

Moreton Bay Regional Council – Caboolture Shire

Planning Scheme Policy

PSP21B Trunk Infrastructure Contributions – Council
Trunk Roads and Pathways

Moreton Bay Regional Council – Caboolture Shire

PSP21B Trunk Infrastructure Contributions – Council Trunk Roads and Pathways

ADOPTION

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

COMMENCEMENT

This planning scheme policy took effect from 29 October 2009.

This document contains the corrections identified in the "Planning Scheme Policies List of Corrections" document, and reflects the directive by the CEO to implement those corrections. The adopted version of the PSPs and the "Planning Scheme Policies List of Corrections" document can be accessed at Council's webpage.

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 21B TRUNK INFRASTRUCTURE CONTRIBUTIONS – COUNCIL TRUNK ROADS AND PATHWAYS

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 apportion the cost of Trunk Roads and Pathways 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 Trunk Roads and Pathways infrastructure works between Council and developers of land in the former Caboolture Shire.

Definitions / Application

Application

This policy applies to all applications for development which has been made assessable against the *Caboolture ShirePlan* and which will utilise any part of Council's Trunk Road Infrastructure and/or Strategic Pathway Network. For the purposes of this policy, the extent of Council's Trunk Road Infrastructure and Strategic Pathway Network within the former Caboolture Shire is shown in Schedule D.

The policy outlines the basis of Council's Infrastructure Contributions Regime for the Council Trunk Road and Strategic Pathway Network in the former Caboolture Shire. It is to be read in conjunction with Planning Scheme Policy PSP21G Trunk Infrastructure Contributions – Administration Policy.

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 road, pathway and associated infrastructure works not on a Council Trunk Road or Strategic Pathway or necessary to access a trunk road or pathway. 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 PSP21G Trunk Infrastructure Contributions – Administration Policy. Where a term used in this policy is not defined in PSP21G that term shall, unless the context indicates or requires otherwise, have the meaning assigned to it in Council's Planning Scheme 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 Council Trunk Road and Strategic Pathways Infrastructure which Council will impose as conditions of development approval. The provisions of this policy shall apply to applications for development within the former Caboolture Shire which, in the opinion of Council, may impose a load on its Trunk Road and Strategic Pathway Infrastructure either immediately or at some time in the future. This policy:

- is to be read in conjunction with Planning Scheme Policy PSP21G Trunk Infrastructure Contributions – Administration Policy;
- specifies the assumptions made in determining the rate of the contribution payable towards the cost of Council Trunk Road and Pathways Infrastructure within the former Caboolture Shire;
- lists the land use and density assumptions made for population and employment forecasts for the Trunk Road and Pathways Networks;
- specifies the works, structures or equipment, which the Council determines to be Trunk Road and Strategic Pathway Infrastructure;
- establishes the estimated cost of construction and any required augmentation of the Council Trunk Road and Strategic Pathway Networks in respect of which contributions are to be made; and
- 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:-

Caboolture Shire Council - with assistance from Peter Davidson Consulting and Brian Lister Consulting, "Caboolture Transport Network Charging Analysis", 2009.

3 Transport Methodology

3.1 Methodology

3.1.1 Background

The methodology used for determining infrastructure contribution rates for Council trunk roads and pathways under this policy is based upon the method set out in the Department of Local Government and Planning's IPA Guidelines 1/04 and 2/04 (dated 4th October 2004).

This methodology applies an equitable distribution of trunk infrastructure costs between Council (on behalf of the existing community) and entities proposing new development. Each development proponent will only be responsible for meeting the establishment costs of that proportion of the Council trunk road and pathway infrastructure network to be consumed by that entity's development proposal.

The method involves four broad aspects:-

- (1) determination of the costs of future trunk road infrastructure required to maintain Council's minimum "Desired Standards of Service" and directly attributable to anticipated future development;
- (2) calculation of the value of the existing trunk road and strategic pathway infrastructure network and apportionment of the use of this against existing and anticipated future development;
- (3) apportionment of the total cost of future infrastructure provision between Council (for the existing population) and development proponents (for the future population); and

Road network planning for the former Caboolture Shire has been based on the best planning information available at the time. The roads program shown in this policy represents the current preferred delivery approach and is derived from a capacity assessment of the Caboolture Shire Trunk Network to 2026.

For the purpose of modelling Council's future trunk road network, assumptions concerning the proportion of local demand which will be serviced by State provided infrastructure have been made. In this regard, a possible scenario concerning future augmentation of the State road network has been included in the transportation model to allow more accurate modelling of Council's transport network. The chosen scenario represents only one of a number of possible options for dealing with this demand and may not reflect the current Department of Main Roads future planning intent.

3.1.2 Council Trunk Road Infrastructure Charging Methodology

The main tool used for traffic forecasting is the Caboolture Shire Transportation Model developed by Peter Davidson and GHD. The model adopts a traditional four-step traffic modelling approach (trip generation, trip distribution, mode choice, and assignment).

Road network planning for the former Caboolture Shire has been based on the desired standard of service for the road network at arterial, sub-arterial and collector level. The road hierarchy included in the future road network is shown on the maps in Schedule D. The likely locations of future collectors have been identified based on *Caboolture ShirePlan* zones, current applications for development and, in Greenfield locations, network connectivity.

Overarching principles of demand for travel

The transport network is treated differently to other infrastructure networks in terms of cost apportionment and determining contributions payable. The most significant difference lies in the road system, particularly in the way that road catchments are defined and operate in relation to road usage. Unlike most other networks, travel demand at a location generally uses roads to a lesser degree the further the road is from the location. Transport catchments do not use roads in a specific location only. A further difference arises from the degrees of freedom that exist in making use of the road system and specifically in making choices about travel, particularly in respect of time of travel, choice of mode and choice of route.

Because of this, small areas of generally homogenous activity known as “traffic zones” have been used in this context to describe the catchments of travel demand in the road system. Well developed analytical processes known as traffic models are then able to predict the patterns, magnitude and route choices of travel between zones.

3.1.3 Methodology for the determination of the Future Trunk Road Network and Cost Allocation

The method used for determining what infrastructure is required to address the combined impacts of existing and anticipated future development as well as the means of calculating how costs are apportioned is outlined below:-

- (1) identify the existing trunk road infrastructure network;
- (2) establish a system of discrete "traffic zones" based on their differing traffic generating characteristics;
- (3) identify the demographic data existing at the 2006 base date (i.e. households and jobs) by "traffic zone";
- (4) assign the daily traffic generated by such development to the existing road network;
- (5) identify any works proposed by the State Government and surrounding local authorities to roads in and adjacent to the former Caboolture Shire;
- (6) using forecast 2021 and 2026 demographic (i.e. households and jobs) data, assign the traffic generated by the forecast anticipated 2021 and 2026 development to the 2021 and 2026 road network. (This work includes any anticipated improvements to the "State Controlled Road Network");
- (7) identify future deficiencies for the planning horizon years 2021 and 2026 created by such traffic based on Council's adopted "Desired Standards of Service";
- (8) identify existing network deficiencies at the 2006 base year;
- (9) identify the minimum works required to maintain the "Desired Standards of Service" to 2021 and 2026;
- (10) determine the appropriate timing of each project from the 2006 base date, by interpolation, with due allowance for the time required for design and construction;
- (11) identify the cost of each future project at the base date of 01 January 2009 (these costs include pre-construction activities, engineering design, land resumption where applicable, road construction, drainage, associated services, landscaping as appropriate, overheads and contingencies);
- (12) each road link is to be valued in net present value by escalating the cost by an anticipated inflation index and discounting back by the relevant discount rate for the network.
- (13) apportion the NPV of each project, less that required to address existing network deficiencies at the 2006 base year, against the future demand from each traffic zone, based on its proportion of use on a per trip basis. Using this approach, the value of road consumed by each trip travelling along a link and then between each pair of zones can be determined by adding the value consumed on each link of the route. Half of this cost is then apportioned equally to the zones at each end of the trip. The total cost of travel for each zone is then accumulated and apportioned according to the daily trip generation of the zone;
- (14) to satisfy the discounted cash flow methodology requirements of calculating the infrastructure contribution rates, the value of future demand has been indexed for anticipated fluctuations in construction costs (general increases) and discounted for cost of capital, resulting in NPV Demand.

3.1.4 Strategic Pathway Network Infrastructure Charging Methodology

The Strategic Pathways are a network of multi-function pathways for use by essentially commuter and recreational cyclists, walkers and runners which are situated either outside the road corridors or separated from the normal road pavement. They serve the overall community of the former Caboolture Shire for a range of travel and recreational purposes and are, as a consequence, treated as a Shire wide asset in a similar way to the road network. The costs of pathways are apportioned over the land owners and developers of the former Caboolture Shire using the demand figures generated by the transport model.

Network planning as expressed in Council's adopted desired standards of service has been based upon completing pathway corridors rather than merely meeting capacity needs in links, as the practical daily capacity is seldom reached in these facilities. The former Caboolture Shire has a history of investing in pathways to complete key routes and so a marginal cost apportionment approach has been adopted to maintain a degree of compatibility with previous practices. Such an approach is based on a recognition that there were no network deficiencies existing at the 2006 base year.

A single Shire-wide charge has been determined for the pathways based upon apportioning the marginal present value of future works across the marginal increase in travel demand and as expressed in the following formula:

$$\text{Infrastructure Charge Rate (\$/vpd)} = \frac{\text{NPV Infrastructure constructed 2006-2026 (\$)}}{\text{NPV Growth in Demand 2006 - 2026(vpd)}}$$

3.2 Transport Service Catchments

The network charging process allocates contribution rates by geographical area (traffic zones) based on each areas anticipated usage of the trunk road network. Traffic zones for the Caboolture Shire Traffic Forecasting Model are based on the 2006 ABS Census Collector District (CCD) boundaries and the growth areas in the Shire resulting in a relatively fine-grained traffic zone system of 545 traffic zones. This significantly improves the performance of the model in providing traffic projections on the lower order road network that characterises the bulk of the former Caboolture Shire.

However, for the purposes of determining infrastructure contribution rates under this policy, a reduced number of service catchments has been used with the aim of easily transitioning to a Priority Infrastructure Plan that complies with the State's mandated guidelines for a Standard Infrastructure Charges Schedule (SICS), dated November 2008 and published by the Department of Infrastructure and Planning. The approach used for averaging the contribution rate is as follows:

Combine traffic zones into service catchments;

- (a) multiply each zone's future demand by the zone's contribution rate;
- (b) add together the resulting contributions for the zones within each service catchment; and
- (c) divide that sum by the total demand for that service catchment.

The adopted Service Catchments for charging purposes are shown in Table 3.2A and the maps in Schedule C.

Table 3.2A – Council Trunk Road and Strategic Pathway Service Catchments

Service Catchments
Bribie Island
Ningi/ Godwin Beach
Donnybrook
Pumicestone
Beachmere
Burpengary East
Deception Bay
Narangba
Inner South
Morayfield Road
CBD
Inner North
Wamuran
Woodford
Outer West

3.3 Demand Assumptions for Council Trunk Road and Strategic Pathway Network Planning

Transport demand for this policy is expressed in Chargeable Trip Ends (CTE). The population and employment projections shown in Tables 3.3A, 3.3C, 3.4C, 3.4D and 3.4E in PSP21G have been used by the Transport Model to produce the projected demand. These figures have been extrapolated to 2026 to produce the results shown in Table 3.3A.

Table 3.3A – Growth in Council Trunk Road and Pathways Demand by Service Catchment

	Chargeable Trip Ends (CTE)			NPV CTE
Charge Area Name	Existing	2021	2026	2026
Bribie Island	60,146	75,838	77,531	80,921
Ningi / Godwin	17,236	20,780	21,239	22,019
Donnybrook	5,962	6,325	6,548	6,662
Pumicestone	2,041	1,840	5,188	5,802
Beachmere	10,215	17,144	17,566	18,999
Burpengary East	6,011	26,355	43,150	50,391
Deception Bay	69,103	78,920	85,833	89,095
Narangba	63,586	91,648	131,768	145,062
Inner South	62,733	102,544	122,307	133,922
Morayfield Rd	52,741	72,528	79,112	84,254
CBD	94,641	144,099	150,978	161,962
Inner North	14,724	40,028	86,379	100,350
Wamuran	4,758	5,291	5,556	5,712
Woodford	11,151	15,435	15,800	16,706
Outer West	17,996	19,451	28,521	30,573

3.4 Calculation of the Contribution for a Particular Development Application

The calculation of the contribution to be applied to an individual development approval is based upon the basic unit contribution rate and the expected trip generation for the proposal. Demand factors vary according to the type of development and/or land use proposed. A tabulation of applicable demand factors is provided in Schedule A. The factors take into account that many single trips have a multi-purpose function involving one or more intermediate or “drop-in” destinations and incorporate appropriate reductions based on 'drop-in' trips. The following sources have been used in the development of these factors:-

- Roads and Traffic Authority (RTA) Guide to Traffic Generating Developments 2002;
- Department of Main Roads (DMR) Road Planning and Design Manual 2001; and
- Institute of Transportation Engineers (ITE) Trip Generation 1997.

4 Plan for Council Trunk Road and Strategic Pathway Infrastructure

4.1 Transport Trunk Infrastructure Network

The following items constitute Council Trunk Road and Pathways Infrastructure for the purpose of planning and funding of the Network (they include new infrastructure yet to be constructed as well as existing infrastructure):

The road network comprises:

- collector roads;
- sub-arterial roads;
- arterial roads; and
- highways (excluding State Controlled Roads).

The strategic pathway network comprises:

- Pathways for use by both pedestrians and those cyclists that use off-road facilities including children and recreational cyclists. Those pathways shown on the Maps in Schedule D are considered to be trunk infrastructure. Pathways that are not contained within a trunk road reserve or shown on the maps in Schedule D are deemed to be recreational trails and may form part of the Open Space Network addressed in PSP21C Trunk Infrastructure Contributions – Open Space and Community Purpose.

Plans for Trunk Infrastructure have been prepared based on the demand generated by the existing and anticipated future development within the former Caboolture Shire and are shown on the maps in Schedule D.

4.2 Valuations of the Existing Trunk Roads Network

Establishment costs have been determined for existing Trunk Road and Strategic Pathway Infrastructure for inclusion in the Transport Model Calculations. Those costs are based on the January 2009 unit rates listed in Table 4.1A.

Table 4.2A – Unit Valuation Rates for Existing Roads as at 01 January 2009

Road Type of Identified Feature	Construction Cost per Kilometre or Identified Feature
Dual Carriageway Sub-Arterial or Arterial	\$5,026,000
Single Carriageway Sub-Arterial or Arterial	\$4,487,000
Collector Road	\$2,306,000
Rural Collector	\$613,000
All Bridges (from table 4.2B)	\$53,975,000
Intersection	\$500,000
Service relocation	\$500,000

Table 4.2B – Existing Bridge Replacement Values as at 01 January 2009

Description	Road	Suburb	Length (m)	Width (m)	Area (m2)	Replacement Value (excl. GST)
Bridge (Waraba Creek)	Bellmere Road	Bellmere	64	10.5	672	\$3,454,400
Bridge (Bungo Creek)	Robinson Road	Delaney Creek	26	8.4	218.4	\$1,403,350
Bridge (Elimbah Creek)	Donnybrook Rd		55	12.5	687.5	\$2,968,625
Bridge (Six Mile Creek)	Twin View Road	Elimbah	15	8.4	126	\$809,625
Bridge	Twin View Road (between Old Gympie Rd & Williams Rd)	Elimbah	26	9.9	257.4	\$1,403,350
Bridge	Between River Drive & Torrens Road	Caboolture	91	11.8	1073.8	\$4,911,725
Bridge (Gregors Creek)	Caboolture River Road	Caboolture	55	9.3	511.5	\$2,968,625
Bridge (Bribie Gardens Estate)	Welsby Parade (between Dolphin Dve & Allamanda Ave)	Bongaree	36	12.2	439.2	\$1,943,100
Bridge (Pacific Harbour Estate)	Sunderland Drive	Banksia Beach	74	11.2	828.8	\$3,994,150
Bridge (Waraba Creek)	Old North Road	Wamuran	40	10	400	\$2,159,000
Bridge (Stanley River)	Commissioners Flat Road	Woodford	32	5	160	\$1,727,200
Bridge (Stanley River)	Cove Road	Woodford	32	5	160	\$1,727,200
Bridge (Monkeybong Creek)	Neurum Road	Woodford	30	11.1	333	\$1,619,250
Bridge (Waraba Creek)	Campbells Pocket Road	Wamuran	43	7.3	313.9	\$2,320,925
Bridge (Running Creek No 1)	Bellthorpe Range Road	Bellthorpe	26	8.4	218.4	\$1,403,350
Bridge (Running Creek No 2)	Bellthorpe Range Road	Bellthorpe	35	8.4	294	\$1,889,125
Mahers Bridge	Rowley Road	Burpengary	30	8.6	258	\$1,619,250
Schultz Bridge	Oakey Flat Road	Burpengary	32	9.3	297.6	\$1,727,200
Bridge (Burpengary Creek)	O'Briens Road	Burpengary	28	8.6	240.8	\$1,511,300
Bridge (Antibidawa Creek)	Campbells Pocket Road	Wamuran	35	8.4	294	\$1,889,125
Bridge (Bribie Gardens Estate)	Goodwin Drive	Bellara	36	12.2	439.2	\$1,943,100
Bridge (Dux Ck)	Sunderland Drive	Bellara	29	12.5	362.5	\$1,565,275
Bridge (Shirley Ck)	Welsby Parade	Bongaree	13	13.5	175.5	\$701,675

4.3 Future Pathways Trunk Infrastructure

The unit rate including drainage and contingency used to cost pathway construction is presented in Table 4.3A.

Table 4.3A – Pathways Unit Rates for Future Construction as at 01 January 2009

Pathways Type	Unit Rate
Shared Pathway	\$112.50/m ²

The schedule of works and the associated costs for new pathways is shown in Table 4.3B.

Table 4.3B – Pathways Plan for Trunk Infrastructure as at 01 January 2009

PROJECT ID	YEAR	ROAD	LOCALITY	DESCRIPTION	Length Metres	Width Metres	Existing Works	NPV (incl contingency and drainage)
CPIPSP0001	2005	Phillip Pde	Deception Bay	Moreton Downs Dr to end	200	2	\$23,200	
CPIPSP0002	2007	O'Brien Rd	Morayfield	Teatree Ct to 94 O'Brien Rd	425	2	\$88,400	
CPIPSP0003	2007	Deception Bay Rd	Deception Bay	Rear boundaries of 16 to 24 Cockatiel Ct and to Zammit	210	2	\$35,700	
CPIPSP0004	2007	Oakey Flat Road	Morayfield	Madeline Dr to Williamson Rd	620	2	\$81,840	
CPIPSP0005	2007	Beerburum Rd	Caboolture	Showgrounds to Porter Rd	1800	2	\$237,600	
CPIPSP0006	2008	Mewett St	Caboolture	Lower King St to Morningview Dr	340	2	\$61,200	
CPIPSP0007	2008	Cotterill Av	Bongaree	Bestman Av to Goodwin Dr	600	2	\$56,400	
CPIPSP0008	2008	Eastern Service Road	Burpengary	Mobile Home Parks to Old Bay Road	1500	2	\$295,000	
CPIPSP0009	2008	Rowley Road	Burpengary	Hauton Rd to Belford Dr	1000	2	\$328,000	
CPIPSP0010	2008	Rowley Road	Burpengary	Hauton Rd to Oakey Flat Rd S/side	1900	2	\$250,800	
CPIPSP0011	2008	Kurrajong Dr	Burpengary	Rowley Road to 38 Kurrajong	400	2	\$36,000	
CPIPSP0012	2008	Creec Centre	Burpengary	Mathew Crs to river Oak Way beside Creec	390	2	\$51,480	
CPIPSP0013	2008	Hauton Rd	Burpengary	Rowley Rd to Bridges	1500	2	\$371,000	
CPIPSP0014	2008	Bestmann Road	Ningi	747 Bestmann Rd to 1072 Bribie Island Rd	360	2.5	\$42,300	
CPIPSP0015	2008	Coachwood Rd West	Morayfield	Coachwood Rd West to Buchanan Rd	800	2	\$92,800	
CPIPSP0016	2008	Buchanan Rd	Morayfield	Highway to Graham Rd	700	2	\$81,200	
CPIPSP0017	2008	Bestmann Road East	Sandstone Point	Lachlan Way to Carpenter Way	800	2	\$105,600	
CPIPSP0018	2008	Bestmann Road East	Sandstone Point	55-59 Bestmann Rd East	55	2	\$7,260	
CPIPSP0019	2008	Rose Street	Godwin Beach		600	2	\$79,200	
CPIPSP0020	2008	Bestmann Road	Godwin Beach	319-325 Bestmann Rd	110	2	\$14,520	
CPIPSP0021	2008	Bribie Island Rd	Ningi	Pathway from Ningi to Kal Ma Kuta Dr	2728	2	\$413,777	
CPIPSP0022	2008	Buckley Road	Burpengary	Junction Rd to Uhlmann Rd	1200	2.5	\$209,200	
CPIPSP0023	2008	Pettigrew St	Caboolture	McKean St to Moorhead St	460	2	\$82,800	
CPIPSP0024	2009	Oakey Flat Road	Morayfield	Williamson Rd to Facer Rd	1900	2.5		\$529,989
CPIPSP0025	2009	Wallace St North to Grigor St	Caboolture	Bridge over Lagoon Creek	TBA	TBA		\$520,691
CPIPSP0026	2009	Wallace St North	Caboolture	Various paths to Grigor St and TAFE	2000	2.5		\$557,883

PROJECT ID	YEAR	ROAD	LOCALITY	DESCRIPTION	Length Metres	Width Metres	Existing Works	NPV (incl contingency and drainage)
CPIPSP0027	2009	Lindsay Rd	Morayfield	Anderson Rd to Morayfield Rd	330	2.5		\$92,051
CPIPSP0028	2010	Oakey Flat Road	Burpengary	Facer Rd to Young Rd	1300	2.5		\$807,209
CPIPSP0029	2010	Morayfield Road	Morayfield	Gaffield Road to Community Centre	110	2.5		\$202,878
CPIPSP0030	2010	Pumicestone Road	Caboolture	Platinum Rd to 372 Pumicestone Rd	600	2.5		\$165,991
CPIPSP0031	2010	Brown St	Caboolture	Ardrossan To Pettigrew	TBA	TBA		\$3,784,599
CPIPSP0032	2011	Morayfield Road	Caboolture/ Caboolture South	Esme Av to Oaklands Dr Eastern side incl river bridge	600	3		\$4,269,373
CPIPSP0033	2011	Cundoot Dr	Caboolture	Weier Rd to Lower King St (eastern)	1470	3		\$484,009
CPIPSP0034	2011	Cundoot Dr	Caboolture	Weier Rd to Lower King St (western)	1470	3		\$484,009
CPIPSP0035	2012	Cundoot Dr	Caboolture	Bridge 1	400	4		\$4,837,852
CPIPSP0036	2013	Cundoot Dr	Caboolture	Bridge 2	320	4		\$3,838,515
CPIPSP0037	2014	Lower King Street	Caboolture	Dux St to Aerodrome Rd excl overpass (Southern Side)	1800	2.5		\$481,825
CPIPSP0038	2014	Esme Ave	Caboolture	Edward St to Morayfield Rd (600mx2m@\$250)	600	2.5		\$446,134
CPIPSP0039	2014	Clark Road	Morayfield	Petersen Road to Oakey Flat Road (1000mx2m@\$136)	1000	2.5		\$404,495
CPIPSP0040	2014	Springfield Dr	Burpengary	Eleanor St to Roslyn St	335	2.5		\$89,673
CPIPSP0041	2014	Grogan Road	Morayfield	Laver Dr to end	710	2.5		\$190,053
CPIPSP0042	2014	Hargrave Street	Morayfield	Full Length	1350	2.5		\$361,368
CPIPSP0043	2014	Farrer Ct/Donnegal St/Treedale St	Morayfield	Hargrave St to Glenwood Dr	880	2.5		\$235,559
CPIPSP0044	2014	Petersen Road	Morayfield	Walkers Rd to Clark Rd	900	2.5		\$287,905
CPIPSP0045	2014	Webster St	Bongaree	Toorbul St to Hunter St	960	2.5		\$256,973
CPIPSP0046	2014	Lower King Street	Caboolture	Mewett St to Pasturage Rd excl overpass (Northern Side)	2180	2.5		\$583,543
CPIPSP0047	2014	Pumicestone Road	Caboolture	Jensen Rd to Cottrill Rd	1000	2.5		\$267,680
CPIPSP0048	2014	Pumicestone Road	Caboolture	Coterill Rd to Flowers Rd	900	2.5		\$240,912
CPIPSP0049	2014	Morayfield Road	Morayfield	Graham Rd to Lindsay Rd	350	2.5		\$93,688
CPIPSP0050	2014	Morayfield Road	Morayfield	Gaffield Road to Lindsay Rd	800	2.5		\$214,144
CPIPSP0051	2014	Morayfield Road	Morayfield	382 Morayfield Rd to Community Centre path	400	2.5		\$107,072
CPIPSP0052	2014	Morayfield Road	Morayfield	Graham Rd to Uhlmann Rd	2300	2.5		\$615,665
CPIPSP0053	2014	Beerburum Rd	Caboolture	Pumicestone Rd To King St (E'side)	1450	2.5		\$388,136
CPIPSP0054	2014	Beerburum Rd	Caboolture	Henzell Rd to King St (W'side)	1050	2.5		\$281,064
CPIPSP0055	2014	Graham Rd (East)	Morayfield	M'Field to Buchanan	2150	2.5		\$575,513
CPIPSP0056	2014	Graham Rd (West)	Morayfield	M'Field to Buchanan	2150	2.5		\$575,513
CPIPSP0057	2015	Lynfield Dr	Caboolture	Yaldara Av to King St	560	2.5		\$148,671
CPIPSP0058	2015	Old Gympie Road	Narangba	New Settlement Rd to Boundary Rd	3700	2.5		\$982,288
CPIPSP0059	2015	Old Gympie Road	Narangba	Pitt Rd to New Settlement Rd	940	2.5		\$249,554
CPIPSP0060	2015	Station Rd	Burpengary	Henderson Rd to Progres Rd (n'side)	2250	2.5		\$597,337
CPIPSP0061	2015	Station Rd	Burpengary	Henderson Rd to Progres Rd (s'side)	2250	2.5		\$597,337
CPIPSP0062	2015	King St	Caboolture	Connor Crs to Bellmere Rd (N'side)	2175	2.5		\$577,426
CPIPSP0063	2015	King St	Caboolture	Lesley Ave to Bellmere Rd (S'Side)	1810	2.5		\$480,525
CPIPSP0064	2015	King St	Caboolture	Bellmere Rd to Beerburum Rd (N'Side)	1810	2.5		\$480,525

PROJECT ID	YEAR	ROAD	LOCALITY	DESCRIPTION	Length Metres	Width Metres	Existing Works	NPV (incl contingency and drainage)
CPIPSP0065	2016	King St	Caboolture	Bellmere Rd to Beerburum Rd (S' Side)	1810	2.5		\$476,580
CPIPSP0066	2016	Arthur Drewitt Drive	Burpengary	Estern Service to Old Bay	610	2.5		\$160,616
CPIPSP0067	2016	Old Bay Road	Burpengary	Arthur Drewitt to Blue Pacific	2700	2.5		\$710,921
CPIPSP0068	2016	Pumicestone Road	Caboolture	Platinum Rd to 372 Pumicestone Rd	750	2.5		\$197,478
CPIPSP0069	2016	Old Gympie Road	Caboolture	Showgrounds to 166 Old Gympie Rd	1420	2.5		\$373,892
CPIPSP0070	2016	Beerburum Rd	Caboolture	430 beerburum to Porter	1250	2.5		\$329,130
CPIPSP0071	2016	Lindsay Rd	Morayfield	Hunt Rd to Anderson Rd	2670	2.5		\$703,022
CPIPSP0072	2016	Lindsay Rd	Morayfield	Hunt Rd to Underpass	100	2.5		\$26,330
CPIPSP0073	2016	Caboolture River Rd	Morayfield	393-403 Caboolture River Rd	200	2.5		\$52,661
CPIPSP0074	2016	Weier Rd	Morayfield	Buchanan Rd to Summerhill Dr	665	2.5		\$175,097
CPIPSP0075	2016	First Ave	Woorim	Goodwin to North (N'Side)	3400	2.5		\$895,234
CPIPSP0076	2017	Deception Bay Rd	Deception Bay	Priest Rd to Zammit Rd	510	2.5		\$133,183
CPIPSP0077	2017	Deception Bay Rd	Deception Bay	Priest Rd to Mobile Home Parks (n/side)	2100	2.5		\$548,400
CPIPSP0078	2017	Bribie Island Road	Ningi	Pinelands Way to Ningi	1900	2.5		\$496,172
CPIPSP0079	2017	Deception Bay Rd	Deception Bay	Lipscombe Rd to Priest Rd (s/side)	2200	2.5		\$574,515
CPIPSP0080	2017	Bellmere Rd	Bellmere	Belle Air Dr to Dobson Lane	250	2.5		\$65,286
CPIPSP0081	2017	Goodwin Dr	Bongaree	First Av to Cotterill Ave (East)	850	2.5		\$221,972
CPIPSP0082	2017	Goodwin Dr	Bongaree	First Av to Cotterill Ave (West)	850	2.5		\$221,972
CPIPSP0083	2017	Goodwin Dr	Bongaree	Cotterill Ave to canal (East)	675	2.5		\$176,271
CPIPSP0084	2017	Goodwin Dr	Bongaree	Cotterill Ave to canal (West)	675	2.5		\$176,271
CPIPSP0085	2017	Goodwin Dr	Bongaree	Canal to Benabrow (East)	965	2.5		\$252,003
CPIPSP0086	2017	Goodwin Dr	Bongaree	Canal to Benabrow (West)	965	2.5		\$252,003
CPIPSP0087	2017	Ardrossan Rd	Caboolture	Pumicestone to End	470	2.5		\$122,737
CPIPSP0088	2017	First Ave	Woorim	Goodwin to North (S' Side)	3400	2.5		\$887,886
CPIPSP0089	2018	Excelsior Dr/Williamson Rd	Morayfield	Nairn Rd to Forest Hills Dr	1750	2.5		\$453,249
CPIPSP0090	2018	Uhlmann Road	Burpengary	Buckley Rd to Farry Rd	1000	2.5		\$259,000
CPIPSP0091	2018	Uhlmann Road	Burpengary	Farry Rd to end	1900	2.5		\$492,099
CPIPSP0092	2018	Tomlinson Road	Caboolture	Abbey Road to Strathvale Court plus bridge	800	2.5		\$218,711
CPIPSP0093	2018	Tomlinson Road	Caboolture	Abbey Road to path as St Paul's Nursing Home plus bridge	160	2.5		\$41,440
CPIPSP0094	2018	Bestmann Road	Godwin Beach	Fairhaven Dr to Rose St	1470	2.5		\$380,729
CPIPSP0095	2018	Anderson rd	Morayfield	Oakey Flat to Lindsay Rd	1220	2.5		\$315,979
CPIPSP0096	2018	Williamson Road	Morayfield	Oakey Flat Rd to Forest Hills Dr	1400	2.5		\$362,599
CPIPSP0097	2018	Eucalypt St	Bellara	Bellara St to Benabrow Av	670	2.5		\$173,530
CPIPSP0098	2018	Bellara Street	Bellara	Verdoni St to Sylvan Beach Esp	1500	2.5		\$388,499
CPIPSP0099	2018	Verdoni St	Bellara	78 Verdoni St to Bibymula St	430	2.5		\$111,370
CPIPSP0100	2018	Gidya Av/Wattle Av	Bongaree	Benabrow Av to Welsby Pde	900	2.5		\$233,100
CPIPSP0101	2018	Springfield Dr	Burpengary	Station Rd to Eleanor St	165	2.5		\$42,735
CPIPSP0102	2018	Centenary Lakes	Caboolture	Morayfield Rd to Riverview St	900	2.5		\$233,100
CPIPSP0103	2018	Phillip Pde	Deception Bay	Elizabeth Street to Dec. Bay Rd	125	2.5		\$32,375
CPIPSP0104	2018	Cross Street	Deception Bay	Dec. Bay Rd to Webster Rd	250	2.5		\$64,750
CPIPSP0105	2018	Government St	Deception Bay	Jan St to End	620	2.5		\$160,580
CPIPSP0106	2019	Claverton Dr/Eveshan	Deception Bay	Old Bay Rd to Dec. Bay Rd	1500	2.5		\$385,311

