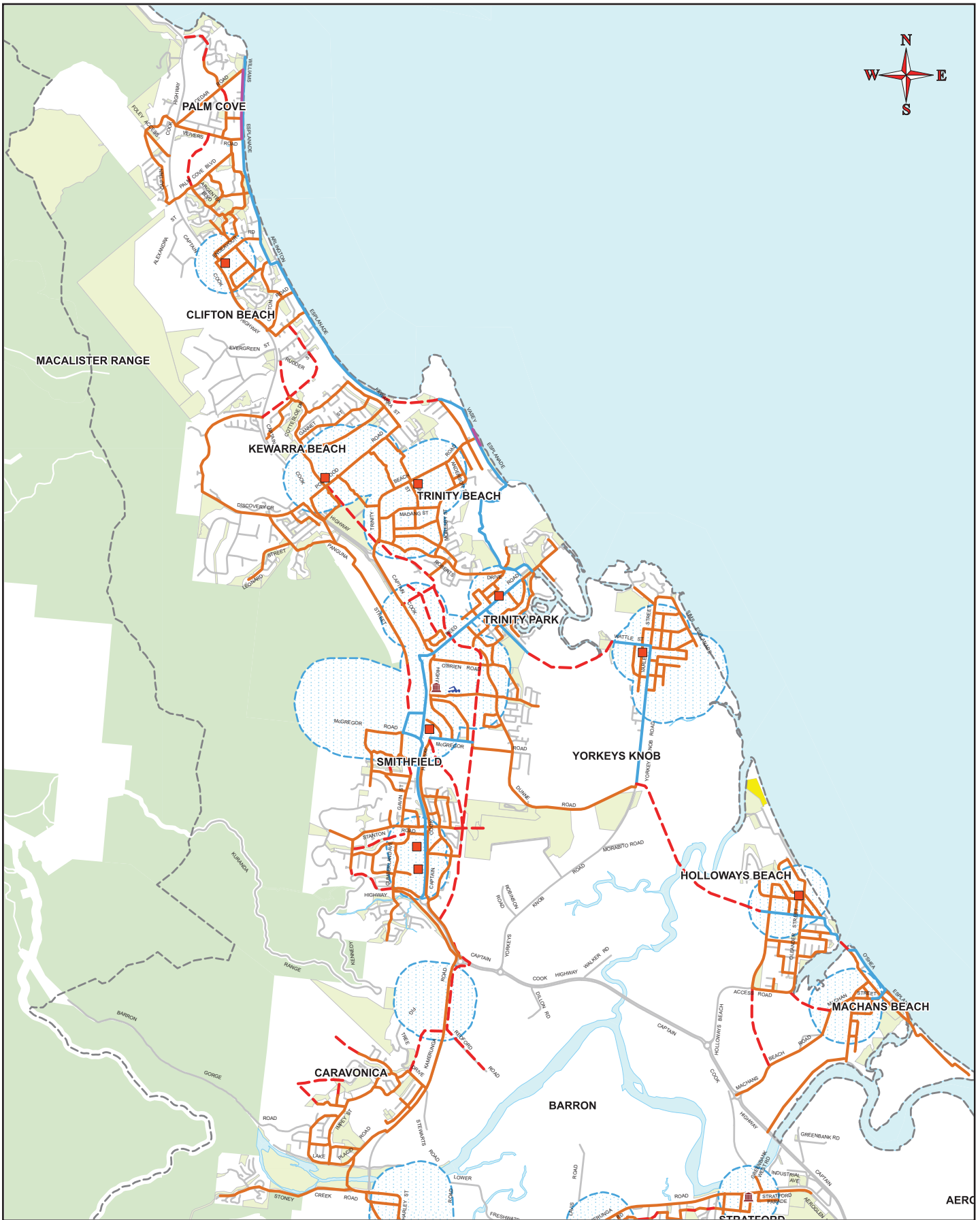






**MAP C.4 - Proposed Cycle Network South B**

<p><b>MAJOR GENERATORS &amp; ATTRACTORS</b></p> <ul style="list-style-type: none"> <li> Parks and Open Space</li> <li> National Parks</li> <li> Shopping &amp; Commercial Centres</li> <li> Schools and Educational Facilities</li> <li> Tourist Destinations</li> <li> Pool</li> <li> Library</li> </ul>		<p><b>Ultimate Cycle Network Legend</b></p> <ul style="list-style-type: none"> <li> Principal Routes</li> <li> Local Routes</li> <li> Strategic Investigation Routes</li> <li> Training Routes</li> <li> Iconic Recreational Routes</li> </ul> <p>0  5 kilometres Scale 1:115,000</p>
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**MAP C.5 - Proposed Pedestrian Network North**

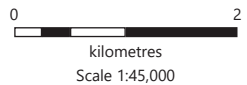


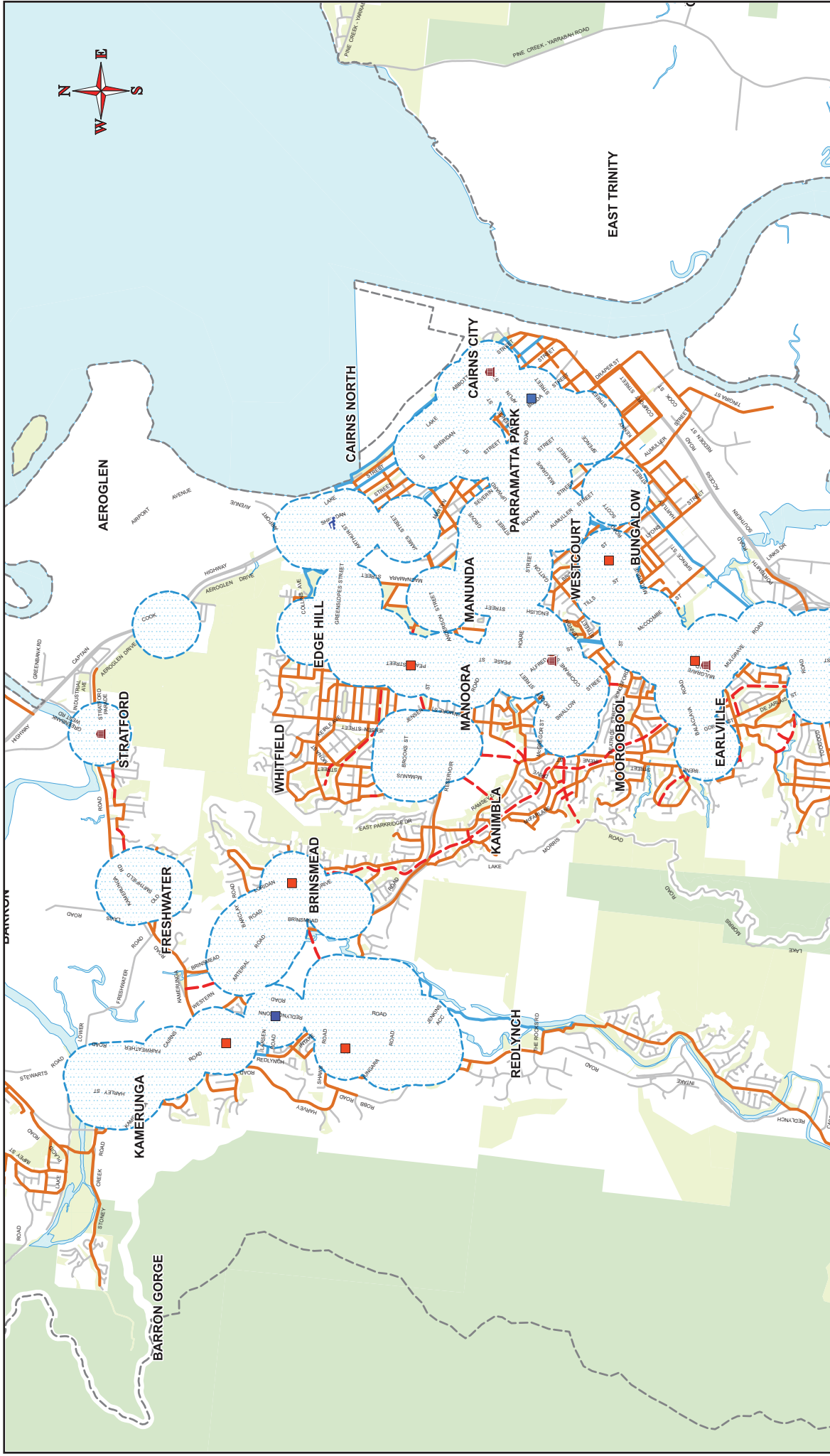
**MAJOR GENERATORS & ATTRACTORS**

- Parks and Open Space
- National Parks
- Major Generator 400m buffer
- Schools and Educational Facilities
- Shops Local
- Shops Major

**PEDESTRIAN NETWORK HIERARCHY**

- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Pool
- Library



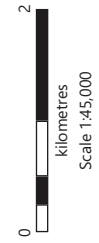


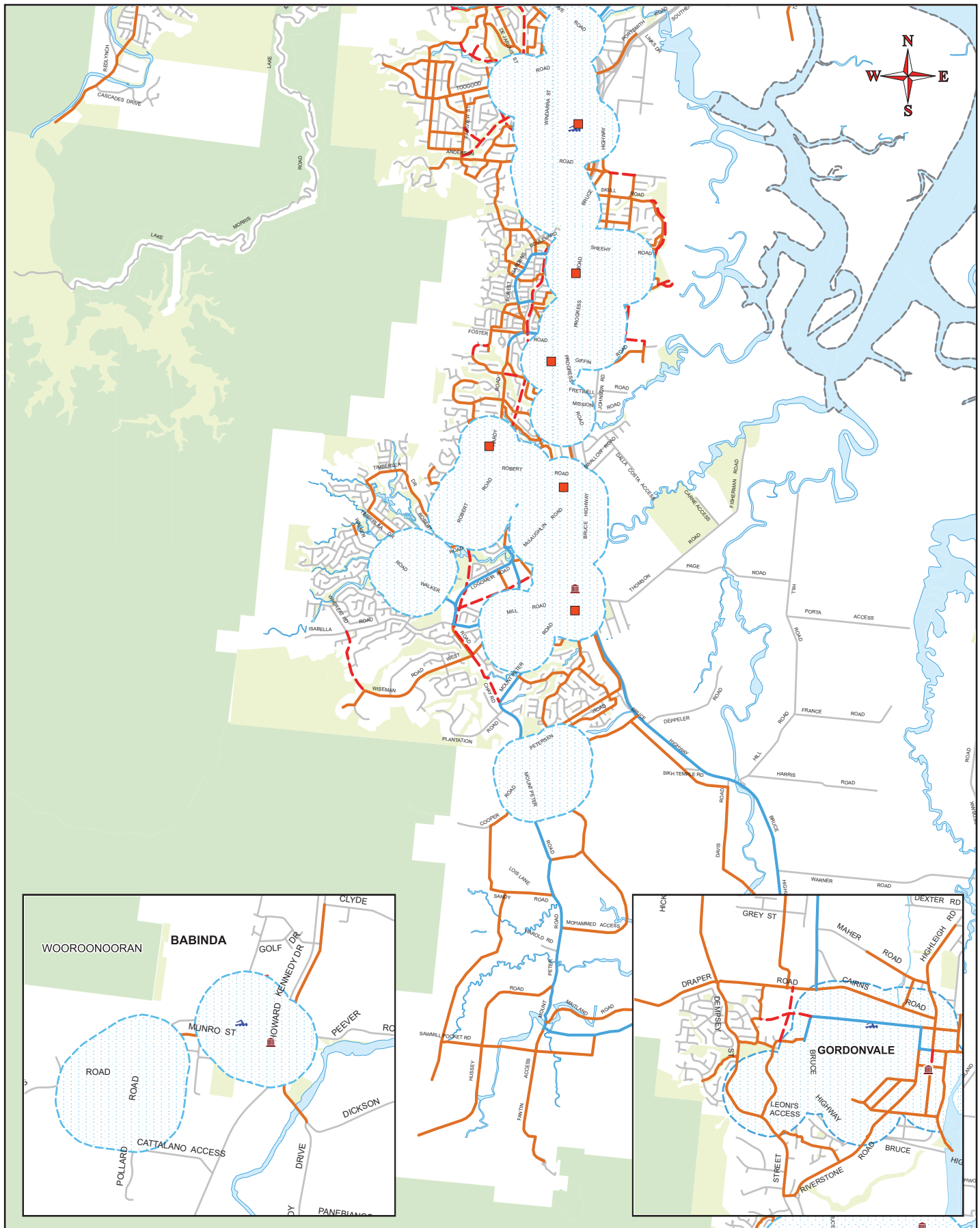
### MAP C.6 - Proposed Pedestrian Network Central



- MAJOR GENERATORS & ATTRACTORS**
- Parks and Open Space
  - National Parks
  - Major Generator 400m Buffer
  - Schools and Educational Facilities
  - Shops Local
  - Shops Major
  - Pool
  - Library

- PEDESTRIAN NETWORK HIERARCHY**
- Pedestrian Spine
  - Access Street
  - Strategic Investigation Routes
  - Pedestrian Activity Street

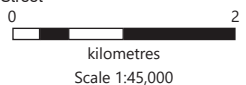




**MAP C.7 - Proposed Pedestrian Network South**

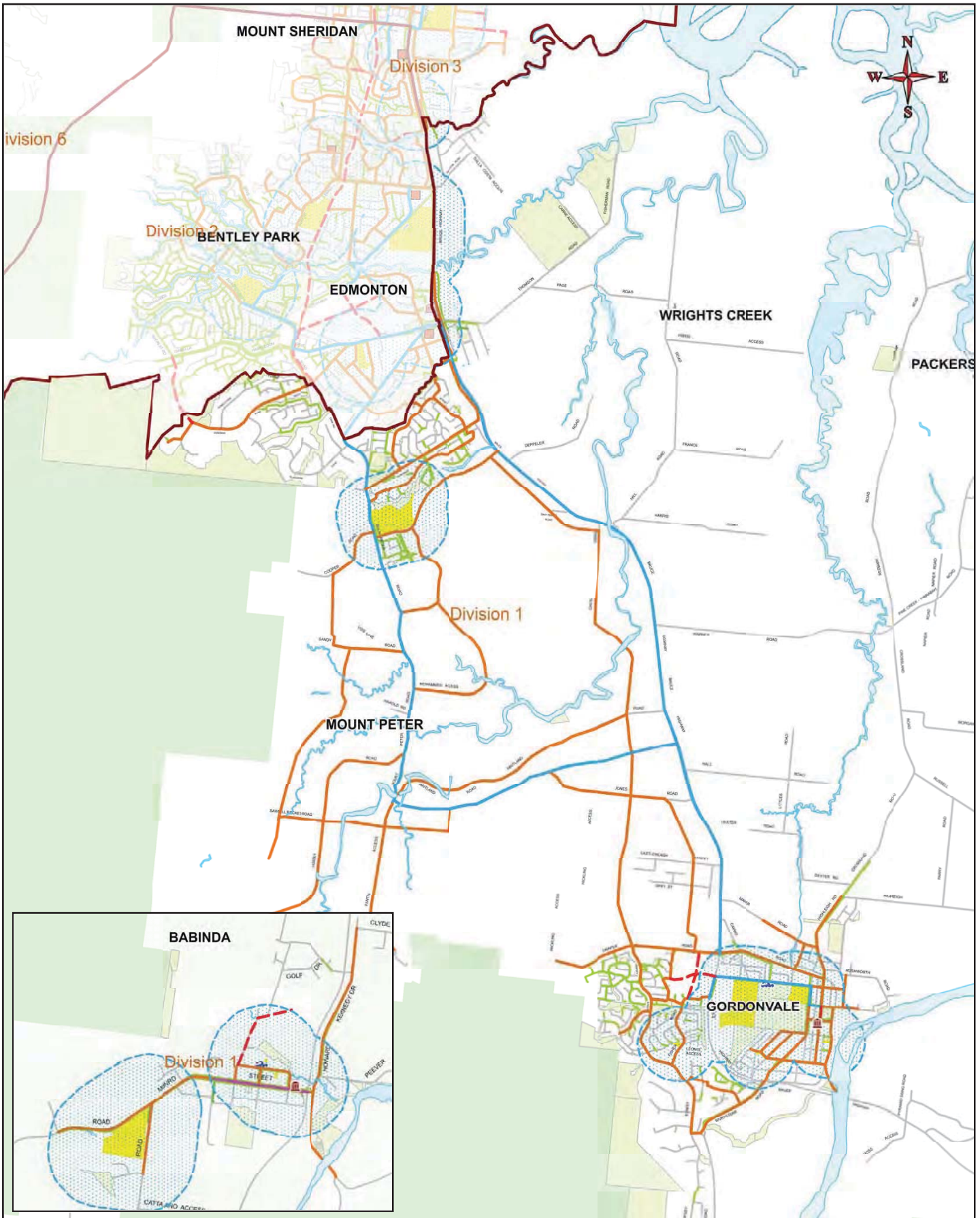


<b>MAJOR GENERATORS &amp; ATTRACTORS</b>		<b>PEDESTRIAN NETWORK HIERARCHY</b>	
	Parks and Open Space		Pedestrian Spine
	National Parks		Access Street
	Major Generator 400m buffer		Strategic Investigation Routes
	Schools and Educational Facilities		Pedestrian Activity Street
	Shops Local		Pool
	Shops Major		Library



## 11. Appendix D – Proposed Pedestrian Network Plans (by Division)





**MAP D.1 - Proposed Pedestrian Network Division 1**



**MAJOR GENERATORS & ATTRACTORS**

- Parks and Gardens
- National Parks
- Major Generator 400m buffer
- Schools and Education Facilities
- Shops Local
- Shops Major

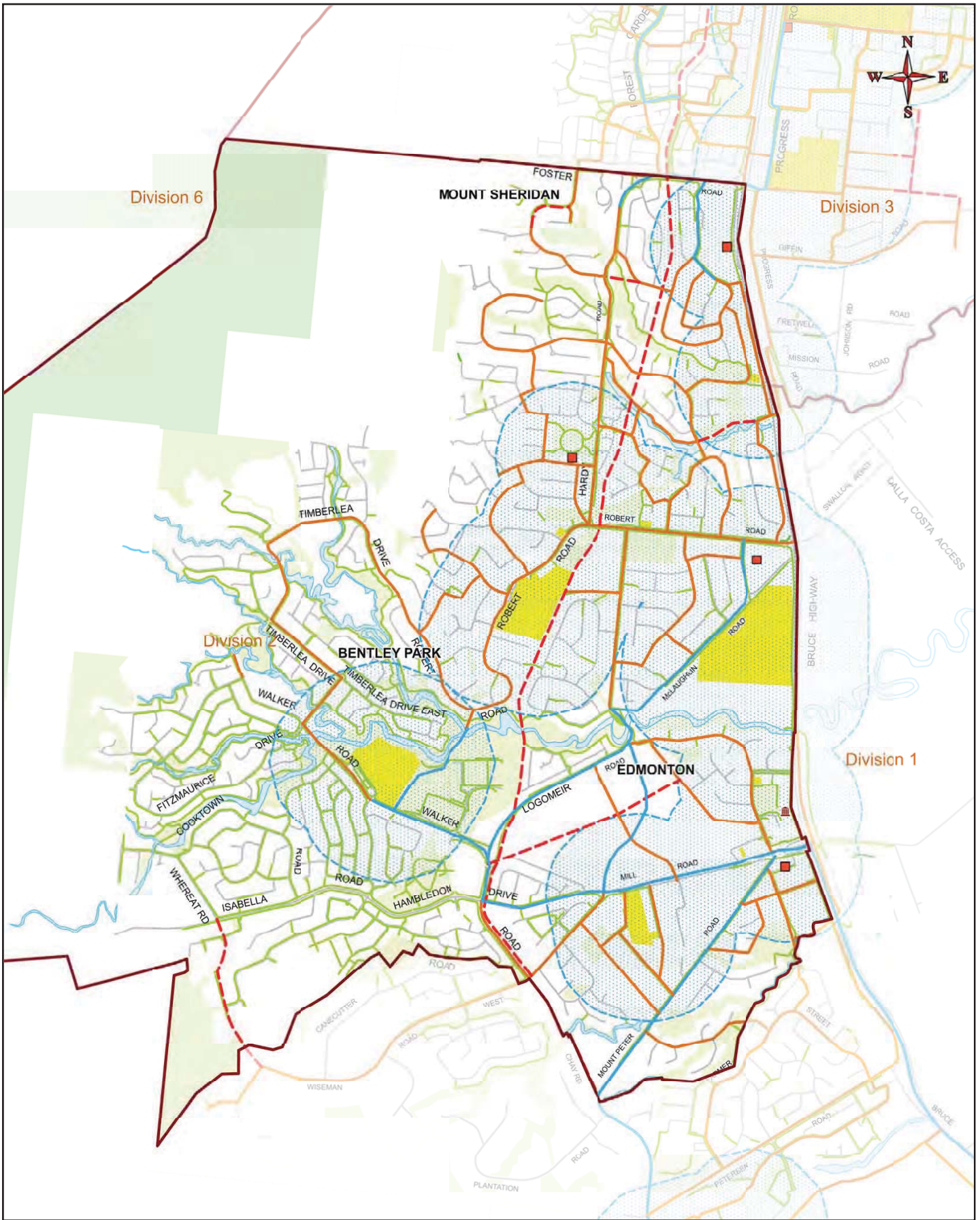
**PEDESTRIAN NETWORK HIERARCHY**

- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Footpaths and Bikeways
- Pool
- Library

Division Boundary







**MAP D.2 - Proposed Pedestrian Network Division 2**



**MAJOR GENERATORS & ATTRACTORS**

- Parks and Gardens
- National Parks
- Major Generator 400m buffer
- Schools and Educational Facilities
- Shops Local
- Shops Major

**PEDESTRIAN NETWORK HIERARCHY**

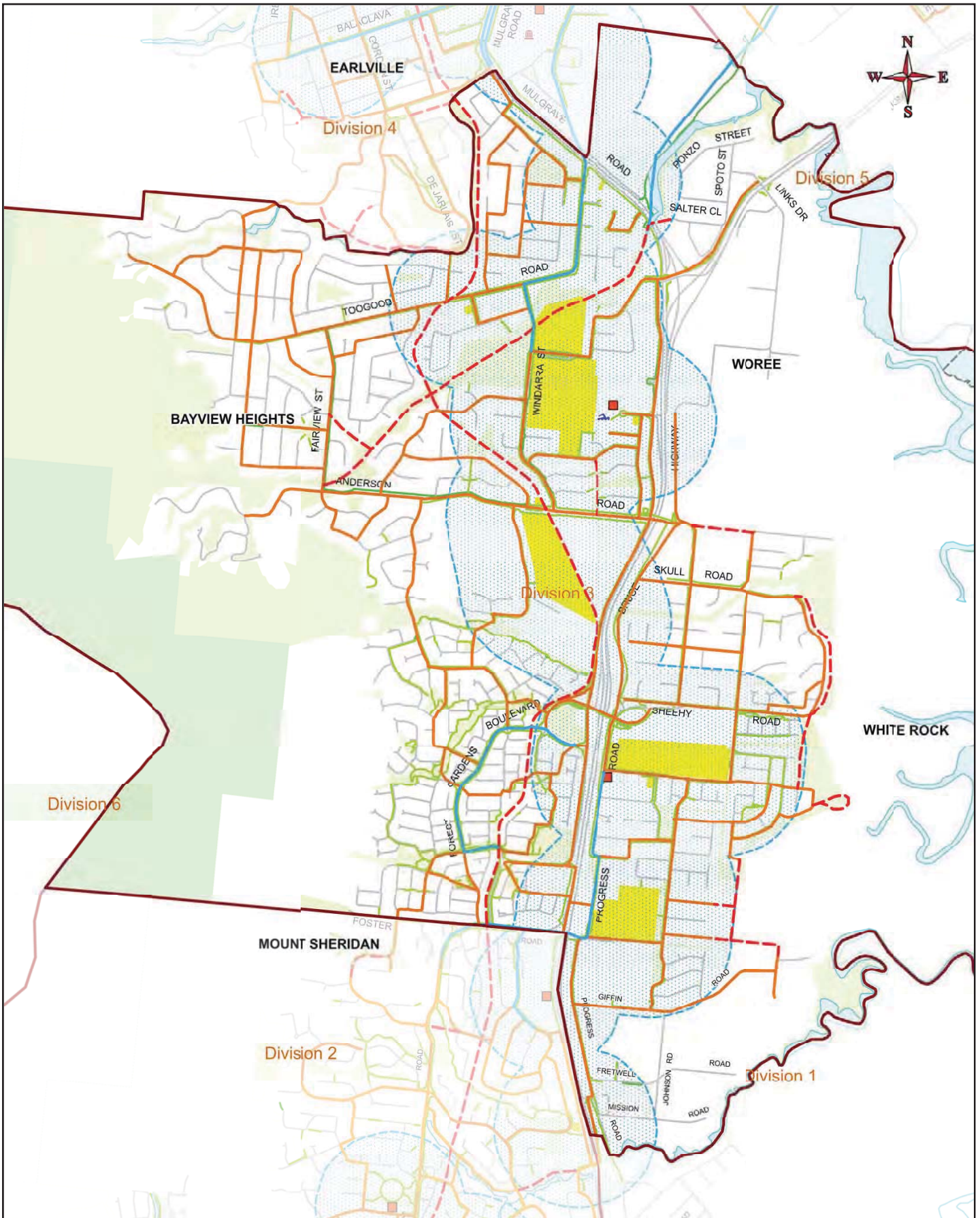
- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Footpaths and Bikeways
- Pool
- Library

Division Boundaries



0 1  
kilometres  
Scale 1:18,000





**MAP D.3 - Proposed Pedestrian Network Division 3**

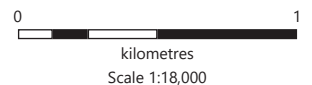


**MAJOR GENERATORS & ATTRACTORS**

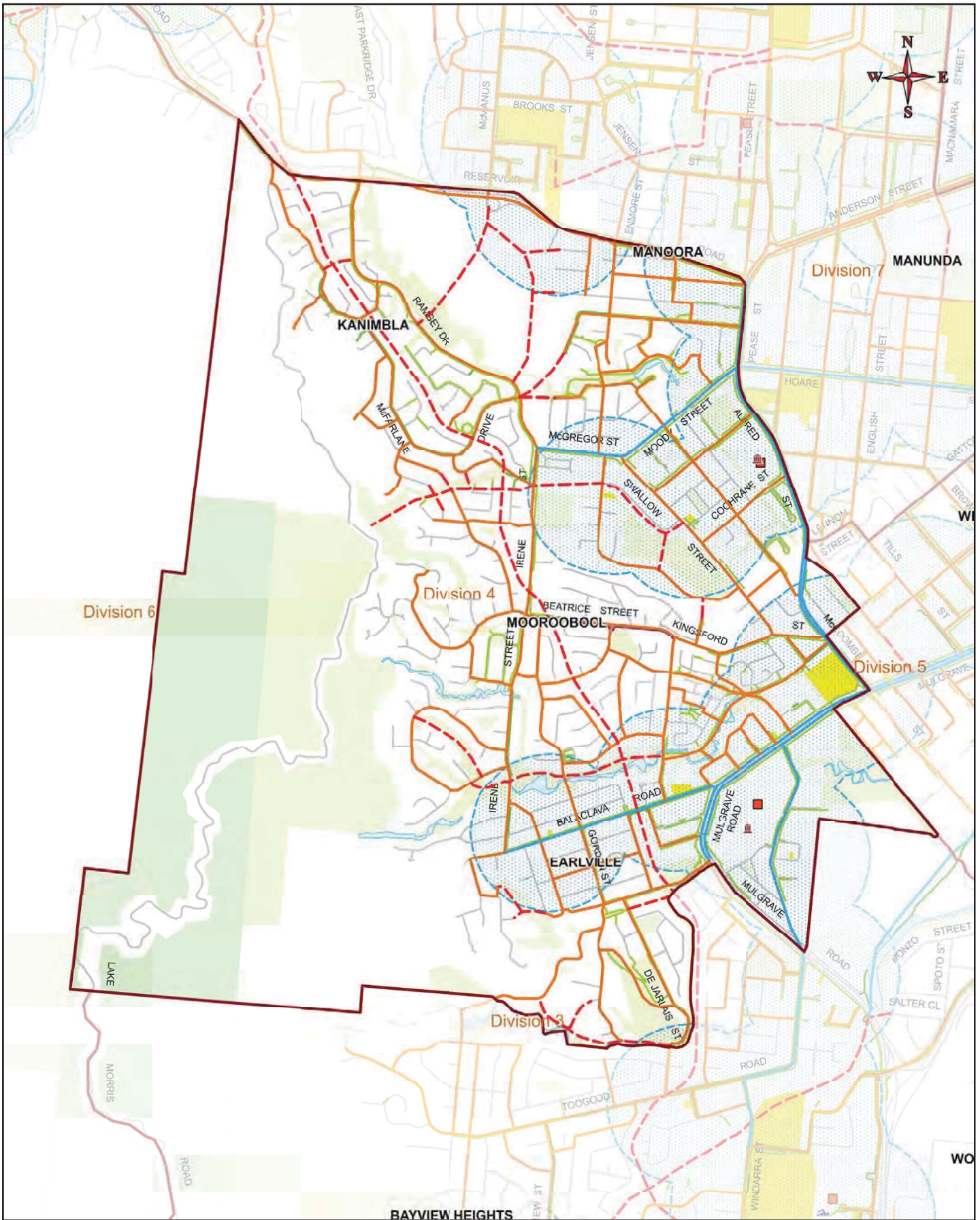
- Parks and Gardens
- National Parks
- Major Generator 400m buffer
- Schools and Educational Facilities
- Shops Local
- Shops Major

**PEDESTRIAN NETWORK HIERARCHY**

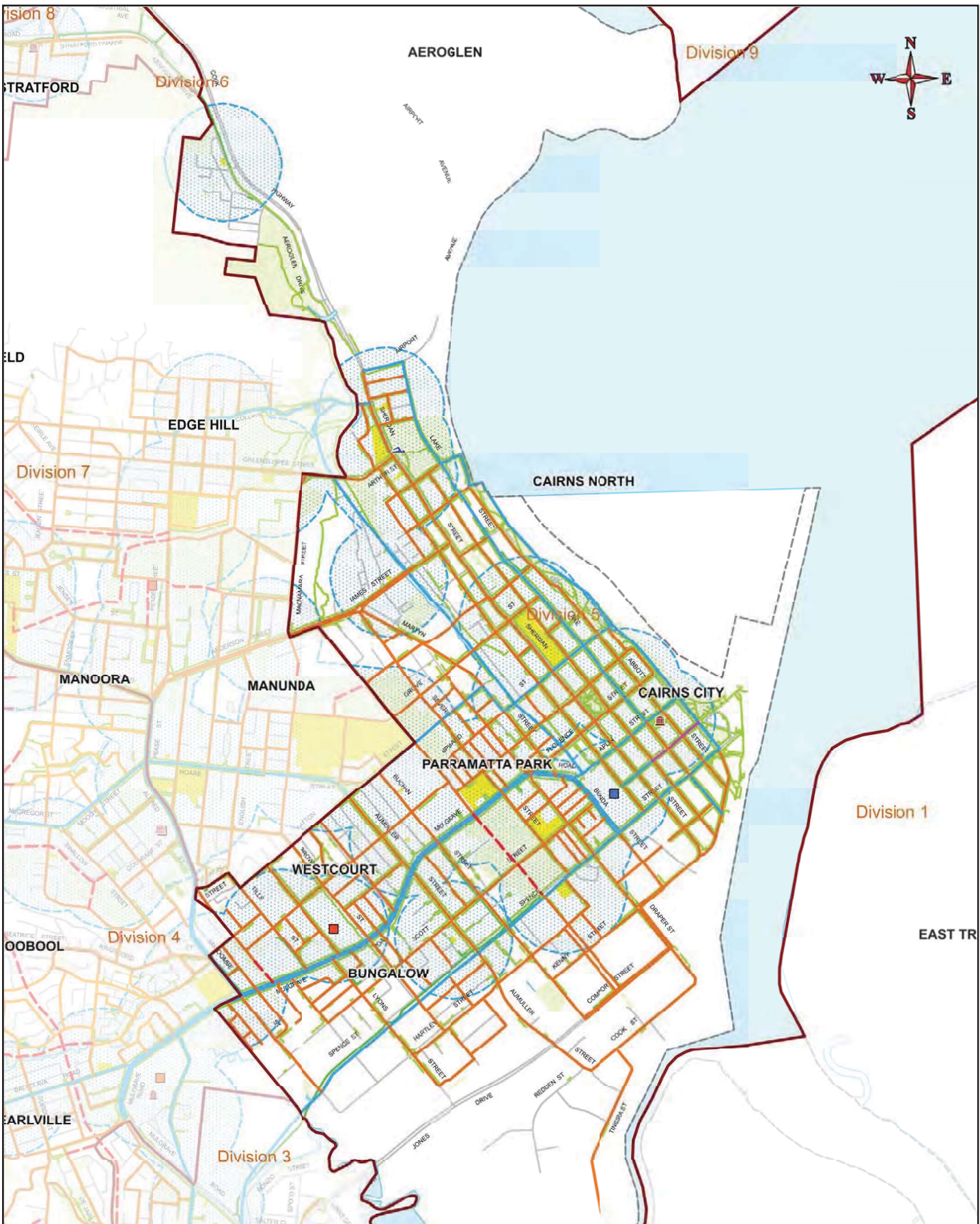
- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Footpaths and Bikeways
- Pool
- Library











**MAP D.5 - Proposed Pedestrian Network Division 5**



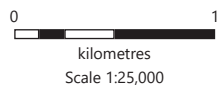
**MAJOR GENERATORS & ATTRACTORS**

- Parks and Gardens
- National Parks
- Major Generator 400m buffer
- Schools and Educational Facilities
- Shops Local
- Shops Major

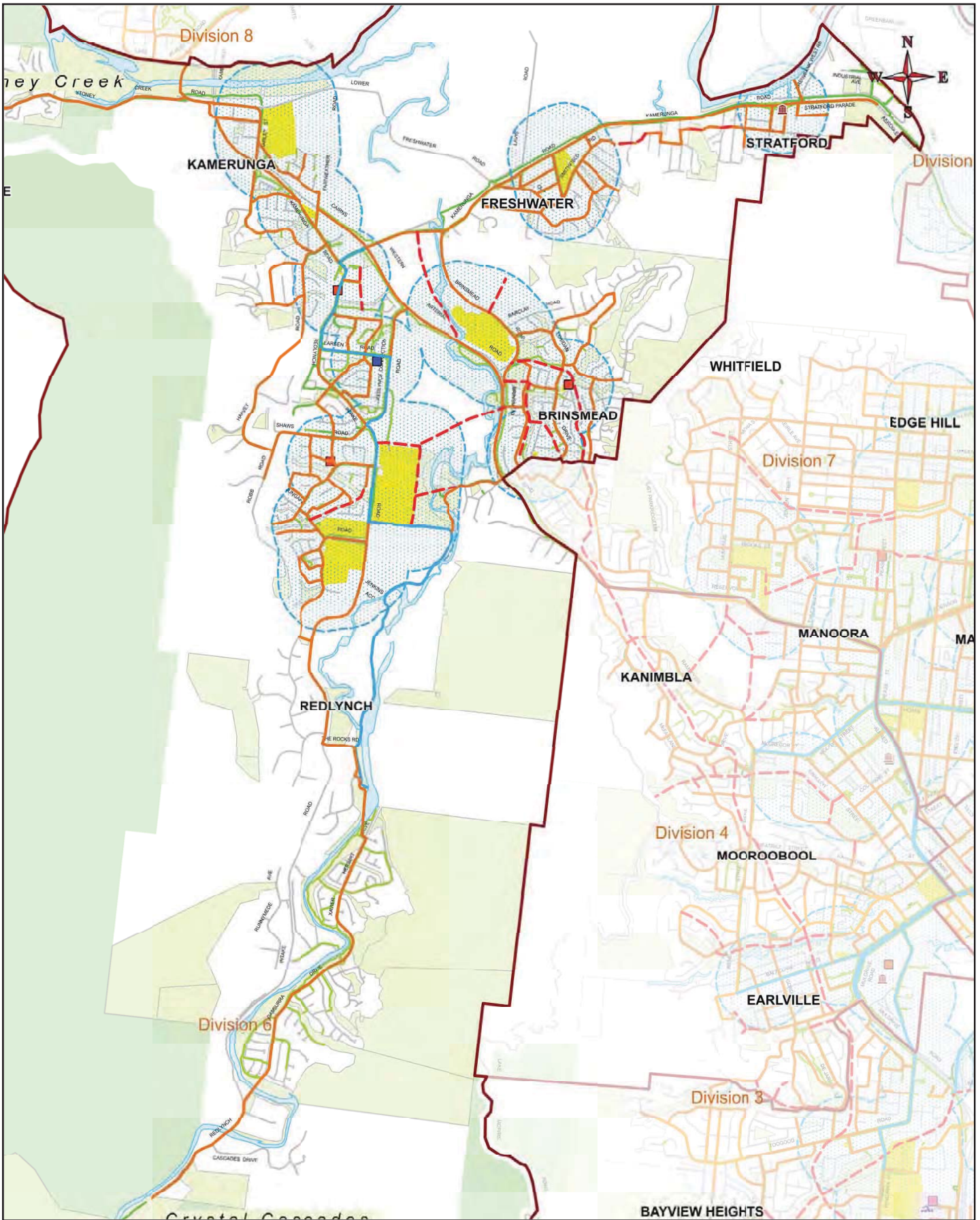
**PEDESTRIAN NETWORK HIERARCHY**

- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Footpaths and Bikeways
- Pools
- Library

