

ITEM 2.1 - GRIFFIN ACTIVE TRANSPORT NETWORK PLAN (Cont.)

#1 Active Transport Network Plan - Griffin 2021



Active Transport Network Plan - Griffin 2021



GRIFFIN ACTIVE TRANSPORT NETWORK - Project Context



Located east of the Bruce Highway and south of Rothwell, Griffin is a developing area with an approximate population of 7000 (ABS 2016). The area is zoned largely as General Residential with areas of Recreation and Open Space, and Environmental Management and Conservation.

Griffin is located in an area with high cultural heritage value with a large surface area subject to Native Title and Cultural Heritage Points. The Kabi Kabi First Nation Traditional Owners Group have identified a number of sites within Griffin that have been protected and will determine the outcome of future planning projects.

The area is also ear tagged for several development projects including the construction of the future Griffin Sports Complex, the Henry Road upgrade project and the future North-South Arterial Upgrade. There is also a significant amount of residential development that is currently underway.

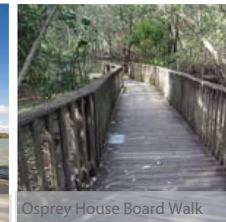
In order to ensure the safe and effective movement of residents through the area as new development is introduced, Council has identified the need to develop an Active Transport Network Plan. This document will assess the main destinations, both existing and future, key open space and public facilities, and create an effective network plan to safely connect the surrounding community.



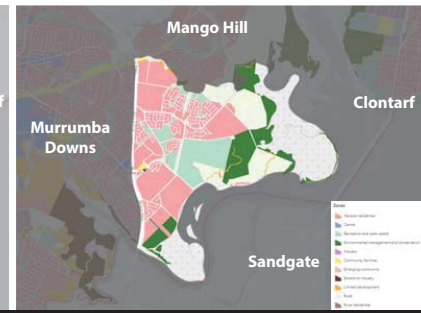
Ultramarine Park



Dohles Rock Foreshore

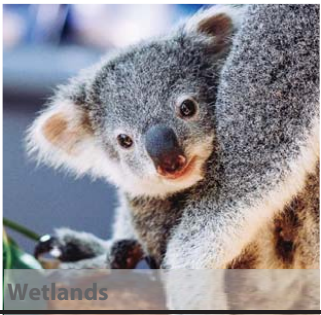
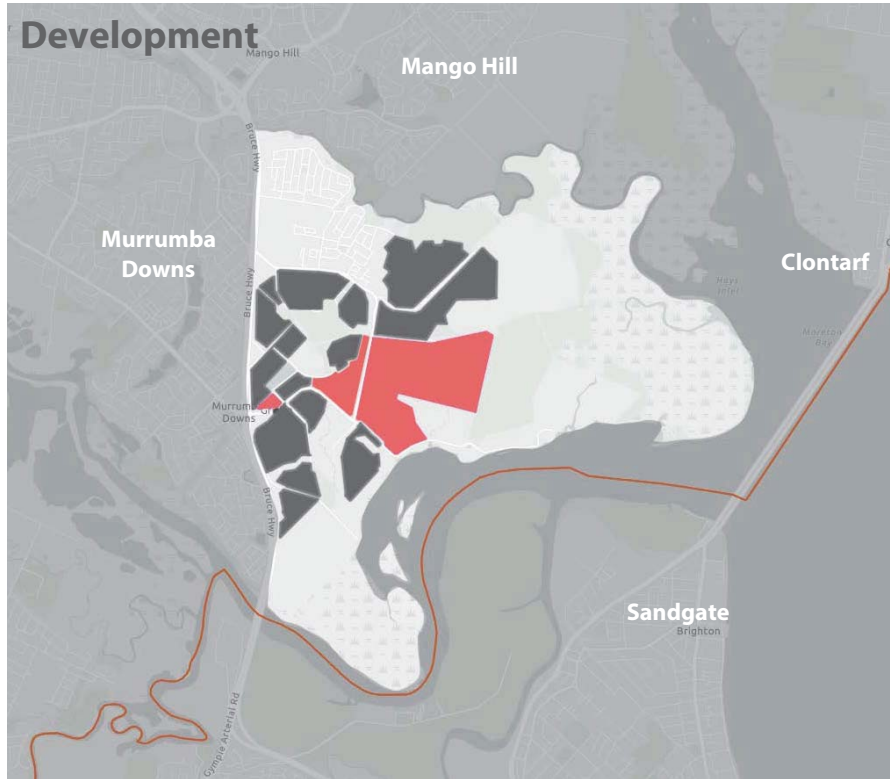
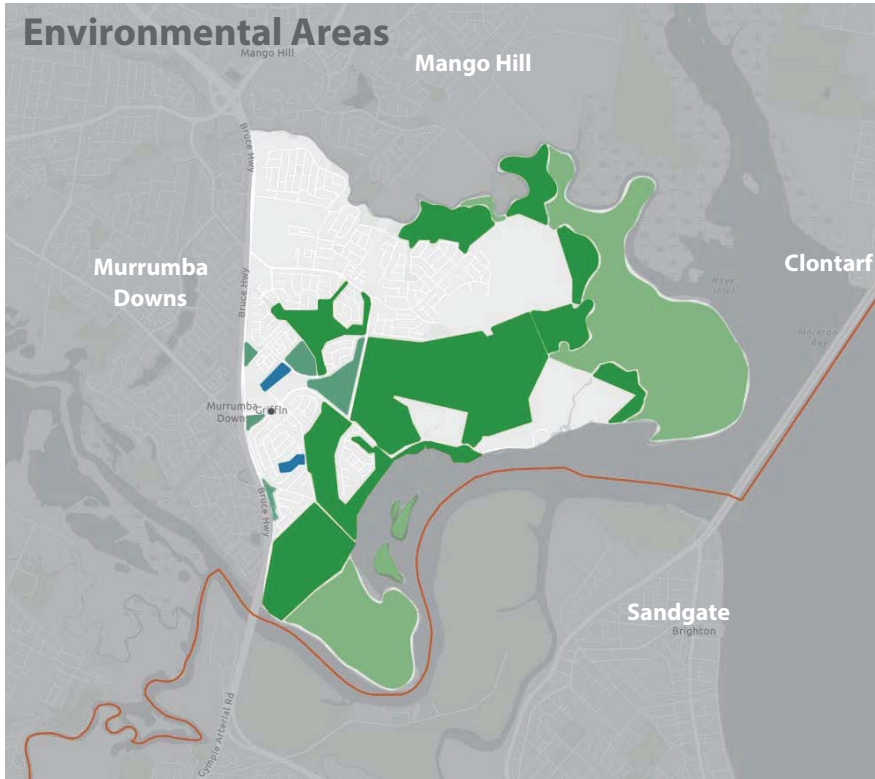


Osprey House Board Walk



ITEM 2.1 - GRIFFIN ACTIVE TRANSPORT NETWORK PLAN (Cont.)

GRIFFIN ACTIVE TRANSPORT NETWORK - Project Context



POINTS OF INTEREST - Major Destinations



SHOPPING COMPLEX
IGA - Local Shops

HENRY ROAD
Upgrade - Design schedule for
20/21FY

GRIFFIN SPORTS COMPLEX
Stage 1 - Construction scheduled for 20/21FY

SHOPPING COMPLEX
Coles - District Shops

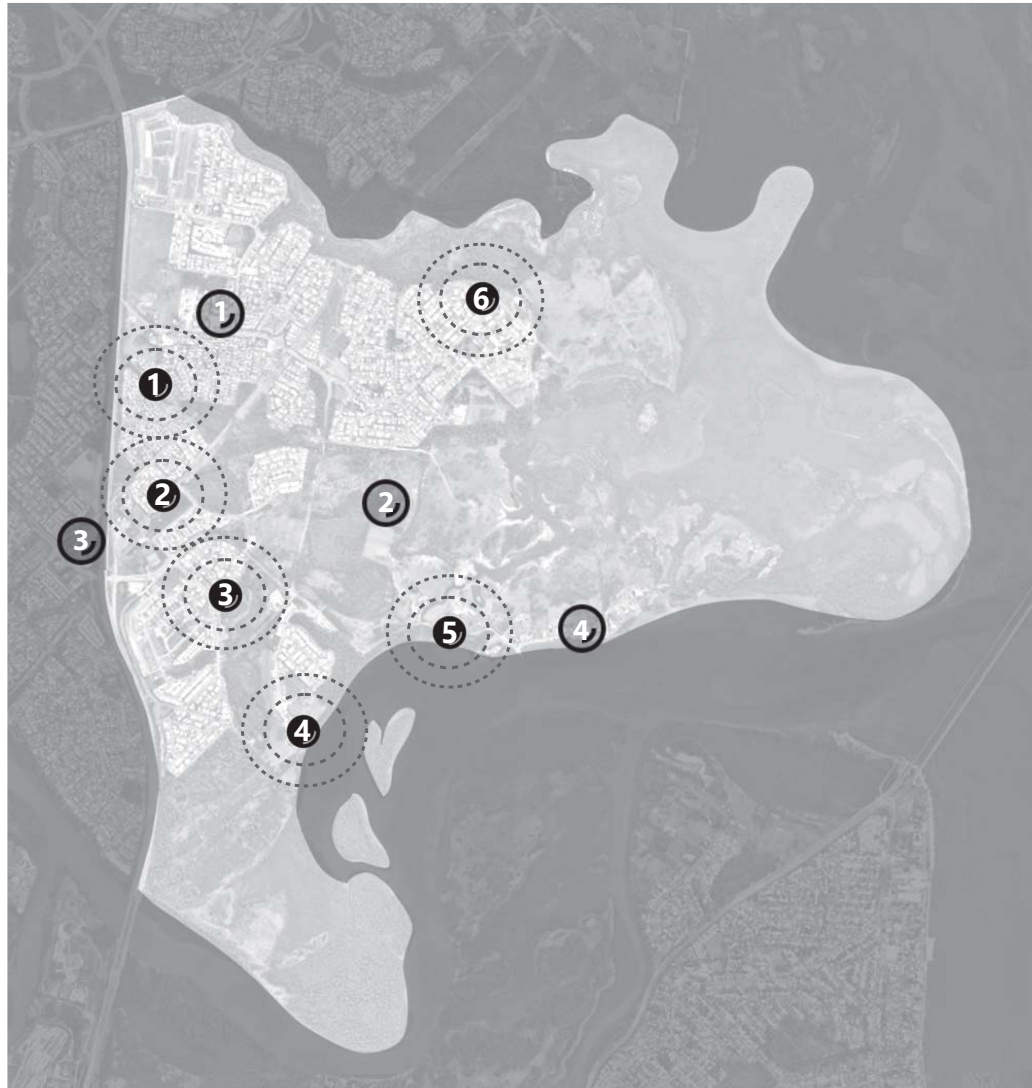
DOHLES ROCKS FORESHORE

DOHLES ROCKS ROAD

BRUCE HIGHWAY



POINTS OF INTEREST - Public Open Space - Parks



- ① Ultramarine Parade Park
 - ② White Ibis Drive Park
 - ③ Beverly Ct Park
 - ④ Future Park
 - ⑤ Osprey House
 - ⑥ Bray Farm Park
- ① SHOPPING COMPLEX GRIFFIN
 - ② SPORTS COMPLEX
 - ③ SHOPPING COMPLEX
 - ④ DOHLES ROCKS FORESHORE

