



Moreton Bay Regional Council

**Local Government Infrastructure Plan (LGIP)  
Interim Amendment No. 1**  
Active Transport Extrinsic Material

## **Extrinsic material and background reports**

The Local Government Infrastructure Plan (LGIP) is supported by a suite of reports available on the Moreton Bay Regional Council website.

An extrinsic material report is provided for each of the following trunk infrastructure networks:

- Transport (roads)
- Transport (active)
- Stormwater (quality and quantity)
- Public parks
- Land for community facilities.

An extrinsic material report is provided for each of the following:

- Planning assumptions
- Schedule of works model

A background report is provided for each of the following:

- Active transport
- Parks catchment analysis
- Community facilities network
- Stormwater quantity
- Stormwater quality
- Land valuations

*Note: The first local government infrastructure plan for Moreton Bay Regional Council came into effect in 2017 and is referred to as LGIP 2017 in all extrinsic materials. The term LGIP refers to the Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1.*

*Note: The LGIP will provide up-to-date and comprehensive network planning for the period from 2016 to 2036. To ensure a minimum 10 year and maximum 15 year PIA, the future trunk infrastructure will be from the period 2021-2036. The projects delivered in 2016-2021 have been treated as existing assets.*

*During the planning and preparation phase of the LGIP Interim Amendment No.1, a new version of the Minister's Guidelines and Rules (MGR) was introduced which influenced the alignment of the base date and the future trunk infrastructure. Any LGIP amendment undertaken post-release of the census data in mid-2022, will align the base date with future trunk infrastructure that has not been delivered. Council will undertake an LGIP review in 2022 and consider these matters further.*

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## Glossary

Term	Description
<b>Baseline costs</b>	The cost in the schedule of works
<b>Contra flow lane</b>	a contraflow lane travels in the opposite direction to the traffic on a one-way street or the adjacent traffic lane
<b>Last-mile</b>	the short distance between a higher order route and a dwelling or intended destination
<b>Realised construction costs</b>	actual construction costs from completed projects
<b>Veloway</b>	dedicated cycling facilities allowing users to travel at high speeds with limited interaction with other modes

# 1 LGIP introduction

The Local Government Infrastructure Plan (LGIP) identifies Council's plans for trunk active infrastructure for effective and financially sustainable future growth. In May 2021 Council resolved to undertake an interim amendment to its LGIP to implement the most recent trunk infrastructure network planning for the Moreton Bay Region in accordance with the *Planning Act 2016* and Minister's Guidelines and Rules (MGR 2020).

This report provides the extrinsic material for the active transport network. A separate extrinsic material report is supplied for the roads transport network.

## 1.1 Background

Moreton Bay is one of the fastest growing regions in Queensland, with a population projected to grow from 444,385 in 2016 to 622,925 by 2036<sup>1</sup>. Additional residents will increase demands on the transport network and potentially strain the transport infrastructure if it is not appropriately planned for and managed. This will ensure that congestion is well managed, positive environmental outcomes are met, and our residents are given the opportunity to live a healthy and active lifestyle. It is important that Council *"provides safe, comfortable and attractive movement choices for more people more often, integral to an active, healthy, vibrant, amenable and sustainable lifestyle"*<sup>2</sup>.

This document forms the extrinsic materials for the active transport network component of Part 4 of the Moreton Bay Regional Council (MBRC) Planning Scheme - Local Government Infrastructure Plan. It will identify the active transport infrastructure requirements within Council's managed trunk network from 2021 to 2036. This report also sits alongside other corresponding extrinsic material reports for open space, land for community facilities, stormwater, and road transport.

## 1.2 Why is the active transport network important?

The Moreton Bay Region active transport network is used daily by many of its residents, whether for the daily commute to work, going to the shops, accessing critical services like hospitals and medical facilities, or taking children to school. Without a well-functioning, connected, and resilient transport system, the region stops.

While most trips are made by car, people will often choose to walk, cycle, or use a range of mobility devices for many types of trips. Increased uptake of active transport results in many benefits, both to those who use it and the wider community, such as:

- Reduced demand for motorised travel, which reduces congestion through changed mode share.
- Reduced environmental impact, which reduces air pollution, noise pollution and demand on resources.
- Improved general health and wellbeing, including physical and mental health.
- Lower transport costs.

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<sup>1</sup> Moreton Bay Regional Council Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Planning Assumptions Extrinsic Material 2021.

<sup>2</sup> Moreton Bay Regional Council Active Transport Strategy (2012 - 2031).

This report outlines Council’s plans to deliver infrastructure to support these outcomes.

### 1.3 Existing strategies

Council released the *Moreton Bay Region Community Plan 2011-2021*<sup>3</sup> in 2011, prepared in partnership with community groups, businesses, state government agencies and residents.

The plan identifies the need to provide diverse transport options, resulting in a region that will consist of well-connected places and residents who embrace more sustainable travel choices and behaviours (pp.4). This Community Plan and its vision have been used to develop a broad policy framework to support a series of subsequent strategies, including those that guide the development of the region’s transport systems.

These strategies are shown in Figure 1: MBRC strategy hierarchy below and discussed in the following sections.

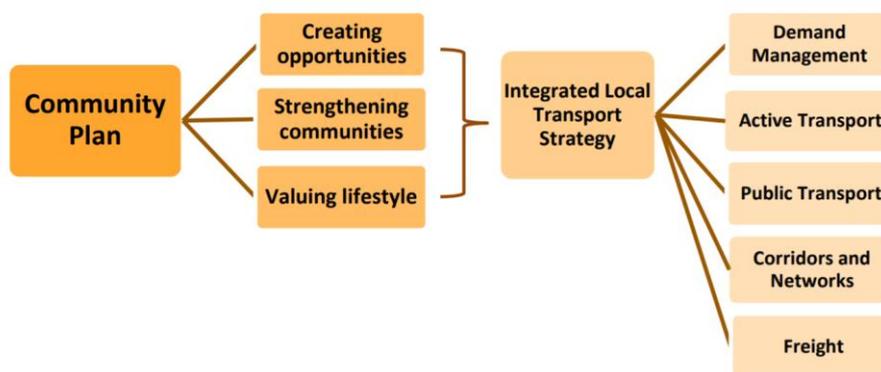


Figure 1: MBRC strategy hierarchy

#### 1.3.1 Integrated Local Transport Strategy 2012-2031

Council’s *Integrated Local Transport Strategy*<sup>4</sup> is a blueprint for the delivery of initiatives encompassing all forms of transport and sets the vision for the overall transport system. It identifies broad policy objectives that flow through to detailed transport policy that relates to networks and corridors, public transport, travel demand management, freight and active transport.

#### 1.3.2 Active Transport Strategy 2012-2031

Council’s *Active Transport Strategy* sets the overarching goals and vision within the region. The strategy prioritises the delivery of projects which enable the following outcomes:

- providing network connectivity to local attractors

<sup>3</sup> Moreton Bay Regional Council Community Plan 2011-2021: [www.moretonbay.qld.gov.au/Services/Reports-Policies/Community-Plan](http://www.moretonbay.qld.gov.au/Services/Reports-Policies/Community-Plan)

<sup>4</sup> Moreton Bay Regional Council Integrated Local Transport Strategy 2012-2031: [www.moretonbay.qld.gov.au/Services/Reports-Policies/Integrated-Local-Transport-Strategy](http://www.moretonbay.qld.gov.au/Services/Reports-Policies/Integrated-Local-Transport-Strategy)

- prioritising connectivity to catchments within activity centres and between catchments
- promoting the uptake of active transport
- supporting connectivity to public transport
- connecting schools to the active transport network
- promoting, where feasible, separated or off-road facilities for the reduction of conflict of active transport users with vehicles
- providing fit-for-purpose solutions.

These outcomes have been used to develop the methodology for planning the LGIP active transport network. This methodology is described in further detail in Section 4.

#### 1.4 Delivering the strategies

Each strategy sets goals and recommendations which have informed the planning discussed in this report. However, as these strategies are now dated, and their horizons do not reflect the current LGIP timeframes, the LGIP network planning exercise and this report will build on their recommendations and revise Council's priorities to reflect the continually changing transport network.

## 2 Active transport facilities and existing trunk active transport infrastructure

The active transport infrastructure network is intended to service development consistent with the LGIP assumptions by providing the desired standard of service (DSS) in the LGIP in a coordinated, efficient and financially sustainable manner. The trunk active transport infrastructure network consists of development infrastructure that:

- performs the function described in section 2.1, and
- is of a type mentioned in section 2.2.