Division Boundaries







**MAP D.6 - Proposed Pedestrian Network Division 6**



**MAJOR GENERATORS & ATTRACTORS**

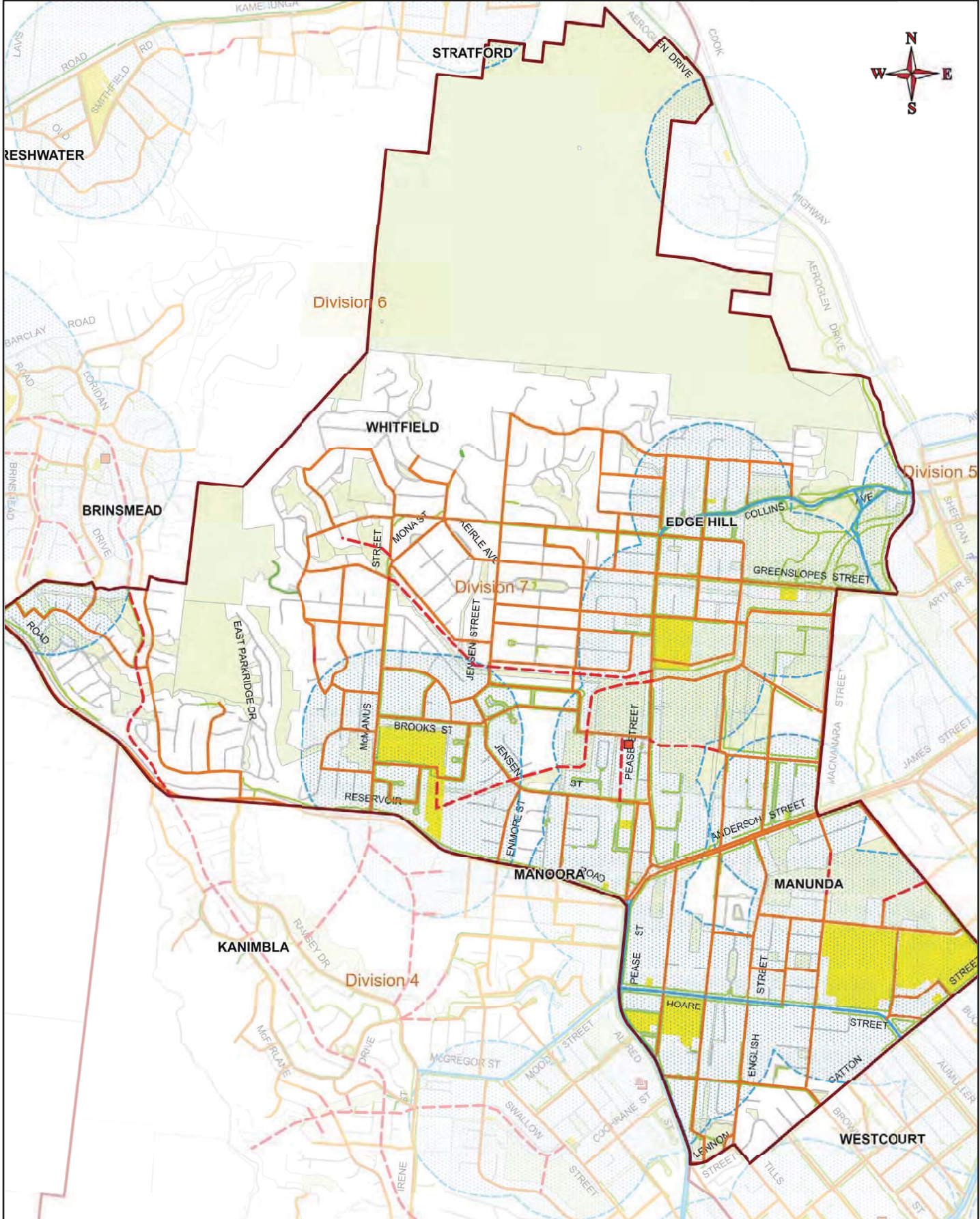
- Parks and Gardens
- National Parks
- Major Generator 400m buffer
- Schools and Educational Facilities
- Shops Local
- Shops Major

**PEDESTRIAN NETWORK HIERARCHY**

- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Footpaths and Bikeways
- Pool
- Library
- Division Boundaries







**MAP D.7 - Proposed Pedestrian Network Division 7**

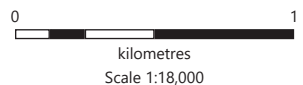


**MAJOR GENERATORS & ATTRACTORS**

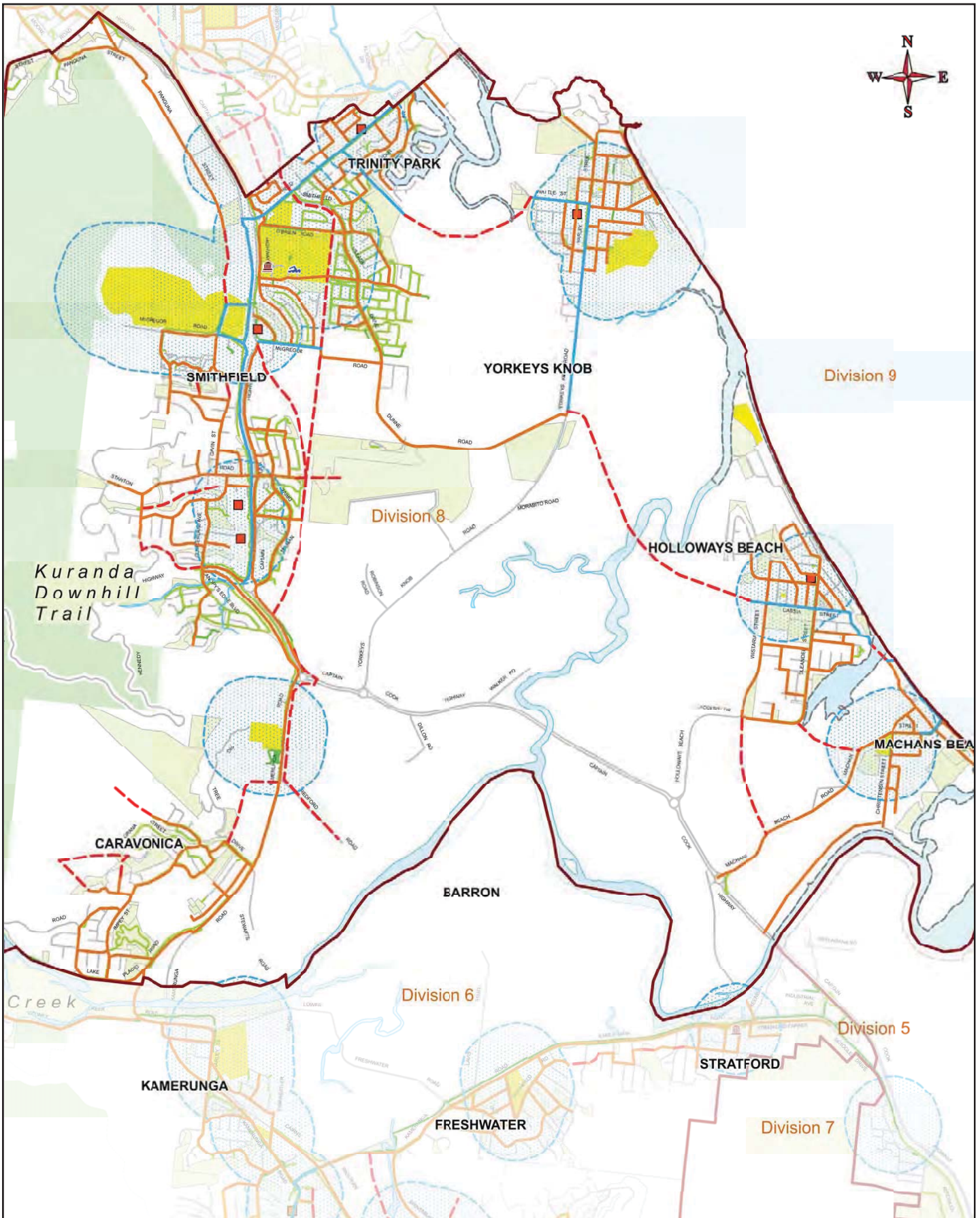
- Parks and Gardens
- National Parks
- Major Generator 400m buffer
- Schools and Educational Facilities
- Shops Local
- Shops Major

**PEDESTRIAN NETWORK HIERARCHY**

- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Footpaths and Bikeways
- Pool
- Library
- Division Boundaries







**MAP D.8 - Proposed Pedestrian Network Division 8**

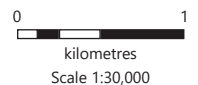


**MAJOR GENERATORS & ATTRACTORS**

- Parks and Gardens
- National Parks
- Major Generator 400m buffer
- Schools and Educational Facilities
- Shops Local
- Shops Major

**PEDESTRIAN NETWORK HIERARCHY**

- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Footpaths and Bikeways
- Pool
- Library
- Division Boundaries



To Port Douglas



**MAP D.9 - Proposed Pedestrian Network Division 9**



**MAJOR GENERATORS & ATTRACTORS**

- Parks and Gardens
- National Parks
- Major Generator 400m buffer
- Schools and Educational Facilities
- Shops Local
- Shops Major

**PEDESTRIAN NETWORK HIERARCHY**

- Pedestrian Spine
- Access Street
- Strategic Investigation Routes
- Pedestrian Activity Street
- Footpaths and Bikeways
- Pool
- Library

Division Boundaries



kilometres  
Scale 1:25,000

## 12. Appendix E – Cost Assumptions



OFF ROAD TREATMENT COSTS		Footpath (FP)				Shared Path (SP)					
PATHWAY WIDTH	Rate	2.0 m footpath without signage (missing link < 200m)		2.0 m footpath with signage		2.5 m shared path with signage		3.0 m shared path with signage		4.0 m shared path with signage	
		Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
Earthworks to box out path profile											
Cut to spoil to approved location. (Compacted measure)	\$ 15.00	200	\$ 3,000.00	200	\$ 3,000.00	200	\$ 3,000.00	300	\$ 4,500.00	400	\$ 6,000.00
Concrete pathways in place including and joining and finishing											
2.0m wide concrete path	\$ 120.00	2000	\$ 240,000.00	2000	\$ 240,000.00	2500	\$ 300,000.00		\$ -		\$ -
2.5m wide concrete path	\$ 120.00		\$ -		\$ -		\$ -		\$ -		\$ -
3.0m wide concrete path	\$ 120.00		\$ -		\$ -		\$ -		\$ -		\$ -
4.0m wide concrete path	\$ 120.00		\$ -		\$ -		\$ -		\$ -		\$ -
Bike and/or pedestrian painted symbols in place	\$ 45.00	12	\$ 540.00	12	\$ 540.00	12	\$ 540.00	12	\$ 540.00	12	\$ 540.00
Bicycle and/or pedestrian signs in place	\$ 300.00	each	\$ -	3	\$ 900.00	3	\$ 900.00	3	\$ 900.00	3	\$ 900.00
If an existing path is to be widened, the cost of removing the path and disposal is to be added at a cost of \$ /m	\$ 20.00	m	\$ -								
<b>Sub-Total</b>			243000		244440		304440		365940		487440
<b>Contingency</b>	30%		72900		73332		91332		109782		146232
<b>TOTAL</b>			315900		317772		395772		475722		633672
<b>Length of Pathway</b>			1000		1000		1000		1000		1000
<b>Cost Per m</b>			\$ 316.00		\$ 318.00		\$ 396.00		\$ 476.00		\$ 634.00
<b>Treatment Code</b>			FP 2A		FP 2B		SP 2.5		SP 3		SP 4

These unit rates are based on 2018 construction rates provided by Cairns Regional Council. The rates shown do not account for any escalation, design fees or contract and project administration fees.



Road Widening Cost		Rate		0.5m widening		1.0m widening		1.5m widening		2.0m widening		2.5m widening		3.0m widening		3.5m widening		4.0m widening			
		Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
<b>Roadworks &amp; Associated Works</b>																					
Earthworks to box out pavement profile																					
Cut to Spoil to an approved location	m3	\$ 15.00	\$ 3,900.00	260	\$ 3,900.00	423	\$ 6,345.00	585	\$ 8,775.00	748	\$ 11,220.00	910	\$ 13,650.00	1073	\$ 16,095.00	1235	\$ 18,525.00	1398	\$ 20,970.00		
Trim road box and bed	m2	\$ 10.00	\$ 8,000.00	800	\$ 8,000.00	1300	\$ 13,000.00	1800	\$ 18,000.00	2300	\$ 23,000.00	2800	\$ 28,000.00	3300	\$ 33,000.00	3800	\$ 38,000.00	4300	\$ 43,000.00		
Pavement material grading B,C or D including	m3	\$ 86.00	\$ 20,640.00	240	\$ 20,640.00	390	\$ 33,540.00	540	\$ 46,440.00	690	\$ 59,340.00	840	\$ 72,240.00	990	\$ 85,140.00	1140	\$ 98,040.00	1290	\$ 110,940.00		
Asphalt concrete surfacing including supply, broom, prime coat, lay, compact	m2	\$ 14.00	\$ 11,200.00	800	\$ 11,200.00	1300	\$ 18,200.00	1800	\$ 25,200.00	2300	\$ 32,200.00	2800	\$ 39,200.00	3300	\$ 46,200.00	3800	\$ 53,200.00	4300	\$ 60,200.00		
25mm compacted depth	m2	\$ 10.00	\$ 10,000.00	1000	\$ 10,000.00	1000	\$ 10,000.00	1000	\$ 10,000.00	1000	\$ 10,000.00	1000	\$ 10,000.00	1000	\$ 10,000.00	1000	\$ 10,000.00	1000	\$ 10,000.00		
Saw-cut join edges of existing AC as	each	\$ 300.00	\$ 900.00	3	\$ 900.00	3	\$ 900.00	3	\$ 900.00	3	\$ 900.00	3	\$ 900.00	3	\$ 900.00	3	\$ 900.00	3	\$ 900.00		
Permanent road signs including supply,	m	\$ 6.00	\$ 6,000.00	1000	\$ 6,000.00	1000	\$ 6,000.00	1000	\$ 6,000.00	1000	\$ 6,000.00	1000	\$ 6,000.00	1000	\$ 6,000.00	1000	\$ 6,000.00	1000	\$ 6,000.00		
Permanent linemarking in place	No.	\$ 287.00	\$ 1,722.00	6	\$ 1,722.00	6	\$ 1,722.00	6	\$ 1,722.00	6	\$ 1,722.00	6	\$ 1,722.00	6	\$ 1,722.00	6	\$ 1,722.00	6	\$ 1,722.00		
Bike painted symbols in place	Item	\$ 1,000.00	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00		
Pavement testing																					
<b>Sub-Total</b>			\$ 63,362.00		\$ 63,362.00		\$ 90,707.00		\$ 118,037.00		\$ 145,382.00		\$ 172,712.00		\$ 200,057.00		\$ 227,387.00		\$ 254,732.00		
<b>Contingency</b>		30%	\$ 19,008.60		\$ 19,008.60		\$ 27,212.10		\$ 35,411.10		\$ 43,614.60		\$ 51,813.60		\$ 60,017.10		\$ 68,216.10		\$ 76,419.60		
<b>TOTAL</b>			\$ 82,371.00		\$ 82,371.00		\$ 117,920.00		\$ 153,449.00		\$ 188,997.00		\$ 224,526.00		\$ 260,075.00		\$ 295,604.00		\$ 331,152.00		
<b>Length of Widening</b>			1000		1000		1000		1000		1000		1000		1000		1000		1000		
<b>Cost Per m</b>			\$ 83.00		\$ 83.00		\$ 118.00		\$ 154.00		\$ 189.00		\$ 225.00		\$ 261.00		\$ 296.00		\$ 332.00		
<b>Treatment Code</b>			W0.5		W1		W1.5		W2		W2.5		W3		W3.5		W4				

These unit rates are based on 2018 construction rates provided by Cairns Regional Council. The rates shown do not account for any escalation, design fees or contract and project administration fees.

Advisory Treatments & Exclusive Bicycle Lanes (all prices included both directions)												
Treatment Description	AT1 / AT2				EBL / SBPL				AT4 (Route Signage)			
	AT <200m		AT >200m <1,000m		AT >1,000m		EBL/SBPL (using existing edgeline)		EBL/SBPL & 1 edgeline		EBL / SBPL & 2 edgeline	
	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
<b>Roadworks &amp; Associated Works</b>												
Cycle Symbols	each	\$ 287.00	2	\$ 574.00	12	\$ 3,444.00	12	\$ 3,444.00	12	\$ 3,444.00	12	\$ 3,444.00
Sign supply and instal	each	\$ 300.00		\$ -	2	\$ 600.00	6	\$ 1,800.00	6	\$ 1,800.00	6	\$ 1,800.00
Linemarking	m	\$ - 6.00		\$ -		\$ -		\$ -	2000	\$ 12,000.00	4000	\$ 24,000.00
<b>Sub-Total</b>				\$ 574.00	\$ 3,444.00	\$ 4,044.00	\$ 5,244.00	\$ 17,244.00	\$ 17,244.00	\$ 29,244.00	\$ 29,244.00	\$ 1,800.00
Contingency		30%		\$ 173.00	\$ 1,034.00	\$ 1,214.00	\$ 1,574.00	\$ 5,174.00	\$ 5,174.00	\$ 8,774.00	\$ 8,774.00	\$ 540.00
<b>TOTAL</b>				\$ 747.00	\$ 4,478.00	\$ 5,258.00	\$ 6,818.00	\$ 22,418.00	\$ 22,418.00	\$ 38,018.00	\$ 38,018.00	\$ 2,340.00
Length of Treatment				200	1000	1000	1000	1000	1000	1000	1000	1000
Cost Per m				\$ 3.74	\$ 4.48	\$ 5.26	\$ 6.82	\$ 22.42	\$ 22.42	\$ 38.02	\$ 38.02	\$ 2.34
Treatment Code				AT #A	AT #B	AT #C	EBL / SBPL	EBL / SBPL 1	EBL / SBPL 2	AT4		

These unit rates are based on 2018 construction rates provided by Cairns Regional Council.  
 The rates shown do not account for any escalation, design fees or contract and project administration fees.

Estimated Structure Costs					
		Bridge (3.5m wide)		Deck on piles (3.5m wide)	
	Rate	Qty	Amount	Qty	Amount
Bridge	\$ 2,500.00	3.5	\$ 8,750.00		
Deck on piles	\$ 1,850.00			3.5	\$ 6,475.00
<b>Sub-Total</b>			<b>\$ 8,750.00</b>		<b>\$ 6,475.00</b>
<b>Contingency</b>	30%		<b>\$ 2,625.00</b>		<b>\$ 1,942.50</b>
<b>TOTAL</b>			<b>\$ 11,375.00</b>		<b>\$ 8,417.50</b>
Length of Structure		1			
Cost Per m			<b>\$ 11,375.00</b>		<b>\$ 8,417.50</b>
Treatment Code			<b>BDG</b>		<b>DOP</b>

These unit rates are based on 2018 construction rates provided by Cairns Regional Council.  
 The rates shown do not account for any escalation, design fees or contract and project administration fees.



## 13. Appendix F – Network Implementation Plan



## Division

Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
B1	1	BABINDA	Howard Kennedy Drive	Clyde Rd	159 Howard Kennedy Drive	Off	FP 2B	666.1	Construct new 2.0 m footpath along access street on one side of road	211,820	CRC	No	ACCESS STREET	Medium
B2	1	BABINDA	Private Land	Angus St	East	Off	FP 2B	178.8	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	56,858	CRC	No	STRATEGIC INVESTIGATION	Medium
B3	1	BABINDA	Angus Street	Parry st	East	Off	FP 2B	74.8	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route on one side of road	23,786	CRC	No	STRATEGIC INVESTIGATION	Medium
B4	1	BABINDA	Parry Street	Angus St	Church St	Off	FP 2B	379.9	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route on one side of road	120,808	CRC	No	STRATEGIC INVESTIGATION	Medium
B5	1	BABINDA	Knowles Street	Church St	Munro St	Off	FP 2B	119.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	38,001	CRC	No	ACCESS STREET	High
B6	1	BABINDA	Pollard Road	Munro Rd	Harwood Dr	Off	FP 2B	527.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	167,809	CRC	No	ACCESS STREET	High
B7	1	BABINDA	Howard Kennedy Drive	Peever Rd	Bruce Hwy	Off	FP 2B	835.8	Construct new 2.0 m footpath along access street on one side of road	265,784	CRC	No	ACCESS STREET	Medium
G01-A	1	GORDONVALE	CAIRNS Rd	Bruce Hwy	George St	On	AT 2C	1144	Implement AT on both sides as an interim measure. Obstruction / pinch point west of Clarke St (major culvert crossing). Long term treatment - shoulder sealing coinciding with future road upgrade.	6,015	CRC	Yes	PRINCIPAL ROUTE	Medium
G02-B	1	GORDONVALE	George St	CAIRNS Rd	Church St	On	AT 2B	556	Implement AT both sides; change to SBPL (Gordon-Cannon St section) adjacent to angled parking bays, due to higher risk of conflict and to increase motorists' awareness. Existing off-road path on western side suitable for pedestrians and vulnerable users. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	2,490	CRC	Yes	PRINCIPAL ROUTE	Medium
G03-A	1	GORDONVALE	Riverstone Rd	Church St	Bruce Hwy	On	AT 1B	761	Existing bike lane requires minor renewal of faded pavement symbols. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	3,408	CRC	Yes	PRINCIPAL ROUTE	Low
G03-C	1	GORDONVALE	O'Byrne St	Riverstone Rd	Dempsey St	On	AT 2A	115	Pavement symbols for cycle route continuity over a short distance. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	430	CRC	Yes	PRINCIPAL ROUTE	Medium
G04-A	1	GORDONVALE	Dempsey St	O'Byrne St	Draper Rd	On	AT 1C	2561	Establish AT using existing edge line. Higher on-street parking demand evident north of Wiltshire Dr. Variable shoulder widths exist along this route. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	13,466	CRC	Yes	PRINCIPAL ROUTE	Medium
G04-C	1	GORDONVALE	Draper Rd	Dempsey St	Bruce Hwy	On	AT 1B	1019	Implement AT on both sides using existing line marking.	4,563	CRC	Yes	PRINCIPAL ROUTE	Medium
G05	1	GORDONVALE	Norman Park	na	na	Off	SP 2.5	604	Establish 2.5m wide recreational path circuit around Norman Park. Join to existing path on western side fronting Norman St - as a long term objective, existing section may require widening to provide a higher standard for shared use.	239,184	CRC	No	LOCAL ROUTE	Low
G06	1	GORDONVALE	Mill St	Camron St	Moller St	Off	FP 2B	340	Provide new path (western side) to improve access to St Michaels Primary School and other community facilities. Scope for 2.0m facility outside school (Mill-Muir), however other sections are spatially constrained.	108,120	CRC	No	LOCAL ROUTE	High
G07-A	1	GORDONVALE	Maher St	Djarragun College	Highleigh Rd	Off	FP 2B	712	Establish 2.0m path on southern side timed with future residential development.	226,416	CRC	No	LOCAL ROUTE	Low
G08	1	GORDONVALE	Dempsey St	Ebringham Cl	O'Byrne Cl	Off	FP 2B	810	Establish 2.0m wide path on eastern side to address a missing link. Join to existing paths at O'Byrne St and Ebringham Cl.	257,580	CRC	No	PRINCIPAL ROUTE	Low
G09	1	GORDONVALE	Church St	George St	Mill St	Off	SP 2.5	294	Establish 2.5 m wide shared path	116,424	CRC	No	LOCAL ROUTE	Medium
G10-A	1	GORDONVALE	Fisher Rd	Dempsey Rd	Knowlton Cres	Off	SP 2.5	790	Establish 2.5 m wide shared path	312,840	CRC	No	LOCAL ROUTE	Low
G10-B	1	GORDONVALE	Thumm Street	Norman Street	Gordon Street	Off	FP 2B	408	Establish 2.0 m wide footpath	129,744	CRC	No	LOCAL ROUTE	Low
G11	1	MOUNT PETER	Future Development	Mt Peter Road	Draper Road	#N/A	#N/A	-	All cycling and pedestrian infrastructure required with future developments. DO NOT COST	0	Developer	Yes	PRINCIPAL ROUTE	Low
G50	1	GORDONVALE	Private Land	Schorman St	Bruce Hwy	Off	FP 2B	487.1	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	154,898	CRC	No	STRATEGIC INVESTIGATION	Low
G51	1	MOUNT PETER	MacKillop Road	Greypeaks Dr	MOUNT PETER Rd	Off	FP 2B	292.5	Construct new 2.0 m footpath along access street on both sides of road	93,015	CRC	No	ACCESS STREET	Low
G52	1	MOUNT PETER	Private Land	Mackillop Rd	Mohammed Acc	Off	FP 2B	2477.6	Construct new 2.0 m footpath along access street not associated with roadway	787,877	CRC	No	ACCESS STREET	Low
G53	1	MOUNT PETER	Private Land	MOUNT PETER Rd	East Pathway	Off	FP 2B	441.3	Construct new 2.0 m footpath along access street not associated with roadway	140,333	CRC	No	ACCESS STREET	Low

Division

Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
G54	1	MOUNT PETER	Private Land	Cooper Rd	Sandy Rd	Off	FP 2B	838.9	Construct new 2.0 m footpath along access street not associated with roadway	266,770	CRC	No	ACCESS STREET	Low
G55	1	MOUNT PETER	Private Land	Sandy Rd	South of Sawmill Pocket Rd	Off	FP 2B	2772.6	Construct new 2.0 m footpath along access street not associated with roadway	881,687	CRC	No	ACCESS STREET	Low
G56	1	MOUNT PETER	Private Land	Hussey Rd	Fantin Acc	Off	FP 2B	685.5	Construct new 2.0 m footpath along access street not associated with roadway	217,989	CRC	No	ACCESS STREET	Low
G57	1	MOUNT PETER	Private Land	Fantin Acc	East	Off	FP 2B	739.3	Construct new 2.0 m footpath along access street not associated with roadway	235,097	CRC	No	ACCESS STREET	Low
G58	1	MOUNT PETER	Private Land	Fantin Cl	East	Off	FP 2B	654.8	Construct new 2.0 m footpath along pedestrian spine not associated with roadway	208,226	CRC	No	SPINE	Medium
G59	1	MOUNT PETER	Private Land	Fantin Acc	South	Off	FP 2B	683.2	Construct new 2.0 m footpath along access street not associated with roadway	217,258	CRC	No	ACCESS STREET	Low
G60	1	GORDONVALE	Private Land	West	Bruce Hwy	Off	FP 2B	2732.7	Construct new 2.0 m footpath along pedestrian spine not associated with roadway	875,359	CRC	No	SPINE	Medium
G61	1	GORDONVALE	Private Land	West Pathway	Jones St	Off	FP 2B	1445.5	Construct new 2.0 m footpath along access street not associated with roadway	459,669	CRC	No	ACCESS STREET	Low
G62	1	GORDONVALE	Private Land	Maitland Rd	Dempsey St	Off	FP 2B	2732.6	Construct new 2.0 m footpath along access street not associated with roadway	868,967	CRC	No	ACCESS STREET	Low
G63	1	GORDONVALE	Private Land	Jones St	Castlereagh St	Off	FP 2B	809.2	Construct new 2.0 m footpath along access street not associated with roadway	257,326	CRC	No	ACCESS STREET	Low
G64	1	GORDONVALE	Oxley Street	Castlereagh St	Loftus St	Off	FP 2B	424.5	Construct new 2.0 m footpath along access street on one side of road	134,991	CRC	No	ACCESS STREET	Medium
G65	1	GORDONVALE	Private Land	Loftus St	Diaper Rd	Off	FP 2B	667.8	Construct new 2.0 m footpath along access street not associated with roadway	212,360	CRC	No	ACCESS STREET	Low
G66	1	GORDONVALE	Draper Road	Draper St	Bruce Hwy	Off	FP 2B	944.9	Construct new 2.0 m footpath along access street on both sides of road	300,478	CRC	No	ACCESS STREET	Low
G67	1	GORDONVALE	Draper Road	163R Draper Road	Draper St	Off	FP 2B	644.8	Construct new 2.0 m footpath along access street on one side of road	205,046	CRC	No	ACCESS STREET	Medium
G68	1	GORDONVALE	Draper Road	CAIRNS Rd	Bruce Hwy	Off	FP 2B	171.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	54,632	CRC	No	ACCESS STREET	High
G69	1	GORDONVALE	CAIRNS Road	Draper Rd	George St	Off	FP 2B	869.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road. The new path will connect to an existing path that terminates.	276,501	CRC	No	ACCESS STREET	Medium
G70	1	GORDONVALE	Howe Street	Maier Rd	Alley St	Off	FP 2B	239.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	76,066	CRC	No	ACCESS STREET	High
G71	1	GORDONVALE	Private Land	Draper Rd	Fisher Rd	Off	FP 2B	550.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	175,027	CRC	No	STRATEGIC INVESTIGATION	Low
G72	1	GORDONVALE	Private Land	Bruce Hwy	Sheppards St	Off	FP 2B	197.7	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine not associated with roadway	62,869	CRC	No	SPINE	High
G73	1	GORDONVALE	KENRICK STREET PARK	Kenrick St	Knowlton Cr	Off	FP 2B	71.4	Construct new 2.0 m footpath along access street not associated with roadway	22,705	CRC	No	ACCESS STREET	Low
G74	1	GORDONVALE	Private Land	Bruce Hwy	Fisher Rd	Off	FP 2B	39.2	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	12,466	CRC	No	ACCESS STREET	Medium
G75	1	GORDONVALE	Sheppards Street	George St	Thumm St	Off	FP 2B	279.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	88,976	CRC	No	ACCESS STREET	High
G76	1	GORDONVALE	Private Land	Thumm St	East Path	Off	FP 2B	94	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	29,892	CRC	No	ACCESS STREET	Medium
G77	1	GORDONVALE	Private Land	Digger St	Gordon St	Off	FP 2B	261.3	Construct new 2.0 m footpath along access street not associated with roadway	83,093	CRC	No	ACCESS STREET	Low
G78	1	GORDONVALE	Gordon Street	Thumm St	46 Gordon Street	Off	FP 2B	252.2	Construct new 2.0 m footpath along access street on one side of road	80,200	CRC	No	ACCESS STREET	Medium
G79	1	GORDONVALE	George Street	Sheppards St	Gordon St	Off	FP 2B	126	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	40,068	CRC	No	SPINE	High
G80	1	GORDONVALE	George Street	Gordon St	Church St	Off	FP 2B	167.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	53,170	CRC	No	ACCESS STREET	Medium
G81	1	GORDONVALE	Church Street	Cleland St	George St	Off	FP 2B	255.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	81,249	CRC	No	ACCESS STREET	High
G82	1	GORDONVALE	Cleland Street	Church St	Moller St	Off	FP 2B	332.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	105,640	CRC	No	ACCESS STREET	High
G83	1	GORDONVALE	Moller Street	Buzacott St	East Drain	Off	FP 2B	68.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	21,656	CRC	No	ACCESS STREET	High
G84	1	GORDONVALE	Templeton Street	Church St	Moller St	Off	FP 2B	418.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	133,147	CRC	No	ACCESS STREET	High
G85	1	GORDONVALE	Norman Street	Church St	Miller St	Off	FP 2B	317	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	100,806	CRC	No	ACCESS STREET	High
G86	1	GORDONVALE	Moller Street	Templeton St	Mill St	Off	FP 2B	667.8	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	212,360	CRC	No	ACCESS STREET	Medium
G87	1	GORDONVALE	Greenpatch Campground	Mill St	Greenpatch	Off	FP 2B	335.5	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	106,689	CRC	No	ACCESS STREET	Medium

Division

Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
G88	1	GORDONVALE	Jacob Close	Lanzo St	Cul De Sac	Off	FP 2B	172.9	Construct new 2.0 m footpath along access street on one side of road	54,982	CRC	No	ACCESS STREET	Medium
G89	1	GORDONVALE	Haines Street	Sindair St	Dempsey St	Off	FP 2B	78.7	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	25,027	CRC	No	ACCESS STREET	High
G90	1	GORDONVALE	Dempsey Street	Patrick Cl	O'Byrne St	Off	FP 2B	1742.3	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	554,051	CRC	No	ACCESS STREET	High
G91	1	EDMONTON	Private Land	Bruce Hwy	Greybeaks Dr	Off	FP 2B	1535.9	Construct new 2.0 m footpath along access street not associated with roadway	488,416	CRC	No	ACCESS STREET	Low
M01	1	Multiple	Bruce Highway	Moss Access	Petersen Road	Off	SP 3	11200	Establish 3.0 m wide shared path as part of EZG Detailed Design Project DO NOT COST	0	TMR	Yes	PRINCIPAL ROUTE	Low
RT01-A	1	BABINDA	Munro St	Bruce Hwy	School St	On	AT 2B	345	AT on both sides to formalise cycle access, adjacent to parallel parking bays.	1,545	CRC	Yes	PRINCIPAL ROUTE	Medium
RT01-B	1	BABINDA	Munro St	School St	Parry St	On	AT 2A	170	AT on both sides to formalise cycle access, adjacent to angled parking bays. Note: No shoulder on southern side approaching Parry St.	635	CRC	Yes	PRINCIPAL ROUTE	Medium
RT01-C	1	BABINDA	Munro St	Parry St	Quinlan St	On	AT 1B	390	AT on both sides. Seal shoulders to provide increased width for on-road cycling.	1,746	CRC	Yes	PRINCIPAL ROUTE	Medium
RT01-D	1	BABINDA	Munro St	Quinlan St	Pollard Rd	On	AT 2B	295	AT on both sides with logos adjacent to existing edge line.	1,321	CRC	Yes	PRINCIPAL ROUTE	Medium
RT03	1	Miriwini	Bruce Hwy	Post office	Brampton Beach Rd	Off	FP 2A	175	Provide missing link - extend existing path from post office to Brampton Beach Road (northern side) for local school access. Join to existing pedestrian crossing point.	55,300	CRC	No	LOCAL ROUTE	Low
S001	1	ALOOMBA	Behana Gorge Road	Bruce Highway	Behana Gorge	On	AT 1C / W1.5	4528	Provide new AT treatment and road widening to one side of the road on iconic recreational route	721,120	CRC	No	ICONIC RECREATION ROUTE	Low
S002	1	BABINDA	Boulders Road	Moretto St	The Boulders	On	AT 1C / W1.5	4499	Provide new AT treatment and road widening to one side of the road on iconic recreational route	716,502	CRC	No	ICONIC RECREATION ROUTE	Low
S003	1	BRAMSTON BEACH	Evans Road	Bramston Beach Rd	Amanasco Rd	Off	SP 2.5	981	Provide new 2.5 m shared path along local route	388,476	CRC	No	LOCAL ROUTE	Medium
S004	1	GORDONVALE	Gillies Range Road	Riverstone Rd	LITTLE MULGRAVE	Off	SP 3	3401	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
S005	1	LITTLE MULGRAVE	Gillies Range Road	GORDONVALE	LAMB RANGE	Off	SP 3	6916	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
S006	1	LAMB RANGE	Gillies Range Road	LITTLE MULGRAVE	Top of Range	Off	SP 3	7030	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
S007	1	FISHERY FALLS	Bruce Highway	ALOOMBA	DEERAL	Off	SP 3	4429	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
S008	1	ALOOMBA	Bruce Highway	Anderson Rd	FISHERY FALLS	Off	SP 3	12129	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
S009	1	ALOOMBA	Assman Road	Bruce Highway	Moller Rd	On	AT 1A / W1.5	162	Provide new AT treatment with road widening to account for cycle infrastructure through undeveloped area along iconic recreational route	25,553	CRC	No	ICONIC RECREATION ROUTE	Low
S010	1	ALOOMBA	Moller Road	Bennett Rd	Bruce Hwy	On	AT 1C / W1.5	3649	Provide new AT treatment with road widening to account for cycle infrastructure through undeveloped area along iconic recreational route	581,132	CRC	No	ICONIC RECREATION ROUTE	Low
S011	1	ALOOMBA	Broughton Road	Fixter Rd	Bennett Rd	On	AT 1B / W1.5	472	Provide new AT treatment with road widening to account for cycle infrastructure through undeveloped area along iconic recreational route	74,802	CRC	No	ICONIC RECREATION ROUTE	Low
S012	1	DEERAL	Bruce Highway	FISHERY FALLS	BELLENDEN KER	Off	SP 3	4032	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
S013	1	BABINDA	Bruce Highway	Frenchman Creek Rd	Clyde Rd	Off	SP 3	2759	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
S014	1	BELLENDEN KER	Bruce Highway	FISHERY FALLS	BABINDA	Off	SP 3	8246	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
S015	1	BABINDA	Munro Street	Bruce Hwy	Pollard Rd	On	AT 2B	1243	Implement AT treatment on existing pavement on one side of road	197,958	CRC	Yes	PRINCIPAL ROUTE	High
S016	1	BABINDA	Boulders Road	Pollard Rd	Moretto St	On	AT 2B	756	Implement AT treatment on existing pavement on one side of road	120,399	CRC	Yes	PRINCIPAL ROUTE	High
S017	1	BABINDA	Bruce Highway	Munro St	MIRRIWINNI	Off	SP 3	2473	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low

