

Moreton Bay Regional Council - Pine Rivers Shire

Planning Scheme Policy

PSP27 Development Contributions for Trunk Infrastructure
– Bikeways

Moreton Bay Regional Council – Pine Rivers Shire

PSP27 Development Contributions for Trunk Infrastructure – Bikeways

ADOPTION

Pine Rivers Shire Council adopted this planning scheme policy on 19 June 2006.

COMMENCEMENT

This planning scheme policy took effect from 15 December 2006.

Amendment 2/2008

ADOPTION OF AMENDMENT

Moreton Bay Regional Council adopted this amendment to the planning scheme policy on 19 August 2008.

COMMENCEMENT OF AMENDMENT

This amendment to the planning scheme policy took effect from 1 September 2008.

Amendment 1/2009

ADOPTION OF AMENDMENT

Moreton Bay Regional Council adopted this amendment to the planning scheme policy on 8 September 2009.

COMMENCEMENT OF AMENDMENT

This amendment to the planning scheme policy took effect from 29 October 2009.

I, Daryl Hitzman, A/Chief Executive Officer, of the Moreton Bay Regional Council, hereby certify that this document is a true copy of the original.



Daryl Hitzman
A/Chief Executive Officer

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PSP 27 – DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE – BIKEWAYS

Head of Power

This document is a Planning Scheme Policy for the purposes of the *Integrated Planning Act 1997* (the Act) and is made in compliance with the process prescribed in Schedule 3 of the Act.

Objective

The objective of this policy is to establish apportion the cost of Bikeways Trunk Infrastructure over all benefiting development (existing and future) commensurate with the demand or load that existing and future development will place on existing and planned future infrastructure while ensuring a reasonable and equitable distribution of the costs of Bikeways Trunk Infrastructure works between Council and developers of land in the former Pine Rivers Shire.

Definitions / Application

Application

This policy applies to all applications for development which has been made assessable against the *PineRiversPlan* and which will utilise any part of the Bikeways Trunk Infrastructure Network. For the purposes of this policy, the extent of the Bikeways Trunk Infrastructure Network for which contributions will be levied is shown in Schedule D.

The policy outlines the basis of Council's Infrastructure Contributions Regime for the Bikeways Network in Pine Rivers Shire. It is to be read in conjunction with Planning Scheme Policy PSP21 Development Contributions for Trunk Infrastructure – Administration Policy (PSP21).

Payment of any monetary contribution under this policy will in no way relieve the development proponent from any requirement under a condition of development approval to undertake infrastructure works not on a Trunk Bikeway or necessary to access a Trunk Bikeway. Nothing contained in this policy precludes Council and the development proponent from entering into an infrastructure agreement in regard to the matters dealt with by this policy.

Definitions

The definitions of applicable terms are contained in PSP21 Development Contributions for Trunk Infrastructure – Administration Policy and the 'study report' identified in Section 2 "Background Information". Where a term used in this policy is not defined in PSP21 or the 'study report', that term shall, unless the context indicates or requires otherwise, have the meaning assigned to it in the *PineRiversPlan* or in the *Integrated Planning Act 1997*.

Policy Statement

1 Scope

This policy sets out the basis for determining the amount of Development Contributions for Bikeways Trunk Infrastructure which Council will impose as conditions of development approval. The provisions of this policy shall apply to applications for development within the former Pine Rivers Shire and which, in the opinion of Council, may impose a load on its Bikeways Trunk Infrastructure either immediately or at some time in the future.

This policy:

- is to be read in conjunction with Planning Scheme Policy PSP21 Development Contributions for Trunk Infrastructure – Administration Policy;
- specifies the assumptions made in determining the rate of the contribution payable towards the cost of Bikeways Trunk Infrastructure within the former Pine Rivers Shire;
- specifies the works which the Council determines to be Bikeways Trunk Infrastructure;
- establishes the estimated cost of construction and any required augmentation of the Bikeways Network in respect of which contributions are to be made;
- lists the applicable Demand Factors and Schedules of Infrastructure Contribution Rates.

2 Background Information

The methodology used in establishing the amount of required Trunk Infrastructure Contributions under this policy is based on the report by Arup, “Priority Infrastructure Plan Transport” (the Study Report) as well as Council’s Bikeways Plan. The Study Report comprises:-

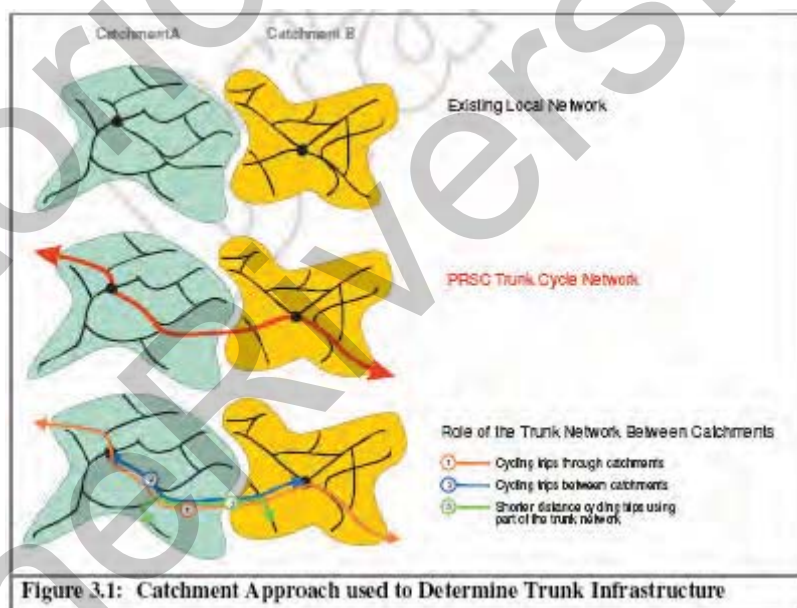
- (1) Part 1 - The Infrastructure Charges Summary (June 2008);
- (2) Part 2 - Main Report (June 2008);
- (3) Part 3 - Detailed Maps (June 2008);
- (4) Part 4 - Calculations and Supporting Data (June 2008); and
- (5) Pine Infrastructure Plan (Bikeways) (June 2008)

3 Methodology

3.1 Methodology

These fundamental principles as for the Council Trunk Road network have been applied to identify the bikeways trunk infrastructure. Figure 1 illustrates the catchment based approach used by Council to designate which bikeways and routes constitute bicycle trunk infrastructure. This figure demonstrates the multi-purpose role and function of a proposed trunk route. The primary function of the trunk route is to facilitate cycling trips between the two destinations. However, the connections into the lower order cycle network also enable shorter trips to be undertaken on part of this trunk route.

Figure 3.1 – Catchment Approach to determine Cycle Trunk Infrastructure



As part of the study on which this methodology is based, a five step process was carried out.

Step 1: Identification of key cycling attractors (catchments)

The key cycling attractors within or in close proximity to the former Pine Rivers Shire are shown in Table 3.1.

Table 3.1 – Bikeways Network Key Cycling Attractors

MAJOR DISTRICT CENTRE

Mitchelton
Strathpine
Redcliffe City
Chermside
Deception Bay

DISTRICT INDUSTRIAL CENTRE

Brendale
Narangba
Lawnton

MAJOR SUBURB

Mango Hill
Albany Creek
Dayboro
Kallangur
Samford
Mt Nebo
Petrie
Aspley
Arana Hills
Kippa-Ring
Warner

Mount Samson

EDUCATION (TAFE)

Grovely

EDUCATION (UNIVERSITY)

Carseldine

RAIL STATIONS

Oxford Park
Keperra
Ferry Grove
Bald Hills
Strathpine
Bray Park
Lawnton
Petrie
Dakabin
Narangba
Mitchelton

Step 2: Determination of cyclist desire lines

Cyclist desire lines were determined based on an assessment of the anticipated cyclist demand and relative attractiveness of each centre or catchment. The cyclist desire lines represent potential higher order cycle corridors.

Step 3: Identification of candidate trunk bikeways

The selection of candidate trunk bikeways was based upon an initial examination of potential corridors which were subsequently reviewed against the following:

- extent of existing infrastructure;
- topography;
- directness;
- surrounding land use;
- natural surveillance; and
- local knowledge gathered as part of a key stakeholders workshop.

Step 4: Identification of trunk bikeways

The adopted trunk bikeways network was determined using a strategic bikeways model. The strategic model utilises the same demographic and employment forecasts as used in Council's Trunk Road network model. The model breaks the Shire down into 532 zones, each of which represents a discrete catchment. The route assignment algorithms within the model take into consideration directness, infrastructure width, grade and friction.

The bikeways model is strategic in nature and as such, careful interpretation was required when reviewing the anticipated cycle volumes and route assignment. Where the model indicates that a route is expected to carry in excess of 50 cyclists per day, those links were considered to represent the higher order routes whose primary function will be to carry through traffic and provide connectivity between suburbs or catchments. In the context of the Integrated Planning Act, these links would be defined as trunk infrastructure.