### 2.1 Active transport trunk functions

Trunk functions are those of a higher order and are shared between multiple developments which provide connectivity to major employment, retail, education and transport centres.

Figure 2 illustrates trunk functions within the active transport network.

For further information on non-trunk facilities, refer to the *Active Transport Background Report*<sup>5</sup>.

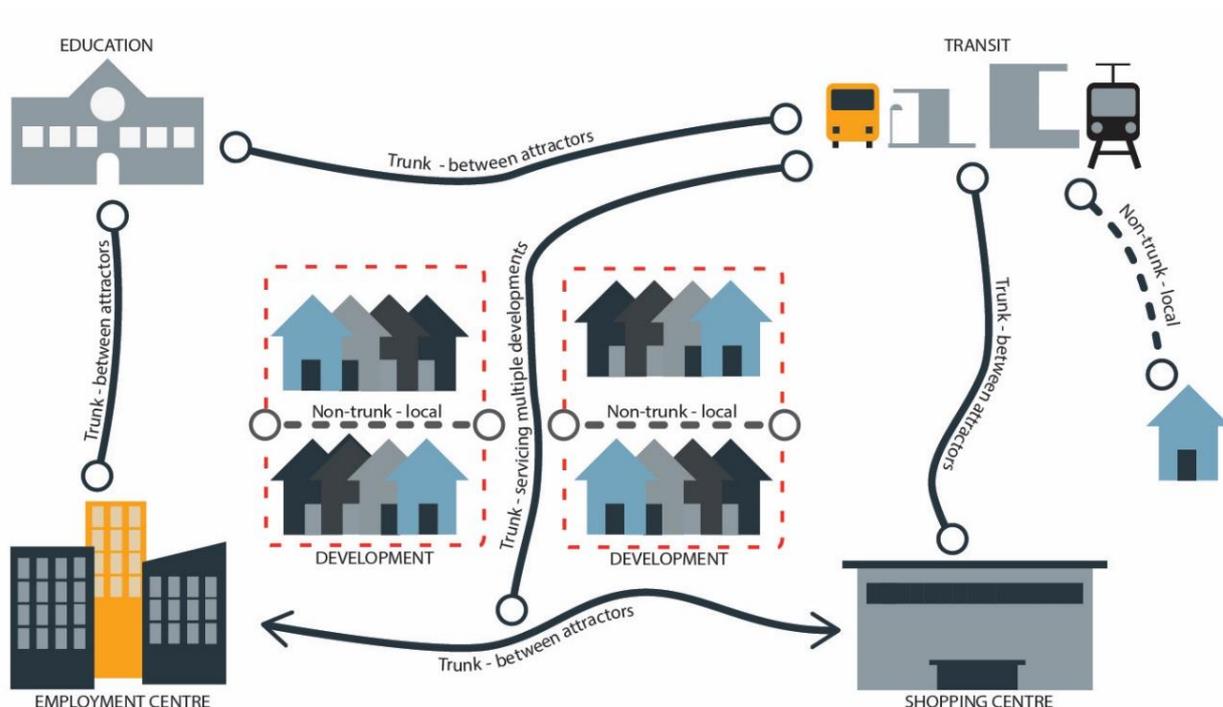


Figure 2: Active transport trunk routes

### 2.2 Active transport trunk network types

The active transport trunk infrastructure network consists of the following elements:

<sup>5</sup> Extrinsic material Moreton Bay Regional Council Local Government Infrastructure Plan, Active Transport Background Report, 2020

- Off-road facilities:
  - **Veloways and off-road dedicated cycle lanes:** Used exclusively by cyclists and mobility aid users which exist outside of the road formation.
  - **Shared paths:** Any paths outside the road formation, are not marked for the exclusive use of cyclists, and have a width of at least 2m (for existing infrastructure) or 2.5m (for planned infrastructure).
- On-road protected facilities:
  - **Separated cycle lanes:** Marked or signed cycle lanes that run parallel and in the same direction to traffic within the road formation, and are physically separated from vehicles, for example by a kerb.
  - **Protected two-way cycle lanes:** Marked or signed cycle lanes that run in both directions parallel to traffic within the road formations that are physically separated from vehicles for example by a kerb.
- On-road facilities:
  - **On-road cycle lanes:** Marked or signed lanes that run parallel and in the same direction as traffic within the road formation.
  - **On-road peak period cycle lanes:** Marked or signed lanes that run parallel and in the same direction as traffic within the road formation with operation subject to the time of day.
  - **Contra-flow cycle lanes:** Marked or signed lanes that run parallel but in the opposite direction to traffic within the road formation.
- Pedestrian facilities:
  - **Footpaths:** (where on at least one side of the road)
  - **Shared paths:** Refer to above off-road facilities.

The following works are excluded from the active transport trunk infrastructure network:

- Privately owned infrastructure or defined as trunk infrastructure in another trunk infrastructure network.
- Infrastructure which relocates or replaces the entire capacity or function of existing transport infrastructure.
- For infrastructure provided under a development permit:
  - Infrastructure associated with the provision of other trunk infrastructure (such as roads or parks) necessary to service the development of premises
  - Infrastructure internal to development premises or necessary to connect development premises to the external infrastructure network
  - Infrastructure which services only the premises, the subject of the approval (including sequenced or multi-permit approvals) under which it is required
  - Infrastructure required as a direct results of development actions to comply with requirements of the Planning Scheme.
- Works and land on and adjacent to the active transport corridor that do not meet the requirements listed earlier.
- Associated works not required to support the provision or operation of active transport infrastructure.

- Works and land on active transport corridors controlled and managed by other jurisdictions, such as within travelling lanes of state-controlled roads, or corridors managed by adjacent local governments.

### 3 Desired standards of service

The DSS specifies the requirements for the form, performance and design of the trunk active transport network in the region. To determine where upgrades are required, the network is assessed against the DSS to determine where deficiencies exist and establish the appropriate type and extent of infrastructure required to mitigate deficiencies.

The following sections outline the DSS requirements for cycling and active transport facilities. **Both cycling and pedestrian facilities must be provided.**

#### 3.1 Cycling DSS standards

The requirements for cycling facilities are outlined in Table 1: **Cycle DSS requirements** below. The selection of the most appropriate facility type is to take into account the location, adjoining facilities, site conditions, likely user type, constructability, safety, and impact. Generally, the treatment should be selected by preferencing the most preferred to least preferred, when based on the local context and environment.

Cycling facilities on trunk routes		Maximum allowable length	Minimum number of facilities per corridor (directions)	Minimum required widths by speed environment			
				50km/h	60km/h	80km/h	100km/h
Most preferred	Off-road cycle lanes/veloways	Unlimited	1	3.0 - 4.0m	3.0 - 4.0m	3.0 - 4.0m	3.0 - 4.0m
	Shared paths (nature reserve)	Unlimited	1	2.5 - 4.0m	2.5 - 4.0m	2.5 - 4.0m	2.5 - 4.0m
Preferred	On-road protected: Separated cycle lanes	Unlimited	2	N/A	1.2 - 2.5m*	2.0 - 2.7m*	2.5 - 3.0m*
	Off-road: Shared paths (road corridor)	Unlimited	1	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m
	Protected two-way cycle lanes	Unlimited	1	3.0 - 4.0m	3.0 - 4.0m	3.0 - 4.0m	3.0 - 4.0m
Least preferred	On-road cycle lanes	Unlimited	2	N/A	1.2 - 2.5m*	2.0 - 2.7m*	N/A
	On-road peak period cycle lanes	2km	2	N/A	1.2 - 2.5m*	2.0 - 2.7m*	N/A
	Contra-flow bicycle lanes	0.5km	1	1.5 - 2.5m*	1.5 - 2.5m*^	N/A	N/A
*Dimension given is per direction of travel							
^Requires physical separation such as a kerb							

**Table 1: Cycle DSS requirements**

#### 3.2 Pedestrian DSS standards

The requirements for pedestrian facilities are outlined in Table 2: **Pedestrian DSS requirements** below. The selection of the most appropriate facility type is to take into account the location,

adjoining facilities, site conditions, the adjacent land-uses, and whether the pedestrian facilities will be shared with cycling.

Generally, the treatment should be selected by preferencing the most preferred to least preferred based on the local context and surrounding environment.