## Division

Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
SO18	1	BABINDA	Munro Street	Bruce Hwy	Howard Kennedy Dr	Off	SP 3	51	TMR are currently undertaking an DD for this section DO NOT COST	0	TMR	No	LOCAL ROUTE	Medium
SO19	1	BABINDA	Christian Street	Bruce Hwy	Howard Kennedy Dr	Off	SP 3	59	Implement 3 m shared path over North Coast Rail line To be confirmed with Queensland Rail*	48,084	CRC	No	LOCAL ROUTE	Medium
SO20	1	BABINDA	Howard Kennedy Drive	Clyde Rd	Dickson Rd	Off	SP3	1997	Construct 3 m shared path parallel to Bruce Highway through semi residential area with one 50 m bridge crossing.	1,203,796	CRC	No	LOCAL ROUTE	Medium
SO21	1	BABINDA	Parry Street	Munro St	Angus Rd	On	AT2B	510	Implement AT treatment on existing pavement on one side of road	2,284	CRC	No	STRATEGIC INVESTIGATION	Low
SO22	1	BABINDA	Angus St	Parry St	East	On	AT 1C /W1.5	261	Provide new AT treatment and road widening to one side of the road on iconic recreational route	41,566	CRC	No	STRATEGIC INVESTIGATION	Low
SO23	1	EUBENANGEE	Bruce Highway	MIRRIWINNI	End South East	Off	SP 3	5086	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
SO24	1	MIRRIWINNI	Bruce Highway	BABINDA	EUBENANGEE	Off	SP 3	7261	Establish 3.0m wide shared path DO NOT COST	0	TMR	No	ICONIC RECREATION ROUTE	Low
SO25	1	BARTLE FRERE	Josephine Falls Road	Price Rd	End North	On	AT 1B /W1.5	657	New on road cycle treatments required	104,120	CRC	No	ICONIC RECREATION ROUTE	Low
SO26	1	BARTLE FRERE	Biggs Road	Price Rd	End West	On	AT 1B /W1.5	1194	New on road cycle treatments required	189,223	CRC	No	ICONIC RECREATION ROUTE	Low
SO27	1	BARTLE FRERE	Bartle Frere Road	Bruce Hwy	Price Rd	On	AT 1C /W1.5	3702	Provide new AT treatment and road widening to one side of the road on iconic recreational route	589,573	CRC	No	ICONIC RECREATION ROUTE	Low
SO28	1	EUBENANGEE	Bramston Beach Road	Goldsworthy Rd	Cartwright Rd	On	AT 1C /W1.5	2159	Provide new AT treatment and road widening to one side of the road on iconic recreational route	343,838	CRC	No	ICONIC RECREATION ROUTE	Low
SO29	1	MIRRIWINNI	Bucklands Road	Hanley Rd	Goldsworthy Rd	On	AT 1C /W1.5	5144	Provide new AT treatment and road widening to one side of the road on iconic recreational route	819,223	CRC	No	ICONIC RECREATION ROUTE	Low
SO30	1	BRAMSTON BEACH	Bramston Beach Road	EAST RUSSELL	Esplanade	On	AT 1C /W1.5	5791	Provide new AT treatment and road widening to one side of the road on iconic recreational route	922,263	CRC	No	ICONIC RECREATION ROUTE	Low
SO31	1	EAST RUSSELL	Bramston Beach Road	EUBENANGEE	BRAMSTON BEACH	On	AT 1C /W1.5	3101	Provide new AT treatment and road widening to one side of the road on iconic recreational route	493,859	CRC	No	ICONIC RECREATION ROUTE	Low
SO32	1	EUBENANGEE	Cartwright Road	Bramston Beach Rd	Dinner Creek Rd	On	AT 1C /W1.5	3828	Provide new AT treatment and road widening to one side of the road on iconic recreational route	609,640	CRC	No	ICONIC RECREATION ROUTE	Low
SO33	1	EUBENANGEE	Dinner Creek Rd	Cartwright Rd	Moyle Rd	On	AT 1C /W1.5	3596	Provide new AT treatment and road widening to one side of the road on iconic recreational route	572,692	CRC	No	ICONIC RECREATION ROUTE	Low
SO34	1	BARTLE FRERE	Price Road	Bartle Frere Rd	Biggs Rd	On	AT 1C /W1.5	3211	Provide new AT treatment and road widening to one side of the road on iconic recreational route	511,377	CRC	No	ICONIC RECREATION ROUTE	Low
WRE01-A	1	EDMONTON	Petersen Rd	MOUNT PETER Rd	Farmer Street (west)	On	W 1.5	466	Widen shoulders by 1.5m on both sides for exclusive bicycle use.	143,528	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE01-B	1	EDMONTON	Petersen Rd	Farmer Street (west)	Old Bruce Hwy	On	W 1.5	1081	Widen shoulders by 1.5m on southern side for exclusive bicycle use. Minor formalising required on northern side.	166,474	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE01-C	1	EDMONTON	Petersen Rd	MOUNT PETER Rd	Bruce Hwy	Off	FP 2B	1523	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	484,314	CRC	Yes	PRINCIPAL ROUTE	Low
WRE178	1	EDMONTON	Private Land	FULLER PARK	Bruce Hwy	Off	FP 2B	2097	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	66,685	CRC	No	ACCESS STREET	Medium
WRE183	1	EDMONTON	Private Land	Wiseman Road West	MOUNT PETER Rd	Off	FP 2B	710	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	225,780	CRC	No	STRATEGIC INVESTIGATION	Low
WRE187	1	EDMONTON	Zarr Street	Shaft St	Farmer St	Off	FP 2B	206.2	Construct new 2.0 m footpath along access street on one side of road	65,572	CRC	No	ACCESS STREET	Medium
WRE188	1	EDMONTON	Farmer St	Talisman Ct	Petersen Road	Off	FP 2B	665.5	Construct new 2.0 m footpath along access street on one side of road	211,629	CRC	No	ACCESS STREET	Medium
WRE189	1	EDMONTON	Carruthers Street	36 Carruthers Street	MOUNT PETER Rd	Off	FP 2B	630	Construct new 2.0 m footpath along access street on both sides of road	200,340	CRC	No	ACCESS STREET	Low

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Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
G04-D	2	GORDONVALE	Jacob Cl	Riverstone Rd	Existing path	Off	FP 2A	176	Provide missing link - establish short section of new path on northern side. Join to existing path at western end of Jacob Cl. 2.0m wide for consistency with existing facilities.	55,616	CRC	No	LOCAL ROUTE	Medium
IS26-C	2	MANOORA	Enmore St	Reservoir Rd	Jensen St	Off	FP 2B	406	Establish new path (eastern side) - connect to signalised pedestrian crossings at Reservoir Rd and to provide full off-road continuity.	129,108	CRC	No	LOCAL ROUTE	Low
WRE04-A	2	EDMONTON	MOUNT PETER Rd	Petersen Rd	Chay Rd	On	W 4	761	Widen shoulders to provide bike lanes on both sides. Works to be completed with future upgrade of MOUNT PETER Road / future residential development. Potential constraint at the existing culvert immediately south of Chay Rd.	252,652	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE04-B	2	EDMONTON	MOUNT PETER Rd	Chay Rd	McKinnons Creek (eastern side)	On	W 1	408	Provide AT pavement symbols on both sides. Seal shoulder and kerb on northern side from Chay Rd to 200m northeast to provide additional protection for cyclists and for consistency with road cross-section. Constrained section across McKinnon Creek. Provide kerb ramps to existing bridge paths for inexperienced cyclists.	48,144	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE04-C	2	EDMONTON	MOUNT PETER Rd	McKinnons Creek (eastern side)	Mill Rd	On	EBL / SBPL	1149	Provide pavement symbols on both sides of road, between existing line marking and kerb to formalise bicycle lane.	7,834	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE05	2	EDMONTON	Armstrong St	Fuller Park	MOUNT PETER Rd	Off	FP 2B	285	Establish new path (eastern side) for full off-road continuity between residential catchment (south of Collinson Creek), Fuller Park and commercial precinct.	90,630	CRC	No	LOCAL ROUTE	Low
WRE06	2	EDMONTON	Ragner St	MOUNT PETER Rd	Approx. 120m northwest of Akbar Cl	Off	FP 2B	488	Establish new path (southern side) to improve local access between Hambleton State School and the residential catchment south of Carne Park. Spatial constraints exist.	155,184	CRC	No	LOCAL ROUTE	High
WRE06-A	2	EDMONTON	Ragnar St	Mt Peter Road	Parklands	Off	SP 2.5	510	Establish 2.5 m wide shared path through parklands	201,960	CRC	No	LOCAL ROUTE	Low
WRE08	2	EDMONTON	Marr St	Mann St	200m north of Mann St	Off	FP 2A	209	Provide missing link (western side) from Mann St to existing path (1.5m wide), to improve off-road local access to Hambleton State School. Cost based on retaining existing width of path. No provision made for signage on missing link.	66,044	CRC	No	LOCAL ROUTE	High
WRE09	2	EDMONTON	Mills St Link	Mill Rd	Approx. 80m south	Off	FP 2A	96	Provide missing link - construct new path over short distance to provide full continuity through school. Cost based on retaining existing width of path. No provision made for signage on missing link.	30,336	CRC	No	LOCAL ROUTE	Medium
WRE10	2	EDMONTON	Wiseman Road East	Walker Rd	Isley St	Off	FP 2B	271	Establish new path - construct path (northern side) between cane rail and Isley St for full off-road continuity. Desirable for width to be consistent with existing path on Wiseman Road East.	86,178	CRC	No	LOCAL ROUTE	Medium
WRE101	2	MOUNT SHERIDAN	Gain Train Path	Des Chalmers Sr	South	Off	FP 2B	3350.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	1,065,427	CRC	No	STRATEGIC INVESTIGATION	Low
WRE116	2	MOUNT SHERIDAN	Foster Road	Laurel Ave	Hardy Rd	Off	FP 2B	141.3	Construct new 2.0 m footpath along access street on one side of road	44,933	CRC	No	ACCESS STREET	Medium
WRE117	2	MOUNT SHERIDAN	Hardy Rd	Lizard St	53 Marsden Street	Off	FP 2B	1399	Construct new 2.0 m footpath along pedestrian spine on one side of road	44,488	CRC	No	SPINE	Medium
WRE118	2	MOUNT SHERIDAN	Hardy Road	53 Marsden Street	Adonis St	Off	FP 2B	1139.4	Construct new 2.0 m footpath along access street on both sides of road	362,329	CRC	No	ACCESS STREET	Low
WRE119	2	MOUNT SHERIDAN	Laurel Avenue	42 Laurel Avenue	Hardy Rd	Off	FP 2B	507.8	Construct new 2.0 m footpath along access street on one side of road	161,480	CRC	No	ACCESS STREET	Medium
WRE11-A	2	EDMONTON	Mill Rd	Hardill St	Old Bruce Hwy	Off	FP 2B	335	Establish new path (northern side) to improve local access to commercial precinct and Hambleton State School. Connect to existing path on western side of Old Bruce Hwy and the existing pedestrian crossing at Mill Rd just west of Hardill St. This path is recommended to guide school children to a safe crossing point across Mill Rd.	106,530	CRC	Yes	PRINCIPAL ROUTE	High
WRE11-B	2	EDMONTON	Mill Rd	Marr St	MOUNT PETER Rd	On	EBL / SBPL 2	668	Provide EBL treatment along both sides. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	25,396	CRC	Yes	PRINCIPAL ROUTE	High
WRE11-C	2	EDMONTON	Mill Rd	Hambleton Dve	MOUNT PETER Rd	On	W 1	910	Widen shoulder by 1.0m (northern side) to provide for Exclusive Bicycle Lane. Culverts and utility poles create pinch points. Wiseman Rd / Mill Rd roundabout requires bicycle treatment works. [Alternative - two way cycle movements on Stokes St with crossings at either end]. The costing for this treatment option does not take into account property impacts and / service relocation costs.	107,380	CRC	Yes	PRINCIPAL ROUTE	High
WRE120	2	MOUNT SHERIDAN		Laurel Rd	Laurel Rd	Off	FP 2B	50.8	Construct new 2.0 m footpath along strategic investigation route on one side of road	16,154	CRC	No	STRATEGIC INVESTIGATION	Low
WRE121	2	MOUNT SHERIDAN	Private Land	Hardy Rd	Marsden St	Off	FP 2B	46.3	Construct new 2.0 m footpath along access street not associated with roadway	14,723	CRC	No	ACCESS STREET	Low
WRE122	2	MOUNT SHERIDAN	Marsden Street	29 Marsden Street	Barnard Dr	Off	FP 2B	325.6	Construct new 2.0 m footpath along access street on one side of road	103,541	CRC	No	ACCESS STREET	Medium
WRE123	2	MOUNT SHERIDAN	MARSDEN STREET PARK	Hardy Rd	Marsden St	Off	FP 2B	163.2	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	51,898	CRC	No	STRATEGIC INVESTIGATION	Low



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WRE124	2	MOUNT SHERIDAN	Barnard Drive	Barnard Dr	Trafalgar Rd	Off	FP 2B	941.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	299,365	CRC	No	ACCESS STREET	High
WRE125	2	MOUNT SHERIDAN	Hay Street	Barnard Dr	Barnard Dr	Off	FP 2B	516.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	164,311	CRC	No	ACCESS STREET	High
WRE126	2	MOUNT SHERIDAN	Trafalgar Road	Barnard Dr	46 Trafalgar Road	Off	FP 2B	321.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	102,364	CRC	No	ACCESS STREET	High
WRE127	2	MOUNT SHERIDAN	Idalia Road	Hardy Rd	Trafalgar Rd	Off	FP 2B	489.1	Construct new 2.0 m footpath along access street on one side of road	155,534	CRC	No	ACCESS STREET	Medium
WRE128	2	MOUNT SHERIDAN	Verbena Drive	Hazelwood Cl	Hardy Rd	Off	FP 2B	1144.9	Construct new 2.0 m footpath along access street on both sides of road	364,078	CRC	No	ACCESS STREET	Low
WRE129	2	MOUNT SHERIDAN	Vernon Street	Verbena St	Percy St	Off	FP 2B	192.7	Construct new 2.0 m footpath along access street on one side of road	61,279	CRC	No	ACCESS STREET	Medium
WRE130	2	MOUNT SHERIDAN	Percy Street	Vernon St	Mayflower St	Off	FP 2B	77.4	Construct new 2.0 m footpath along access street on one side of road	24,613	CRC	No	ACCESS STREET	Medium
WRE131	2	MOUNT SHERIDAN	Cooma Street	Diamond St	Malabar St	Off	FP 2B	229.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	72,917	CRC	No	ACCESS STREET	High
WRE132	2	MOUNT SHERIDAN	Malabar Street	Hardy Rd	Levuka St	Off	FP 2B	504.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	160,399	CRC	No	ACCESS STREET	High
WRE133	2	MOUNT SHERIDAN	Paluma Street	Malabar St	Cintra St	Off	FP 2B	86.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	27,571	CRC	No	ACCESS STREET	High
WRE134	2	MOUNT SHERIDAN	Cintra Street	Paluma St	South Drain	Off	FP 2B	263.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	83,666	CRC	No	ACCESS STREET	High
WRE135	2	MOUNT SHERIDAN	Paluma Street	Malabar St	19 Paluma Street	Off	FP 2B	190.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	60,579	CRC	No	ACCESS STREET	High
WRE136	2	MOUNT SHERIDAN	BANAGIURRI PARK	Paluma St	Robert Rd	Off	FP 2B	124.6	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	39,623	CRC	No	ACCESS STREET	Medium
WRE137	2	MOUNT SHERIDAN	BALMORAL CL DRAINAGE RESERVE	Idalia Rd	Bruce Hwy	Off	FP 2B	332.1	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation not associated with roadway	105,608	CRC	No	STRATEGIC INVESTIGATION	Medium
WRE13-A	2	EDMONTON	Walker Rd	Wiseman Road West	Hambledon Dve	On	EBL / SBPL 1	486	Short-term treatment - use existing shared path on western side of corridor (shared path not costed). Long-term treatment - provide Exclusive Bicycle Lanes on both sides if possible. Constraints include power poles, kerb relocation etc. Full engineering solution required. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	10,895	CRC	Yes	PRINCIPAL ROUTE	Low
WRE13-B	2	EDMONTON	Walker Rd	Hambledon Dve	Approx. 270m north	Off	SP 2.5	224	Widen existing path (western side) to 2.5m to cater for shared use. Provide kerb ramps at northern end - connect to proposed on-road Exclusive Bicycle Lanes. EBLs on this section are constrained by existing road reserve and cost to relocate kerbs, vegetation and services.	88,704	CRC	Yes	PRINCIPAL ROUTE	Low
WRE13-C	2	EDMONTON	Walker Rd	Existing on-road lane (approx. 300m east of Isabella State School)	Hambledon Dve	On	W 4	661	(1320 total/ both sides) Widen shoulders on both sides to establish exclusive bicycle lanes. Extend to Hambledon Drive.	219,452	CRC	No	LOCAL ROUTE	Low
WRE13-D	2	EDMONTON	Walker Rd	Approx. 110m southeast of Quinn Dve	Approx. 430m southeast of Quinn Dve	Off	FP 2B	158	Establish new path - construct missing path section (northern side) for improved off-road access to local school.	50,244	CRC	Yes	PRINCIPAL ROUTE	High
WRE14-B	2	EDMONTON	Ravizza Dve	Blackfellow's Creek (excluding bridge)	Mill Rd	On	EBL / SBPL	453	Opportunity for an Exclusive Bike Lane exists on both sides of the road, which would require 'no parking', white bicycle pavement symbols and bicycle route signage along its length. An alternative arrangement would be to provide a AT symbols which would maintain the opportunity for occasional kerb side parking. Subject to community consultation.	3,089	CRC	No	LOCAL ROUTE	Medium
WRE14-C	2	EDMONTON	Ravizza Dve	Bicentennial Rd	Coates St	Off	SP 2.5	710	Establish 2.5 m wide shared path	281,160	CRC	No	LOCAL ROUTE	Medium
WRE156	2	BENTLEY PARK	Golden Grove Drive	Idalia Rd	Robert Rd	Off	FP 2B	478.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	152,068	CRC	No	ACCESS STREET	High
WRE157	2	BENTLEY PARK	Friendship Street	Tryal St	McLaughlin St	Off	FP 2B	273.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	86,941	CRC	No	ACCESS STREET	High
WRE158	2	BENTLEY PARK	Tryal Street	Robert Rd	Wesel St	Off	FP 2B	558.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	177,730	CRC	No	ACCESS STREET	High
WRE159	2	BENTLEY PARK	Wesel Street	Tryal St	McLaughlin Rd	Off	FP 2B	170.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	54,283	CRC	No	ACCESS STREET	High
WRE160	2	BENTLEY PARK	Bounty Close	Bicentennial Rd	Pera Cl	Off	FP 2B	137.9	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	43,852	CRC	No	ACCESS STREET	Medium
WRE161	2	BENTLEY PARK	Bi-Centennial Road	60 Bicentennial Road	Resolution Dr	Off	FP 2B	661	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	210,198	CRC	No	ACCESS STREET	Medium
WRE163	2	BENTLEY PARK	Cane Rail Pathway	North	South	Off	FP 2B	1285	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation not associated with roadway	408,630	CRC	No	STRATEGIC INVESTIGATION	Medium

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Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
WRE164	2	BENTLEY PARK	Cintra Street	North Drain	Robert Rd	Off	FP 2B	358.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	113,971	CRC	No	ACCESS STREET	High
WRE165	2	BENTLEY PARK	Senate Street	Caesar St	Herald St	Off	FP 2B	252	Construct new 2.0 m footpath along access street on one side of road	80,136	CRC	No	ACCESS STREET	Medium
WRE166	2	BENTLEY PARK	Heral Street	Senate St	Robert Rd	Off	FP 2B	491.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	156,202	CRC	No	ACCESS STREET	High
WRE167	2	BENTLEY PARK	Guthrie Close	24 Guthrie Close	Robert Rd	Off	FP 2B	234.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	74,444	CRC	No	ACCESS STREET	High
WRE168	2	EDMONTON	Cane Rail Pathway	North	Wiseman Rd	Off	FP 2B	1403.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	446,408	CRC	No	STRATEGIC INVESTIGATION	Low
WRE169	2	EDMONTON	Walker Road	Quinn Dr	SE Roundabout	Off	FP 2B	433.5	Construct new 2.0 m footpath along pedestrian spine on one side of road	137,853	CRC	No	SPINE	Medium
WRE16-A	2	BENTLEY PARK	Bicentennial Rd	Blackfellows Creek	Jones Access Road	On	AT 1B	731	Opportunity for an Exclusive Bike Lane exists on both sides of the road, which would require 'no parking', white bicycle pavement symbols and bicycle route signage along its length. An alternative arrangement would be to provide a BB/LAT symbols which would maintain the opportunity for occasional kerbside parking. Subject to community consultation. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	3,273	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE170	2	EDMONTON	Private Land	Hancock St	Walker Rd	Off	FP 2B	1105.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	351,644	CRC	No	STRATEGIC INVESTIGATION	Low
WRE171	2	EDMONTON	Private Land	Logomeir Rd	Mill Rd	Off	FP 2B	739	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	235,002	CRC	No	STRATEGIC INVESTIGATION	Medium
WRE172	2	EDMONTON	Ravizza Drive	Hancock Dr	Logomeir Rd	Off	FP 2B	25.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	8,141	CRC	No	ACCESS STREET	Medium
WRE173	2	EDMONTON	Honcock Street	Ravizza Dr	Ravizza Dr	Off	FP 2B	772.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road. The new path will connect to an existing path that terminates.	245,623	CRC	No	ACCESS STREET	Medium
WRE174	2	EDMONTON	Mill Road	Bruce Hwy	School Entrance	Off	FP 2B	927.1	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road. The new path will connect to an existing path that terminates.	294,818	CRC	No	SPINE	High
WRE175	2	EDMONTON	MOUNT PETER ROAD	Armstrong St	Stokes St	Off	FP 2B	81.9	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	26,044	CRC	No	SPINE	High
WRE176	2	EDMONTON	Cattle Street	Armstrong St	Mt Peter Rd	Off	FP 2B	194.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	61,756	CRC	No	ACCESS STREET	High
WRE177	2	EDMONTON	Wolff Street	Cattle St	Prior St	Off	FP 2B	294	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	93,492	CRC	No	ACCESS STREET	High
WRE179	2	EDMONTON	Prior Street	Mt Peter Rd	Wolff St	Off	FP 2B	204.3	Construct new 2.0 m footpath along access street on one side of road	64,967	CRC	No	ACCESS STREET	Medium
WRE180	2	EDMONTON	MOUNT PETER ROAD	Cattle St	Carruthers St	Off	FP 2B	2236.7	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	711,271	CRC	No	SPINE	High
WRE181	2	EDMONTON	Graham Street	Wiseman Road East	MOUNT PETER Rd	Off	FP 2B	624.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	198,623	CRC	No	ACCESS STREET	High
WRE182	2	EDMONTON	Walker Road	Hambleton Dr	Wiseman Rd	Off	FP 2B	470.6	Construct new 2.0 m footpath along access street on both sides of road	149,651	CRC	No	ACCESS STREET	Low
WRE184	2	EDMONTON	Private Land	Isabella Rd	Steele St	Off	FP 2B	80.9	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	25,726	CRC	No	STRATEGIC INVESTIGATION	Low
WRE185	2	EDMONTON	Mitchum Street	Steele St	Gifford Cr	Off	FP 2B	182.6	Construct new 2.0 m footpath along strategic investigation route on one side of road	58,067	CRC	No	STRATEGIC INVESTIGATION	Medium
WRE186	2	EDMONTON	Wiseman Road West	Gifford Cr	Rainforest Rd	Off	FP 2B	552.7	Construct new 2.0 m footpath along strategic investigation route on one side of road	175,759	CRC	No	STRATEGIC INVESTIGATION	Medium
WRE19-A	2	BENTLEY PARK	Supply Rd	Robert Rd	Approx. 540m north of Robert Rd	Off	FP 2B	547	Establish new path (western side) from Robert Rd to approximately 440m north. Continue path on eastern side to connect to existing footpath to the north. Crossing required to enable safe pedestrian sight lines.	173,946	CRC	No	LOCAL ROUTE	Medium
WRE19-B	2	BENTLEY PARK	Supply Rd	Robert Rd	Approx. 540m north of Robert Rd	On	AT 2B	567	Provide AT pavement symbols on both sides for full on-road connectivity.	2,539	CRC	No	LOCAL ROUTE	High
WRE22-A	2	BENTLEY PARK	Timberlea Dve	Walker Rd	northern end of creek bridge	Off	FP 2A	185	Provide missing link - construct missing link on southern side between eastern side of floodway bridge to existing pathway fronting the child care centre. Cost based on retaining existing width of path. No provision made for signage on missing link.	58,460	CRC	No	LOCAL ROUTE	High

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Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
WRE25-B	2	MOUNT SHERIDAN	Trafalgar Rd	Eastern side of floodway crossing (320m east of Italia Rd)	Child Care Centre	Off	FP 2A	35	Provide missing link - construct missing link on southern side between eastern side of floodway bridge to existing pathway fronting the child care centre. Cost based on retaining existing width of path. No provision made for signage on missing link.	11,060	CRC	No	LOCAL ROUTE	Medium
WRE25-C	2	MOUNT SHERIDAN	Trafalgar Rd	Trafalgar Road Park (northern end)	approx. 100m south to eastern end of floodway crossing	Off	FP 2A	58	Provide missing link - construct missing link from existing footpath at the northern end of Trafalgar Road Park to the eastern end of the floodway crossing. Pedestrian crossing required in the vicinity of the child care centre. Cost based on retaining existing width of path. No provision made for signage on missing link.	18,328	CRC	No	LOCAL ROUTE	Medium
WRE25-D	2	MOUNT SHERIDAN	Trafalgar Rd	Child Care Centre	Barnard Dve	Off	FP 2B	400	Establish new path (eastern side) for full off-road continuity and improved local access to the child care centre and Mt Sheridan Shopping Centre.	127,200	CRC	No	LOCAL ROUTE	Low
WRE27-A	2	MOUNT SHERIDAN	Hardy Rd	Robert Rd	Adonis St	On	W 3	523	Provide Exclusive Bicycle Lanes (both sides) for full on-road continuity. Treatment requires road widening, possible service relocations and bicycle treatments at the Hardy Rd / Robert Rd signalised intersection. The costing for this treatment option does not take into account property impacts and / service relocation costs.	136,503	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE27-B	2	MOUNT SHERIDAN	Hardy Rd	Approx. 100m north of Laural Ave	Approx. 80m southwest of Lizard St	On	EBL / SBPL 2	463	Provide EBL treatment pavement symbols on both sides, including road widening, culvert extension, service relocations and bicycle treatments at the Hardy Rd / Robert Rd signalised intersection. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	17,602	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE30-A	2	MOUNT SHERIDAN	Foster Rd	Barnard Dve	Bruce Hwy off ramp	Off	FP 2A	195	Provide missing link - 2.0m footpath on the southern side for local access to Mt Sheridan Shopping Centre and full off-road continuity. Works to be undertaken with Shopping Centre expansion or with future upgrade of the Bruce Hwy. Cost based on retaining existing width of path. No provision made for signage on missing link.	61,620	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE43	2	EDMONTON	Hambledon Dve	Walker Rd	Mill Rd	On	AT 2B	655	Implement a T with advisory logos to formalise this on-road cycle route into the Edmonton Town Centre. Narrow road reserve width and absence of shoulder space limits an exclusive bike lane. A full bike lane should be provided as a long term objective, with future road improvements or as funds permit.	2,933	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE48	2	EDMONTON	Wiseman Road	Lot 126	Rainforest Road	Off	SP 2.5	886	Establish 2.5 m wide shared path	350,856	CRC	No	LOCAL ROUTE	Low
WRE49	2	EDMONTON	Farmer St	Petersen Road	Talisman Close	Off	SP 2.5	897	Establish 2.5 m wide shared path	355,212	CRC	No	LOCAL ROUTE	Medium
WRE52	2	MOUNT SHERIDAN	Alderman Street	Foster Road	Gallery Drive	Off	FP 2B	268	Establish 2.0 m wide footpath to tie into existing network	85,224	CRC	No	LOCAL ROUTE	Low
IS01-A	3	BAYVIEW HEIGHTS	Currawong St	Approx. 60m south of Kite Close	Anderson Rd	On	AT 1B	633	Provide AT pavement symbols on both sides to provide for full on-road continuity. Exclusive Bicycle Lane would be desirable but at the cost of residential kerb side parking.	2,835	CRC	Yes	PRINCIPAL ROUTE	Medium
IS02-C	3	WOREE	Anderson Rd	Fairview St	Lyndel Dve	On	AT 1B	1085	Provide AT pavement symbols on northern side. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	2,429	CRC	Yes	PRINCIPAL ROUTE	Medium
IS02-D	3	WOREE	Anderson Rd	Lyndel Dve	Windarra St	On	EBL / SBPL 2	140	Formalise northern side with bicycle pavement symbols. Constraints exist on approach to Windarra St and at the Windarra St / Anderson Rd intersection (no provision for bicycle facilities). A short off-road shared path should be considered on northern side between cane rail and roundabout. A wide kerb-side lane exists on the southern side which, coupled with the existing shared path, should adequately provide for cyclists (shared path not costed). This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	5,323	CRC	Yes	PRINCIPAL ROUTE	Medium
IS02-E	3	WOREE	Anderson Rd	Windarra St	Loretta Ave	On	AT 1B	454	Provide AT pavement symbols on both sides for full on-road connectivity. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	2,033	CRC	Yes	PRINCIPAL ROUTE	Medium
IS04-B	3	BAYVIEW HEIGHTS	Fairview St	Anderson Rd	Toogood Rd	On	AT 2B	873	Provide AT pavement symbols on both sides for full on-road connectivity.	3,909	CRC	No	LOCAL ROUTE	Low
IS05-A	3	BAYVIEW HEIGHTS / WOREE	Shannon Dve	Anderson Rd	Windarra St	Off	FP 2B	1029	Establish new path (western / northern side) for local off-road access to WOREE State Primary and High Schools.	327,222	CRC	No	LOCAL ROUTE	Medium
IS05-B	3	BAYVIEW HEIGHTS / WOREE	Shannon Dve	Anderson Rd	Windarra St	On	AT 2C	1060	Provide AT pavement symbols on both sides for local on-road bicycle access to WOREE State Primary and High Schools.	5,573	CRC	No	LOCAL ROUTE	Medium
IS06-A	3	BAYVIEW HEIGHTS	Toogood Rd	Sydney St	Fairview St	On	AT 2B	488	Provide AT pavement symbols on both sides for local access.	2,185	CRC	No	LOCAL ROUTE	High
IS06-B	3	BAYVIEW HEIGHTS	Toogood Rd	Fairview St	Yara St	On	EBL SBPL 1	651	Provide SBPL pavement symbols on both sides. Edge line recommended on northern side for cross-section symmetry. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	14,594	CRC	No	LOCAL ROUTE	High

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IS06-C	3	WOREE	Toogood Rd	Yara St	Windarra St	On	EBL / SBPL2 / W1	418	Provide Exclusive Bicycle Lane on both sides. Modified line marking and localised widening required at Windarra St, Jasper St and Yara St intersections. Alternative would be to use existing off-road shared paths which would require improved connections and intersection treatments (Shared path not costed). The costing for this treatment option does not take into account property impacts and / service relocation costs.	24,742	CRC	Yes	PRINCIPAL ROUTE	High
IS07-A	3	WOREE	Windarra St	Anderson Rd	Rigg St	On	EBL / SBPL / EBL / SBPL2	904	Provide SBPL treatment on both sides for improved on-road bicycle access to WOREE State Primary and High schools. Additional edge lines between Kristen Close and Rigg St is recommended where kerbside parking has not been marked. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	17,395	CRC	Yes	PRINCIPAL ROUTE	High
IS07-B	3	WOREE	Windarra St	Rigg St	Toogood Rd	On	AT1B	362	Provide AT pavement symbols on both sides for improved on-road bicycle access to WOREE State Primary and High schools.	1,621	CRC	Yes	PRINCIPAL ROUTE	High
IS08	3	WOREE	Alberta Dve	Windarra St	Loretta Ave	Off	FP 2B	615	Construct new path (northern side) for full off-road connectivity in the vicinity of WOREE State High School. Spatial constraints may limit desirable width.	195,570	CRC	No	LOCAL ROUTE	High
IS11-A	3	BAYVIEW HEIGHTS	Yara St / De Jarlais St	Anderson Rd	Karwin St	On	AT1A	153	Implement AT on both sides. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	571	CRC	Yes	PRINCIPAL ROUTE	Medium
IS385	3	WOREE	Alma Street	Sondrio St	Alfio St	Off	FP 2B	243.1	Construct new 2.0 m footpath along access street on one side of road	77,306	CRC	No	ACCESS STREET	Medium
IS386	3	WOREE	Alfio Street	Alma St	Gerard St	Off	FP 2B	107	Construct new 2.0 m footpath along access street on one side of road	34,026	CRC	No	ACCESS STREET	Medium
IS387	3	WOREE	Gerard Street	Alfio St	Deanna St	Off	FP 2B	245.1	Construct new 2.0 m footpath along access street on one side of road	77,942	CRC	No	ACCESS STREET	Medium
IS388	3	WOREE	Angela Street	Sondrio St	Sorrento St	Off	FP 2B	594	Construct new 2.0 m footpath along access street on one side of road	188,892	CRC	No	ACCESS STREET	Medium
IS389	3	WOREE	Pisa Street	Angela St	Sondrio Cl	Off	FP 2B	180	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	57,240	CRC	No	ACCESS STREET	High
IS390	3	WOREE	Deanna Street	Nephrite St	Gerard St	Off	FP 2B	87.7	Construct new 2.0 m footpath along access street on one side of road	27,889	CRC	No	ACCESS STREET	Medium
IS391	3	WOREE	Lynette Street	Angela St	Toogood Rd	Off	FP 2B	275.7	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	87,673	CRC	No	ACCESS STREET	High
IS392	3	WOREE	Nephrite Street	Deanna St	Toogood Rd	Off	FP 2B	397.3	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	126,341	CRC	No	ACCESS STREET	High
IS393	3	WOREE	Sorrento Street	Nephrite St	Angela St	Off	FP 2B	155.5	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	49,449	CRC	No	ACCESS STREET	High
IS394	3	WOREE	Cane Train Path			Off	FP 2B	1146.7	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	364,651	CRC	No	STRATEGIC INVESTIGATION	Low
IS395	3	BAYVIEW HEIGHTS	Toogood Road	Jasper St	Fairview St	Off	FP 2B	793	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	252,174	CRC	No	ACCESS STREET	Medium
IS396	3	BAYVIEW HEIGHTS	Yara Street	De Jarlais St	Toogood Rd	Off	FP 2B	244	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	77,592	CRC	No	ACCESS STREET	Medium
IS397	3	BAYVIEW HEIGHTS	Cain Rail Path	North	South	Off	FP 2B	2386.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	758,875	CRC	No	STRATEGIC INVESTIGATION	Low
IS398	3	BAYVIEW HEIGHTS	Agate Street	Toogood Rd	Amethyst St	Off	FP 2B	116.3	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	36,983	CRC	No	ACCESS STREET	High
IS399	3	BAYVIEW HEIGHTS	Amethyst Street	Agate st	Opal St	Off	FP 2B	347.6	Construct new 2.0 m footpath along access street on one side of road	110,537	CRC	No	ACCESS STREET	Medium
IS400	3	BAYVIEW HEIGHTS	Tamba Street	Karwin St	Toogood Rd	Off	FP 2B	251	Construct new 2.0 m footpath along access street on one side of road	79,818	CRC	No	ACCESS STREET	Medium
IS401	3	BAYVIEW HEIGHTS	Wirrah Street	Park St	Toogood Rd	Off	FP 2B	431.3	Construct new 2.0 m footpath along access street on one side of road	137,153	CRC	No	ACCESS STREET	Medium
IS402	3	BAYVIEW HEIGHTS	Sydney Street	Comet St	Toogood Rd	Off	FP 2B	649.5	Construct new 2.0 m footpath along access street on one side of road	206,541	CRC	No	ACCESS STREET	Medium
IS403	3	BAYVIEW HEIGHTS	Park Street	Wirrah St	Toogood Rd	Off	FP 2B	731.1	Construct new 2.0 m footpath along access street on one side of road	232,490	CRC	No	ACCESS STREET	Medium
IS404	3	BAYVIEW HEIGHTS	Toogood Road	Sydney St	Park St	Off	FP 2B	569.7	Construct new 2.0 m footpath along access street on one side of road	181,165	CRC	No	ACCESS STREET	Medium
IS405	3	BAYVIEW HEIGHTS	Marti Street	Park St	Villa St	Off	FP 2B	1127.1	Construct new 2.0 m footpath along access street on one side of road	358,418	CRC	No	ACCESS STREET	Medium
IS406	3	BAYVIEW HEIGHTS	Panorama Street	Toogood Rd	Fairview St	Off	FP 2B	350	Construct new 2.0 m footpath along access street on one side of road	111,300	CRC	No	ACCESS STREET	Medium
IS407	3	BAYVIEW HEIGHTS	Opal Street	Amethyst St	Fairview St	Off	FP 2B	110.8	Construct new 2.0 m footpath along access street on one side of road	35,234	CRC	No	ACCESS STREET	Medium
IS408	3	BAYVIEW HEIGHTS	El Paso Street	Bayview st	Vista St	Off	FP 2B	80	Construct new 2.0 m footpath along access street on one side of road	25,440	CRC	No	ACCESS STREET	Medium
IS409	3	BAYVIEW HEIGHTS	FORMO PARK	Vista St	Fairview St	Off	FP 2B	235.6	Construct new 2.0 m footpath along access street not associated with roadway	74,921	CRC	No	ACCESS STREET	Low