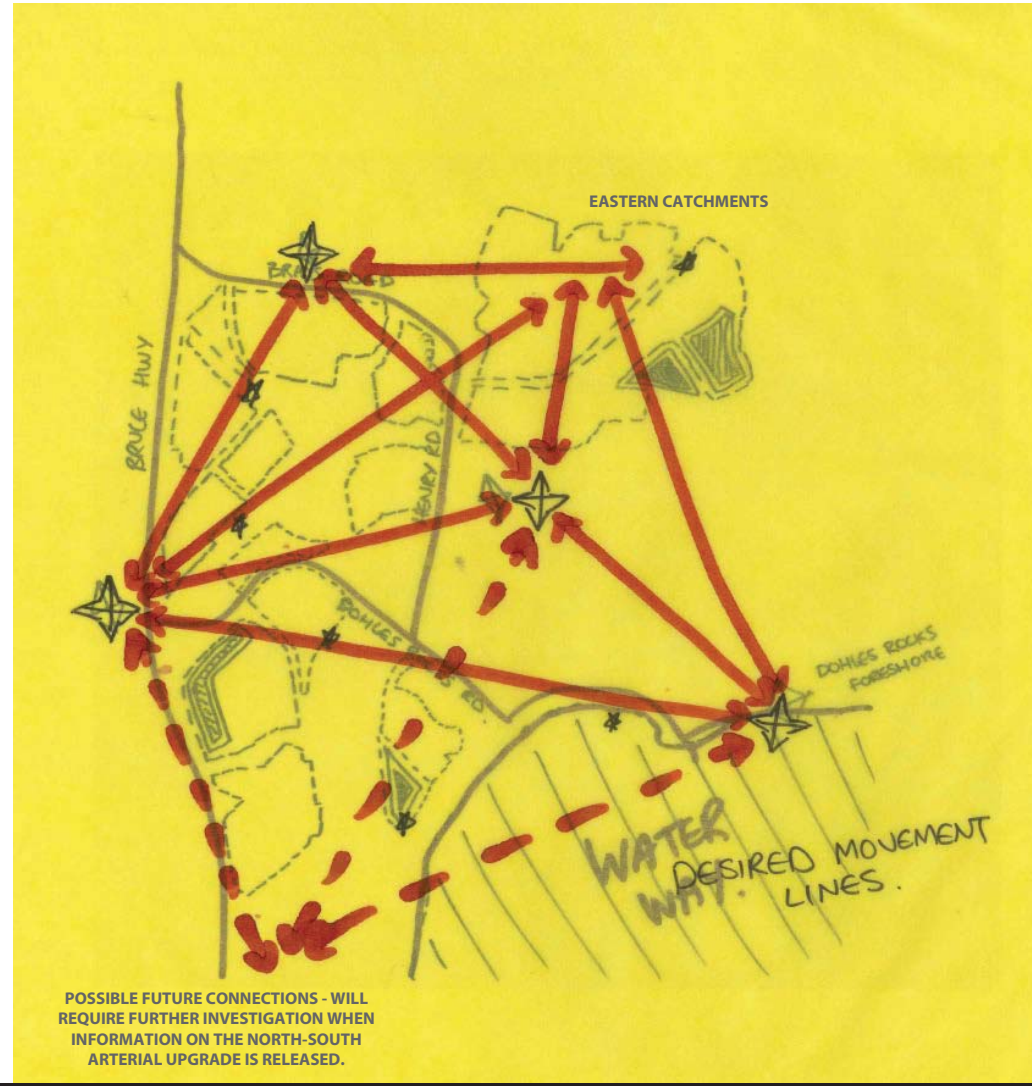
This analysis does not consider every park within the Griffin area. Large or popular parks, and public space, have been included as points of interest while smaller, lower use parks have not been considered.



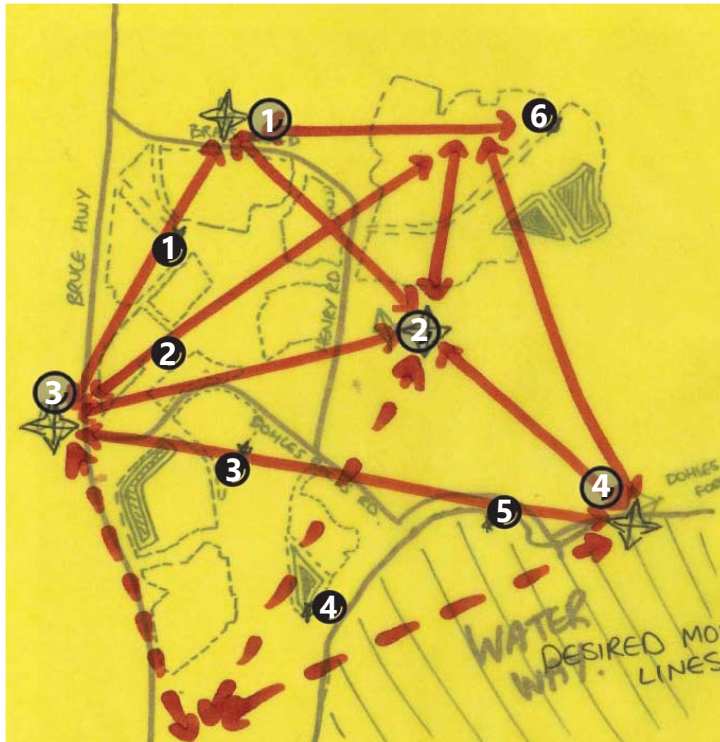
ANALYSIS - DESIRED MOVEMENT LINES



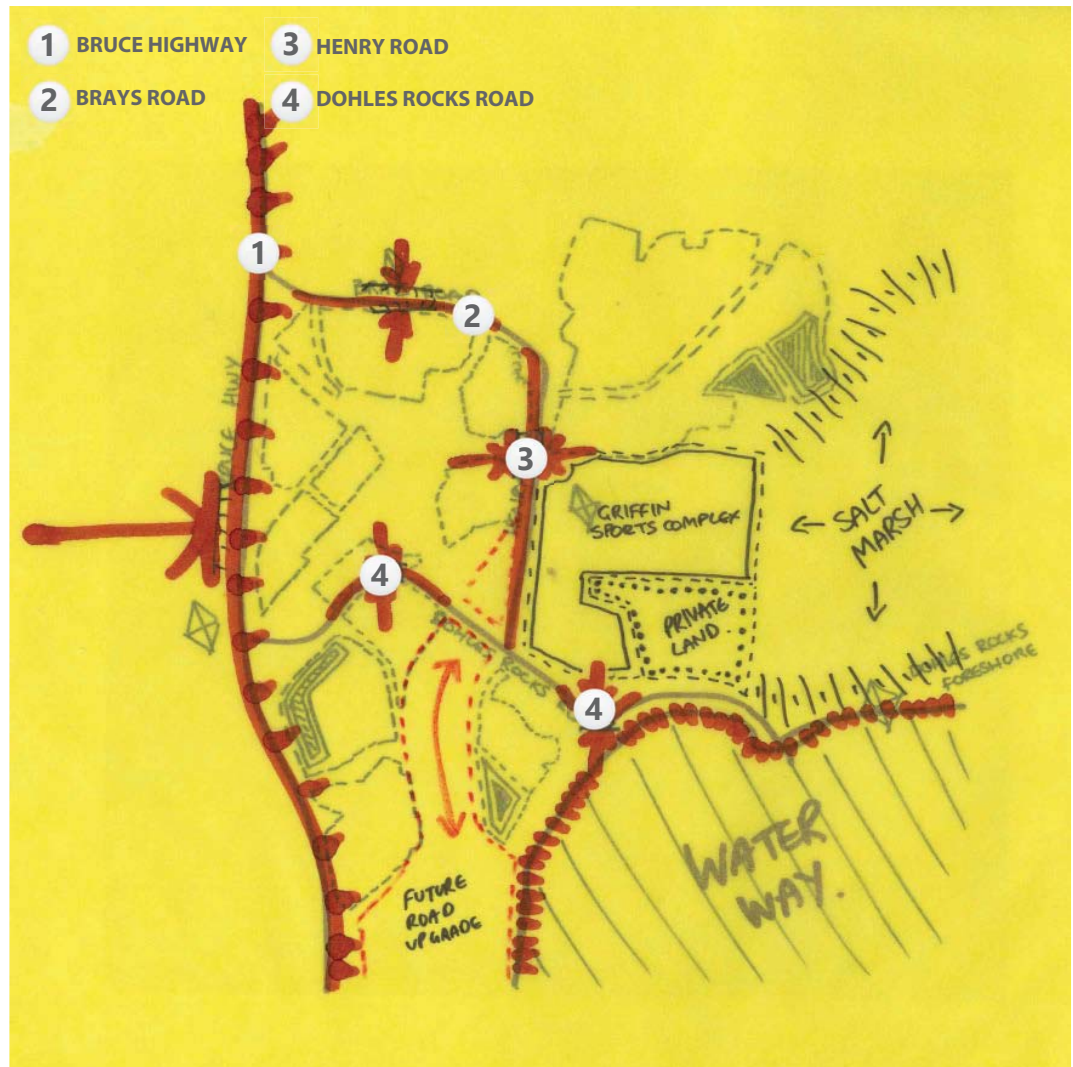
- | | |
|---------------------------|-----------------------------------|
| ① Ultramarine Parade Park | ① SHOPPING COMPLEX GRIFFIN |
| ② White Ibis Drive Park | ② SPORTS COMPLEX |
| ③ Beverly Ct Park | ③ SHOPPING COMPLEX |
| ④ Future Park | ④ DOHLES ROCKS FORESHORE |
| ⑤ Osprey House | |
| ⑥ Bray Farm Park | |



ANALYSIS - BARRIERS

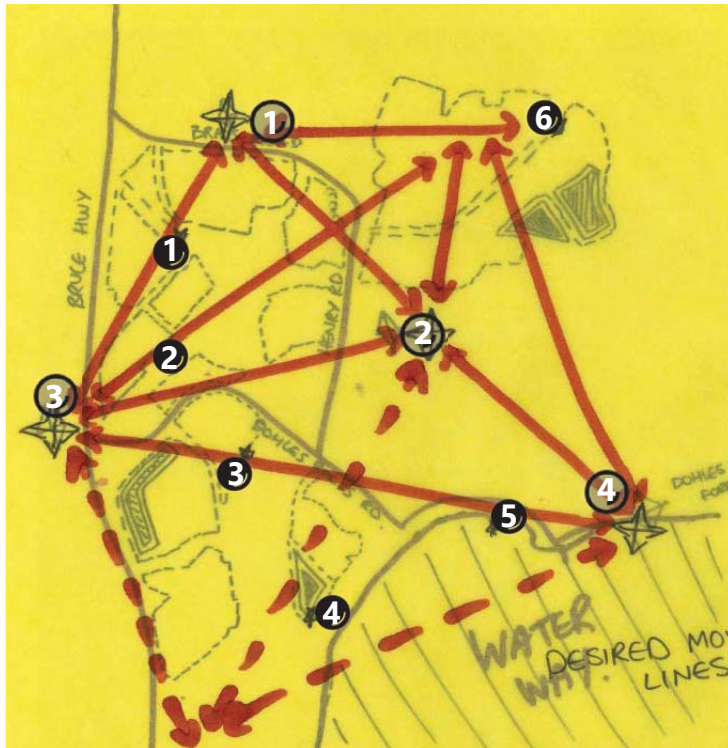


- ① Ultramarine Parade Park
- ② White Ibis Drive Park
- ③ Beverly Ct Park
- ④ Future Park
- ⑤ Osprey House
- ⑥ Bray Farm Park
- ① SHOPPING COMPLEX
- ② GRIFFIN SPORTS COMPLEX
- ③ SHOPPING COMPLEX
- ④ DOHLES ROCKS FORESHORE