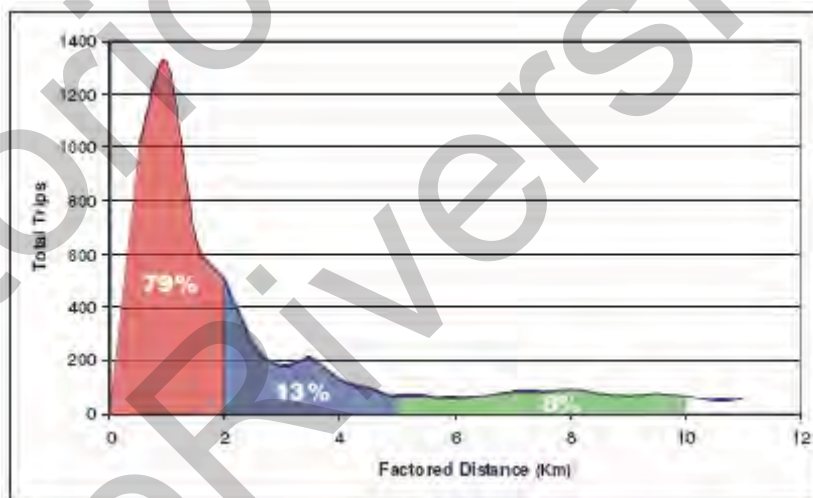
In most instances, the model confirmed routes identified by the key stakeholders as being of most significance. However, in some instances the model identified parallel links. In these instances, further consideration was given to the relative merits of each potential link and engineering judgment was used to select which link would be most suitable for inclusion in the final trunk bicycle network plan. The network depicted in Schedule D of this policy represents the desired higher order cycling network.

Step 5: Cost Apportionment to derive Infrastructure Charges

The apportionment of costs to fund the infrastructure was then derived:

Cycling trips are generally shorter distance trips than those associated with motorised transport. Figure 3.2 shows the trip distribution curve for cyclists based on analysis of the Household Travel Survey (1992). For the purposes of this assessment we have ignored those cyclist trips in excess of 10km as there are very few records for such trips.

Figure 3.2 – Cycle Trip Distribution Curve



As shown in this graph, 79% of cycle trips on any given route are expected to be generated by a zone within a 2km distance of the route, 13% within 2-5km and 8% within 5-10km. For each eligible project, the zones within the above buffer regions have been identified and the cost of the projects apportioned accordingly (i.e. all zones within 2km will fund 79% of the project).

The 2003 (existing) and 2018 (existing plus growth) cycle trip ends were then calculated for all zones within each of the buffer regions (i.e. 2km, 5km & 10km). The contribution amount to be levied on new development relates only to the growth percentage as calculated using the following equation:

$$\text{Growth Percentage} = \frac{2018 \text{ trip ends} - 2003 \text{ trip ends}}{2018 \text{ trip ends}}$$

To satisfy the discounted cash flow methodology requirements of calculating the infrastructure contribution rates, existing demand is added to the value of future demand which has been indexed for anticipated fluctuations in construction costs (generally increases) and discounted for the cost of capital.

3.2 Service Catchments

For the purposes of determining contribution rates under this policy, the Shire has been divided into a number of discrete "service catchments". The service catchments for Bikeways are the same as those determined for the Trunk Roads Network.

The extent of each of these "service catchments" is shown on the maps in "Schedule C" of PSP25.

3.3 Demand Assumptions for Bikeways Network Planning

Comparison of the roads model against the bikeways model suggests that cycling trip ends as a proportion of motor vehicle trip ends is 3.14%.

Whilst the roads factors have been based upon a peak hour assessment, the cycling factors have been based on a 24 hour period. The road network model indicates that the peak hour traffic volumes represent approximately 8% of the 24 hour traffic volumes. Therefore to achieve 24 hour volumes from peak hour volumes, a factor of 12.5 (100 divided by 8) has been applied, as shown in the following equation:

$$\text{Cycle Factor} = \text{Roads Factor} \times 3.14\% \times 12.5$$

Demand for the Bikeways Network is expressed in daily cycle trip ends.

4 Bikeways Plan for Trunk Infrastructure

4.1 Bikeways Trunk Infrastructure Network

Bikeways Trunk Infrastructure covers all routes which are expected to carry in excess of 50 cyclists per day. These links are considered to represent the higher order facilities whose primary function will be to carry through traffic and provide connectivity between suburbs or service catchments.

The various elements of planned future Bikeways Trunk Infrastructure are shown on the maps in Schedule D and are specifically identified in Table 4.3A.

In regard to the scheduled timing of the provision of the bikeways, it should be noted that over half of the infrastructure listed is upgrading of existing facilities.

Where identified links are yet to be provided, alternative routes are currently available to cyclists. As a consequence, the majority of the trunk cycle corridors can be utilized immediately and Council has greater flexibility in staging the delivery of the remainder of the trunk cycle network. It is therefore not considered imperative that Council deliver identified infrastructure in the year nominated in Table 4.3A. Nor is it necessary for Council to complete all of one project in the same financial year.

However, the delivery of the infrastructure is related to maintaining Council's desired standard of service. This is a function of the anticipated cyclist volumes. As the identified trunk bikeways infrastructure provides connectivity between cycling attractors, the growth in cyclists' volumes on the individual links is not heavily influenced by any single development. As a result, the model suggests a relatively uniform rate of growth between 2006 and 2026.

Where a route is expected to attract an ultimate demand of:

- > 200 cyclists per day, it has been classified as a short term priority (i.e. prior to 2011);
- 100 - 200 cyclists per day, it has been classified as a medium term priority (2011 - 2016);
- <100 cyclists per day, it has been classified as a long term priority (2016 - 2026);

4.2 Cost Estimates

The cost estimates for new infrastructure, including upgrades, shown in Table 4.3A are in 2009 dollars and a unit rate of \$90 per square metre for the construction of concrete paths has been assumed. Where a path is to be upgraded, it has been assumed that Council will extend the widths of existing facilities by doweling.

Where an off-road route has been classified as future, a minimum standard 2.0m off-road path has been assumed and the unit rate of \$90 per square metre applied.

For on-road bike routes utilising local streets, \$300 for each 100 meters of length has been applied solely to facilitate route signage.

An allowance of 30% has been made for contingencies, on-costs and Council overheads.

All values are adjusted for anticipated increases in costs and appropriate discount factor for the bikeways network to arrive at a net present value per project.

4.3 Bikeways Trunk Infrastructure Projects

In the following table, the 'Status' column shows values Y for 'Yes' (complete), C for 'Commenced' and N for 'Not Started'.

Table 4.3A – Planned Bikeways Projects

Project ID	Name	Description	Type	Status	Year	Cost (NPV)
PIPBW70001	18	Bikeway 18 Samford	Upgrade	C	2016	\$117,269.88
PIPBW70002	18	Bikeway 18 Samford	Existing	Y	2016	\$0.00
PIPBW70003	18	Bikeway 18 Samford	Existing	Y	2016	\$0.00
PIPBW70004	18	Bikeway 18 Samford	Upgrade	C	2016	\$103,970.09
PIPBW70005	18	Bikeway 18 Samford	Existing	Y	2016	\$0.00
PIPBW70006	18	Bikeway 18 Samford	Existing	Y	2016	\$0.00
PIPBW70007	18	Bikeway 18 Samford	Existing	Y	2016	\$0.00
PIPBW70008	18	Bikeway 18 Samford	Upgrade	C	2016	\$228,794.85
PIPBW70009	18	Bikeway 18 Samford	Upgrade	C	2016	\$48,734.61
PIPBW70010	01-08a	Bikeway 01-08a Strathpine to Brendale	Existing	Y	2011	\$0.00
PIPBW70011	01-08a	Bikeway 01-08a Strathpine to Brendale	Existing	Y	2011	\$0.00