PROJECT ID	YEAR	ROAD	LOCALITY	DESCRIPTION	Length Metres	Width Metres	Existing Works	NPV (incl contingency and drainage)
		Rd/Zammit St						
CPIPSP0107	2019	Phillip Pde	Deception Bay	Moreton Downs Dr to end	320	2.5		\$82,200
CPIPSP0108	2019	Webster Road	Deception Bay	Esplanade South to Dec. Bay Rd	700	2.5		\$179,812
CPIPSP0109	2019	Lachlan Av	Sandstone Point	Full length	800	2.5		\$205,499
CPIPSP0110	2019	Oakey Flat Road	Narangba	Young Rd to Forest Ridge Near BP	1250	2.5		\$321,092
CPIPSP0111	2019	Bestmann Road	Ningi	Bribie Island Rd to Regina Av	1300	2.5		\$333,936
CPIPSP0112	2019	Bestmann Road	Ningi	Regina to Fairhaven Dr	1500	2.5		\$385,311
CPIPSP0113	2019	White Patch Esplanade	White Patch	Sunderland Dr to National Park	2200	2.5		\$565,122
CPIPSP0114	2019	Bellmere Rd	Caboolture	Ped Bridge over Wararba Ck	80	3		\$1,369,993
CPIPSP0115	2020	Walkers Rd	Caboolture	Ped Bridge over Sheep Station	85	3		\$1,443,670
CPIPSP0116	2020	George Street	Woodford	Archer St to Golf Course Rd	890	2.5		\$226,741
CPIPSP0117	2020	Boyd Street	Woorim	First Av to Arcadia Av	1250	2.5		\$318,457
CPIPSP0118	2020	Ardacia Av	Woorim	Boyd St to First Av	1000	2.5		\$254,765
CPIPSP0119	2020	Moreton Downs Dr	Deception Bay	Kate Av to #98	200	2.5		\$50,953
CPIPSP0120	2020	Bay Av	Deception Bay	Maine Tce to Dec. Bay Rd	450	2.5		\$114,644
CPIPSP0121	2020	Dolphin Dr	Bongaree	Welsby Pde to end	620	2.5		\$157,954
CPIPSP0122	2020	Bantry Av	Burpengary	Exist path to Carin Ct	480	2.5		\$122,287
CPIPSP0123	2020	Progress Road	Burpengary	Pitt Rd to Caltex Service Station	1600	2.5		\$339,687
CPIPSP0124	2020	Grosvenor Tce	Deception Bay	Esplanade to Silver St	250	2.5		\$63,691
CPIPSP0125	2020	Esplanade	Ningi	Ross St to Redondo St	850	2.5		\$216,550
CPIPSP0126	2020	Bishop Rd	Beachmere	206 Bishop Rd (missing link)	90	2.5		\$22,929
CPIPSP0127	2020	Bancroft Tce	Deception Bay	Blue Pacific Dr to Ewart Dr	1670	2.5		\$425,458
CPIPSP0128	2020	Bailey Rd	Deception Bay	DBay Rd to Bayview Tce	865	2.5		\$220,372
CPIPSP0129	2021	Cosmos Av	Banksia Beach	Sunderland Dr to #83	880	2.5		\$222,353
CPIPSP0130	2021	McPhail Road	Narangba	Burpengary Rd to Ferrier Rd	1300	2.5		\$328,476
CPIPSP0131	2021	Burpengary Road	Narangba	New Settlement Rd to Mackie Rd	2300	2.5		\$581,151
CPIPSP0132	2021	Mackie Road	Narangba	Old Gympie Rd to Hall Rd	1700	2.5		\$429,546
CPIPSP0133	2021	Narangba Road	Narangba	McPhail Rd to Shire boundary	1100	2.5		\$277,942
CPIPSP0134	2021	Young Rd	Narangba	Oakey Flat Rd to Forest Ridge Dr (n/side)	830	2.5		\$209,720
CPIPSP0135	2021	Young Rd	Narangba	Oakey Flat Rd to exist path opp shop centre (s/side)	1180	2.5		\$298,156
CPIPSP0136	2021	Oakey Flat Road	Narangba	Forest Ridge to Young Rd East	490	2.5		\$123,810
CPIPSP0137	2021	Oakey Flat Road	Narangba	1084-1138 Oakey Flat Rd	620	2.5		\$156,658
CPIPSP0138	2021	McPhail Road	Narangba	Ferrier to Main St	1320	2.5		\$333,530
CPIPSP0139	2021	Pitt Road	Burpengary	Burpengary Rd to Henderson Rd	500	2.5		\$126,337
CPIPSP0140	2021	Pitt Road	Burpengary	Henderson Rd to Old Gympie Rd	1100	2.5		\$277,942
CPIPSP0141	2021	Pitt Road	Burpengary	15 Pitt Rd to Claudia	1100	2.5		\$277,942
CPIPSP0142	2021	Pitt Road	Burpengary	Burp Rd to 2 Pendula St	100	2.5		\$25,267
CPIPSP0143	2021	Pitt Road	Burpengary	126-220 Pitt Rd	1070	2.5		\$270,361
CPIPSP0144	2022	New Settlement Rd	Burpengary	Young Rd, East to Parkland	690	2.5		\$172,914
CPIPSP0145	2022	New Settlement Rd	Burpengary	Burp Rd to Old Gympie Rd	2800	2.5		\$701,681
CPIPSP0146	2022	Burpengary Road	Burpengary	Pitt Road to Henderson (n/side)	640	2.5		\$160,384
CPIPSP0147	2022	Burpengary Road	Burpengary	Pitt Road to Henderson (s/side)	640	2.5		\$160,384
CPIPSP0148	2022	O'Brien Rd	Burpengary	Underpass to exist 2m path	360	2.5		\$90,216
CPIPSP0149	2022	Coachwood Rd East	Burpengary	Buckley Rd to Nolan Dr	1050	2.5		\$263,130

PROJECT ID	YEAR	ROAD	LOCALITY	DESCRIPTION	Length Metres	Width Metres	Existing Works	NPV (incl contingency and drainage)
CPIPSP0150	2022	Nolan Dr	Burpengary	Coachwood Rd East to Trafalgar Dr	1590	2.5		\$398,454
CPIPSP0151	2022	Trafalgar Dr	Burpengary	Nolan Dr to Buchanan Rd	285	2.5		\$71,421
CPIPSP0152	2022	O'Mara Rd	Burpengary	Exist path behind 51 Picton to Delaney Rd	330	2.5		\$82,698
CPIPSP0153	2022	D'Aguilar H'way	D'Aguilar	Bell St to #2058	500	2.5		\$125,300
							\$3,045,277	\$57,551,308

4.4 Future Council Trunk Road Infrastructure

The anticipated construction times and costs for Council trunk road upgrades are shown in tables 4.4A and 4.4B. The costs shown are expressed in amounts valid as at 01 January 2009.

The proportion of future infrastructure expenditure being funded through infrastructure contributions at the base date of 1 January 2009 is equivalent to 88%. The remaining 12% of future embellishment costs will be funded directly by Council so that costs associated with 'deficiencies' within the existing network are not passed to proponents of development approved after 1 January 2009.

Table 4.4A – Planned Road Capacity Improvements as at 01 January 2009

Council Trunk Road Upgrades				
Asset No.	Project Title	Description	Cost (NPV)	Year
CPIPRD0006	Brown Street	Reserve Widening and Ultimate Construction	\$21,509,443	2008
CPIPRD0046	Station Rd - Burpengary	Reserve Widening and Ultimate Construction	\$19,262,255	2009
CPIPRD0007	Buchanan Rd	Reserve Widening and Ultimate Construction	\$38,744,736	2010
CPIPRD0010	Caboolture River Rd	Reserve Widening and Ultimate Construction	\$23,563,695	2011
CPIPRD0002	Bellmere Rd	Reserve Widening and Interim Construction	\$777,583	2013
CPIPRD0012	Cundoot Creek	Reserve Widening and Ultimate Construction	\$48,995,031	2013
CPIPRD0016	Grant Rd	Reserve Widening and Interim Construction	\$460,706	2013
CPIPRD0036	River Dr	Reserve Widening and Interim Construction	\$1,346,536	2013
CPIPRD0040	Torrens Rd	Reserve Widening and Interim Construction	\$2,638,387	2013
CPIPRD0037	Tinney-Petersen-Clark	Reserve Widening and Interim Construction	\$4,749,959	2014
CPIPRD0015	Graham Rd	Reserve Widening and Ultimate Construction	\$5,040,693	2015
CPIPRD0023	Main St	Reserve Widening and Interim Construction	\$1,905,111	2015
CPIPRD0029	Oakey Flat Rd	Reserve Widening and Ultimate Construction	\$17,282,813	2015
CPIPRD0042	Walkers Rd	Reserve Widening and Interim Construction	\$2,278,600	2015
CPIPRD0003	Blewers Rd	Reserve Widening and Interim Construction	\$718,816	2016
CPIPRD0005	Bridges Rd	Reserve Widening and Interim Construction	\$989,920	2016
CPIPRD0011	Callaghan Rd	Reserve Widening and Interim Construction	\$3,567,215	2016
CPIPRD0017	Hauton Rd	Reserve Widening and Interim Construction	\$4,399,958	2016
CPIPRD0045	Old Gympie Rd - Burpengary	Reserve Widening and Ultimate Construction	\$27,455,688	2016
CPIPRD0014	Emu Rd	Reserve Widening and Interim Construction	\$1,654,652	2017
CPIPRD0018	Jensen Rd	Reserve Widening and Interim Construction	\$1,649,630	2017
CPIPRD0019	Kirby Rd	Reserve Widening and Interim Construction	\$920,318	2017
CPIPRD0034	Pumicestone Rd	Reserve Widening and Interim Construction	\$6,828,751	2017
CPIPRD0013	Dobson Arterial	Reserve Widening and Ultimate Construction	\$26,463,091	2017
CPIPRD0008	Buckley Rd/Eastern Service Rd	Reserve Widening and Interim Construction	\$464,175	2018
CPIPRD0009	Burpengary Rd	Reserve Widening and Interim Construction	\$11,600,173	2018
CPIPRD0033	Pitt Rd	Reserve Widening and Interim Construction	\$209,596	2018
CPIPRD0020	Lindsay Rd	Reserve Widening and Interim Construction	\$155,204	2019
CPIPRD0030	O'Brien Rd	Reserve Widening and Interim Construction	\$1,139,859	2019
CPIPRD0022	Rowley Rd	Reserve Widening and Interim Construction	\$5,508,760	2019
CPIPRD0026	Station Rd - Morayfield	Reserve Widening and Interim Construction	\$1,128,677	2019
CPIPRD0041	Visentin Rd	Reserve Widening and Interim Construction	\$688,075	2019
CPIPRD0021	Mackie Rd	Reserve Widening and Interim Construction	\$5,690,408	2020

Council Trunk Road Upgrades				
Asset No.	Project Title	Description	Cost (NPV)	Year
CPIPRD0024	McPhail Rd	Reserve Widening and Interim Construction	\$4,453,333	2020
CPIPRD0043	William Berry Dr	Reserve Widening and Interim Construction	\$3,048,980	2020
CPIPRD0025	Mewett St	Reserve Widening and Interim Construction	\$572,191	2021
CPIPRD0027	Narangba Rd	Reserve Widening and Interim Construction	\$607,223	2021
CPIPRD0028	New Settlement Rd	Reserve Widening and Interim Construction	\$1,154,308	2021
CPIPRD0001	Arthur Drewett Dr	Reserve Widening and Interim Construction	\$677,287	2021
CPIPRD0047	Lipscombe Rd	Reserve Widening and Interim Construction	\$4,913,135	2021
CPIPRD0004	Boundary Rd	Reserve Widening and Interim Construction	\$8,361,157	2023
CPIPRD0031	Old North Rd	Reserve Widening and Interim Construction	\$2,690,255	2026
CPIPRD0032	Old Toorbul Point Rd	Reserve Widening and Interim Construction	\$1,511,859	2026
CPIPRD0047	Cottril Ave Elimbah	Reserve Widening and Interim Construction	\$1,200,000	2022
CPIPRD0048	Old Gympie Rd, Elimbah	Reserve Widening and Interim Construction	\$120,000	2016
CPIPRD0049	Old Bay Rd, Park Road Deception Bay	Reserve Widening and Interim Construction	TBA	2018
			\$319,098,242	

Table 4.4B – Planned Intersection Upgrades as at 01 January 2009

Project ID	Project Title	Description	Year Required	Cost Estimate (NPV)
CINT0056	Walkers Rd/Petersen Rd	Signalisation	2006	\$785,827
CINT0017	Caboolture River Road / Grant Road	Signalisation - Stage 1	2008	\$1,090,000
CINT0054	Station Rd/Springfield Dr	Signalisation	2008	\$730,274
CINT0053	Station Rd/North Shore Dr	Signalisation	2008	Developer Constructed
CINT0010	Burpengary Road / Callaghan Road	Right Turn Treatment	2009	\$250,000
CINT0029	Lindsay Road / Browsers Road	Right Turn Treatment	2009	\$250,000
CINT0031	Lindsay Road / Robbs Road	Right Turn Treatment	2009	\$250,000
CINT0028	Lindsay Road / Anderson Road	Right Turn Treatment	2009	\$250,000
CINT0030	Lindsay Road / Clark Road	Right Turn Treatment	2009	\$250,000
CINT0035	Oakey Flat Road / Nairn Road	Right Turn Treatment	2009	\$250,000
CINT0011	Burpengary Road / Mackie Road	Signalisation Stage 1	2010	\$1,486,746
CINT0055	Visentin Road / Station Road	Signalisation	2010	\$1,486,746
CINT0009	Buckley Road / Uhlmann Road	Signalisation	2010	\$1,313,292
CINT0052	Station / Burpengary / Rowley / Henderson	Signalisation	2010	\$1,486,746
CINT0050	Smiths Road / King Street	Signal Upgrade	2010	\$346,907
CINT0051	Smiths Road / Lynfield Drive	Signalisation	2010	\$346,907
CINT0049	Smiths Road / Del Rosso Road	Signal Upgrade	2010	\$198,233
CINT0014	Burpengary Road / Pitt Road	Signalisation	2011	\$1,164,151
CINT0036	Oakey Flat Road / Rowley Road	Signalisation	2011	\$1,164,151
CINT0005	Boundary Road / Potassium Street	Dual Lane Roundabout	2011	\$1,640,617
CINT0037	Oakey Flat Road / Walkers Road - Stage 1	Extra lanes Northern leg	2011	\$196,481
CINT0007	Brown Street / Eloff Road	Roundabout	2012	\$683,555
CINT0007	Brown Street / Jensen Road	Roundabout	2012	\$683,555
CINT0008	Brown Street / Pettigrew Street	Roundabout	2012	\$683,555
CINT0034	Oakey Flat Road / Clark Road	Signalisation	2012	\$1,290,185
CINT0012	Burpengary Road / McPhail Road	Right Turn Treatment - Stage 1	2012	\$1,460,587
CINT0057	William Berry Drive / Dickson Road	Signalisation	2013	\$1,143,668
CINT0015	Caboolture River Road / Ben Street	Signalisation	2013	\$1,143,668
CINT0024	Goodwin Drive / Coolgarra Drive & Jasmin Drive	Roundabout + Left-in / Left - out	2013	\$1,254,657

Project ID	Project Title	Description	Year Required	Cost Estimate (NPV)
CINT0013	Burpengary Road / New Settlement Road	Multilane Roundabout	2013	\$1,611,752
CINT0019	Cundoot Creek Drive / Buchanan Road	Multilane Roundabout	2014	\$768,144
CINT0020	Cundoot Creek Drive / Mewett Street	Signalisation	2014	\$1,267,485
CINT0033	Oakey Flat Road / Anderson Road	Signalisation	2014	\$1,133,562
CINT0045	Old Gympie Road / Sodium Street / Mackie	4-lane side streets	2014	\$573,956
CINT0043	Old Gympie Road / Frawley Avenue	Signalisation	2015	\$1,123,546
CINT0042	Old Gympie Road / Callaghan Road	Signalisation	2015	\$1,123,546
CINT0018	Caboolture River Road / Walkers Road	Signalisation	2015	\$1,123,546
CINT0017	Caboolture River Road / Grant Road	Signal Upgrade - Stage 2	2015	\$663,698
CINT0048	Pumicestone Road / Jensen Road	Signalisation	2015	\$1,123,546
CINT0023	Glenwood Drive / Graham Road	Signalisation	2016	\$1,113,618
CINT0027	Hauton Road / Rowley Road	Signalisation	2016	\$1,245,185
CINT0002	Bellmere Road / Piggott Road	Signalisation	2016	\$1,113,618
CINT0003	Bellmere Road / River Drive	Signalisation	2016	\$1,113,618
CINT0047	Pumicestone / Flowers / Platinum	Roundabout	2017	\$1,304,041
CINT0044	Old Gympie Road / McPhail Road	Signalisation	2017	\$1,103,778
CINT0004	Benabrow Avenue / Eucalypt Street	Roundabout Metering	2017	\$326,010
CINT0016	Caboolture River Road / Dobson Lane	Signalisation	2017	\$1,103,778
CINT0021	Dobson Lane Arterial / Bellmere Road	Signalisation	2018	\$1,094,025
CINT0022	Dobson Lane Arterial / Caboolture River Road	Signalisation	2018	\$1,094,025
CINT0025	Graham Rd/Lomandra Dr	Signalisation	2018	\$1,094,025
CINT0038	Oakey Flat Road / Walkers Road - Stage 2	Extra lanes east-west	2018	\$680,419
CINT0040	Old Bay Road / Eastern Service Road	Signalisation	2019	\$1,084,357
CINT0001	Bellmere Road / Bishop Lane	Signalisation	2019	\$1,084,357
CINT0026	Graham Road / Laver Street	Signalisation	2019	\$1,084,357
CINT0011	Burpengary Road / Mackie Road	Signal Upgrade - Stage 2	2020	\$634,889
CINT0052	Station / Burpengary / Rowley / Henderson	Signal Upgrade - Stage 2	2020	\$634,889
CINT0032	Mackie Road / Main Street	Signal upgrade	2020	\$453,492
CINT0046	Pitt Road / Henderson Road	Signalisation	2020	\$1,074,776
CINT0041	Old Bay Road / Twists Road / Maitland Road	Roundabout	2021	\$1,438,351
CINT0012	Burpengary Road / McPhail Road	Right Turn Treatment - Stage 2	2021	\$1,065,279
CINT0006	Boundary Road / Steel Street	Signalisation	2021	\$1,065,279
CINT0039	Old Bay Road / Aurthur Drewett Drive	Signalisation	2021	\$1,065,279
				\$56,864,734

Schedule A: Demand Factors

Table A – Demand Factors for Transport Infrastructure Contributions

DEMAND FACTORS FOR Material Change of Use – Caboolture ShirePlan		
Land Use	Chargeable Trip Ends (CTE)	Per Assessment Unit
Accommodation Building	2.5	Available Bed
Agriculture	4	Employee
Animal Husbandry (Intensive)	4	Employee
Animal Husbandry (Non-Intensive)	4	Employee
Aquaculture	4	Employee
Brothel	39	100m ² Use Area
Car Parking Facility	4	Employee
Car Wash	12	100m ² Use Area
Caravan Park	2	Site
Caretaker's Residence	6.5	Dwelling unit
Child Care Centre	2.2	Enrolment
Corrective Institution	4	Employee
Dependent Person's Accommodation	0	Dwelling unit
Display Home	6.5	Dwelling unit
Dual Occupancy	5	Dwelling unit
Dwelling House	6.5	Dwelling unit
Educational Establishment	1.8	Enrolment
Entertainment & Recreation (Indoors)		
- Theatre/Cinema	1.3	Seat
- Other	40	100m ² Use Area
Entertainment And Recreation (Outdoors)		
- Swimming Pool/ Skating Rink	7.5	100m ² Use Area
- Golf Course	7.5	Hole
- Tennis/Squash	30	Court
- Lawn Bowls	30	Green
- Clubhouse	40	100m ² Use Area
Estate Sales Office	0	100m ² Use Area
Extractive Industry		Assess impact on application
Fuel Depot	1	100m ² Site Area
Funeral Parlour	4	Employee
General Industry	5	100m ² Use Area
Home Based Business	16	100m ² GFA
Hospital		Assess impact on application
Hotel	40	100m ² Use Area
Landscape Supplies Production	10	100m ² Use Area
Landscape Supply Centre	10	100m ² Use Area
Marina		
- <10m Berths	1	Berth
- 10-15m Berths	1.5	Berth
- >15m Berths	2	Berth
- Dry Berths	0.5	Berth
- Ancillary Uses	5	100m ² Use Area
- Shop	40	100m ² Use Area
Market		Assess impact on application
Medical Centre	40	100m ² Use Area
Motor Vehicle Repair Station	12	100m ² Use Area
Multiple Dwelling	4	Dwelling unit
Office	16	100m ² GFA
Place of Worship	3.6	100m ² GFA
Recycling Yard	5	100m ² Use Area
Relocatable Home Park	3	Site
Restaurant	40	100m ² Use Area
Retail Showroom	20	100m ² Use Area
Retirement Village		
- Self Contained	2	Dwelling unit
- Hostel	1	Room
- Nursing Home	0.5	Bed
Roadside Stall		Assess impact on application
Rural Service Industry	4	Employee
Rural Worker's Dwelling	6.5	Dwelling unit
Sales or Hire Yard		
- Office	16	100m ² Use Area
- Display Area	4	100m ² Use Area
Service Industry	12	100m ² Use Area
Service Station		
- Pumps	8	Pump

DEMAND FACTORS FOR Material Change of Use – Caboolture ShirePlan		
Land Use	Chargeable Trip Ends (CTE)	Per Assessment Unit
- Service Bays	12	100m ² Use Area
- Shop/Restaurant	8	100m ² Use Area
Shop	40	100m ² Use Area
Special Care Facility	0.5	Bed
Special Industry		
-Batching plant	250	Batching Plant
- Other	5	100m ² Use Area
Storage Facility	4	100m ² Use Area
Surgery	40	100m ² Use Area
Take Away Food Outlet	40	100m ² Use Area
Transport Depot	Assess impact on application	
Vehicle Sales and Service		
- Office Areas	16	100m ² Use Area
- Display Areas	4	100m ² Use Area
Veterinary Establishment	40	100m ² Use Area
Warehouse	5	100m ² Use Area
Winery	Assess impact on application	
DEMAND FACTORS FOR Reconfiguring a Lot – Caboolture ShirePlan		
Zone / Lot Type	Chargeable Trip Ends (CTE)	Per Assessment Unit
Rural residential	6.5	per lot
Residential A	6.5	per lot
Residential B	19.5	per lot
Metropolitan Centre	10	per 100m ² site area
District Centre	10	per 100m ² site area
Local Centre	10	per 100m ² site area
Regional Industry	2.5	per 100m ² site area
District Industry	2.5	per 100m ² site area
Local Industry	2.5	per 100m ² site area
Special Use	0.5	per 100m ² site area
Management Lot	6.5	per lot

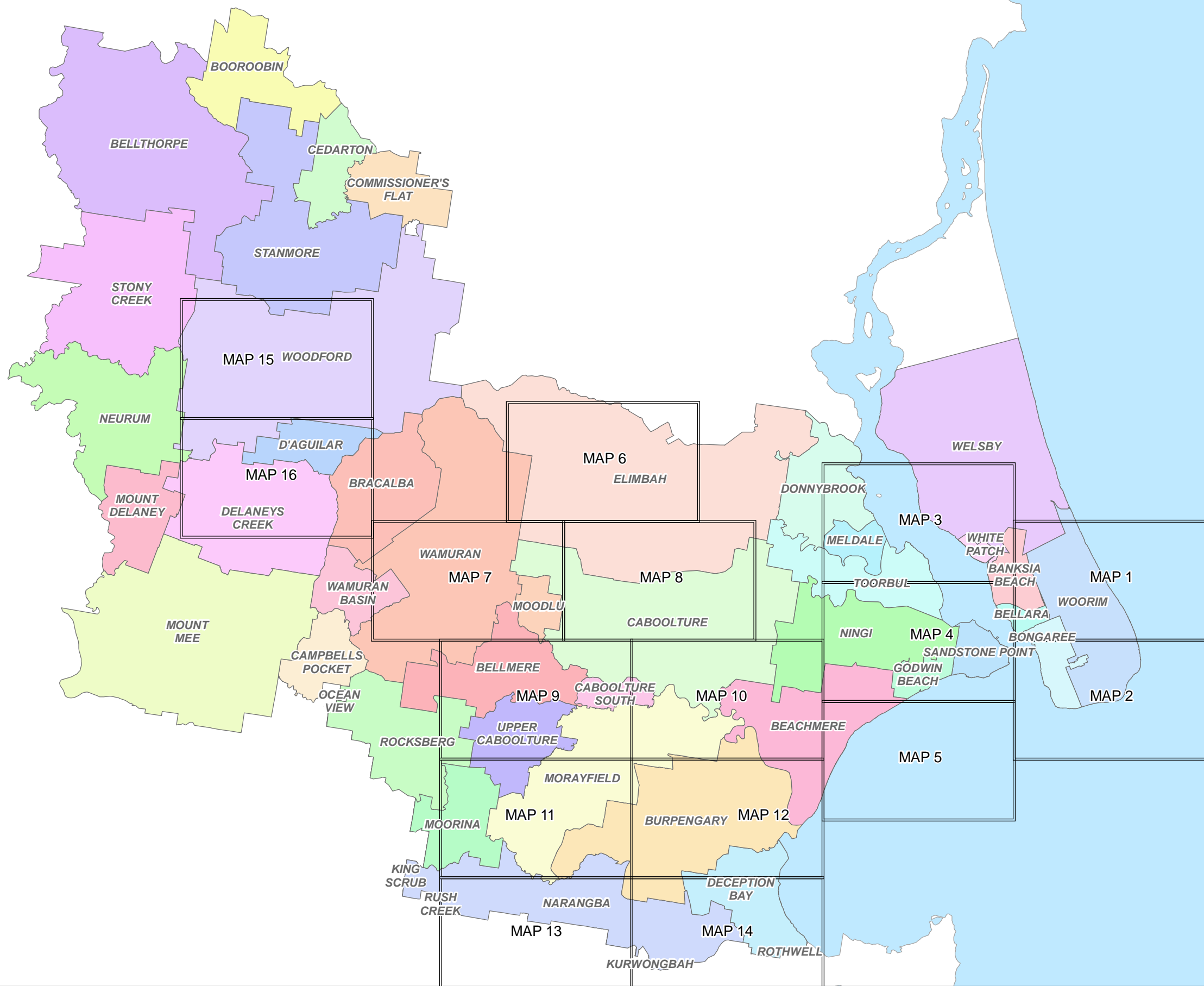
Schedule B: Infrastructure Contribution Rates

Table B shows the Infrastructure Contribution Rates for the network.

Table B – Trunk Road and Pathway Infrastructure Contribution Rates

Charge Area	Trunk Roads Contribution Rate per Chargeable Trip End (CTE)	Pathways Contribution Rate per Chargeable Trip End (CTE)
Bribie Island	\$636	\$131.91
Ningi/ Godwin Beach	\$827	\$131.91
Donnybrook	\$1,275	\$131.91
Pumicestone	\$962	\$131.91
Beachmere	\$581	\$131.91
Burpengary East	\$593	\$131.91
Deception Bay	\$398	\$131.91
Narangba	\$804	\$131.91
Inner South	\$987	\$131.91
Morayfield Road	\$597	\$131.91
CBD	\$521	\$131.91
Inner North	\$726	\$131.91
Wamuran	\$729	\$131.91
Woodford	\$304	\$131.91
Outer West	\$1,229	\$131.91

Schedule C: Service Catchments



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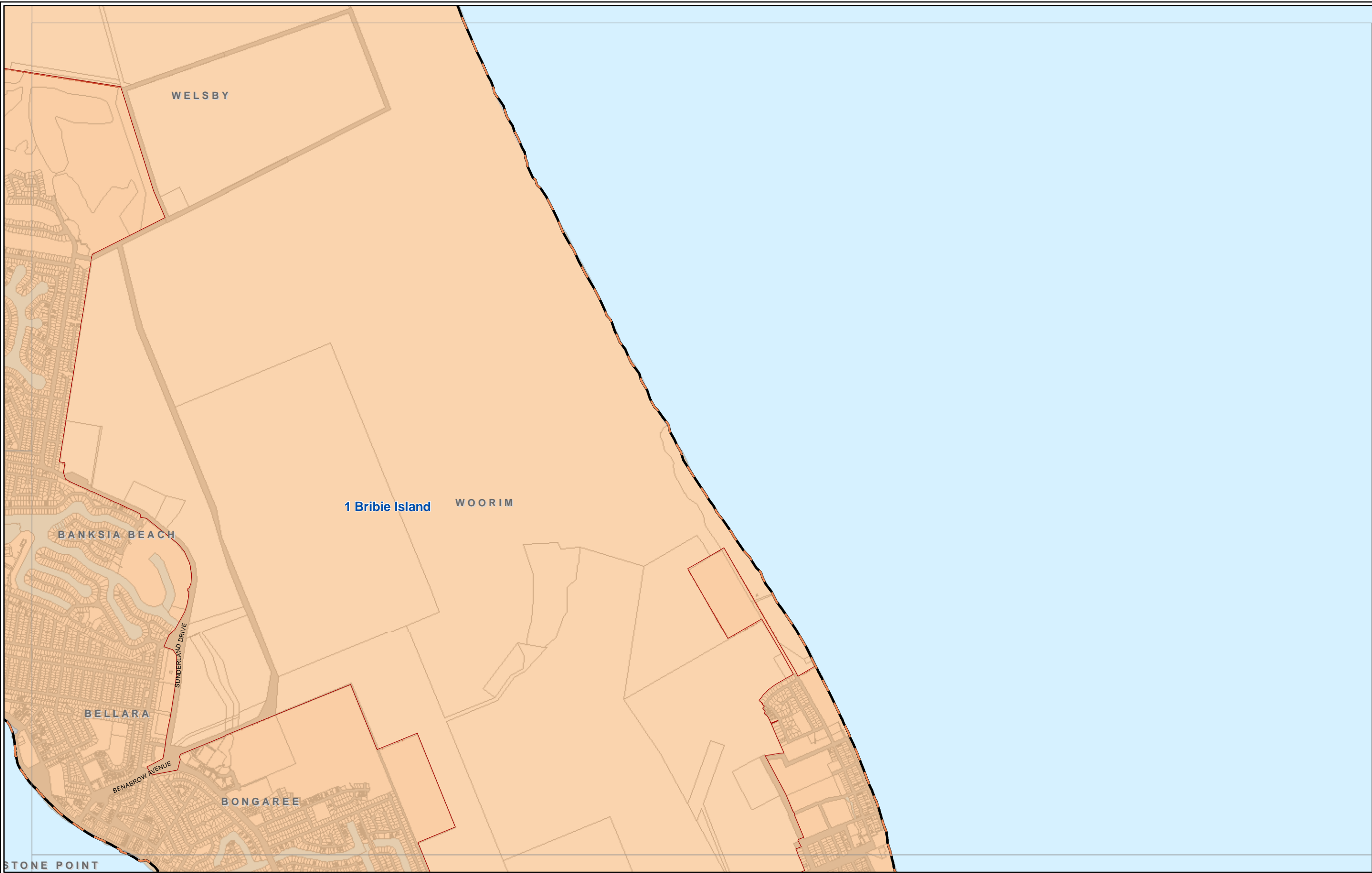
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Kilometres

SCALE 1:200,000 (at A3)



Caboolture Shire
Index
to
Map Sheets



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Kilometres

SCALE 1:25,000 (at A3)

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1 Bribie Island	6 Burpengary East	11 Inner South
2 Donnybrook	7 Deception Bay	12 Narangba
3 Ningi / Godwin	8 Inner North	13 Wamuran
4 Pumicestone	9 CBD	14 Woodford
5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