Pedestrian facilities		Maximum allowable length	Minimum number of facilities per corridor (directions)	Minimum required widths by speed environment			
				50km/h	60km/h	80km/h	100km/h
Most preferred	Shared paths	Unlimited	1	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m
Preferred	Footpaths, two sides	Unlimited	2	1.2 - 2.0	1.2 - 2.0	1.2 - 2.0	1.2 - 2.0
Least preferred	Footpaths, one side (low demand areas)	Unlimited	1	1.2 - 2.0	1.2 - 2.0	1.2 - 2.0	1.2 - 2.0

*Table 2: Pedestrian DSS requirements*

### 3.3 Design standards and guidelines

The selection, placement and design of facilities should refer to the following documents and guidelines:

- Guide to road design part 6A: Paths for walking and cycling, Austroads 2017, Sydney
- Guide to traffic management part 4: Network management strategies, Austroads 2020, Sydney
- Transport operations (Road use management - road rules) Regulation 2009, State of Queensland 2017
- Guideline selection and design of cycle tracks, Department of Transport and Main Roads, Queensland, October 2019
- Relevant Australian Standards
- MBRC contemporary standard design drawings.

## 4 Network planning process

The following section provides a brief outline of the methodology employed to develop the future trunk projects which form the Schedule of works (SOW).

### 4.1 Existing network

The existing network was categorised based on its function within the existing network of cycling and pedestrian infrastructure facilities to determine whether the existing facility complied with the DSS. The following data was used to undertake the assessment of existing infrastructure facilities:

- Existing network from LGIP 2017
- Completed LGIP 2017 projects
- Development approval conditioned facilities, July 2020
- MBRC aerial imagery, 2018.

Where a cycling or pedestrian facility existed but was not deemed to meet the DSS for its use within the network, that section was considered for inclusion as a potential future project for consideration, as part of the gap analysis.

## 4.2 Gap analysis

A gap analysis was undertaken at a catchment level (refer to Section 5). It focused on missing links between existing facilities and availability of active transport facilities close to attractors such as public transport, schools, retail or employment centres, and areas of future growth.

Future infrastructure projects were also identified where active transport projects may be able to be incorporated into another project, particularly for new road corridors and connections.

The following data informed the undertaking of the gap analysis:

- Existing network at 2020 (MBRC assets data)
- Population and employment growth<sup>6</sup>
- Train stations within MBRC and adjacent regions
- Schools
- Parks

## 4.3 Network planning

Using the existing network and gap analysis, parts of the network with an existing non-compliant facility were considered for upgrade. During this process, opportunities to provide highly desirable infrastructure to improve the use of active transport were also considered to encourage new users.

When planning infrastructure, Council seeks to model industry best practice by incorporating ecologically sustainable siting, avoidance, mitigation and offset principles. Alternative alignments may be considered for identified projects where infrastructure is proposed to be delivered within high value areas. These principles align with the MBRC Planning Scheme.

The following opportunities were identified through the network planning and workshop exercises, and have been used where possible:

- providing active transport links through parallel, lower volume or lower order road corridors
- providing separated or off-road facilities where the road reserve and geometry allows
- connecting segments of existing infrastructure to provide enhanced connectivity
- using shared paths and parks to provide links through reserves.

This resulted in a long list of projects, which was then refined before undertaking a prioritisation methodology.

## 4.4 Project prioritisation

A multi-criteria analysis was undertaken to prioritise the future active transport infrastructure. Each project was assessed against the following six categories and given a score:

- **Population** density in 2036 for the catchment where the project is located.

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<sup>6</sup> Moreton Bay Regional Council Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Planning Assumptions Extrinsic Material 2021.

- **Employment** density in 2036 for the catchment where the project is located.
- **Linkage:** Assess the project's direct connectivity between two existing active transport facilities.
- **Schools:** Assess the project's connectivity to an existing educational facility.
- **Attractor:** Assess the project's last-mile connectivity to an existing attractor such as a shopping centre, employment precinct, or public transport hub.
- **Cost:** Anticipated project expenditure.

This process resulted in a score that was used to rank every identified project. Using the LGIP horizons as a guide, a yearly budget allocation was identified based on Council's financial sustainability requirements.

The projects were then allocated to the respective LGIP timeframes using their score, their baseline costs, and the proposed yearly allocation.

Some projects have been allocated a delivery timing or scopes that are not consistent with the multi-criteria analysis results. Typically, these are projects already programmed for delivery, are being delivered alongside another major infrastructure project, or minor amendments made with reference to known site conditions. It is noted that this process has occurred in iterations throughout the project lifecycle, and therefore the prioritised list in the *Active Transport Background Report* may differ slightly from the SOW described in Section 8.

Additionally, due to the number of proposed projects, some projects proposed at the gap analysis stage were deemed unlikely to be able to be delivered with the expected funding within the 15-year LGIP horizon. The prioritisation has been used to ensure that the projects with the most benefits have been included within the final LGIP SOW.

## 5 Service catchments

The region has been divided into 15 service catchments for the purpose of the LGIP). These catchments represent the expected service areas by active transport - walking and cycling. Service catchments were determined by identifying activity centres, rural centres, areas identified for future development and assigning a surrounding area as the catchment.

Each catchment has been named from the major centres within that catchment area. Although the catchment names correlate with suburb names, the catchments often encompass several suburbs.

Each catchment has been assigned a number from 1 to 15, as shown in Figure 3 below. Refer to the *LGIP Active Transport Background Report* for additional mapping regarding population and employment growth in the respective catchment.

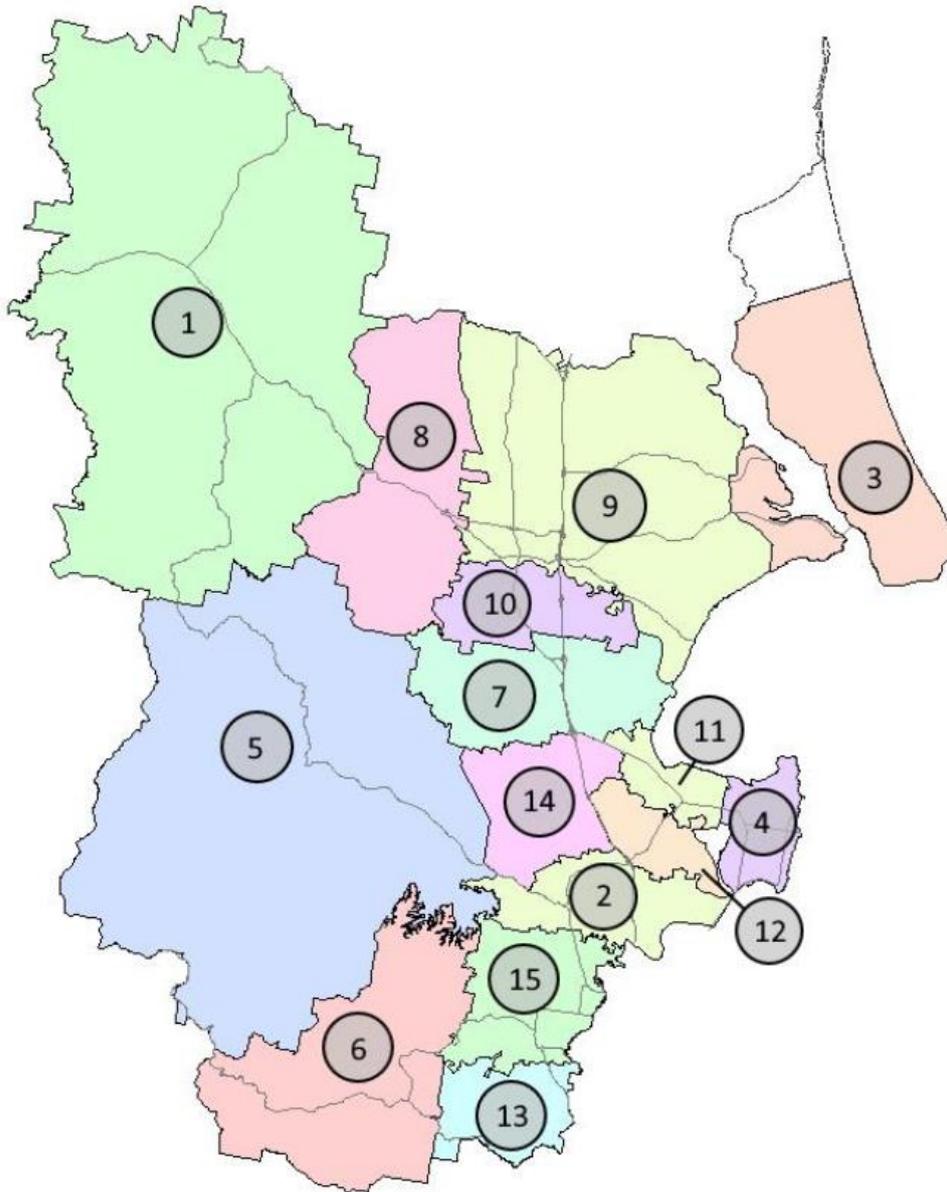


Figure 3: Active transport service catchments

## 6 Demand assumptions

The following sections outline the demand assumptions used to inform the planning of the future active transport network infrastructure requirements.