Project ID	Name	Description	Type	Status	Year	Cost (NPV)
PIPBW70012	01-08a	Bikeway 01-08a Strathpine to Brendale	Build	N	2011	\$209,171.78
PIPBW70013	01-08a	Bikeway 01-08a Strathpine to Brendale	Upgrade	C	2011	\$99,572.93
PIPBW70014	01-08a	Bikeway 01-08a Strathpine to Brendale	Build	N	2011	\$156,123.80
PIPBW70015	01-08a	Bikeway 01-08a Strathpine to Brendale	Build	N	2011	\$180,009.27
PIPBW70016	01-08a	Bikeway 01-08a Strathpine to Brendale	Build	N	2011	\$98,358.40
PIPBW70017	01-08a	Bikeway 01-08a Strathpine to Brendale	Build	N	2011	\$77,787.67
PIPBW70018	01-08a	Bikeway 01-08a Strathpine to Brendale	Build	N	2011	\$47,029.91
PIPBW70019	01-14a	Bikeway 01-14a Strathpine to Petrie	Existing	Y	2011	\$0.00
PIPBW70020	01-14a	Bikeway 01-14a Strathpine to Petrie	Existing	Y	2011	\$0.00
PIPBW70021	01-14a	Bikeway 01-14a Strathpine to Petrie	Upgrade	C	2011	\$178,815.43
PIPBW70022	01-14a	Bikeway 01-14a Strathpine to Petrie	Upgrade	C	2011	\$318,635.17
PIPBW70023	01-14a	Bikeway 01-14a Strathpine to Petrie	Upgrade	C	2011	\$33,861.23
PIPBW70024	01-14a	Bikeway 01-14a Strathpine to Petrie	Upgrade	C	2011	\$57,917.40
PIPBW70025	01-14a	Bikeway 01-14a Strathpine to Petrie	Upgrade	C	2011	\$28,207.38
PIPBW70026	01-14a	Bikeway 01-14a Strathpine to Petrie	Upgrade	C	2011	\$153,760.39
PIPBW70027	01-14a	Bikeway 01-14a Strathpine to Petrie	Upgrade	C	2011	\$150,460.51
PIPBW70028	01-14a	Bikeway 01-14a Strathpine to Petrie	Upgrade	C	2011	\$126,146.08
PIPBW70029	01-14a	Bikeway 01-14a Strathpine to Petrie	Existing	Y	2011	\$0.00
PIPBW70030	01-14a	Bikeway 01-14a Strathpine to Petrie	Existing	Y	2011	\$0.00
PIPBW70031	01-14b	Bikeway 01-14b Strathpine to Petrie	Existing	Y	2011	\$0.00
PIPBW70032	01-14b	Bikeway 01-14b Strathpine to Petrie	Existing	Y	2011	\$0.00
PIPBW70033	01-14b	Bikeway 01-14b Strathpine to Petrie	Existing	Y	2011	\$0.00
PIPBW70034	01-14b	Bikeway 01-14b Strathpine to Petrie	Upgrade	C	2011	\$46,308.99
PIPBW70035	01-14b	Bikeway 01-14b Strathpine to Petrie	Upgrade	C	2011	\$132,639.56
PIPBW70036	01-14b	Bikeway 01-14b Strathpine to Petrie	Existing	Y	2011	\$0.00
PIPBW70037	01-14b	Bikeway 01-14b Strathpine to Petrie	Upgrade	C	2011	\$87,531.37
PIPBW70038	01-14b	Bikeway 01-14b Strathpine to Petrie	Upgrade	C	2011	\$140,572.85
PIPBW70039	01-14b	Bikeway 01-14b Strathpine to Petrie	Upgrade	C	2011	\$86,949.04
PIPBW70040	01-14b	Bikeway 01-14b Strathpine to Petrie	Upgrade	C	2011	\$46,071.98
PIPBW70041	01-14b	Bikeway 01-14b Strathpine to Petrie	Upgrade	C	2011	\$78,655.83
PIPBW70042	01-14c	Bikeway 01-14c Strathpine to Petrie	Build	N	2016	\$138,834.83
PIPBW70043	01-14c	Bikeway 01-14c Strathpine to Petrie	Build	N	2016	\$15,123.08
PIPBW70044	01-14c	Bikeway 01-14c Strathpine to Petrie	Build	N	2016	\$56,234.19
PIPBW70045	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2016	\$0.00
PIPBW70046	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2016	\$0.00
PIPBW70047	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2016	\$0.00
PIPBW70048	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2016	\$0.00
PIPBW70049	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2016	\$0.00
PIPBW70050	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2016	\$0.00
PIPBW70051	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2016	\$0.00
PIPBW70052	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2013	\$0.00
PIPBW70053	01-14c	Bikeway 01-14c Strathpine to Petrie	Build	N	2013	\$55,664.53
PIPBW70054	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2013	\$0.00
PIPBW70055	01-14c	Bikeway 01-14c Strathpine to Petrie	Build	N	2013	\$37,702.59
PIPBW70056	01-14c	Bikeway 01-14c Strathpine to Petrie	Existing	Y	2016	\$0.00
PIPBW70057	01-14c	Bikeway 01-14c Strathpine to Petrie	Build	N	2016	\$60,279.45
PIPBW70058	01-14c	Bikeway 01-14c Strathpine to Petrie	Build	N	2016	\$102,612.44
PIPBW70059	01-14c	Bikeway 01-14c Strathpine to Petrie	Build	N	2016	\$19,435.08
PIPBW70060	01-15a	Bikeway 01-15a Strathpine to Warner	Upgrade	C	2016	\$25,283.47
PIPBW70061	01-15a	Bikeway 01-15a Strathpine to Warner	Upgrade	C	2016	\$18,681.93
PIPBW70062	01-15a	Bikeway 01-15a Strathpine to Warner	Upgrade	C	2016	\$24,856.08
PIPBW70063	01-15a	Bikeway 01-15a Strathpine to Warner	Upgrade	C	2016	\$20,351.44
PIPBW70064	01-15a	Bikeway 01-15a Strathpine to Warner	Existing	Y	2016	\$0.00
PIPBW70065	01-15a	Bikeway 01-15a Strathpine to Warner	Upgrade	C	2016	\$35,979.85
PIPBW70066	01-15a	Bikeway 01-15a Strathpine to Warner	Existing	Y	2016	\$0.00
PIPBW70067	01-15a	Bikeway 01-15a Strathpine to Warner	Upgrade	C	2016	\$40,107.35
PIPBW70068	01-15a	Bikeway 01-15a Strathpine to Warner	Upgrade	C	2016	\$78,026.55
PIPBW70069	01-15a	Bikeway 01-15a Strathpine to Warner	Existing	Y	2016	\$0.00
PIPBW70070	01-15a	Bikeway 01-15a Strathpine to Warner	Upgrade	C	2016	\$62,874.83
PIPBW70071	01-15a	Bikeway 01-15a Strathpine to Warner	Existing	Y	2016	\$0.00
PIPBW70072	01-15a	Bikeway 01-15a Strathpine to Warner	Existing	Y	2016	\$0.00
PIPBW70073	01-15a	Bikeway 01-15a Strathpine to Warner	Build	N	2016	\$39,606.26
PIPBW70074	01-15a	Bikeway 01-15a Strathpine to Warner	Build	N	2016	\$16,940.53
PIPBW70075	01-15a	Bikeway 01-15a Strathpine to Warner	Build	N	2016	\$55,392.42
PIPBW70076	01-15a	Bikeway 01-15a Strathpine to Warner	Existing	Y	2016	\$0.00
PIPBW70077	01-15a	Bikeway 01-15a Strathpine to Warner	Build	N	2016	\$42,705.13
PIPBW70078	01-15a	Bikeway 01-15a Strathpine to Warner	Build	N	2016	\$18,633.43
PIPBW70079	01-15a	Bikeway 01-15a Strathpine to Warner	Build	N	2016	\$29,575.82
PIPBW70080	01-15b	Bikeway 01-15b Strathpine to Warner	Upgrade	C	2016	\$87,834.58
PIPBW70081	01-15b	Bikeway 01-15b Strathpine to Warner	Upgrade	C	2016	\$71,547.93
PIPBW70082	01-15b	Bikeway 01-15b Strathpine to Warner	Upgrade	C	2016	\$243,747.42
PIPBW70083	01-15b	Bikeway 01-15b Strathpine to Warner	Upgrade	C	2016	\$83,112.02
PIPBW70084	01-15b	Bikeway 01-15b Strathpine to Warner	Build	N	2016	\$276,525.86