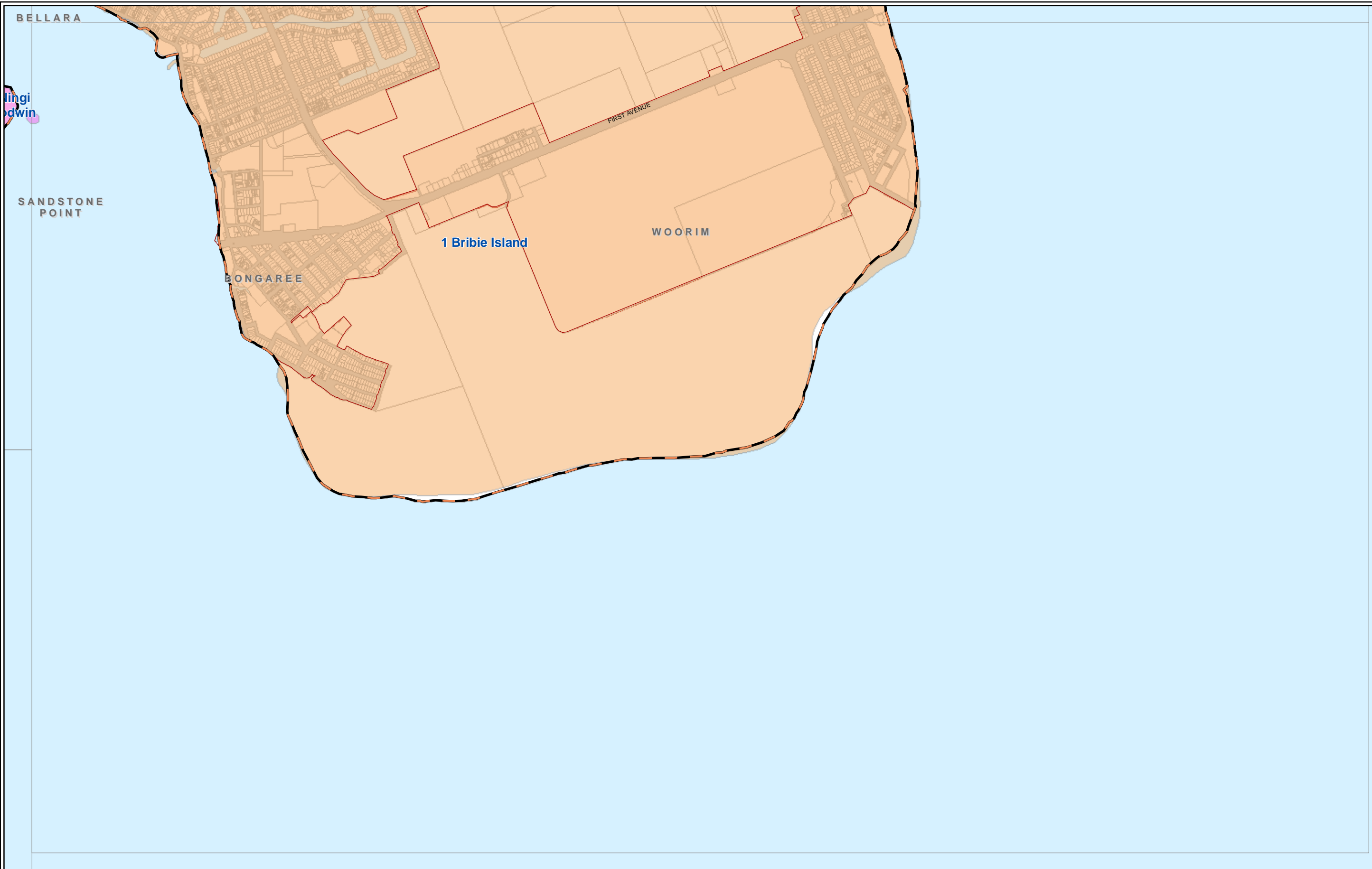
Cadastre

Caboolture Shire

Transport Service Catchments

MAP 1

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Kilometres

SCALE 1:25,000 (at A3)

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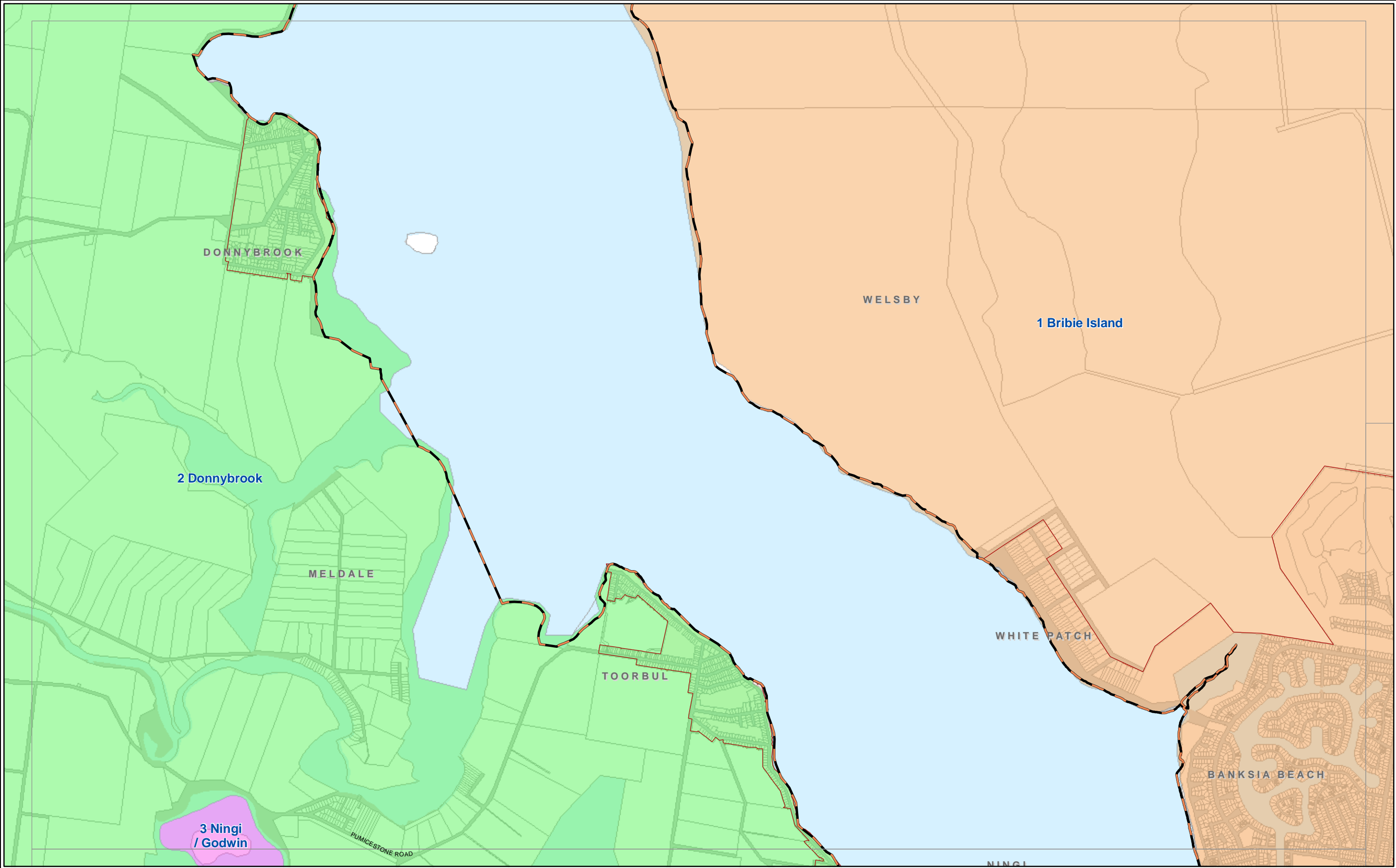
1 Bribie Island	6 Burpengary East	11 Inner South	DISA Boundary
2 Donnybrook	7 Deception Bay	12 Narangba	Shire Boundary
3 Ningi / Godwin	8 Inner North	13 Wamuran	Cadastre
4 Pumicestone	9 CBD	14 Woodford	
5 Beachmere	10 Morayfield Rd	15 Outer West	

Caboolture Shire

Transport Service Catchments

MAP 2

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SCALE 1:25,000 (at A3)

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1 Bribie Island	6 Burpengary East	11 Inner South
2 Donnybrook	7 Deception Bay	12 Narangba
3 Ningi / Godwin	8 Inner North	13 Wamuran
4 Pumicestone	9 CBD	14 Woodford
5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

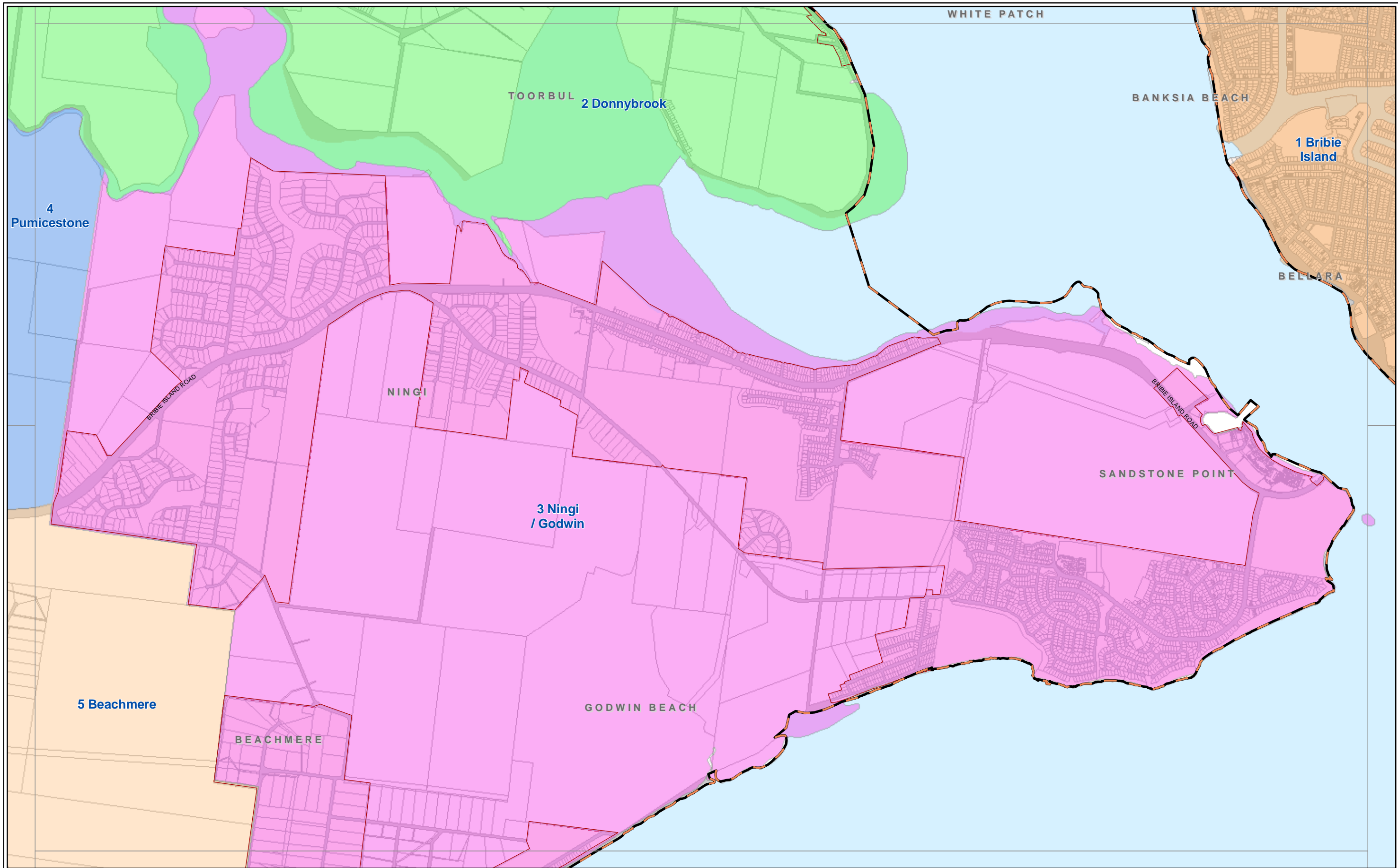
Cadastre

Caboolture Shire

Transport Service Catchments

MAP 3

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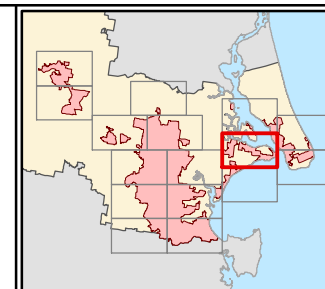
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| 1 Bribie Island | 6 Burpengary East | 11 Inner South |
| 2 Donnybrook | 7 Deception Bay | 12 Narangba |
| 3 Ningi / Godwin | 8 Inner North | 13 Wamuran |
| 4 Pumicestone | 9 CBD | 14 Woodford |
| 5 Beachmere | 10 Morayfield Rd | 15 Outer West |

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| Shire Boundary |
| Cadastre |

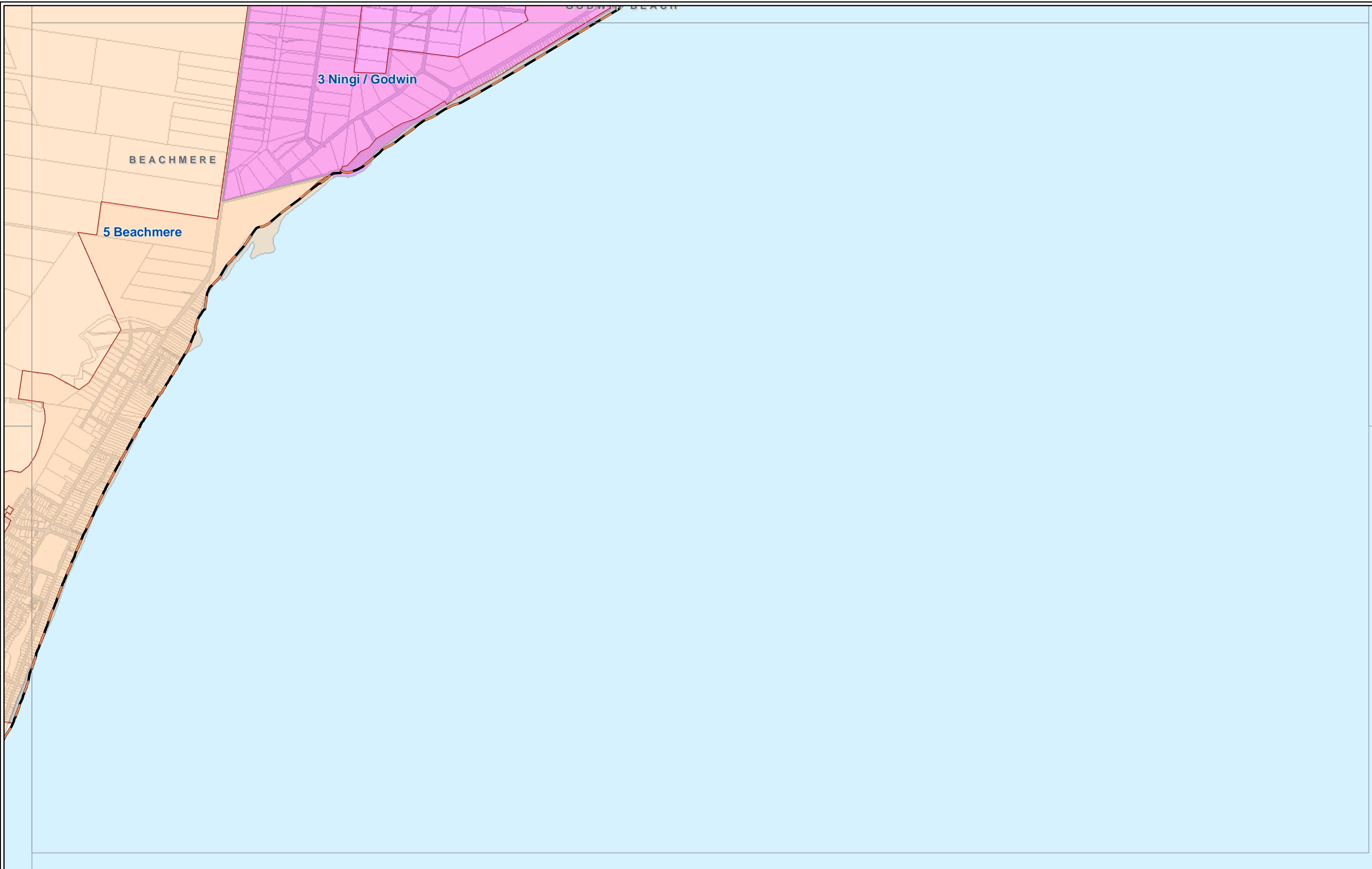


Caboolture Shire

Transport Service Catchments

MAP 4

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SCALE 1:25,000 (at A3)

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1 Bribie Island	6 Burpengary East	11 Inner South
2 Donnybrook	7 Deception Bay	12 Narangba
3 Ningi / Godwin	8 Inner North	13 Wamuran
4 Pumicestone	9 CBD	14 Woodford
5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

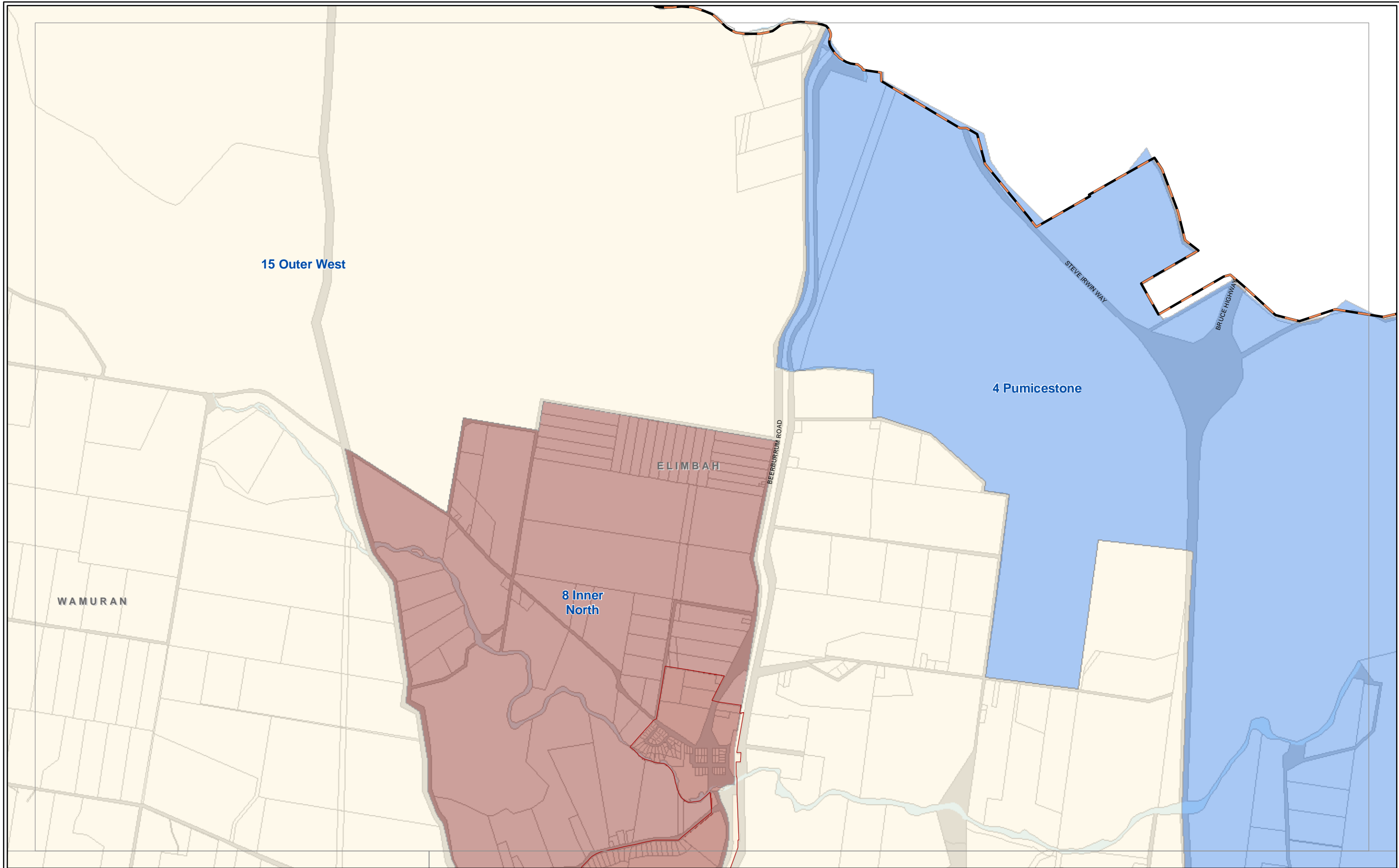
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Caboolture Shire

**Transport
Service Catchments**

MAP 5

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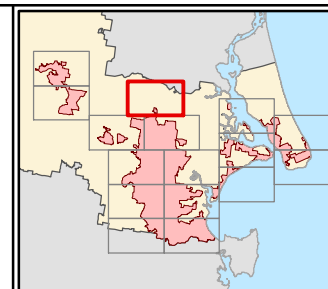
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SCALE 1:25,000 (at A3)



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| 1 Bribie Island | 6 Burpengary East | 11 Inner South |
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| 4 Pumicestone | 9 CBD | 14 Woodford |
| 5 Beachmere | 10 Morayfield Rd | 15 Outer West |

- DISA Boundary
- Shire Boundary
- Cadastre

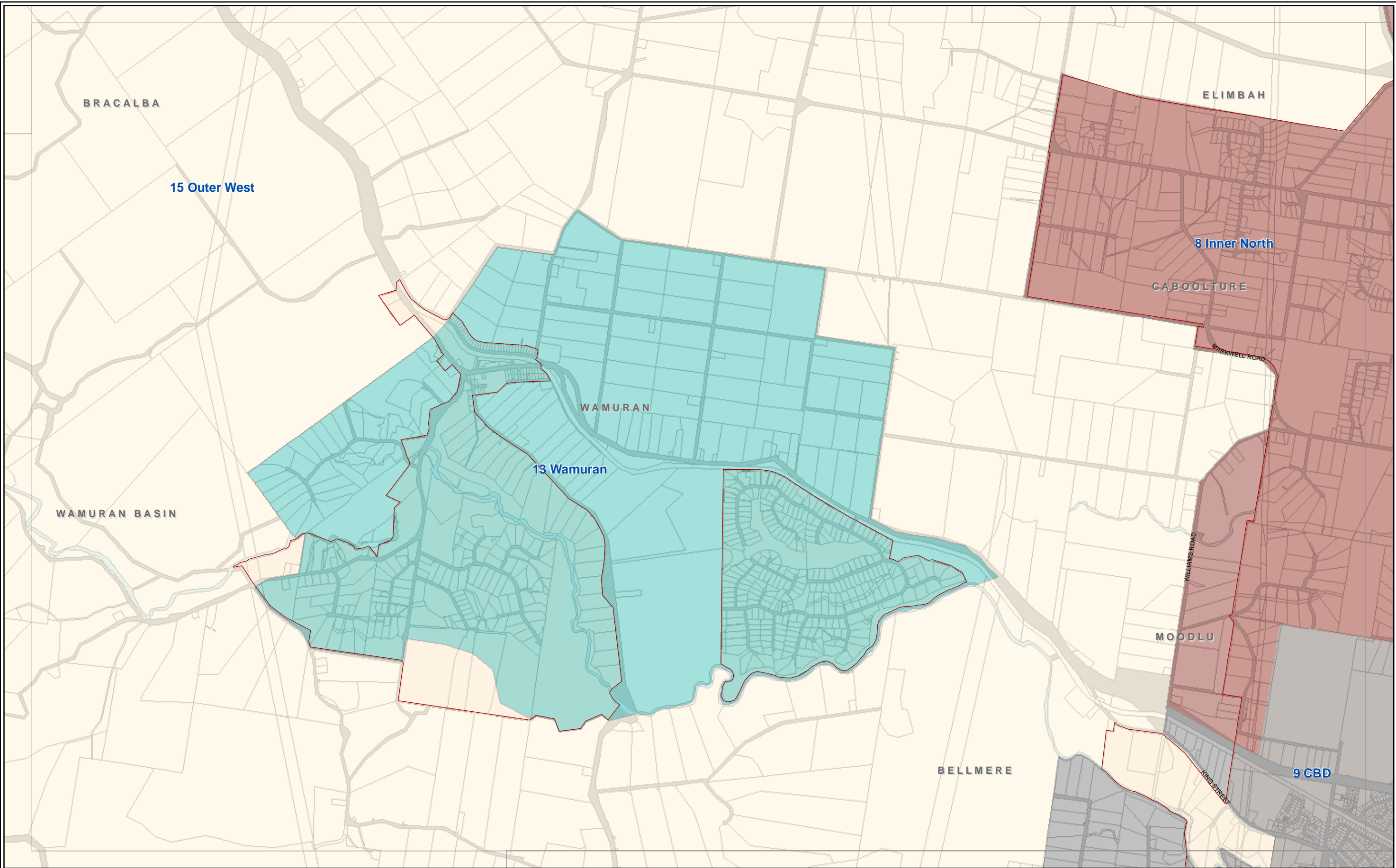


Caboolture Shire

Transport Service Catchments

MAP 6

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Kilometres

SCALE 1:25,000 (at A3)

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1 Bribie Island	6 Burpengary East	11 Inner South
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5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

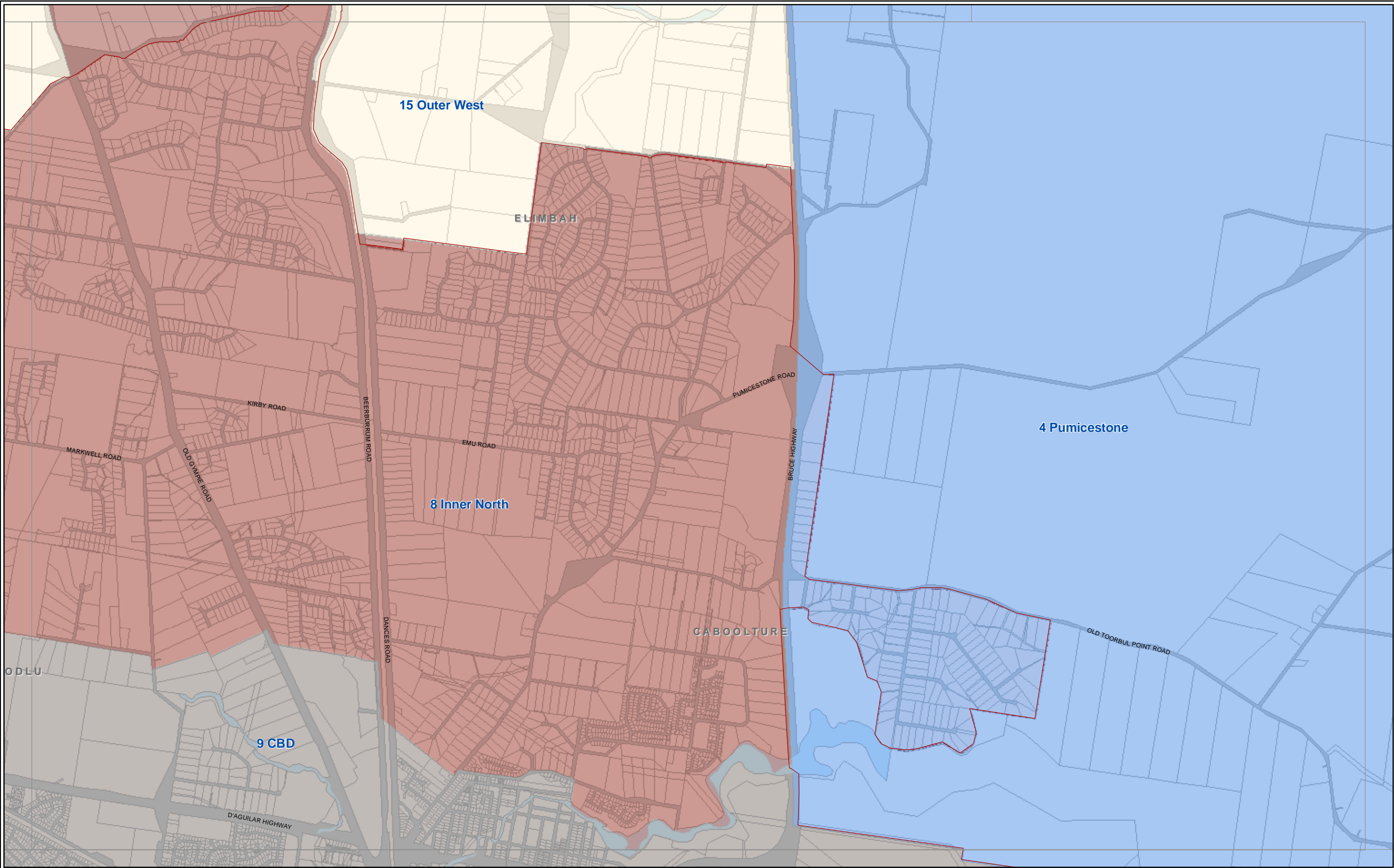
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Transport Service Catchments

MAP 7

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Kilometres

SCALE 1:25,000 (at A3)

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1 Bribie Island	6 Burpengary East	11 Inner South
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4 Pumicestone	9 CBD	14 Woodford
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DISA Boundary

Shire Boundary

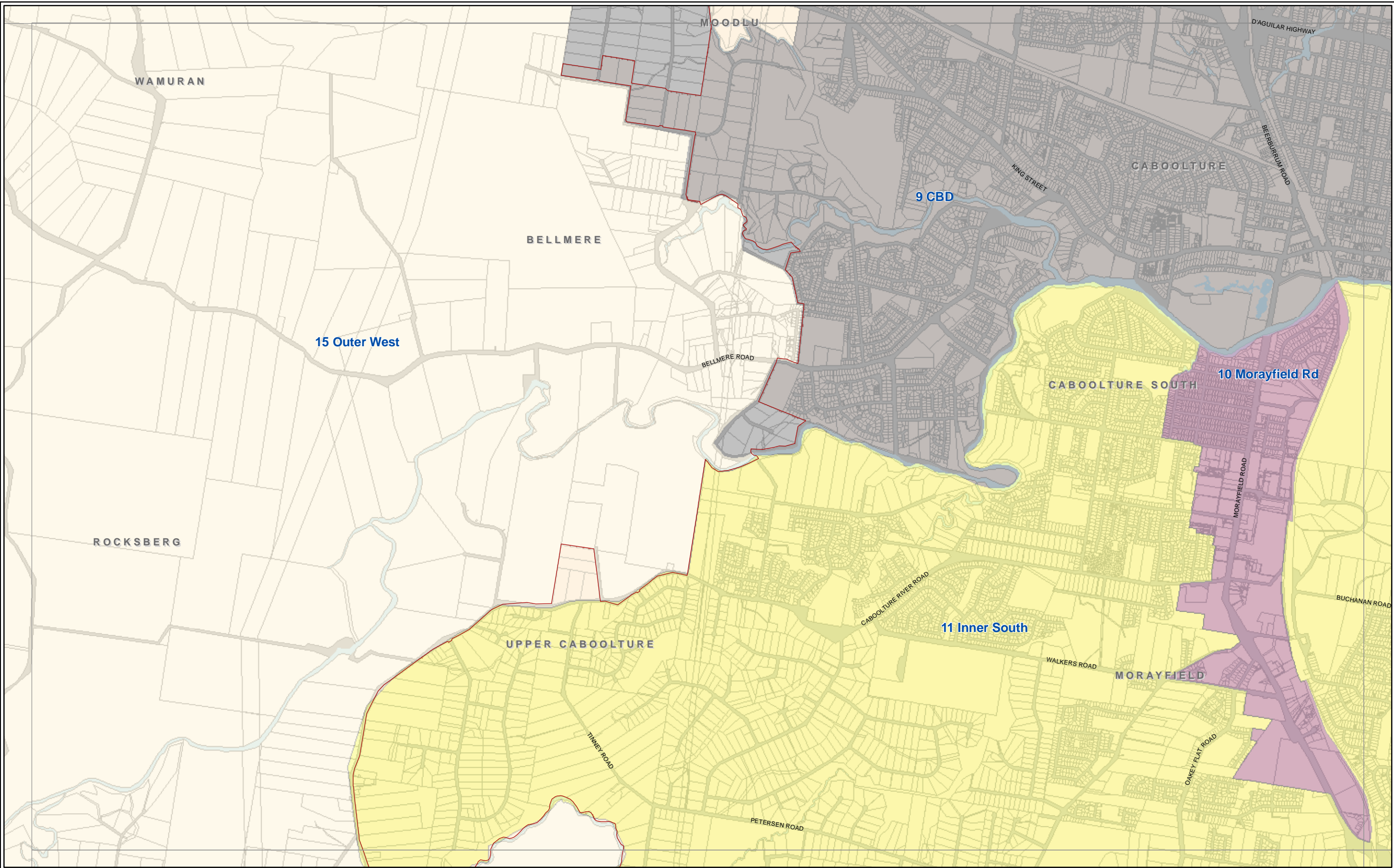
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Transport Service Catchments