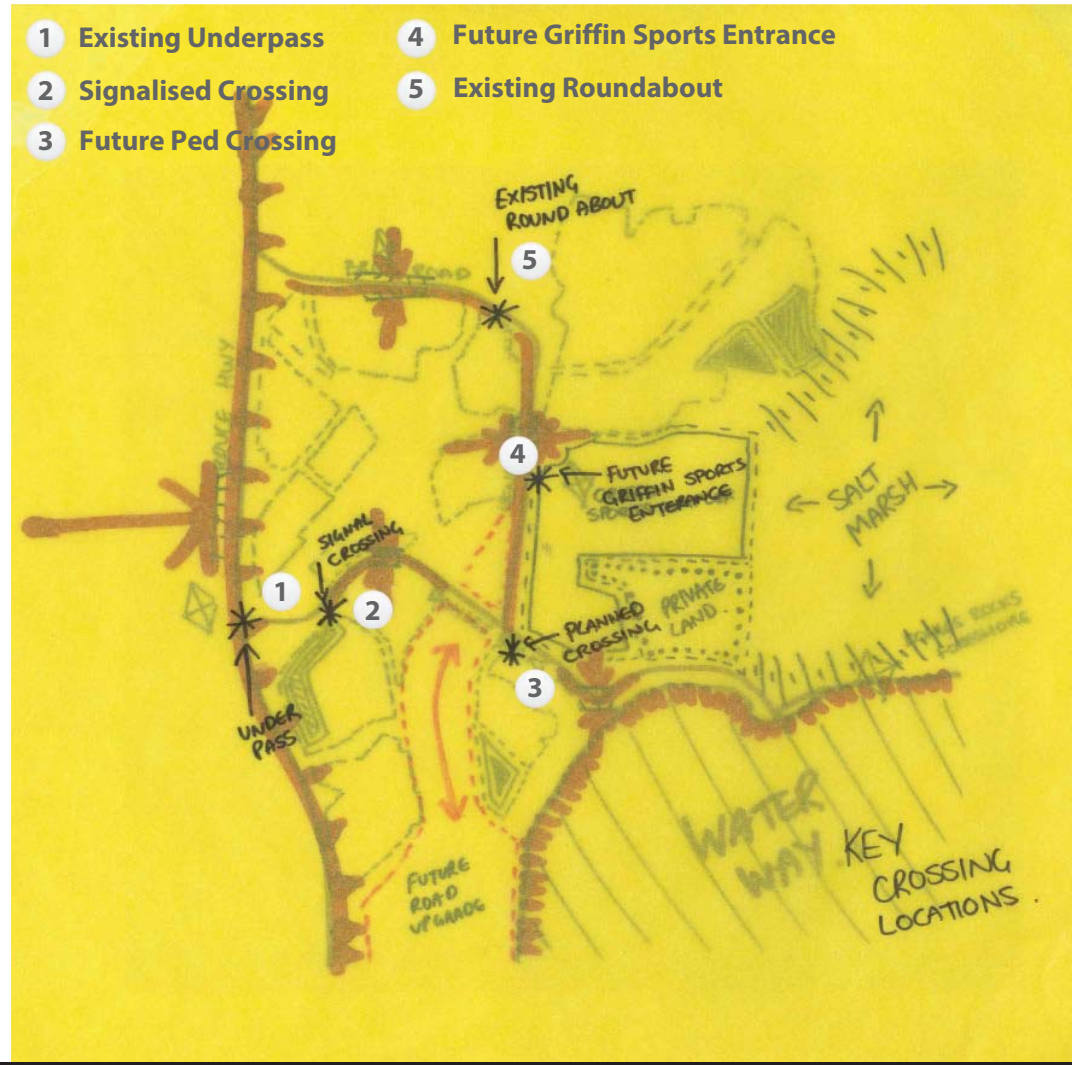


- ① BRUCE HIGHWAY
- ② BRAYS ROAD
- ③ HENRY ROAD
- ④ DOHLES ROCKS ROAD

ANALYSIS - KEY ACCESS POINTS

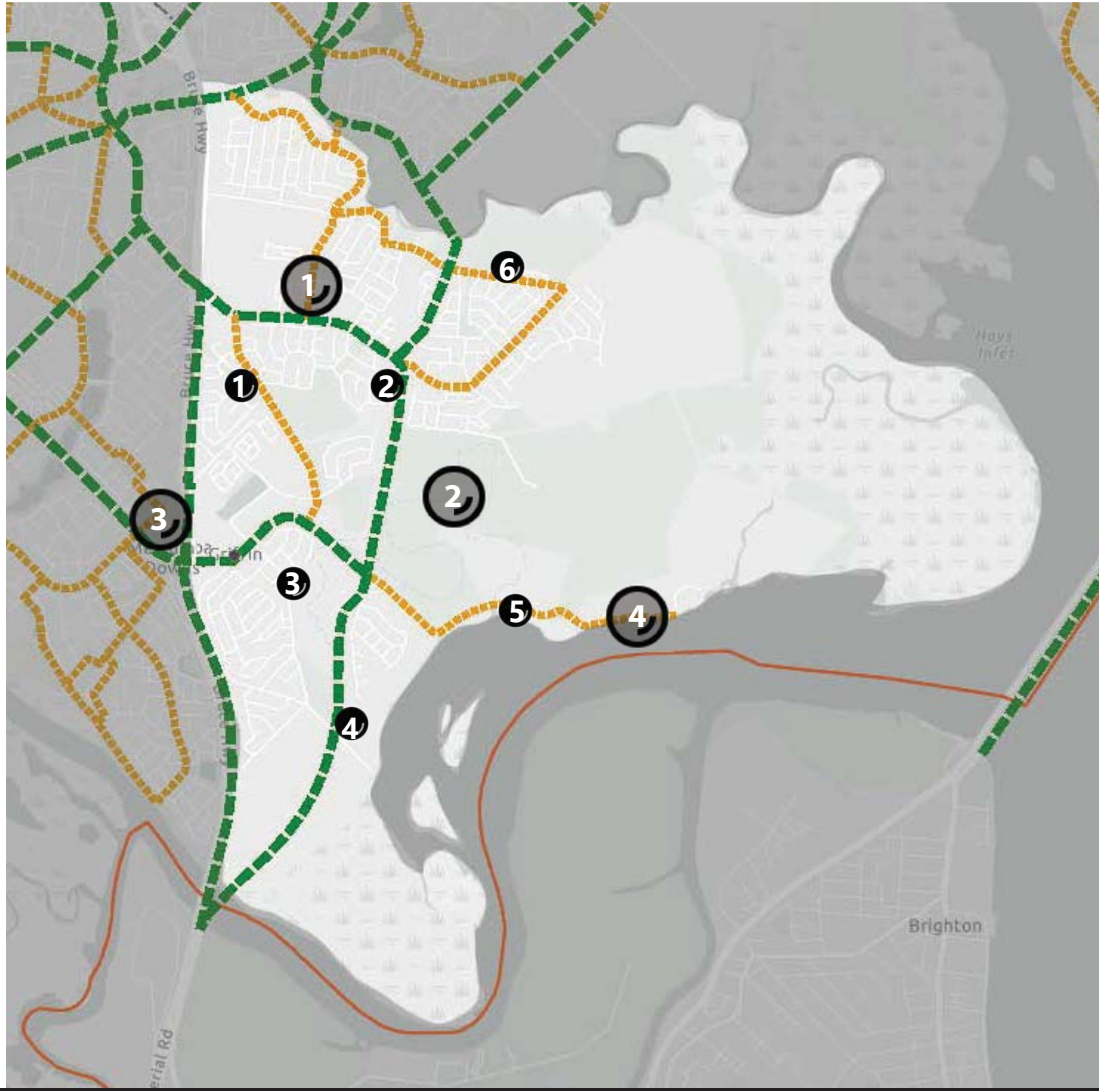


- | | |
|---------------------------|--------------------------|
| ① Ultramarine Parade Park | ① SHOPPING COMPLEX |
| ② White Ibis Drive Park | ② GRIFFIN SPORTS COMPLEX |
| ③ Beverly Ct Park | ③ SHOPPING COMPLEX |
| ④ Future Park | ④ DOHLES ROCKS FORESHORE |
| ⑤ Osprey House | |
| ⑥ Bray Farm Park | |



- | | |
|-----------------------|----------------------------------|
| ① Existing Underpass | ④ Future Griffin Sports Entrance |
| ② Signalised Crossing | ⑤ Existing Roundabout |
| ③ Future Ped Crossing | |

ACTIVE TRANSPORT OVERLAY



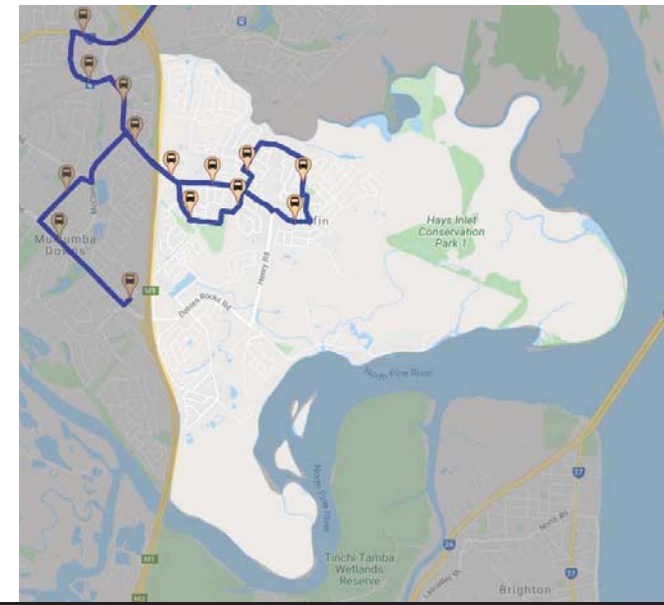
- ① Ultramarine Parade Park
- ② White Ibis Drive Park
- ③ Beverly Ct Park
- ④ Future Park
- ⑤ Osprey House
- ⑥ Bray Farm Park

- ① SHOPPING COMPLEX
- ② GRIFFIN SPORTS COMPLEX
- ③ SHOPPING COMPLEX
- ④ DOHLES ROCKS FORESHORE

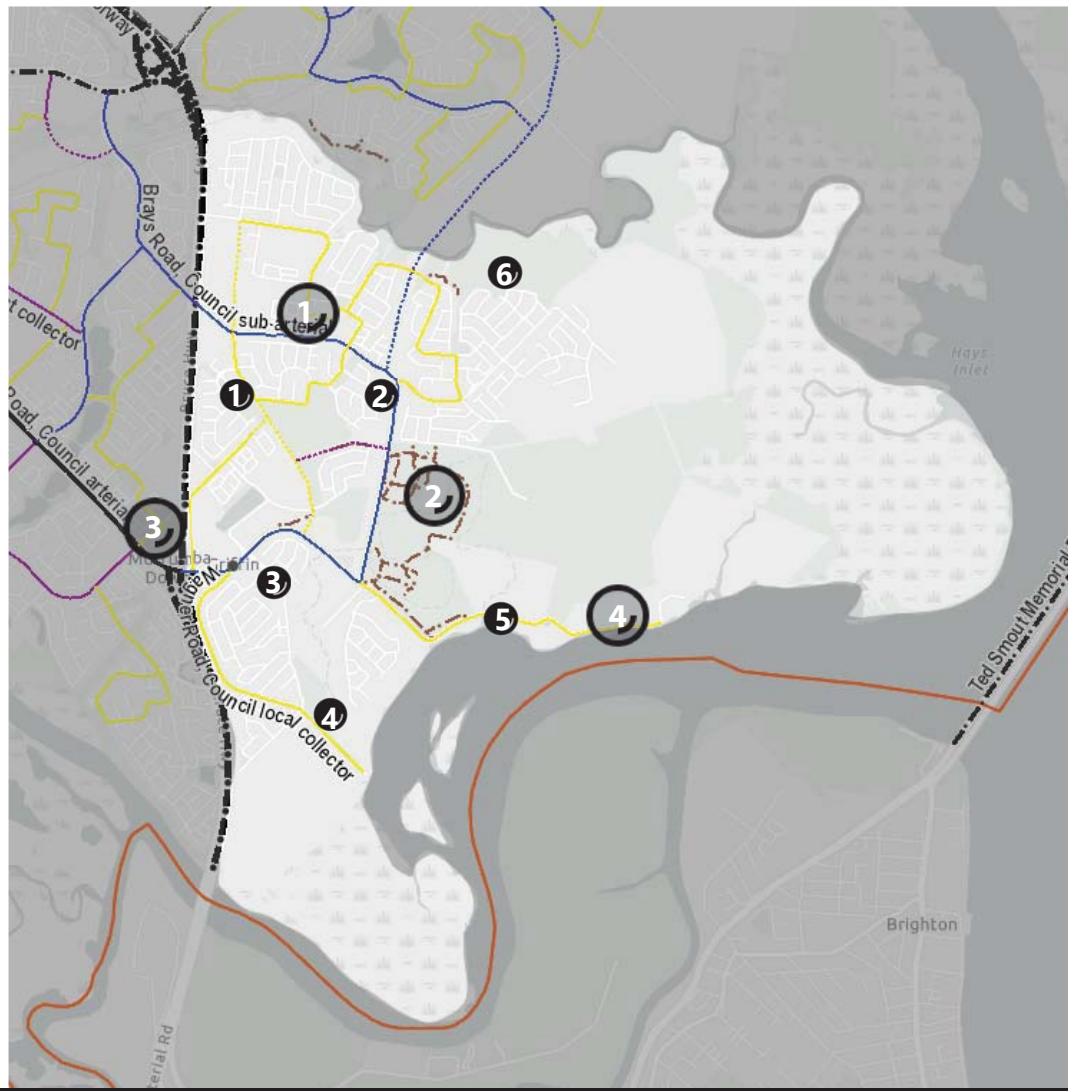
Primary Network

Secondary Network

Bus Network - Griffin Route 679



ROAD HIERARCHY OVERLAY



- ① Ultramarine Parade Park
 - ② White Ibis Drive Park
 - ③ Beverly Ct Park
 - ④ Future Park
 - ⑤ Osprey House
 - ⑥ Bray Farm Park
- ① SHOPPING COMPLEX
 - ② GRIFFIN SPORTS COMPLEX
 - ③ SHOPPING COMPLEX
 - ④ DOHLES ROCKS FORESHORE
- Motorway
 - Council Arterial
 - Council Sub-arterial
 - Proposed Council Sub-arterial (NSA)
 - Council District Collector
 - Proposed Council District Collector
 - Council Local Collector
 - Local Access