Project ID	Name	Description	Type	Status	Year	Cost (NPV)
PIPBW70085	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Existing	Y	2016	\$0.00
PIPBW70086	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Existing	Y	2016	\$0.00
PIPBW70087	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Build	N	2016	\$160,460.84
PIPBW70088	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Existing	Y	2016	\$0.00
PIPBW70089	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Existing	Y	2016	\$0.00
PIPBW70090	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Build	N	2016	\$87,290.30
PIPBW70091	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Build	N	2016	\$114,092.85
PIPBW70092	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Existing	Y	2016	\$0.00
PIPBW70093	01-16a	Bikeway 01-16a Strathpine to Albany Creek	Build	N	2016	\$193,903.37
PIPBW70096	01-16z	Bikeway 01-16z Strathpine to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70097	01-16z	Bikeway 01-16z Strathpine to Albany Creek	Upgrade	C	2011	\$208,474.48
PIPBW70098	01-16z	Bikeway 01-16z Strathpine to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70099	01-16z	Bikeway 01-16z Strathpine to Albany Creek	Upgrade	C	2011	\$96,197.82
PIPBW70100	01-16z	Bikeway 01-16z Strathpine to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70101	01-16z	Bikeway 01-16z Strathpine to Albany Creek	Build	N	2011	\$92,399.34
PIPBW70102	01-16z	Bikeway 01-16z Strathpine to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70103	01-16z	Bikeway 01-16z Strathpine to Albany Creek	Build	N	2011	\$138,705.62
PIPBW70104	02-17b	Bikeway 02-17b Chermside to Arana Hills	Upgrade	C	2021	\$460,267.09
PIPBW70105	02-17b	Bikeway 02-17b Chermside to Arana Hills	Upgrade	C	2021	\$236,701.42
PIPBW70106	02-17b	Bikeway 02-17b Chermside to Arana Hills	Upgrade	C	2021	\$180,475.27
PIPBW70107	02-17b	Bikeway 02-17b Chermside to Arana Hills	Upgrade	C	2021	\$146,843.70
PIPBW70108	02-17b	Bikeway 02-17b Chermside to Arana Hills	Existing	Y	2021	\$0.00
PIPBW70109	02-17b	Bikeway 02-17b Chermside to Arana Hills	Upgrade	C	2021	\$14,860.20
PIPBW70110	03-12-a	Bikeway 03-12-a Redcliffe City to Mango Hill	Build	N	2011	\$530,442.63
PIPBW70111	03-12-a	Bikeway 03-12-a Redcliffe City to Mango Hill	Build	N	2011	\$338,959.40
PIPBW70112	04-16a	Bikeway 04-16a Mitchelton to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70113	04-16a	Bikeway 04-16a Mitchelton to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70114	04-16a	Bikeway 04-16a Mitchelton to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70115	04-16b	Bikeway 04-16b Mitchelton to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70116	04-16b	Bikeway 04-16b Mitchelton to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70117	04-16b	Bikeway 04-16b Mitchelton to Albany Creek	Existing	Y	2011	\$0.00
PIPBW70118	04-16b	Bikeway 04-16b Mitchelton to Albany Creek	Build	N	2011	\$401,317.34
PIPBW70120	06-14a	Bikeway 06-14a Dakabin to Petrie	Existing	Y	2016	\$0.00
PIPBW70121	06-14a	Bikeway 06-14a Dakabin to Petrie	Existing	Y	2016	\$0.00
PIPBW70122	06-14a	Bikeway 06-14a Dakabin to Petrie	Existing	Y	2016	\$0.00
PIPBW70123	06-14a	Bikeway 06-14a Dakabin to Petrie	Existing	Y	2016	\$0.00
PIPBW70124	06-14a	Bikeway 06-14a Dakabin to Petrie	Build	N	2016	\$154,658.03
PIPBW70125	06-14a	Bikeway 06-14a Dakabin to Petrie	Build	N	2016	\$37,701.50
PIPBW70126	06-14a	Bikeway 06-14a Dakabin to Petrie	Build	N	2016	\$180,423.22
PIPBW70127	06-14a	Bikeway 06-14a Dakabin to Petrie	Build	N	2016	\$83,851.85
PIPBW70128	06-14a	Bikeway 06-14a Dakabin to Petrie	Build	N	2016	\$17,379.02
PIPBW70129	07-15a	Bikeway 07-15a Lawnton to Warner	Existing	Y	2016	\$0.00
PIPBW70130	07-15a	Bikeway 07-15a Lawnton to Warner	Upgrade	C	2016	\$42,313.60
PIPBW70131	07-15a	Bikeway 07-15a Lawnton to Warner	Upgrade	C	2016	\$71,297.43
PIPBW70132	07-15a	Bikeway 07-15a Lawnton to Warner	Upgrade	C	2016	\$43,788.95
PIPBW70133	07-15a	Bikeway 07-15a Lawnton to Warner	Upgrade	C	2016	\$82,780.87
PIPBW70134	07-15a	Bikeway 07-15a Lawnton to Warner	Existing	Y	2016	\$0.00
PIPBW70135	07-15a	Bikeway 07-15a Lawnton to Warner	Existing	Y	2016	\$0.00
PIPBW70136	07-15a	Bikeway 07-15a Lawnton to Warner	Upgrade	C	2016	\$100,095.65
PIPBW70137	07-15a	Bikeway 07-15a Lawnton to Warner	Upgrade	C	2016	\$24,734.78
PIPBW70138	07-15a	Bikeway 07-15a Lawnton to Warner	Build	N	2016	\$123,013.83
PIPBW70139	07-26a	Bikeway 07-26a Lawnton to Cashmere	Existing	Y	2016	\$0.00
PIPBW70140	07-26a	Bikeway 07-26a Lawnton to Cashmere	Build	N	2016	\$129,325.15
PIPBW70141	07-26a	Bikeway 07-26a Lawnton to Cashmere	Future	N	2016	\$231,961.82
PIPBW70142	07-26a	Bikeway 07-26a Lawnton to Cashmere	Build	N	2016	\$116,450.19
PIPBW70143	07-26a	Bikeway 07-26a Lawnton to Cashmere	Build	N	2016	\$136,083.08
PIPBW70144	07-26a	Bikeway 07-26a Lawnton to Cashmere	Build	N	2016	\$56,090.90
PIPBW70145	08-15a	Bikeway 08-15a Brendale to Warner	Existing	Y	2011	\$0.00
PIPBW70146	08-15a	Bikeway 08-15a Brendale to Warner	Existing	Y	2011	\$0.00
PIPBW70147	08-15b	Bikeway 08-15b Brendale to Warner	Existing	Y	2011	\$0.00
PIPBW70148	08-15b	Bikeway 08-15b Brendale to Warner	Existing	Y	2011	\$0.00
PIPBW70149	08-15b	Bikeway 08-15b Brendale to Warner	Existing	Y	2011	\$0.00
PIPBW70150	08-15b	Bikeway 08-15b Brendale to Warner	Existing	Y	2011	\$0.00
PIPBW70151	08-15b	Bikeway 08-15b Brendale to Warner	Upgrade	C	2011	\$143,367.94
PIPBW70152	08-15b	Bikeway 08-15b Brendale to Warner	Build	N	2011	\$492,333.64
PIPBW70153	08-16a	Bikeway 08-16a Brendale to Albany Creek	Build	N	2011	\$259,812.77
PIPBW70154	08-16a	Bikeway 08-16a Brendale to Albany Creek	Build	N	2011	\$38,756.36
PIPBW70155	08-16a	Bikeway 08-16a Brendale to Albany Creek	Upgrade	C	2011	\$19,434.14
PIPBW70156	08-16a	Bikeway 08-16a Brendale to Albany Creek	Upgrade	C	2011	\$20,157.82
PIPBW70157	08-16a	Bikeway 08-16a Brendale to Albany Creek	Upgrade	C	2011	\$211,989.55
PIPBW70158	08-16a	Bikeway 08-16a Brendale to Albany Creek	Upgrade	C	2011	\$55,947.80
PIPBW70159	08-16a	Bikeway 08-16a Brendale to Albany Creek	Upgrade	C	2011	\$152,998.04
PIPBW70160	08-16a	Bikeway 08-16a Brendale to Albany Creek	Upgrade	C	2011	\$431,849.94