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Kilometres

SCALE 1:25,000 (at A3)

1 Bribie Island	6 Burpengary East	11 Inner South
2 Donnybrook	7 Deception Bay	12 Narangba
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4 Pumicestone	9 CBD	14 Woodford
5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

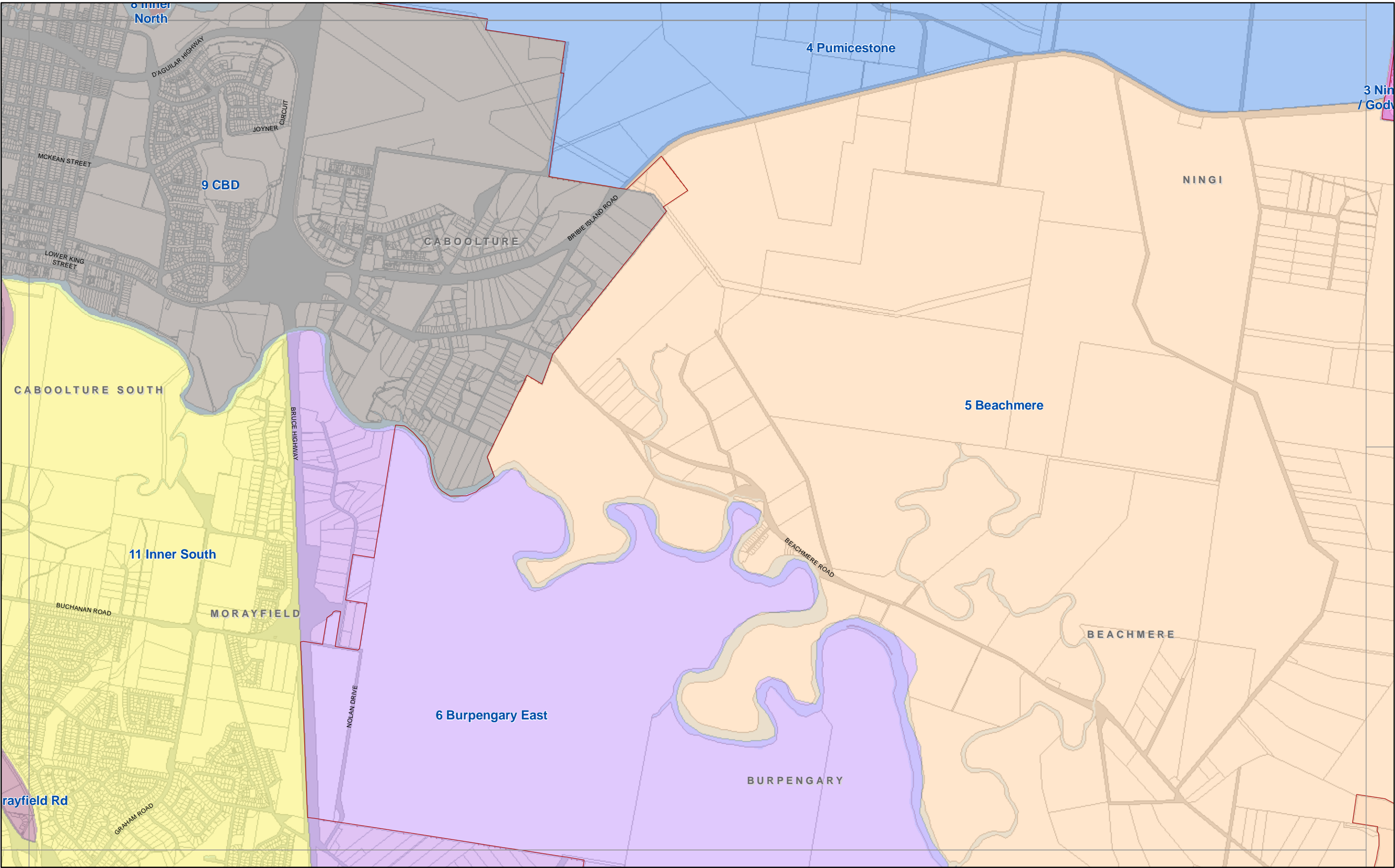
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Transport Service Catchments

MAP 9

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Kilometres

SCALE 1:25,000 (at A3)

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1 Bribie Island	6 Burpengary East	11 Inner South
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5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

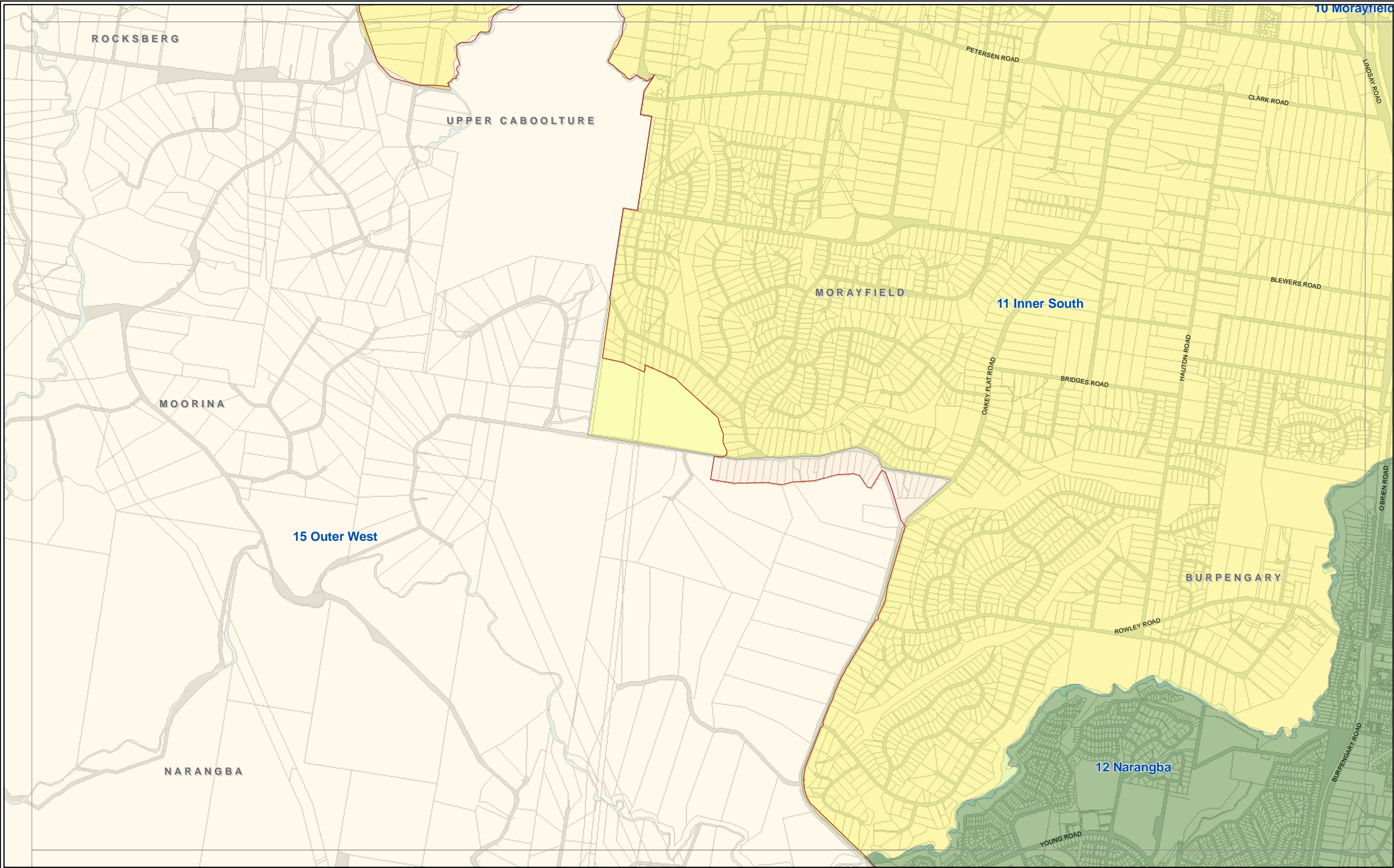
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Transport Service Catchments

MAP 10

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Kilometres

SCALE 1:25,000 (at A3)

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1 Bribie Island	6 Burpengary East	11 Inner South
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4 Pumicestone	9 CBD	14 Woodford
5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

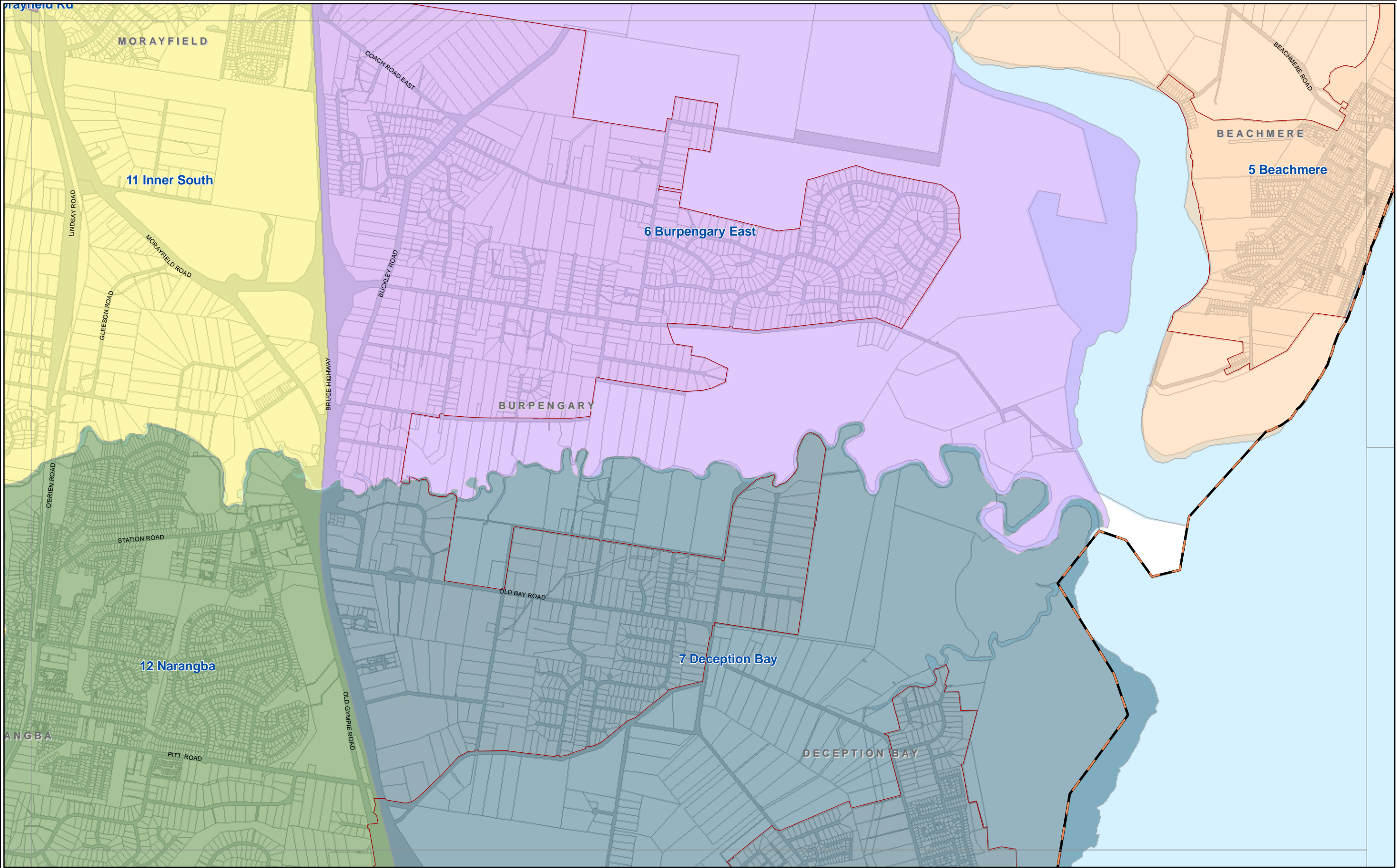
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Transport Service Catchments

MAP 11

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1 Bribie Island	6 Burpengary East	11 Inner South
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3 Ningi / Godwin	8 Inner North	13 Wamuran
4 Pumicestone	9 CBD	14 Woodford
5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

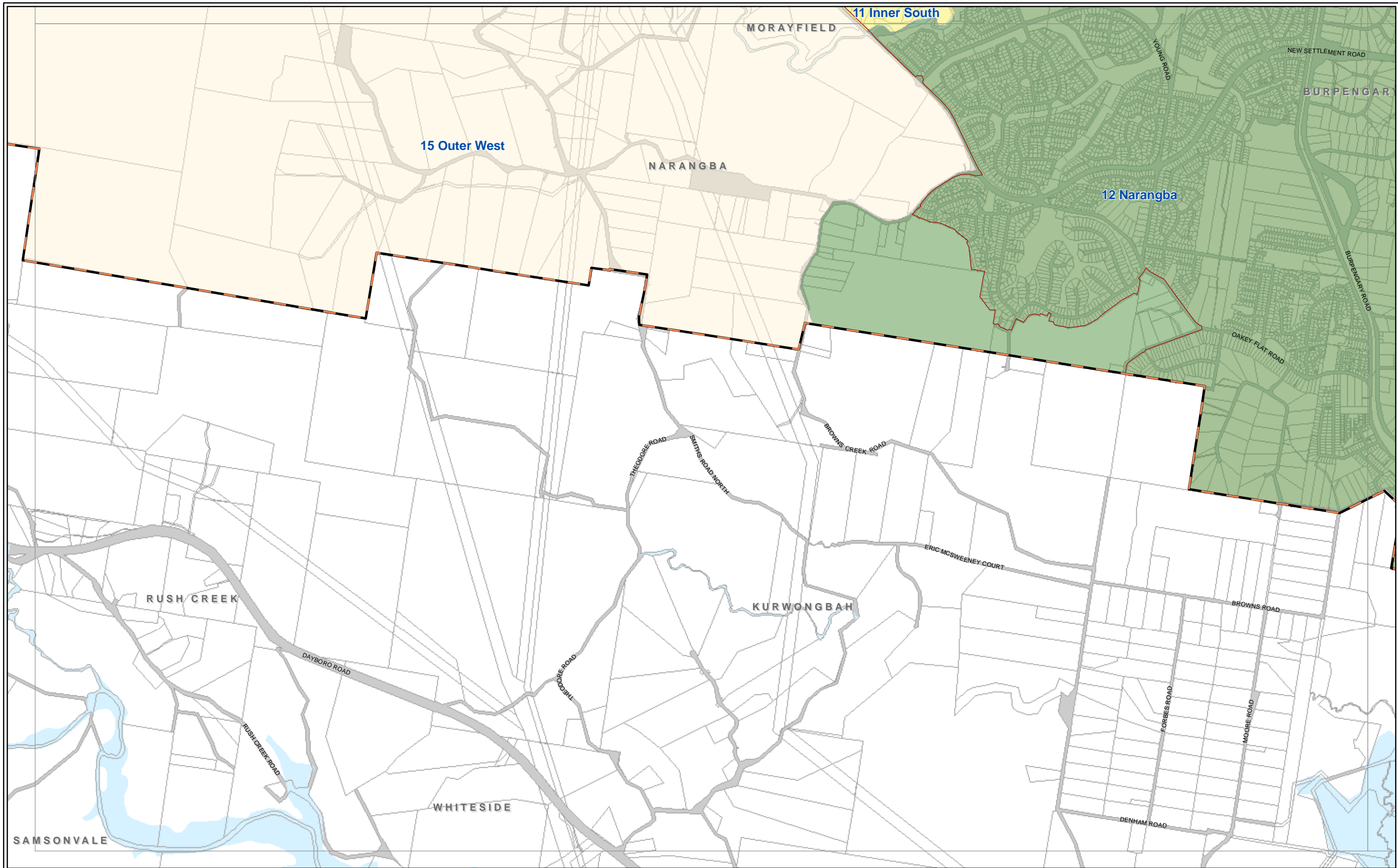
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Transport Service Catchments

MAP 12

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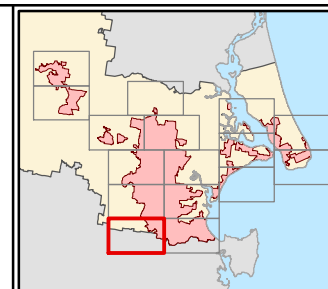
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| 2 Donnybrook | 7 Deception Bay | 12 Narangba |
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| 5 Beachmere | 10 Morayfield Rd | 15 Outer West |

- DISA Boundary
- Shire Boundary
- Cadastre

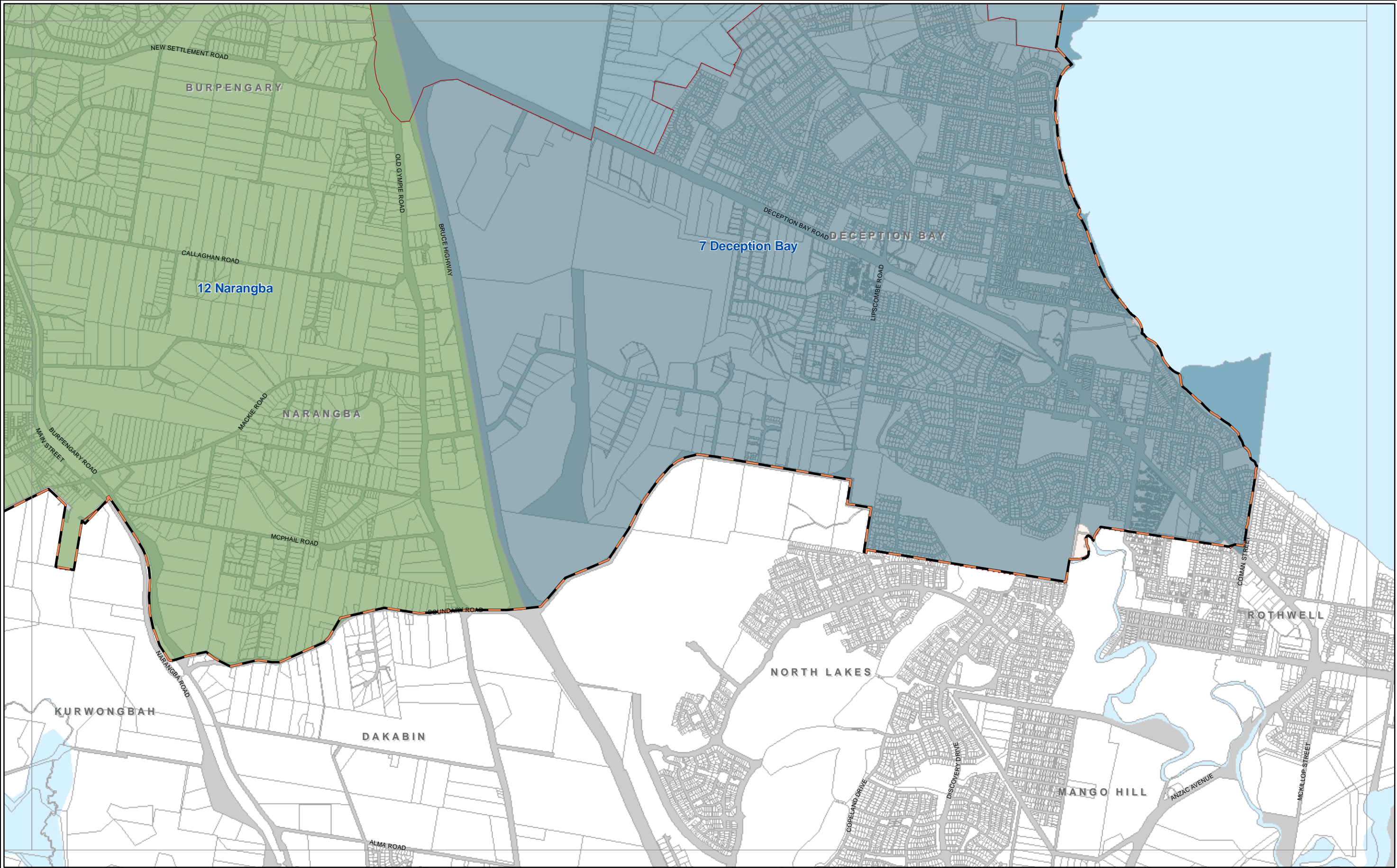


Caboolture Shire

**Transport
Service Catchments**

MAP 13

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SCALE 1:25,000 (at A3)

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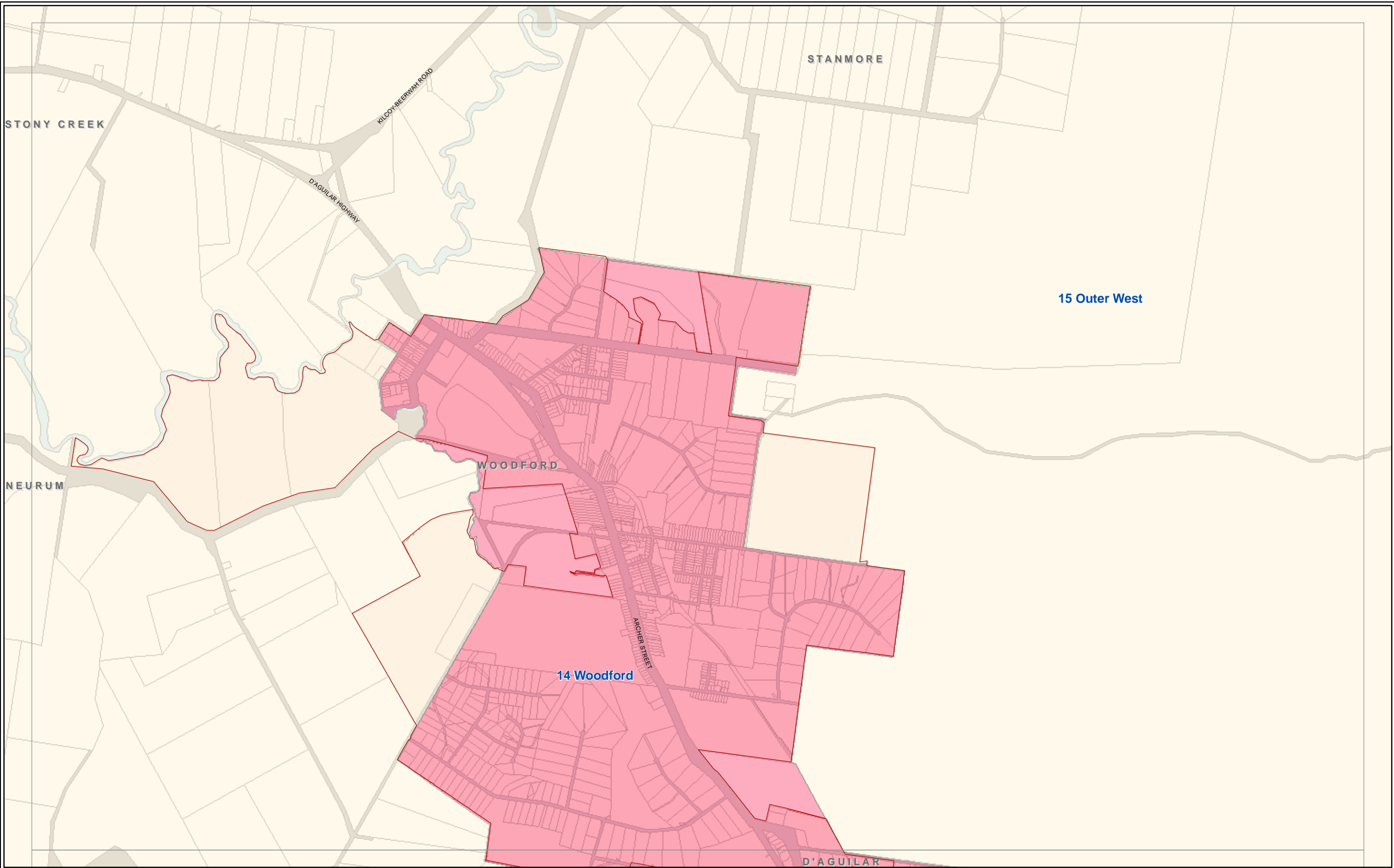
1 Bribie Island	6 Burpengary East	11 Inner South	DISA Boundary
2 Donnybrook	7 Deception Bay	12 Narangba	Shire Boundary
3 Ningi / Godwin	8 Inner North	13 Wamuran	Cadastre
4 Pumicestone	9 CBD	14 Woodford	
5 Beachmere	10 Morayfield Rd	15 Outer West	

Caboolture Shire

Transport Service Catchments

MAP 14

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SCALE 1:25,000 (at A3)

1 Bribie Island	6 Burpengary East	11 Inner South
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3 Ningi / Godwin	8 Inner North	13 Wamuran
4 Pumicestone	9 CBD	14 Woodford
5 Beachmere	10 Morayfield Rd	15 Outer West

DISA Boundary

Shire Boundary

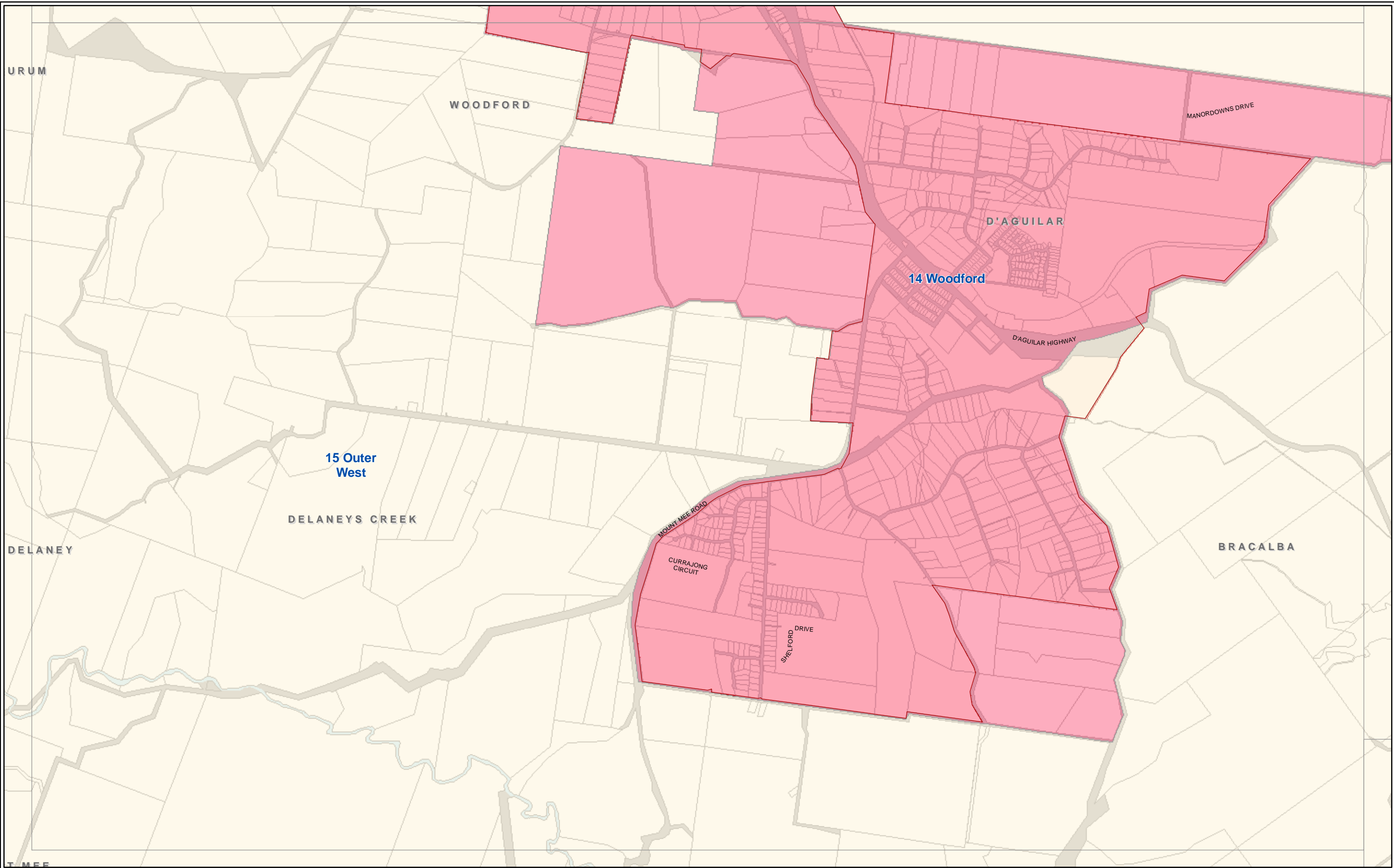
Cadastre

Caboolture Shire

**Transport
Service Catchments**

MAP 15

EFFECTIVE FROM 29 October 2009



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SCALE 1:25,000 (at A3)

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1 Bribie Island	6 Burpengary East	11 Inner South
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DISA Boundary

Shire Boundary

Cadastre

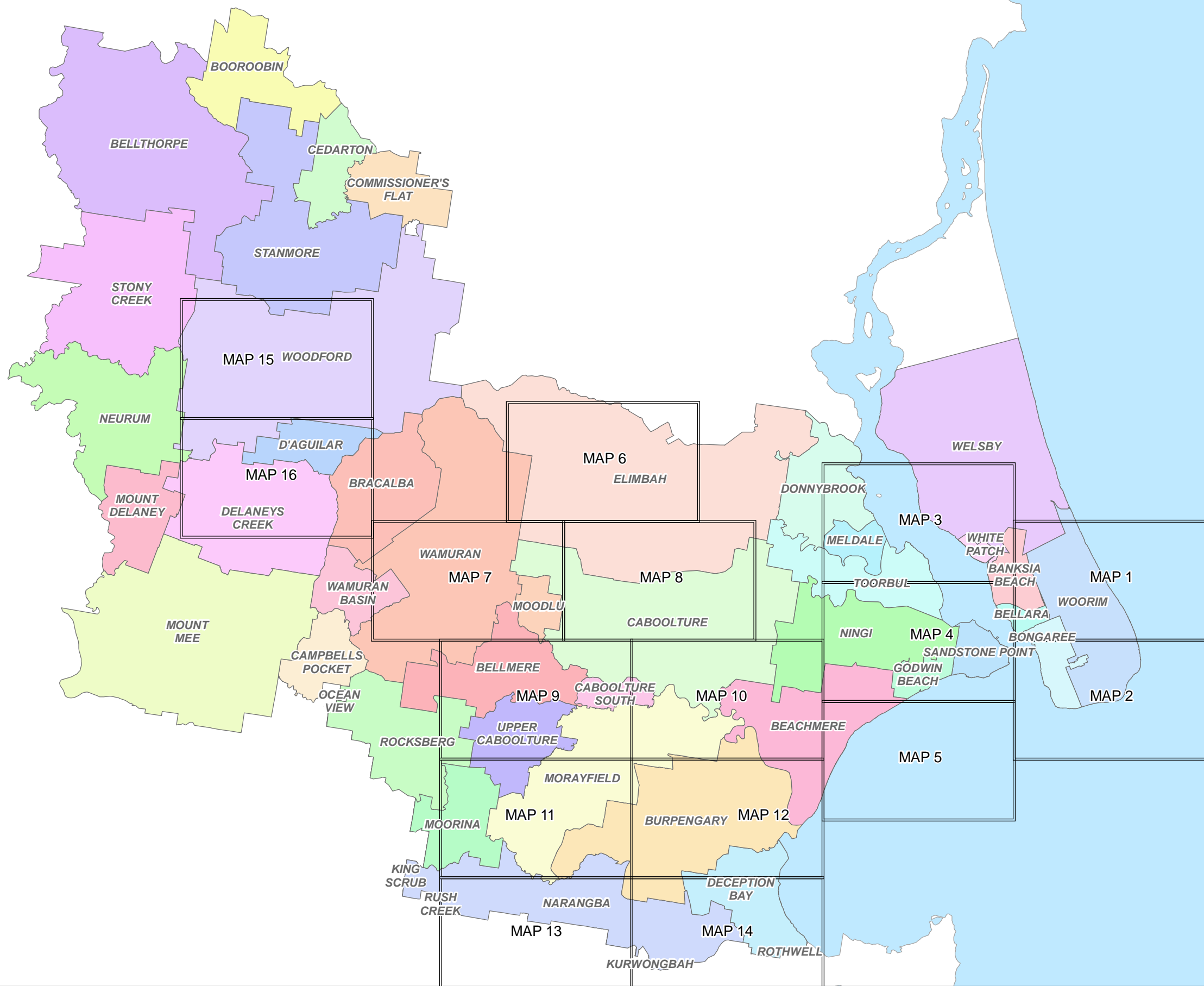
Caboolture Shire

Transport Service Catchments

MAP 16

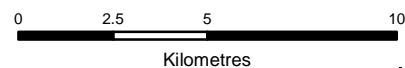
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Schedule D: Network Assets