FUTURE NORTH SOUTH ARTERIAL CORRIDOR - ALIGNMENT OPTIONS



- | | |
|---------------------------|--------------------------|
| ① Ultramarine Parade Park | ① SHOPPING COMPLEX |
| ② White Ibis Drive Park | ② GRIFFIN SPORTS COMPLEX |
| ③ Beverly Ct Park | ③ SHOPPING COMPLEX |
| ④ Future Park | ④ DOHLES ROCKS FORESHORE |
| ⑤ Osprey House | |
| ⑥ Bray Farm Park | |

Planning is currently underway for the North South Arterial (also known as the Moreton Connector). The corridor is planned to connect between the Bruce Highway and Anzac Avenue, through Griffin. Potential alignment options for the road, are shown in the adjacent plan. TMR expects the business case for the project to be finalised in 2023.

- — — Bruce Highway
- Current TMR Alignment
- Possible Alignment Option

SECTION BREAK DOWN & ANALYSIS



In order to effectively plan and assess the connection requirements, the Griffin area has been split into three key focal areas; North West, South West and the Eastern Section.

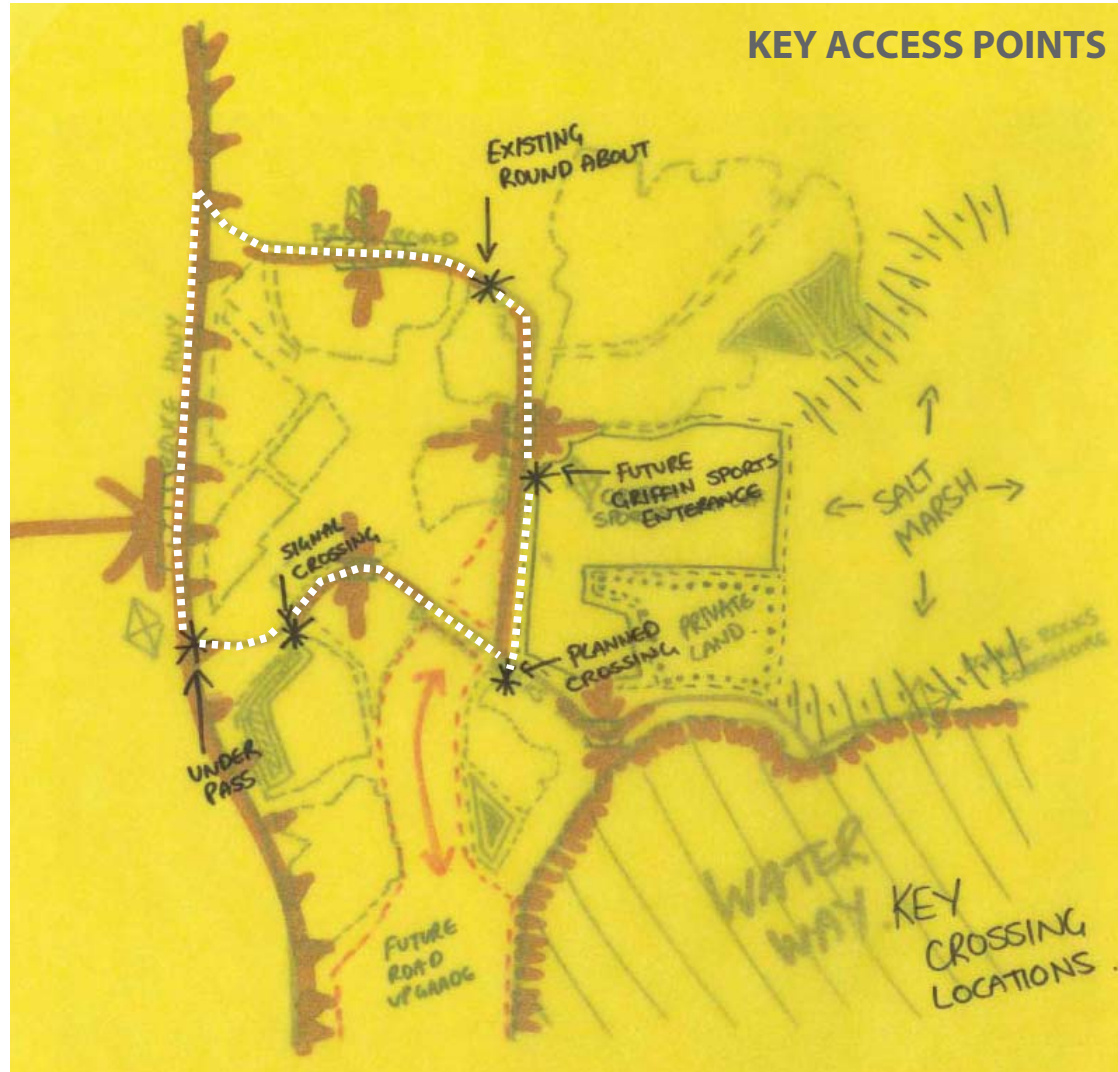
The areas were determined by considering the catchment areas and the key barriers/dividers identified in the initial analysis, including the Bruce Highway, Henry Road, Dohles Rocks Road and the future North South Arterial.

Key access and connection points between these sections will need to be carefully considered to ensure public safety and efficiency of design, along with a strategic staging plan to cater for existing and future development.

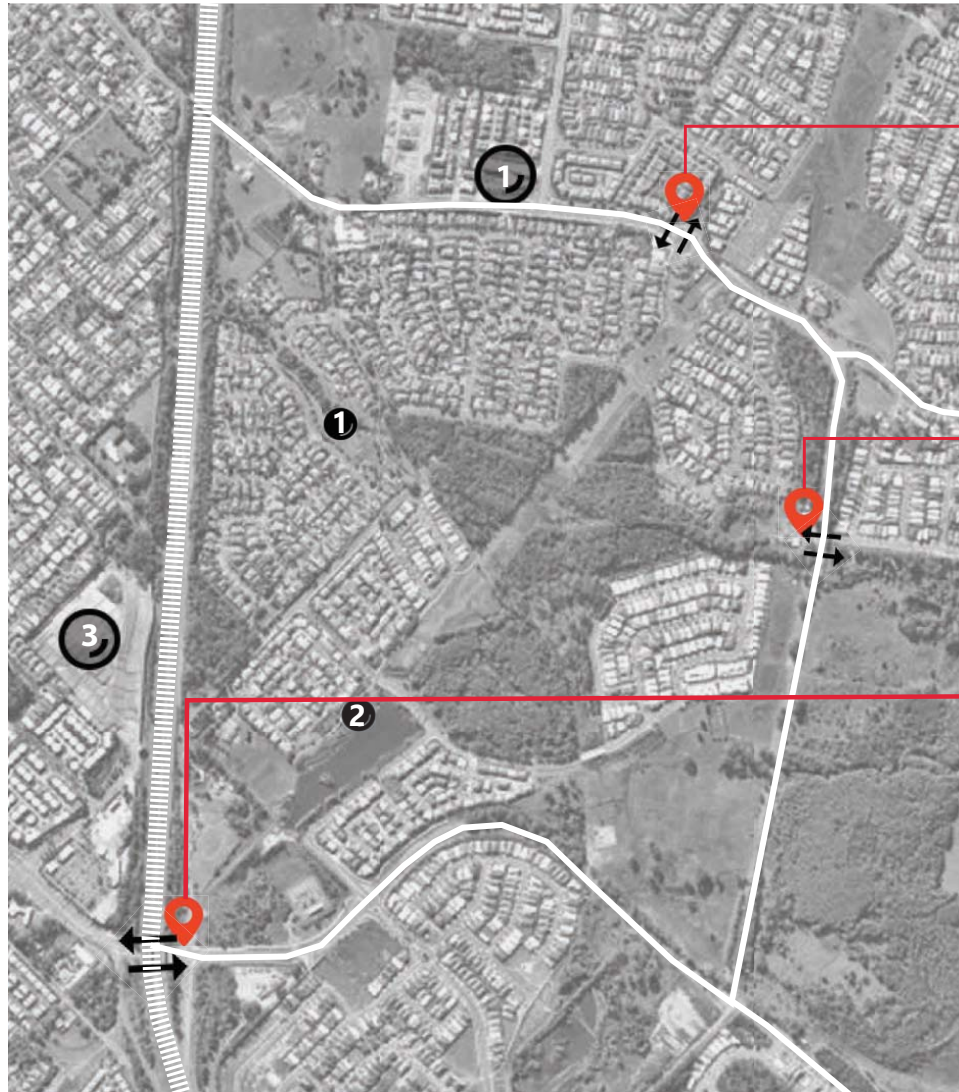
NORTH WEST SECTION - Analysis



- ① SHOPPING COMPLEX
- ② GRIFFIN SPORTS COMPLEX
- ③ SHOPPING COMPLEX
- ① Ultramarine Parade Park
- ② White Ibis Drive Park



NORTH WEST SECTION -Key Access Points



- ① SHOPPING COMPLEX
- ③ SHOPPING COMPLEX
- ① Ultramarine Parade Park
- ② White Ibis Drive Park

Key Access Points.

The North West Section is adjoined by Bray Road to the North, Henry Road to the East, Dohles Rock Road to the South and the Bruce Highway to the West.

In order to allow residents to safely cross these roads Key Access Points have been identified where appropriate crossing infrastructure should be implemented.

Access Point 1 is located on Bray Road to the East of the local shopping center. There is an existing network of constructed footpaths with appropriate crossing options built into the round about.

Access Point 2 is located along Henry Road. It is intended that the crossing will be designed to be compatible with the new entry to the Griffin Sports Complex. This is considered a critical link as it will serve as the major connection across Henry Road. Consideration should be given to the appropriate crossing model (i.e Pedestrian Refuge, Signalised Crossing).

Access Point 3 is located on Dohles Rocks Road, and is a fully constructed underpass that serves as an appropriate crossing from the western side of the Bruce.

NORTH WEST SECTION - Opportunity and Constraint Analysis

Road Network

The Northwest Section is well developed with several catchments areas and an appropriate road network. A majority of the catchment areas are connected via small internal access roads, with the main entry points located along Brays Road and Dohles Rocks Road.

There is however, no road connections between the northern catchments and the southern catchments.