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IS410	3	BAYVIEW HEIGHTS	FAIRVIEW ST DRAINAGE RESERVE	Fairview St	Viola Ct	Off	FP 2B	271.6	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	86,369	CRC	No	STRATEGIC INVESTIGATION	Low
IS411	3	BAYVIEW HEIGHTS	Villa Street	Marti St	Fairview St	Off	FP 2B	434.3	Construct new 2.0 m footpath along access street on one side of road	138,107	CRC	No	ACCESS STREET	Medium
IS412	3	BAYVIEW HEIGHTS	Lyndel Drive	Shannon Dr	East	Off	FP 2B	146.7	Construct new 2.0 m footpath along access street on one side of road	46,651	CRC	No	ACCESS STREET	Medium
IS413	3	BAYVIEW HEIGHTS	Kestral Street	Anderson Rd	Gouldian St	Off	FP 2B	264.9	Construct new 2.0 m footpath along access street on one side of road	84,238	CRC	No	ACCESS STREET	Medium
IS414	3	BAYVIEW HEIGHTS	Gouldian Street	Bellbird St	Kestral St	Off	FP 2B	239.5	Construct new 2.0 m footpath along access street on one side of road	76,161	CRC	No	ACCESS STREET	Medium
IS415	3	BAYVIEW HEIGHTS	Bellbird Street	Anderson Rd	Gouldian St	Off	FP 2B	125.8	Construct new 2.0 m footpath along access street on one side of road	40,004	CRC	No	ACCESS STREET	Medium
IS416	3	BAYVIEW HEIGHTS	Anderson Road	Falcon St	Bellbird St	Off	FP 2B	199.9	Construct new 2.0 m footpath along access street on one side of road	63,568	CRC	No	ACCESS STREET	Medium
IS417	3	BAYVIEW HEIGHTS	Falcon Street	Osprey Ct	Anderson Rd	Off	FP 2B	262	Construct new 2.0 m footpath along access street on one side of road	83,316	CRC	No	ACCESS STREET	Medium
IS418	3	WOREE	Lyndel Drive	West	Anderson Rd	Off	FP 2B	637.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	202,661	CRC	No	ACCESS STREET	High
IS419	3	WOREE	HUSSEY PARK	Alberta Dr	Anderson Rd	Off	FP 2B	264.9	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	84,238	CRC	No	STRATEGIC INVESTIGATION	Medium
IS420	3	WOREE	Links Drive	Golf Clubhouse	Ped Overpass	Off	FP 2B	649.8	Construct new 2.0 m footpath along access street on one side of road	206,636	CRC	No	ACCESS STREET	Medium
IS423	3	WOREE	MATISA CL DRAINAGE RESERVE	Sunbird Dr	Blueberry Ct	Off	FP 2B	103.3	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	32,849	CRC	No	ACCESS STREET	Medium
IS424	3	WOREE	Des Chalmers Drive	North	South	Off	FP 2B	84.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	26,935	CRC	No	ACCESS STREET	Medium
IS75	3	BAYVIEW HEIGHTS	Gordon Creek	Mulgrave Road	Fairview Street	Off	SP 3	227.6	New 3.0 m wide path through the parklands with a connection to the Southern Cycleway	1,083,376	CRC	No	STRATEGIC INVESTIGATION	Low
WRE100	3	MOUNT SHERIDAN	Manilla Street	Scarlet Ct	Sawpit St	Off	FP 2B	67.4	Construct new 2.0 m footpath along access street on one side of road	21,433	CRC	No	ACCESS STREET	Medium
WRE102	3	MOUNT SHERIDAN	Des Chalmers Drive	North	George Cannon Dr	Off	FP 2B	392.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	124,847	CRC	No	ACCESS STREET	Medium
WRE103	3	MOUNT SHERIDAN	George Cannon Drive	Des Chalmers Drive	Benjamina St	Off	FP 2B	154.2	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	49,036	CRC	No	SPINE	High
WRE104	3	MOUNT SHERIDAN	Private Land	George Cannon Dr	Caper St	Off	FP 2B	73.9	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	23,500	CRC	No	ACCESS STREET	Medium
WRE105	3	MOUNT SHERIDAN	Oakblue Drive	Forest Gardens Blvd	Archer Ct	Off	FP 2B	52.7	Construct new 2.0 m footpath along access street on one side of road	16,759	CRC	No	ACCESS STREET	Medium
WRE106	3	MOUNT SHERIDAN	Kendall Street	Madigans Dr	35 Kendall Street	Off	FP 2B	159.1	Construct new 2.0 m footpath along access street on one side of road	50,594	CRC	No	ACCESS STREET	Medium
WRE107	3	MOUNT SHERIDAN	Madigans Drive	Crosby Ct	Kendall St	Off	FP 2B	32.5	Construct new 2.0 m footpath along access street on one side of road	10,335	CRC	No	ACCESS STREET	Medium
WRE108	3	MOUNT SHERIDAN	MADIGANS DR DRAINAGE RESERVE	Mentana Ct	Crosby Ct	Off	FP 2B	71.9	Construct new 2.0 m footpath along access street not associated with roadway	22,864	CRC	No	ACCESS STREET	Low
WRE109	3	MOUNT SHERIDAN	Private Land	Benjamina St	Mentana Ct	Off	FP 2B	68.1	Construct new 2.0 m footpath along access street not associated with roadway	21,656	CRC	No	ACCESS STREET	Low
WRE110	3	MOUNT SHERIDAN	George Cannon Drive	Des Chalmers dr	Forest Gardens Blvd	Off	FP 2B	940.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	299,206	CRC	No	ACCESS STREET	Medium
WRE111	3	MOUNT SHERIDAN	Booying Drive	Ironwood St	Booying Dr	Off	FP 2B	135.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	42,962	CRC	No	ACCESS STREET	High
WRE112	3	MOUNT SHERIDAN	Monsoon Trc	Lakefield St	Foster Rd	Off	FP 2B	161.4	Construct new 2.0 m footpath along access street on one side of road	51,325	CRC	No	ACCESS STREET	Medium
WRE113	3	MOUNT SHERIDAN	Monsoon Trc	Oakblue Dr	Monsoon Trc	Off	FP 2B	103.8	Construct new 2.0 m footpath along access street on one side of road	33,008	CRC	No	ACCESS STREET	Medium
WRE114	3	MOUNT SHERIDAN	Woodrose Drive	Gallery Dr	Coogera St	Off	FP 2B	192.5	Construct new 2.0 m footpath along access street on one side of road	61,215	CRC	No	ACCESS STREET	Medium
WRE115	3	MOUNT SHERIDAN	Coogera Street	Alderman St	Woodrose St	Off	FP 2B	115	Construct new 2.0 m footpath along access street on one side of road	36,570	CRC	No	ACCESS STREET	Medium
WRE138	3	WHITE ROCK	Private Land	Kowinka St	Kambara St	Off	FP 2B	323.6	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	102,905	CRC	No	STRATEGIC INVESTIGATION	Low
WRE139	3	WHITE ROCK	Kambara Street	Hepburn St	Hollywood Blvd	Off	FP 2B	308.1	Construct new 2.0 m footpath along access street on one side of road	97,976	CRC	No	ACCESS STREET	Medium
WRE140	3	WHITE ROCK	CRACKNELL RD DRAINAGE RESERVE	Hollywood Blvd	Taranimo Cr	Off	FP 2B	1134	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	360,612	CRC	No	STRATEGIC INVESTIGATION	Low



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WRE141	3	WHITE ROCK	Hollywood Blvd	Goldwyn Cl	Cracknell Rd	Off	FP 2B	408	Construct new 2.0 m footpath along access street on one side of road	129,744	CRC	No	ACCESS STREET	Medium
WRE142	3	WHITE ROCK	Cracknell Road	Hollywood Blvd	Thornton Ct	Off	FP 2B	370.9	Construct new 2.0 m footpath along access street on one side of road	117,946	CRC	No	ACCESS STREET	Medium
WRE143	3	WHITE ROCK	Private Land	Cracknell Rd	South	Off	FP 2B	151.7	Construct new 2.0 m footpath along access street not associated with roadway	48,241	CRC	No	ACCESS STREET	Low
WRE144	3	WHITE ROCK	Private Land	North	Sheehy Rd	Off	FP 2B	52.2	Construct new 2.0 m footpath along access street not associated with roadway	16,600	CRC	No	ACCESS STREET	Low
WRE145	3	WHITE ROCK	Sheehy Road	Kidman St	East	Off	FP 2B	380	Construct new 2.0 m footpath along access street on one side of road	120,840	CRC	No	ACCESS STREET	Medium
WRE146	3	WHITE ROCK	Yangoon Street	Kowinka St	Kanbara St	Off	FP 2B	273.8	Construct new 2.0 m footpath along access street on one side of road	87,068	CRC	No	ACCESS STREET	Medium
WRE147	3	WHITE ROCK	Lefwich Street	Kidman St	Phoenix St	Off	FP 2B	203.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	64,713	CRC	No	ACCESS STREET	High
WRE148	3	WHITE ROCK	SHEEHY ROAD PARK	Tarantino Cr		Off	FP 2B	384.9	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	122,398	CRC	No	STRATEGIC INVESTIGATION	Low
WRE149	3	WHITE ROCK	Private Land	Baldwin St	South Pathway	Off	FP 2B	421.2	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	133,942	CRC	No	STRATEGIC INVESTIGATION	Medium
WRE150	3	WHITE ROCK	Denver Street	Tiffany St	East Drain	Off	FP 2B	2399	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	76,288	CRC	No	ACCESS STREET	High
WRE151	3	WHITE ROCK	Private Land	Denver St	East Pathway	Off	FP 2B	101	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	32,118	CRC	No	STRATEGIC INVESTIGATION	Medium
WRE152	3	WHITE ROCK	Private Land	Alabama St	Greenacres Cl	Off	FP 2B	405.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	128,917	CRC	No	STRATEGIC INVESTIGATION	Low
WRE153	3	WHITE ROCK	Giffin Road	Greenacres Cl	Pittsburg St	Off	FP 2B	78.7	Construct new 2.0 m footpath along access street on one side of road	25,027	CRC	No	ACCESS STREET	Medium
WRE154	3	WHITE ROCK	Coombs Street	Bruce Hwy	Progress Rd	Off	FP 2B	74.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	23,723	CRC	No	ACCESS STREET	High
WRE155	3	WHITE ROCK	Giffin Road	Pittsburg St	Progress Rd	Off	FP 2B	1119.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	355,906	CRC	No	ACCESS STREET	High
WRE16-B	3	BENTLEY PARK	Bicentennial Rd	Blackfellows Creek	Robert Rd	On	EBL / SBPL 1 / W 1	339	Widen and seal shoulder by 1.0m on western side between Jones Access Rd and Roberts Rd to provide additional protection for cyclists. Kerb and channel recommended. Provide EBL pavement symbols on both sides. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	47,602	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE17-A	3	BENTLEY PARK	McLaughlin Rd	Bicentennial Rd	Approx. 240m east	On	AT 2B	240	Provide AT pavement symbols on both sides.	1,075	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE17-B	3	BENTLEY PARK	McLaughlin Rd	Approx. 240m east of Bicentennial Rd	Friendship St	On	AT 1B	1280	Provide AT pavement symbol on western side. BAZ to connect to off-road shared path facility between Friendship St and the existing signals at Robert Rd (short term). Full provisions for cyclists at the Robert Rd / McLaughlin Rd intersection recommended for long-term solution.	5,732	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE17-C	3	BENTLEY PARK	McLaughlin Rd	Sirius St	Wesel St	On	EBL / SBPL 2	238	Modify line marking to create a larger buffer for cyclists between angled car parks and edge line of through traffic, consistent with the treatment at either end. Note: 5.1m long bays due to the availability of 600mm overhang is appropriate.	9,048	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE18-B	3	BENTLEY PARK	Robert Rd	Golden Grove Dve (east)	Approx. 90m east of Hardy Rd	On	AT 1B	632	Opportunity for an Exclusive Bike Lane exists on both sides of the road, which would require 'no parking' white bicycle pavement symbols and bicycle route signage along its length. An alternative arrangement would be to provide a EBL/AT pavement symbols which would maintain the opportunity for occasional kerbside parking. Subject to community consultation. On-road bike lane to connect to off-road shared path due to constrained road reserve approaching Hardy Rd. Kerb ramp required for westbound bicycle flow. Long-term solution - provide on-road bicycle facilities through the intersection of Hardy Rd and Robert Rd.	2,830	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE32-A	3	MOUNT SHERIDAN	Forest Gardens Blvd	Foster Rd	George Cannon Dve (south)	On	EBL / SBPL	416	Provide bicycle pavement symbols between kerb and edge line (both sides) to establish an Exclusive Bicycle Lane.	2,836	CRC	No	STRATEGIC INVESTIGATION	Medium
WRE32-B	3	MOUNT SHERIDAN	Forest Gardens Blvd	George Cannon Dve (south)	Sawpit St	On	AT 2C	183	Provide AT bicycle pavement symbols on both side. Bicycle treatment works required at all roundabouts along its length. Long term treatment - Exclusive Bicycle Lanes (both sides) which would require edge lines and localised widening at roundabouts. Off-road shared path exists for inexperienced user groups.	962	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE32-D	3	MOUNT SHERIDAN	Forest Gardens Blvd	Sawpit St	Bruce Hwy	On	EBL / SBPL 1	204	Aspirational - establish Exclusive Bicycle Lanes on both sides to provide full on-road bicycle continuity and to link to future bicycle lanes on the Bruce Hwy.	4,573	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE34-A	3	WHITE ROCK	Progress Rd	Fretwell Rd	Dillon Close	Off	SP 2.5	771	Establish new path - 2.5m wide shared path on eastern side to provide local access to WHITE ROCK State School. Path to be provided with future residential development on the eastern side of Progress Rd.	305,316	CRC	No	LOCAL ROUTE	Medium

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WRE34-B	3	WHITE ROCK	Progress Rd	Fretwell Rd	Dillon Close	On	W 3	842	Provide AT pavement symbols on both sides for on-road bicycle continuity. Widen and seal shoulders on both sides by 1.5m to provide increased protection for cyclists. Widening on eastern side would be required with future residential development. Localised widening recommended at northern bend.	219,762	CRC	No	LOCAL ROUTE	Medium
WRE34-D	3	WHITE ROCK	Progress Rd	Approx. 140m north of Dillon Close	Leftwich St	On	AT 2B / W 1	781	Provide AT pavement symbols on both sides for full on-road continuity. Provide 1.0m sealed shoulder on western side between Burnett St and Dundee Close (250m) to provide additional protection for cyclists and to be consistent with cross-section north of Dundee Close.	32,997	CRC	No	LOCAL ROUTE	Low
WRE34-E	3	WHITE ROCK	Progress Rd	Leftwich St	Bruce Hwy	On	EBL / SBPL 2	348	Provide EBL/SBPL treatment on both sides for full on-road continuity. Constrained road section exists across culvert approximately 80m south of Sheehy Rd. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	13,230	CRC	No	LOCAL ROUTE	Medium
WRE37	3	WHITE ROCK	Sheehy Rd	Progress Rd	Kowinka St	On	AT 2B	1922	Provide AT pavement symbols on both sides for on-road bicycle continuity.	8,607	CRC	No	LOCAL ROUTE	Medium
WRE40-B	3	WHITE ROCK	Kowinka St	Sheehy Rd	Skull Rd	On	AT 2B / W 0.5	600	Provide AT pavement symbols on both sides. Localised widening and bicycle treatment required at Skull Rd / Kowinka St roundabout.	5,177	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE40-C	3	WHITE ROCK	Kowinka St	Skull Rd	Approx. 110m north	On	W 1	122	Provide AT pavement symbols on both sides. Widening of shoulders by 0.5 to 1.0m recommended for additional protection. Widening to be undertaken with future residential development on western side.	14,396	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE40-D	3	WHITE ROCK	Kowinka St	Approx. 110m north of Skull Rd	Bruce Hwy	On	AT 1B	402	Provide AT pavement symbols on both sides.	1,800	CRC	Yes	PRINCIPAL ROUTE	Medium
WRE41	3	MOUNT SHERIDAN	Sawpit St / Currawong St	Forest Gardens Blvd	Approx. 60m south of Kite Close	On	AT 2B	950	Provide AT pavement symbols and route guidance signage on both sides for full on-road continuity on western side of the Bruce Hwy.	4,254	CRC	No	LOCAL ROUTE	Medium
WRE44	3	WHITE ROCK	Fretwell Road	Progress Rd	Johnson Road	Off	SP 2.5	367	Establish 2.5 m wide path - future development	145,332	CRC	No	LOCAL ROUTE	Low
WRE45	3	WHITE ROCK	Johnson Road	Fretwell Road	Mission Road	Off	SP 2.5	211	Establish 2.5 m wide path - future development	83,556	CRC	No	LOCAL ROUTE	Low
WRE46	3	WHITE ROCK	New Road	Johnson Road	Dillon Close	Off	SP 2.5	798	New road link following developments Ensure pathway is included on future strategic planning and implemented with future developments. DO NOT COST	0	CRC	No	LOCAL ROUTE	Low
WRE47	3	WHITE ROCK	Mission Road	Progress Road	Johnson Road	Off	SP 2.5	295	Establish 2.5 m wide path - future development	116,820	CRC	No	LOCAL ROUTE	Low
WRE53	3	BENTLEY PARK	Robert Road Park	Robert Road	Walker Road	Off	SP 2.5	287	Establish 2.5 m wide shared path through Robert Road Park. May require bridge. MORE DETAILED ASSESSMENT REQUIRED PRIOR TO COSTING	0	CRC	Yes	PRINCIPAL ROUTE	Low
WRE54	3	BENTLEY PARK	Robert Road	130m west of Catherine Close	12.5m North of Templar Crescent	Off	FP 2B	800	Establish 2.0 m wide footpath	254,400	CRC	No	LOCAL ROUTE	Low
WRE55	3	MOUNT SHERIDAN	Treetop Drive	Sawpit Street	Forest Gardens Boulevard	Off	FP 2B	400	Establish 2.0 m wide footpath to tie into existing network	127,200	CRC	No	LOCAL ROUTE	Low
IST1-B	4	EARVILLE	Yara St / De Jarlais St	Karwin St	Approx. 210m south of Young St (northern side of Henley Hill)	On	N/A	448	Bicycle signage exists on the western side of De Jarlais St (north of Clarks Creek). Bicycle symbols on both sides are also recommended for improved cyclist safety. Road widening on the eastern side of De Jarlais St (north of Henley Hill) is required for full cycling access around Henley Hill. EBL treatment recommended across Clarks Creek with long term objective for bridge widening for improved bicycle and pedestrian access. Full engineering solution required. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane. DO NOT COST	0	CRC	Yes	PRINCIPAL ROUTE	Medium
IST1-C	4	EARVILLE	Yara St / De Jarlais St	Approx. 210m south of Young St (northern side of Henley Hill)	Henley St	On	AT 1B	578	Provide AT pavement symbols on both sides for full on-road continuity. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	2,588	CRC	Yes	PRINCIPAL ROUTE	Medium
IST2-B	4	EARVILLE	Henley St	Gordon St	De Jarlais St	On	EBL / SBPL	101	Provide SBPL treatment on both sides for full on-road continuity. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	689	CRC	Yes	PRINCIPAL ROUTE	Medium
IST2-C	4	EARVILLE	Henley St	De Jarlais St	Approx. 50m east of Downing St (just east of cane rail track)	On	EBL / SBPL	204	Provide SBPL treatment on both sides for full on-road continuity. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	1,391	CRC	No	LOCAL ROUTE	Low

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IS2-D	4	EARLVILLE	Henley St	Approx. 50m east of Downing St (just west of cane rail track)	Mulgrave Rd	On	AT 1B /W1.5	296	Provide AT pavement symbols on both sides to improve bicycle access to CAIRNS CBD and EARLVILLE Shopping Centre. Seal shoulders and provide line marking between the cane rail and Mulgrave Street for increased cyclist protection. Opportunity available to include kerb and channel, and provide Exclusive Bicycle Lanes on both sides. Constrained section exists across cane rail. (K&C not included in cost).	46,909	CRC	No	LOCAL ROUTE	Low
IS13-A	4	EARLVILLE	Gordon St	Henley St	Balaclava Rd	On	EBL / SBPL	680	Replace bicycle pavement logos. The potential for residential car parking along the kerb limits opportunity for an Exclusive Bicycle Lane. Provide SBPL treatment on both sides for improved bicycle awareness. Bicycle facilities required at Head St / Gordon St roundabout. Constrained section exists just north of Langan St. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	4,636	CRC	No	LOCAL ROUTE	Medium
IS14	4	MOOROOB00L	Cannation Dve	Chinaman Creek	Beatrice St	On	EBL / SBPL	922	Provide SBPL treatment on both sides for full on-road continuity and to improved bicycle awareness. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	6,286	CRC	No	LOCAL ROUTE	Low
IS16-C	4	MOOROOB00L	Irene St	Beatrice St	McGregor St	On	EBL / SBPL 2	3703	Formalise Exclusive Bicycle Lanes on both sides due to high speed environment and no kerbside parking. Requires road widening and line marking along large sections of its length. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	140,781	CRC	Yes	PRINCIPAL ROUTE	Medium
IS19	4	MOOROOB00L	Sunflower Dve	Cannation Dve	Mestrez St	Off	FP 2B	584	Establish new path (southern side) for improved local access to commercial facilities and EARLVILLE Shopping Centre.	185,712	CRC	No	LOCAL ROUTE	Low
IS20	4	MOOROOB00L	Mestrez St	Sunflower Dve	Kingsford St	Off	FP 2B	508	Establish new path (eastern side) for improved local access to commercial facilities and EARLVILLE Shopping Centre. Constraint exists in the vicinity of Mestrez Street Park which would warrant pedestrian railings and kerb build outs. Alternative treatment - construct path on western side with appropriate crossings to existing paths (near Chinaman Creek and Mestrez Street Park).	161,544	CRC	No	LOCAL ROUTE	Low
IS21	4	MOOROOB00L	Grevillea St / Lavender St	Mestrez St	Beatrice St	Off	FP 2B	484	Establish new path (northern side) of Grevillea St and the eastern side of Lavender St for full off-road continuity.	153,912	CRC	No	LOCAL ROUTE	Low
IS219	4	KANIMBLA	McFarlane Drive	Milford CI	Harrison CI	Off	FP 2B	5091	Construct new 2.0 m footprint along access street on one side of road	161,894	CRC	No	ACCESS STREET	Medium
IS220	4	KANIMBLA	RAINBOW ST DRAINAGE RESERVE	Ramsay Dr	McFarlane Dr	Off	FP 2B	145.2	Construct new 2.0 m footprint along strategic investigation route not associated with roadway	46,174	CRC	No	STRATEGIC INVESTIGATION	Low
IS221	4	KANIMBLA	Ramsay Drive	BRINSMEAD Rd	McFarlane Dr	Off	FP 2B	1590.4	Construct new 2.0 m footprint along access street on both sides of road	505,747	CRC	No	ACCESS STREET	Low
IS222	4	KANIMBLA	Trout Street	McFarlane Dr	Trevally CI	Off	FP 2B	1399	Construct new 2.0 m footprint along access street on one side of road	44,488	CRC	No	ACCESS STREET	Medium
IS223	4	KANIMBLA	Private Land	Reservoir Rd	Ramsay Dr	Off	FP 2B	731.3	Construct new 2.0 m footprint along strategic investigation route not associated with roadway	232,553	CRC	No	STRATEGIC INVESTIGATION	Low
IS224	4	KANIMBLA	Private Land	Reservoir Rd	Ramsay Dr	Off	FP 2B	958.2	Construct new 2.0 m footprint within 400 m of attractor along strategic investigation route not associated with roadway	304,708	CRC	No	STRATEGIC INVESTIGATION	Medium
IS225	4	MANOORA	Private Land	West	Upper Perkins St	Off	FP 2B	1899	Construct new 2.0 m footprint within 400 m of attractor along strategic investigation route not associated with roadway	60,388	CRC	No	STRATEGIC INVESTIGATION	Medium
IS226	4	MANOORA	Private Land	West	Macilwraith St	Off	FP 2B	108.3	Construct new 2.0 m footprint within 400 m of attractor along strategic investigation route not associated with roadway	34,439	CRC	No	STRATEGIC INVESTIGATION	Medium
IS227	4	KANIMBLA	Private Land	Ramsay Dr	North East	Off	FP 2B	150.6	Construct new 2.0 m footprint along access street not associated with roadway	47,891	CRC	No	ACCESS STREET	Low
IS228	4	MANOORA	Private Land	Ramsay Dr	Divi St	Off	FP 2B	160.7	Construct new 2.0 m footprint along strategic investigation route not associated with roadway	51,103	CRC	No	STRATEGIC INVESTIGATION	Low
IS229	4	KANIMBLA	Ramsay Drive	McFarlane Dr	McGregor Rd	Off	FP 2B	241.3	Construct new 2.0 m footprint along access street on both sides of road	76,733	CRC	No	ACCESS STREET	Low
IS22-B	4	MOOROOB00L	Beatrice St	Serissa	Strike Ave	On	EBL / SBPL	515	Establish SBPL treatment on both sides. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	3,511	CRC	Yes	PRINCIPAL ROUTE	Medium
IS230	4	KANIMBLA	Emperor Street	McFarlane Dr	End	Off	FP 2B	389.3	Construct new 2.0 m footprint along access street on one side of road	123,797	CRC	No	ACCESS STREET	Medium
IS231	4	KANIMBLA	Trumpeter Street	Emperor St	McFarlane Dr	Off	FP 2B	222.3	Construct new 2.0 m footprint along access street on one side of road	70,691	CRC	No	ACCESS STREET	Medium
IS232	4	KANIMBLA	Yellowfin Close	McFarlane Dr	Hussar CI	Off	FP 2B	217.2	Construct new 2.0 m footprint along access street on one side of road	69,070	CRC	No	ACCESS STREET	Medium
IS233	4	KANIMBLA	Hynes Street	Spowatt CI	McFarlane Dr	Off	FP 2B	266.3	Construct new 2.0 m footprint along access street on one side of road	84,683	CRC	No	ACCESS STREET	Medium

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IS234	4	KANIMBLA	ROBSON ST DRAINAGE RESERVE	Hynes St	Pathway	Off	FP 2B	93.9	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	29,860	CRC	No	STRATEGIC INVESTIGATION	Low
IS235	4	KANIMBLA	ROBSON ST DRAINAGE RESERVE	Sweetlip Cl	Tanganelli Cl	Off	FP 2B	97.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	30,973	CRC	No	STRATEGIC INVESTIGATION	Low
IS236	4	KANIMBLA	ROBSON ST DRAINAGE RESERVE	Yellowfin Cl	Popple Cl	Off	FP 2B	131.9	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	41,944	CRC	No	STRATEGIC INVESTIGATION	Low
IS237	4	KANIMBLA	ROBSON ST DRAINAGE RESERVE	West	Irene St	Off	FP 2B	765.3	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	243,365	CRC	No	STRATEGIC INVESTIGATION	Low
IS238	4	KANIMBLA	Cane Rail Line	North	South	Off	FP 2B	2336.2	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	742,912	CRC	No	STRATEGIC INVESTIGATION	Low
IS239	4	KANIMBLA	Robson Street	Tanganelli Cl	Irene St	Off	FP 2B	350.8	Construct new 2.0 m footpath along access street on both sides of road	111,554	CRC	No	ACCESS STREET	Low
IS23-D	4	MOOROOB00L	Kingsford St	Hammond Ct	Swallow St	On	EBL / SBPL	304	Provide SBPL pavement symbols on both sides. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	2,073	CRC	Yes	PRINCIPAL ROUTE	Medium
IS240	4	MOOROOB00L	Irene Street	McGregor St	Beatrice St	Off	FP 2B	695.3	Construct new 2.0 m footpath along access street on both sides of road	221,105	CRC	No	ACCESS STREET	Low
IS248	4	MANOORA	Griffiths Street	Reservoir Rd	Madlwrath St	Off	FP 2B	282.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	89,803	CRC	No	ACCESS STREET	High
IS249	4	MANOORA	Miles Street	Enmore St	Morely St	Off	FP 2B	301.8	Construct new 2.0 m footpath along access street on one side of road	95,972	CRC	No	ACCESS STREET	Medium
IS250	4	MANOORA	Morley Street	Reservoir Rd	Miles St	Off	FP 2B	98.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	31,291	CRC	No	ACCESS STREET	High
IS251	4	MANOORA	Madlwrath Street	Morely St	26 MacIlwrath Street	Off	FP 2B	102.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	32,659	CRC	No	ACCESS STREET	High
IS253	4	MANOORA	Rambutan Close	Rollinia Cl	Moody St	Off	FP 2B	164.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	52,247	CRC	No	ACCESS STREET	High
IS255	4	MANOORA	McCoombe Street	Maignard St	Moody St	Off	FP 2B	230	Construct new 2.0 m footpath along access street on both sides of road	73,140	CRC	No	ACCESS STREET	Low
IS256	4	MANOORA	McGregor Street	Irene St	Swallow St	Off	FP 2B	424.3	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on both sides of road	134,927	CRC	No	SPINE	High
IS257	4	MOOROOB00L	Moody Street	Swallow St	NE Drain	Off	FP 2B	438.1	Construct new 2.0 m footpath along pedestrian spine on both sides of road	139,316	CRC	No	SPINE	Medium
IS26-A	4	MANOORA	Enmore St	McGregor St	Moody Creek Reserve (Ronto Park)	Off	FP 2B	359	Establish new path (eastern side); connect to existing paths in Moody Creek Reserve and provide good north-south off-road continuity. Note- spatial constraints exist on western side.	114,162	CRC	No	LOCAL ROUTE	Low
IS293	4	MOOROOB00L	Private Land	Irene St	Swallow St	Off	FP 2B	898.1	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	285,596	CRC	No	STRATEGIC INVESTIGATION	Medium
IS294	4	MOOROOB00L	Callum Street	McGregor St	Swallow St	Off	FP 2B	1311.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	417,152	CRC	No	ACCESS STREET	High
IS295	4	MOOROOB00L	KOPPEN PARK CONSERVATION RESERVE	Dunbar St	Callum St	Off	FP 2B	187.8	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	59,720	CRC	No	STRATEGIC INVESTIGATION	Medium
IS296	4	MOOROOB00L	McCoombe Street	Koch St	SE Drain	Off	FP 2B	495.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	157,474	CRC	No	ACCESS STREET	High
IS297	4	MOOROOB00L	Cochrane Street	Hayward St	Swallow St	Off	FP 2B	330.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	105,194	CRC	No	ACCESS STREET	High
IS298	4	MOOROOB00L	Smart Street	McCoombe St	Swallow St	Off	FP 2B	212.5	Construct new 2.0 m footpath along access street on one side of road	67,575	CRC	No	ACCESS STREET	Medium
IS299	4	MOOROOB00L	Private Land	Callum St	Munro Terrace	Off	FP 2B	87.7	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	27,889	CRC	No	STRATEGIC INVESTIGATION	Low
IS300	4	MOOROOB00L	Cane Train Path	North	IRENE ST DRAINAGE RESERVE	Off	FP 2B	1465.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	465,997	CRC	No	STRATEGIC INVESTIGATION	Low
IS301	4	MOOROOB00L	Southerden Drive	Robson St	Summer Hill Dr	Off	FP 2B	530.2	Construct new 2.0 m footpath along access street on one side of road	168,604	CRC	No	ACCESS STREET	Medium
IS302	4	MOOROOB00L	Summer Hill Drive	Oceanview Pl	Irene St	Off	FP 2B	799.2	Construct new 2.0 m footpath along access street on one side of road	254,146	CRC	No	ACCESS STREET	Medium
IS303	4	MOOROOB00L	Strathmore Ct	Summer Hill Dr	Redfern Pl	Off	FP 2B	135.2	Construct new 2.0 m footpath along access street on one side of road	42,994	CRC	No	ACCESS STREET	Medium

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IS304	4	MOOROOB00L	Beatrice Street	Irene St	Kingsford St	Off	FP 2B	690.1	Construct new 2.0 m footpath along access street on both sides of road. The new path will connect to an existing path that terminates.	219,452	CRC	No	ACCESS STREET	Low
IS305	4	MOOROOB00L	Kingsford Street	Beatrice St	Swallow St	Off	FP 2B	641	Construct new 2.0 m footpath along access street on both sides of road. The new path will connect to an existing path that terminates.	203,838	CRC	No	ACCESS STREET	Low
IS306	4	MOOROOB00L	Hammond Court	Kingsford St	Cul De Sac	Off	FP 2B	205.8	Construct new 2.0 m footpath along access street on one side of road	65,444	CRC	No	ACCESS STREET	Medium
IS308	4	MOOROOB00L	Rignold Street	Long St	Gribble St	Off	FP 2B	48.1	Construct new 2.0 m footpath along access street on one side of road	15,296	CRC	No	ACCESS STREET	Medium
IS309	4	MOOROOB00L	Gribble Street	Rignold St	Long St	Off	FP 2B	108.2	Construct new 2.0 m footpath along access street on one side of road	34,408	CRC	No	ACCESS STREET	Medium
IS310	4	MOOROOB00L	Long Street	Gribble St	Lomax St	Off	FP 2B	26	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	8,268	CRC	No	ACCESS STREET	High
IS311	4	MOOROOB00L	Lomax Street	Long St	McKewen St	Off	FP 2B	39.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	12,497	CRC	No	ACCESS STREET	High
IS312	4	MOOROOB00L	Pepperina Street	Grevillea St	Sunflower Dr	Off	FP 2B	413.3	Construct new 2.0 m footpath along access street on one side of road	131,429	CRC	No	ACCESS STREET	Medium
IS313	4	MOOROOB00L	Lavender Street	Grevillea St	Carnation Dr	Off	FP 2B	422.3	Construct new 2.0 m footpath along access street on one side of road	134,291	CRC	No	ACCESS STREET	Medium
IS314	4	MOOROOB00L	Lime Street	Carnation St	Sunflower St	Off	FP 2B	474.8	Construct new 2.0 m footpath along access street on one side of road	150,986	CRC	No	ACCESS STREET	Medium
IS315	4	MOOROOB00L	IRENE ST DRAINAGE RESERVE	Pomona Ave	Mestrez St	Off	FP 2B	1046.4	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	332,755	CRC	No	STRATEGIC INVESTIGATION	Medium
IS316	4	MOOROOB00L	Violet Street	Irene St	Carnation Dr	Off	FP 2B	102.1	Construct new 2.0 m footpath along access street on both sides of road	32,468	CRC	No	ACCESS STREET	Low
IS317	4	MOOROOB00L	Irene Street	Watkins Cl	South	Off	FP 2B	321.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road. The new path will connect to an existing path that terminates.	102,205	CRC	No	ACCESS STREET	Medium
IS318	4	MOOROOB00L	Hadian Avenue	Juno Cl	Irene St	Off	FP 2B	552.4	Construct new 2.0 m footpath along access street on one side of road	175,663	CRC	No	ACCESS STREET	Medium
IS319	4	MOOROOB00L	CAESAR PARK DRAINAGE RESERVE	Minerva Ave	Pomona Ave	Off	FP 2B	477.5	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	151,845	CRC	No	STRATEGIC INVESTIGATION	Low
IS320	4	MOOROOB00L	Pomona Avenue	Cicero Cl	Irene St	Off	FP 2B	324.2	Construct new 2.0 m footpath along access street on one side of road	103,096	CRC	No	ACCESS STREET	Medium
IS321	4	MOOROOB00L	Minerva Avenue	Juno Cl	Cicero Cl	Off	FP 2B	514.2	Construct new 2.0 m footpath along access street on one side of road	163,516	CRC	No	ACCESS STREET	Medium
IS357	4	EARVILLE	O'Hara Street	Park	Mulgrave Rd	Off	FP 2B	182.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	58,003	CRC	No	ACCESS STREET	High
IS358	4	EARVILLE	Thomson Street	Casella St	Mulgrave Rd	Off	FP 2B	166.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	52,915	CRC	No	ACCESS STREET	High
IS359	4	EARVILLE	Marsh Street	Casella St	Mulgrave Rd	Off	FP 2B	148.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	47,191	CRC	No	ACCESS STREET	High
IS360	4	EARVILLE	Casella Street	Thomson St	McKaughe St	Off	FP 2B	422.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	134,228	CRC	No	ACCESS STREET	High
IS361	4	EARVILLE	Soure Street	Casella St	Mulgrave Rd	Off	FP 2B	86.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	27,539	CRC	No	ACCESS STREET	High
IS362	4	EARVILLE	McKaughe Street	Casella St	Mulgrave Rd	Off	FP 2B	971	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	30,878	CRC	No	ACCESS STREET	High
IS363	4	EARVILLE	Cane Train Path	IRENE ST DRAINAGE RESERVE	Henley St	Off	FP 2B	716.2	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	227,752	CRC	No	STRATEGIC INVESTIGATION	Low
IS364	4	EARVILLE	Balacava Road	Downing St	Irene St	Off	FP 2B	673.6	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	214,205	CRC	No	SPINE	High
IS365	4	EARVILLE	Downing Street	Balacava Rd	Henley St	Off	FP 2B	402.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	127,900	CRC	No	ACCESS STREET	High
IS366	4	EARVILLE	Hoad Street	Watson St	Downing St	Off	FP 2B	473	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	150,414	CRC	No	ACCESS STREET	Medium
IS367	4	EARVILLE	Gordon Street	Balacava Rd	Henley St	Off	FP 2B	422.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	134,291	CRC	No	ACCESS STREET	Medium
IS368	4	EARVILLE	Watson Street	Langan St	Henley St	Off	FP 2B	526.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	167,395	CRC	No	ACCESS STREET	High
IS369	4	EARVILLE	Langan Street	Irene St	Watson St	Off	FP 2B	114.4	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	36,379	CRC	No	ACCESS STREET	Medium
IS370	4	EARVILLE	Balacava Road	Irene St	Bauhnia Ave	Off	FP 2B	178.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	56,890	CRC	No	ACCESS STREET	High
IS371	4	EARVILLE	Irene Street	North	Balacava Rd	Off	FP 2B	309.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road. The new path will connect to an existing path that terminates.	98,357	CRC	No	ACCESS STREET	Medium
IS372	4	EARVILLE	Bauhnia Avenue	Balacava Rd	Croucher St	Off	FP 2B	185.9	Construct new 2.0 m footpath along access street on one side of road	59,116	CRC	No	ACCESS STREET	Medium