### 6.1 Planning assumptions

The population and dwellings assumptions used to identify demand assumptions for the active transport network have been extracted from the *Moreton Bay Regional Council Planning Assumptions Extrinsic Material*<sup>7</sup>.

<sup>7</sup>Moreton Bay Regional Council, Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Planning Assumptions Extrinsic Material 2021.

These assumptions are shown below in Table 3. The demands for active transport were generated using Council’s LGIP transport model, which is discussed in detail in the *Local Government Infrastructure Plan Transport Extrinsic Material Report*.

Catchment	Catchment population and daily active transport (AT) trips by horizon year									
	2021		2026		2031		2036		Ultimate	
	Pop	Trips	Pop	Trips	Pop	Trips	Pop	Trips	Pop	Trips
1 Woodford	7,565	1,035	8,855	1,195	9,851	1,354	11,427	1,638	13,739	1,719
2 Petrie Kallangur	53,311	10,600	58,102	12,407	62,686	13,034	69,149	14,982	88,281	18,477
3 Bribie Island	30,348	5,880	32,620	6,046	33,517	5,436	34,029	6,047	35,542	6,507
4 Redcliffe and Kippa-Ring	57,740	16,864	64,360	18,321	69,588	18,198	78,168	21,989	101,915	27,649
5 Dayboro	10,694	1,234	11,169	1,339	11,574	1,484	12,050	1,478	30,333	4,837
6 Samford Valley	12,221	1,286	12,759	1,394	13,094	1,440	13,529	1,405	14,299	1,688
7 Burpengary	39,403	5,839	44,682	6,579	48,818	7,741	51,662	8,082	71,422	10,285
8 Caboolture West	6,978	278	8,478	670	13,920	1,781	17,194	2,344	63,489	9,189
9 Caboolture	43,450	9,320	47,511	10,428	53,170	11,185	57,825	13,216	66,384	14,173
10 Morayfield	38,711	9,024	46,137	10,432	50,811	11,051	54,286	11,676	72,557	13,972
11 Deception Bay	28,448	6,161	28,822	6,401	29,895	6,135	30,912	6,518	35,401	7,027
12 North Lakes and Mango Hill	38,249	10,379	43,005	11,745	49,210	13,783	50,196	13,948	53,553	14,767
13 The Hills	34,138	6,264	34,989	6,622	35,291	6,529	35,731	6,622	37,981	7,215
14 Narangba	22,499	3,382	25,826	4,007	28,819	4,330	30,202	4,568	36,550	5,528
15 Strathpine and Brendale	59,425	14,872	61,781	16,187	63,882	16,678	67,849	18,104	81,827	22,452
<b>MBRC total</b>	<b>483,180</b>	<b>95,798</b>	<b>529,096</b>	<b>105,763</b>	<b>574,125</b>	<b>111,603</b>	<b>614,208</b>	<b>122,983</b>	<b>803,272</b>	<b>153,511</b>

Table 3: Active transport demand conversions by catchment

The following should be noted when interpreting these results:

- Daily active transport trips include the sum of three trip categories:
  - Trips starting in the catchment
  - Trips ending in the catchment
  - Trips starting and ending in the catchment.
- Trips starting or ending outside the Moreton Bay region are included if they meet any of the above three categories.
- The daily active transport trips for each catchment will include trips also counted for the other catchments. Summing the catchment daily vehicle trips to determine the MBRC total daily vehicle trips would result in double-counting.
- The MBRC total for daily active transport trips accounts for all trips starting and/or ending within the region without double-counting.
- Demands are calculated using several push-and-pull factors within each catchment that are applied to the dwellings, employment and education inputs. Because of this complexity, a standardised conversion factor for each catchment cannot be provided.

- The population figures will differ slightly from those in the *Planning Assumptions Report* due to the estimation and disaggregation process completed by the transport model.

In summary, the active transport trunk network has used the planning assumptions and converted them to network demand for each service catchment which underpins the network modelling.

## 7 Network costing and valuation methodology

The following section outlines the process used to value the existing active transport trunk network and estimate the costs of the new and upgraded future trunk network.

### 7.1 Valuation of existing and future trunk active transport land

Active transport infrastructure rarely requires dedicated land that is specifically intended for only active transport. In many instances, active transport infrastructure is located within existing road or open space reserves.

The existing active transport trunk network has therefore been assumed to be located entirely within other networks and no land costing has been completed.

For future active transport trunk, the network planning process resulted in a small number of links that would require future land dedication. In the few instances that did occur, individualised land valuations were already available, or the valuation has been identified in a corresponding roads or open space project.

### 7.2 Value of existing trunk active transport assets

The value of the existing trunk network was defined by applying a standardised rate to the existing active transport trunk assets based on the attributes of the facility type and length. The relevant rates are show in **Table 4** below. The method for developing the rates is discussed in Section 7.3.3.

Type	Proposed AT facility	Estimated cost per km (\$X,000)
1	Off road: Veloways	\$1,474
2	Off road: Cycle paths	\$871
3	Off road: Shared path through nature reserve	\$885
4	On road (protected): Separated cycle lanes	\$1,614
5	On road (protected): Shared paths in road verge	\$771
6	On road (protected): Two-way cycle lanes	\$1,800
7	On road: Cycle lanes (80km/h)	\$2,074
8	On road: Cycle lanes (60km/h)	\$1,842
9	On road: Cycle lanes	\$48
10	On road: Cycle lanes (peak periods)	\$82
11	On road: Contraflow cycle lanes	\$183
12	Shared: Cycle street	\$323
13	Shared: Advisory cycle lane	\$82
14	Off road: Shared path through nature reserve	\$682
15	On road (protected): Shared paths in road verge	\$501

Type	Proposed AT facility	Estimated cost per km (\$X,000)
16	Footpath on one side of the road	\$269
17	Footpath on both sides of the road	\$515

*Table 4: Rates applied for active transport facilities*

The value of the existing active transport trunk assets has been calculated using the values from Table 4 (above) and are shown by catchment in Table 5 below.

Catchment	Infrastructure
Woodford	1,533,259
Petrie Kallangur	43,920,350
Bribie Ningi	17,784,854
Redcliffe Kippa Ring	35,423,166
Dayboro	639,667
Samford Valley	2,667,229
Burpengary	16,292,319
Caboolture West	124,195
Caboolture	31,509,878
Morayfield	12,354,596
Deception Bay	8,415,265
North Lakes Mango Hill	35,223,023
The Hills	24,545,247
Narangba	18,819,153
Strathpine Brendale	25,359,661

*Table 5: Values of existing active transport trunk infrastructure by catchment*

### 7.3 Costing of new and upgraded trunk infrastructure

The three methods employed to determine the value of new and upgraded trunk infrastructure are discussed below. Cost escalation, project owner's costs and contingency were dealt with in the SOW model.

#### 7.3.1 Costing of projects using existing cost estimates

Many of the projects have been subject to previous planning and design investigations by Council. Estimates based on designs are the best available information, are more accurate because they have taken into account specific site considerations and reflect the volume of work required to deliver the specifics of the respective project.

The few projects costed using this method were estimated in Council's Engineering, Construction and Maintenance - Estimate of Cost tool, which is regularly benchmarked against realised construction costs. The total value of construction from the respective cost estimates were adopted, which exclude project owner's costs and contingencies.

#### 7.3.2 Costing of projects using previous LGIP cost estimates

Projects with scopes that remained unchanged from those listed in LGIP 2017 and did not have a recent design-based cost estimate were estimated by adopting the previous cost estimate escalated to the base year.

### 7.3.3 Costing of projects using strategic cost estimate

Most projects did not have recent design-based cost estimates or corresponding LGIP estimates and were therefore subject to a strategic cost estimation process. These were determined by establishing unit rates using typical cross-sections for the different infrastructure types and multiplying that by the length and width of the infrastructure item. An additional cost was allowed for a bridge or significant culvert where required to facilitate the project.

The rates used for establishing the cost of new and upgrade trunk projects are shown below.