Access Points

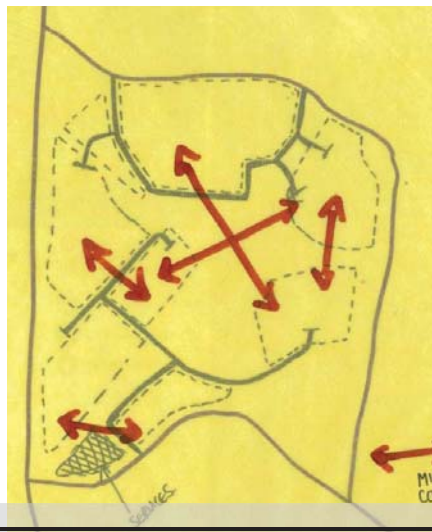
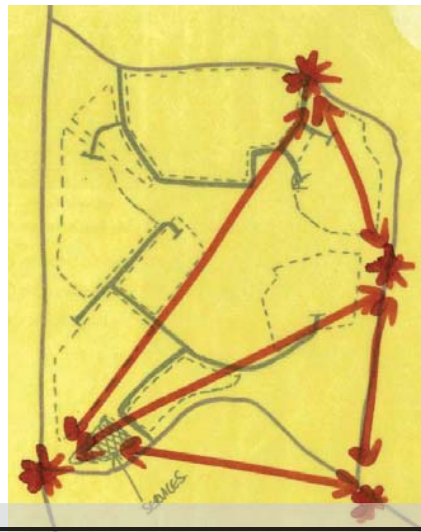
There are three key access points into the Northwest section located along Henry Road, Brays Road and the Bruce Highway. There is an additional fourth non-critical access point along Dohles Rocks Road.

Connection Opportunities

There is the opportunity to create strategic connections in this area which will allow pedestrian movement between all four access points. By creating both primary and secondary footpaths, it is possible for the residents in this area to move north-south and east-west.

Land Uses

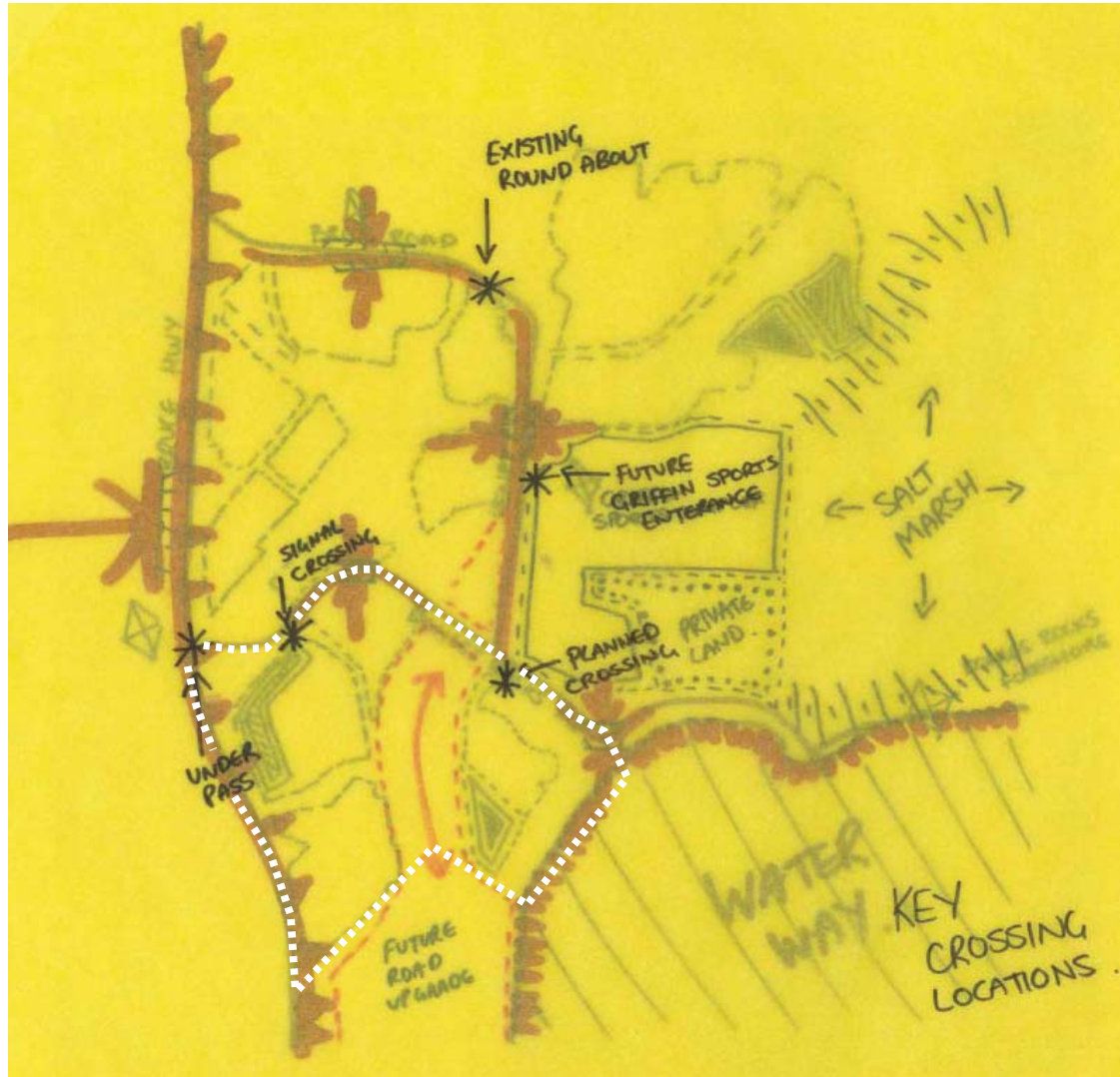
This area has multiple land uses including residential development, environmental conservation, and future development including the anticipated North South Arterial upgrade project currently being planned by the Department of Transport and Main Roads (DTMR)



SOUTH WEST SECTION -Analysis



- 3** SHOPPING COMPLEX
- 3** Beverly Ct Park
- 4** Future Park



SOUTH WEST SECTION - Key Access Points



Key Access Points.

The South West Section is adjoined by Dohles Rock Road to the North and the Bruce Highway to the West. The southern and eastern perimeter of the catchment adjoins the North Pine River.



In order to allow residents to safely cross these roads Key Access Points have been identified where appropriate crossing infrastructure should be implemented.





Access Point 1 is located on Dohles Rocks Road to the east of the Bruce Highway. There is an existing network of constructed footpaths with appropriate signaled crossing option between the North and South catchments.



Access Point 2 is included in the concept for the future Henry Road Upgrade scheduled for Detailed Design in 20/21 financial year. An appropriate pedestrian road crossing is proposed to allow safe crossing over Dohles Rocks Road.

Potential future link to the western side of the Bruce Highway.

Access Point 3 is located on Dohles Rocks Road, and is a fully constructed underpass that serves as an appropriate crossing from the western side of the Bruce.

-  KEY ACCESS POINTS
-  SHOPPING COMPLEX
-  Beverly Ct Park
-  Future Park

SOUTH WEST SECTION - Opportunity and Constraint Analysis

Road Network

The Southwest Section has a several developed catchments with at least two new catchments currently under development. The existing road network with a majority of the catchment areas connected via small internal access roads, with the main entry points located along Dohles Rocks Road.

There is however, no road connections between the eastern and western catchments.

Access Points

There are three key access points into the Southwest section all located along Dohles Rocks Road.

One of these access points is a future project scheduled to be delivered along with the Henry's Road Upgrade project.

Connection Opportunities

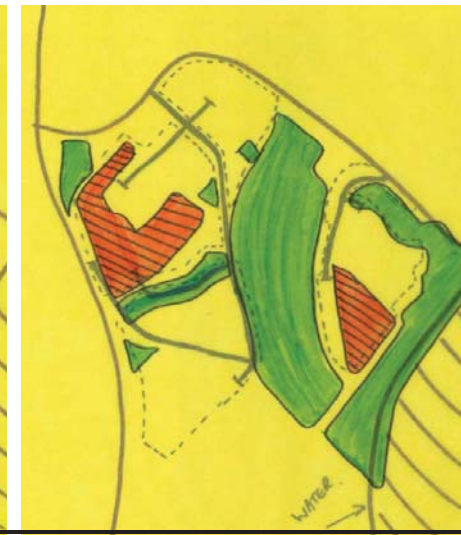
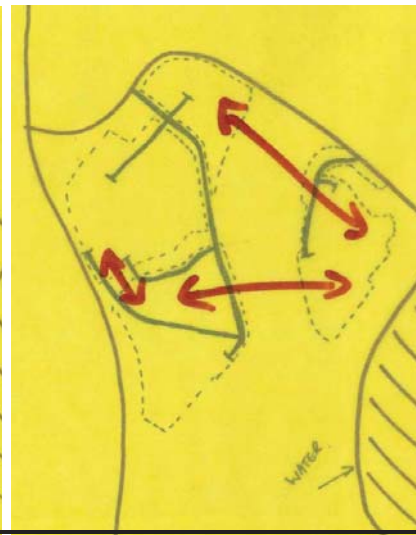
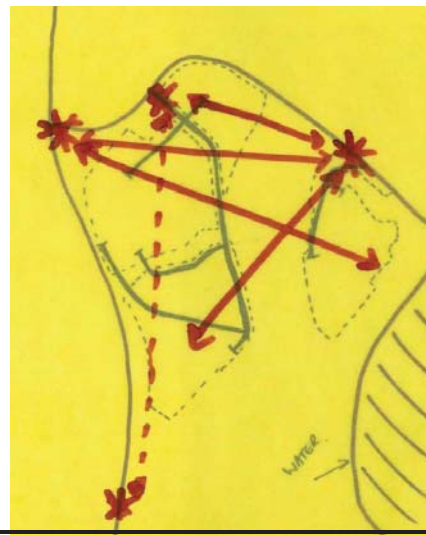
There is the opportunity to create strategic connections in this area which will allow pedestrian movement between all three access points.

There is also an opportunity to create valuable Boardwalk connection that will also serve as a recreational draw card for the area along the North Pine River.

Land Uses

This area has multiple land uses including residential development, environmental conservation, and marine habitat.

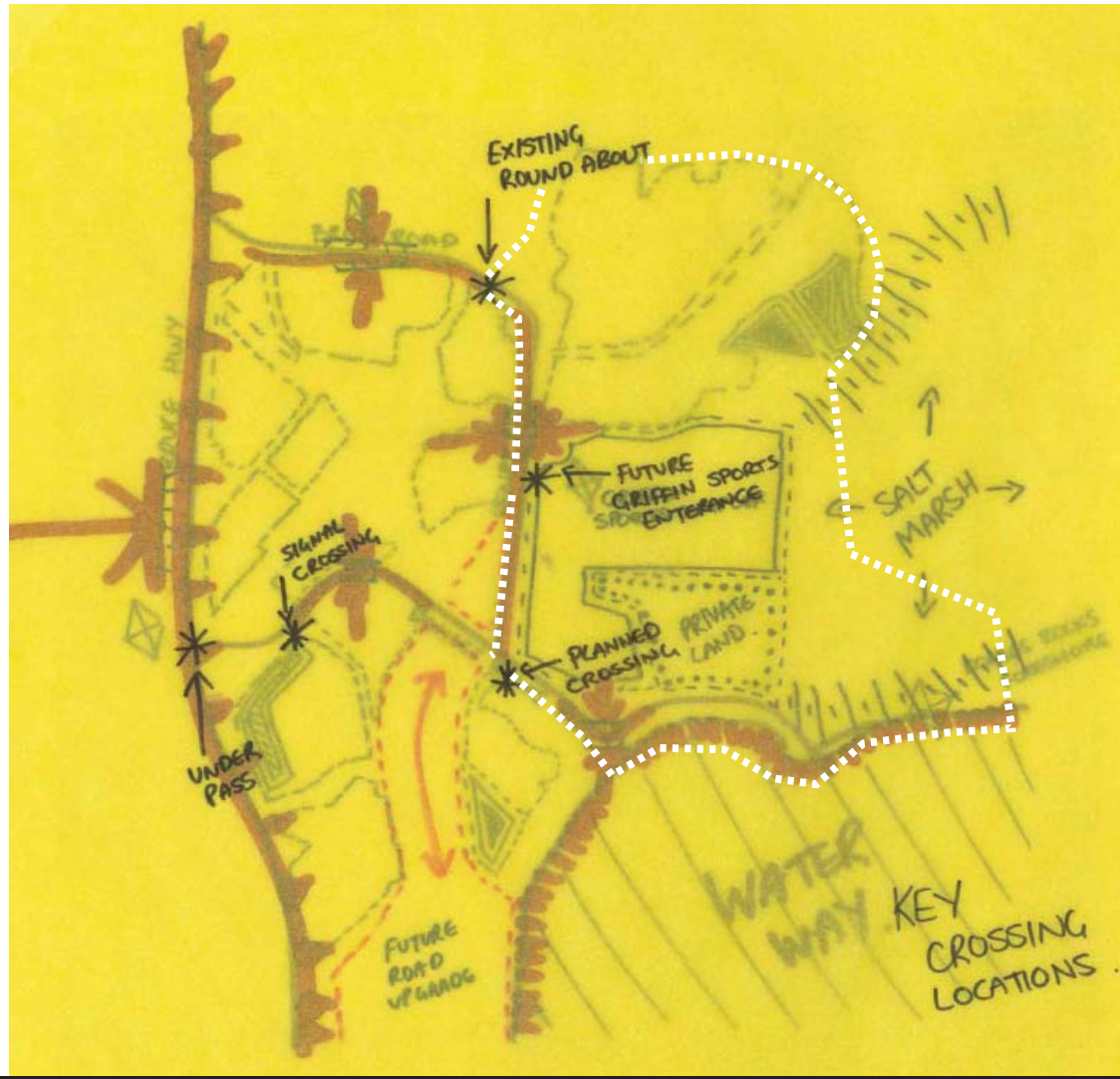
Subject to the outcomes of current DTMR planning, there is potential for the North South Arterial road to be constructed through this section.