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Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
IS373	4	EARLVILLE	Croucher Street	Bauhinia Ave	Moowonga St	Off	FP 2B	77	Construct new 2.0 m footpath along access street on one side of road	24,486	CRC	No	ACCESS STREET	Medium
IS374	4	EARLVILLE	VANDELEUR ST DRAINAGE RESERVE	Lilias Cl	Park South	Off	FP 2B	192.5	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	61,215	CRC	No	STRATEGIC INVESTIGATION	Medium
IS375	4	EARLVILLE	VANDELEUR ST DRAINAGE RESERVE	Vandeleur St	Carmen St	Off	FP 2B	163.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	51,961	CRC	No	STRATEGIC INVESTIGATION	Low
IS376	4	EARLVILLE	Henley Street	Vandeleur St	Gordon St	Off	FP 2B	340.1	Construct new 2.0 m footpath along access street on one side of road	108,152	CRC	No	ACCESS STREET	Medium
IS377	4	EARLVILLE	Barnes Street	Henley St	Cul de Sac	Off	FP 2B	759.8	Construct new 2.0 m footpath along access street on one side of road	241,616	CRC	No	ACCESS STREET	Medium
IS378	4	EARLVILLE	De Jarlais Street	Henley St	Yara St	Off	FP 2B	926.2	Construct new 2.0 m footpath along access street on both sides of road	294,532	CRC	No	ACCESS STREET	Low
IS379	4	EARLVILLE	DE JARLAIS ST DRAINAGE RESERVE	De Jarlais St	East	Off	FP 2B	249.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	79,436	CRC	No	STRATEGIC INVESTIGATION	Low
IS380	4	EARLVILLE	HENLEYS HILL PARK	Bates St	De Jarlais St	Off	FP 2B	459.2	Construct new 2.0 m footpath along access street not associated with roadway	146,026	CRC	No	ACCESS STREET	Low
IS381	4	EARLVILLE	Private Land	Granadilla Dr	Yara St	Off	FP 2B	769.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	244,796	CRC	No	STRATEGIC INVESTIGATION	Low
IS382	4	EARLVILLE	Private Land	Jacaramunda Ct	SW Pathway	Off	FP 2B	190.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	60,674	CRC	No	STRATEGIC INVESTIGATION	Low
IS383	4	EARLVILLE	Ishmael Road	Page St	Mulgrave Rd	Off	FP 2B	258.9	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	82,330	CRC	No	SPINE	High
IS421	4	MOOROOB00L	Private Land	Private Land	Private Land	Off	FP 2B	134.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	42,866	CRC	No	STRATEGIC INVESTIGATION	Low
IS422	4	MOOROOB00L	Long Street	Mestrez St	Rignold St	Off	FP 2B	66.3	Construct new 2.0 m footpath along access street on one side of road	21,083	CRC	No	ACCESS STREET	Medium
IS425	4	MANOORA	Private Land	South West	Murray St	Off	FP 2B	140.4	Construct new 2.0 m footpath along access street not associated with roadway	44,647	CRC	No	ACCESS STREET	Low
IS62	4	EARLVILLE	Ishmael Rd	Mulgrave Rd	Mulgrave Rd	Off	FP 2B	540	Missing links - (ie. 3 separate sections provide full off-road path continuity via Ishmael Rd. Several sections of narrow path exist (widths range from 1.2m - 1.6m). Target missing sections x3 for infill path construction on eastern side.	171,720	CRC	No	LOCAL ROUTE	Low
IS73	4	KANIMBLA	McFarlane Drive	Nell Close	Wrasse Close	Off	SP 2,5	658	Establish new path on northern side	260,568	CRC	No	LOCAL ROUTE	Medium
IS77	4	MOOROOB00L	Swallow Street	Kingsford Street	Moody Street	Off	FB 2B	1231	Establish 2.0 m wide footpath (complete missing links)	391,458	CRC	No	LOCAL ROUTE	Low
PW04-B	4	PORTSMITH	Kenny St	Approx. 40m east of Bunda St	Dutton St	Off	FP 2A	135	Provide missing link on northern side for full off-road continuity.	42,660	CRC	Yes	PRINCIPAL ROUTE	Medium
C02-A	5	CAIRNS CITY	Spence st	Bunda St	McLeod St	On	EBL / SBPL 1	253	Formalise cyclist desire line - implement pavement symbols and route signage. Constrained width exists on southern side approaching cane rail crossing due to kerbside parking.	5,672	CRC	Yes	PRINCIPAL ROUTE	Low
C02-B	5	CAIRNS CITY	Spence st	McLeod St	Esplanade	On	EBL / SBPL 2	713	Provide SBPL (northern side) with line marking and pavement symbols. Treatment to be provided in accordance with a Sub Arterial road as defined in the CAIRNS CBD Streetscape Masterplan.	27,107	CRC	Yes	PRINCIPAL ROUTE	Low
C03-A	5	CAIRNS CITY	Shields St	McLeod St	Mall	On	EBL / SBPL 2	371	Provide SBPL (northern side) with line marking and pavement symbols. Treatment to be provided in accordance with CAIRNS CBD Streetscape Masterplan.	14,105	CRC	No	LOCAL ROUTE	Low
C03-B	5	CAIRNS CITY	Shields St	Mall	Esplanade	On	EBL / SBPL 2	225	Provide SBPL (northern side) with line marking and pavement symbols. Treatment to be provided in accordance with CAIRNS CBD Streetscape Masterplan.	8,554	CRC	No	LOCAL ROUTE	Low
C04-B	5	CAIRNS CITY	Florence St	Grafton St	Abbott St	On	EBL / SBPL 2	140	Provide SBPL (northern side) with line marking and pavement symbols. Treatment to be provided in accordance with CAIRNS CBD Streetscape Masterplan.	5,323	CRC	Yes	PRINCIPAL ROUTE	Low
C04-C	5	CAIRNS CITY	Florence St	Abbott St	Esplanade	On	EBL / SBPL 2	118	Provide SBPL (northern side) with line marking and pavement symbols along entire length. Kerb truncation on northern side of Florence St (adjacent to Esplanade) and improved bicycle transition to the Esplanade bike path are recommended. Treatment to be provided in accordance with CAIRNS CBD Streetscape Masterplan.	4,486	CRC	Yes	PRINCIPAL ROUTE	Low
C05-A	5	CAIRNS CITY	McLeod St	Aplin St	Florence St	On	EBL / SBPL 2	248	SBPL required along this section - reduce through carriageway to 1-lane (each direction). Consistent with configuration provided on McLeod St (Aplin - Spence). If 2-lanes in each direction are required for traffic capacity, remove central parking and reconfigure to include bike lanes (both sides). Treatment to be provided in accordance with CAIRNS CBD Streetscape Masterplan.	9,428	CRC	Yes	PRINCIPAL ROUTE	Medium

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Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
C05-B	5	CAIRNS CITY	McLeod St	Florence St	Minnie St	On	EBL / SBPL 2	236	SBPL required along this section - reduce through carriageway to 1-lane (each direction). Consistent with configuration provided on McLeod St (Aplin - Spence). If 2-lanes in each direction are required for traffic capacity, remove central parking and reconfigure to include bike lanes (both sides). Treatment to be provided in accordance with CAIRNS CBD Streetscape Masterplan.	8,972	CRC	Yes	PRINCIPAL ROUTE	High
C06-A	5	CAIRNS CITY	Minnie St	Lily Creek (just west of Water St	Water St	On	W 1.5	61	Formalise EBL (both sides) - provide line marking, pavement symbols and signage. Carry out localised widening (approx 1.0m) on southern side. Constrained section exists across cane rail track which, due to low traffic usage and the short length of constrained area, does not warrant road works in the short term. It is recommended that this crossing be monitored and upgraded to include EBLs in future if required.	9,394	CRC	No	LOCAL ROUTE	Low
C06-B	5	CAIRNS CITY	Minnie St	Water St	Espalade	On	EBL / SBPL 1	770	Adequate width and crossing points exist to formalise a bicycle lane along this section.	17,262	CRC	No	LOCAL ROUTE	Low
C08	5	CAIRNS NORTH	Charles St	Lake St	Espalade	On	EBL / SBPL 2	114	Provide EBLs through widening pavement by 0.5m (both sides). This link would complete the cross-town connection to the Espalade from Grove St and Lake St.	4,334	CRC	No	LOCAL ROUTE	High
C09-A	5	CAIRNS NORTH	Lily St	McLeod St	Captain Cook Hwy	On	EBL / SBPL 1	135	Provide SBPL with additional line-marking, bicycle pavement symbols and signage.	3,026	CRC	No	LOCAL ROUTE	Medium
C12	5	CAIRNS	Bunda St	Kenny St	Spence St	Off	FP 2A	515	Establish new path on eastern sides - Full engineering solution required to address road widening, on-street parking demand, cycle and pedestrian infrastructure within this commercial / light industrial precinct. Join to existing pathways at both ends of Bunda St, including the CAIRNS cultural and convention centre precinct.	162,740	CRC	No	LOCAL ROUTE	Low
C14	5	CAIRNS	Lake St	Wharf St	Shields St / Mall	On	EBL / SBPL 2	610	Provide Exclusive Bike Lanes on both sides.	23,191	CRC	Yes	PRINCIPAL ROUTE	Medium
C30	5	CAIRNS NORTH	Airport Avenue	Lake St	Sheridan St	Off	FP 2B	266.2	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on both sides of road	84,652	CRC	No	SPINE	High
C31	5	CAIRNS NORTH	Moffat Street	Lake St	Sheridan St	Off	FP 2B	259.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	82,648	CRC	No	ACCESS STREET	High
C32	5	CAIRNS NORTH	Lake Street	Airport Ave	Rutherford St	Off	FP 2B	408.6	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	129,935	CRC	No	SPINE	High
C33	5	CAIRNS NORTH	Short Street	McLean St	McLeod St	Off	FP 2B	58.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	18,508	CRC	No	ACCESS STREET	High
C34	5	CAIRNS NORTH	McLeod Street	Short St	Arthur St	Off	FP 2B	224.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	71,264	CRC	No	ACCESS STREET	High
C35	5	CAIRNS NORTH	Arthur Street	Greenslopes St	Child Minding Center	Off	FP 2B	93.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	29,638	CRC	No	ACCESS STREET	Medium
C36	5	CAIRNS NORTH	Greenslopes Street	Arthur St	Drain	Off	FP 2B	93.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	29,860	CRC	No	ACCESS STREET	Medium
C37	5	CAIRNS NORTH	Lily Street	McLeod St	CAIRNS St	Off	FP 2B	79.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	25,345	CRC	No	ACCESS STREET	High
C38	5	CAIRNS NORTH	CAIRNS Street	Lily St	James St	Off	FP 2B	477.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	151,877	CRC	No	ACCESS STREET	High
C39	5	CAIRNS NORTH	Smith Street	McLeod St	CAIRNS St	Off	FP 2B	94.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	30,083	CRC	No	ACCESS STREET	High
C40	5	CAIRNS NORTH	Lake Street	339-343 Lake Street	Smith St	Off	FP 2B	86.9	Construct new 2.0 m footpath along pedestrian spine on one side of road	27,634	CRC	No	SPINE	Medium
C41	5	CAIRNS NORTH	Smith Street	Espalade	Lake St	Off	FP 2B	47.2	Construct new 2.0 m footpath along access street on both sides of road	15,010	CRC	No	ACCESS STREET	Low
C42	5	CAIRNS NORTH	Lake Street	325 Lake Street	268 Lake Street	Off	FP 2B	254.8	Construct new 2.0 m footpath along pedestrian spine on one side of road	81,026	CRC	No	SPINE	Medium
C43	5	CAIRNS NORTH	Lake Street	McKenzie St	244 Lake Street	Off	FP 2B	117.6	Construct new 2.0 m footpath along pedestrian spine on one side of road	37,397	CRC	No	SPINE	Medium
C44	5	CAIRNS NORTH	Charles Street	McLeod St	Charles St	Off	FP 2B	133.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	42,421	CRC	No	ACCESS STREET	High
C45	5	CAIRNS NORTH	Grove Street	McLeod St	Lily Creek	Off	FP 2B	198.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,123	CRC	No	ACCESS STREET	Medium
C46	5	CAIRNS CITY	Upward Street	McLeod St	Lily Creek	Off	FP 2B	187.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	59,530	CRC	No	SPINE	High
C47	5	CAIRNS CITY	Water Street	62 Water Street	Minnie St	Off	FP 2B	122.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	38,860	CRC	No	ACCESS STREET	High
C48	5	CAIRNS CITY	Wharf Street	Wharf Crossing	Kenny St	Off	FP 2B	306.1	Construct new 2.0 m footpath along access street on both sides of road	97,340	CRC	No	ACCESS STREET	Low
C49	5	CAIRNS CITY	Kenny Street	Wharf St	Dutton st	Off	FP 2B	167.9	Construct new 2.0 m footpath along access street on both sides of road	53,392	CRC	No	ACCESS STREET	Low
FS04	5	CAIRNS NORTH	Airport Avenue	Sheridan Street	Airport	Off	SP 2.5 / DOP	2500	Establish off road shared path. Full engineering solution required, likely including deck on piles. DO NOT COST	0	CRC CAIRNS Port Authority	Yes	PRINCIPAL ROUTE	Low
IS246	5	MANUNDA	Charles Street	Severn St	Fearnley St	Off	FP 2B	234.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	74,476	CRC	No	ACCESS STREET	High

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IS24-B	5	MOOROOBLOOL	Swallow St	Kingsford St	Moody St	On	W0.5 / EBL / SBPL 1	1205	Opportunity exists for a high quality bicycle lane on both sides. Conduct road widening and / or modified line marking for much of length. Pinch point exists at culvert between Cochrane St and Smart St. This treatment option is provisional only, subject to detailed assessment to confirm demand, users and the opportunity to install full cycle lane.	127,029	CRC	No	LOCAL ROUTE	Medium
IS261	5	PARRAMAITA PARK	Martyn Street	Anderson St	Gatton St	Off	FP 2B	998.9	Construct new 2.0 m footpath along access street on both sides of road. The new path will connect to an existing path that terminates.	317,650	CRC	No	ACCESS STREET	Low
IS271	5	PARRAMAITA PARK	Grove Street	Lily Creek	Martyn St	Off	FP 2B	133.3	Construct new 2.0 m footpath along access street on both sides of road	42,389	CRC	No	ACCESS STREET	Low
IS272	5	PARRAMAITA PARK	Martyn Street	Gatton St	Upward St	Off	FP 2B	204.9	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road. The new path will connect to an existing path that terminates.	65,158	CRC	No	SPINE	High
IS273	5	PARRAMAITA PARK	Parramatta Street	Martyn St	Draper St	Off	FP 2B	144.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road. The new path will connect to an existing path that terminates.	45,856	CRC	No	ACCESS STREET	Medium
IS274	5	PARRAMAITA PARK	Draper Street	Grove St	Minnie St	Off	FP 2B	695.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	221,296	CRC	No	ACCESS STREET	High
IS275	5	PARRAMAITA PARK	Denbeigh Street	Draper St	Severin St	Off	FP 2B	201.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,950	CRC	No	ACCESS STREET	High
IS276	5	PARRAMAITA PARK	Upward Street	Lily Creek	Martyn St	Off	FP 2B	20.5	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on both sides of road	6,519	CRC	No	SPINE	High
IS277	5	PARRAMAITA PARK	Martyn Street	Upward St	Minnie St	Off	FP 2B	131.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	41,912	CRC	No	ACCESS STREET	Medium
IS278	5	PARRAMAITA PARK	Upward Street	Martyn St	Harris St	Off	FP 2B	554.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	176,236	CRC	No	ACCESS STREET	High
IS279	5	PARRAMAITA PARK	Archie Street	Upward St	Minnie st	Off	FP 2B	226.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	71,900	CRC	No	ACCESS STREET	High
IS280	5	PARRAMAITA PARK	Claire Street	Upward St	Mulgrave Rd	Off	FP 2B	409.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	130,189	CRC	No	ACCESS STREET	High
IS281	5	PARRAMAITA PARK	Balfie Street	Upward St	Minnie St	Off	FP 2B	215.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	68,529	CRC	No	ACCESS STREET	High
IS282	5	PARRAMAITA PARK	Harris Street	Upward St	Minnie St	Off	FP 2B	204.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	64,967	CRC	No	ACCESS STREET	High
IS283	5	PARRAMAITA PARK	Maranoa Street	Martyn St	Draper St	Off	FP 2B	120.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	38,414	CRC	No	ACCESS STREET	High
IS284	5	CARNS CITY	Private Land	Florence St	Aplin St	Off	FP 2B	207	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine not associated with roadway	65,826	CRC	No	SPINE	High
IS285	5	PARRAMAITA PARK	Victoria Street	Draper St	Severin St	Off	FP 2B	201.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,982	CRC	No	ACCESS STREET	High
IS286	5	PARRAMAITA PARK	Warrego Street	Mulgrave Rd	Draper St	Off	FP 2B	196.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	62,360	CRC	No	ACCESS STREET	High
IS287	5	PARRAMAITA PARK	Grimshaw Street	Bunda St	Draper St	Off	FP 2B	201.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,950	CRC	No	ACCESS STREET	High
IS288	5	PARRAMAITA PARK	Terminus Street	Bunda St	Draper St	Off	FP 2B	201.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,982	CRC	No	ACCESS STREET	High
IS289	5	PARRAMAITA PARK	Lumley Street	Bunda St	Draper St	Off	FP 2B	201.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,982	CRC	No	ACCESS STREET	High
IS290	5	PARRAMAITA PARK	Robb Street	Scott St	Spence St	Off	FP 2B	241.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	76,765	CRC	No	ACCESS STREET	High
IS291	5	PARRAMAITA PARK	Palm Avenue	Scott St	Spence St	Off	FP 2B	241.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	76,765	CRC	No	ACCESS STREET	High
IS292	5	PARRAMAITA PARK	CARNS SHOWGROUND	Mulgrave Rd	Spence St	Off	FP 2B	701.6	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	223,109	CRC	No	STRATEGIC INVESTIGATION	Medium
IS222	5	WESTCOURT	Dillon Street	Lennon St	Brophy St	Off	FP 2B	81.2	Construct new 2.0 m footpath along access street on one side of road	25,822	CRC	No	ACCESS STREET	Medium
IS223	5	WESTCOURT	Givens Street	Tillis St	McCormack St	Off	FP 2B	473.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	150,637	CRC	No	ACCESS STREET	High
IS224	5	WESTCOURT	Dalton Street	Givens St	Mulgrave Rd	Off	FP 2B	357.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	113,590	CRC	No	ACCESS STREET	High
IS225	5	WESTCOURT	Dillon Street	Givens St	Mann St	Off	FP 2B	127	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	40,386	CRC	No	ACCESS STREET	High
IS226	5	WESTCOURT	Mann Street	Lyons St	Rose St	Off	FP 2B	123.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	39,178	CRC	No	ACCESS STREET	High
IS227	5	WESTCOURT	BILL MCCLOSKEY DRAINAGE RESERVE	Dillon St	Mulgrave Rd	Off	FP 2B	212.4	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	67,543	CRC	No	STRATEGIC INVESTIGATION	Medium
IS228	5	WESTCOURT	Brown Street	60m North of Frisk St	Mulgrave Rd	Off	FP 2B	711.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	226,193	CRC	No	ACCESS STREET	High
IS229	5	WESTCOURT	Mann Street	Aumuller Street	Brown St	Off	FP 2B	523	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	166,314	CRC	No	ACCESS STREET	High

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IS330	5	WESTCOURT	Hamam Street	Earl St	Mulgrave Rd	Off	FP 2B	224.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	71,391	CRC	No	ACCESS STREET	High
IS331	5	WESTCOURT	Ascot Avenue	Earl St	Mulgrave Rd	Off	FP 2B	224.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	71,391	CRC	No	ACCESS STREET	High
IS332	5	WESTCOURT	Hogan Street	Boland St	Brown St	Off	FP 2B	241.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	76,765	CRC	No	ACCESS STREET	High
IS333	5	WESTCOURT	Boland Street	Gatton St	Mulgrave Rd	Off	FP 2B	802.5	Construct new 2.0 m footpath along access street on one side of road	255,195	CRC	No	ACCESS STREET	Medium
IS334	5	WESTCOURT	Mann Street	Buchan St	Aumuller St	Off	FP 2B	251.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	80,041	CRC	No	ACCESS STREET	High
IS336	5	WESTCOURT	Buchan Street	Gatton St	Mulgrave Rd	Off	FP 2B	630	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	200,340	CRC	No	ACCESS STREET	Medium
IS337	5	PARRAMATTA PARK	Minnie Street	Archie St	Severin St	Off	FP 2B	146.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	46,555	CRC	No	ACCESS STREET	High
IS338	5	BUNGALOW	Winkworth Street	Mulgrave Rd	Scott St	Off	FP 2B	467.5	Construct new 2.0 m footpath along access street on one side of road	148,665	CRC	No	ACCESS STREET	Medium
IS339	5	BUNGALOW	Edgar Street	Scott St	Spence St	Off	FP 2B	227.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	72,472	CRC	No	ACCESS STREET	High
IS340	5	BUNGALOW	Morehead St	Aumuller Street	Brown St	Off	FP 2B	549.3	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	174,677	CRC	No	ACCESS STREET	Medium
IS341	5	BUNGALOW	Lazarus Street	Spence St	Hartley St	Off	FP 2B	234.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	74,698	CRC	No	ACCESS STREET	High
IS342	5	BUNGALOW	Hamam Street	Mulgrave Rd	Scott St	Off	FP 2B	229.6	Construct new 2.0 m footpath along access street on one side of road	73,013	CRC	No	ACCESS STREET	Medium
IS343	5	BUNGALOW	Hamam Street	Scott St	Spence St	Off	FP 2B	230	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	73,140	CRC	No	ACCESS STREET	High
IS344	5	BUNGALOW	Brown Street	Mulgrave Rd	Spence St	Off	FP 2B	503.5	Construct new 2.0 m footpath along access street on one side of road	160,113	CRC	No	ACCESS STREET	Medium
IS345	5	BUNGALOW	Brown Street	Spence St	Hartley St	Off	FP 2B	274.5	Construct new 2.0 m footpath along access street on one side of road	87,291	CRC	No	ACCESS STREET	Medium
IS347	5	BUNGALOW	Sturt Street	Hobler St	Newell St	Off	FP 2B	436.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	138,775	CRC	No	ACCESS STREET	High
IS348	5	BUNGALOW	Barry Street	Lyons St	Newell St	Off	FP 2B	281.8	Construct new 2.0 m footpath along access street on one side of road	89,612	CRC	No	ACCESS STREET	Medium
IS349	5	BUNGALOW	Svendsen Street	Sturt St	Newell St	Off	FP 2B	255.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	81,154	CRC	No	ACCESS STREET	High
IS350	5	BUNGALOW	Dillon Street	Mulgrave Rd	Marshall St	Off	FP 2B	271.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	86,305	CRC	No	ACCESS STREET	High
IS351	5	BUNGALOW	Marshall Street	3 Marshall Street	7 Marshall Street	Off	FP 2B	23.3	Construct new 2.0 m footpath along access street on one side of road	7,409	CRC	No	ACCESS STREET	Medium
IS352	5	BUNGALOW	Dalton Street	Mulgrave Rd	Marshall St	Off	FP 2B	305.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	97,276	CRC	No	ACCESS STREET	High
IS353	5	BUNGALOW	Wilks Street	Bell St	50 Wilks Street	Off	FP 2B	270.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	85,892	CRC	No	ACCESS STREET	High
IS354	5	BUNGALOW	Bell Street	Wilks St	Hutchings St	Off	FP 2B	67.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	21,401	CRC	No	ACCESS STREET	High
IS355	5	BUNGALOW	Innes Street	Wilks St	Hutchings St	Off	FP 2B	64.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	20,575	CRC	No	ACCESS STREET	High
IS356	5	BUNGALOW	Hutchings Street	Bell St	Innes St	Off	FP 2B	135.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	43,153	CRC	No	ACCESS STREET	High
IS427	5	MANUNDA	Shearer Avenue	Martyn St	Severin St	Off	FP 2B	119.5	Construct new 2.0 m footpath along access street on both sides of road	38,001	CRC	No	ACCESS STREET	Low
IS428	5	PARRAMATTA PARK	Charles Street	Lily Creek Path	Martyn St	Off	FP 2B	383.6	Construct new 2.0 m footpath along access street on both sides of road	121,985	CRC	No	ACCESS STREET	Low
IS42-A	5	WESTCOURT	Tillis St	Mulgrave Rd	Gatton St	On	EBL / SBPL 2	766	Provide regulatory parking symbols on both sides. Parking lanes may require resurfacing for cyclist comfort and safety. Edge line may also require remarking. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	29,122	CRC	No	LOCAL ROUTE	Low
IS431	5	WESTCOURT	Mann Street	Tillis St	Dillon St	Off	FP 2B	253.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	80,581	CRC	No	ACCESS STREET	High
IS47-A	5	PARRAMATTA PARK	Martyn St	James St	Parramatta St	Off	FP 2B	780	Establish new path (eastern side) for full off-road continuity and local access to Martyn Street Sports Park and surrounding commercial precincts. Spatial constraints may restrict desirable width.	248,040	CRC	No	LOCAL ROUTE	Medium
IS50-B	5	MANUNDA	Brown St	Approx. 60m north of Fisk St	Gatton St	Off	FP 2A	129	Provide missing link to Gatton St for full off-road continuity.	40,764	CRC	No	LOCAL ROUTE	Low
IS51-B	5	WESTCOURT	Aumuller St	Mann St	Gatton St	On	W 0.5	374	Provide regulatory pavement symbols (both sides) to formalise cycle facility. Localised widening of up to 0.5m may be required to provide sufficient width. The costing for this treatment option does not take into account property impacts and / service relocation costs.	31,042	CRC	Yes	PRINCIPAL ROUTE	Medium
IS53	5	PARRAMATTA PARK	Fearnley St	Mann St	Minnie St	On	AT 4	102	Install route signage over short section.	239	CRC	No	LOCAL ROUTE	Low
IS54-A	5	PARRAMATTA PARK	Minnie St	Fearnley St	Severin St	On	AT 1B / AT 2B	256	Implement AT treatment on both sides.	1,146	CRC	No	LOCAL ROUTE	Low

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IS54-C	5	PARRAMATTA PARK	Minnie St	Severn St	Lily Creek	On	W1	525	Formalise Exclusive Bicycle Lanes on both sides. Requires line marking, pavement symbols and signage along its length. Localised widening of between 0.5m and 1.0m is required along some sections for sufficient width.	61,950	CRC	No	LOCAL ROUTE	Low
IS55-A	5	BUNGALOW / PARRAMATTA PARK	Scott St	Buchan St	Severn St	On	W1	593	Formalise Exclusive Bicycle Lanes on both sides for improved access to Barlow Park Sportsfields, St Augustine's College, community facilities and the CBD. Provide line marking, pavement symbols and signage. Carry out targeted widening of (0.5m - 1.0m) for sufficient width.	69,974	CRC	No	LOCAL ROUTE	Low
IS61	5	WESTCOURT	Mulgrave Rd / Tills Rd	Approx. 95m east of Tills St	Existing footpath on western side of Tills Rd	Off	SP 2.5	117	Provide missing link - construct missing shared path section for full off-road connectivity. Cost based on 2.5 m wide shared path. No provision made for signage on missing link.	46,332	CRC	Yes	PRINCIPAL ROUTE	High
IS74	5	WESTCOURT	Dillon St	Mulgrave Rd	Lemon St	On	AT 1B	887	Provide BAZ treatment and provide regulatory parking symbols on both sides. Parking lanes may require resurfacing for cyclist comfort and safety. Edge line may also require remarking. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	3,972	CRC	No	LOCAL ROUTE	Low
IS78	5	BUNGALOW	McCoombe St	Spence Street	Mulgrave Road	Off	FP 2B	896	Establish 2.0m footpath to tie into existing network	284,928	TMR	Yes	PRINCIPAL ROUTE	High
IS79	5	Paramatta Park	Severn Street	Minnie Street	James Street	Off	FP 2B	1480	Establish 2.0 m wide footpath	470,640	CRC	No	LOCAL ROUTE	Low
IS80	5	MANUNDA	Wilkinson Street	English Street	Eureka Street	Off	FP 2B	740	Establish 2.0 m wide footpath	235,320	CRC	No	LOCAL ROUTE	Low
IS81	5	Paramatta Park	Grove Street	Eureka Street	Martyn Street	Off	FP 2B	930	Establish 2.0 m wide footpath	295,740	CRC	Yes	PRINCIPAL ROUTE	Low
IS82	5	MANUNDA	Fearnley Street	Grove Street	Anderson Street	Off	SP 2.5	1100	Replace existing narrow asphalt path with a 2.5 m wide shared path.	435,600	CRC	No	LOCAL ROUTE	Low
IS83-A	5	BUNGALOW	McCoombe St	McCoombe St	Spence St	Off	BDG	40	Replace existing narrow bridge	455,000	CRC	Yes	PRINCIPAL ROUTE	Low
PW02-C	5	PORTSMITH	Spence	Fearnley St	Severn St	On	EBL / SBPL 2	256	Northern side - formalise bicycle lanes with additional edge lines and pavement symbols. Southern side - remove kerbside parking and provide Exclusive Bicycle Lane. Green paint would be appropriate where bicycle lane crosses left-turn exit into Little Spence St (located approx. 70m east of Fearnley St) due to conflict potential. GP not costed.	9,733	CRC	Yes	PRINCIPAL ROUTE	Medium
PW03-A	5	PORTSMITH	Draper St	Kenny St	Spence St	On	EBL / SBPL 2	500	Missing link - Establish bicycle lanes on both sides with additional edge lines, pavement symbols and signage.	19,009	CRC	Yes	PRINCIPAL ROUTE	High
PW03-C	5	PORTSMITH	Draper St	Approx. 95m south of Kenny St	Kenny St	Off	FP 2A	99	Provide missing link - construct missing off-road section on eastern side. Cost based on retaining existing width of path. No provision made for signage on missing link.	31,284	CRC	Yes	PRINCIPAL ROUTE	Low
PW04-A	5	PORTSMITH	Kenny St	Draper St	Bunda St	Off	FP 2B	158	Establish new path on northern side for full off-road continuity.	50,244	CRC	Yes	PRINCIPAL ROUTE	Medium
PW04-C	5	PORTSMITH	Kenny St	Bunda St	Dutton St	On	EBL / SBPL	231	Formalise Exclusive Bicycle Lanes with bicycle pavement symbols and signage. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	1,575	CRC	Yes	PRINCIPAL ROUTE	Medium
PW05	5	PORTSMITH	Aumuller St	Little Spence St	Nelson St	Off	FP 2B	187	Establish new path - construct missing path sections on both sides of the road to service existing and future commercial land uses.	59,466	CRC	Yes	PRINCIPAL ROUTE	Low
PW06	5	PORTSMITH	Compot Street	Draper Street	Aumuller Street	On	SP 3	1103	Establish 3.0m wide shared path DO NOT COST	0	TMR	Yes	PRINCIPAL ROUTE	Medium
PW07	5	PORTSMITH	Ray Jones Drive	Aumuller Street	Mulgrave Road	On	SP 3	2993	Establish 3.0m wide shared path DO NOT COST	0	TMR	Yes	PRINCIPAL ROUTE	Medium
PW08	5	PORTSMITH	Aumuller Street	Compot Street	Hartley Street	Off	SP 3	620	Establish 3.0m wide shared path DO NOT COST	0	TMR	Yes	PRINCIPAL ROUTE	Medium
PW09	5	PORTSMITH	Lyons Street	Ray Jones Drive	Mulgrave Road	Off	FP 2B	1379	Establish 2.0 m wide footpath, complete missing links	438,522	TMR	No	LOCAL ROUTE	Low
PW20	5	PORTSMITH	Kenny Street	Dutton St	Bunda St	Off	FP 2B	216.9	Construct new 2.0 m footpath along access street on both sides of road	68,974	CRC	No	ACCESS STREET	Low
PW21	5	PORTSMITH	OWEN CL DRAINAGE RESERVE	Hartley St	Owen Cl	Off	FP 2B	32.3	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	10,271	CRC	No	ACCESS STREET	Medium
PW22	5	PORTSMITH	Hasell Street	Hartley St	Palmer St	Off	FP 2B	252.5	Construct new 2.0 m footpath along access street on one side of road	80,295	CRC	No	ACCESS STREET	Medium
PW23	5	PORTSMITH	Palmer Street	Hasell St	Toohy St	Off	FP 2B	305.7	Construct new 2.0 m footpath along access street on one side of road	97,213	CRC	No	ACCESS STREET	Medium
PW24	5	PORTSMITH	Toohy Street	13-15 Toohy Street	Hoogingsworth St	Off	FP 2B	237	Construct new 2.0 m footpath along access street on one side of road	75,366	CRC	No	ACCESS STREET	Medium
PW25	5	PORTSMITH	Hollingsworth Street	Toohy St	Lyons St	Off	FP 2B	315	Construct new 2.0 m footpath along access street on both sides of road	100,170	CRC	No	ACCESS STREET	Low



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Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
FS01	6	FRESHWATER	Old Smithfield Rd	Kameruna Road	Approx. 15m east of Clearwater St	Off	FP 2B	613	Establish new path - construct missing path section on eastern / northern sides for full off-road continuity and improved local access to FRESHWATER State Primary School. Spatial constraints in this location may restrict desirable width.	194,934	CRC	No	LOCAL ROUTE	High
FS02-A	6	FRESHWATER / STRATFORD	STRATFORD Connection Rd	Megan St	Paschendaale St	Off	FP 2B	381	Establish new path - construct missing path section on southern side for full off-road continuity and improved local access to FRESHWATER State Primary School. Spatial constraints exist east of Primo St due to vegetation and power poles. Footbridge required across stormwater drain just east of Primo St.	121,158	CRC	Yes	PRINCIPAL ROUTE	High
FS06	6	KAMERUNGA	Barron River Corridor	KAMERUNGA	Aeroglen	Off	FP 2B	7175	Establish a recreational path for cyclists and pedestrians meandering along the southern bank of the Barron River, linking KAMERUNGA, Barron and STRATFORD. Highly strategic route subject to full environmental, town planning, land tenure, engineering and CPED investigations. Integrate with local parkland and existing path/cycle links on-route.	2,281,650	CRC	No	LOCAL ROUTE	Low
FS07	6	FRESHWATER	Griffiths Street	Old Smithfield Road	KAMERUNGA Road	Off	SP 2.5	107	Provide 2.5m wide path to provide access to school	42,372	CRC	No	LOCAL ROUTE	High
FS20	6	STRATFORD	Dalgety Street	Kamerungu Rd	Behan St	Off	FP 2B	214.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	68,116	CRC	No	ACCESS STREET	High
FS21	6	STRATFORD	Clachery Street	KAMERUNGA Rd	Behan St	Off	FP 2B	195.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	62,296	CRC	No	ACCESS STREET	High
FS22	6	STRATFORD	Behan Street	Mason St	Dalgety St	Off	FP 2B	475.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	151,304	CRC	No	ACCESS STREET	High
FS23	6	STRATFORD	Dalziel Street	Andrew St	Marett St	Off	FP 2B	237.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	75,652	CRC	No	ACCESS STREET	High
FS24	6	STRATFORD	Behan Street	Almeins St	Behan St	Off	FP 2B	76.8	Construct new 2.0 m footpath along strategic investigation route on one side of road	24,422	CRC	No	STRATEGIC INVESTIGATION	Low
FS25	6	STRATFORD	Paschendaale Street	Almeins St	STRATFORD Ch	Off	FP 2B	106.1	Construct new 2.0 m footpath along access street on one side of road	33,740	CRC	No	ACCESS STREET	Medium
FS26	6	STRATFORD	Keblee Street	Primo St	Paschendaale St	Off	FP 2B	163.1	Construct new 2.0 m footpath along access street on one side of road	51,866	CRC	No	ACCESS STREET	Medium
FS27	6	FRESHWATER	Primo Street	Teresa St	Keblee St	Off	FP 2B	78.1	Construct new 2.0 m footpath along access street on one side of road	24,836	CRC	No	ACCESS STREET	Medium
FS28	6	FRESHWATER	Private Land	Teresa St	Megan St	Off	FP 2B	125.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	39,877	CRC	No	STRATEGIC INVESTIGATION	Low
FS29	6	FRESHWATER	Private Land	Lee St	Megan St	Off	FP 2B	144.6	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	45,983	CRC	No	STRATEGIC INVESTIGATION	Low
FS30	6	FRESHWATER	Simon Street	Old Smithfield Rd	Cassowary St	Off	FP 2B	418.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	132,988	CRC	No	ACCESS STREET	High
FS31	6	FRESHWATER	Lorikeet Street	Simon St	Merrybrook St	Off	FP 2B	125.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	39,909	CRC	No	ACCESS STREET	High
FS32	6	FRESHWATER	Merrybrook Street	Old Smithfield Rd	Lorikeet St	Off	FP 2B	248.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	79,118	CRC	No	ACCESS STREET	High
FS33	6	FRESHWATER	Petersen Street	Merrybrook St	Morris St	Off	FP 2B	666.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	212,074	CRC	No	ACCESS STREET	High
FS34	6	FRESHWATER	Morris Street	Old Smithfield Rd	Petersen St	Off	FP 2B	101.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	32,404	CRC	No	ACCESS STREET	High
FS35	6	FRESHWATER	STROOPERS PARK	Maree St	Morris St	Off	FP 2B	84.6	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	26,903	CRC	No	ACCESS STREET	Medium
FS36	6	FRESHWATER	Duffy Street	KAMERUNGA Rd	Maree St	Off	FP 2B	463.8	Construct new 2.0 m footpath along access street on one side of road	147,488	CRC	No	ACCESS STREET	Medium
FS37	6	FRESHWATER	Old Smithfield Road	Lavis Rd	West end	Off	FP 2B	166.8	Construct new 2.0 m footpath along access street on one side of road	53,042	CRC	No	ACCESS STREET	Medium
FS38	6	FRESHWATER	Valley Street	Lavis St	Corkill St	Off	FP 2B	347.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	110,473	CRC	No	ACCESS STREET	High
FS39	6	FRESHWATER	Le Grande St	Old Smithfield Rd	Corkill St	Off	FP 2B	72.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	22,991	CRC	No	ACCESS STREET	High
IS150	6	BRINSMEAD	BRINSMEAD Road	KAMERUNGA Rd	CAIRNS Western Arterial Rd	Off	FP 2B	1490.9	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	474,106	CRC	No	ACCESS STREET	Medium
IS151	6	BRINSMEAD	Private Land	Hilltop	BRINSMEAD Rd	Off	FP 2B	327	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	103,986	CRC	No	STRATEGIC INVESTIGATION	Medium
IS152	6	BRINSMEAD	Adam Drive	Hobson Dr	Loridan Dr	Off	FP 2B	683.2	Construct new 2.0 m footpath along access street on one side of road	217,258	CRC	No	ACCESS STREET	Medium
IS153	6	BRINSMEAD	Hobson Drive	Adam Dr	Loridan Dr	Off	FP 2B	852.3	Construct new 2.0 m footpath along access street on one side of road	271,031	CRC	No	ACCESS STREET	Medium