Type	Existing AT facility formation	Proposed AT facility	Estimated cost per sq.m (\$)
1	Missing	Off road: Veloway	368
2	Missing	Off road: Cycle paths	218
3	Missing	Off road: Shared path through nature reserve	221
4	Missing	On road (protected): Separated cycle lanes	269
5	Missing	On road (protected): Shared Paths in road verge	257
6	Missing	On road (protected): Two-way cycle lanes	450
7	Missing	On road: Cycle lanes (80km/h) footpath	384
8	Missing	On road: Cycle lanes (60km/h)	512
9	Undesignated pavement	On road: Cycle lanes	9
10	Undesignated pavement	On road: Cycle lanes (peak periods)	15
11	Undesignated pavement	On road: Contraflow cycle lanes	73
12	Undesignated pavement	Shared: Cycle street	59
13	Undesignated pavement	Shared: Advisory cycle lane	15
14	~1.2m footpath	Off road: Shared path through nature reserve	170
15	~1.2m footpath	On road (protected): Shared paths in road verge	167
16	Missing	Footpath on one side of the road	224
17	Missing	Footpath on both sides of the road	215

*Table 6: Active transport trunk facilities square metre costings*

## 8 Schedule of works

The SOW is a table that identifies the future trunk infrastructure for each infrastructure network based on the LGIP criteria and time period. It includes the information based on the SOW model of works and costs (separately available). A summary of the SOW for this network is available below.

Plans for trunk infrastructure (PFTI) have been prepared for each of the networks in the LGIP and these are located on the MBRC website. The information shown on these plans includes:

- existing trunk infrastructure
- the relevant network service catchment
- each of the projects shown in the SOW with the unique identifier
- a legend indicating the type of infrastructure item at the specified location.

The following details are identified for each network item:

- the LGIP identification code (this matches reference in the PFTI)
- the LGIP phase identification code
- estimated timing.

Table 7: Schedule of works

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 1	LGIP-43 AT	Upgrade off-road path and on-road cycle lanes along Buckley Rd between North East Business Park and Eastern Service Rd, Burpengary	Off road: Veloway (no existing facility) and on road: Cycle lanes (road surface reallocation). Length 2,765m	2021-2026	\$133,143	\$0	\$173,212	\$0
AT - 2	LGIP-32 AT	New on-road cycle lanes on existing formation on Caboolture River Road, Morayfield from Cresthaven Drive to Morayfield Road, Morayfield	On road: Cycle lanes (road surface reallocation). Length 1,591m	2026-2031	\$76,283	\$0	\$106,164	\$0
AT - 4	LGIP-48 AT	New continuation of shared path along O'mara Road reserve, Narangba, including crossing of New Settlement Road, Narangba	New off road: Shared path through nature reserve (no existing facility). Length 515m	2021-2026	\$1,957,565	\$0	\$2,546,691	\$0
AT - 5	LGIP-48 AT	New 3.0m shared path in verge on New Settlement Road from Young Road to Banyan Street, Narangba	On road (protected): Shared paths in road verge (no existing facility). Length 520m	2021-2026	\$401,698	\$0	\$522,588	\$0
AT - 6	LGIP-61 AT	New on-road cycle lanes on existing formation on Duffield Road from Margate Parade to Victoria Avenue, Margate	On road: Cycle lanes (road surface reallocation). Length 1,211m	2021-2026	\$58,066	\$0	\$75,541	\$0
AT - 7	LGIP-25 AT	New shared pathway from the intersection of Pumicestone Road / Flowers Road to the upgraded signalised bicycle crossing of Beerburrum Road at the Caboolture to Wamuran rail trail head, Caboolture	On road (protected): Shared paths in road verge (no existing facility). Length 3,715m	2021-2026	\$1,153,181	\$0	\$1,500,229	\$0
AT - 8	LGIP-59 AT	New 1.2m footpath in one verge on Ogg Road and McClintock Drive from Goodfellows Road to Brays Road, Murrumba Downs	Footpath on one side of the road (no existing facility). Length 631m	2021-2026	\$170,079	\$0	\$221,264	\$0
AT - 9	LGIP-42 AT	New on-road cycle lanes on existing formation on Graham Road, Morayfield from Morayfield Road to Wimbledon Drive, Morayfield	On road: Cycle lanes (road surface reallocation). Length 732m	2021-2026	\$35,167	\$0	\$45,750	\$0
AT - 10	LGIP-57 AT	Upgrade footpath to shared path in verge on Scarborough Road from Griffith Road to Sunnyside Road, Scarborough	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 658m	2021-2026	\$330,813	\$0	\$430,371	\$0
AT - 11	LGIP-25 AT	New 3.0m shared path in verge on Mewett Street from McKean Street to Lower King Street, Caboolture	On road (protected): Shared paths in road verge (no existing facility). Length 863m	2026-2031	\$667,761	\$0	\$929,331	\$0
AT - 12	LGIP-25 AT	Upgrade footpath to shared path in verge on Central Lakes Drive and McKean Street from Summerfields Drive to Manley Street, Caboolture	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 963m	2026-2031	\$482,037	\$0	\$670,857	\$0
AT - 13	LGIP-61 AT	New 1.2m footpath in one verge on King Street from Snook Street to Victoria Avenue, Clontarf	Footpath on one side of the road (no existing facility). Length 1,546m	2021-2026	\$417,677	\$0	\$543,376	\$0
AT - 14	LGIP-61 AT	New 1.2m footpath in one verge on Cornelius Street from Elizabeth Avenue to Maine Road, Clontarf	Footpath on one side of the road (no existing facility). Length 791m	2026-2031	\$212,588	\$0	\$295,861	\$0
AT - 15	LGIP-64 AT	New 1.2m footpath in one verge on Youngs Crossing Road from Francis Road to Tawny Court access path, Bray Park	Footpath on one side of the road (no existing facility). Length 229m	2021-2026	\$61,896	\$0	\$80,523	\$0

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 16	LGIP-48 AT	Upgrade footpath to shared path in verge on Golden Wattle Drive from Young Road to Central Green Drive access path, Narangba	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 186m	2021-2026	\$93,524	\$0	\$121,670	\$0
AT - 17	LGIP-48 AT	Upgrade footpath to shared path in verge on Young Road from Golden Wattle Drive to Harris Avenue, Narangba	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 333m	2031-2036	\$166,836	\$0	\$242,283	\$0
AT - 18	LGIP-32 AT	Upgrade footpath to shared path in verge on Station Road, Morayfield from Morayfield Road to Visentin Road, Morayfield	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 373m	2021-2026	\$186,606	\$0	\$242,765	\$0
AT - 19	LGIP-32 AT	New on-road cycle lanes on existing formation on Glenwood Drive, Morayfield from Graham Road to Station Road, Morayfield	On road: Cycle lanes (road surface reallocation). Length 1,809m	2021-2026	\$86,826	\$0	\$112,956	\$0
AT - 20	LGIP-32 AT	New on-road cycle lanes on existing formation on Graham Road, Morayfield from Glenwood Drive to Meadowview Drive, Morayfield	On road: Cycle lanes (road surface reallocation). Length 672m	2021-2026	\$32,360	\$0	\$42,099	\$0
AT - 21	LGIP-32 AT	New on-road cycle lanes on existing formation on Graham Road, Morayfield from Morayfield East State School to Masters Court, Morayfield	On road: Cycle lanes (road surface reallocation). Length 350m	2021-2026	\$16,849	\$0	\$21,920	\$0
AT - 22	LGIP-48 AT	Upgrade footpath to shared path in verge on O'mara Road from Oakey Flat Road to New Settlement Road, Narangba	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,585m	2031-2036	\$796,658	\$0	\$1,156,924	\$0
AT - 23	LGIP-54 AT	Upgrade footpath to shared path in verge on Main Street from School Street to Oakey Flat Road, Narangba	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,036m	2021-2026	\$1,019,975	\$0	\$1,326,935	\$0
AT - 24	LGIP-57 AT	Upgrade footpath to off-road shared path between Dalton Street and Klinger Road, Redcliffe	Off road: Shared path through nature reserve (existing footpath upgrade). Length 564m	2021-2026	\$385,854	\$0	\$501,976	\$0
AT - 25	LGIP-57 AT	Upgrade footpath to shared path in verge on Klingner Road from Ashmole Road to Scarborough Road, Redcliffe	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 807m	2021-2026	\$403,896	\$0	\$525,448	\$0
AT - 26	LGIP-61 AT	New on-road cycle lanes on existing formation on King Street from Snook Street to Victoria Avenue, Clontarf	On road: Cycle lanes (road surface reallocation). Length 1,556m	2021-2026	\$74,609	\$0	\$97,062	\$0
AT - 27	LGIP-61 AT	New on-road cycle lanes on existing formation on King Street from Victoria Avenue to Margate Parade, Woody Point	On road: Cycle lanes (road surface reallocation). Length 1,137m	2021-2026	\$54,507	\$0	\$70,911	\$0
AT - 28	LGIP-56 AT	Upgrade footpath to shared path in verge on Hercules Road from Anzac Avenue to Southwell Street, Kippa-Ring	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 509m	2021-2026	\$255,854	\$0	\$332,853	\$0
AT - 29	LGIP-55 AT	New on-road cycle lanes on existing formation on Diamond Jubilee Way from Anzac Avenue to Endeavour Blvd, North Lakes	On road: Cycle lanes (road surface reallocation). Length 2,572m	2021-2026	\$123,354	\$0	\$160,477	\$0