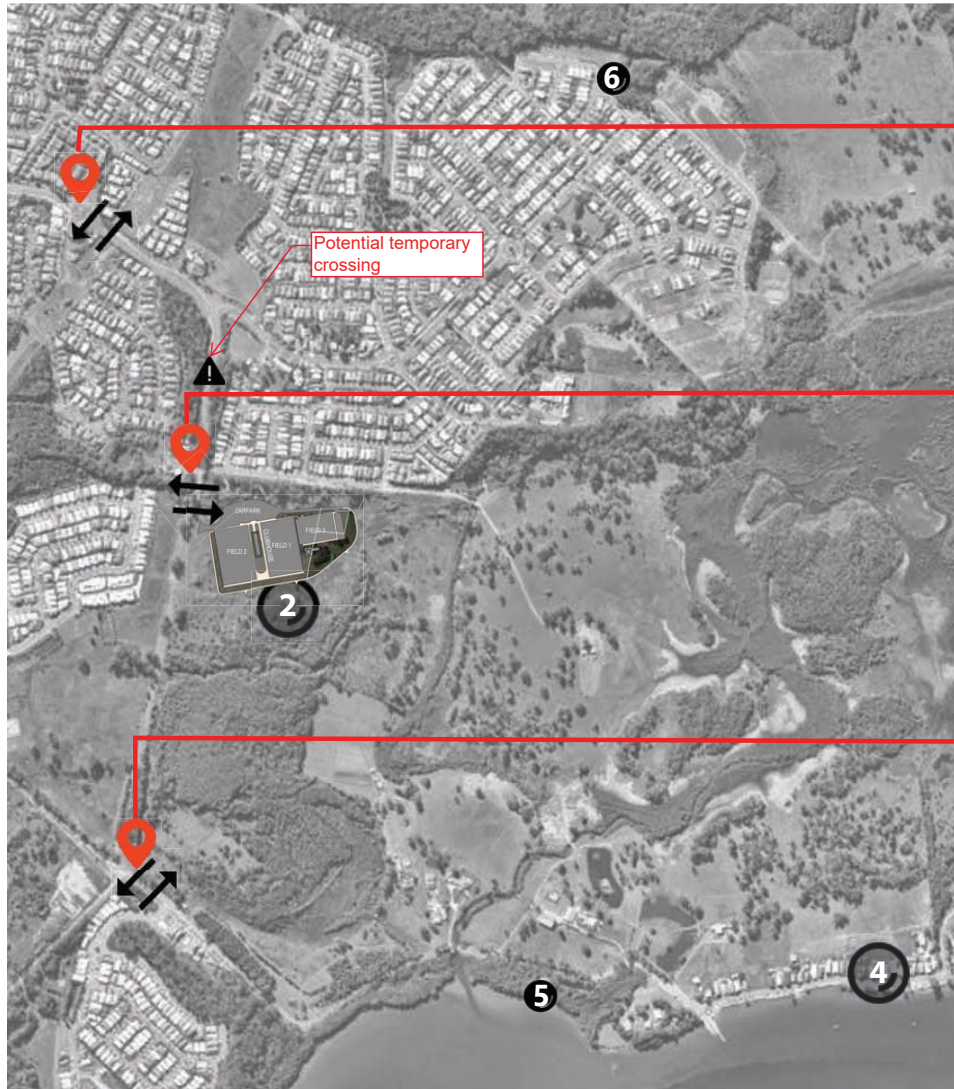
EASTERN SECTION - Analysis



- 2 GRIFFIN SPORTS COMPLEX
- 4 DOHLES ROCKS FORESHORE
- 5 Osprey House
- 6 Bray Farm Park



EASTERN SECTION - Key Access Points



Key Access Points.

The Eastern Section is adjoined by Dohles Rock Road to the South, Henery's Road, connecting into Brays Road, to the West. The southern and eastern perimeter of the catchment adjoins the North Pine River.






In order to allow residents to safely cross these roads Key Access Points have been identified where appropriate crossing infrastructure should be implemented.

Access Point 1 is located on Brays Road to the East of the local shopping center. There is an existing network of constructed footpaths with appropriate crossing options built into the round about.

Access Point 2 is proposed to be incorporated into the future entry of the Griffin Sports Complex. This access will need to be preserved in the future North South Arterial construction, subject to the ultimate alignment.

An interim temporary pedestrian crossing may need to be considered along Brays Road until the formalised signalled crossing can be established.

Access Point 3 is included in the concept for the future Henry Road Upgrade scheduled for Detailed Design in 20/21 financial year. An appropriate pedestrian road crossing is proposed to allow safe crossing over Dohles Rocks Road.

-  KEY ACCESS POINTS
-  GRIFFIN SPORTS COMPLEX
-  DOHLES ROCKS FORESHORE
-  Osprey House
-  Bray Farm Park

EASTERN SECTION - Opportunity and Constraint Analysis

Road Network

The Eastern Section is the least developed within the Griffin area. A majority of the existing road network is located within the developed northern sections, with the main entry points located along Brays Road.

There is however, no road connections between the northern catchments and the southern catchments outside of Henry's road.

Access Points

There are three key access points into the Eastern section located along Henry Road, Brays Road and Dohles Rocks Road.

Connection Opportunities

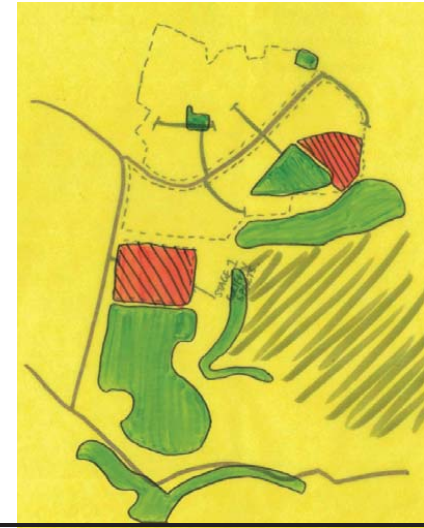
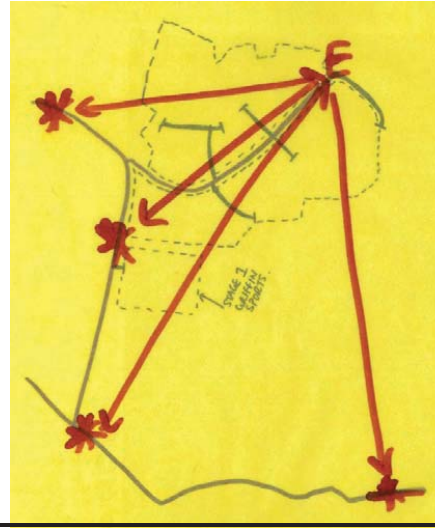
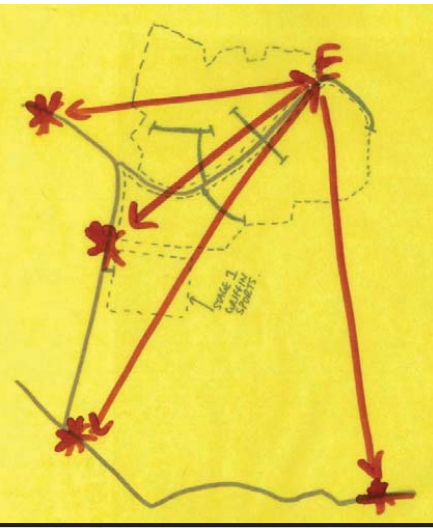
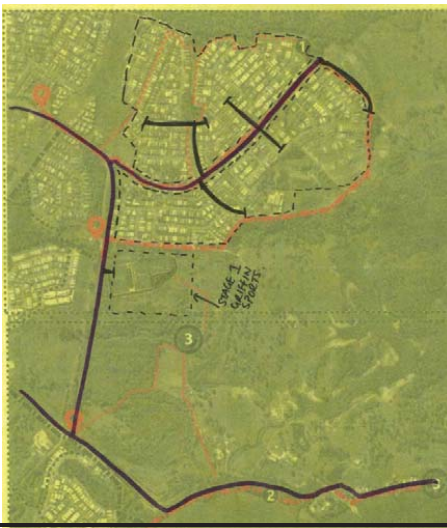
There is the opportunity to create strategic connections in this area which will allow pedestrian movement between all three access points.

By creating both primary and secondary footpaths, it is possible for the residents in this area to move north-south and east-west.

Land Uses

A majority of the catchment area is zoned as recreation openspace and environmental management and conservation. There is existing development in the northern sections with more development planned.

The southern areas are adjoined by marine habitat. The area also has significant cultural heritage value.



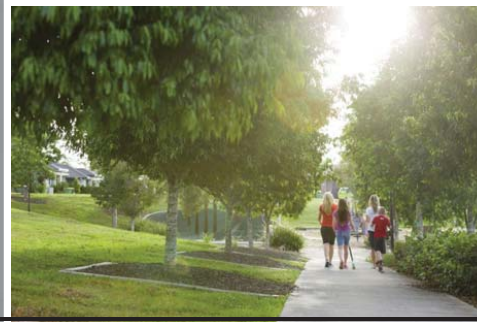
PROPOSED NETWORK PLAN



- ① Ultramarine Parade Park
- ② White Ibis Drive Park
- ③ Beverly Ct Park
- ④ Future Park
- ⑤ Osprey House
- ⑥ Bray Farm Park

- ① SHOPPING COMPLEX
- ② GRIFFIN SPORTS COMPLEX
- ③ SHOPPING COMPLEX
- ④ DOHLES ROCKS FORESHORE

- Primary Line
- Secondary Line
- ||||| Board Walk
- ... Semi-Formal
- ... Future Considerations