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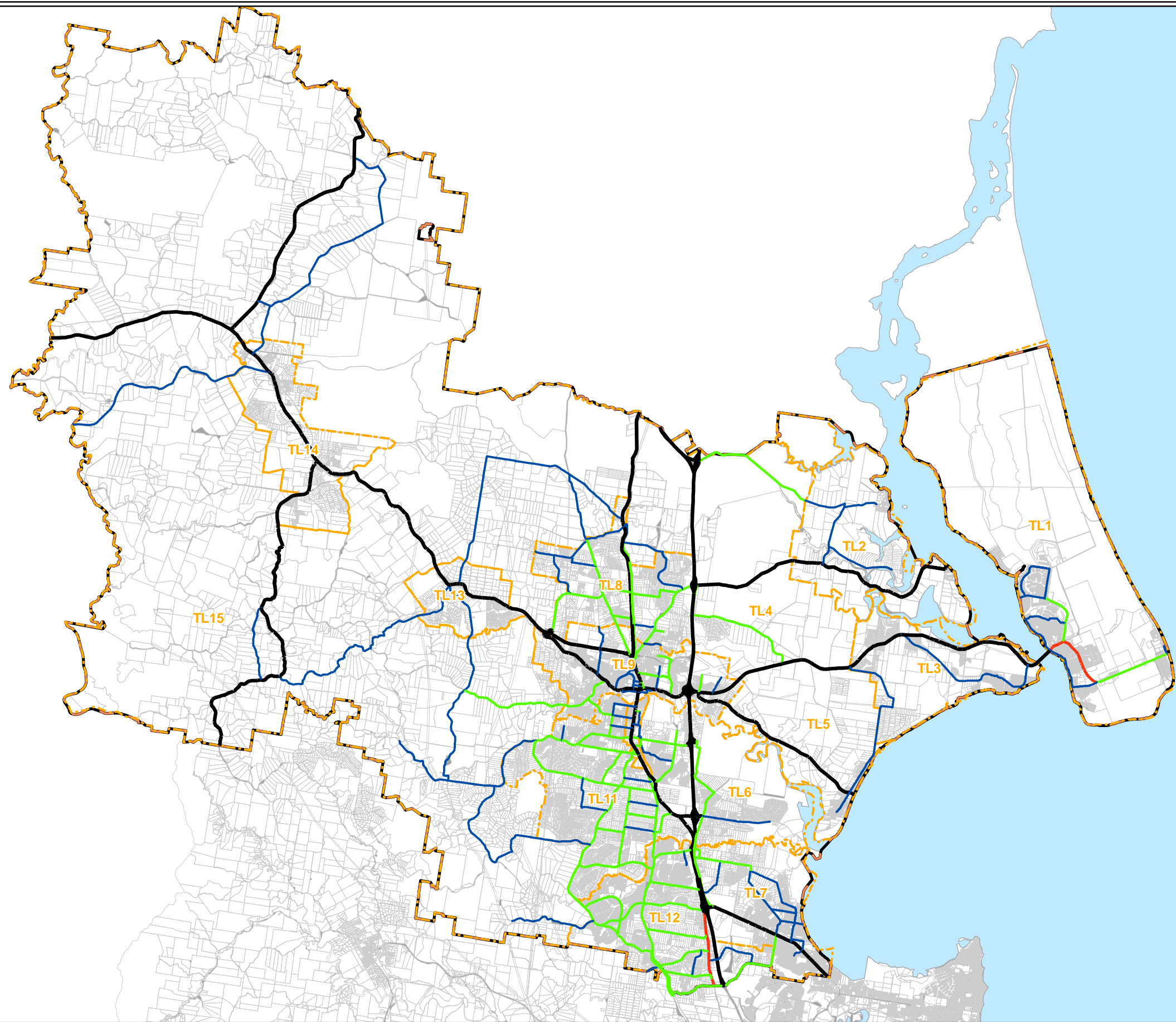
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SCALE 1:200,000 (at A3)

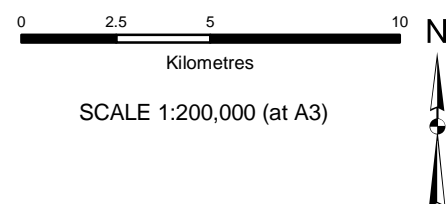


Caboolture Shire
Index
to
Map Sheets



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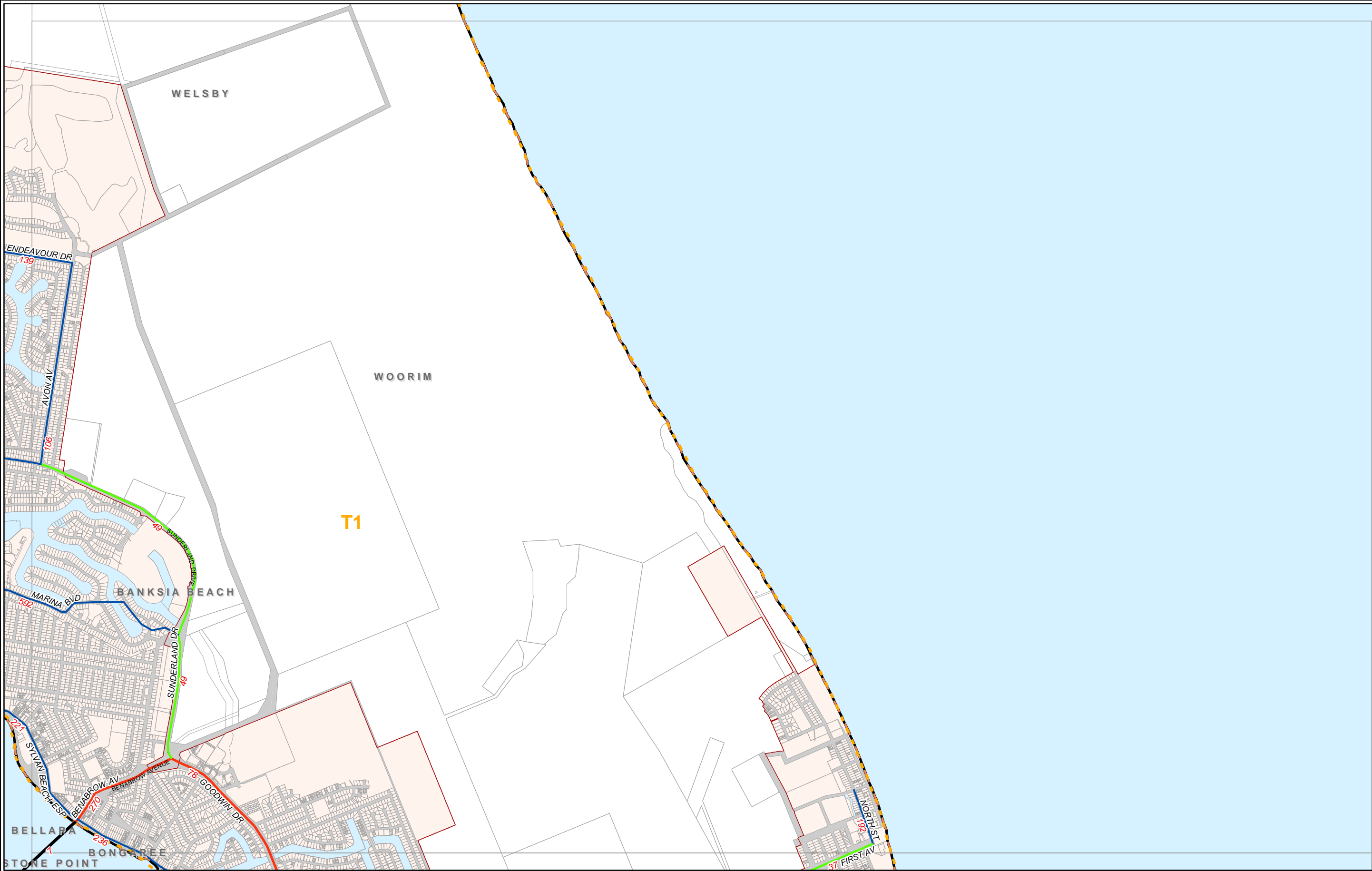
- | | |
|-----------------------|----------------|
| Road Hierarchy | Charge Areas |
| State | Shire Boundary |
| Arterial | Cadastre |
| Subarterial | |
| Collector | |



Caboolture Shire

Transport Hierarchy

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

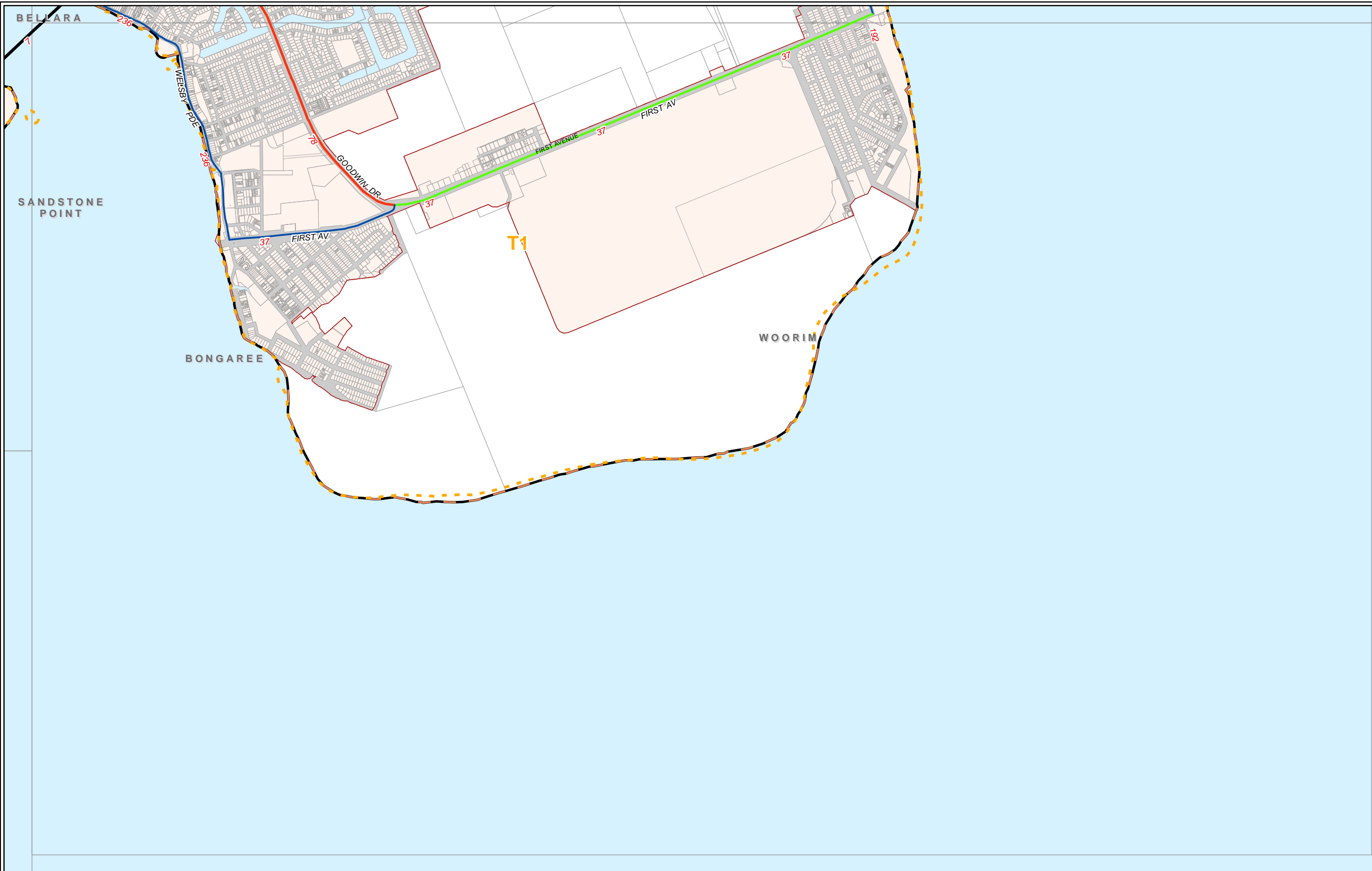
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE 1

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

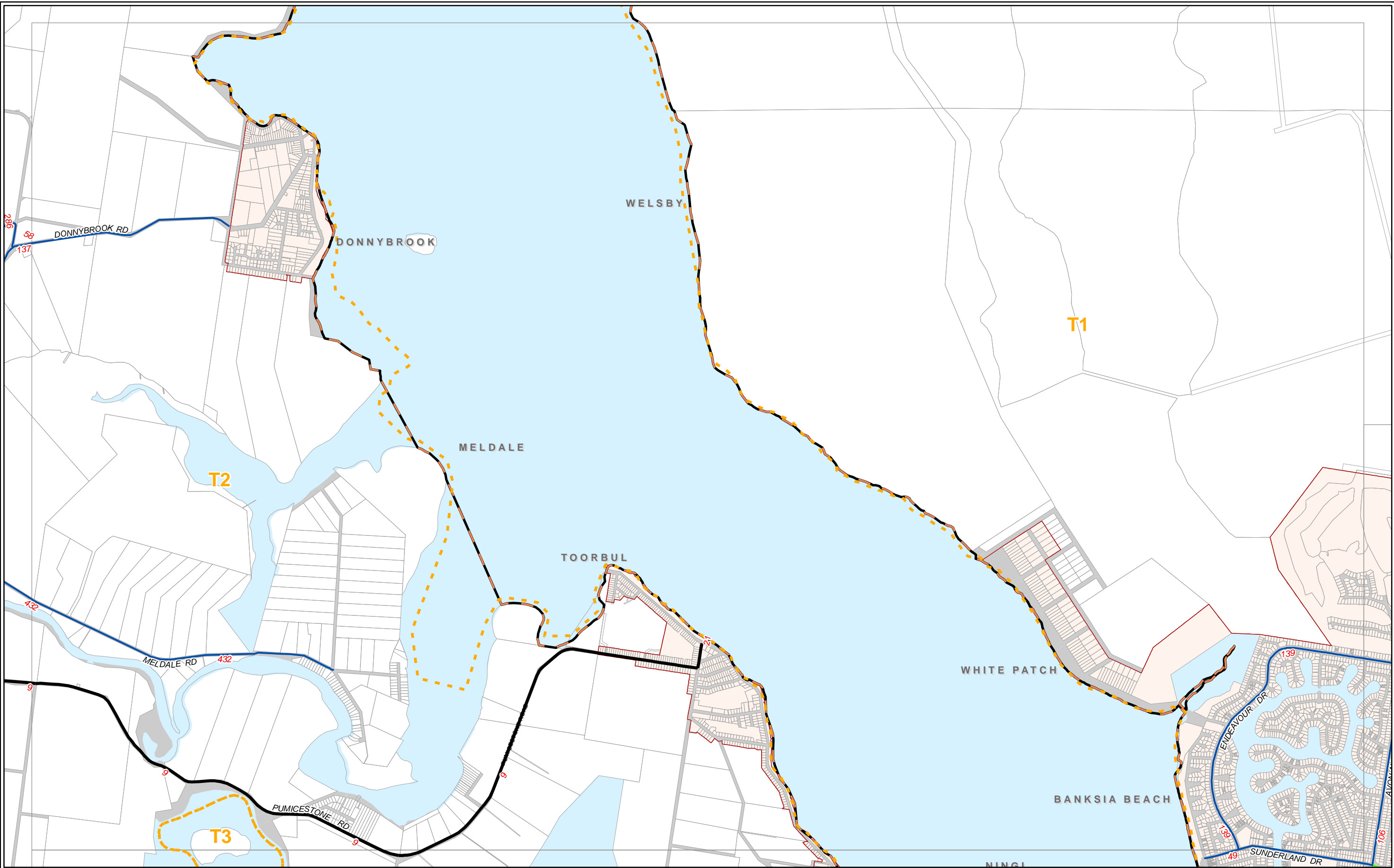
An inset map of the state of Queensland, Australia, showing the location of Caboolture Shire in the southeast. The shire's boundary is highlighted with a red rectangle.

Caboolture Shire

Existing Trunk Roads

MAP TE 2

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

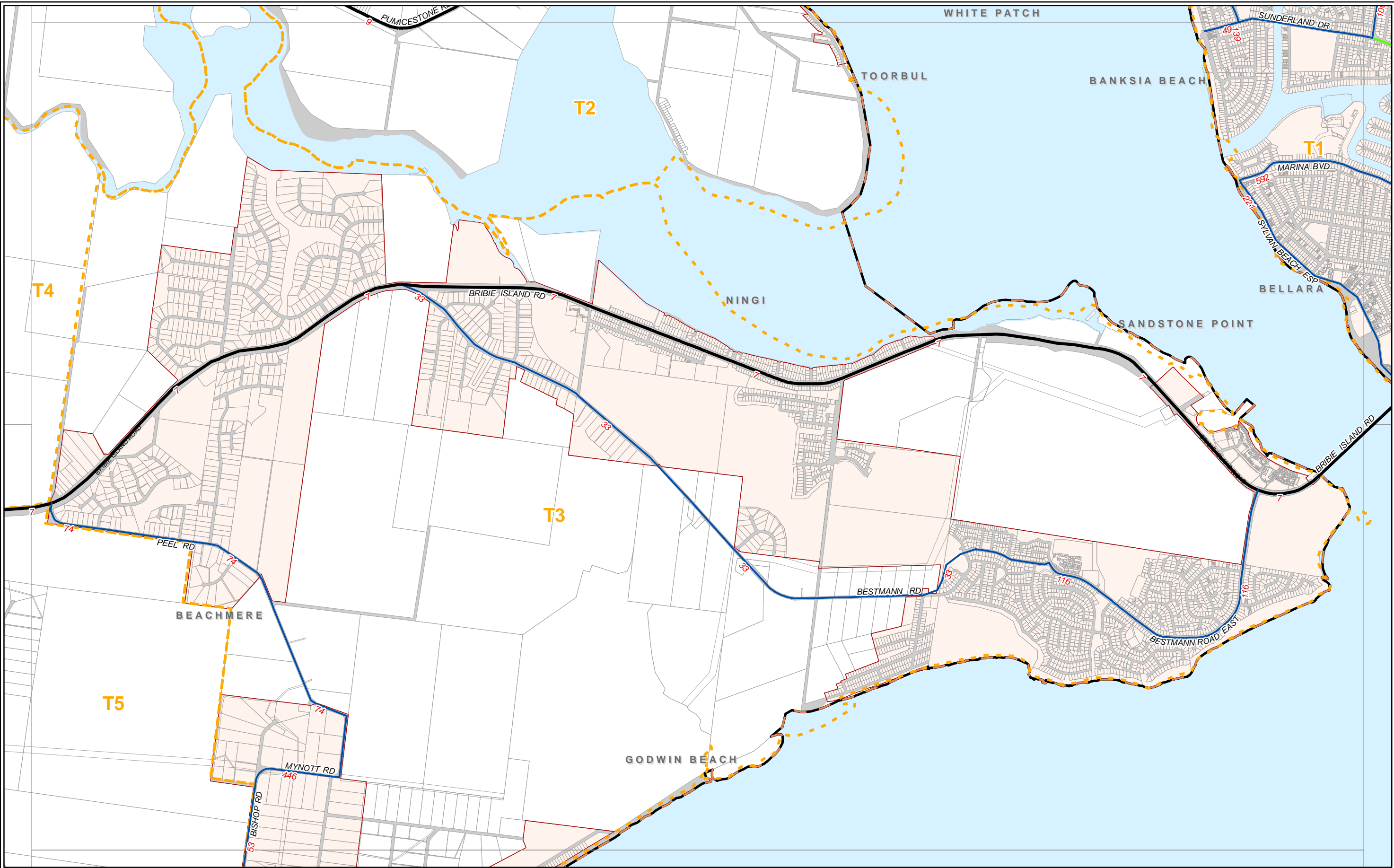
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE 3

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

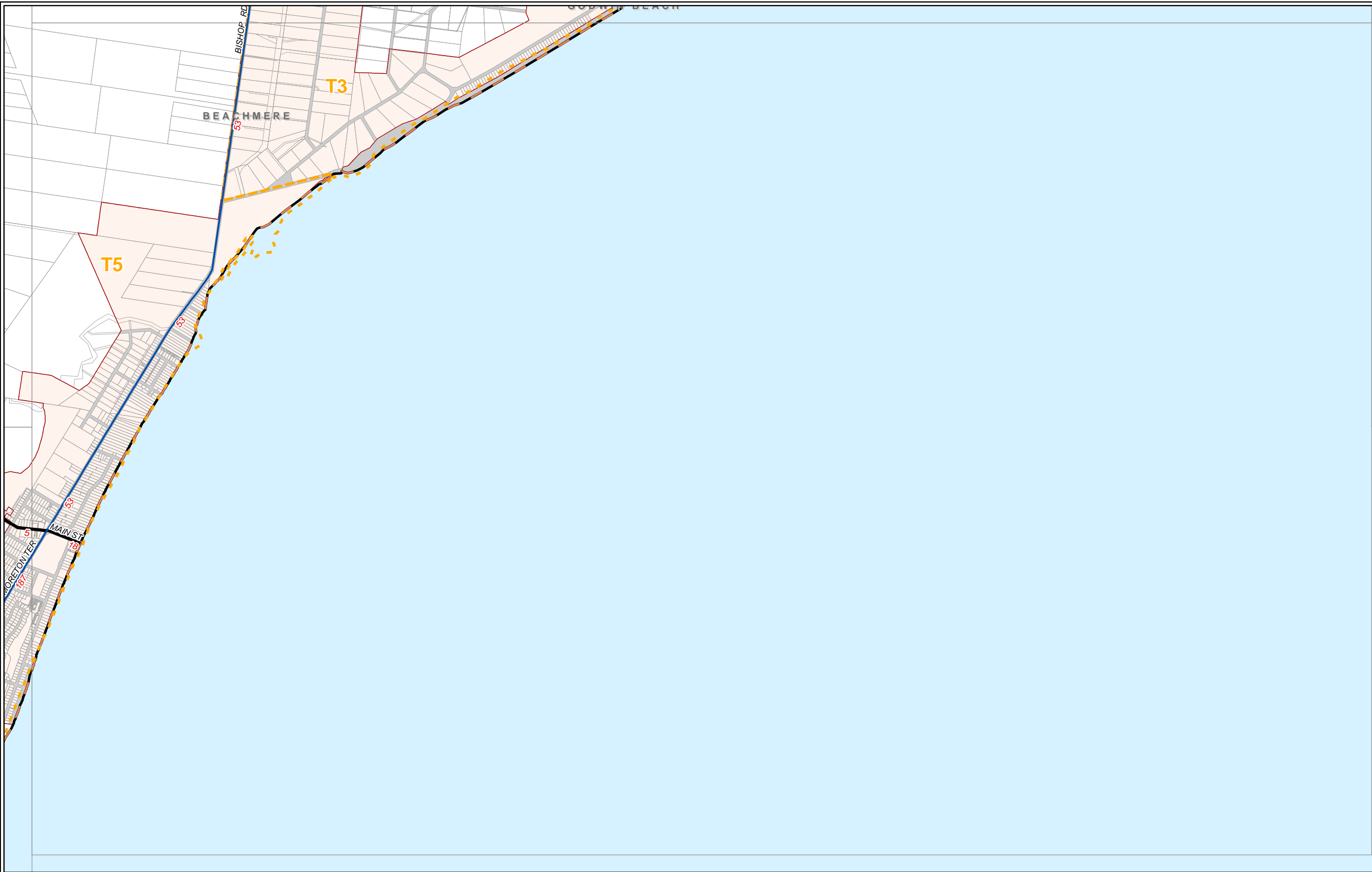
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE 4

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

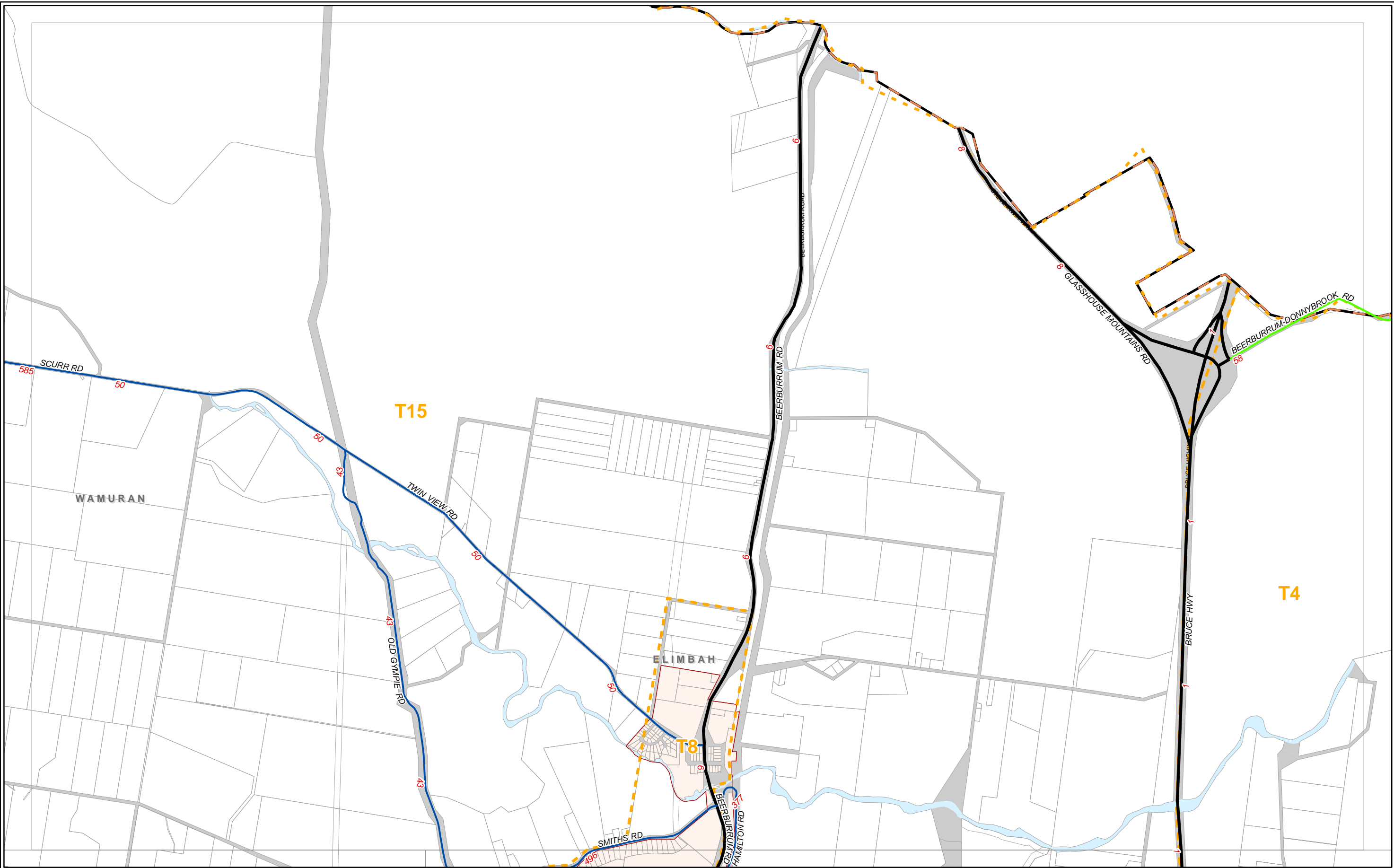
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE 5

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

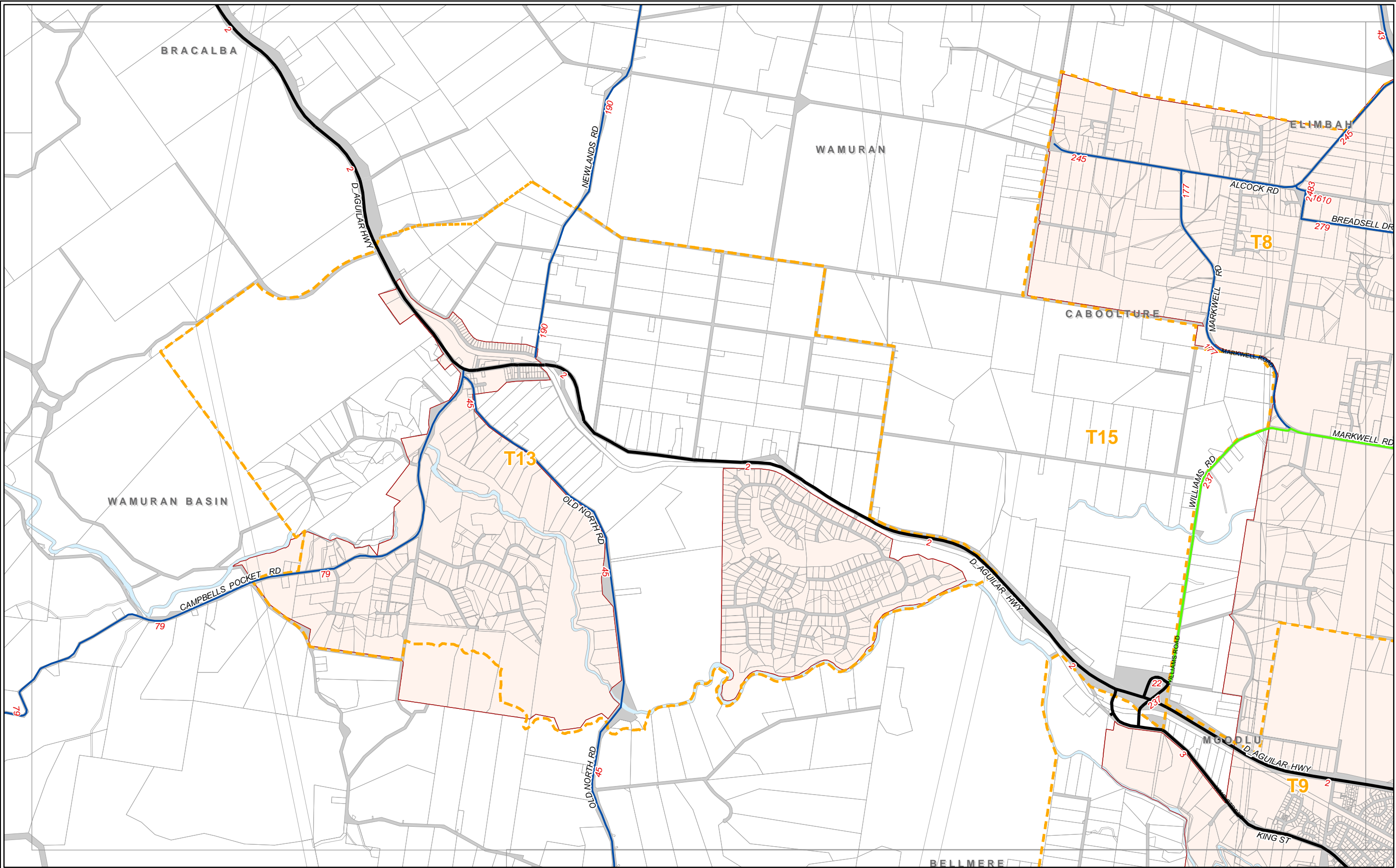
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE 6