Project ID	Name	Description	Type	Status	Year	Cost (NPV)
PIPBW70161	08-16a	Bikeway 08-16a Brendale to Albany Creek	Build	N	2011	\$12,485.43
PIPBW70162	08-27a	Bikeway 08-27a Brendale to Bald Hills	Build	N	2011	\$240,373.17
PIPBW70163	09-14a	Bikeway 09-14a Narangba to Petrie	Build	N	2011	\$157,923.73
PIPBW70164	09-14a	Bikeway 09-14a Narangba to Petrie	Upgrade	C	2011	\$405,606.72
PIPBW70165	09-14a	Bikeway 09-14a Narangba to Petrie	Upgrade	C	2011	\$149,859.10
PIPBW70166	09-14a	Bikeway 09-14a Narangba to Petrie	Build	N	2011	\$142,238.49
PIPBW70167	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70168	09-14a	Bikeway 09-14a Narangba to Petrie	Build	N	2011	\$22,337.51
PIPBW70169	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70170	09-14a	Bikeway 09-14a Narangba to Petrie	Build	N	2011	\$179,671.66
PIPBW70171	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70172	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70173	09-14a	Bikeway 09-14a Narangba to Petrie	Upgrade	C	2011	\$38,459.97
PIPBW70174	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70175	09-14a	Bikeway 09-14a Narangba to Petrie	Build	N	2011	\$283,490.66
PIPBW70176	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70177	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70178	09-14a	Bikeway 09-14a Narangba to Petrie	Build	N	2011	\$126,966.84
PIPBW70179	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70180	09-14a	Bikeway 09-14a Narangba to Petrie	Existing	Y	2011	\$0.00
PIPBW70186	12-13-a	Bikeway 12-13-a Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70187	12-13-a	Bikeway 12-13-a Mango Hill to Kallangur	Upgrade	C	2011	\$127,509.91
PIPBW70188	12-13-a	Bikeway 12-13-a Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70189	12-13-a	Bikeway 12-13-a Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70190	12-13-a	Bikeway 12-13-a Mango Hill to Kallangur	Build	N	2011	\$233,353.48
PIPBW70191	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Upgrade	C	2011	\$37,437.04
PIPBW70192	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70193	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Upgrade	C	2011	\$38,763.96
PIPBW70194	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70195	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70196	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70197	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70198	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70199	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Existing	Y	2011	\$0.00
PIPBW70209	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$46,206.55
PIPBW70210	12-15b	Bikeway 12-15b Mango Hill to Warner	Existing	Y	2016	\$0.00
PIPBW70211	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$17,325.16
PIPBW70212	12-15b	Bikeway 12-15b Mango Hill to Warner	Build	N	2016	\$31,950.78
PIPBW70213	12-15b	Bikeway 12-15b Mango Hill to Warner	Existing	Y	2016	\$0.00
PIPBW70214	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$40,765.35
PIPBW70215	12-15b	Bikeway 12-15b Mango Hill to Warner	Build	N	2016	\$31,893.86
PIPBW70216	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$13,569.17
PIPBW70217	12-15b	Bikeway 12-15b Mango Hill to Warner	Existing	Y	2016	\$0.00
PIPBW70218	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$7,273.26
PIPBW70219	12-15b	Bikeway 12-15b Mango Hill to Warner	Existing	Y	2016	\$0.00
PIPBW70220	12-15b	Bikeway 12-15b Mango Hill to Warner	Existing	Y	2016	\$0.00
PIPBW70221	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$20,730.44
PIPBW70222	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$11,099.02
PIPBW70223	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$12,369.29
PIPBW70224	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$22,004.59
PIPBW70225	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$52,193.97
PIPBW70227	12-15b	Bikeway 12-15b Mango Hill to Warner	Build	N	2016	\$245,707.43
PIPBW70228	12-25a	Bikeway 12-25a Mango Hill to Draper	Build	N	2016	\$94,476.83
PIPBW70229	12-25a	Bikeway 12-25a Mango Hill to Draper	Upgrade	C	2016	\$124,146.34
PIPBW70230	12-25a	Bikeway 12-25a Mango Hill to Draper	Upgrade	C	2016	\$46,374.64
PIPBW70231	12-25a	Bikeway 12-25a Mango Hill to Draper	Existing	Y	2016	\$0.00
PIPBW70232	12-25a	Bikeway 12-25a Mango Hill to Draper	Upgrade	C	2013	\$43,420.08
PIPBW70233	12-25a	Bikeway 12-25a Mango Hill to Draper	Build	N	2013	\$53,189.40
PIPBW70234	12-25a	Bikeway 12-25a Mango Hill to Draper	Existing	Y	2016	\$0.00
PIPBW70235	12-25a	Bikeway 12-25a Mango Hill to Draper	Build	N	2016	\$89,566.32
PIPBW70236	12-25a	Bikeway 12-25a Mango Hill to Draper	Build	N	2016	\$300,156.31
PIPBW70237	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$99,049.98
PIPBW70238	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$123,173.79
PIPBW70239	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Existing	Y	2016	\$0.00
PIPBW70240	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Existing	Y	2016	\$0.00
PIPBW70241	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$102,653.74
PIPBW70242	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$133,515.58
PIPBW70243	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$223,697.11
PIPBW70244	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$139,251.11
PIPBW70245	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$107,167.88
PIPBW70246	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$37,842.39
PIPBW70247	12-27a	Bikeway 12-27a Mango Hill to Bald Hills	Build	N	2016	\$83,717.68
PIPBW70248	12-27-z	Bikeway 12-27-z Mango Hill to Bald Hills	Build	N	2021	\$3,156,982.31

Project ID	Name	Description	Type	Status	Year	Cost (NPV)
PIPBW70249	12-27-z	Bikeway 12-27-z Mango Hill to Bald Hills	Build	N	2021	\$2,919,378.64
PIPBW70250	13-14a	Bikeway 13-14a Kallangur to Petrie	Upgrade	C	2009	\$38,431.48
PIPBW70251	13-14a	Bikeway 13-14a Kallangur to Petrie	Upgrade	C	2011	\$5,914.98
PIPBW70252	13-14a	Bikeway 13-14a Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70253	13-14a	Bikeway 13-14a Kallangur to Petrie	Upgrade	C	2011	\$71,698.61
PIPBW70254	13-14a	Bikeway 13-14a Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70255	13-14a	Bikeway 13-14a Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70256	13-14a	Bikeway 13-14a Kallangur to Petrie	Upgrade	C	2011	\$127,614.17
PIPBW70257	13-14a	Bikeway 13-14a Kallangur to Petrie	Upgrade	C	2011	\$19,114.97
PIPBW70258	13-14a	Bikeway 13-14a Kallangur to Petrie	Upgrade	C	2011	\$4,230.68
PIPBW70259	13-14b	Bikeway 13-14b Kallangur to Petrie	Upgrade	C	2011	\$47,871.55
PIPBW70260	13-14b	Bikeway 13-14b Kallangur to Petrie	Upgrade	C	2011	\$73,347.31
PIPBW70261	13-14b	Bikeway 13-14b Kallangur to Petrie	Upgrade	C	2011	\$16,434.68
PIPBW70262	13-14b	Bikeway 13-14b Kallangur to Petrie	Upgrade	C	2011	\$49,277.96
PIPBW70263	13-14b	Bikeway 13-14b Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70264	13-14b	Bikeway 13-14b Kallangur to Petrie	Upgrade	C	2011	\$81,068.79
PIPBW70265	13-14b	Bikeway 13-14b Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70266	13-14b	Bikeway 13-14b Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70267	13-14b	Bikeway 13-14b Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70268	13-14b	Bikeway 13-14b Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70269	13-14b	Bikeway 13-14b Kallangur to Petrie	Upgrade	C	2011	\$81,829.88
PIPBW70270	13-14b	Bikeway 13-14b Kallangur to Petrie	Build	N	2011	\$14,872.82
PIPBW70271	14-15a	Bikeway 14-15a Petrie to Warner	Build	N	2016	\$122,364.05
PIPBW70272	14-15a	Bikeway 14-15a Petrie to Warner	Build	N	2016	\$158,935.07
PIPBW70273	14-15a	Bikeway 14-15a Petrie to Warner	Existing	Y	2016	\$0.00
PIPBW70274	14-15a	Bikeway 14-15a Petrie to Warner	Build	N	2016	\$74,005.15
PIPBW70275	14-15a	Bikeway 14-15a Petrie to Warner	Existing	Y	2016	\$0.00
PIPBW70276	14-15a	Bikeway 14-15a Petrie to Warner	Upgrade	C	2016	\$103,111.55
PIPBW70277	14-15a	Bikeway 14-15a Petrie to Warner	Upgrade	C	2016	\$106,192.13
PIPBW70278	14-15a	Bikeway 14-15a Petrie to Warner	Build	N	2016	\$6,354.81
PIPBW70279	14-15a	Bikeway 14-15a Petrie to Warner	Existing	Y	2016	\$0.00
PIPBW70280	14-15a	Bikeway 14-15a Petrie to Warner	Existing	Y	2016	\$0.00
PIPBW70281	14-19a	Bikeway 14-19a Petrie to Dayboro	Existing	Y	2016	\$0.00
PIPBW70282	14-19a	Bikeway 14-19a Petrie to Dayboro	Build	N	2016	\$89,527.09
PIPBW70283	14-19a	Bikeway 14-19a Petrie to Dayboro	Existing	Y	2016	\$0.00
PIPBW70284	14-19a	Bikeway 14-19a Petrie to Dayboro	Existing	Y	2016	\$0.00
PIPBW70285	14-19a	Bikeway 14-19a Petrie to Dayboro	Upgrade	C	2016	\$40,913.89
PIPBW70286	14-19a	Bikeway 14-19a Petrie to Dayboro	Build	N	2016	\$25,349.09
PIPBW70287	14-19a	Bikeway 14-19a Petrie to Dayboro	Existing	Y	2016	\$0.00
PIPBW70288	14-19a	Bikeway 14-19a Petrie to Dayboro	Existing	Y	2016	\$0.00
PIPBW70289	14-19a	Bikeway 14-19a Petrie to Dayboro	Upgrade	C	2016	\$16,538.66
PIPBW70290	14-19a	Bikeway 14-19a Petrie to Dayboro	Upgrade	C	2016	\$136,244.00
PIPBW70291	14-19a	Bikeway 14-19a Petrie to Dayboro	Build	N	2016	\$194,196.62
PIPBW70292	14-19a	Bikeway 14-19a Petrie to Dayboro	Existing	Y	2016	\$0.00
PIPBW70293	14-19b	Bikeway 14-19b Petrie to Dayboro	Upgrade	C	2016	\$700,655.33
PIPBW70294	14-20-a	Bikeway 14-20-a Petrie to Griffin	Upgrade	C	2016	\$43,240.88
PIPBW70295	14-20-a	Bikeway 14-20-a Petrie to Griffin	Build	N	2016	\$589,890.97
PIPBW70296	14-20-a	Bikeway 14-20-a Petrie to Griffin	Existing	Y	2016	\$0.00
PIPBW70297	14-20-a	Bikeway 14-20-a Petrie to Griffin	Build	N	2016	\$8,661.04
PIPBW70298	14-20-a	Bikeway 14-20-a Petrie to Griffin	Build	N	2016	\$4,840.80
PIPBW70299	14-20-a	Bikeway 14-20-a Petrie to Griffin	Build	N	2016	\$10,338.40
PIPBW70300	14-20-a	Bikeway 14-20-a Petrie to Griffin	Build	N	2016	\$304,644.07
PIPBW70301	14-20-a	Bikeway 14-20-a Petrie to Griffin	Build	N	2016	\$94,710.42
PIPBW70302	14-20-a	Bikeway 14-20-a Petrie to Griffin	Build	N	2016	\$80,290.05
PIPBW70318	15-26a	Bikeway 15-26a Warner to Cashmere	Future	N	2016	\$213,392.77
PIPBW70319	15-26a	Bikeway 15-26a Warner to Cashmere	Future	N	2016	\$175,376.08
PIPBW70320	15-26a	Bikeway 15-26a Warner to Cashmere	Build	N	2016	\$97,306.32
PIPBW70321	15-26a	Bikeway 15-26a Warner to Cashmere	Future	N	2016	\$144,864.36
PIPBW70322	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Existing	Y	2011	\$0.00
PIPBW70323	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Upgrade	C	2011	\$833,176.11
PIPBW70324	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Existing	Y	2011	\$0.00
PIPBW70325	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Upgrade	C	2011	\$67,171.37
PIPBW70326	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Upgrade	C	2011	\$377,630.59
PIPBW70327	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Existing	Y	2011	\$0.00
PIPBW70328	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Upgrade	C	2011	\$122,975.03
PIPBW70329	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Existing	Y	2011	\$0.00
PIPBW70330	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Existing	Y	2011	\$0.00
PIPBW70331	16-17a	Bikeway 16-17a Albany Creek to Arana Hills	Existing	Y	2011	\$0.00
PIPBW70332	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Existing	Y	2016	\$0.00
PIPBW70333	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Existing	Y	2016	\$0.00
PIPBW70334	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Existing	Y	2016	\$0.00
PIPBW70335	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Build	N	2016	\$93,301.01
PIPBW70336	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Existing	Y	2016	\$0.00