EXISTING NETWORK v PROPOSED NETWORK



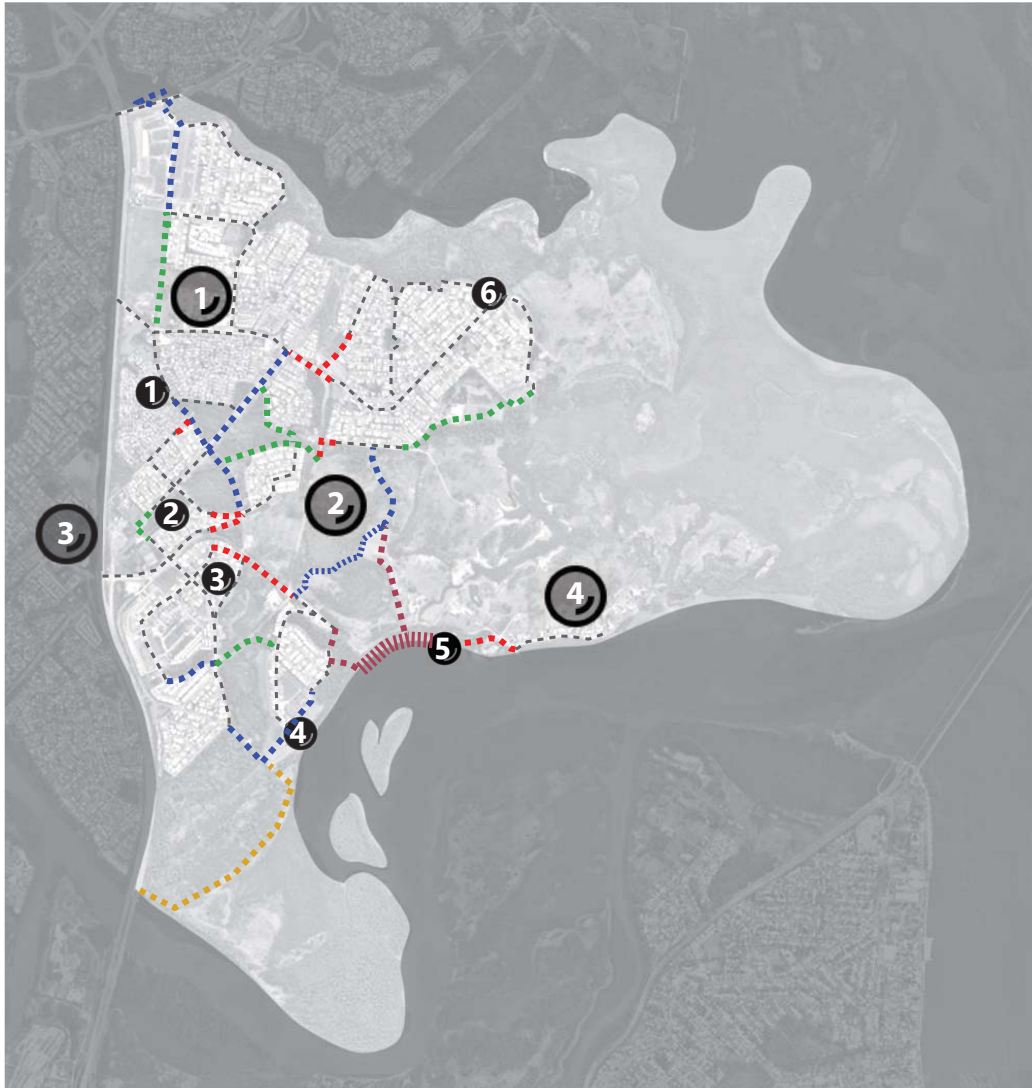
- ① Ultramarine Parade Park
- ② White Ibis Drive Park
- ③ Beverly Ct Park
- ④ Future Park
- ⑤ Osprey House
- ⑥ Bray Farm Park

- ① SHOPPING COMPLEX
- ② GRIFFIN SPORTS COMPLEX
- ③ SHOPPING COMPLEX
- ④ DOHLES ROCKS FORESHORE

----- Existing Network
- - - - - Proposed Network



PROPOSED STAGING PLAN



- ① Ultramarine Parade Park
- ② White Ibis Drive Park
- ③ Beverly Ct Park
- ④ Future Park
- ⑤ Osprey House
- ⑥ Bray Farm Park
- ① SHOPPING COMPLEX
- ② GRIFFIN SPORTS COMPLEX
- ③ SHOPPING COMPLEX
- ④ DOHLES ROCKS FORESHORE

STAGE 1 (Missing links and links providing immediate connectivity)

STAGE 2 (Links connecting between existing development and the future Griffin Sports Complex)

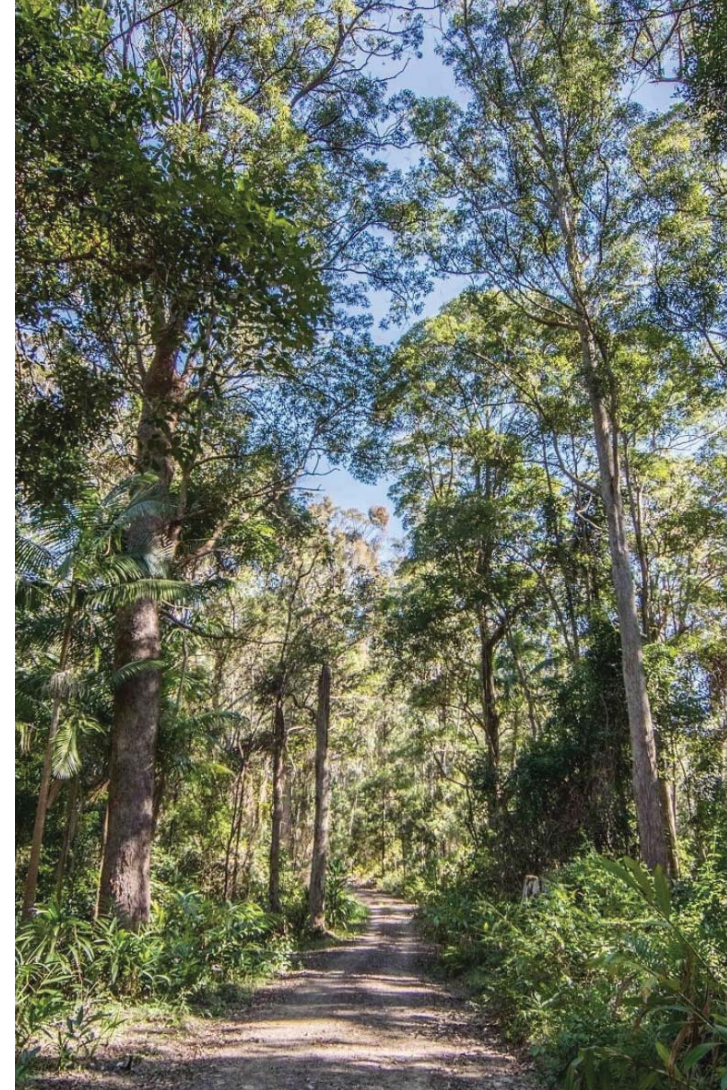
STAGE 3 (Links connecting through future development and non-MBRC land)

STAGE 4 (Aspirational links and associated connections)

STAGE 5 (Future Aspirational Links)



COST ASSUMPTIONS



STAGE 1 - Missing links and links providing immediate connectivity



Trail ID	Stage/ Priority	Length (m)	Width (w)	m2	Type	\$ Rate	Per	Cost Estimate (\$)	Possible Funding Source
A01	1	350	2.5	875	CONCRETE	\$300	sqm	\$262,500	Missing Links Program
A02	1	238	1.5	357	CONCRETE	\$300	sqm	\$107,100	As part of NSUA
A03	1	107	1.5	160.5	CONCRETE	\$300	sqm	\$48,150	Missing Links Program
A04	1	352	2	704	CONCRETE	\$300	sqm	\$211,200	As part of NSUA
A05	1	500	2	1000	CONCRETE	\$300	sqm	\$300,000	Missing Links Program
A06	1	356	2	712	CONCRETE	\$300	sqm	\$213,600	Active Transport Program
A07	1	284	2	568	CONCRETE	\$300	sqm	\$170,400	LCIP
								\$1,312,950	

STAGE 2 - Links connecting between existing development and the future Griffin Sports Complex



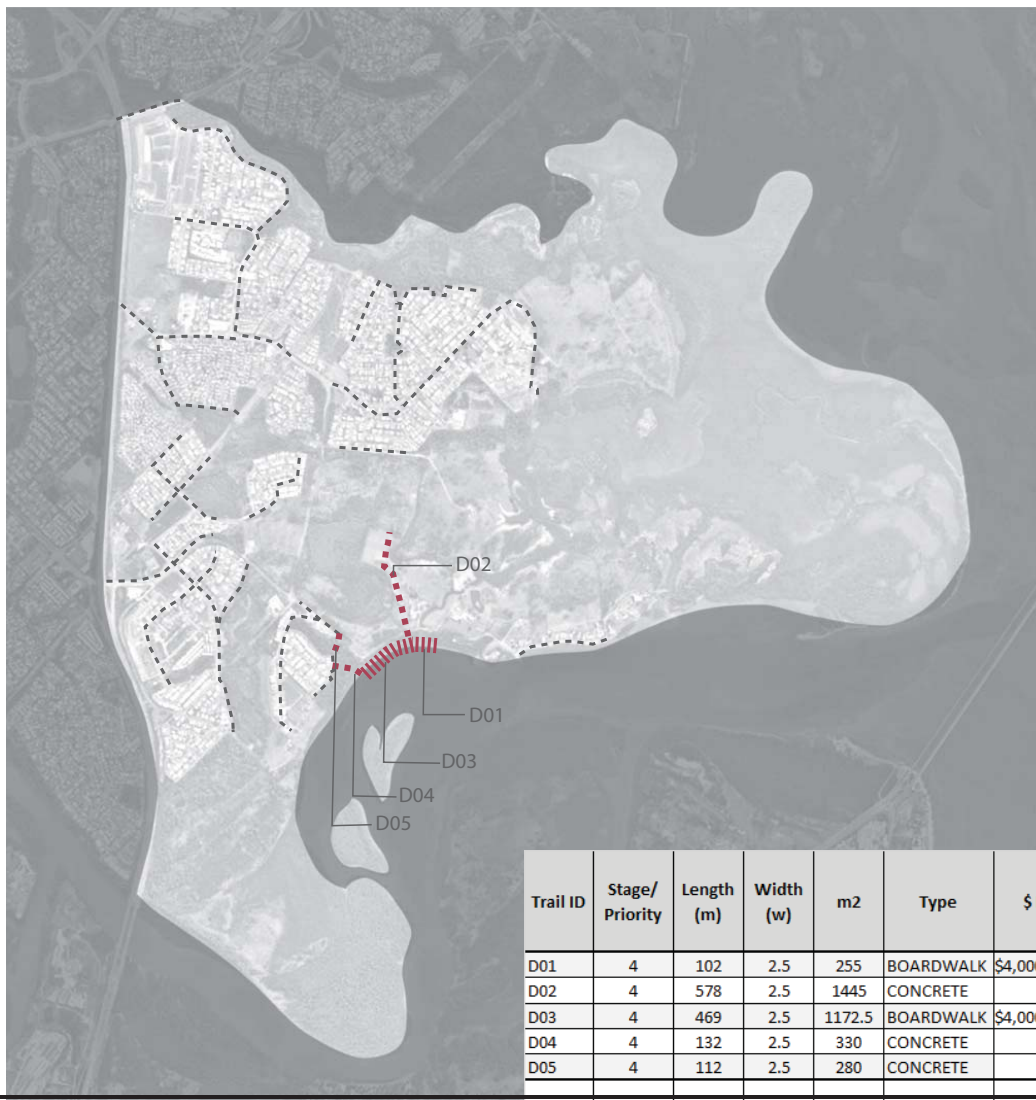
Trail ID	Stage/ Priority	Length (m)	Width (w)	m2	Type	\$ Rate	Per	Cost Estimate (\$)	Possible Funding Source
B01	2	685	3	2055	CONCRETE	\$300	sqm	\$616,500	Part funded by TMR Cycle Network Grants Pro
B02	2	632	2.5	1580	CONCRETE	\$300	sqm	\$474,000	Part funded by TMR Cycle Network Grants Pro
B03	2	628	3	1884	CONCRETE	\$300	sqm	\$565,200	Active Transport Program
B04	2	758	3	2274	DECO	\$225	sqm	\$511,650	Rec Trail Capital Program
B05	2	446	2	892	CONCRETE	\$300	sqm	\$267,600	Active Transport Program
B06	2	696	2.5	1740	CONCRETE	\$300	sqm	\$522,000	As part of NSUA
B07	2	477	3	1431	CONCRETE	\$300	sqm	\$429,300	As part of NSUA
B08	2	490	2	980	CONCRETE	\$300	sqm	\$294,000	Development Conditioning
B09	2	300	2	600	CONCRETE	\$300	sqm	\$180,000	Active Transport Program
								\$3,860,250	