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0 0.25 0.5 1

Kilometres

SCALE 1:25,000 (at A3)

N

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

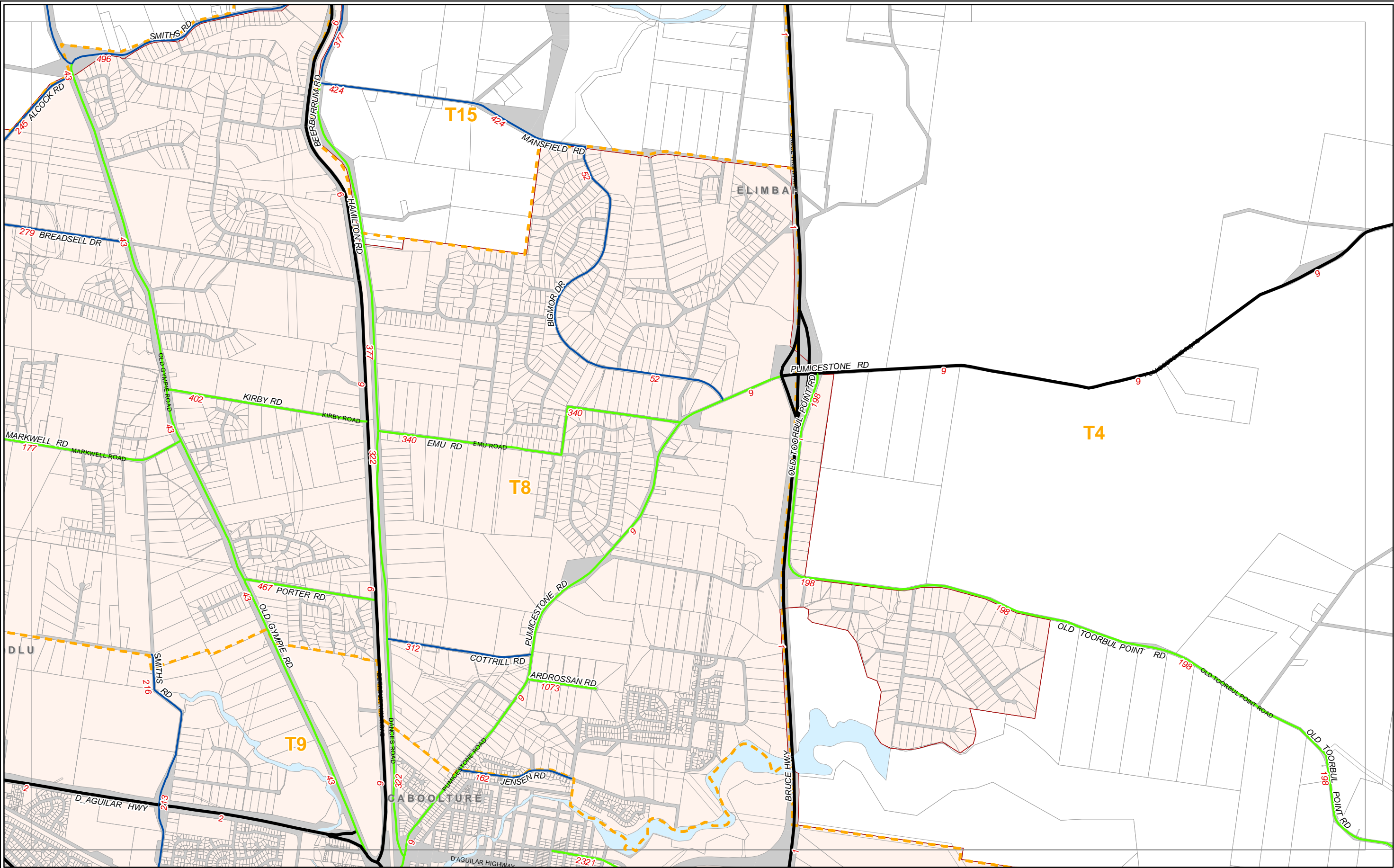
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE 7

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

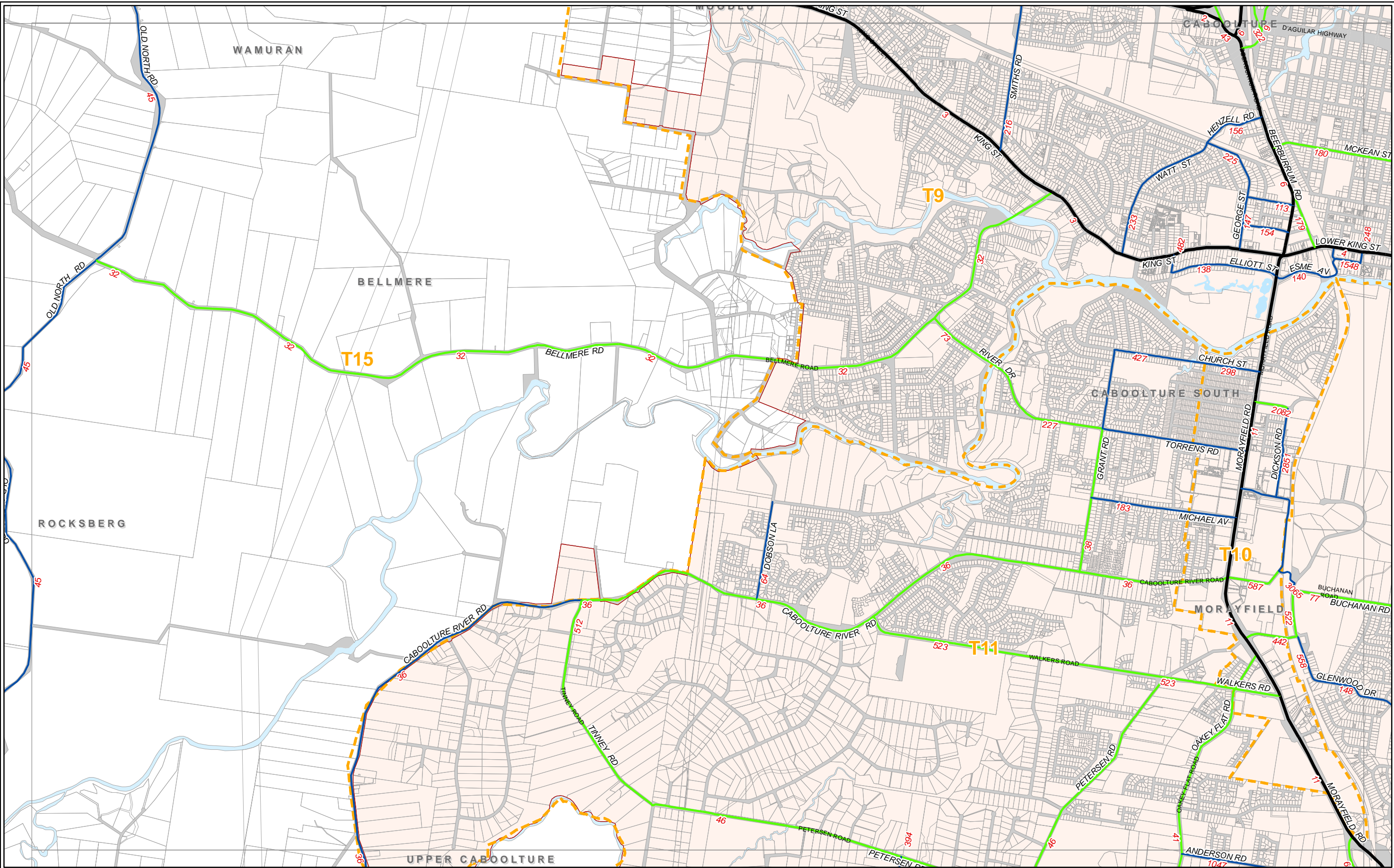
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE 8

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

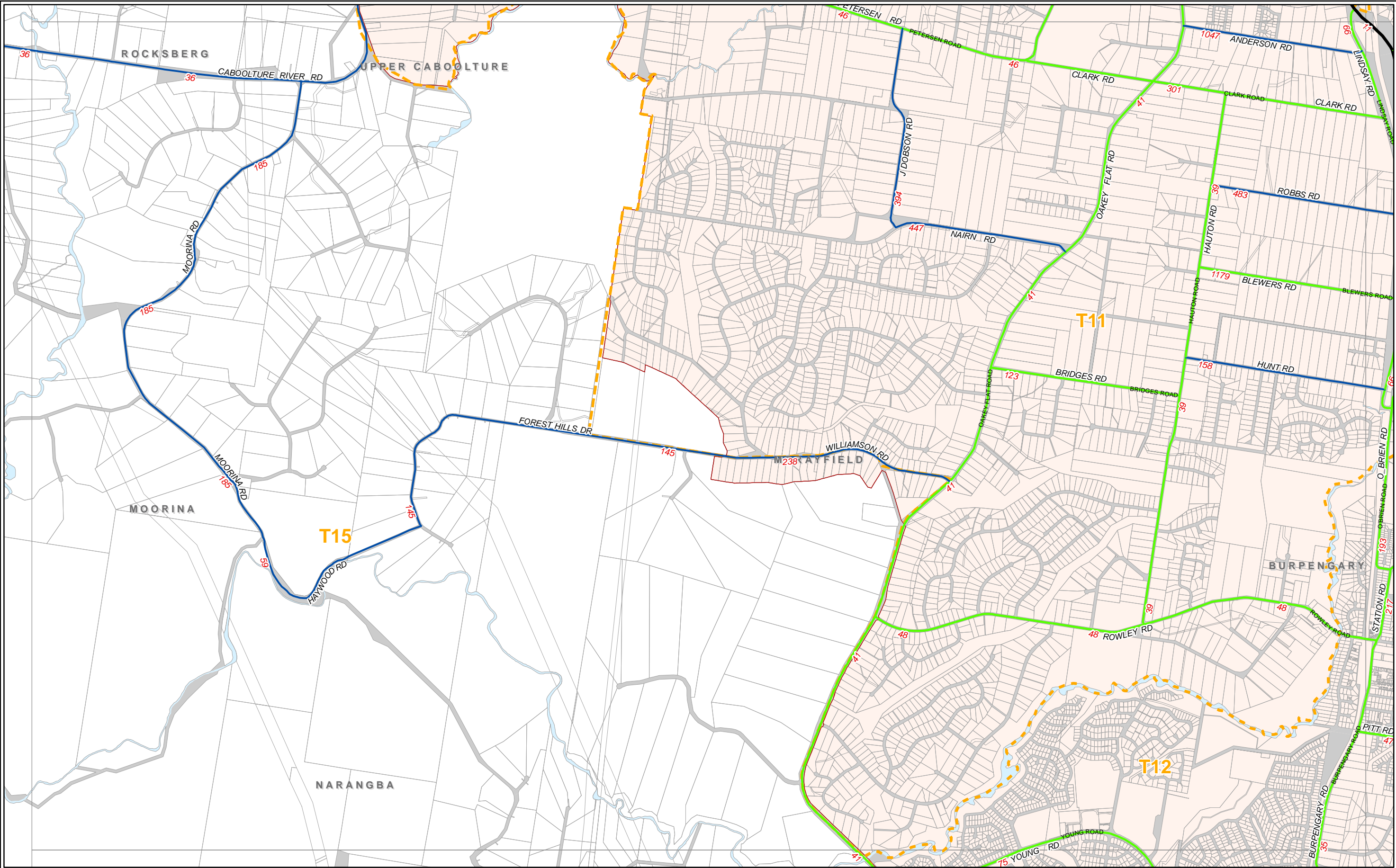
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE 9

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

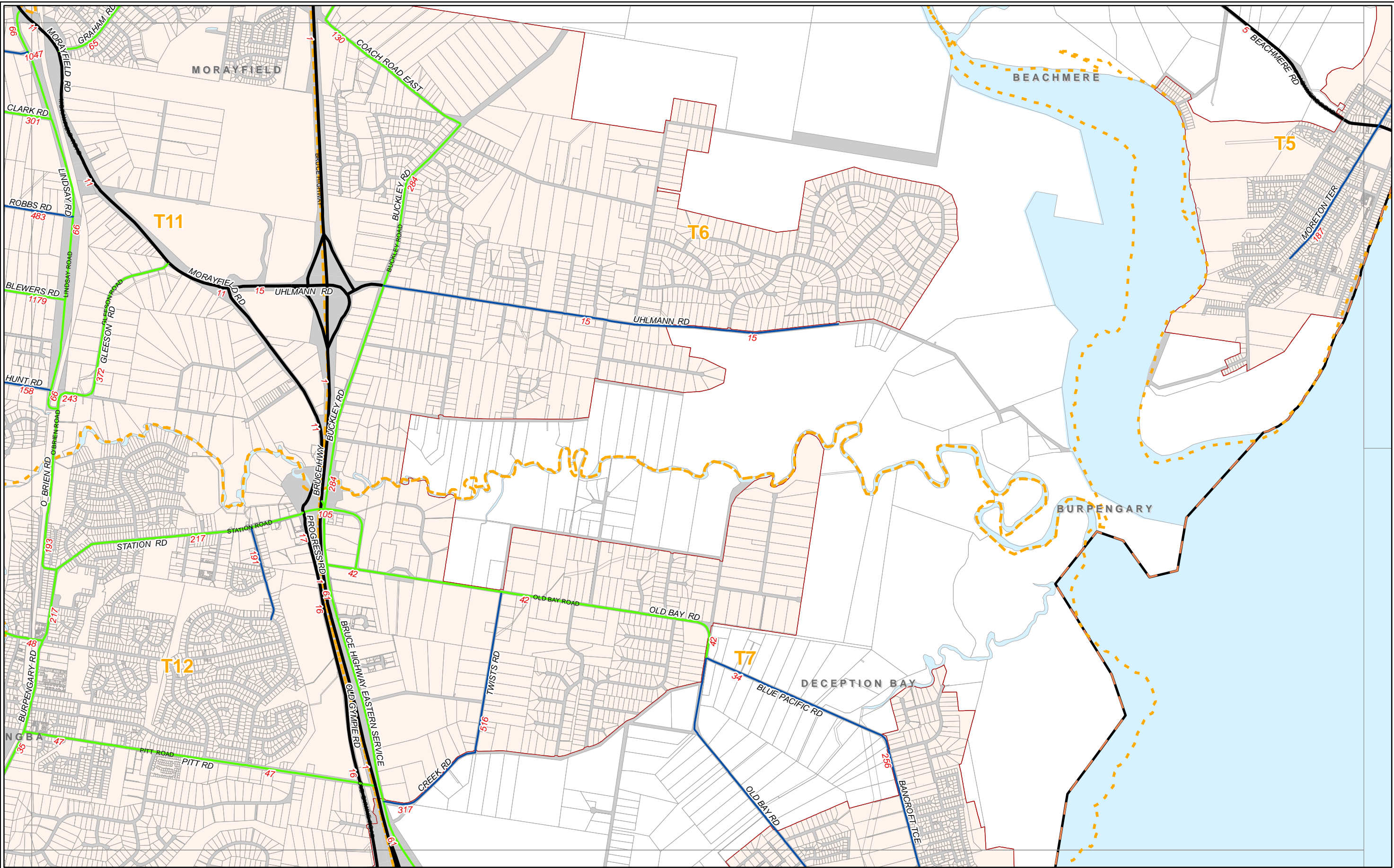
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE11

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

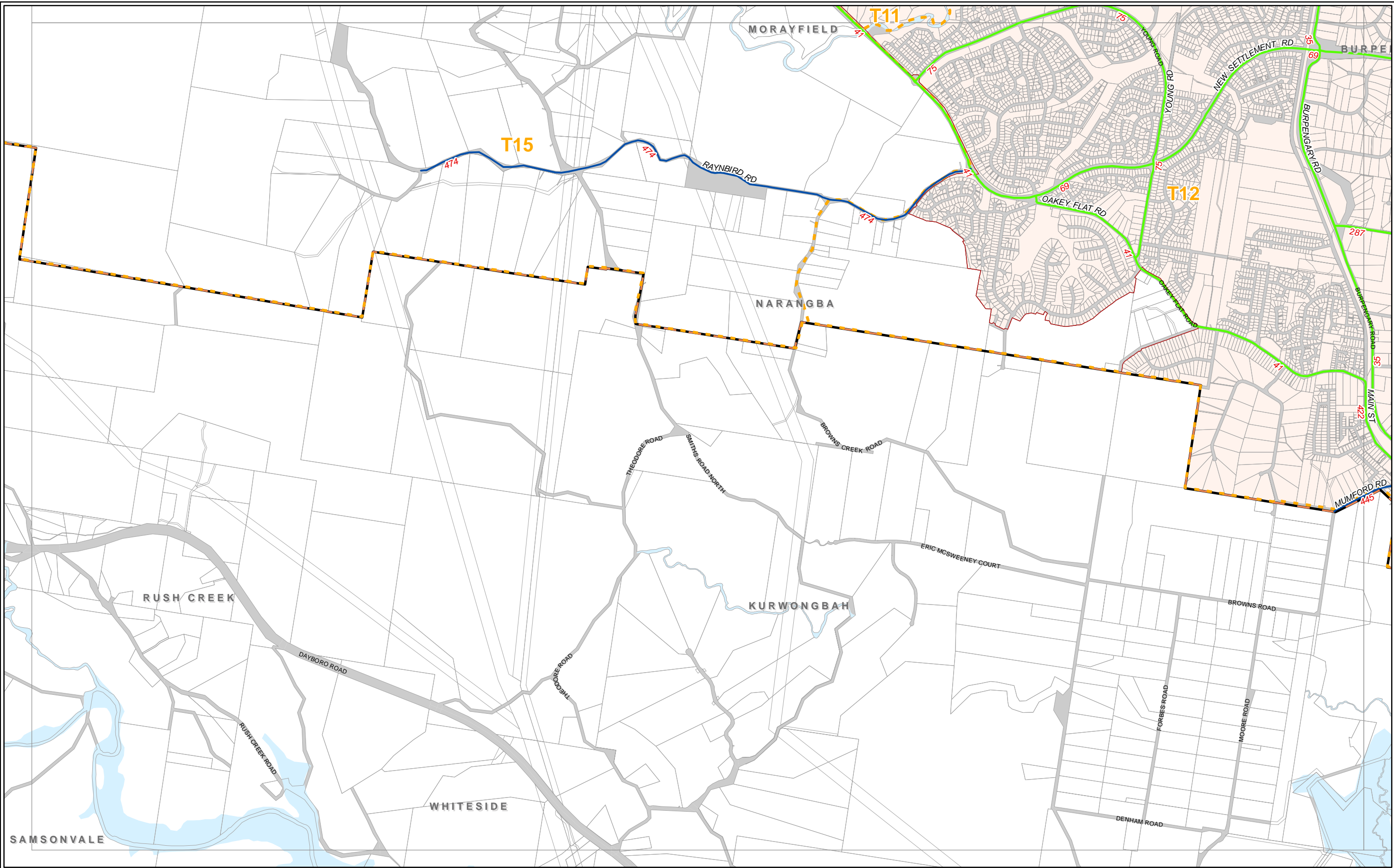
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE12

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

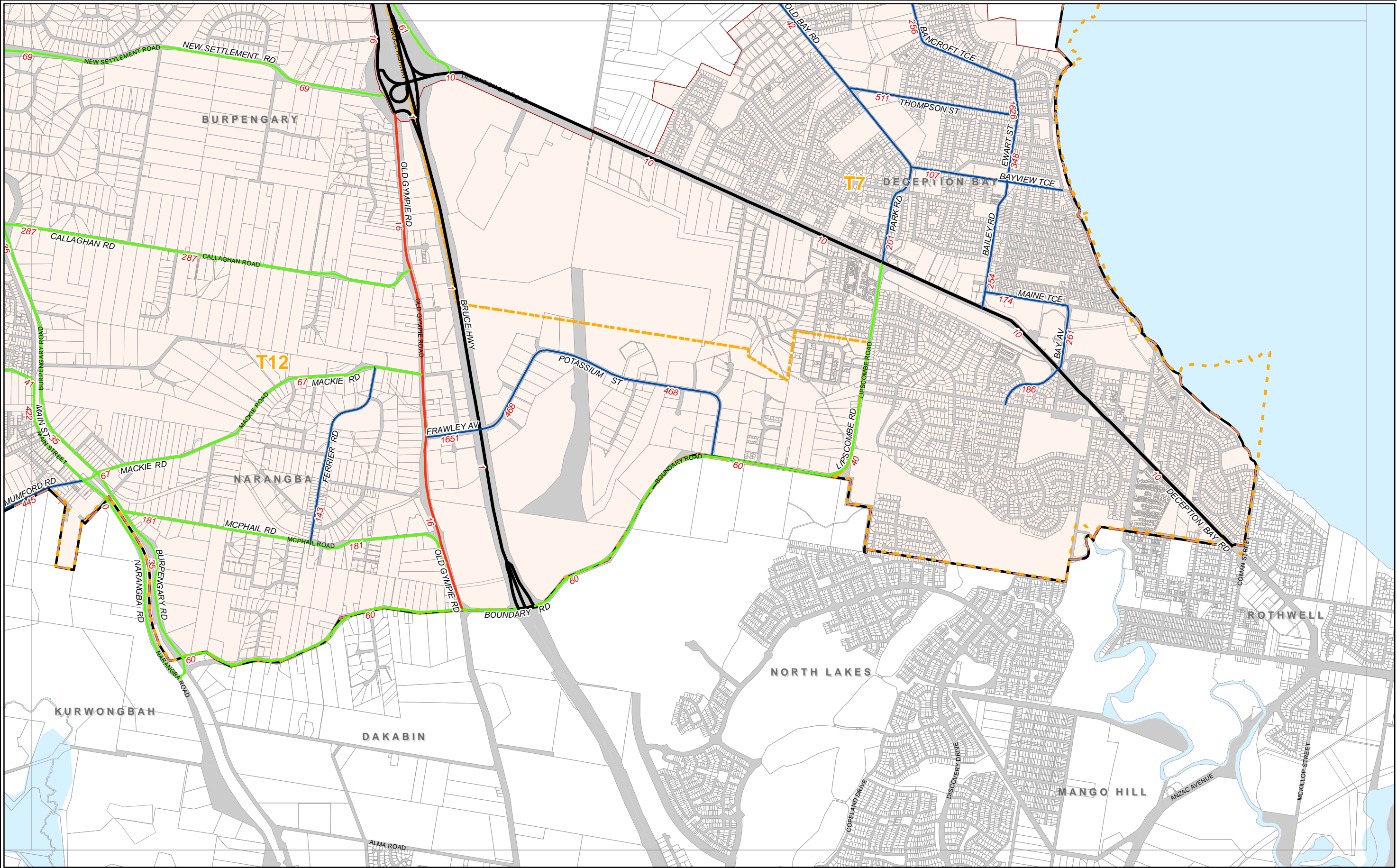
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE13

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

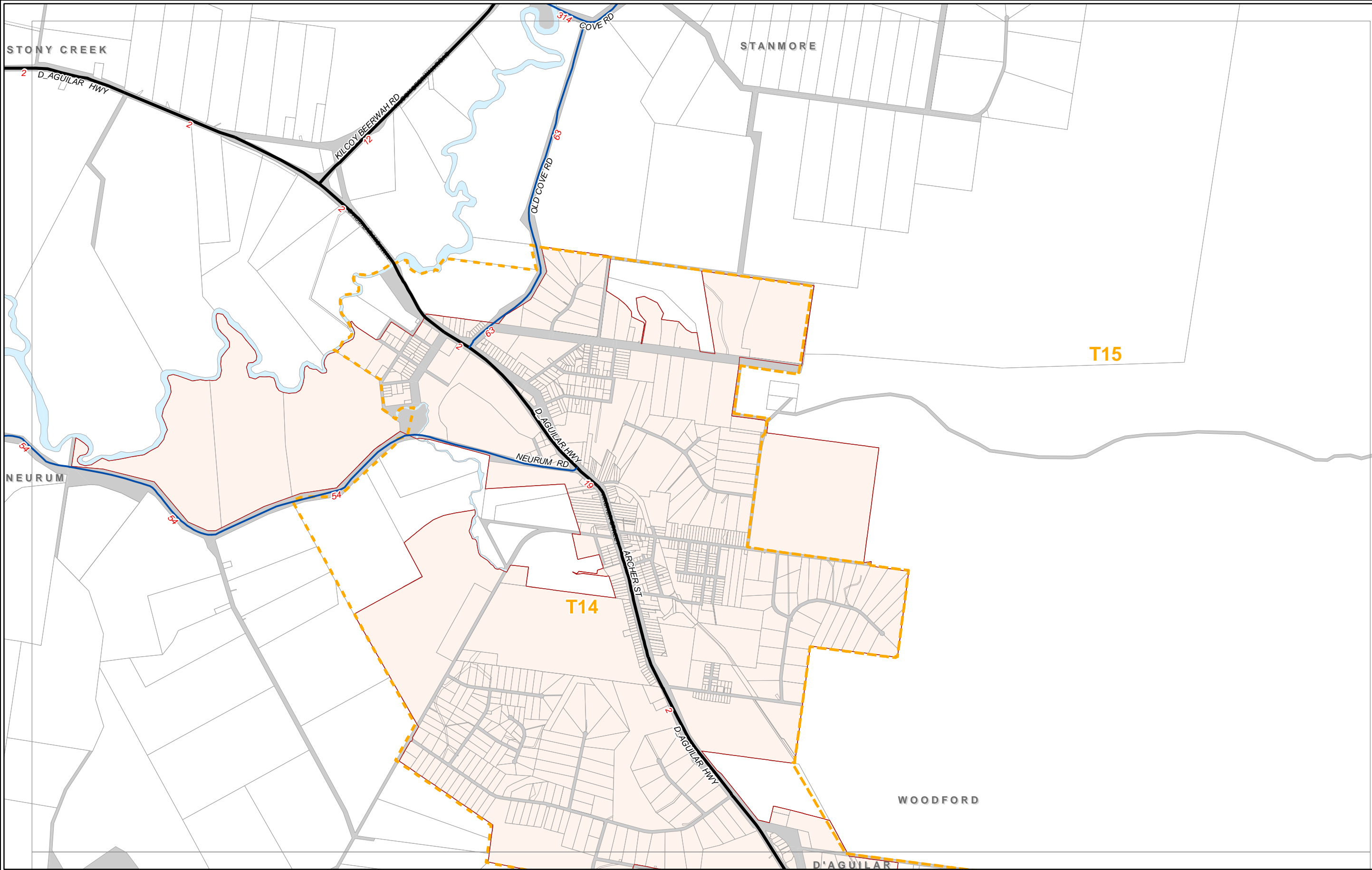
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE14

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

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Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

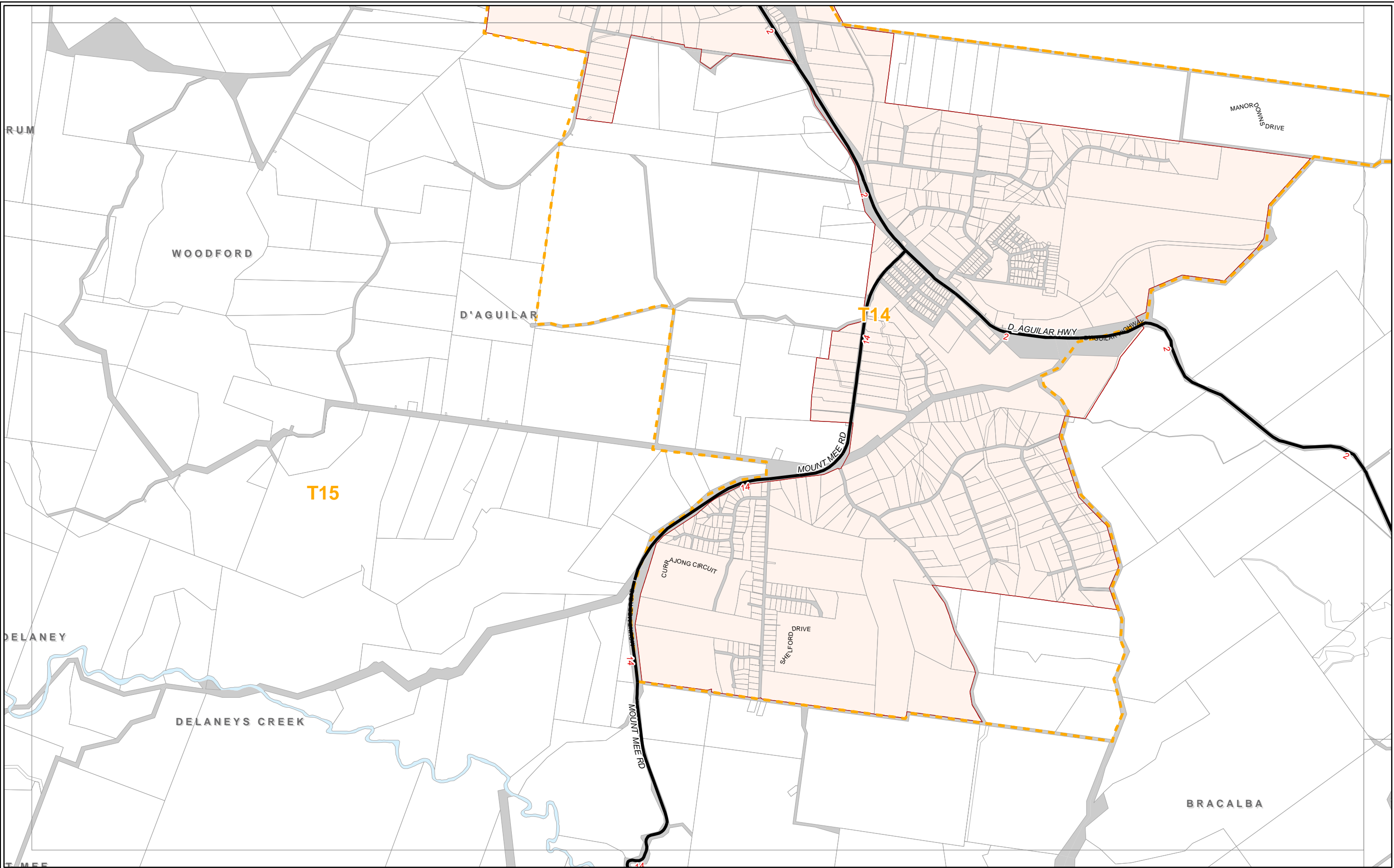
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