Project ID	Name	Description	Type	Status	Year	Cost (NPV)
PIPBW70337	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Build	N	2016	\$36,900.87
PIPBW70338	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Existing	Y	2016	\$0.00
PIPBW70339	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Build	N	2016	\$66,033.41
PIPBW70340	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Existing	Y	2016	\$0.00
PIPBW70341	16-17b	Bikeway 16-17b Albany Creek to Arana Hills	Existing	Y	2016	\$0.00
PIPBW70349	16-25a	Bikeway 16-25a Albany Creek to Draper	Upgrade	C	2021	\$126,572.02
PIPBW70350	16-25a	Bikeway 16-25a Albany Creek to Draper	Existing	Y	2021	\$0.00
PIPBW70351	16-25a	Bikeway 16-25a Albany Creek to Draper	Build	N	2021	\$320,240.65
PIPBW70352	16-25a	Bikeway 16-25a Albany Creek to Draper	Future	N	2021	\$279,578.52
PIPBW70353	16-25a	Bikeway 16-25a Albany Creek to Draper	Existing	Y	2021	\$0.00
PIPBW70354	16-25a	Bikeway 16-25a Albany Creek to Draper	Build	N	2016	\$601,002.76
PIPBW70355	16-25b	Bikeway 16-25b Albany Creek to Draper	Build	N	2016	\$202,804.99
PIPBW70356	16-25b	Bikeway 16-25b Albany Creek to Draper	Build	N	2016	\$330,369.25
PIPBW70357	16-25b	Bikeway 16-25b Albany Creek to Draper	Future	N	2016	\$584,391.82
PIPBW70358	16-25b	Bikeway 16-25b Albany Creek to Draper	Build	N	2016	\$293,079.29
PIPBW70359	16-25b	Bikeway 16-25b Albany Creek to Draper	Existing	Y	2016	\$0.00
PIPBW70360	17-18a	Bikeway 17-18a Arana Hills to Samford	Upgrade	C	2016	\$438,788.68
PIPBW70361	17-18a	Bikeway 17-18a Arana Hills to Samford	Upgrade	C	2016	\$97,705.06
PIPBW70362	17-18a	Bikeway 17-18a Arana Hills to Samford	Upgrade	C	2016	\$59,246.39
PIPBW70364	A	Bikeway A	Upgrade	C	2021	\$130,489.24
PIPBW70365	A	Bikeway A	Upgrade	C	2021	\$9,834.33
PIPBW70366	A	Bikeway A	Existing	Y	2021	\$0.00
PIPBW70367	A	Bikeway A	Upgrade	C	2021	\$48,974.22
PIPBW70368	A	Bikeway A	Existing	Y	2021	\$0.00
PIPBW70369	A	Bikeway A	Upgrade	C	2021	\$106,876.15
PIPBW70370	B	Bikeway B	Upgrade	C	2021	\$32,244.31
PIPBW70371	B	Bikeway B	Build	N	2021	\$85,183.81
PIPBW70372	B	Bikeway B	Upgrade	C	2021	\$105,483.13
PIPBW70373	B	Bikeway B	Upgrade	C	2021	\$54,549.32
PIPBW70374	C	Bikeway C	Existing	Y	2021	\$0.00
PIPBW70375	C	Bikeway C	Existing	Y	2021	\$0.00
PIPBW70376	C	Bikeway C	Upgrade	C	2021	\$44,149.98
PIPBW70377	C	Bikeway C	Build	N	2021	\$8,530.90
PIPBW70378	C	Bikeway C	Upgrade	C	2021	\$77,598.98
PIPBW70379	C	Bikeway C	Upgrade	C	2021	\$82,973.62
PIPBW70380	C	Bikeway C	Existing	Y	2021	\$0.00
PIPBW70381	C	Bikeway C	Upgrade	C	2021	\$59,404.78
PIPBW70382	C	Bikeway C	Existing	Y	2021	\$0.00
PIPBW70383	C	Bikeway C	Upgrade	C	2021	\$253,125.81
PIPBW70384	C	Bikeway C	Upgrade	C	2021	\$34,759.25
PIPBW70385	D	Bikeway D	Upgrade	C	2021	\$586,173.20
PIPBW70386	DW	Bikeway DW	Upgrade	C	2021	\$106,351.91
PIPBW70387	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70388	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70389	DW	Bikeway DW	Build	N	2021	\$50,825.79
PIPBW70390	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70391	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70392	DW	Bikeway DW	Build	N	2021	\$51,056.39
PIPBW70393	DW	Bikeway DW	Build	N	2021	\$287,767.95
PIPBW70394	DW	Bikeway DW	Build	N	2021	\$19,813.33
PIPBW70395	DW	Bikeway DW	Build	N	2021	\$165,247.30
PIPBW70396	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70397	DW	Bikeway DW	Upgrade	C	2021	\$163,305.10
PIPBW70398	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70399	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70400	DW	Bikeway DW	Build	N	2021	\$151,929.56
PIPBW70401	DW	Bikeway DW	Future	N	2021	\$311,740.20
PIPBW70402	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70458	DW	Bikeway DW	Future	N	2021	\$33,565.99
PIPBW70403	DW	Bikeway DW	Future	N	2021	\$94,145.50
PIPBW70404	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70405	DW	Bikeway DW	Build	N	2021	\$21,142.10
PIPBW70406	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70407	DW	Bikeway DW	Upgrade	C	2021	\$31,632.19
PIPBW70408	DW	Bikeway DW	Build	N	2021	\$307,472.92
PIPBW70409	DW	Bikeway DW	Upgrade	C	2021	\$39,132.42
PIPBW70410	DW	Bikeway DW	Upgrade	C	2021	\$405,213.91
PIPBW70412	DW	Bikeway DW	Existing	Y	2021	\$0.00
PIPBW70413	E	Bikeway E	Build	N	2021	\$265,467.35
PIPBW70414	E	Bikeway E	Build	N	2021	\$262,618.77
PIPBW70415	E	Bikeway E	Build	N	2021	\$440,550.30
PIPBW70416	E	Bikeway E	Build	N	2021	\$125,653.56
PIPBW70417	E	Bikeway E	Build	N	2021	\$213,950.34