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 30	LGIP-73 AT	Upgrade footpath to off-road shared path on Bleakley Park from Old Northern Road to Sussex Drive, Albany Creek	Off road: Shared path through nature reserve (existing footpath upgrade). Length 557m	2021-2026	\$380,574	\$0	\$495,107	\$0
AT - 31	LGIP-64 AT	New 3.0m shared path in verge on Youngs Crossing Road from Oxford Street to Tawny Court access path, Bray Park	On road (protected): Shared paths in road verge (no existing facility). Length 263m	2021-2026	\$203,302	\$0	\$264,485	\$0
AT - 32	LGIP-59 AT	Upgrade footpath to shared path in verge on Goodfellows Road from Moreton Bay Rail Cycleway to Goodwood Road, Murrumba Downs	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 934m	2021-2026	\$467,882	\$0	\$608,690	\$0
AT - 33	LGIP-59 AT	Upgrade footpath to shared path in verge on Ogg Road from Goodfellows Road to Dohles Rocks Road, Murrumba Downs	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 625m	2021-2026	\$313,702	\$0	\$408,110	\$0
AT - 34	LGIP-59 AT	Upgrade footpath to shared path in verge on Brays Road from Bruce Highway to Moreton Street, Murrumba Downs	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 831m	2021-2026	\$417,372	\$0	\$542,979	\$0
AT - 35	LGIP-57 AT	New 1.2m footpath in one verge on Dorothy Street from Macfarlane Street to Hungerford Street, Kippa-Ring	Footpath on one side of the road (no existing facility). Length 203m	2021-2026	\$54,466	\$0	\$70,857	\$0
AT - 36	LGIP-25 AT	New 1.2m footpath in both verges on Mitchell Street and Bradman Street, Caboolture from Tallon Street to Hayes Street, Caboolture	Footpath on both sides of the road (no existing facility). Length 804m	2021-2026	\$415,848	\$0	\$540,997	\$0
AT - 37	LGIP-65 AT	Upgrade footpath to shared path in verge on Todds Road from Gympie Road to Ron Thomason Park, Lawnton. Investigate options for linking Tapini Avenue East to Tapini Avenue West, including a bridge or upgrade to existing pathways of Wade Court.	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,746m	2021-2026	\$2,123,402	\$0	\$2,762,436	\$0
AT - 38	LGIP-47 AT	New 3.0m shared path in verge on Oakey Flat Road from Young Road to Forest Ridge Drive, Narangba	On road (protected): Shared paths in road verge (no existing facility). Length 1,276m	2021-2026	\$985,130	\$0	\$1,281,603	\$0
AT - 39	LGIP-32 AT	New 3.0m shared path in verge on new alignment along William Berry Drive from William Berry Drive to Buchanan Drive aligned with Buchanan Road overpass LGIP Transport project, Morayfield	On road (protected): Shared paths in road verge (no existing facility). Length 183m	2026-2031	\$141,018	\$0	\$196,256	\$0
AT - 40	LGIP-73 AT	New off-road shared path on Cabbage Tree Creek corridor from Elizabeth Street to John Street, Everton Hills	New off road: Shared path through nature reserve (no existing facility). Length 324m	2021-2026	\$1,786,126	\$0	\$2,323,657	\$0
AT - 41	LGIP-32 AT	New shared path through Centenary Lakes Park from Riverview Street to Morayfield Road, Caboolture	New off road: Shared path through nature reserve (no existing facility). Length 785m	2021-2026	\$501,350	\$0	\$652,230	\$0
AT - 43	LGIP-59 AT	Upgrade footpath to shared path in verge on Endeavour Blvd and Joyner Court from Memorial Drive to Joyner Court, North Lakes	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 395m	2021-2026	\$197,596	\$0	\$257,062	\$0
AT - 44	LGIP-69 AT	Pathway safety improvements at the South Pine Road level crossing	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 276m	2021-2026	\$138,500	\$0	\$180,181	\$0

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 46	LGIP-32 AT	New shared path through 52 and 56 King Street, Caboolture	New off road: Cycle path (no existing facility). Length 127m	2021-2026	\$0	\$0	\$0	\$0
AT - 47	LGIP-32 AT	Upgrade footpath to 3.0m shared path in verge on Morayfield Road, from Market Drive to Caboolture River Road, Morayfield	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,245m	2021-2026	\$626,024	\$0	\$814,425	\$0
AT - 48	LGIP-69 AT	New on-road cycle lanes on existing formation on Albany Creek Road from Wruck Cres to Keong Road, Albany Creek	On road: Cycle lanes (road surface reallocation). Length 1,014m	2026-2031	\$48,634	\$0	\$67,685	\$0
AT - 49	LGIP-25 AT	Upgrade existing footpath to shared path along Rowe Street connecting McKean Street and Hayes Street, including a shared path connection along Bury Street drain, Caboolture	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 604m	2026-2031	\$303,152	\$0	\$421,900	\$0
AT - 50	LGIP-58 AT	Upgrade footpath to shared path in verge on Young Street from Anzac Avenue to Joora Avenue, Petrie	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 870m	2026-2031	\$435,762	\$0	\$606,455	\$0
AT - 51	LGIP-57 AT	Upgrade footpath to shared path to cross streets between Klingner Road and Shields Street, Redcliffe	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 380m	2026-2031	\$190,878	\$0	\$265,647	\$0
AT - 52	LGIP-56 AT	New 3.0m shared path in verge on Nottingham Street between Chelsea Street and Fleet Drive, Kippa-Ring	On road (protected): Shared paths in road verge (no existing facility). Length 559m	2026-2031	\$431,050	\$0	\$599,897	\$0
AT - 53	LGIP-56 AT	New 1.2m footpath in one verge on Morris Road from Melaleuca Cres to Gynther Road, Rothwell	Footpath on one side of the road (no existing facility). Length 471m	2026-2031	\$126,681	\$0	\$176,303	\$0
AT - 54	LGIP-56 AT	Upgrade footpath to shared path in verge on Morris Road and Morris Park from Melaleuca Cres to Nathan Road, Rothwell	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,417m	2026-2031	\$709,326	\$0	\$987,178	\$0
AT - 56	LGIP-36 AT	New on-road cycle lanes on existing formation on First Avenue, Bongaree from Goodwin Drive to Bonham Street, Bongaree	On road: Cycle lanes (road surface reallocation). Length 730m	2026-2031	\$35,009	\$0	\$48,722	\$0
AT - 57	LGIP-61 AT	New 1.2m footpath in one verge on John Street from Sydney Street to Henry Street, Redcliffe	Footpath on one side of the road (no existing facility). Length 317m	2026-2031	\$85,497	\$0	\$118,987	\$0
AT - 58	LGIP-32 AT	New off-road shared path through Arthur Allan Park from Buchanan Road to Glenwood Drive, Morayfield	New off road: Shared path through nature reserve (no existing facility). Length 639m	2021-2026	\$436,808	\$0	\$568,265	\$0
AT - 59	LGIP-57 AT	New on-road cycle lanes on existing formation on Recreation Street and Scarborough Road from Klingner Road to Anzac Avenue, Redcliffe	On road: Cycle lanes (road surface reallocation). Length 962m	2026-2031	\$46,278	\$0	\$64,406	\$0
AT - 60	LGIP-57 AT	New on-road cycle lanes on existing formation on Scarborough Road from Griffith Road to Eversleigh Road, Redcliffe	On road: Cycle lanes (road surface reallocation). Length 635m	2026-2031	\$30,572	\$0	\$42,547	\$0
AT - 61	LGIP-55 AT	Upgrade footpath to shared path in verge on Phillip Parade, from Government Street to Nambour Court, Deception Bay	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,149m	2026-2031	\$574,767	\$0	\$799,910	\$0