MAP TE15

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Road Hierarchy

- State
- Arterial
- Subarterial
- Collector

Charge Areas

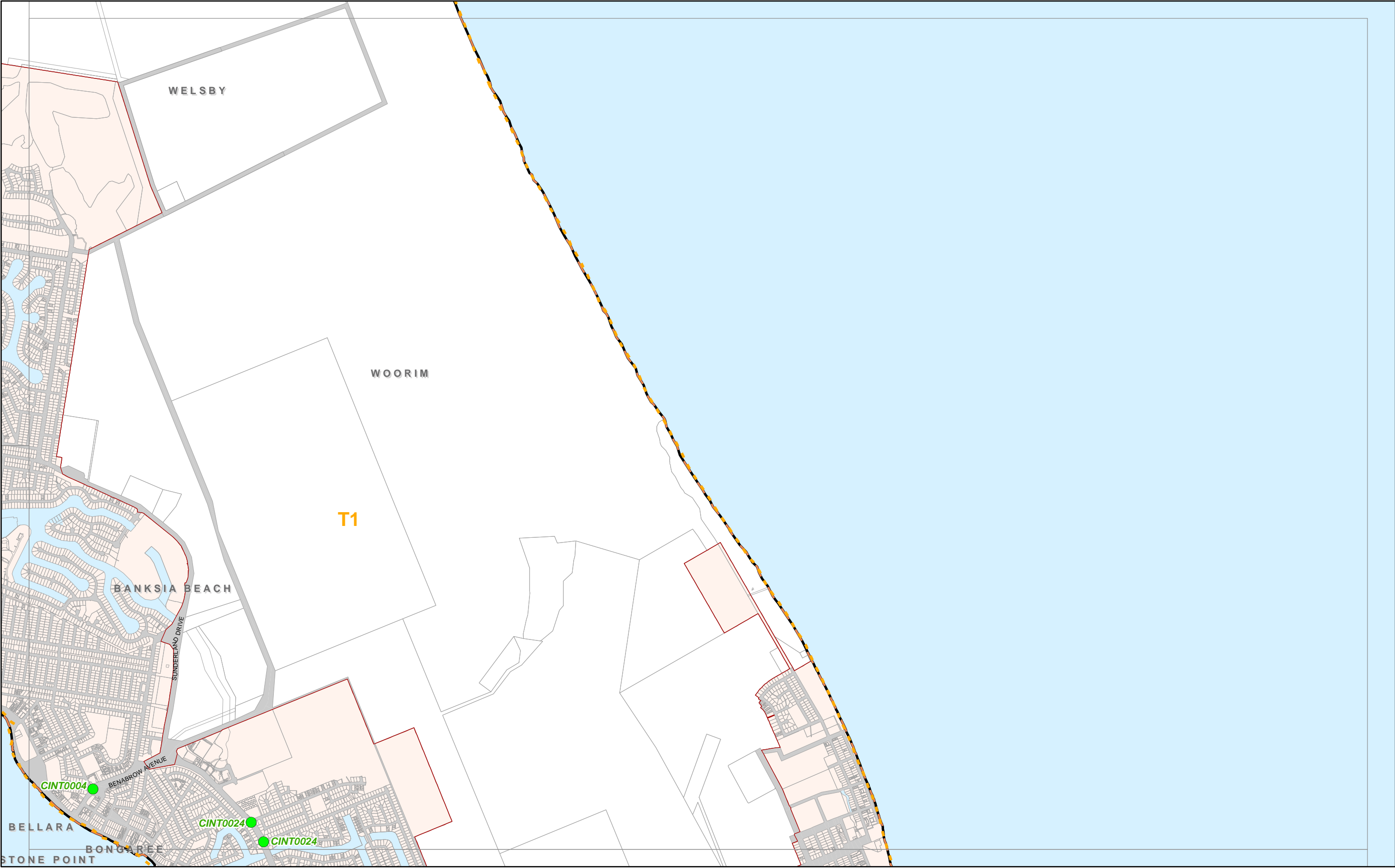
- DISA Boundary
- Shire Boundary
- Cadastral
- 99 Road Reference

Caboolture Shire

Existing Trunk Roads

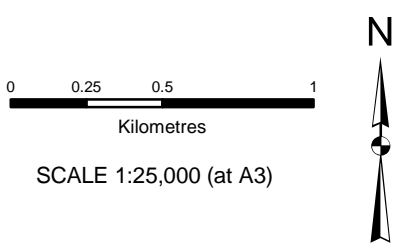
MAP TE16

EFFECTIVE FROM 29 October 2009

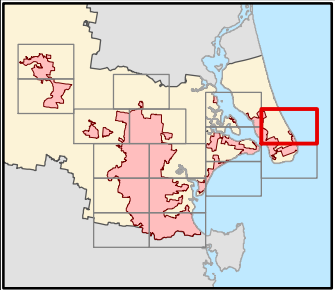


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- Council Trunk Road Projects
- Future Haulage Route
- Intersections
- Project Code
- Charge Areas
- DISA Boundary
- Shire Boundary
- Cadastre



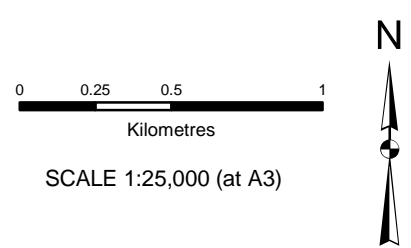
Caboolture Shire Proposed Trunk Road Upgrades









MAP TF 1
EFFECTIVE FROM 29 October 2009

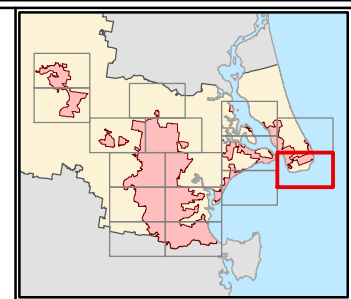


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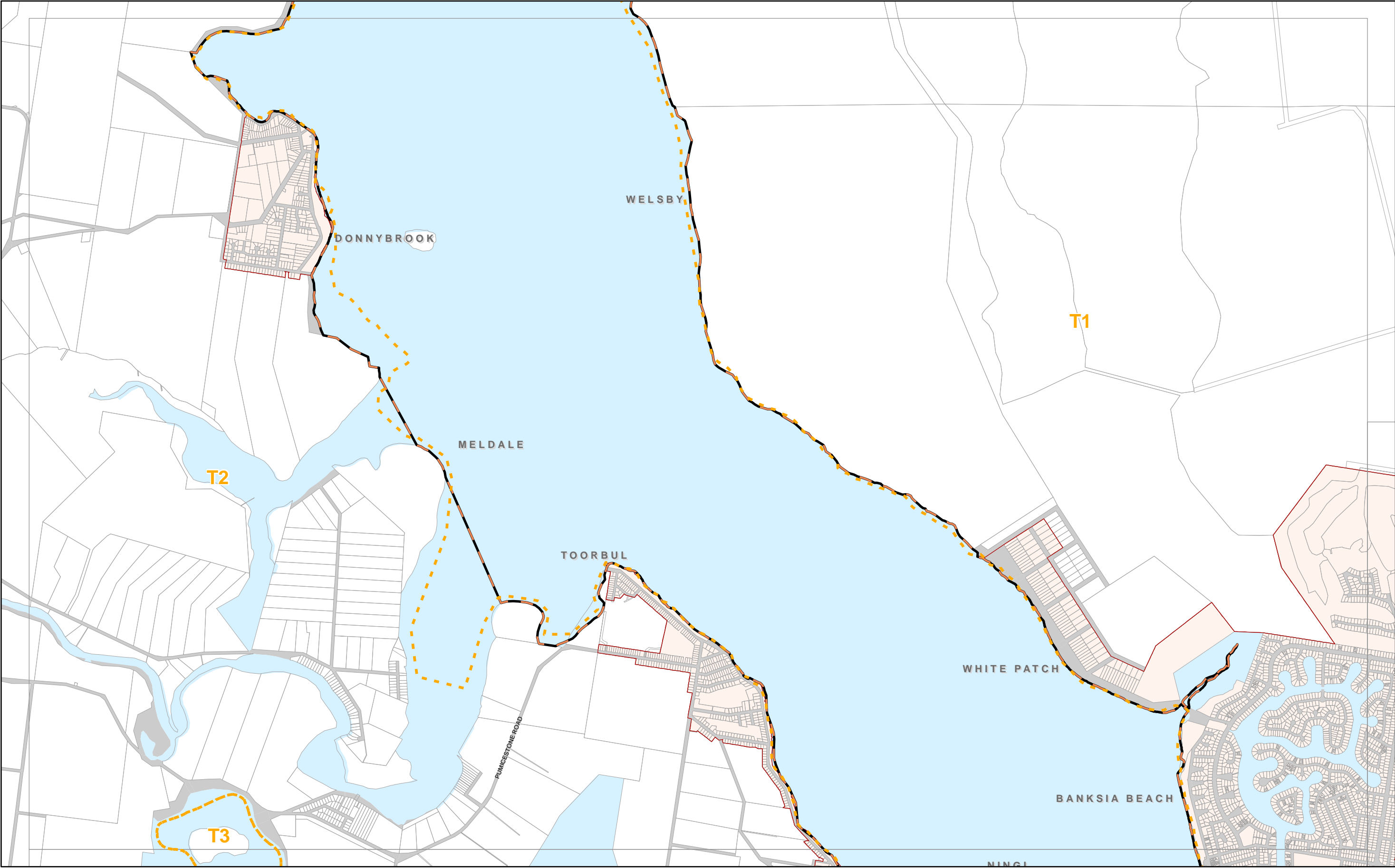
-  Council Trunk Road Projects
-  Future Haulage Route
-  Intersections
-  Project Code
-  Charge Areas
-  DISA Boundary
-  Shire Boundary
-  Cadastre



**Caboolture Shire
Proposed
Trunk Road
Upgrades**

MAP TF 2

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Council Trunk Road Projects

Future Haulage Route

Intersections

Project Code

Charge Areas

DISA Boundary

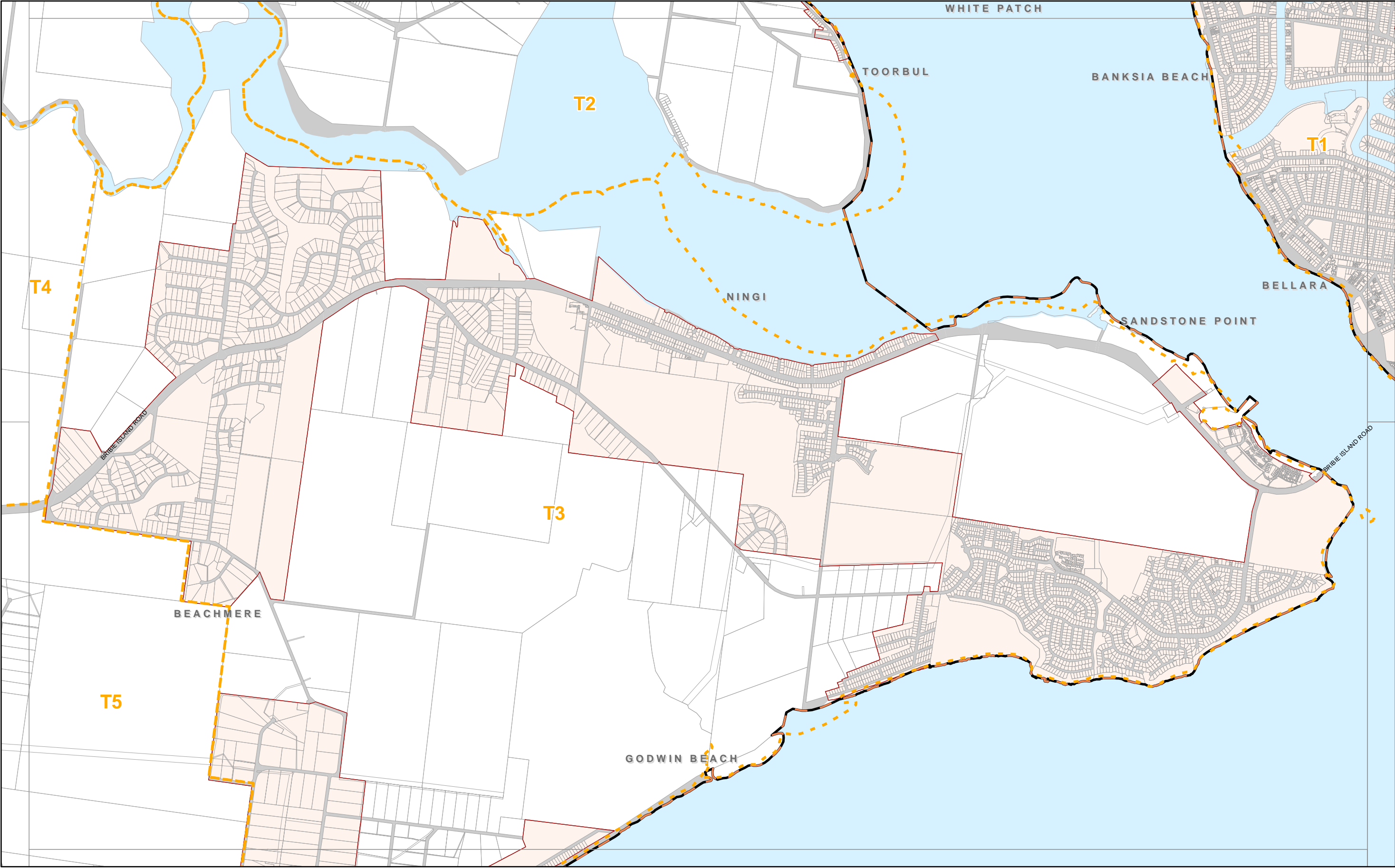
Shire Boundary

Cadastre

Caboolture Shire Proposed Trunk Road Upgrades

MAP TF 3

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

N

Council Trunk Road Projects

Future Haulage Route

Intersections

Project Code

Charge Areas

DISA Boundary

Shire Boundary

Cadastre

**Caboolture Shire
Proposed
Trunk Road
Upgrades**

MAP TF 4

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)


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 Council Trunk Road Projects


 Future Haulage Route


 Intersections

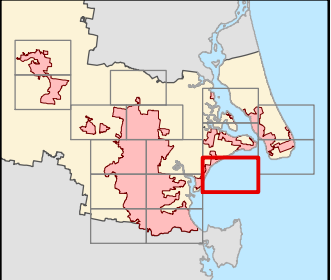
Project Code

 Charge Areas

 DISA Boundary

 Shire Boundary

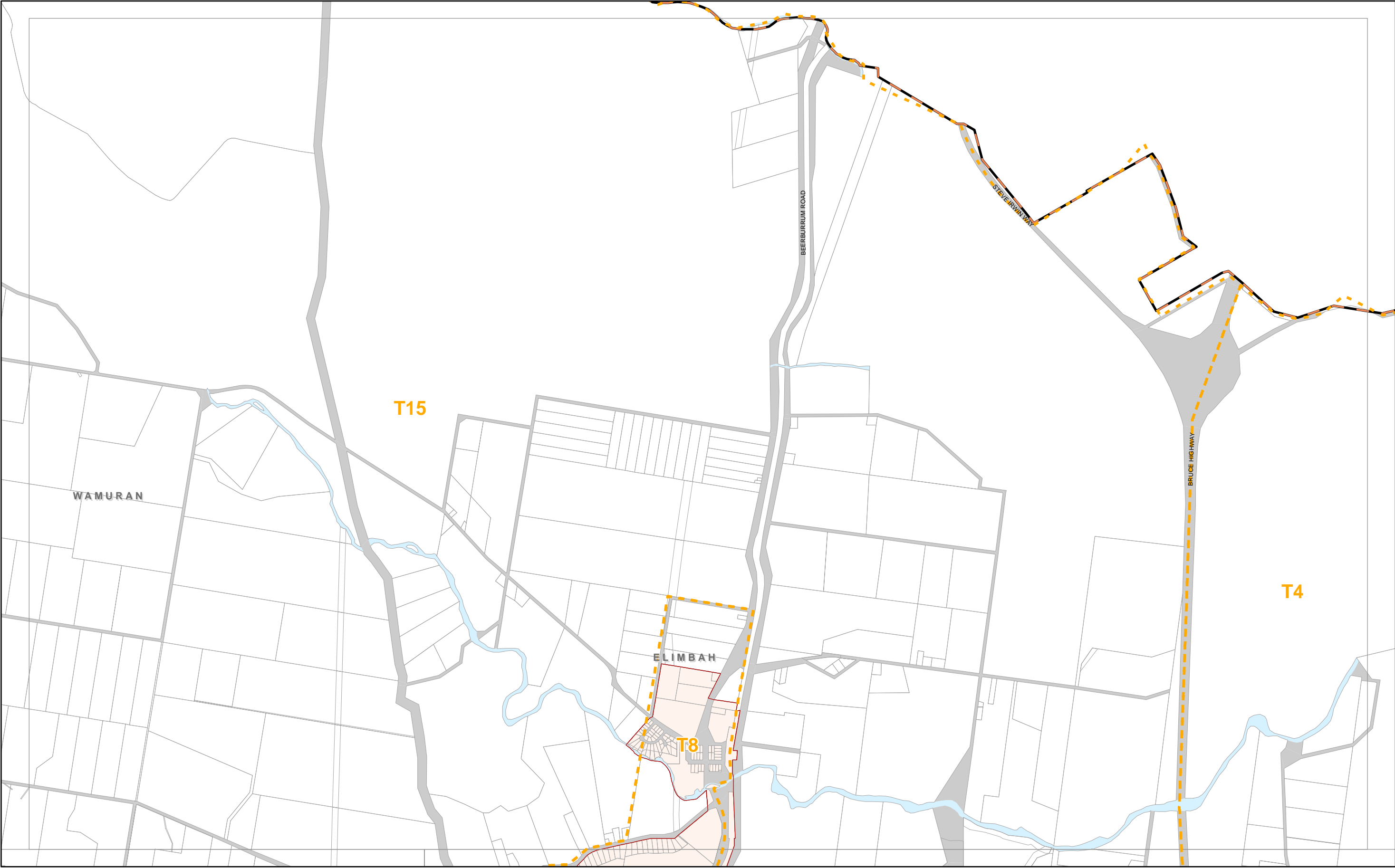
 Cadastre



**Caboolture Shire
Proposed
Trunk Road
Upgrades**

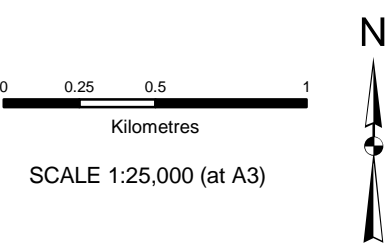
MAP TF 5

EFFECTIVE FROM 29 October 2009

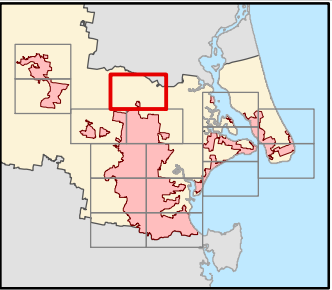


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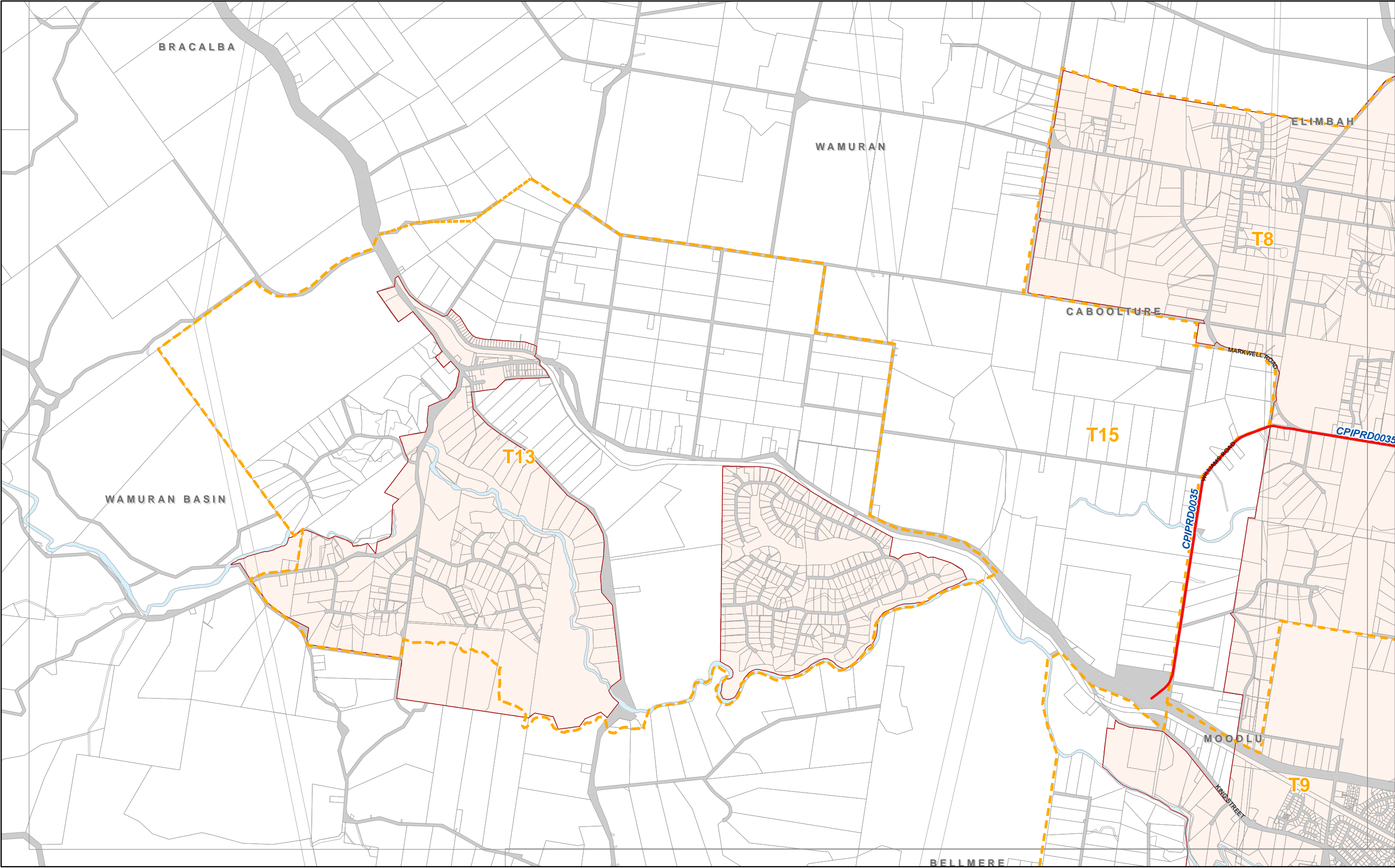
- Council Trunk Road Projects
- Future Haulage Route
- Intersections
- Project Code
- Charge Areas
- DISA Boundary
- Shire Boundary
- Cadastre



**Caboolture Shire
Proposed
Trunk Road
Upgrades**

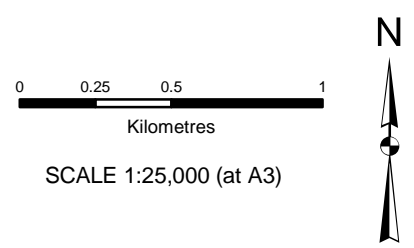
MAP TF 6

EFFECTIVE FROM 29 October 2009

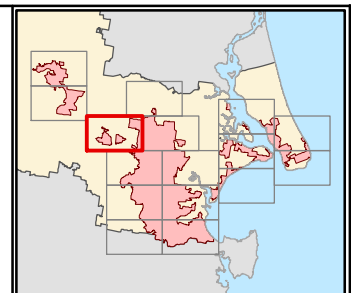


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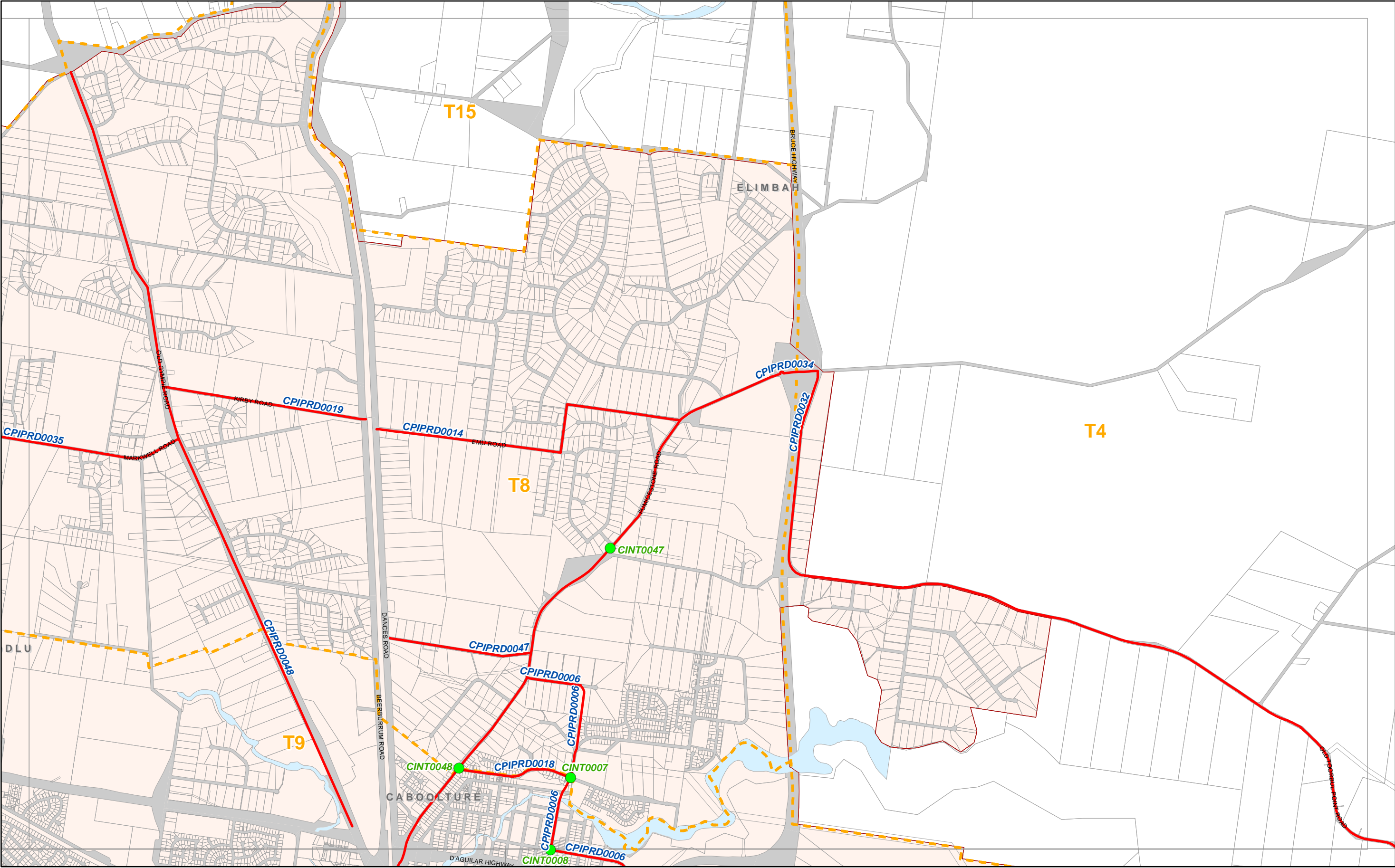
- Council Trunk Road Projects
- Future Haulage Route
- Intersections
- Project Code
- Charge Areas
- DISA Boundary
- Shire Boundary
- Cadastre



**Caboolture Shire
Proposed
Trunk Road
Upgrades**

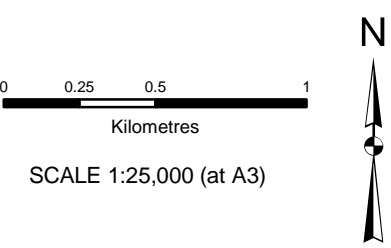
MAP TF 7

EFFECTIVE FROM 29 October 2009

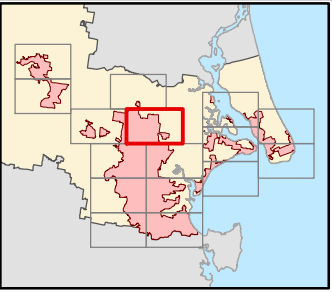


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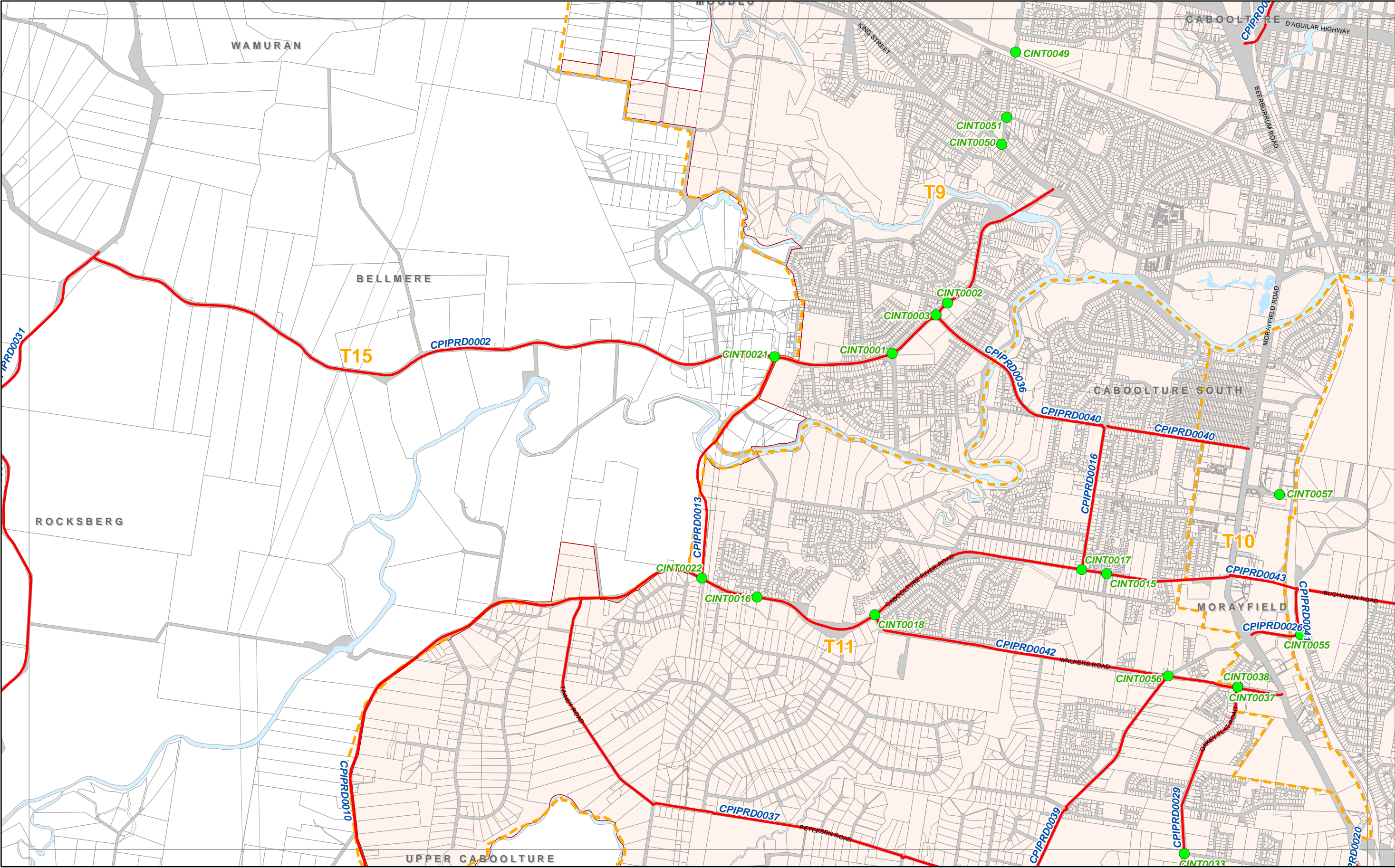


- Council Trunk Road Projects
- Future Haulage Route
- Intersections
- Project Code
- Charge Areas
- DISA Boundary
- Shire Boundary
- Cadastre