STAGE 3 - Links Connecting through Future Development and non-MBRC land



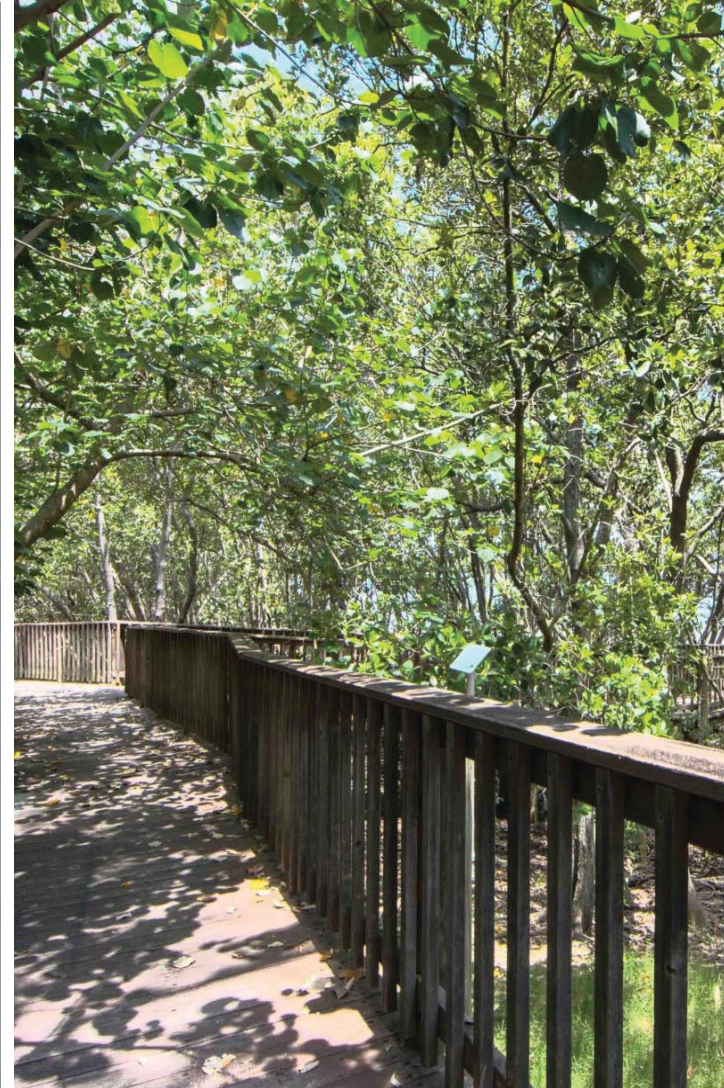
Trail ID	Stage/ Priority	Length (m)	Width (w)	m2	Type	\$ Rate	Per	Cost Estimate (\$)	Possible Funding Source
C01	3	335	2	670	CONCRETE	\$300	sqm	\$201,000	Development Conditioning
C02	3	363	2	726	CONCRETE	\$300	sqm	\$217,800	Active Transport Program
C03	3	1090	2	2180	CONCRETE	\$300	sqm	\$654,000	Development Conditioning
C04	3	586	2	1172	CONCRETE	\$300	sqm	\$351,600	Active Transport Program
C05	3	217	2	434	CONCRETE	\$300	sqm	\$130,200	Active Transport Program
C06	3	405	1.5	607.5	DECO	\$225	sqm	\$136,688	Rec Trail Capital Program
								\$1,691,288	

STAGE 4 - Aspirational links and associated connections



Trail ID	Stage/ Priority	Length (m)	Width (w)	m2	Type	\$ Rate	Per	Cost Estimate (\$)	Possible Funding Source
D01	4	102	2.5	255	BOARDWALK	\$4,000-\$7,000	linear metre	\$408,000 - \$714,000	Federal/State election commitments/grants
D02	4	578	2.5	1445	CONCRETE	\$300	sqm	\$433,500	Active Transport Program
D03	4	469	2.5	1172.5	BOARDWALK	\$4,000-\$7,000	linear metre	\$1,876,000 - \$3,283,000	Federal/State election commitments/grants
D04	4	132	2.5	330	CONCRETE	\$300	sqm	\$99,000	Active Transport Program
D05	4	112	2.5	280	CONCRETE	\$300	sqm	\$84,000	Active Transport Program
								\$2,000,500 - \$4,613,500	

STAGE 5 - Future Aspirational Links



ITEM 2.1 - GRIFFIN ACTIVE TRANSPORT NETWORK PLAN (Cont.)

COST ASSUMPTIONS

Trail ID	Stage/ Priority	Length (m)	Width (w)	m2	Type	\$ Rate	Per	Cost Estimate (\$)	Possible Funding Source	Property Acquisition (Y/N)	Major Drainage Works (Y/N)	Major Earthworks (Y/N)	Major Structural Works (Y/N)	Vegetation Clearing (Y/N)
A01	1	350	2.5	875	CONCRETE	\$300	sqm	\$262,500	Missing Links Program	N	N	N	N	N
A02	1	238	1.5	357	CONCRETE	\$300	sqm	\$107,100	As part of NSUA	Future TMR Corridor	N	N	N	N
A03	1	107	1.5	160.5	CONCRETE	\$300	sqm	\$48,150	Missing Links Program	N	N	N	N	N
A04	1	352	2	704	CONCRETE	\$300	sqm	\$211,200	As part of NSUA	N	N	N	N	N
A05	1	500	2	1000	CONCRETE	\$300	sqm	\$300,000	Missing Links Program	N	N	N	N	N
A06	1	356	2	712	CONCRETE	\$300	sqm	\$213,600	Active Transport Program	N	N	N	N	N
A07	1	284	2	568	CONCRETE	\$300	sqm	\$170,400	LCIP	N	N	N	N	N
\$1,312,950														
Trail ID	Stage/ Priority	Length (m)	Width (w)	m2	Type	\$ Rate	Per	Cost Estimate (\$)	Possible Funding Source	Property Acquisition (Y/N)	Major Drainage Works (Y/N)	Major Earthworks (Y/N)	Major Structural Works (Y/N)	Vegetation Clearing (Y/N)
B01	2	685	3	2055	CONCRETE	\$300	sqm	\$616,500	Part funded by TMR Cycle Network Grants Program	Power Easement	N	N	N	N
B02	2	632	2.5	1580	CONCRETE	\$300	sqm	\$474,000	Part funded by TMR Cycle Network Grants Program	N	N	N	N	Y
B03	2	628	3	1884	CONCRETE	\$300	sqm	\$565,200	Active Transport Program	N	Y	Y	N	Y
B04	2	758	3	2274	DECO	\$225	sqm	\$511,650	Rec Trail Capital Program	N	N	N	N	Y
B05	2	446	2	892	CONCRETE	\$300	sqm	\$267,600	Active Transport Program	N	N	N	N	N
B06	2	696	2.5	1740	CONCRETE	\$300	sqm	\$522,000	As part of NSUA	Future TMR Corridor	N	N	N	N
B07	2	477	3	1431	CONCRETE	\$300	sqm	\$429,300	As part of NSUA	Future TMR Corridor	N	N	N	N
B08	2	490	2	980	CONCRETE	\$300	sqm	\$294,000	Development Conditioning	N	N	N	N	N
B09	2	300	2	600	CONCRETE	\$300	sqm	\$180,000	Active Transport Program	N	N	N	Y	N
\$3,860,250														
Trail ID	Stage/ Priority	Length (m)	Width (w)	m2	Type	\$ Rate	Per	Cost Estimate (\$)	Possible Funding Source	Property Acquisition (Y/N)	Major Drainage Works (Y/N)	Major Earthworks (Y/N)	Major Structural Works (Y/N)	Vegetation Clearing (Y/N)
C01	3	335	2	670	CONCRETE	\$300	sqm	\$201,000	Development Conditioning	Y (Resident)	N	N	N	N
C02	3	363	2	726	CONCRETE	\$300	sqm	\$217,800	Active Transport Program	Y (Resident)	N	N	N	Y
C03	3	1090	2	2180	CONCRETE	\$300	sqm	\$654,000	Development Conditioning	Y (Resident)	Y	N	N	Y
C04	3	586	2	1172	CONCRETE	\$300	sqm	\$351,600	Active Transport Program	N	N	N	N	N
C05	3	217	2	434	CONCRETE	\$300	sqm	\$130,200	Active Transport Program	Y (Resident)	Y	N	N	N
C06	3	405	1.5	607.5	DECO	\$225	sqm	\$136,688	Rec Trail Capital Program	N	N	N	N	N
\$1,691,288														
Trail ID	Stage/ Priority	Length (m)	Width (w)	m2	Type	\$ Rate	Per	Cost Estimate (\$)	Possible Funding Source	Property Acquisition (Y/N)	Major Drainage Works (Y/N)	Major Earthworks (Y/N)	Major Structural Works (Y/N)	Vegetation Clearing (Y/N)
D01	4	102	2.5	255	BOARDWALK	\$4,000-\$7,000	linear metre	\$408,000 - \$714,000	Federal/State election commitments/grants	N	N	N	Y	Y
D02	4	578	2.5	1445	CONCRETE	\$300	sqm	\$433,500	Active Transport Program	Y (Resident)	Y	Y	N	N
D03	4	469	2.5	1172.5	BOARDWALK	\$4,000-\$7,000	linear metre	\$1,876,000 - \$3,283,000	Federal/State election commitments/grants	N	N	N	Y	Y
D04	4	132	2.5	330	CONCRETE	\$300	sqm	\$99,000	Active Transport Program	Y (Developer)	N	N	N	Y
D05	4	112	2.5	280	CONCRETE	\$300	sqm	\$84,000	Active Transport Program	Y (Developer)	N	N	N	Y
\$2,900,500 - \$4,613,500														

Not included in cost estimates:

Design (concept, preliminary, detailed), wayfinding, lighting, CCTV, fencing/barriers/rails, clearing and grubbing, community consultation, major earthworks, major drainage works, property acquisition, major vegetation clearing, approvals/permits, major structural works

POSSIBLE FUNDING SOURCES

Funding Source	Description
Missing Links Program (108919)	The missing links program is based around providing small sections of pathway to complete missing links in the network, enabling active transport trips to schools and local centres.
Active Transport Programs	Projects may be delivered under either the Trunk Active Transport Improvements Program (109197) or Non-trunk Active Transport Improvements Program (110140). Projects delivered under these programs include pedestrian and cyclist improvements such as footpaths, cycleways or shared pathways.
Rec Trail Capital Program	The Rec Trail Capital Program enables delivery of off-road recreational trails. These are simpler connections, where concrete is not used, and as a result they are typically cheaper to deliver.
Local Community Infrastructure Projects	Local Community Infrastructure Projects (LCIP) are those delivered at the discretion of Councillors.
Development Conditioning	Development of land will continue to occur in Griffin and there may be the opportunity to condition developers to provide pathways as part of any approvals.
As part of NSUA (North South Urban Arterial) Construction	TMR has plans to construct the North South Urban Arterial through Griffin. While the latest planning and alignment is unknown, there will be an opportunity for some links in this Network Plan to be incorporated as part of the future project.
As part of Henry Road Upgrade	Henry Road will be upgraded by Council in future years. The opportunity exists to deliver a small section of pathway at the northern end of the future Griffin Sports Complex as part of this project.
Part-funding from TMR Cycle Network Local Government Grants Program	The opportunity exists to provide active transport infrastructure to TMR standards and seek funding for construction as part of this grants program. 50% construction funding is typically available where the infrastructure forms part of TMR's Principle Cycle Network (PCN) and meets their standards. While the existing PCN in Griffin is not representative of the Network Plan outlined herein, it is anticipated that future updates to the TMR PCN will incorporate some of these routes as alternatives to the Henry Road corridor.
Federal/State election commitments/grants	Social infrastructure is often funded via election commitments. Where a project has a wide-reaching benefit and is viewed favourably it may be funded by Federal or State grants.