Project ID	Name	Description	Type	Status	Year	Cost (NPV)
PIPBW70418	F	Bikeway F	Existing	Y	2021	\$0.00
PIPBW70419	F	Bikeway F	Existing	Y	2021	\$0.00
PIPBW70420	F	Bikeway F	Upgrade	C	2021	\$16,932.43
PIPBW70421	F	Bikeway F	Upgrade	C	2021	\$76,177.69
PIPBW70422	F	Bikeway F	Build	N	2021	\$192,475.56
PIPBW70423	F	Bikeway F	Upgrade	C	2021	\$126,490.59
PIPBW70424	F	Bikeway F	Upgrade	C	2021	\$14,065.94
PIPBW70425	F	Bikeway F	Existing	Y	2021	\$0.00
PIPBW70426	F	Bikeway F	Build	N	2021	\$61,542.88
PIPBW70427	G	Bikeway G	Existing	Y	2021	\$0.00
PIPBW70428	G	Bikeway G	Existing	Y	2021	\$0.00
PIPBW70429	H	Bikeway H	Build	N	2021	\$503,266.37
PIPBW70444	G	Bikeway G	Build	N	2021	\$41,681.51
PIPBW70445	G	Bikeway G	Existing	Y	2021	\$0.00
PIPBW70446	14-20-a	Bikeway 14-20-a Petrie to Griffin	Existing	Y	2016	\$0.00
PIPBW70448	14-15a	Bikeway 14-15a Petrie to Warner	Existing	Y	2016	\$0.00
PIPBW70449	14-15a	Bikeway 14-15a Petrie to Warner	Existing	Y	2016	\$0.00
PIPBW70450	13-14a	Bikeway 13-14a Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70451	13-14a	Bikeway 13-14a Kallangur to Petrie	Existing	Y	2011	\$0.00
PIPBW70453	G	Bikeway G	Build	N	2021	\$147,907.02
PIPBW70454	12-13b	Bikeway 12-13b Mango Hill to Kallangur	Build	N	2011	\$93,937.23
PIPBW70456	12-15b	Bikeway 12-15b Mango Hill to Warner	Upgrade	C	2016	\$32,124.35
PIPBW70457	12-15b	Bikeway 12-15b Mango Hill to Warner	Existing	Y	2016	\$0.00
PIPBW70447	14-19a	Bikeway 14-19a Petrie to Dayboro	Build	N	2016	\$11,763.78
PIPBW70303	14-20-b	Bikeway 14-20b Petrie to Griffin	Upgrade	C	2016	\$328,224.24
PIPBW70304	14-20-b	Bikeway 14-20b Petrie to Griffin	Upgrade	C	2016	\$119,803.17
PIPBW70305	14-20-b	Bikeway 14-20b Petrie to Griffin	Upgrade	C	2016	\$39,390.51
PIPBW70306	14-20-b	Bikeway 14-20b Petrie to Griffin	Upgrade	C	2016	\$72,019.31
PIPBW70095	01-16b	Bikeway 1-16b Strathpine to Albany Creek	Upgrade	C	2016	\$52,586.87
PIPBW70094	01-16b	Bikeway 1-16b Strathpine to Albany Creek	Existing	Y	2016	\$0.00
PIPBW70307	14-20-b	Bikeway 14-20b Petrie to Griffin	Build	N	2016	\$56,526.32
PIPBW70309	14-20-b	Bikeway 14-20b Petrie to Griffin	Existing	Y	2016	\$0.00
PIPBW70310	14-20-b	Bikeway 14-20b Petrie to Griffin	Build	N	2016	\$8,798.76
PIPBW70311	14-20-b	Bikeway 14-20b Petrie to Griffin	Existing	Y	2016	\$0.00
PIPBW70312	14-20-b	Bikeway 14-20b Petrie to Griffin	Existing	Y	2016	\$0.00
PIPBW70313	14-20-b	Bikeway 14-20b Petrie to Griffin	Existing	Y	2016	\$0.00
PIPBW70316	14-20-b	Bikeway 14-20b Petrie to Griffin	Existing	Y	2016	\$0.00
PIPBW70459	01-16b	Bikeway 1-16b Strathpine to Albany Creek	Build	N	2016	\$288,132.23
PIPBW70317	14-20-b	Bikeway 14-20b Petrie to Griffin	Build	N	2016	\$275,833.89
PIPBW70314	14-20-b	Bikeway 14-20b Petrie to Griffin	Existing	Y	2016	\$0.00
PIPBW70315	14-20-b	Bikeway 14-20b Petrie to Griffin	Upgrade	C	2016	\$5,489.13
PIPBW70363	17-18b	Bikeway 17-18b Arana Hills to Samford	Build	N	2016	\$113,692.37
PIPBW70460	01-16b	Bikeway 1-16b Strathpine to Albany Creek	Upgrade	N	2016	\$149,434.36
						\$39,480,191.44

Schedule A - Demand Factors

Table A: Demand Factors Bikeways Infrastructure Contributions

DEMAND FACTORS FOR Material Change of Use - PineRiversPlan			
	PineRiversPlan Land Use	DEMAND FACTOR	COMMENT
1	Accommodation Units	0.06 CTE/bed	Community Dwelling, Accommodation Units, Resort
2	Adult Product Shop		Refer Shop
3	Agriculture		Assess Impact on Application
4	Airstrip		Assess Impact on Application
5	Animal Accommodation		Assess Impact on Application
6	Aquaculture		Assess Impact on Application
7	Associated Unit	0.31 CTE/du	
8	Bed and Breakfast Accommodation	0.06 CTE/bed	Community Dwelling, Accommodation Units, Resort
9	Bulk Garden Supplies	0.002 CTE / m ² GFA	Warehousing and Storage
10	Camping Grounds		Assess Impact on Application
11	Car Depot		Assess Impact on Application
12	Car Park	0.2 CTE / Parking Space	Public Car Park
13	Caravan/Transportable Home Park	0.16 CTE/site	Caravan Park/Transportable Home Village
14	Caretaker's Residence	0.39 CTE/du	Refer Detached House
15	Cattery		Assess Impact on Application
16	Cemetery		Assess Impact on Application
17	Child Care Centre	0.16 CTE / Licensed Enrolment at planned capacity	
18	Commercial Services		Assess Impact on Application
	Video Store	0.0471 CTE / m ² GFA	
19	Community Facilities		Assess Impact on Application
20	Concrete Batching Plant	0.002 CTE / m ² GFA	Manufacturing / Factories
21	Contractor's Depot	0.002 CTE / m ² GFA	Manufacturing / Factories
22	Crematorium		Assess Impact on Application
23	Dairy		Assess Impact on Application
24	Detached House	0.39 CTE/du	
25	Display Home	0.39 CTE/du	
26	Domestic Storage	0.39 CTE/storage unit	
27	Duplex Dwelling	0.78 CTE/ Duplex	
28	Educational Establishment	0.04 CTE / student and staff member at planned capacity	
29	Environmental Park	N/A	
30	Estate Sales Office		Refer Office
31	Extractive Industry		Assess Impact on Application
32	Farm Forestry		Assess Impact on Application
33	Fast Food Delivery Service		Assess Impact on Application
34	Food Outlet - Restaurant	0.0196 CTE / m ² GFA	
	Drive Through	0.1668 CTE / m ² GFA	
35	Funeral Parlour		Assess Impact on Application
36	General Industry	0.002 CTE / m ² GFA	Manufacturing / Factories
37	Hardware Shop		Refer Shop
38	Hazardous and Offensive Industry	0.002 CTE / m ² GFA	Manufacturing / Factories
	Oil Depot & Refinery		Assess Impact on Application
39	High Density Multiple Dwelling Units (0.8 floor area ratio)	0.31 CTE/du	
40	Home Business		Assess Impact on Application
41	Hospital	0.00628 CTE / m ² GFA	
42	Hotel		Assess Impact on Application
43	Indoor Entertainment and Sport		Assess Impact on Application