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 62	LGIP-56 AT	New on-road cycle lanes on existing formation on Wattle Road from Anzac Avenue to Morris Road, Rothwell	On road: Cycle lanes (road surface reallocation). Length 483m	2026-2031	\$23,292	\$0	\$32,416	\$0
AT - 63	LGIP-59 AT	New on-road cycle lanes on existing formation on Endeavour Blvd from Memorial Drive to Bergin Street, North Lakes	On road: Cycle lanes (road surface reallocation). Length 797m	2026-2031	\$38,198	\$0	\$53,161	\$0
AT - 64	LGIP-73 AT	New 3.0m shared path in verge on Jagora Drive from Albany Forest Drive to Thiess Drive, Albany Creek	On road (protected): Shared paths in road verge (no existing facility). Length 1,149m	2026-2031	\$887,014	\$0	\$1,234,468	\$0
AT - 65	LGIP-73 AT	New on-road cycle lanes on existing formation on Faheys Road East from Old Northern Road to Tom Simpson Park, Albany Creek	On road: Cycle lanes (road surface reallocation). Length 556m	2026-2031	\$26,667	\$0	\$37,113	\$0
AT - 66	LGIP-65 AT	Upgrade footpath to shared path in verge on Butcher Avenue from Todds Road to Spencer Street, Lawnton	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 541m	2026-2031	\$271,104	\$0	\$377,299	\$0
AT - 67	LGIP-59 AT	Upgrade footpath to shared path in verge on Goodfellows Road from School Road to Duffield Road, Kallangur	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 913m	2031-2036	\$457,385	\$0	\$664,224	\$0
AT - 68	LGIP-56 AT	New 1.2m footpath in one verge on Miller Street from Macdonnell Road to Ballina Street, Kippa-Ring	Footpath on one side of the road (no existing facility). Length 653m	2026-2031	\$176,002	\$0	\$244,944	\$0
AT - 69	LGIP-61 AT	New 1.2m footpath in both verges on Church Street from Macdonnell Road to Henzell Street, Kippa-Ring	Footpath on both sides of the road (no existing facility). Length 567m	2026-2031	\$292,733	\$0	\$407,400	\$0
AT - 70	LGIP-60 AT	New 1.2m footpath in one verge on Macdonnell Road at Grice Street, Clontarf	Footpath on one side of the road (no existing facility). Length 151m	2026-2031	\$40,556	\$0	\$56,442	\$0
AT - 71	LGIP-07 AT	New two-way protected on-road cycle lanes on Archer Street from Margaret Street to Neurum Road, Woodford	On road (protected): Two-way cycle lanes (no existing facility). Length 1,732m	2026-2031	\$3,126,816	\$0	\$4,351,627	\$0
AT - 72	LGIP-59 AT	New on-road cycle lanes on existing formation on School Road from Anzac Avenue to Brickworks Road, Kallangur	On road: Cycle lanes (road surface reallocation). Length 927m	2026-2031	\$44,674	\$0	\$62,173	\$0
AT - 73	LGIP-58 AT	Upgrade footpath to shared path in verge on Joora Avenue from Young Street to Woonara Drive, Petrie	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 266m	2026-2031	\$133,152	\$0	\$185,309	\$0
AT - 74	LGIP-37 AT	New on-road cycle lanes on existing formation on First Avenue, Woorim from 195 First Avenue to Boyd Street, Woorim	On road: Cycle lanes (road surface reallocation). Length 2,931m	2026-2031	\$140,602	\$0	\$195,677	\$0
AT - 77	LGIP-59 AT	Upgrade footpath to shared path in verge on North Lakes Drive and Linear Drive from Halpine Drive to Memorial Drive	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 893m	2026-2031	\$539,462	\$0	\$750,776	\$0
AT - 78	LGIP-56 AT	New 3.0m shared path in verge on Nathan Road between Anzac Avenue and Lakeview Promenade, Kippa-Ring	On road (protected): Shared paths in road verge (no existing facility). Length 840m	2026-2031	\$650,194	\$0	\$904,883	\$0

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 79	LGIP-69 AT	New shared path on Leitchs Road and Leitchs Crossing from Cribb Road to Gaskill Court, Albany Creek	On road (protected): Shared paths in road verge (no existing facility). Length 791m	2021-2026	\$1,311,313	\$0	\$1,705,950	\$0
AT - 80	LGIP-54 AT	Upgrade footpath to shared path in verge on Alma Road and Thompson Road, from Lindeque Street to Dakabin Station, Dakabin	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 824m	2021-2026	\$413,844	\$0	\$538,390	\$0
AT - 81	LGIP-25 AT	Upgrade footpath to shared path in verge on Bury Street, Caboolture from Manley Street to Lang Street, Caboolture	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 399m	2021-2026	\$199,679	\$0	\$259,772	\$0
AT - 83	LGIP-58 AT	Upgrade footpath to shared path in verge of Frenchs Road from Beeville Road to Rue Montaigne, Petrie.	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,183m	2031-2036	\$593,001	\$0	\$861,169	\$0
AT - 84	LGIP-76 AT	New on-road cycle lanes on existing formation on Ferny Way from Dya Place to Samford Road, Ferny Hills	On road: Lanes (road surface reallocation). Length 1,176m	2031-2036	\$56,415	\$0	\$81,927	\$0
AT - 85	LGIP-65 AT	Upgrade footpath to shared path in verge of Stanley Street from Old North Road to Livingstone Street, Strathpine	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,542m	2031-2036	\$772,786	\$0	\$1,122,256	\$0
AT - 86	LGIP-32 AT	New 3.0m shared path in verge on Laver Street, Morayfield from Graham Road to Coach Road West, Morayfield	On road (protected): Shared paths in road verge (no existing facility). Length 787m	2031-2036	\$606,908	\$0	\$881,365	\$0
AT - 87	LGIP-42 AT	Upgrade footpath to shared path in verge on O'Brien Road from Station Road to Hunt Road, Burpengary	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,402m	2031-2036	\$704,923	\$0	\$1,023,704	\$0
AT - 88	LGIP-49 AT	Upgrade footpath to shared path in verge on Old Bay Road from Bayview Terrace to Palmridge Court, Deception Bay	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,317m	2026-2031	\$661,051	\$0	\$919,993	\$0
AT - 89	LGIP-61 AT	New 1.2m footpath in one verge on Maine Road from Macdonnell Road to Duffield Road, Clontarf	Footpath on one side of the road (no existing facility). Length 837m	2031-2036	\$226,011	\$0	\$328,218	\$0
AT - 90	LGIP-61 AT	New 1.2m footpath in one verge on Duffield Road, Clontarf from Snook Street to Victoria Avenue, Clontarf	Footpath on one side of the road (no existing facility). Length 1,528m	2031-2036	\$410,446	\$0	\$596,058	\$0
AT - 91	LGIP-49 AT	New 1.2m footpath in one verge on Lisa Street from Park Road to Seagull Court, Deception Bay	Footpath on one side of the road (no existing facility). Length 1,605m	2031-2036	\$431,601	\$0	\$626,780	\$0
AT - 92	LGIP-42 AT	New on-road cycle lanes on existing formation on Springfield Drive from Station Road to St Eugene College entrance, Burpengary	On road: Cycle lanes (road surface reallocation). Length 1,089m	2031-2036	\$52,366	\$0	\$76,047	\$0
AT - 93	LGIP-48 AT	New on-road cycle lanes on existing formation on Pitt Road from Rosehill Drive to Wain Road, Burpengary	On road: Cycle lanes (road surface reallocation). Length 917m	2031-2036	\$43,941	\$0	\$63,812	\$0