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IS154	6	BRINSMEAD	BRINSMEAD PARK RESERVE	BRINSMEAD Rd	Meander CI	Off	FP 2B	78.6	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	24,995	CRC	No	ACCESS STREET	Medium
IS155	6	BRINSMEAD	Cane Rail Line	BRINSMEAD Rd	BRINSMEAD Rd	Off	FP 2B	2507.4	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	797,353	CRC	No	STRATEGIC INVESTIGATION	Medium
IS156	6	BRINSMEAD	Matheson Drive	Hobson Dr	Duane CI	Off	FP 2B	474.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	150,923	CRC	No	ACCESS STREET	High
IS157	6	BRINSMEAD	Taringa Street	Matheson Dr	Findlay St	Off	FP 2B	326.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	103,700	CRC	No	ACCESS STREET	High
IS158	6	BRINSMEAD	Meander Close	24 Meander CI	Windamere CI	Off	FP 2B	216.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	68,847	CRC	No	ACCESS STREET	High
IS159	6	BRINSMEAD	LORIDAN DRIVE PARK	Meander CI	CAIRNS Western Arterial Rd	Off	FP 2B	196.5	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	62,487	CRC	No	STRATEGIC INVESTIGATION	Medium
IS160	6	BRINSMEAD	LORIDAN DR DRAINAGE RESERVE	Meander CI	Banning Av	Off	FP 2B	83.8	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	26,648	CRC	No	ACCESS STREET	Medium
IS161	6	BRINSMEAD	LORIDAN DR DRAINAGE RESERVE?	Meander CI	Loridan Dr	Off	FP 2B	645	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	205,110	CRC	No	STRATEGIC INVESTIGATION	Medium
IS162	6	BRINSMEAD	Banning Avenue	Opaline CI	Loridan Dr	Off	FP 2B	531.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	168,953	CRC	No	ACCESS STREET	High
IS163	6	BRINSMEAD	Private Land	Opaline CI	BRINSMEAD Rd	Off	FP 2B	31.8	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	10,112	CRC	No	ACCESS STREET	Medium
IS164	6	BRINSMEAD	LORIDAN DR DRAINAGE RESERVE?	Pathway	Loridan Dr	Off	FP 2B	456.3	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	145,103	CRC	No	STRATEGIC INVESTIGATION	Medium
IS165	6	BRINSMEAD	Butland Street	Pathway	Longden St	Off	FP 2B	218	Construct new 2.0 m footpath along access street on one side of road	69,324	CRC	No	ACCESS STREET	Medium
IS26-B	6	MANOORA	Enmore St	Murray St	Reservoir Rd	Off	FP 2B	387	Establish new path (eastern side) - connect to signalised pedestrian crossings at Reservoir Rd. Note: pedestrian access easement has been blocked between Enmore St and Moody Creek Reserve (Ronto Park). Spatial constraints may limit desirable path width.	123,066	CRC	No	LOCAL ROUTE	Low
IS58-B	6	BRINSMEAD	Shale St	Granite Close	BRINSMEAD Rd	On	AT 2B	350	Provide AT pavement symbols on both sides for on-road continuity and to link to proposed future pedestrian cycle link between REDLYNCH and BRINSMEAD.	1,840	CRC	Yes	PRINCIPAL ROUTE	Low
IS59-A	6	BRINSMEAD	Loridan Dve	BRINSMEAD KAMERUNGA Rd (CAIRNS Western Arterial)	Meander Close	On	EBL / SBPL	1214	Provide SBPL treatment on both sides for on-road continuity. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	8,277	CRC	No	LOCAL ROUTE	Low
IS59-B	6	BRINSMEAD	Loridan Dve	Meander Close	Approx. 40m south of Hobson Dve (i.e. at cane rail)	On	AT 2A	186	Provide AT pavement symbols (adjacent to the kerb) on both sides for on-road continuity.	695	CRC	No	LOCAL ROUTE	Low
IS59-C	6	BRINSMEAD	Loridan Dve	Approx. 40m south of Hobson Dve (i.e. at cane rail)	BRINSMEAD Rd	On	AT 1B	698	Provide AT pavement symbols on both sides for on-road continuity.	3,670	CRC	No	LOCAL ROUTE	Low
IS60-A	6	BRINSMEAD	BRINSMEAD Rd	CAIRNS Western Arterial	Loridan Dve	On	AT 1B	370	Provide bicycle lanes through the provision on bicycle pavement symbols and signage.	1,945	CRC	Yes	PRINCIPAL ROUTE	Medium
IS60-B	6	BRINSMEAD	BRINSMEAD Rd	Loridan Dve	STRAITFORD Connection Road	On	EBL / SBPL 1	1676	Provide an Exclusive Bicycle Lane on the eastern side (EBL exists on western side). Widening of up to 1.0m is required along certain sections. Spatial constraints exist due to embankment. Full engineering solution most likely required.	37,573	CRC	Yes	PRINCIPAL ROUTE	High
IS60-C	6	BRINSMEAD	New Route	Goomboora Park	Ryan Wearie Park	Off	SP 3	.	3 m wide shared path including deck on pile structure beside road. DO NOT COST	0	CRC	Yes	PRINCIPAL ROUTE	High
IS71	6	BRINSMEAD	Longden St	Benn St	Butler St	Off	FP 2A	265	Establish new off-road path (southern side) of Longden St for local access purposes.	83,740	CRC	No	LOCAL ROUTE	Medium
IS72	6	BRINSMEAD	Butler St	Longden St	Loridan Dve	Off	FP 2A	46	Establish short section of new off-road path (northern side) of Butler St and join to existing path on Loridan Dr. This will complete an important link servicing the southern BRINSMEAD area.	14,536	CRC	No	LOCAL ROUTE	Medium

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RV01-A	6	REDLYNCH	Shaws Road	REDLYNCH Intake Rd	Harvey Rd	On	W 0.5	1,000	Widen and provide on road cycle lanes	107,070	CRC	No	LOCAL ROUTE	Medium
RV01-B	6	REDLYNCH	REDLYNCH Intake Rd	The Rocks Rd	Jungara Rd	On	W 1	1,799	Pavement widening up to 1.0m required (both sides) for large sections of this route to achieve adequate sealed shoulder width for cyclists (and pedestrian use). Pavement bicycle symbols also required. Many sections constrained due to significant embankments which will require a full engineering solution. Alternative option: widen one side by 1.2-1.5m to create space for shared path and a safer cycle and walking environment (shared path not costed).	424,564	CRC	Yes	PRINCIPAL ROUTE	High
RV01-C	6	REDLYNCH	REDLYNCH Intake Rd	Approx. 270m south of Jungara Rd	Approx. 180m north of Jungara Rd	On	W 0.5 / EBL / SBPL 1	433	Formalise this section with line marking, pavement symbols and route signage. Pavement widening may be required over short sections to achieve the required width for an exclusive bicycle lane.	27,676	CRC	Yes	PRINCIPAL ROUTE	High
RV01-D	6	REDLYNCH	REDLYNCH Intake Rd	REDLYNCH Connector Rd	Approx. 150m north of Larsen Rd	On	W 1.5	958	Pavement widening of 1.5m required on both sides to achieve adequate sealed shoulder width for cyclists. Pavement symbols also required. Constrained section exists across drain mid-way between Larsen Rd and REDLYNCH Connector Rd. This section will require widening of the existing culverts.	295,064	CRC	Yes	PRINCIPAL ROUTE	High
RV01-E	6	REDLYNCH	REDLYNCH Intake Rd	Approx. 150m north of Larsen Rd	Village Tce	On	EBL / SBPL	276	Short term treatment - Formalise bicycle lane on eastern side with pavement symbols. Adequate width available on western side for Exclusive Bicycle Lane at the expense of kerb side parking (alternative - EBL treatment). Long term treatment - Provide SBPL or EBL on both sides with future residential development. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	1,882	CRC	Yes	PRINCIPAL ROUTE	High
RV01-F	6	REDLYNCH	REDLYNCH Intake Rd	Village Tce	Tenni St	On	EBL / SBPL 2	344	Provide SBPL treatment within the parking lane. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	13,078	CRC	Yes	PRINCIPAL ROUTE	Medium
RV01-G	6	REDLYNCH	REDLYNCH Intake Rd	Tenni St	KAMERUNGA Rd	On	AT 2A	84	Constrained width (particularly western side) limits bicycle facility to a AT with pavement symbols. A posted traffic speed limit of 40km/h would be appropriate along this section.	314	CRC	Yes	PRINCIPAL ROUTE	Medium
RV02-A	6	REDLYNCH	KAMERUNGA Rd	REDLYNCH Intake Rd	CAIRNS Western Arterial / Overpass	On	EBL / SBPL / W 0.5	273	Aspirational treatment - provide Exclusive Bicycle Lanes on both sides. This will require removal of kerbside parking (southern side) and pavement widening up to 0.5m (northern side). The costing for this treatment option does not take into account property impacts and / service relocation costs.	24,520	CRC	Yes	PRINCIPAL ROUTE	Medium
RV03	6	REDLYNCH	KAMERUNGA Rd	REDLYNCH Intake Rd	Fairweather Rd	On	EBL / SBPL	366	Formalise bicycle lanes on both sides with pavement symbols. If kerbside car parking remains on eastern side, EBL/SBPL treatment required. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	2,495	CRC	Yes	PRINCIPAL ROUTE	Medium
RV04-A	6	REDLYNCH	Fairweather Rd	KAMERUNGA Rd	CAIRNS Western Arterial	On	EBL / SBPL 2	144	Provide EBL treatment on both sides. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	5,475	CRC	No	LOCAL ROUTE	Medium
RV04-B	6	REDLYNCH	CAIRNS Western Arterial / Crossing	Fairweather Rd (south)	Fairweather Rd (north)	Off	N/A	164	Aspirational treatment to provide grade-separated or signalised crossing, to link existing paths, improve safety and provide direct access for children travelling to / from Lutheran Private School.	0	CRC	No	LOCAL ROUTE	Medium
RV09-B	6	KAMERUNGA	Harley St	CAIRNS Western Arterial	Cowley St	Off	FP 2A	209	Provide missing link on the western side, which connects to existing signalised pedestrian crossing of CAIRNS Western Arterial Road. Pedestrian crossing facility recommended just north of Cowley St. Cost based on retaining existing width of path. No provision made for signage on missing link.	66,044	CRC	No	LOCAL ROUTE	Low
RV10-A	6	KAMERUNGA	CWAR	Fairweather Rd	Harley St	Off	FP 2B	721	Establish new path on eastern side for full off-road continuity and improved local access to Lutheran Private School.	229,278	CRC	No	LOCAL ROUTE	High
RV14	6	REDLYNCH	Crystal Cascades Recreation Route (REDLYNCH Intake Road)	Mary Parker Dve	Crystal Cascades	On	W 1	1,231	Establish a recreational path for cyclists and pedestrians to access to Crystal Cascades via southern section of REDLYNCH Intake Road. Sealed shoulders on both sides preferred to minimise squeeze points. Bridge upgrade recommended across FRESHWATER Creek. Additional warning signage and pavement symbols would also be required. Speed mitigation measures recommended.	290,516	CRC	Yes	PRINCIPAL ROUTE	Low
RV15	6	REDLYNCH	Jenkins Access	REDLYNCH Intake Road	REDLYNCH Connection Path	Off	SP 3	253	Provide 3m wide path for access to REDLYNCH School	120,428	CRC	No	LOCAL ROUTE	Low
RV16	6	REDLYNCH	Shaws Road	Harvey Road	Kamala Street	Off	FP 2B	650	Establish 2.0m footpath to tie into existing network	206,700	CRC	No	LOCAL ROUTE	High
RV17	6	REDLYNCH	REDLYNCH Intake Road	Jenkins Access	Zanzoo Close	Off	SP 3	5100	TMR Planning project underway - DO NOT COST	0	TMR	Yes	PRINCIPAL ROUTE	Low
RV50	6	KAMERUNGA	Stoney Creek Road	Red Bluff Cres	Euodia Cl	Off	FP 2B	560.7	Construct new 2.0 m footpath along access street on one side of road	178,303	CRC	No	ACCESS STREET	Medium
RV51	6	KAMERUNGA	Stoney Creek Road	Corner	Roundsabout	Off	FP 2B	158.2	Construct new 2.0 m footpath along access street on one side of road	50,308	CRC	No	ACCESS STREET	Medium
RV52	6	KAMERUNGA	Sandwich Street	Harley St	End	Off	FP 2B	352	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	111,936	CRC	No	ACCESS STREET	High

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RV53	6	KAMERUNGA	Romey Street	Harley St	End	Off	FP 2B	340	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	108,120	CRC	No	ACCESS STREET	High
RV54	6	KAMERUNGA	Corella Street	Misletoe Cl	Majestic St	Off	FP 2B	231.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	73,585	CRC	No	ACCESS STREET	High
RV56	6	REDLYNCH	Regent Avenue	10 Regent Av	Harley St	Off	FP 2B	178	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	56,604	CRC	No	ACCESS STREET	High
RV57	6	REDLYNCH	KAMERUNGA Road	CAIRNS Western Arterial Rd	Iyson Pl	Off	FP 2B	243.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	77,560	CRC	No	ACCESS STREET	Medium
RV58	6	REDLYNCH	KAMERUNGA Road	Ernest Street	Railway line	Off	FP 2B	113.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	36,029	CRC	No	ACCESS STREET	Medium
RV59	6	REDLYNCH	KAMERUNGA Road	Railway Station	REDLYNCH Intake Road	Off	FP 2B	66.5	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	21,147	CRC	No	SPINE	High
RV60	6	REDLYNCH	REDLYNCH Intake Road	Margaret Street	Larsen Road	Off	FP 2B	1394	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	44,329	CRC	No	SPINE	High
RV61	6	REDLYNCH	Private Land	Tenni Street	Village Terrace	Off	FP 2B	369.3	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	117,437	CRC	No	STRATEGIC INVESTIGATION	Medium
RV62	6	REDLYNCH	Eugenia Crescent	Harvey Rd	Flindersia St	Off	FP 2B	602.8	Construct new 2.0 m footpath along access street on one side of road	191,690	CRC	No	ACCESS STREET	Medium
RV63	6	REDLYNCH	Flindersia Street	Harvey Rd	Terminalia St	Off	FP 2B	405.1	Construct new 2.0 m footpath along access street on one side of road	128,822	CRC	No	ACCESS STREET	Medium
RV64	6	REDLYNCH	Harvey Road	Robb Rd	Eugenia Cr	Off	FP 2B	2020.3	Construct new 2.0 m footpath along access street on one side of road	642,455	CRC	No	ACCESS STREET	Medium
RV65	6	REDLYNCH	Private Land	KAMERUNGA Rd	CAIRNS Western Arterial Rd	Off	FP 2B	1018	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	323,724	CRC	No	STRATEGIC INVESTIGATION	Medium
RV66	6	REDLYNCH	REDLYNCH Connector Road	Western Arterial Rd	Larsen Rd	Off	FP 2B	455.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	144,976	CRC	No	ACCESS STREET	Medium
RV67	6	REDLYNCH	REDLYNCH Connector Road	Larsen Rd	REDLYNCH Intake Rd	Off	FP 2B	648.6	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	206,255	CRC	No	SPINE	High
RV68	6	REDLYNCH	REDLYNCH Intake Road	REDLYNCH Connector Rd	Michaelangelo Dr	Off	FP 2B	350.2	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	111,364	CRC	No	SPINE	High
RV69	6	REDLYNCH	Private Land	REDLYNCH Intake Rd	East	Off	FP 2B	368.4	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	117,151	CRC	No	STRATEGIC INVESTIGATION	Medium
RV70	6	REDLYNCH	Private Land	Path three ways	South	Off	FP 2B	461.8	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	146,852	CRC	No	STRATEGIC INVESTIGATION	Medium
RV71	6	REDLYNCH	Robb Road	Java Ct	Harvey Rd	Off	FP 2B	170	Construct new 2.0 m footpath along access street on one side of road	54,060	CRC	No	ACCESS STREET	Medium
RV72	6	REDLYNCH	Danson Drive	Shaws Rd	Kamala St	Off	FP 2B	379.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	120,554	CRC	No	ACCESS STREET	High
RV73	6	REDLYNCH	Ebony Street	Michaelangelo Dr	Michaelangelo Dr	Off	FP 2B	592.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	188,447	CRC	No	ACCESS STREET	High
RV74	6	REDLYNCH	Jasmine Street	Michaelangelo Dr	8 Jasmine St	Off	FP 2B	305.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	97,244	CRC	No	ACCESS STREET	High
RV75	6	REDLYNCH	JASMINE ST DRAINAGE RESERVE	Lomatia Close	Jungara Rd	Off	FP 2B	578.7	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	184,027	CRC	No	STRATEGIC INVESTIGATION	Medium
RV76	6	REDLYNCH	Michaelangelo Drive	Jungara Rd	Coccoloba Cl	Off	FP 2B	220.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	70,119	CRC	No	ACCESS STREET	High
RV77	6	REDLYNCH	Giauca Street	Jungara Rd	Spinos St	Off	FP 2B	94.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	299,56	CRC	No	ACCESS STREET	High
RV78	6	REDLYNCH	Spinos Street	Giauca St	Piloss St	Off	FP 2B	198.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,250	CRC	No	ACCESS STREET	High
RV79	6	REDLYNCH	Piloss Street	Spinos St	Giauca St	Off	FP 2B	364.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	115,911	CRC	No	ACCESS STREET	High
RV80	6	REDLYNCH	REDLYNCH Intake Road	Satnash Cl	Jenkins Acc	Off	FP 2B	6299	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road. The new path will connect to an existing path that terminates.	200,308	CRC	No	ACCESS STREET	Medium
RV81	6	REDLYNCH	Private Land	Giauca St	Chiro St	Off	FP 2B	292.4	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	92,983	CRC	No	ACCESS STREET	Medium
RV82	6	REDLYNCH	Chiro Drive	End North	26 Chiro Drive	Off	FP 2B	243.1	Construct new 2.0 m footpath along access street on one side of road	77,306	CRC	No	ACCESS STREET	Medium

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RV83	6	REDLYNCH	Xavier Heibert Drive	Queely Cl	Mary Parker Dr	Off	FP 2B	506.2	Construct new 2.0 m footpath along access street on one side of road	160,972	CRC	No	ACCESS STREET	Medium
RV84	6	REDLYNCH	REDLYNCH Intake Road	Cascades Dr	Zanzoo Cl	Off	FP 2B	419.2	Construct new 2.0 m footpath along access street on one side of road	133,306	CRC	No	ACCESS STREET	Medium
RV85	6	REDLYNCH	Private Land	BRINSMEAD Rd	Path three ways	Off	FP 2B	817.5	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	259,965	CRC	No	STRATEGIC INVESTIGATION	Low
IS166	7	BRINSMEAD	Butler Street	Longden St	Dungarvan Dr	Off	FP 2B	173.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	55,078	CRC	No	ACCESS STREET	High
IS167	7	BRINSMEAD	Dungarvan Drive	Milko Cl	Benn St	Off	FP 2B	657.7	Construct new 2.0 m footpath along access street on one side of road	209,149	CRC	No	ACCESS STREET	Medium
IS168	7	BRINSMEAD	Greenock Way	Vaudaise Cl	Parkridge Dr	Off	FP 2B	188	Construct new 2.0 m footpath along access street on one side of road	59,784	CRC	No	ACCESS STREET	Medium
IS169	7	WHITFIELD	Hillview Crescent	Fogarty St	Woodward St	Off	FP 2B	636.1	Construct new 2.0 m footpath along access street on one side of road	202,280	CRC	No	ACCESS STREET	Medium
IS170	7	WHITFIELD	Fogarty Street	Hillview Cr	Murchison St	Off	FP 2B	335.9	Construct new 2.0 m footpath along access street on one side of road	106,816	CRC	No	ACCESS STREET	Medium
IS171	7	WHITFIELD	McManus Street	Gowrie St	Mona St	Off	FP 2B	364.1	Construct new 2.0 m footpath along access street on both sides of road	115,784	CRC	No	ACCESS STREET	Low
IS172	7	WHITFIELD	Gowrie Street	Nolan St	Kevin St	Off	FP 2B	65.6	Construct new 2.0 m footpath along access street on one side of road	20,861	CRC	No	ACCESS STREET	Medium
IS173	7	WHITFIELD	Kevin Street	Gowrie St	Heavy Cr	Off	FP 2B	206.7	Construct new 2.0 m footpath along access street on one side of road	65,731	CRC	No	ACCESS STREET	Medium
IS174	7	WHITFIELD	Heavy Crescent	Nolan St	Polentz Circus	Off	FP 2B	246.5	Construct new 2.0 m footpath along access street on one side of road	78,387	CRC	No	ACCESS STREET	Medium
IS175	7	WHITFIELD	Woodward Street	McManus St	Polentz Circus	Off	FP 2B	229.4	Construct new 2.0 m footpath along access street on one side of road	72,949	CRC	No	ACCESS STREET	Medium
IS176	7	WHITFIELD	Woodward Street	Polentz Circus	Jensen St	Off	FP 2B	282.8	Construct new 2.0 m footpath along access street on one side of road	89,930	CRC	No	ACCESS STREET	Medium
IS177	7	WHITFIELD	Murchison Street	McHugh Cr	McManus St	Off	FP 2B	442.6	Construct new 2.0 m footpath along access street on one side of road	140,747	CRC	No	ACCESS STREET	Medium
IS178	7	WHITFIELD	BUNNY JARRETT PARK	Byrnes Cl	McManus St	Off	FP 2B	249	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	79,182	CRC	No	STRATEGIC INVESTIGATION	Low
IS179	7	WHITFIELD	Mona Street	Keirle Av	Upper Richardson St	Off	FP 2B	324.1	Construct new 2.0 m footpath along access street on one side of road	103,064	CRC	No	ACCESS STREET	Medium
IS180	7	WHITFIELD	Keirle Avenue	Woodward St	Greenslopes St	Off	FP 2B	242	Construct new 2.0 m footpath along access street on one side of road	76,956	CRC	No	ACCESS STREET	Medium
IS181	7	WHITFIELD	Greenslopes Street	Keirle Av	Jensen St	Off	FP 2B	125.1	Construct new 2.0 m footpath along access street on one side of road	39,782	CRC	No	ACCESS STREET	Medium
IS182	7	WHITFIELD	McHigh Crescent	Murchison St	Bolton St	Off	FP 2B	169.8	Construct new 2.0 m footpath along access street on one side of road	53,996	CRC	No	ACCESS STREET	Medium
IS183	7	WHITFIELD	Bolton Street	Hillview Cr	McManus St	Off	FP 2B	433.2	Construct new 2.0 m footpath along access street on one side of road	137,758	CRC	No	ACCESS STREET	Medium
IS184	7	WHITFIELD	McManus Street	Mona St	Reservoir Rd	Off	FP 2B	1307.1	Construct new 2.0 m footpath along access street on both sides of road	415,658	CRC	No	ACCESS STREET	Low
IS185	7	WHITFIELD	Upper Richardson Street	Mona St	Jensen St	Off	FP 2B	685.5	Construct new 2.0 m footpath along access street on both sides of road	217,989	CRC	No	ACCESS STREET	Low
IS186	7	WHITFIELD	Saltwater Creek	McManus St	Jensen St	Off	FP 2B	722.7	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	229,819	CRC	No	STRATEGIC INVESTIGATION	Medium
IS187	7	WHITFIELD	Hillview Crescent	Bolton St	Duignan St	Off	FP 2B	288	Construct new 2.0 m footpath along access street on one side of road	91,584	CRC	No	ACCESS STREET	Medium
IS188	7	WHITFIELD	Atherton Street	Bolton St	Flecker St	Off	FP 2B	698.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	222,218	CRC	No	ACCESS STREET	High
IS189	7	WHITFIELD	Duignan Street	Hillview Cr	McManus St	Off	FP 2B	392.4	Construct new 2.0 m footpath along access street on one side of road	124,783	CRC	No	ACCESS STREET	Medium
IS190	7	WHITFIELD	Pathway	Hillview Cr	Flecker St	Off	FP 2B	30.7	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	9,763	CRC	No	STRATEGIC INVESTIGATION	Low
IS191	7	WHITFIELD	Park Street	Atherton St	McManus St	Off	FP 2B	230.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	73,172	CRC	No	ACCESS STREET	High
IS192	7	WHITFIELD	McKinlay Street	Park St	Prescott St	Off	FP 2B	185.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	58,894	CRC	No	ACCESS STREET	High
IS193	7	WHITFIELD	Prescott Street	McKinlay St	McManus St	Off	FP 2B	171.1	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	54,410	CRC	No	ACCESS STREET	Medium
IS194	7	WHITFIELD	Trundle Terrace	Prescott St	Bott St	Off	FP 2B	241.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	76,702	CRC	No	ACCESS STREET	High
IS195	7	WHITFIELD	Bott Street	Trundle Tr	McManus St	Off	FP 2B	251	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	79,818	CRC	No	ACCESS STREET	High
IS196	7	WHITFIELD	Turner Street	Winfield St	Brooks St	Off	FP 2B	227.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	72,440	CRC	No	ACCESS STREET	High



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IS197	7	WHITEFIELD	Redwood Street	Jensen St	Turner St	Off	FP 2B	111.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	35,552	CRC	No	ACCESS STREET	High
IS198	7	WHITEFIELD	Private Land	Marino Land	Path	Off	FP 2B	197.8	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	62,900	CRC	No	STRATEGIC INVESTIGATION	Medium
IS199	7	EDGE HILL	Jensen Street	Hutchinson St	Woodward St	Off	FP 2B	554.4	Construct new 2.0 m footpath along access street on one side of road	176,299	CRC	No	ACCESS STREET	Medium
IS200	7	EDGE HILL	Hutchinson Street	Jensen St	Junction St	Off	FP 2B	514.8	Construct new 2.0 m footpath along access street on one side of road	163,706	CRC	No	ACCESS STREET	Medium
IS201	7	EDGE HILL	Walsh Street	Junction St	MacDonnell St	Off	FP 2B	1036	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	329,448	CRC	No	ACCESS STREET	High
IS202	7	EDGE HILL	MacDonnell Street	Walsh St	Goodwin St	Off	FP 2B	571	Construct new 2.0 m footpath along access street on one side of road	18,158	CRC	No	ACCESS STREET	Medium
IS203	7	EDGE HILL	Junction Street	Hutchinson St	Fleming St	Off	FP 2B	421.5	Construct new 2.0 m footpath along access street on one side of road	134,037	CRC	No	ACCESS STREET	Medium
IS204	7	EDGE HILL	Pease Street	Walsh St	Dailympyle St	Off	FP 2B	117.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	37,333	CRC	No	ACCESS STREET	High
IS205	7	EDGE HILL	Junction Street	Junction St	Pease St	Off	FP 2B	326.8	Construct new 2.0 m footpath along access street on one side of road	103,922	CRC	No	ACCESS STREET	Medium
IS206	7	EDGE HILL	McCormack Street	Walsh St	Collins Ave	Off	FP 2B	222.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	70,723	CRC	No	ACCESS STREET	High
IS207	7	EDGE HILL	Fleming Street	Junction St	Pease St	Off	FP 2B	326.6	Construct new 2.0 m footpath along access street on one side of road	103,859	CRC	No	ACCESS STREET	Medium
IS208	7	EDGE HILL	Forest Avenue	Fleming St	Greenslopes St	Off	FP 2B	292.6	Construct new 2.0 m footpath along access street on one side of road	93,047	CRC	No	ACCESS STREET	Medium
IS210	7	EDGE HILL	Oxley Street	Polentz St	Greenslopes St	Off	FP 2B	251.3	Construct new 2.0 m footpath along access street on one side of road	79913	CRC	No	ACCESS STREET	Medium
IS211	7	EDGE HILL	Greenslopes Street	Jensen St	McCormack St	Off	FP 2B	1274.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	405,355	CRC	No	ACCESS STREET	High
IS212	7	EDGE HILL	Calder Street	Greenslopes St	Boden St	Off	FP 2B	503.2	Construct new 2.0 m footpath along access street on one side of road	160,018	CRC	No	ACCESS STREET	Medium
IS213	7	EDGE HILL	Russell Street	Jensen St	Pease St	Off	FP 2B	813.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	258,693	CRC	No	ACCESS STREET	High
IS214	7	EDGE HILL	Richardson Street	Jensen St	Pease St	Off	FP 2B	817.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	259,870	CRC	No	ACCESS STREET	High
IS215	7	EDGE HILL	Pease Street	Russell St	Saltwater Creek	Off	FP 2B	169.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	53,837	CRC	No	ACCESS STREET	Medium
IS216	7	EDGE HILL	Boden Street	Richardson St	Calder St	Off	FP 2B	455.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	144,754	CRC	No	ACCESS STREET	High
IS217	7	EDGE HILL	Boden Street	Jensen St	Polentz St	Off	FP 2B	254.3	Construct new 2.0 m footpath along access street on one side of road	80,867	CRC	No	ACCESS STREET	Medium
IS218	7	EDGE HILL	Saltwater Creek	Jensen St	Pease St	Off	FP 2B	853.2	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	271,318	CRC	No	STRATEGIC INVESTIGATION	Medium
IS241	7	MANOORA	Various	Path	Saltwater Ck	Off	FP 2B	1470.4	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	467,587	CRC	No	STRATEGIC INVESTIGATION	Medium
IS242	7	MANOORA	Private Land	WOODWARD PARK RESERVE	Jensen St	Off	FP 2B	345.2	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	109,774	CRC	No	STRATEGIC INVESTIGATION	Medium
IS243	7	MANOORA	Jensen Street	Pease St	Little Pease St	Off	FP 2B	59.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	18,985	CRC	No	ACCESS STREET	Medium
IS245	7	MANOORA	Pease Street	Jensen St	Anderson St	Off	FP 2B	311.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	99,057	CRC	No	ACCESS STREET	Medium
IS247	7	MANOORA	Mulligan Street	Jensen St	Reservoir Rd	Off	FP 2B	397.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	126,500	CRC	No	ACCESS STREET	High
IS24-D	7	WESTCOURT	Mann St	Approx 80m east of Tills St	Tills St	Off	FP 2A	78	Provide missing link on northern side for full off road continuity. Connect to Copenhagen lane on northern side about 80m east of Tills Rd. Cost based on retaining existing width of path. No provision made for signage on missing link.	24,648	CRC	No	LOCAL ROUTE	Medium
IS252	7	MANOORA	Mayers Street	Anderson St	Hoare St	Off	FP 2B	618.1	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	196,556	CRC	No	ACCESS STREET	Medium
IS258	7	MANUNDA	CAIRNS CENTRAL SWAMPLANDS	Pease St	Sport Fields	Off	FP 2B	36.9	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	117,342	CRC	No	ACCESS STREET	Medium
IS259	7	MANUNDA	CAIRNS Central Swamp	Pease St	Cannon St	Off	FP 2B	349.6	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	111,173	CRC	No	STRATEGIC INVESTIGATION	Medium
IS260	7	MANUNDA	Adeelaide Street	Anderson St	CAIRNS CENTRAL SWAMPLANDS	Off	FP 2B	191.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	60,929	CRC	No	ACCESS STREET	High

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IS262	7	MANUNDA	Clarke Street	CAIRNS CENTRAL SWAMPLANDS	Hoare St	Off	FP 2B	1018.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	32,3756	CRC	No	ACCESS STREET	High
IS263	7	MANUNDA	Kiernan Street	Wilkinson St	Hoare St	Off	FP 2B	425.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	135.373	CRC	No	ACCESS STREET	High
IS264	7	MANUNDA	Barlow Street	English St	Kiernan St	Off	FP 2B	162.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	51,770	CRC	No	ACCESS STREET	High
IS265	7	MANUNDA	Gough Street	Kiernan St	Clarke St	Off	FP 2B	154.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	49,004	CRC	No	ACCESS STREET	High
IS266	7	MANUNDA	Fallon Street	Eureka St	Newton St	Off	FP 2B	251.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	80,009	CRC	No	ACCESS STREET	High
IS267	7	MANUNDA	McCormack Street	106 McCormack Street	Birch St	Off	FP 2B	202.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	64,268	CRC	No	ACCESS STREET	High
IS268	7	MANUNDA	Brown Street	Birch St	Gatton St	Off	FP 2B	55.4	Construct new 2.0 m footpath along access street on one side of road	17,617	CRC	No	ACCESS STREET	Medium
IS269	7	MANUNDA	HARALD FALGE PARK	English St	Lemmon St	Off	FP 2B	96.6	Construct new 2.0 m footpath along access street not associated with roadway	30,719	CRC	No	ACCESS STREET	Low
IS270	7	MANUNDA	HARALD FALGE PARK	Park	Lemmon St	Off	FP 2B	34.6	Construct new 2.0 m footpath along access street not associated with roadway	11,003	CRC	No	ACCESS STREET	Low
IS28	7	WHITFIELD	Marino St	Existing path approx. 75m east of McManus St	Nesbit St	Off	FP 2A	154	Provide missing link - construct missing 2.0m footpath section on southern side for improved local access to WHITFIELD State School. Cost based on retaining existing width of path. No provision made for signage on missing link.	48,664	CRC	No	LOCAL ROUTE	High
IS30-A	7	WHITFIELD	Mona St	McManus St	Woodward St	On	AT 2B	373	Provide AT pavement symbols on both sides.	1,670	CRC	Yes	PRINCIPAL ROUTE	Medium
IS30-B	7	WHITFIELD	Mona St	McManus St	Woodward St	Off	FP 2B	325	Provide new path (southern side) for full off-road continuity. Spatial constraints likely to limit desirable width.	103,350	CRC	Yes	PRINCIPAL ROUTE	Medium
IS31-A	7	WHITFIELD / EDGE HILL	Woodward St	Mona St	Pease St	On	EBL / SBPL	1138	Provide AT pavement symbols on both sides. SBPL not appropriate due to kerbside parking and minimal car parking lane width. Constrained width exists just east of Jensen St. Consideration should be given to narrowing lanes over this short section. Note: short SBPL exists on northern side between Forest Ave and Pease St which will remain unchanged.	7,759	CRC	Yes	PRINCIPAL ROUTE	High
IS31-B	7	WHITFIELD	Woodward St	Kerrie Ave	Nolan St	Off	FP 2A	165	Provide missing link (southern side) - connect to existing path and improve local access to community and commercial facilities.	52,140	CRC	Yes	PRINCIPAL ROUTE	High
IS31-C	7	EDGE HILL	Collins Ave	McCormack St	Pease St	On	EBL / SBPL 1	500	Provide SBPL treatment on both sides for improved bicycle awareness. This will require line marking, signage, pavement symbols and kerb truncations (both sides). Pavement widening with kerb and channel would be required on southern side between McCormack St and Friend St. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	11,209	CRC	Yes	PRINCIPAL ROUTE	High
IS32	7	EDGE HILL	Jensen St	Woodward St	Jensen St Drainage Reserve (north) - north of Springfield Crescent	Off	FP 2B	845	Provide new path (eastern side) for improved access to WHITFIELD State School and off-road continuity. Connect to existing path on the southern side of Jensen St Drainage Reserve via a new footbridge. Some spatial constraints exist along its length due to significant vegetation.	268,710	CRC	No	LOCAL ROUTE	Low
IS335	7	WESTCOURT	Aumuller Street	Buchan St	Aumuller St	Off	FP 2B	181.8	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	57,812	CRC	No	SPINE	High
IS36-A	7	EDGE HILL	Pease St	Collins Ave	Saltwater Creek	On	AT 2B / EBL / SBPL 2	768	Reinstate bicycle pavement symbols on both sides due to fading and inconsistencies with line marking (particularly the western side). Due to kerb side parking, a EBL/AT north of Greenopes St would be appropriate. (Bridge crossing across Saltwater Creek is constrained - off road path available for inexperienced cyclists). The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	9,476	CRC	Yes	PRINCIPAL ROUTE	Medium
IS36-B	7	MANOORA	Pease St	Salt Water Creek (southern side)	Approx. 300m south (northern Shopping Centre exit)	On	EBL / SBPL 1	306	Establish Exclusive Bicycle Lanes on both sides. Western side will require widening by at least 0.5m along its length. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	32,258	CRC	Yes	PRINCIPAL ROUTE	Medium
IS36-C	7	MANOORA	Pease St	Approx. 300m south (northern Shopping Centre exit)	Anderson St	On	W1 / EBL / SBPL 1	662	Establish EBL (western side) incl. pavement widening by approx 1.0m along its length. Implement EBL treatment (eastern side) - width constraints exist. Long term treatment - EBL on both sides. The costing for this treatment option does not take into account property impacts and / service relocation costs.	92,957	CRC	Yes	PRINCIPAL ROUTE	Medium