DEMAND FACTORS FOR Material Change of Use - PineRiversPlan			
	PineRiversPlan Land Use	DEMAND FACTOR	COMMENT
	Squash Courts	0.59 CTE /Court	Squash Courts
	Tennis Courts	0.79 CTE /Court	Tennis Courts
	Gymnasiums & Other	0.0118 CTE /m ² GFA	Gymnasiums & Other
44	Infill Housing	0.39 CTE/du	
45	Institution	0.06 CTE/bed	Institution / Housing for Aged & Disabled
46	Intensive Animal Husbandry		Assess Impact on Application
47	Kennels		Assess Impact on Application
48	Local Utilities		Assess Impact on Application
49	Low Density Multiple Dwelling Units	0.39 CTE/du	
50	Major Telecommunication Facility		Assess Impact on Application
51	Market	1.57 CTE/stall	Markets-permanent
52	Medium Density Multiple Dwelling Units (0.5 floor area ratio)	0.31 CTE/du	
53	Motel	0.16 CTE/unit	
54	Motor Sport		Assess Impact on Application
55	Night Club		Assess Impact on Application
56	Non-Intensive Animal Husbandry		Assess Impact on Application
57	Office (other than below)	0.0133 CTE / m ² GFA	
	Bank	0.0133 CTE / m ² GFA	
	Doctor / Dentist Surgery	0.0133 CTE / m ² GFA	
	Medical Centre	0.0455 CTE / m ² GFA	
58	Outdoor Recreation (other than below)		Assess Impact on Application
	Sports Club / Facilities	0.79 CTE /Court	Tennis Courts
	Sportsground and Racecourse		Assess Impact on Application
	Tennis Courts		Assess Impact on Application
59	Outdoor Sales		Assess Impact on Application
60	Park	N/A	
61	Passenger Terminal	0.0039 CTE / m ² GFA	Transport Terminal
62	Pensioner Units	0.24 CTE/du	
63	Place of Worship		Assess Impact on Application
64	Public Utilities		Assess Impact on Application
65	Radio Station		Assess Impact on Application
66	Recycling Depot		Assess Impact on Application
67	Retail Nursery		Refer Shop
68	Retirement Village	0.24 CTE/du	
69	Road Purposes	N/A	
70	Rural Industry		Assess Impact on Application
71	Salvage Yard		Assess Impact on Application
72	Service Industry (tyre and mechanical)	0.0039 CTE / m ² GFA	
	Other than above	0.0035 CTE / m ² GFA	Light
73	Service Station	0.1295 CTE / m ² GFA	
74	Shooting		Assess Impact on Application
75	Shop		
a	Standalone Retail Shop / Convenience Store	0.0141 CTE / m ² GLFA	
b	Local Shopping Centre (Convenience Shopping Centre)	0.0141 CTE / m ² GLFA	
c	Central Business Shopping Centre (incl. Supermarket)	0.0141 CTE / m ² GLFA	
d	Major Shopping Centre	0.0184 CTE / m ² GLFA	
76	Showroom (other than below)	0.002 CTE / m ² GFA	Retail Warehouse / Showroom
	Fruit and Vegetable store >300m ²		Refer Shop
77	Simulated Conflict		Assess Impact on Application
78	Special Use		Assess Impact on Application
79	Stock Sales Yard		Assess Impact on Application

DEMAND FACTORS FOR Material Change of Use - PineRiversPlan			
	PineRiversPlan Land Use	DEMAND FACTOR	COMMENT
80	Tourist Cabins		Refer Motel
81	Vehicle Sales	0.0027 CTE / m ² GFA	Car Yards / Motor Show Rooms
82	Veterinary Clinic		Assess Impact on Application
83	Veterinary Hospital		Assess Impact on Application
84	Warehouse	0.002 CTE / m ² GFA	Warehousing and Storage

DEMAND FACTOR FOR Reconfiguration of a Lot – PineRiversPlan			
	Land Zone/Lot Type	DEMAND FACTOR	COMMENT
	Residential A & Future Urban		
	Lot Size ≥1200m ² - per lot - can accommodate Duplex	0.78 CTE/lot	
	Lot Size < 1200m ² - to accommodate Associated Unit	0.7 CTE/lot	
	Lot Size < 1200m ² - single dwelling	0.39 CTE/lot	
	Residential B & Future Urban		
	Lots <600m ²	0.78 CTE/lot	
	Lots ≥600m ²	13.74 CTE/ha developable area	
	Special Residential Urban (1250m ²)	0.7 CTE/lot	
	Special Residential Non-Urban	0.7 CTE/lot	
	Park Residential	0.7 CTE/lot	
	Rural Residential	0.7 CTE/lot	
	Future Urban		Refer Residential A & B
	Central Business	0.02 CTE/m ² GFA	Assumed Floor Space Area 0.33/Ha
	Commercial	0.02 CTE/m ² GFA	Assumed Floor Space Area 0.32/Ha
	Local Business	0.02 CTE/m ² GFA	Assumed Floor Space Area 0.30/Ha
	Neighbourhood Facilities	0.013 CTE/m ² GFA	Assumed Floor Space Area 0.34/Ha
	Urban Village	0.02 CTE/m ² GFA	Assumed Floor Space Area 0.30/Ha
	Village Centre	0.02 CTE/m ² GFA	Assumed Floor Space Area 0.24/Ha
	Home Industry		Assess Impact on Application
	Service Industry	0.014 CTE/m ² GFA	Assumed Floor Space Area 0.4/Ha
	General Industry	0.013 CTE/m ² GFA	Assumed Floor Space Area 0.5/Ha
	Extractive Industry		Assess Impact on Application
	Rural		Assess Impact on Application
	Conservation		Assess Impact on Application
	Park & Open Space		Assess Impact on Application
	Sports & Recreation		Assess Impact on Application
	Special Purposes		Assess Impact on Application

Schedule B - Infrastructure Contribution Rates

Table B shows the Infrastructure Contribution Rates for the network.

Table B: Contribution Rates for Bikeways

Service Catchment	Bikeways Contribution Rate per CTE
1	\$ 479.56
2	\$2,264.39
3	\$1,805.32
4	\$2,007.14
5	\$1,419.07
6	\$1,077.16
7	\$1,188.09
8	\$2,275.90
9	\$ 152.18
10	\$1,417.47
11	\$1,704.28
12	\$1,927.77
13	\$1,826.89
14	\$1,146.76
15	\$1,050.88
16	\$ 0.62
17	\$ 355.06
18	\$ 6.62

Schedule C: Service Catchments

The Service Catchments for Bikeways Trunk Infrastructure are the same as for Council Trunk Roads Infrastructure. Please refer Planning Scheme Policy PSP25 – Development Contributions for Trunk Infrastructure – Council Trunk Roads, Schedule C.

Historic Version
PineRiversPlan

Schedule D: Network Assets

The Network Assets for the Bikeways Trunk Infrastructure network are contained on the mapping for the Trunk Roads Infrastructure network. Please refer Planning Scheme Policy PSP25 – Development Contributions for Trunk Infrastructure – Council Trunk Roads, Schedule C.

Historic Version
PineRiversPlan

Schedule E: Desired Standards of Service

Given the primary role of trunk cycle infrastructure is to carry through traffic and provide connectivity between suburbs or catchments in a safe, efficient and effective manner, Council's desired standards of service for trunk cycle infrastructure under this policy are:

- (1) where a route meets the criteria for classification as trunk infrastructure, the bikeway is to be constructed to a standard no less than that of a 2.0m off-road shared concrete footpath as detailed in planning scheme policy PSP28 – Civil Infrastructure Design;
- (2) where volumes are expected to exceed 300-400 cyclists per day by 2026, the path width is to be increased to 2.5 metres or the minimum standard infrastructure (i.e. 2.0m paths) is instead to be provided on both sides of a road corridor;
- (3) where the route is adjacent to an Arterial Road, the path width is to be increased to 2.5 metres or the minimum standard infrastructure (i.e. 2.0m paths) is instead be provided on both sides of the road corridor; and
- (4) where the route is immediately adjacent to a school or other areas of significant pedestrian activity, the path width are to be increased to 2.5 – 3.5 metres.

The above desired standard of service has been applied to the 48 projects identified in the final trunk network plan included in Appendix D.

Review Triggers

This policy is reviewed internally for applicability, continuing effect and consistency with related documents and other legislative provisions when any of the following occurs:

- (1) The related documents are amended;
- (2) The related documents are replaced by new documents;
- (3) Amendments which affect the allowable scope and effect of a policy of this nature are made to the head of power; and
- (4) Other circumstances as determined from time to time by a resolution of Council.

Responsibility

This policy is to be:

- (1) implemented by the Manager Development Services; and
- (2) reviewed and amended in accordance with the "Review Triggers" by the Senior Manager Regional and Environmental Planning in consultation with the Senior Manager Development Services.

Version Control

CEO Approval Date

15/09/2009

Related Links:

ENDNOTES

Amendment No – 2/2008	Date Adopted – 19 August 2008	Effective Date – 1 September 2008
Planning Scheme Policy Reference	Description of Amendment	
PSP 27	<ul style="list-style-type: none"> ▪ To reflect updated network planning ▪ Update infrastructure contribution rates ▪ Incorporate additional material, for example, desired standards of service ▪ Re-wording and restructuring of the document to improve readability ▪ Revised demand factors 	

Amendment No – 1/2009	Date Adopted – 8 September 2009	Effective Date – 29 October 2009
Planning Scheme Policy Reference	Description of Amendment	
PSP 27	<ul style="list-style-type: none"> ▪ To reflect updated network planning ▪ Update infrastructure cost estimates ▪ Update infrastructure mapping ▪ Incorporate discounted cash flow methodology for the calculation of contribution rates 	