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 94	LGIP-25 AT	Upgrade footpath to shared path in verge on Manley Street, Caboolture from McKean Street to Caboolture Bypass, Caboolture	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 587m	2031-2036	\$295,435	\$0	\$429,037	\$0
AT - 95	LGIP-25 AT	Upgrade footpath to shared path in verge on Tallon Street, Caboolture from Manley Street to Wallace Street North, Caboolture	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 702m	2031-2036	\$351,502	\$0	\$510,459	\$0
AT - 96	LGIP-17 AT	Upgrade footpath to shared path in verge on Twin View Road from Soldier Road to Lynch Street, Elimbah	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 543m	2031-2036	\$272,141	\$0	\$395,209	\$0
AT - 98	LGIP-32 AT	New on-road cycle lanes on existing formation on Torrens Road and River Drive from Morayfield Road to Bellmere Road, Caboolture South	On road: Cycle lanes (road surface reallocation). Length 2,561m	2031-2036	\$122,920	\$0	\$178,507	\$0
AT - 99	LGIP-32 AT	Upgrade footpath to shared path in verge on Caboolture River Road, Caboolture South from Cresthaven Drive to Darley Road, Caboolture South	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 2,468m	2031-2036	\$1,235,823	\$0	\$1,794,688	\$0
AT - 100	LGIP-57 AT	New on-road cycle lanes on existing formation on Griffith Road from Scarborough Road to Prince Edwards Parade, Scarborough	On road: Cycle lanes (road surface reallocation). Length 613m	2031-2036	\$29,389	\$0	\$42,679	\$0
AT - 101	LGIP-57 AT	New 3.0m shared path in verge on Murphy Street from Landsborough Avenue to Scarborough Road, Scarborough	On road (protected): Shared paths in road verge (no existing facility). Length 399m	2031-2036	\$307,426	\$0	\$446,451	\$0
AT - 102	LGIP-73 AT	New on-road cycle lanes on existing formation on Keong Road from Old Northern Road to Dawn Road, Albany Creek	On road: Cycle lanes (road surface reallocation). Length 556m	2031-2036	\$26,720	\$0	\$38,803	\$0
AT - 103	LGIP-73 AT	New 3.0m shared path in verge on South Pine Road and Francis Road from Plucks Road to Collins Road, Everton Hills	On road (protected): Shared paths in road verge (no existing facility). Length 858m	2031-2036	\$663,430	\$0	\$963,447	\$0
AT - 104	LGIP-76 AT	New on-road cycle lanes on existing formation on Patricks Road from Patricks Road Sate School to Cobbity Crescent, Ferny Hills	On road: Cycle lanes (road surface reallocation). Length 2,951m	2026-2031	\$141,489	\$0	\$196,912	\$0
AT - 105	LGIP-69 AT	Upgrade footpath to off-road shared path on Sandy Creek corridor from Albany Creek Road to Faheys Road East, Albany Creek	Off road: Shared path through nature reserve (existing footpath upgrade). Length 261m	2031-2036	\$178,756	\$0	\$259,593	\$0
AT - 106	LGIP-68 AT	Upgrade footpath to shared path in verge on Queen Elizabeth Drive from Marylin Terrace West to Saraband Drive SW, Eatons Hills	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,158m	2031-2036	\$580,825	\$0	\$843,486	\$0
AT - 107	LGIP-65 AT	Upgrade footpath to shared path in verge of Sparkes Road, Bray Park from Samsonvale Road to Francis Road, Bray Park	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 1,519m	2031-2036	\$761,469	\$0	\$1,105,822	\$0

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 108	LGIP-65 AT	Upgrade footpath to shared path in verge of Lavarack Road, Bray Park from Old Northern Road to Samsonvale Road, Bray Park	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 707m	2031-2036	\$354,265	\$0	\$514,472	\$0
AT - 109	LGIP-59 AT	New on-road cycle lanes on existing formation on School Road from Dohles Rocks Road to Doon Street, Kallangur	On road: Cycle lanes (road surface reallocation). Length 158m	2031-2036	\$7,614	\$0	\$11,057	\$0
AT - 110	LGIP-59 AT	Upgrade footpath to shared path in verge on McClintock Drive from Dohles Rocks Road to Entry Parade, Murrumba Downs	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 424m	2031-2036	\$212,775	\$0	\$308,996	\$0
AT - 111	LGIP-59 AT	New on-road cycle lanes on existing formation on Duffield Road from Anzac Avenue to Orchid Avenue, Kallangur	On road: Cycle Lanes (road surface reallocation). Length 764m	2031-2036	\$36,787	\$0	\$53,423	\$0
AT - 112	LGIP-57 AT	New 1.2m footpath in both verges on Fortune Street from Fifth Avenue to Second Avenue, Scarborough	Footpath on both sides of the road (no existing facility). Length 291m	2031-2036	\$150,230	\$0	\$218,167	\$0
AT - 113	LGIP-48 AT	New 1.2m footpath in both verges on Bantry Avenue from Rowley Road to Carin Court, Burpengary	Footpath on both sides of the road (no existing facility). Length 642m	2031-2036	\$331,894	\$0	\$481,984	\$0
AT - 114	LGIP-45 AT	New 3.0m shared path in verge on Mount Mee Road, across Terrors Creek, including a bridge, Dayboro	On road (protected): Shared paths in road verge (no existing facility). Length 211m	2021-2026	\$1,913,048	\$0	\$2,488,776	\$0
AT - 115	LGIP-49 AT	Upgrade footpath to shared path in verge on Main Terrace from Bay Avenue to The Esplanade, Deception Bay	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 447m	2031-2036	\$223,585	\$0	\$324,695	\$0
AT - 116	LGIP-55 AT	New shared path on Cairns Cres from Parsons Blvd to Lipscombe Road access path, Deception Bay	On road (protected): Shared paths in road verge (no existing facility). Length 154m	2031-2036	\$118,908	\$0	\$172,681	\$0
AT - 117	LGIP-56 AT	New 2.0m footpath on one verge on Buchanan Street from Bremner Road to Grace Lutheran College, Rothwell	Footpath on one side of the road (no existing facility). Length 256m	2021-2026	\$131,513	\$0	\$171,092	\$0
AT - 118	LGIP-55 AT	Upgrade footpath to shared path in verge on Lipscombe Road from Moreton Downs State School to Boundary Road, Deception Bay	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 364m	2021-2026	\$182,534	\$0	\$237,467	\$0
AT - 119	LGIP-76 AT	New 3.0m shared path through Harry Evans Park, Arana Hills	On road (protected): Shared paths in road verge (no existing facility). Length 484m	2021-2026	\$908,421	\$167,500	\$1,181,809	\$176,880
AT - 120	LGIP-61 AT	New on-road cycle lanes on existing formation on Woodcliffe Cres from Oxley Avenue to Gayundah Esplanade, Woody Point	On road: Cycle lanes (road surface reallocation). Length 336m	2031-2036	\$16,111	\$0	\$23,397	\$0
AT - 121	LGIP-32 AT	New shared path through Brodies Park from Buchanan Road to Bauhinia Court shared path, Morayfield	New off road: Shared path through nature reserve (no existing facility). Length 440m	2026-2031	\$319,539	\$0	\$444,706	\$0
AT - 122	LGIP-48 AT	Upgrade footpath to shared path in verge in Crendon Street Park North from Henderson Road to Peter Scala Oval, Burpengary	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 996m	2031-2036	\$499,692	\$0	\$725,663	\$0

LGIP ID	Map Ref	Description	Infrastructure type and length	Estimated year of completion	Baseline cost (works)	Baseline cost (land)	Establishment cost (works)	Establishment cost (land)
AT - 123	LGIP-65 AT	New on-road cycle lanes on existing formation on Spitfire Avenue from Bells Pocket Road to Stirling Street, Strathpine	On road: Cycle lanes (road surface reallocation). Length 318m	2031-2036	\$15,286	\$0	\$22,199	\$0
AT - 125	LGIP-25 AT	Upgrade footpath to shared path in verge along McKean Street from Railway Parade to Wallace Street North, Caboolture	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 187m	2031-2036	\$93,401	\$0	\$135,639	\$0
AT - 126	LGIP-42 AT	Upgraded shared pathway in verge between the Bruce Highway and Joyce Street on Station Road, Burpengary	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 555m	2021-2026	\$1,020,792	\$0	\$1,327,997	\$0
AT - 127	LGIP-42 AT	Upgrade existing footpath to a shared path through Joyce Street, Burpengary	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 345m	2021-2026	\$173,667	\$0	\$225,932	\$0
AT - 128	LGIP-32 AT	Upgrade shared path on Morayfield Road between Station Road and William Berry Drive, Morayfield	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 464m	2021-2026	\$22,340	\$0	\$29,063	\$0
AT - 129	LGIP-69 AT	New 3.0m shared path in southern verge of South Pine Road between Linkfield Road and Leitchs Road, Brendale	On road (protected): Shared paths in road verge (existing footpath upgrade). Length 468m	2026-2031	\$349,951	\$0	\$487,030	\$0
AT - 130	LGIP-76 AT	New shared path on Dinterra Avenue in Ferny Hills between Harry Evans pathway and Ferny Way	On road (protected): Shared paths in road verge (no existing facility). Length 537m	2026-2031	\$400,920	\$0	\$557,965	\$0
AT - 131	LGIP-76 AT	New shared path on Jane Street, Arana Hills between Harry Evans pathway and the eastern end of Jane St	On road (protected): Shared paths in road verge (no existing facility). Length 431m	2026-2031	\$292,980	\$0	\$407,744	\$0
TOTAL					\$48,138,082	\$167,500	\$65,665,416	\$176,880