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IS36-D	7	MANOORA	Pease St	Approx. 300m south of Saltwater Creek (northern Shopping Centre exit)	Jensen St	Off	SP 2.5	339	Provide 2.5m wide shared path (western side) connecting the existing paths. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	134,244	CRC	Yes	PRINCIPAL ROUTE	Medium
IS37-A	7	MANUNDA	McCormack St	Anderson St	Approx. 390m north	On	AT 2B	485	Provide AT pavement symbols on both sides for bicycle awareness.	2,172	CRC	No	LOCAL ROUTE	Low
IS37-B	7	MANUNDA	McCormack St	Anderson St	Approx. 390m north	Off	FP 2B	300	Establish new path on western side to service commercial development. Link to existing path at the end of McCormack St.	95,400	CRC	No	LOCAL ROUTE	Low
IS39-A	7	MANUNDA	McCormack St	Anderson St	Hoare St	On	AT 2B	766	Provide AT pavement symbols on both sides.	3,430	CRC	No	LOCAL ROUTE	Low
IS39-B	7	MANUNDA	McCormack St	Hoare St	Birch St	On	AT 1B	415	Provide AT pavement symbols on both sides.	1,858	CRC	No	LOCAL ROUTE	Low
IS39-C	7	MANUNDA	McCormack St	Birch St	southern end of McCormack St (adjacent Lennon Street Park)	On	AT 2B	277	Provide AT pavement symbols on both sides.	1,240	CRC	No	LOCAL ROUTE	Low
IS40-A	7	MANUNDA	McCormack St	Approx. 75m north of Waratah Dve	Birch St	Off	FP 2A	185	Provide missing link (western side) for local off-road access to CAIRNS West State School. Spatial constraints may limit desirable width. Cost based on retaining existing width of path. No provision made for signage on missing link.	58,460	CRC	No	LOCAL ROUTE	High
IS40-B	7	MANUNDA	McCormack St	Approx. 160m north of Dollisson St	Hoare St	Off	FP 2B	485	Establish new path (western side) for local off-road access to CAIRNS West State School. Spatial constraints may limit desirable width.	154,230	CRC	No	LOCAL ROUTE	High
IS426	7	MANUNDA	CAIRNS CENTRAL SWAMPLANDS	Adelaide St	Clarke St	Off	FP 2B	193.4	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	61,501	CRC	No	STRATEGIC INVESTIGATION	Medium
IS429	7	MANUNDA	Hoare Street	Kiernan St	45 Hoare Street	Off	FP 2B	266.5	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	84,747	CRC	No	SPINE	High
IS42-C	7	MANUNDA	Lennon St	Tillis St	Alfred St	On	EBL / SBPL 1	230	Provide regulatory bicycle symbols and signage on both sides for full on-road continuity. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	5,156	CRC	No	LOCAL ROUTE	Medium
IS42-E	7	WESTCOURT	Tillis St	Sports Field	Gatton St	Off	SP 2.5	516	Establish shared path on western side for full off-road continuity. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	204,336	CRC	No	LOCAL ROUTE	Low
IS42-F	7	MANUNDA	Tillis St	Gatton St	Lennon St	Off	FP 2A	126	Provide missing link on western side for full off-road continuity. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	39,816	CRC	No	LOCAL ROUTE	Medium
IS42-G	7	MANUNDA	Lennon St	Tillis St	Alfred St	Off	SP 2.5	248	Establish shared path on southern side for full off-road continuity and to connect to the signalised crossing at Alfred St. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	98,208	CRC	No	LOCAL ROUTE	Medium
IS430	7	MANUNDA	CAIRNS CENTRAL SWAMPLANDS	Charles St	McCreesh St	Off	FP 2B	248.7	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	79,087	CRC	No	STRATEGIC INVESTIGATION	Medium
IS43-A	7	MANUNDA	Dollisson St	McCormack St	English St	Off	FP 2B	205	Establish new path (northern side) for improved local access to CAIRNS West State School and Trinity Bay High School.	65,190	CRC	No	LOCAL ROUTE	High
IS43-B	7	MANUNDA	Dollisson St	McCormack St	English St	On	AT 2B	219	Provide AT pavement symbols on both sides.	981	CRC	No	LOCAL ROUTE	Low
IS44-A	7	MANUNDA	English St	Dollisson St	Wilkinson St	Off	FP 2A	108	Provide missing link (eastern side) for improved local access to CAIRNS West State School and Trinity Bay High School. Spatial constraints may limit desirable width. Cost based on retaining existing width of path. No provision made for signage on missing link.	34,128	CRC	No	LOCAL ROUTE	High
IS45-A	7	MANUNDA	Wilkinson St	English St	Grove St	Off	FP 2B	1015	Establish new path (southern side) for improved access and path continuity to Trinity Bay High School and TAFE campus.	322,770	CRC	No	LOCAL ROUTE	Low
IS49-C	7	MANUNDA / WESTCOURT	Gatton St	Tillis St	Martyn St	On	EBL / SBPL 2	2311	Formalise existing pavement to provide Exclusive Bicycle Lanes on both sides with additional edge lines, bicycle symbols and signage. Pavement edge may require sealing in some sections to remove rough edges. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	87,860	CRC	No	LOCAL ROUTE	Medium
IS52-A	7	WESTCOURT	Givens St Footbridge	Givens St	Dillon St	Off	BDG	40	provide new footbridge across Moody Creek to allow for shared pedestrian / cycle use.	455,000	CRC	No	LOCAL ROUTE	Medium

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IS52-C	7	WESTCOURT	Mann St	Brown St	Fearnley St	On	AT 4	1177	Install route signage on both sides.	2,754	CRC	No	LOCAL ROUTE	Medium
IS67	7	MANUNDA	English St	Tillis St	Anderson St	Off	FP 2A	1627	Establish 2.0m wide path on western side of English Street, from Anderson to Tillis Street. Spatial constraints may limit full path width to be achieved along this route. Integrate with existing pedestrian crossing at signalised intersection with Hoare Street. Between Hoare and Tillis Streets, join to existing path sections where practical.	514,132	CRC	No	LOCAL ROUTE	Low
IS68	7	MANUNDA	The Gateway	CAIRNS Western Arterial	Parkridge Dr West	Off	FP 2A	143	Establish new path over a short distance, linking existing path on CWAR which terminates at The Gateway. Extend to West Parkridge Dr.	45,188	CRC	No	LOCAL ROUTE	Medium
IS69	7	MANUNDA	Parkridge Dr West	The Gateway	Benn St	Off	FP 2B	581	Establish a new off-road path on West Parkridge Dr (southern/ western side) extending to Benn St, to provide an important connection from the southern part of BRINSMEAD to CAIRNS Western Arterial Road. Some spatial constraints exist in this area and may limit desirable path width.	184,758	CRC	No	LOCAL ROUTE	Medium
IS70	7	BRINSMEAD	Benn St	Parkridge Dr West	Longden St	Off	FP 2A	825	Establish a new off-road path on Benn St (western side) extending West Parkridge Drive, to provide an important connection from the southern part of BRINSMEAD to CAIRNS Western Arterial Road. Some spatial constraints exist in this area and may limit desirable path width.	260,700	CRC	No	LOCAL ROUTE	Medium
IS83-B	7	MANUNDA	Macnamara Street	Anderson Street	Greenslopes Street	Off	FP 2B	1163	Establish 2.0 m wide footpath	369,834	CRC	No	LOCAL ROUTE	Low
BS01-A	8	MACHANS BEACH	Machans Beach Access Rd	Captain Cook Hwy	Machan Ct	On	EBL / SBPL	1524	Shoulder widening to provide sufficient and uniform width on both sides for implementation of Exclusive Bicycle Lanes. Integrate works with future road improvements as opportunity presents. Cost does not include shoulder widening.	10,391	CRC	Yes	PRINCIPAL ROUTE	Low
BS01-B	8	MACHANS BEACH	Machans Beach Access Rd	Machan Ct	Christensen St	On	EBL / SBPL	573	Establish AT (both sides) using new pavement symbols and existing line marking, to accommodate bicycle movement and on-street parking demand. Transition to EBI for a short distance approaching the roundabout at Christensen St (this section requires renewal of faded pavement symbols)	3,907	CRC	Yes	PRINCIPAL ROUTE	Medium
BS02	8	MACHANS BEACH	Machan St	Christensen St	O'Shea Esp	On	AT 2B	473	Provide advisory symbols (both sides). Spatial constraints and on-street parking demand along this section restrict implementation of full AT. This connects to an existing bike route on O'Shea Esp to create a pleasant recreational link.	2,118	CRC	Yes	PRINCIPAL ROUTE	Medium
BS03	8	MACHANS BEACH	Christensen St	School St	Boat Ramp	Off	FP 2B	635	Establish new path (western side) to improve local access to Machans Beach School and boat ramp. Join to existing path at northern end outside school campus. Some spatial constraints may restrict path width e.g. residential planting, utility poles, parking on grass verge.	201,930	CRC	No	LOCAL ROUTE	Medium
BS05	8	HOLLOWAYS BEACH	Holloways Beach Access Rd	Captain Cook Hwy	Moonah St	On	W 0.5	269	Shoulder widening to provide sufficient and uniform width on both sides for implementation of Exclusive Bicycle Lanes. Connect to existing bike lanes in the vicinity of San Remo Park and IGA Supermarket. The costing for this treatment option does not take into account property impacts and / service relocation costs.	44,654	CRC	Yes	PRINCIPAL ROUTE	Low
BS06-A	8	HOLLOWAYS BEACH	Oleander St	Canna St	Casuarina St	On	AT 1C	1207	Establish AT (both sides) using new pavement symbols and existing line marking, to accommodate bicycle movement and on-street parking demand.	6,346	CRC	Yes	PRINCIPAL ROUTE	Medium
BS07	8	HOLLOWAYS BEACH	Casuarina St	Holloways Beach Recreational Reserve	Poinsettia St	Off	SP 2.5	730	This is part of the NBLT and the Holloways Foreshore redevelopment DO NOT COST	0	CRC	No	PRINCIPAL ROUTE	Low
BS08-A	8	HOLLOWAYS BEACH	Cassia St	Oleander St	Wisteria St	Off	SP 2.5	427	Establish 2.5m wide shared use path (southern side) to provide pedestrian and cycle access to sport and recreation facilities at Syd Granville Memorial Park. This link connects with the Holloways - Yorkeys Link (Strategic Investigation Route).	169,092	CRC	No	LOCAL ROUTE	Medium
BS08-B	8	HOLLOWAYS BEACH	Cassia Street	Hibiscus Lane	Oleander Street	Off	SP 2.5	340	Provide 2.5 m shared path	134,640	TMR	No	LOCAL ROUTE	Low
BS10	8	YORKEYS KNOB	Yorkeys Knob Rd	Captain Cook Hwy	Antonetta Cl	On	W 0.5	701	Shoulder widening by 0.5m to provide sufficient and uniform width on both sides for implementation of Exclusive Bicycle Lanes. Integrate works with future road improvements as opportunity presents. The costing for this treatment option does not take into account property impacts and / service relocation costs.	116,366	CRC	Yes	PRINCIPAL ROUTE	Low
BS100	8	YORKEYS KNOB	Fairway Street	Wattle St	Golf St	Off	FP 2B	283.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	90,217	CRC	No	ACCESS STREET	High
BS101	8	YORKEYS KNOB	Cunningham Street	Rutherford St	Wattle St	Off	FP 2B	204.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	64,936	CRC	No	ACCESS STREET	High
BS102	8	YORKEYS KNOB	Rutherford Street	Cunningham St	Varley St	Off	FP 2B	99.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	31,546	CRC	No	ACCESS STREET	High
BS103	8	YORKEYS KNOB	Adair Street	Varley St	Best St	Off	FP 2B	96.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	30,814	CRC	No	ACCESS STREET	High
BS104	8	YORKEYS KNOB	Best Street	Adair St	Wattle St	Off	FP 2B	446.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	141,892	CRC	No	ACCESS STREET	High
BS105	8	YORKEYS KNOB	Fairweather Street	Rutherford St	Wattle St	Off	FP 2B	221	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	70,278	CRC	No	ACCESS STREET	High

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BS106	8	YORKEYS KNOB	Wattle Street	Varley St	6-10 Wattle St	Off	FP 2B	482.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	153,562	CRC	No	ACCESS STREET	High
BS107	8	YORKEYS KNOB	Kempton Street	Wattle St	Albion St	Off	FP 2B	125.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	39,845	CRC	No	ACCESS STREET	High
BS108	8	YORKEYS KNOB	Albion Street	Kempton St	Derby St	Off	FP 2B	107	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	34,026	CRC	No	ACCESS STREET	High
BS109	8	YORKEYS KNOB	Derby Street	Albion St	Morgan St	Off	FP 2B	375.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	119,441	CRC	No	ACCESS STREET	High
BS110	8	YORKEYS KNOB	Varley Street	Wattle St	Dunne Rd	Off	FP 2B	1818.6	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road. The new path will connect to an existing path that terminates.	578,315	CRC	No	SPINE	High
BS111	8	YORKEYS KNOB	Cunningham Street	Wattle St	South end	Off	FP 2B	266	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	84,588	CRC	No	ACCESS STREET	High
BS112	8	YORKEYS KNOB	Daisy Street	Varley St	Morgan St	Off	FP 2B	80.5	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	25,599	CRC	No	ACCESS STREET	Medium
BS113	8	YORKEYS KNOB	Morgan Street	Derby St	Rhonda St	Off	FP 2B	246	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	78,228	CRC	No	ACCESS STREET	High
BS114	8	YORKEYS KNOB	Private Land	Narella Ci	Cunningham St	Off	FP 2B	82.6	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	26,267	CRC	No	ACCESS STREET	Medium
BS115	8	YORKEYS KNOB	Cunningham Street	North	Jessie Ci	Off	FP 2B	268.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	85,351	CRC	No	ACCESS STREET	High
BS116	8	YORKEYS KNOB	Cunningham St	Varley St	Judith St	Off	FP 2B	93.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	29,765	CRC	No	ACCESS STREET	High
BS117	8	YORKEYS KNOB	Morgan Street	Rhonda St	Judith St	Off	FP 2B	185.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	58,862	CRC	No	ACCESS STREET	High
BS118	8	YORKEYS KNOB	Judith Street	Varley St	Morgan St	Off	FP 2B	91.2	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	29,002	CRC	No	ACCESS STREET	Medium
BS119	8	YORKEYS KNOB	Private Land	Varley St	Thomasi Ck	Off	FP 2B	1313.2	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	417,598	CRC	No	STRATEGIC INVESTIGATION	Low
BS11-A	8	YORKEYS KNOB	Varley St	Antonetta Ci	Buckley St	On	EBL/SBPL 1	1668	Renewal of Copenhagen Lane (western side) for use as a two-way cycle facility - upgrade faded pavement symbols and edge line. Implement green pavement treatment over short distances, outside the Yorkeys Knob Shopping Centre entry/ exit driveways to minimise conflict potential (Not costed). Carry out regular sweeping to minimise debris accumulation.	37,393	CRC	Yes	PRINCIPAL ROUTE	Low
BS11-B	8	YORKEYS KNOB	Varley St	Wattle St	Buckley St	Off	FP 2B	471	Improve off-road provision for pedestrians on Varley St - construct missing path sections between Wattle and Buckley St for access to local shopping centre and community services. Join to existing paths on-route (1.2m wide).	149,778	CRC	Yes	PRINCIPAL ROUTE	Medium
BS120	8	TRINITY PARK	Quartzborough Promenade	Galena Ch	Fossilbrook Bend	Off	FP 2B	230.6	Construct new 2.0 m footpath along access street on one side of road	73,331	CRC	No	ACCESS STREET	Medium
BS121	8	SMITHFIELD	MARLINCOST SPORTS RESERVE	Ivanhoes Ln	Oakville Prid	Off	FP 2B	345.8	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	109,964	CRC	No	ACCESS STREET	Medium
BS122	8	SMITHFIELD	Leisure Park Road	Cheviot St	Ivanhoes Ln	Off	FP 2B	311.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	99,057	CRC	No	ACCESS STREET	High
BS123	8	SMITHFIELD	Sidlaw Street	Cheviot St	McGregor Rd	Off	FP 2B	857.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	272,749	CRC	No	ACCESS STREET	High
BS124	8	SMITHFIELD	Cheviot Street	Sidlaw St	McGregor Rd	Off	FP 2B	635	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	201,930	CRC	No	ACCESS STREET	High
BS125	8	SMITHFIELD	Captain Cook Hwy	Captain Cook Hwy	Faculty Ci	Off	FP 2B	12.5	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	3,975	CRC	No	ACCESS STREET	Medium
BS126	8	SMITHFIELD	McGregor Rd	Panguna Ci	Maisei Ci	Off	FP 2B	97.1	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	30,878	CRC	No	SPINE	High
BS127	8	SMITHFIELD	McGregor Road	Captain Cook Hwy	Cheviot St	Off	FP 2B	319.7	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine on one side of road	101,665	CRC	No	SPINE	High
BS128	8	SMITHFIELD	McGregor Rd	Cairnwell Street Park	Corner	Off	FP 2B	110.4	Construct new 2.0 m footpath along pedestrian spine on one side of road	35,107	CRC	No	SPINE	Medium
BS129	8	SMITHFIELD	Gurrumbah Link	Chandos Br	Munburra Prid	Off	FP 2B	144.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	46,078	CRC	No	ACCESS STREET	High
BS12-C	8	YORKEYS KNOB	Sims Esp	Evans St	Wattle St	On	AT 4	610	Install bike route signage along Sims Esp (40km/h zone) to formalise cyclists' presence and raise motorists' awareness.	1,427	CRC	Yes	PRINCIPAL ROUTE	Low
BS13	8	YORKEYS KNOB	Rutherford St	Varley St	Sims Esp	Off	FP 2B	457	Establish new path (northern side) - commence from Varley St and connect to existing path (1.6m wide) approaching Sims Esp. Engineering solution required over pinch point at culvert crossing (Boden Street Drainage Reserve). Selective removal of residential planting required where it encroaches on grass verge.	145,326	CRC	Yes	PRINCIPAL ROUTE	Low
BS130	8	SMITHFIELD	Munburra Parade	Gurrumbah Link	Smithfield Village Dr	Off	FP 2B	242.1	Construct new 2.0 m footpath along access street on one side of road	76,988	CRC	No	ACCESS STREET	Medium



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BS131	8	SMITHFIELD	McGregor Road	Corner	Dunne Rd	Off	FP 2B	601.6	Construct new 2.0 m footpath along access street on one side of road	191,309	CRC	No	ACCESS STREET	Medium
BS132	8	SMITHFIELD	Dunne Road	McGregor Rd	Sewerage Treatment Plant	Off	FP 2B	917.9	Construct new 2.0 m footpath along access street on one side of road	291,892	CRC	No	ACCESS STREET	Medium
BS133	8	SMITHFIELD	Private Land	McGregor Rd	Cattana Rd	Off	FP 2B	1424.1	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	452,864	CRC	No	STRATEGIC INVESTIGATION	Low
BS134	8	SMITHFIELD	Private Land	Captain Cook Hwy	HOCKEY AVENUE RESERVE	Off	FP 2B	1246.2	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	396,292	CRC	No	STRATEGIC INVESTIGATION	Low
BS135	8	SMITHFIELD	Captain Cook Highway	McGregor Rd	Singleton Cl	Off	FP 2B	550	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	174,900	CRC	No	ACCESS STREET	High
BS136	8	SMITHFIELD	Ardisia Street	McGregor Rd	Drain south	Off	FP 2B	154.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	49,163	CRC	No	ACCESS STREET	High
BS137	8	SMITHFIELD	Ardisia Street	Carbine Cl	South end	Off	FP 2B	268.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	85,447	CRC	No	ACCESS STREET	High
BS138	8	SMITHFIELD	Garnet Street	Ardisia St	SADDLE MOUNTAIN PARK	Off	FP 2B	68.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	21,783	CRC	No	ACCESS STREET	High
BS139	8	SMITHFIELD	Private Land	Ardisia St	Gavin St	Off	FP 2B	101.1	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	32,150	CRC	No	STRATEGIC INVESTIGATION	Low
BS140	8	SMITHFIELD	ALLYSON STREET PARK	Toolong Cl	Allyson St	Off	FP 2B	83.3	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	26,489	CRC	No	STRATEGIC INVESTIGATION	Low
BS141	8	SMITHFIELD	Lydia Street	Anne St	Cul De Sac	Off	FP 2B	197.4	Construct new 2.0 m footpath along access street on one side of road	62,773	CRC	No	ACCESS STREET	Medium
BS142	8	SMITHFIELD	Bena Street	Anne St	Gavin St	Off	FP 2B	378.2	Construct new 2.0 m footpath along access street on one side of road	120,268	CRC	No	ACCESS STREET	Medium
BS143	8	SMITHFIELD	HILLARY DRIVE DRAINAGE RESERVE	Park	Captain Cook Hwy	Off	FP 2B	55	Construct new 2.0 m footpath along access street not associated with roadway	17,490	CRC	No	ACCESS STREET	Low
BS144	8	SMITHFIELD	Private Land	Franklin St	Captain Cook Hwy	Off	FP 2B	51	Construct new 2.0 m footpath along access street not associated with roadway	16,218	CRC	No	ACCESS STREET	Low
BS145	8	SMITHFIELD	Lesley Street	Gavin St	Stanton Rd	Off	FP 2B	349.7	Construct new 2.0 m footpath along access street on one side of road	111,205	CRC	No	ACCESS STREET	Medium
BS146	8	SMITHFIELD	Stanton Road	Survey St	Chatham Tc	Off	FP 2B	1092.1	Construct new 2.0 m footpath along access street on one side of road	347,288	CRC	No	ACCESS STREET	Medium
BS147	8	SMITHFIELD	SURVEY ST DRAINAGE RESERVE	Rangeview Cl	Knight Rd	Off	FP 2B	685.6	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	218,021	CRC	No	STRATEGIC INVESTIGATION	Low
BS148	8	SMITHFIELD	Survey Street	Cumberland Av	Knight Rd	Off	FP 2B	627	Construct new 2.0 m footpath along access street on one side of road	199,386	CRC	No	ACCESS STREET	Medium
BS149	8	SMITHFIELD	Eliver Street	Buffer Cl	Captain Cook Hwy	Off	FP 2B	10.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	3,212	CRC	No	ACCESS STREET	High
BS14-A	8	YORKEYS KNOB	Wattle St (west)	Sims Esp	Varley St	On	AT 4	600	Install bike route signage along Wattle St (east) to formalise recreational cycle route and raise motorists' awareness.	1,404	CRC	Yes	PRINCIPAL ROUTE	Low
BS14-B	8	YORKEYS KNOB	Wattle St (east)	Varley St	Sports Ground (Caddy Reserve)	Off	FP 2B	406	Establish new path (southern side) for link to local sports ground and golf club. Join to existing paths on-route (1.2 - 1.4m wide). Cost based on 2 m path rate.	129,108	CRC	Yes	PRINCIPAL ROUTE	Medium
BS15	8	YORKEYS KNOB - SMITHFIELD	Dunne Rd	Yorkeys Knob Rd	McGregor St, Smithfield	On	EBL / SBPL	2328	Establish inter-community connector between Yorkeys Knob and Smithfield. Carry out shoulder widening for sufficient and uniform width on both sides to implement Exclusive Bicycle Lanes. Bikeway treatment through roundabout also needed for route continuity (near treatment plant). Integrate works with future road improvements as opportunity presents.	15,872	CRC	Yes	PRINCIPAL ROUTE	Low
BS150	8	SMITHFIELD	Cattana Weilands Enviro Park	HOCKEY AVENUE RESERVE	Park	Off	FP 2B	293.2	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	93,238	CRC	No	STRATEGIC INVESTIGATION	Low
BS151	8	SMITHFIELD	Salvado Drive	Ainslie Pl	West	Off	FP 2B	92.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	29,510	CRC	No	ACCESS STREET	High
BS152	8	SMITHFIELD	Private Land	Salvado Dr	Captain Cook Hwy	Off	FP 2B	91.7	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	29,161	CRC	No	ACCESS STREET	Medium
BS153	8	SMITHFIELD	Mt Milman Drive	Cattana Rd	Danbulan St	Off	FP 2B	275.8	Construct new 2.0 m footpath along access street on both sides of road	87,704	CRC	No	ACCESS STREET	Low
BS154	8	SMITHFIELD	Private Land	Cattana Rd	Captain Cook Hwy	Off	FP 2B	889.2	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	282,766	CRC	No	STRATEGIC INVESTIGATION	Low

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BS155	8	SMITHFIELD	Cambrian Avenue	Survey St	Cumberland Av	Off	FP 2B	503.6	Construct new 2.0 m footpath along access street on one side of road	160,145	CRC	No	ACCESS STREET	Medium
BS156	8	SMITHFIELD	Cumberland Avenue	12-14 Cumberland Avenue	Pennine Cl	Off	FP 2B	79.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	25,186	CRC	No	ACCESS STREET	High
BS157	8	SMITHFIELD	Kenney Highway	Smithfield Shopping Cntr	Cumberland Dr	Off	FP 2B	222.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	70,660	CRC	No	ACCESS STREET	High
BS158	8	SMITHFIELD	Kennedy Highway	Cumberland Av	Knight Rd	Off	FP 2B	636.9	Construct new 2.0 m footpath along strategic investigation route on both sides of road	202,534	CRC	No	STRATEGIC INVESTIGATION	Medium
BS159	8	SMITHFIELD	Private Land	Knight Rd	Kennedy Hwy	Off	FP 2B	74	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	23,532	CRC	No	STRATEGIC INVESTIGATION	Low
BS15-A	8	YORKEYS KNOB	Dunne Road	Yorkeys Knob Rd	McGregor Rd	Off	FP 2B	3000	Provide off road path along Dunne Road to provide connection from Yorkeys Knob to Smithfield State School and shopping centre	954,000	CRC	Yes	PRINCIPAL ROUTE	High
BS160	8	SMITHFIELD	Amberwood Crescent	Whipbird Dr	South Corner	Off	FP 2B	64.5	Construct new 2.0 m footpath along access street on one side of road	20,511	CRC	No	ACCESS STREET	Medium
BS161	8	YORKEYS KNOB	Highway Land	Highway Land		Off	FP 2B	131.6	Construct new 2.0 m footpath along strategic investigation route on both sides of road	41,849	CRC	No	STRATEGIC INVESTIGATION	Medium
BS162	8	HOLLOWAYS BEACH	Private Land	Thomatis Ck	Cassia St	Off	FP 2B	1179.9	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	375,208	CRC	No	STRATEGIC INVESTIGATION	Low
BS163	8	HOLLOWAYS BEACH	Private Land	Private Land	Cassia St	Off	FP 2B	138.1	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine not associated with roadway	43,916	CRC	No	SPINE	High
BS164	8	HOLLOWAYS BEACH	Baronia Crescent	Tristania St	Wistaria St	Off	FP 2B	330.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	105,163	CRC	No	ACCESS STREET	High
BS165	8	HOLLOWAYS BEACH	Wistaria Street	Mimosa St	Palm St	Off	FP 2B	157.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	49,990	CRC	No	ACCESS STREET	High
BS166	8	HOLLOWAYS BEACH	Mimosa Street	Wistaria St	Cassia St	Off	FP 2B	521.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	165,805	CRC	No	ACCESS STREET	High
BS167	8	HOLLOWAYS BEACH	Bamboo Street	Mathew St	Oleander St	Off	FP 2B	677.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	215,540	CRC	No	ACCESS STREET	High
BS168	8	HOLLOWAYS BEACH	Mathew Street	Marietta St	Oleander St	Off	FP 2B	208.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	66,239	CRC	No	ACCESS STREET	High
BS169	8	HOLLOWAYS BEACH	Oleander Street	Bamboo St	Palm St	Off	FP 2B	79.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	25,376	CRC	No	ACCESS STREET	High
BS170	8	HOLLOWAYS BEACH	Fern Street	Palm St	Cassia St	Off	FP 2B	201.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,950	CRC	No	ACCESS STREET	High
BS171	8	HOLLOWAYS BEACH	Poinciana Street	Oleander St	Cassia St	Off	FP 2B	369.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	117,565	CRC	No	ACCESS STREET	High
BS172	8	HOLLOWAYS BEACH	Alamanda Street	Oleander St	Cassia St	Off	FP 2B	203.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	64,745	CRC	No	ACCESS STREET	High
BS173	8	HOLLOWAYS BEACH	Coconut Street	Cassia St	Tamarind St	Off	FP 2B	207	Construct new 2.0 m footpath along pedestrian spine on one side of road	65,826	CRC	No	SPINE	Medium
BS174	8	HOLLOWAYS BEACH	Tamarind Street	Oleander St	Coconut St	Off	FP 2B	400.9	Construct new 2.0 m footpath along access street on one side of road	127,486	CRC	No	ACCESS STREET	Medium
BS175	8	HOLLOWAYS BEACH	Espanade	Coconut St	Creek	Off	FP 2B	137.3	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	43,661	CRC	No	SPINE	Medium
BS176	8	MACHANS BEACH	Creek Crossing	North	Marshall St	Off	FP 2B	204.9	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	65,158	CRC	No	STRATEGIC INVESTIGATION	Low
BS177	8	HOLLOWAYS BEACH	Tamarind St	Magnolia St		Off	FP 2B	90.2	Construct new 2.0 m footpath along access street on one side of road	28,684	CRC	No	ACCESS STREET	Medium
BS178	8	HOLLOWAYS BEACH	Magnolia Street	Oleander St	Gerbera St	Off	FP 2B	352.3	Construct new 2.0 m footpath along access street on one side of road	112,031	CRC	No	ACCESS STREET	Medium
BS179	8	HOLLOWAYS BEACH	Gerbera Street	Magnolia St	Willow St	Off	FP 2B	145.5	Construct new 2.0 m footpath along access street on one side of road	46,269	CRC	No	ACCESS STREET	Medium
BS180	8	HOLLOWAYS BEACH	Willow Street	Gerbera St	Cassava St	Off	FP 2B	224	Construct new 2.0 m footpath along access street on one side of road	71,232	CRC	No	ACCESS STREET	Medium
BS181	8	HOLLOWAYS BEACH	Hickory Street	Oleander St	Cassaba St	Off	FP 2B	170.3	Construct new 2.0 m footpath along access street on one side of road	54,155	CRC	No	ACCESS STREET	Medium
BS182	8	HOLLOWAYS BEACH	Caribbean Street	Wistaria St	Oleander St	Off	FP 2B	407.6	Construct new 2.0 m footpath along access street on one side of road	129,617	CRC	No	ACCESS STREET	Medium
BS183	8	HOLLOWAYS BEACH	Ash Street	Caribbean St	Walnut St	Off	FP 2B	195.7	Construct new 2.0 m footpath along access street on one side of road	62,233	CRC	No	ACCESS STREET	Medium
BS184	8	HOLLOWAYS BEACH	Walnut Street	Ash St	Oak St	Off	FP 2B	80.7	Construct new 2.0 m footpath along access street on one side of road	25,663	CRC	No	ACCESS STREET	Medium
BS185	8	HOLLOWAYS BEACH	Oak Street	Walnut St	Canna St	Off	FP 2B	207.2	Construct new 2.0 m footpath along access street on one side of road	65,890	CRC	No	ACCESS STREET	Medium

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BS186	8	HOLLOWAYS BEACH	Canna Street	Oak St	Oleander St	Off	FP 2B	161.2	Construct new 2.0 m footpath along access street on one side of road	51,262	CRC	No	ACCESS STREET	Medium
BS187	8	HOLLOWAYS BEACH	Holloways Beach Access Road	Wistaria St	Moonah St	Off	FP 2B	223	Construct new 2.0 m footpath along access street on one side of road	70,914	CRC	No	ACCESS STREET	Medium
BS188	8	HOLLOWAYS BEACH	Private Land	Holloways Beach Access Rd	South	Off	FP 2B	519.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	165,296	CRC	No	STRATEGIC INVESTIGATION	Low
BS189	8	MACHANS BEACH	Private Land	North	Machans Beach Rd	Off	FP 2B	525.7	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	167,173	CRC	No	STRATEGIC INVESTIGATION	Low
BS190	8	MACHANS BEACH	Private Land	Marshall St	O'Shea Esp	Off	FP 2B	86.1	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	27,380	CRC	No	SPINE	Medium
BS191	8	MACHANS BEACH	Prior Street	Marshall St	Machan St	Off	FP 2B	274.7	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	87,355	CRC	No	ACCESS STREET	High
BS192	8	MACHANS BEACH	Phillips Street	Prior St	Machan St	Off	FP 2B	160.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	51,134	CRC	No	ACCESS STREET	High
BS193	8	MACHANS BEACH	Tucker Street	Machan St	Saw St	Off	FP 2B	187.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	59,530	CRC	No	ACCESS STREET	High
BS194	8	MACHANS BEACH	Marshall Street	Machan St	Corner End	Off	FP 2B	754.6	Construct new 2.0 m footpath along access street on one side of road	239,963	CRC	No	ACCESS STREET	Medium
BS195	8	MACHANS BEACH	Saw Street	Christensen St	Tucker St	Off	FP 2B	255.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	81,185	CRC	No	ACCESS STREET	High
BS196	8	MACHANS BEACH	Falls Street	Christensen St	Waite St	Off	FP 2B	85.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	27,316	CRC	No	ACCESS STREET	High
BS197	8	MACHANS BEACH	Waite Street	Falls St	Atkinson St	Off	FP 2B	188.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	59,943	CRC	No	ACCESS STREET	High
BS198	8	MACHANS BEACH	Atkinson Street	Christensen St	Waite Street	Off	FP 2B	85.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	27,125	CRC	No	ACCESS STREET	High
BS199	8	MACHANS BEACH	Cindeella Street	Marshall St	Esplanade South	Off	FP 2B	605.7	Construct new 2.0 m footpath along access street on one side of road	192,613	CRC	No	ACCESS STREET	Medium
BS19-A	8	SMITHFIELD	McGregor Rd (east)	Captain Cook Hwy	Dunne Rd	On	W0.5 / EBL / SBPL	1161	Shoulder widening of 0.5m on southern side to provide sufficient and uniform width on both sides for implementation of Exclusive Bicycle Lanes. Integrate works with future road improvements as opportunity presents. Some existing pavement logos are visible in this area. The costing for this treatment option does not take into account property impacts and / service relocation costs.	104,279	CRC	Yes	PRINCIPAL ROUTE	Low
BS19-B	8	SMITHFIELD	McGregor Rd (east)	50m east of Cheviot St	Sidlaw St	Off	FP 2A	96	Provide missing link (northern side) to Cairnwell St Park near Sidlaw St. Cost based on retaining existing width of path. No provision made for signage on missing link.	30,336	CRC	Yes	PRINCIPAL ROUTE	Low
BS20	8	SMITHFIELD	Cheviot St	Reed Rd	McGregor St	On	AT / C	1189	Establish full AT (both sides) to service major facilities in Smithfield. Use existing line marking where possible.	6,252	CRC	Yes	PRINCIPAL ROUTE	High
BS200	8	MACHANS BEACH	Machan Street	85 Machan St	113 Machan St	Off	FP 2B	360.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	114,639	CRC	No	ACCESS STREET	High
BS201	8	MACHANS BEACH	Private Land	Christensen St	Captain Cook Hwy	Off	FP 2B	1420.7	Construct new 2.0 m footpath along access street not associated with roadway	451,783	CRC	No	ACCESS STREET	Low
BS202	8	TRINITY PARK	Centaur Street	Batmaan St	Reed Rd	Off	FP 2B	248.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	79,023	CRC	No	ACCESS STREET	High
BS203	8	CARAVONICA	Private Land	KAMERUNGA Rd	Fig Tree Dr	Off	FP 2B	826.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	262,795	CRC	No	STRATEGIC INVESTIGATION	Low
BS204	8	CARAVONICA	Private Land	Mountain Peak	Red Peak Bld	Off	FP 2B	393	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	124,974	CRC	No	STRATEGIC INVESTIGATION	Low
BS205	8	CARAVONICA	Private Land	Akame Av	Bridwing Pl	Off	FP 2B	954.7	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	303,595	CRC	No	STRATEGIC INVESTIGATION	Low
BS206	8	CARAVONICA	BULBA STREET PARK	Akame Av	Jilbar Cl	Off	FP 2B	210.4	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	66,907	CRC	No	STRATEGIC INVESTIGATION	Low
BS207	8	CARAVONICA	Illawarra Street	North	KAMERUNGA Road	Off	FP 2B	176.7	Construct new 2.0 m footpath along access street on one side of road	56,191	CRC	No	ACCESS STREET	Medium
BS208	8	CARAVONICA	Yurong Street	Fig Tree Dr	Illawarra St	Off	FP 2B	320.8	Construct new 2.0 m footpath along access street on one side of road	102,014	CRC	No	ACCESS STREET	Medium
BS209	8	CARAVONICA	Cararam Crescent	Impey St	Willandra Ct	Off	FP 2B	167.4	Construct new 2.0 m footpath along access street on one side of road	53,233	CRC	No	ACCESS STREET	Medium
BS21	8	SMITHFIELD	McGregor Rd (west)	Captain Cook Hwy	lydia St	On	W 0.5	733	Shoulder widening to provide sufficient and uniform width on both sides for implementation of Exclusive Bicycle Lanes. Integrate works with future road improvements as opportunity presents.	121,678	CRC	Yes	PRINCIPAL ROUTE	Medium
BS210	8	CARAVONICA	Private Land	Willandra Ct	Barellan Cl	Off	FP 2B	122.1	Construct new 2.0 m footpath along access street not associated with roadway	38,828	CRC	No	ACCESS STREET	Low
BS211	8	CARAVONICA	Private Land	Valmadre St	Barellan Cl	Off	FP 2B	84.9	Construct new 2.0 m footpath along access street not associated with roadway	26,998	CRC	No	ACCESS STREET	Low

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BS212	8	CARAVONICA	Valmadre Street	Jade Cr	Lake Placid Rd	Off	FP 2B	434.7	Construct new 2.0 m footpath along access street on one side of road	138,235	CRC	No	ACCESS STREET	Medium
BS213	8	CARAVONICA	Wyuna Street	Valmadre St	Impey St	Off	FP 2B	267.3	Construct new 2.0 m footpath along access street on one side of road	85,001	CRC	No	ACCESS STREET	Medium
BS214	8	CARAVONICA	Impey Street	Barrine Ct	Lake Placid Rd	Off	FP 2B	178.6	Construct new 2.0 m footpath along access street on one side of road	56,795	CRC	No	ACCESS STREET	Medium
BS215	8	SMITHFIELD	Cattana Road	Cattana Roundabout	Farm access	Off	FP 2B	334.6	Construct new 2.0 m footpath along access street on both sides of road. The new path will connect to an existing path that terminates.	106,403	CRC	No	ACCESS STREET	Low
BS23	8	SMITHFIELD	Lydia St	McGregor Rd (west)	Existing path	Off	FP 2A	175	Provide missing link (eastern side) over a short distance to provide local link to JCU. Provides route continuity with existing paths on Lydia St. Cost based on retaining existing width of path. No provision made for signage on missing link.	55,300	CRC	Yes	PRINCIPAL ROUTE	High
BS24	8	SMITHFIELD	Kennedy Hwy	Cumberland Ave	Existing path (outside shopping centre)	Off	FP 2B	233	Establish new path (northern side) to provide missing link and improve local access to Smithfield Shopping Centre.	74,094	CRC	Yes	PRINCIPAL ROUTE	Medium
BS27	8	SMITHFIELD	Stanton Rd	Captain Cook Hwy	Survey St	Off	FP 2A	1%	Provide missing link (southern side) to improve local access in Smithfield. Cost based on retaining existing width of path. No provision made for signage on missing link.	61,936	CRC	Yes	PRINCIPAL ROUTE	Low
BS28	8	SMITHFIELD	Cattana Wetlands	Stanton Rd	Dunne Rd	Off and On	N/A	705	Improve off road and on-road provision to Cattana Wetlands from Stanton Rd and Dunne Rd. Provide walking/cycling entry points and circuits within the Cattana Wetlands as opportunity presents. DO NOT COST	0	CRC	No	LOCAL ROUTE	High
BS29	8	SMITHFIELD	Captain Cook Hwy	Smithfield Roundabout	Aeroglen (General Aviation Area)	Off	SP 2.5	884	Investigate provision of an off-road shared path (northern side) fully separated from highway traffic, to address critical network gap between Smithfield and Aeroglen. Full engineering solution required along this corridor given variable conditions and hard constraints, including land tenure, spatial restrictions, treatment at multi-lane roundabouts, cane rail and bridge crossings (Thomatis Creek, Barron River). Join to new CBD-Aeroglen Principal Cycle Route at the general aviation area.	350,064	CRC and TMR	Yes	PRINCIPAL ROUTE	Medium
BS30	8	CARAVONICA	Lake Placid Rd	Fontbridge / Stoney Creek	Lake Placid Recreation Area	On	AT 4	1150	Install route signage to formalise recreation cycling route to Lake Placid, and raise motorists' awareness of cyclists along this narrow route.	2,691	CRC	Yes	LOCAL ROUTE	High
BS32	8	HOLLOWAYS BEACH	Wistaria Street	Mahogany	Palm St	Off	SP 2.5	666	Establish 2.5 m wide shared path, side to be determined.	263,736	CRC	No	LOCAL ROUTE	Low
BS33	8	HOLLOWAYS BEACH	Palm	Wistaria	Oleander	Off	SP 2.5	427	Establish 2.5 m wide shared path, side to be determined.	169,092	CRC	No	LOCAL ROUTE	Medium
BS34	8	MACHANS BEACH	Marshall Street	Arnold Street	Machan Road	Off	SP 2.5	430	2.5 wide shared path, side to be determined	170,280	CRC	No	LOCAL ROUTE	Medium
BS38	8	HOLLOWAYS BEACH	Wistaria Street	Holloways Beach Access Road	Mahogany Street	Off	SP 2.5	540	TMR are currently undertaking an OA and BC for the rationalisation of access to/from Holloways and Machans Beach and the CCH. DO NOT COST	0	TMR	No	LOCAL ROUTE	Low
BS39	8	SMITHFIELD	Lydia Street	Lamb Street	Anne Street	Off	FP 2B	240	Establish 2.0 m wide footpath	76,320	CRC	Yes	PRINCIPAL ROUTE	Low
BS40	8	SMITHFIELD	Anne Street	Lydia Street	Gavin Street	Off	FP 2B	520	Establish 2.0 m wide footpath	165,360	CRC	Yes	PRINCIPAL ROUTE	Low
BS41	8	SMITHFIELD	Gavin Street	Anne Street	Stanton Road	Off	FP 2B	666	Establish 2.0 m wide footpath	211,788	CRC	Yes	PRINCIPAL ROUTE	Low
BS42	8	SMITHFIELD	Captain Cook Highway	Mcgregor Road	Machans Beach Road	Off	SP 3	7375	Provide off road pathway. TMR are currently undertaking an options analysis and business case for this work. DO NOT COST	0	TMR	Yes	PRINCIPAL ROUTE	Medium
BS79	8	TRINITY PARK	Napier Street	Hood St	Napier Cl	Off	FP 2B	315.1	Construct new 2.0 m footpath along access street on one side of road	100,202	CRC	No	ACCESS STREET	Medium
BS80	8	SMITHFIELD	Private Land	Panguna St	Panguna Cl	Off	FP 2B	661.6	Construct new 2.0 m footpath within 400 m of tractor along strategic investigation route not associated with roadway	210,389	CRC	No	STRATEGIC INVESTIGATION	Medium
BS81	8	TRINITY PARK	Johanna Road	North	Reed Rd	Off	FP 2B	224.2	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	71,296	CRC	No	ACCESS STREET	High
BS82	8	TRINITY PARK	Iridescent Drive	North	South	Off	FP 2B	652.7	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	207,559	CRC	No	ACCESS STREET	Medium
BS83	8	TRINITY PARK	Private Land	North	South	Off	FP 2B	814.3	Construct new 2.0 m footpath within 400 m of tractor along strategic investigation route not associated with roadway	258,947	CRC	No	STRATEGIC INVESTIGATION	Medium
BS84	8	TRINITY PARK	Reed Road	Debbie St	Captain Cook Highway	Off	FP 2B	1534.8	Construct new 2.0 m footpath within 400 m of tractor along pedestrian spine on one side of road	488,066	CRC	No	SPINE	High
BS85	8	TRINITY PARK	Kimberley Street	Reed Rd	Angor Rd	Off	FP 2B	188.1	Construct new 2.0 m footpath within 400 m of tractor along access street on one side of road	59,816	CRC	No	ACCESS STREET	High

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BS86	8	TRINITY PARK	Arunita St	Napier St	Reed Rd	Off	FP 2B	101.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	32,309	CRC	No	ACCESS STREET	High
BS87	8	TRINITY PARK	Hood St	Bataan St	Napier St	Off	FP 2B	150.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	47,827	CRC	No	ACCESS STREET	High
BS88	8	TRINITY PARK	Bataan Street	Centaur St	Hood St	Off	FP 2B	100.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	32,086	CRC	No	ACCESS STREET	High
BS89	8	TRINITY PARK	Centaur St	Krait St	Centaur St	Off	FP 2B	181.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	57,749	CRC	No	ACCESS STREET	High
BS91	8	TRINITY PARK	Krait Street	Sussex St	Warmambool St	Off	FP 2B	102.2	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	32,500	CRC	No	ACCESS STREET	High
BS92	8	TRINITY PARK	Warmambool St	Krait St	Centaur St	Off	FP 2B	187.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	59,498	CRC	No	ACCESS STREET	High
BS93	8	TRINITY PARK	Parkway Street	Reed Rd	Debbie St	Off	FP 2B	214.4	Construct new 2.0 m footpath within 400 m of attractor along access street on both sides of road	68,179	CRC	No	ACCESS STREET	Medium
BS94	8	TRINITY PARK	Debbie Street	Reed Rd	Bluecove Cct	Off	FP 2B	576.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	183,422	CRC	No	ACCESS STREET	High
BS96	8	TRINITY PARK	Harbour Drive	Apollo Oy	Icelfire Oy	Off	FP 2B	316.4	Construct new 2.0 m footpath along access street on one side of road	100,615	CRC	No	ACCESS STREET	Medium
BS97	8	TRINITY PARK	NORWOOD CR DRAINAGE RESERVE	Northcote St	South East	Off	FP 2B	472.5	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	150,255	CRC	No	SPNE	Medium
BS98	8	TRINITY PARK	Private Land	North East	Creek	Off	FP 2B	706.6	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	224,699	CRC	No	STRATEGIC INVESTIGATION	Low
BS99	8	YORKEYS KNOB	Private Land	South West	Wattle St	Off	FP 2B	577.1	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	183,518	CRC	No	STRATEGIC INVESTIGATION	Low
CB140	8	KEWARRA BEACH	Private Land	Captain Cook Hwy	South	Off	FP 2B	146.4	Construct new 2.0 m footpath along access street not associated with roadway	46,555	CRC	No	ACCESS STREET	Low
CB141	8	TRINITY BEACH	Private Land	North	Panguna St	Off	FP 2B	145.5	Construct new 2.0 m footpath along access street not associated with roadway	46,269	CRC	No	ACCESS STREET	Low
CB142	8	TRINITY BEACH	Panguna Street	224-226 Panguna St	End	Off	FP 2B	2064	Construct new 2.0 m footpath along access street on one side of road	656,352	CRC	No	ACCESS STREET	Medium
CB143	8	KEWARRA BEACH	Leonard Street	Moore Rd	End	Off	FP 2B	802.2	Construct new 2.0 m footpath along access street on one side of road	255,100	CRC	No	ACCESS STREET	Medium
CB18-A	8	TRINITY BEACH	Trinity Beach Road	Nathan St	Vasey Esp	On	EBL / SBPL	153	Implement SBPL treatment (both sides) using existing line marking to cater for cycle access and on-street parking demand. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	1,043	CRC	Yes	PRINCIPAL ROUTE	Medium
CB20-A	8	TRINITY BEACH	Rabaul St	Trinity Beach Rd	Madang St	On	AT 4	375	Install bike route signage.	878	CRC	Yes	PRINCIPAL ROUTE	Low
CB20-B	8	TRINITY BEACH	Madang St	Rabaul St	Moresby St	On	AT 4	274	Install bike route signage.	641	CRC	Yes	PRINCIPAL ROUTE	Low
CB20-C	8	TRINITY BEACH	Moresby St	Madang St	Roberts Dr	On	AT 4	675	Install bike route signage.	1,580	CRC	Yes	PRINCIPAL ROUTE	Low
CB20-D	8	TRINITY BEACH	Roberts Dr	Moresby St	Propeller Ct	On	EBL / SBPL	543	Provide pavement symbols to designate bike route - join to existing bike lanes in the Bluewater residential subdivision area.	3,702	CRC	Yes	PRINCIPAL ROUTE	Low
RV48	8	BARRON	Highway Land	Captain Cook Hwy	Redford Rd	Off	FP 2B	1084.9	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route on one side of road	344,998	CRC	No	STRATEGIC INVESTIGATION	Medium
RV49	8	BARRON	Redford Road	KAMERUNGAR Rd	End	Off	FP 2B	683.2	Construct new 2.0 m footpath along strategic investigation route on one side of road	217,258	CRC	No	STRATEGIC INVESTIGATION	Low
BS35	9	TRINITY PARK	Johanna St	48 Johanna St	92 Johanna St	Off	SP 2.5	419	Extend existing path at school precinct on southern side for full off-road provision along Reed Rd. Spatial constraints may limit provision of wide shared path. This important link will strengthen local access to schools and community facilities at Smithfield.	165,924	CRC	Yes	PRINCIPAL ROUTE	Medium
BS36	9	TRINITY PARK	O'Brien Road	O'Brien Road	McGregor Road (east)	off	SP 3	1021	3.0 m wide cycleway linking from McGregor Road to the school following the canal line corridor (diused corridor)	485,996	CRC	No	STRATEGIC INVESTIGATION	High
BS90	9	TRINITY PARK	BATAAN ST DRAINAGE RESERVE	Roberts Dr	Krait St	Off	FP 2B	206.4	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	65,635	CRC	No	ACCESS STREET	Medium
CB02	9	PALM COVE	Olivia St	Near Harpa St		Off	FP 2A	149	Provide missing link (eastern side) over short distance to address missing links. Join to existing paths. Cost based on retaining existing width of path. No provision made for signage on missing link.	47,084	CRC	No	LOCAL ROUTE	Low
CB03-B	9	PALM COVE	Cedar Rd	Warren St	Coral Coast Esp	On	AT 1B	504	Establish AT using existing edge line.	2,257	CRC	Yes	PRINCIPAL ROUTE	Low
CB03-C	9	PALM COVE	Cedar Rd	Coral Coast Esp	Williams Esp	On	AT 4	378	Transition AT to bike route signage north of Coral Coast Dr where spatial constraints exist.	1,693	CRC	Yes	PRINCIPAL ROUTE	Low



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CB04-A	9	PALM COVE	Cedar Rd			Off	FP 2B	142	Missing link - provide new path section (southern side) over a short distance near the culvert crossing (opposite Coral Coast Dr). This section is spatially constrained. Cost based on retaining existing width of path. No provision made for signage on missing link.	45,156	CRC	Yes	PRINCIPAL ROUTE	Medium
CB04-B	9	PALM COVE	Cedar Rd	87 Cedar Rd	Captain Cook Hwy	Off	FP 2A	263	Missing link - provide new path sections (southern side) over a short distance, where the existing path ends (near 87 Cedar Rd). Extend through cul-de-sac head to provide short cut to highway path. Spatial constraints exist, including encroachment of residential planting. Cost based on retaining existing width of path. No provision made for signage on missing link.	83,108	CRC	Yes	PRINCIPAL ROUTE	Medium
CB05	9	PALM COVE	Veivers Rd	Captain Cook Hwy	Olivia St	Off	FP 2B	745	Establish new path (northern side) - join to existing path sections approaching Olivia St to provide continuous off-road facility through Palm Cove.	236,910	CRC	No	LOCAL ROUTE	High
CB06-A	9	PALM COVE	Palm Cove Blvd	Argentea Blvd	Triton St	On	AT 2B	692	Establish AT (pavement symbols) as an extension of the existing bike lanes, from Argentea Blvd to Triton St roundabout. This will become the primary cycle access route into Palm Cove coinciding with future development.	3,099	CRC	Yes	PRINCIPAL ROUTE	Medium
CB06-B	9	PALM COVE	Triton St	Palm Cove Blvd	Veivers Rd	On	AT 4	184	Establish AT (route signage) - part of primary cycle access route into Palm Cove.	431	CRC	Yes	PRINCIPAL ROUTE	Medium
CB08-A	9	PALM COVE	Linden St (north)	Argentea Blvd	Argentea Boardwalk	On	AT 4	253	Install bike route signage over a short distance to Argentea boardwalk. Route diverts to existing boardwalk/path system through Argentea Reserve.	945	CRC	No	LOCAL ROUTE	Low
CB08-B	9	CLIFTON BEACH	Linden St (south)	Argentea Boardwalk	Endeavour Rd	On	AT 4	393	Recommence bike route signage at Linden St (south) via Satellite St and Haycock St, to guide cyclists through residential area.	920	CRC	No	LOCAL ROUTE	Low
CB08-C	9	CLIFTON BEACH	Linden St (south)	Argentea Boardwalk	Endeavour Rd	Off	FP 2B	250	Establish new path (eastern side) via Linden, Satellite & Haycock Sts to provide local connection to Argentea Boardwalk and Palm Cove.	79,500	CRC	No	LOCAL ROUTE	Low
CB09-A	9	CLIFTON BEACH	Endeavour Rd	Efford St	Upolu Esp	On	EBL/SBPL 2	648	Renew existing Copenhagen Lane (shared bike/peel) on northern side - resurfacing, highly visible pavement symbols, signage and edge line (to define facility and adjacent parking space).	24,636	CRC	Yes	PRINCIPAL ROUTE	Medium
CB09-B	9	CLIFTON BEACH	Endeavour Rd	Upolu Esp	Captain Cook Hwy	On	AT 1B	701	Establish AT (southern side) using existing line marking. Some pinch points exist where shoulder narrows and roadside planting encroaches on available space. Widen road shoulder as a long term objective (not costed).	3,139	CRC	Yes	PRINCIPAL ROUTE	Medium
CB100	9	CLIFTON BEACH	Beaver Street	Yule Av	Flora Cl	Off	FP 2B	459.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	146,153	CRC	No	ACCESS STREET	High
CB101	9	CLIFTON BEACH	Yule Avenue	Upolu Esp	Clifton Rd	Off	FP 2B	662.1	Construct new 2.0 m footpath along access street on one side of road	210,548	CRC	No	ACCESS STREET	Medium
CB102	9	CLIFTON BEACH	Arlington Esplanade	Arlington Esplanade	Yule Av	Off	FP 2B	140.4	Construct new 2.0 m footpath along pedestrian spine on one side of road	44,647	CRC	No	SPINE	Medium
CB103	9	CLIFTON BEACH	Clifton Road	Arlington Avenue	8 Clifton Rd	Off	FP 2B	55.8	Construct new 2.0 m footpath along access street on one side of road	17,744	CRC	No	ACCESS STREET	Medium
CB104	9	CLIFTON BEACH	St Crispin Street	Guide St	Saunders Ct	Off	FP 2B	162.8	Construct new 2.0 m footpath along access street on one side of road	51,770	CRC	No	ACCESS STREET	Medium
CB105	9	CLIFTON BEACH	Hope Street	St Crispin St	Rudder Cl	Off	FP 2B	469	Construct new 2.0 m footpath along strategic investigation route on one side of road	149,142	CRC	No	STRATEGIC INVESTIGATION	Low
CB106	9	CLIFTON BEACH	Arlington Esplanade	Pixie St	End	Off	FP 2B	300.4	Construct new 2.0 m footpath along pedestrian spine on one side of road	95,527	CRC	No	SPINE	Medium
CB107	9	CLIFTON BEACH	Esplanade	Arlington Esplanade	Creek	Off	FP 2B	163.4	Construct new 2.0 m footpath along pedestrian spine not associated with roadway	51,961	CRC	No	SPINE	Medium
CB108	9	KEWARRA BEACH	Esplanade	Creek	Esplanade South	Off	FP 2B	297.2	Construct new 2.0 m footpath along pedestrian spine not associated with roadway	94,510	CRC	No	SPINE	Medium
CB109	9	CLIFTON BEACH	Private Land	Rudder Cl	Captain Cook Hwy	Off	FP 2B	1154.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	367,226	CRC	No	STRATEGIC INVESTIGATION	Low
CB11	9	CLIFTON BEACH	St Crispin St	Hope St	Guide St	Off	FP 2A	75	Missing link - Provide new path section (northern side) where existing path terminates opposite Hope St. Join to existing path at Guide St for off road continuity. Cost based on retaining existing width of path. No provision made for signage on missing link.	23,700	CRC	No	LOCAL ROUTE	Medium
CB110	9	CLIFTON BEACH	Private Land	Rudder St	Cottesloe Dr	Off	FP 2B	507.2	Construct new 2.0 m footpath along access street not associated with roadway	161,290	CRC	No	ACCESS STREET	Low
CB111	9	KEWARRA BEACH	Monterey Street	Cottesloe Dr	Coronado St	Off	FP 2B	235.2	Construct new 2.0 m footpath along access street on one side of road	74,794	CRC	No	ACCESS STREET	Medium
CB112	9	KEWARRA BEACH	Coronado Street	Monterey St	Petrie Cl	Off	FP 2B	191.1	Construct new 2.0 m footpath along access street on one side of road	60,770	CRC	No	ACCESS STREET	Medium
CB113	9	KEWARRA BEACH	Albatross Street	Kewarra St	Cottesloe Dr	Off	FP 2B	685.5	Construct new 2.0 m footpath along access street on one side of road	217,989	CRC	No	ACCESS STREET	Medium
CB114	9	KEWARRA BEACH	Paradise Palms DR	Captain Cook Hwy	Clubhouse Roundabout	Off	FP 2B	814.5	Construct new 2.0 m footpath along access street on one side of road	259,011	CRC	No	ACCESS STREET	Medium

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CB115	9	KEWARRA BEACH	Private Land	38 Kewarra St	East	Off	FP 2B	516	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	164,088	CRC	No	STRATEGIC INVESTIGATION	Low
CB116	9	TRINITY BEACH	Vasey Esplanade	Connemara Cl	Vasey Esp South	Off	FP 2B	213.5	Construct new 2.0 m footpath along pedestrian spine on one side of road	67,893	CRC	No	SPINE	Medium
CB117	9	KEWARRA BEACH	Jules Street	Poolwood Rd	Nova St	Off	FP 2B	227.1	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	72,218	CRC	No	ACCESS STREET	High
CB118	9	KEWARRA BEACH	Poolwood Road	Bigoola Dr	Miami Rd	Off	FP 2B	278.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road. The new path will connect to an existing path that terminates.	88,595	CRC	No	ACCESS STREET	Medium
CB119	9	KEWARRA BEACH	Discovery Drive	Green Av	Captain Cook Hwy	Off	FP 2B	441.7	Construct new 2.0 m footpath along access street on one side of road	140,461	CRC	No	ACCESS STREET	Medium
CB120	9	KEWARRA BEACH	Moore Road	Green Av	North West	Off	FP 2B	540.2	Construct new 2.0 m footpath along access street on one side of road	171,784	CRC	No	ACCESS STREET	Medium
CB122	9	KEWARRA BEACH	Burranoing Street	Cardamine St	16 Burranoing St	Off	FP 2B	127.4	Construct new 2.0 m footpath along access street on one side of road	40,513	CRC	No	ACCESS STREET	Medium
CB123	9	KEWARRA BEACH	Cardamine Street	Burranoing St	Corkwood St	Off	FP 2B	64	Construct new 2.0 m footpath along access street on one side of road	20,352	CRC	No	ACCESS STREET	Medium
CB124	9	KEWARRA BEACH	Park	Poolwood Rd	CENTENARY PARK	Off	FP 2B	293.9	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	93,460	CRC	No	STRATEGIC INVESTIGATION	Medium
CB125	9	TRINITY BEACH	Private Land	Floreat Cl	Trinity Beach Rd	Off	FP 2B	675.1	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	214,682	CRC	No	STRATEGIC INVESTIGATION	Low
CB126	9	TRINITY BEACH	CENTENARY PARK	Teewah Cl Ped Bridge	Nautilus St	Off	FP 2B	231.2	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	73,522	CRC	No	ACCESS STREET	Medium
CB127	9	TRINITY BEACH	Periwinkle Street	Whelk Cl	Trinity St	Off	FP 2B	354.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	112,858	CRC	No	ACCESS STREET	High
CB129	9	TRINITY BEACH	Petersen Street	Trinity Beach Rd	Trinidad Cl	Off	FP 2B	340.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	108,247	CRC	No	ACCESS STREET	High
CB130	9	TRINITY BEACH	Redman Street	Petersen St	Anderson St	Off	FP 2B	152.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	48,622	CRC	No	ACCESS STREET	High
CB131	9	TRINITY BEACH	Moresby Street	Petersen St	Anderson St	Off	FP 2B	164.1	Construct new 2.0 m footpath along access street on one side of road	52,184	CRC	No	ACCESS STREET	Medium
CB132	9	TRINITY BEACH	Private Land	Vasey Esp	Flagship Dr	Off	FP 2B	1597.9	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	508,132	CRC	No	SPINE	Medium
CB133	9	TRINITY BEACH	Private Land	Moresby St	Kokopo Cl	Off	FP 2B	66.3	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	21,083	CRC	No	ACCESS STREET	Medium
CB134	9	TRINITY BEACH	Manus Street	Wewak St	Moresby St	Off	FP 2B	609.3	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	193,757	CRC	No	ACCESS STREET	High
CB135	9	TRINITY BEACH	Private Land	Moresby St	Catamaran Ct	Off	FP 2B	78	Construct new 2.0 m footpath along access street not associated with roadway	24,804	CRC	No	ACCESS STREET	Low
CB136	9	TRINITY BEACH	Catamaran Circuit	Catamaran Ct	Starboard St	Off	FP 2B	125	Construct new 2.0 m footpath along access street on one side of road	39,750	CRC	No	ACCESS STREET	Medium
CB137	9	TRINITY BEACH	Navigation Drive	Navigation Dr	Roberts Dr	Off	FP 2B	198.5	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	63,123	CRC	No	ACCESS STREET	Medium
CB138	9	TRINITY BEACH	Trinity Beach Road	Cayley St	Captain Cook Hwy	Off	FP 2B	829.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	263,876	CRC	No	ACCESS STREET	Medium
CB139	9	TRINITY BEACH	Private Land	Trinity Beach Rd	South East	Off	FP 2B	668.8	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	212,678	CRC	No	STRATEGIC INVESTIGATION	Medium
CB13-A	9	CLIFTON BEACH	Arlington Esp	Pixie St	Upolu Esp	On	AT 4	752	Install bike route signage along Arlington Esp (40km/h zone) to formalise cyclists' presence and raise motorists' awareness.	1,760	CRC	Yes	PRINCIPAL ROUTE	Low
CB13-C	9	CLIFTON BEACH	Upolu Esp	Arlington Esplanade	Yule St	On	AT 2A	120	Establish AT treatment (pavement symbols) over short distance between Arlington and Upolu Esplanades, to raise awareness where road width narrows significantly. Community proposals for a 'Cycle/Ped Only Zone' in this location (including relocation of bus route) should be assessed by Council (beyond scope of this study).	448	CRC	Yes	PRINCIPAL ROUTE	High
CB13-D	9	CLIFTON BEACH	Upolu Esp	Yule St	Upolu Esp (northern end/ beach access path)	On	AT 4	750	Install bike route signage along Upolu Esp (40km/h zone) to formalise cyclists' presence and raise motorists' awareness.	1,755	CRC	No	LOCAL ROUTE	Low
CB13-E	9	CLIFTON BEACH	Upolu Esp	Endeavour Road	Upolu Esp (northern end/ beach access path)	Off	FP 2B	430	This is part of the NBLT and is currently in the process of being constructed.	0	CRC	No	LOCAL ROUTE	Low
CB144	9	TRINITY BEACH	Private Land	Private Land	Captain Cook Hwy	Off	FP 2B	469.8	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	149,396	CRC	No	STRATEGIC INVESTIGATION	Medium

## Division

Route ID	Division New	Suburb	Route Name	From	To	On Road / Off Road	Treatment Code	Approx. Length	Final Implementation Comments	Construction Costs	Agency	PCNP	Hierarchy	Priority
CB145	9	TRINITY BEACH	Private Land	Maritime Way	Indescent Drive	Off	FP 2B	76.79	Construct new 2.0 m footpath within 400 m of attractor along strategic investigation route not associated with roadway	244,192	CRC	No	STRATEGIC INVESTIGATION	Medium
CB146	9	TRINITY BEACH	Private Land	North	South	Off	FP 2B	661.1	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	210,230	CRC	No	STRATEGIC INVESTIGATION	Low
CB147	9	TRINITY BEACH	Johanna Road	North	South	Off	FP 2B	123.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	39,368	CRC	No	ACCESS STREET	High
CB148	9	TRINITY BEACH	Private Land	Flagship Dr	Roberts Dr	Off	FP 2B	111.4	Construct new 2.0 m footpath within 400 m of attractor along pedestrian spine not associated with roadway	35,425	CRC	No	SPINE	High
CB149	9	TRINITY BEACH	Eclipse Street	Beachfront Av	Coastline Pkd	Off	FP 2B	128	Construct new 2.0 m footpath along access street on one side of road	40,704	CRC	No	ACCESS STREET	Medium
CB14-A	9	KEWARRA BEACH	Discovery Dr & Paradise Palm Drive	Captain Cook Hwy	Captain Cook Hwy	On	AT2C	3250	Establish AT (BAZ - pavement symbols) to service cyclists residing on western side of highway. Consider future long term integration with Strategic Investigation Route to JCU via Moore Rd and Pangina St.	17,089	CRC	No	LOCAL ROUTE	High
CB14-B	9	KEWARRA BEACH	Discovery Dr	Moore Rd	Plantain Park Res (Captain Cook Hwy)	Off	FP 2B	410	Provide new path (northern side) join to existing paths at Moore Rd and highway. This will complete a local path circuit.	130,380	CRC	No	LOCAL ROUTE	Medium
CB14-C	9	KEWARRA BEACH	Poolwood Rd	Captain Cook Hwy	Cottesloe Dr	On	EBL / SBPL	254	Renew existing bike lanes (pavement symbols) on both sides. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	1,732	CRC	Yes	PRINCIPAL ROUTE	Medium
CB14-D	9	KEWARRA BEACH	Poolwood Rd	Cottesloe Dr	Kewarra St	On	EBL / SBPL 2	1259	Replace existing faded bike lane logos with SBPL treatment (both sides). Use new pavement symbols integrated with existing line marking where possible. Variable shoulder conditions exist east of Narabeen St. Widening on southern side required. The costing for this treatment option does not take into account road widening, property impacts and / service relocation costs.	47,865	CRC	Yes	PRINCIPAL ROUTE	Medium
CB15	9	KEWARRA BEACH	Cottesloe Dr	70m north of Portsea Cr	Albatross St	Off	FP 2B	698	Establish new path (northern side) from Kookaburra Park West. Join to existing path approaching Albatross St. Extend north to Clifton Beach with future development.	221,964	CRC	No	LOCAL ROUTE	Low
CB150	9	TRINITY BEACH	Beachfront Avenue	Coastline Pkd	Reed Rd	Off	FP 2B	160.2	Construct new 2.0 m footpath along access street on one side of road	50,944	CRC	No	ACCESS STREET	Medium
CB151	9	TRINITY BEACH	Private Land	West	Connemara Cl	Off	FP 2B	239	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	76,002	CRC	No	STRATEGIC INVESTIGATION	Low
CB16	9	KEWARRA BEACH	Gannet	Cottesloe Dr	Kewarra St	Off	FP 2B	1135	Establish new path (northern side) to improve local access in Kewarra Beach. Some spatial constraints may restrict path width e.g. residential planting	360,930	CRC	No	LOCAL ROUTE	Low
CB19-B	9	TRINITY BEACH	Moresby St	Madang St	Torokina St	Off	FP 2A	259	Missing link - provide new path section on western side (fewer constraints) to Torokina St. Existing path continues on eastern side from this point. Cost based on retaining existing width of path. No provision made for signage on missing link.	81,844	CRC	Yes	PRINCIPAL ROUTE	Medium
CB24	9	TRINITY BEACH	Strombus Ave	Poolwood Rd	Strombus Ave Reserve	Off	FP 2B	220	Construct new path - establish new path (eastern side) for off-road connectivity between existing paths on Poolwood Rd and Strombus Ave.	69,960	CRC	No	LOCAL ROUTE	Low
CB25	9	TRINITY BEACH	Strombus Ave	Strombus Ave Reserve	Trinity Beach Rd	Off	FP 2B	520	Construct new path - (eastern side) for off-road connectivity to Poolwood Road. Spatial constraints exist.	165,360	CRC	No	LOCAL ROUTE	Medium
CB26	9	KEWARRA BEACH	Paradise Palm Drive	Roundabout	Captain Cook Highway	Off	FP 2B	780	Upgrade existing gravel path - (southern side) to sealed concrete surface for improved access to the esplanade. Spatial constraints exist and may limit full path width.	248,040	CRC	No	LOCAL ROUTE	Low
CB27	9	TRINITY BEACH	Moore Street	Connemara	Trinity Beach Road	Off	SP 2.5	681	Complete missing links along Moore Street	269,676	CRC	No	LOCAL ROUTE	High
CB28	9	TRINITY BEACH	Starboard	Navigation Drive	Starboard	Off	N/A	286	New link across parklands - may be a future investigation corridor Ensure pathway is included on future strategic planning and implemented with future developments. DO NOT COST	0	CRC	No	LOCAL ROUTE	Low
CB37	9	PALM COVE	Coral Cost Drive	Roundabout	Buchan Street	Off	SP 2.5	528	Provide new link between coral coast drive and buchan street (on road)	209,088	CRC	No	STRATEGIC INVESTIGATION	Low
CB38	9	PALM COVE	Seclusion Drive	Captain Cook Highway (Weivers Boulevard)	Captain Cook Highway (Palm Cove Boulevard)	Off	SP 2.5	547	Fill in missing links along Seclusion Drive (continuous off road connection) Ensure pathway is included on future strategic planning and implemented with future developments. DO NOT COST	0	CRC	No	LOCAL ROUTE	Low
CB39	9	PALM COVE	New Path	Cottesloe Dr	Kewarra Street	off	SP 3	1248	New 3.0m wide shared path that links into adjacent local streets, school and beach	594,048	CRC	No	LOCAL ROUTE	High
CB40	9	PALM COVE	Argentea Boulevard	Litra Court	Roundabout	off	SP 2.5	134	Complete missing link to roundabout	53,064	CRC	No	LOCAL ROUTE	High

## Division

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CB41-A	9	KEWARRA BEACH	Moore Road	Discovery Drive	Captain Cook Highway	Off	FP 2A	90	Complete missing link at either end of Moore Road including a new crossing of Discovery Drive Road	28,440	CRC	No	LOCAL ROUTE	High
CB41-B	9	TRINITY BEACH	Moresby Street / Anderson Street	Madang Street	Trinity Beach Road	Off	FP 2B	700	Establish 2.0 m wide footpath	222,600	CRC	Yes	PRINCIPAL ROUTE	Medium
CB42-A	9	TRINITY BEACH	Strombus Ave. Res.	Poolwood Rd	Katandra or Commemara	Off	SP 3 / DOP / BDOG	386	Construct new 3.0 m wide shared path - (eastern side) for off-road connectivity to Poolwood Road. Spatial constraints exist.	1,403,185	CRC	No	LOCAL ROUTE	Medium
CB42-B	9	KEWARRA BEACH	Parklands	Nautilus Street	Miami Road	Off	SP 2.5	350	Establish 2.5 m wide shared path through park	138,600	CRC	Yes	PRINCIPAL ROUTE	Low
CB43	9	TRINITY BEACH	Commemara Close	Moore Street	Commemara Close	Off	SP 3	280	Provide 3 m wide shared path to tie into Route ID CB42 works. This may also form part of the current planning for the NBLT	133,280	CRC	No	LOCAL ROUTE	Low
CB80	9	PALM COVE	Cedar Rd End	Williams Esp	6 Cedar Rd	Off	FP 2B	35.5	Construct new 2.0 m footpath along access street on one side of road	11,289	CRC	No	ACCESS STREET	Medium
CB81	9	PALM COVE	Private Land	Cedar Rd	Olivea St	Off	FP 2B	176.2	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	56,032	CRC	No	STRATEGIC INVESTIGATION	Low
CB82	9	PALM COVE	Harpa St	Olivea St	Amphora St	Off	FP 2B	92.2	Construct new 2.0 m footpath along access street on one side of road	29,320	CRC	No	ACCESS STREET	Medium
CB83	9	PALM COVE	Private Land	Veivers Rd	Palm Cove Blvd	Off	FP 2B	812.8	Construct new 2.0 m footpath along strategic investigation route not associated with roadway	258,470	CRC	No	STRATEGIC INVESTIGATION	Low
CB84	9	PALM COVE	Private Land	Foley Rd	Maacarthur Cl	Off	FP 2B	358.8	Construct new 2.0 m footpath along access street not associated with roadway	114,098	CRC	No	ACCESS STREET	Low
CB85	9	PALM COVE	Kenita Street	Maacarthur Cl	Everglades St	Off	FP 2B	142.3	Construct new 2.0 m footpath along access street on one side of road	45,251	CRC	No	ACCESS STREET	Medium
CB86	9	PALM COVE	Triton Street	Veivers Rd	Captain Cook Hwy	Off	FP 2B	181.7	Construct new 2.0 m footpath along access street on both sides of road	57,781	CRC	No	ACCESS STREET	Low
CB87	9	PALM COVE	Palm Cove Boulevard	Captain Cook Hwy	Triton St	Off	FP 2B	856.8	Construct new 2.0 m footpath along access street on both sides of road	272,462	CRC	No	ACCESS STREET	Low
CB88	9	PALM COVE	Seascope Close	Michella St	Seascope Cl	Off	FP 2B	45.5	Construct new 2.0 m footpath along access street on one side of road	14,469	CRC	No	ACCESS STREET	Medium
CB89	9	PALM COVE	Bokissa Road	Captain Cook Hwy	Seascope Cl	Off	FP 2B	48.7	Construct new 2.0 m footpath along access street on one side of road	15,487	CRC	No	ACCESS STREET	Medium
CB90	9	PALM COVE	Argentea Boulevard	Linden St	Argentea Roundabout	Off	FP 2B	214.5	Construct new 2.0 m footpath along access street not associated with roadway	68,211	CRC	No	ACCESS STREET	Low
CB91	9	PALM COVE	Under Development	Future Road	Espanade Boardwalk	Off	FP 2B	164.2	Construct new 2.0 m footpath along access street not associated with roadway	52,216	CRC	No	ACCESS STREET	Low
CB92	9	PALM COVE	Linden St Drainage Reserve	Muller St	Jupiter Cl	Off	FP 2B	134.8	Construct new 2.0 m footpath along access street not associated with roadway	42,866	CRC	No	ACCESS STREET	Low
CB93	9	CLIFTON BEACH	Unknown	Castor St	Linden St	Off	FP 2B	571	Construct new 2.0 m footpath within 400 m of attractor along access street not associated with roadway	18,158	CRC	No	ACCESS STREET	Medium
CB94	9	CLIFTON BEACH	Satellite Street	Ribbon Cl	Eford St	Off	FP 2B	468.9	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	149,110	CRC	No	ACCESS STREET	High
CB95	9	CLIFTON BEACH	Eford Street	Satellite St	Endeavour Rd	Off	FP 2B	99.8	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	31,736	CRC	No	ACCESS STREET	High
CB96	9	CLIFTON BEACH	Upolu Espanade	1/109 Upolu Esp	Endeavour Rd	Off	FP 2B	448.1	Construct new 2.0 m footpath along pedestrian spine on one side of road	142,496	CRC	No	SPINE	Medium
CB97	9	CLIFTON BEACH	Endeavour Road	Upolu Esp	Captain Cook Hwy	Off	FP 2B	689	Construct new 2.0 m footpath along access street on one side of road	219,102	CRC	No	ACCESS STREET	Medium
CB98	9	CLIFTON BEACH	Saxon Street	Endeavour Rd	Beaver St	Off	FP 2B	421.4	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	134,005	CRC	No	ACCESS STREET	High
CB99	9	CLIFTON BEACH	Eddy Street	Saxon St	Beaver St	Off	FP 2B	471.6	Construct new 2.0 m footpath within 400 m of attractor along access street on one side of road	149,969	CRC	No	ACCESS STREET	High