Caboolture Shire Proposed Trunk Road Upgrades

MAP TF 8
EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

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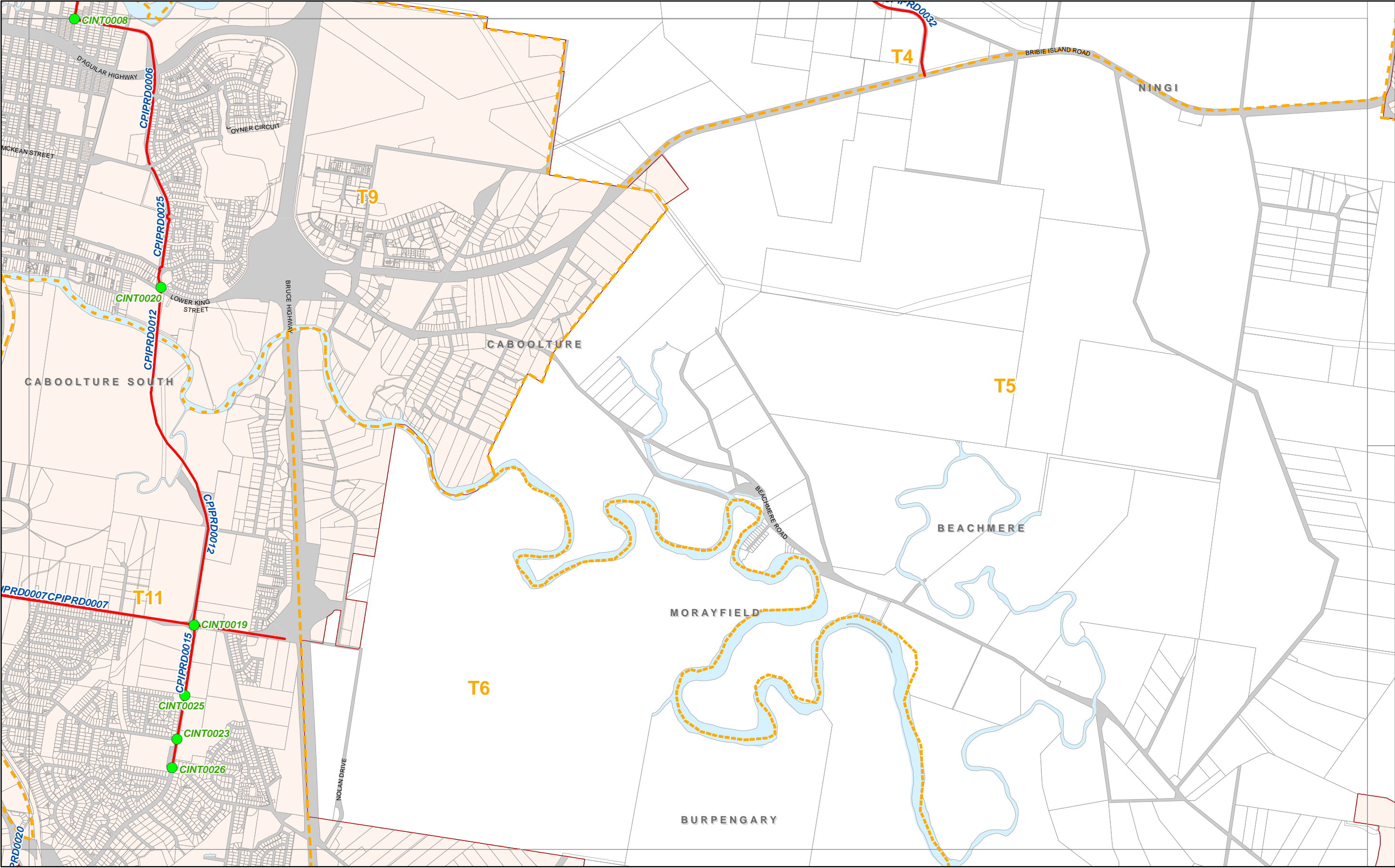
Council Trunk Road Projects
Future Haulage Route
Intersections
Project Code

Charge Areas
DISA Boundary
Shire Boundary
Cadastre

Caboolture Shire Proposed Trunk Road Upgrades

MAP TF 9

EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

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Council Trunk Road Projects

Future Haulage Route

Intersections

Project Code

Charge Areas

DISA Boundary

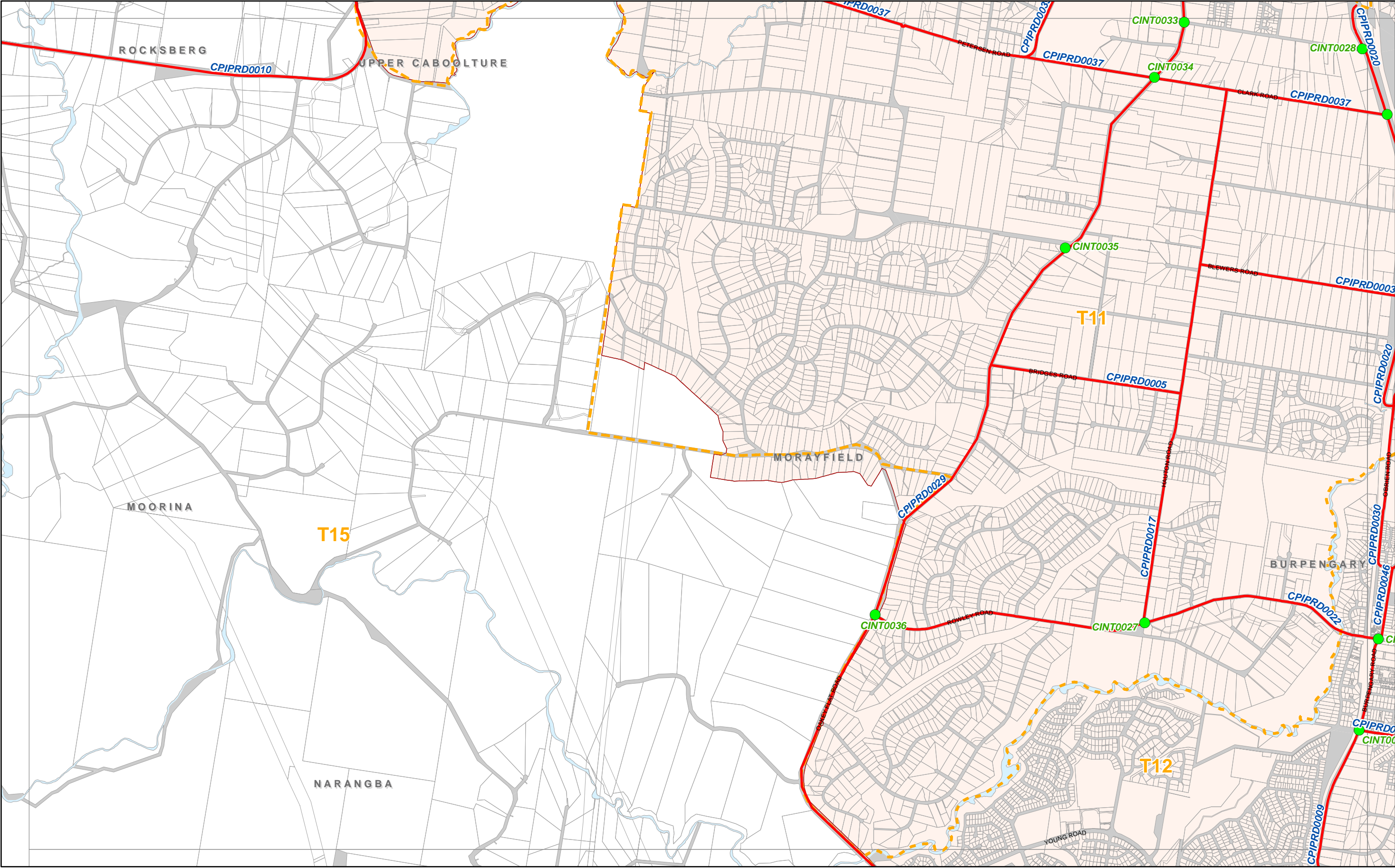
Shire Boundary

Cadastre

**Caboolture Shire
Proposed
Trunk Road
Upgrades**

MAP TF10

EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

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Council Trunk Road Projects

Future Haulage Route

Intersections

Project Code

Charge Areas

DISA Boundary

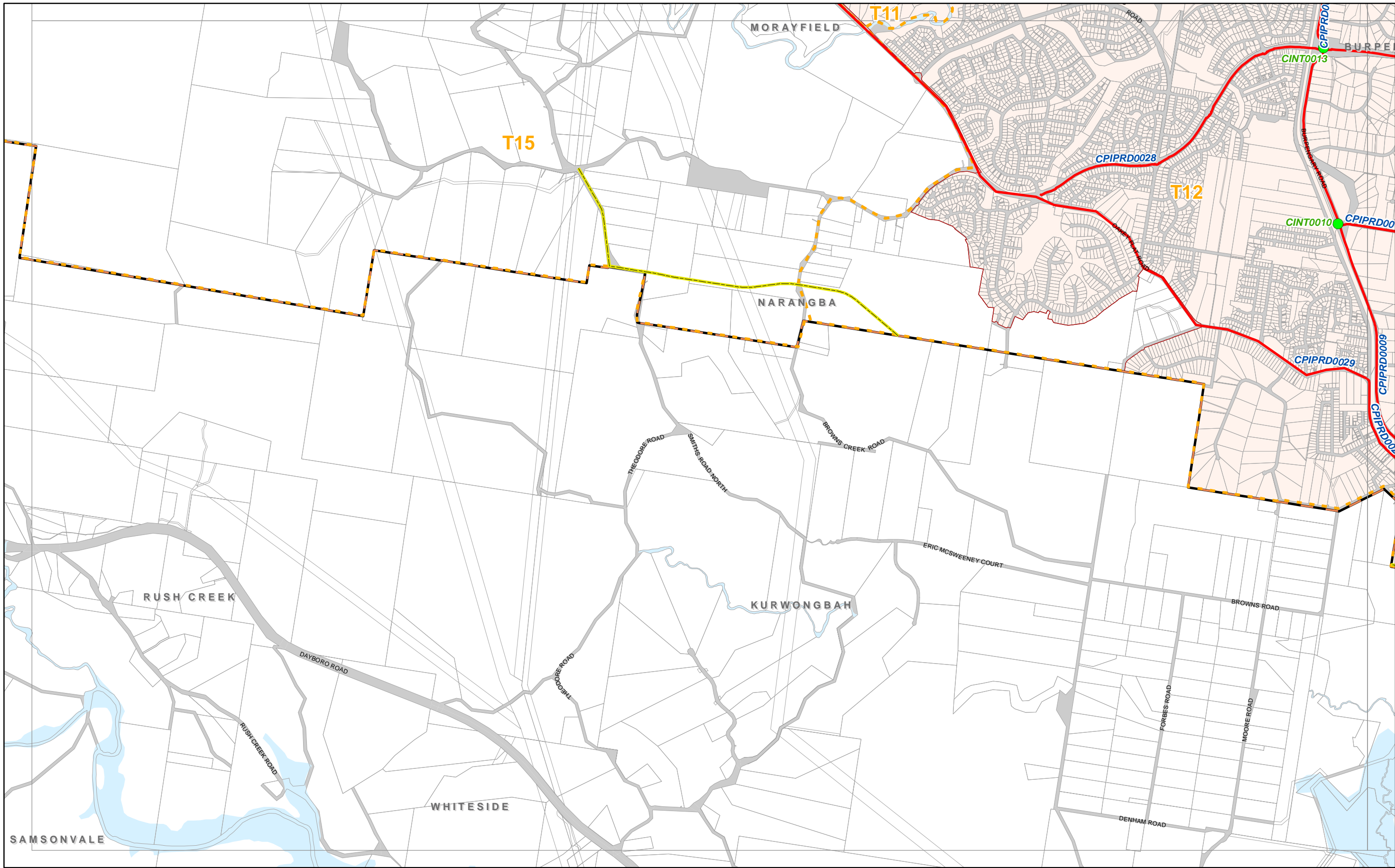
Shire Boundary

Cadastre

Caboolture Shire Proposed Trunk Road Upgrades

MAP TF11

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Kilometres

SCALE 1:25,000 (at A3)

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Council Trunk Road Projects

Future Haulage Route

Intersections

Project Code

Charge Areas

DISA Boundary

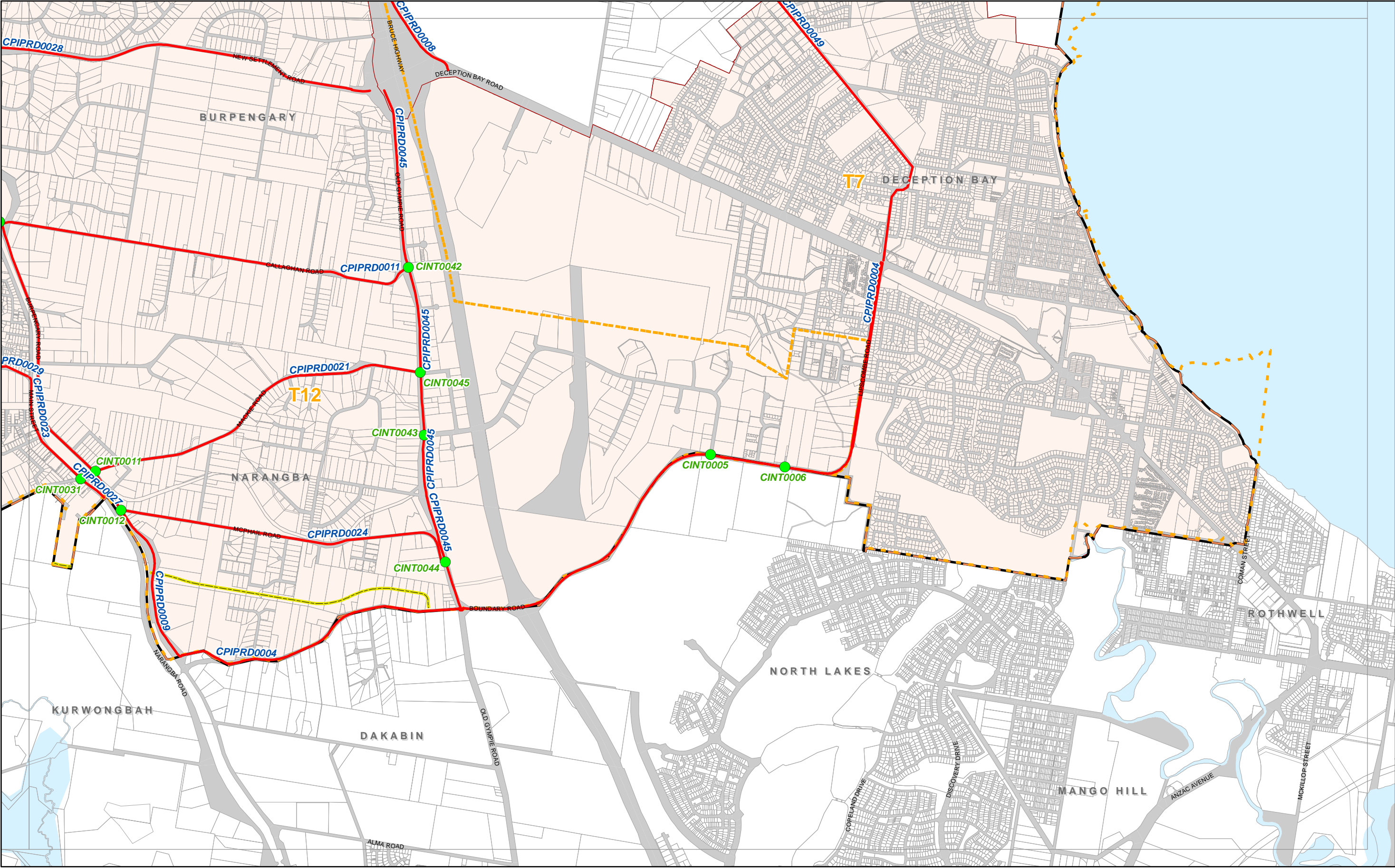
Shire Boundary

Cadastre

Caboolture Shire Proposed Trunk Road Upgrades

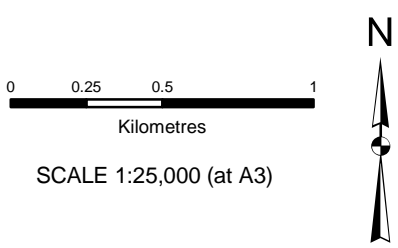
MAP TF13

EFFECTIVE FROM 29 October 2009

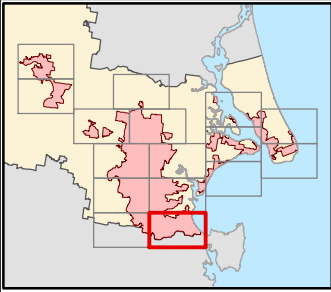


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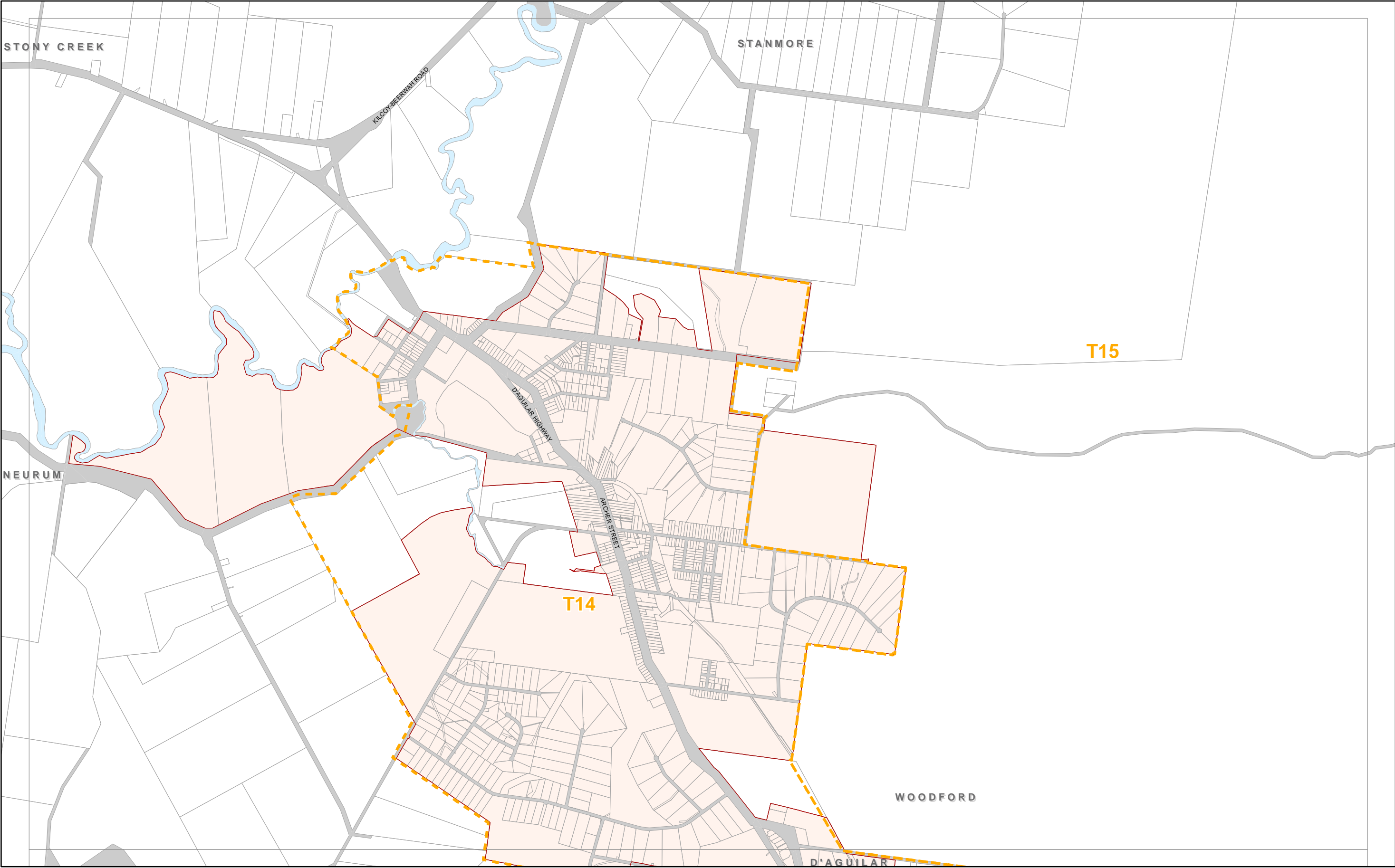
- Council Trunk Road Projects
- Future Haulage Route
- Intersections
- Project Code
- Charge Areas
- DISA Boundary
- Shire Boundary
- Cadastre



Caboolture Shire Proposed Trunk Road Upgrades

MAP TF14

EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

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Council Trunk Road Projects

Future Haulage Route

Intersections

Project Code

Charge Areas

DISA Boundary

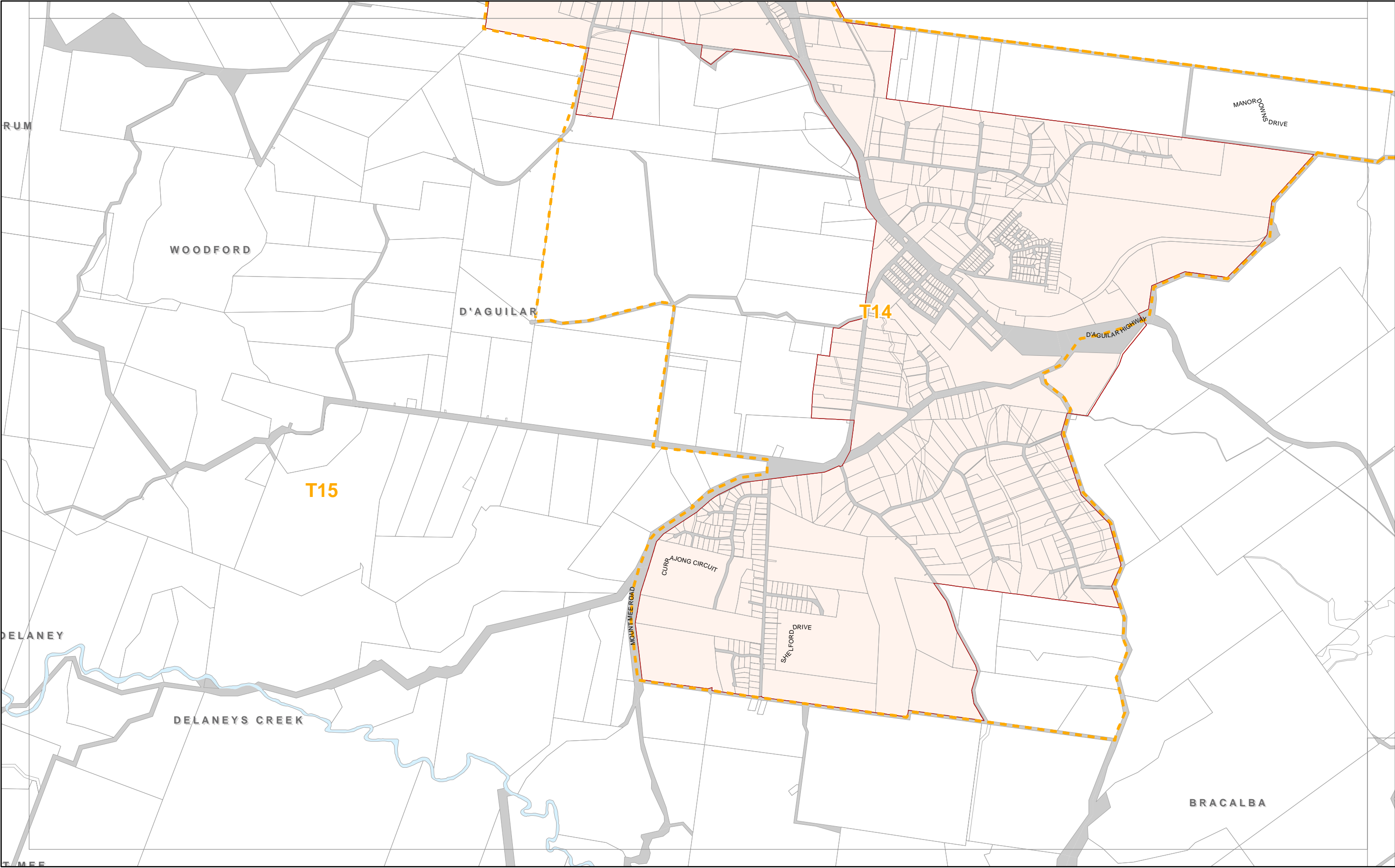
Shire Boundary

Cadastre

**Caboolture Shire
Proposed
Trunk Road
Upgrades**

MAP TF15

EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

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Council Trunk Road Projects

Future Haulage Route

Intersections

Project Code

Charge Areas

DISA Boundary

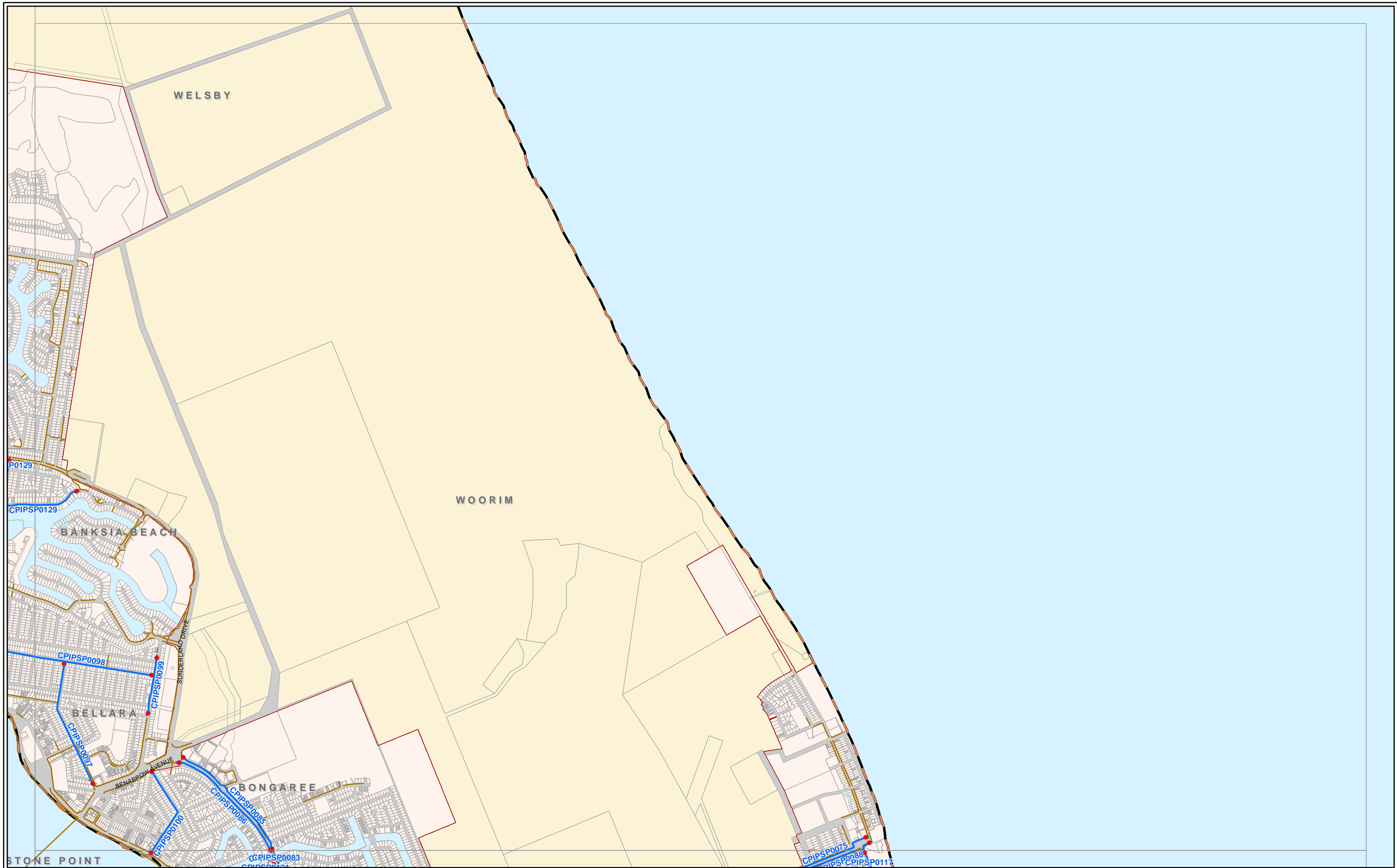
Shire Boundary

Cadastre

**Caboolture Shire
Proposed
Trunk Road
Upgrades**

MAP TF16

EFFECTIVE FROM 29 October 2009



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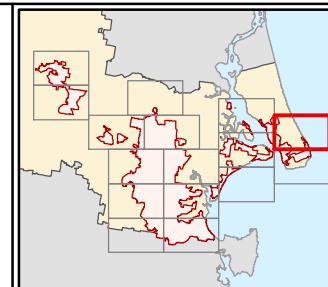
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SCALE 1:25,000 (at A3)



Existing Paths
Future Paths
CODE

DISA Boundary
Shire Boundary
Cadastre



Caboolture Shire Existing / Future Strategic Paths

MAP TP 1

EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

Existing Paths

Future Paths

CODE

DISA Boundary

Shire Boundary

Cadastre

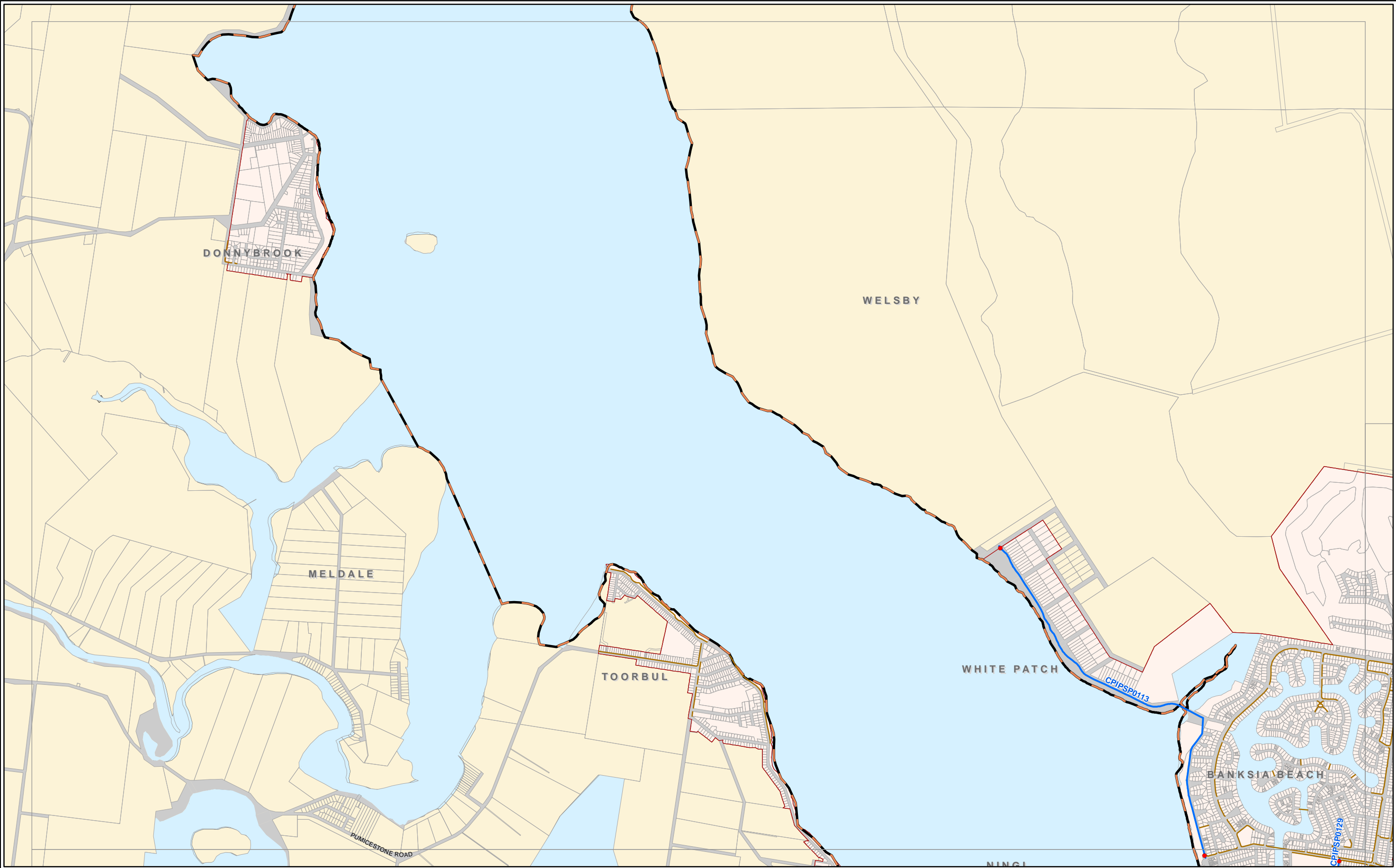
Caboolture Shire

Existing / Future

Strategic Paths

MAP TP 2

EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

N

Existing Paths
Future Paths
CODE

DISA Boundary
Shire Boundary
Cadastral

Caboolture Shire
Existing / Future
Strategic Paths

MAP TP 3

EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

N

Existing Paths

Future Paths

CODE

DISA Boundary

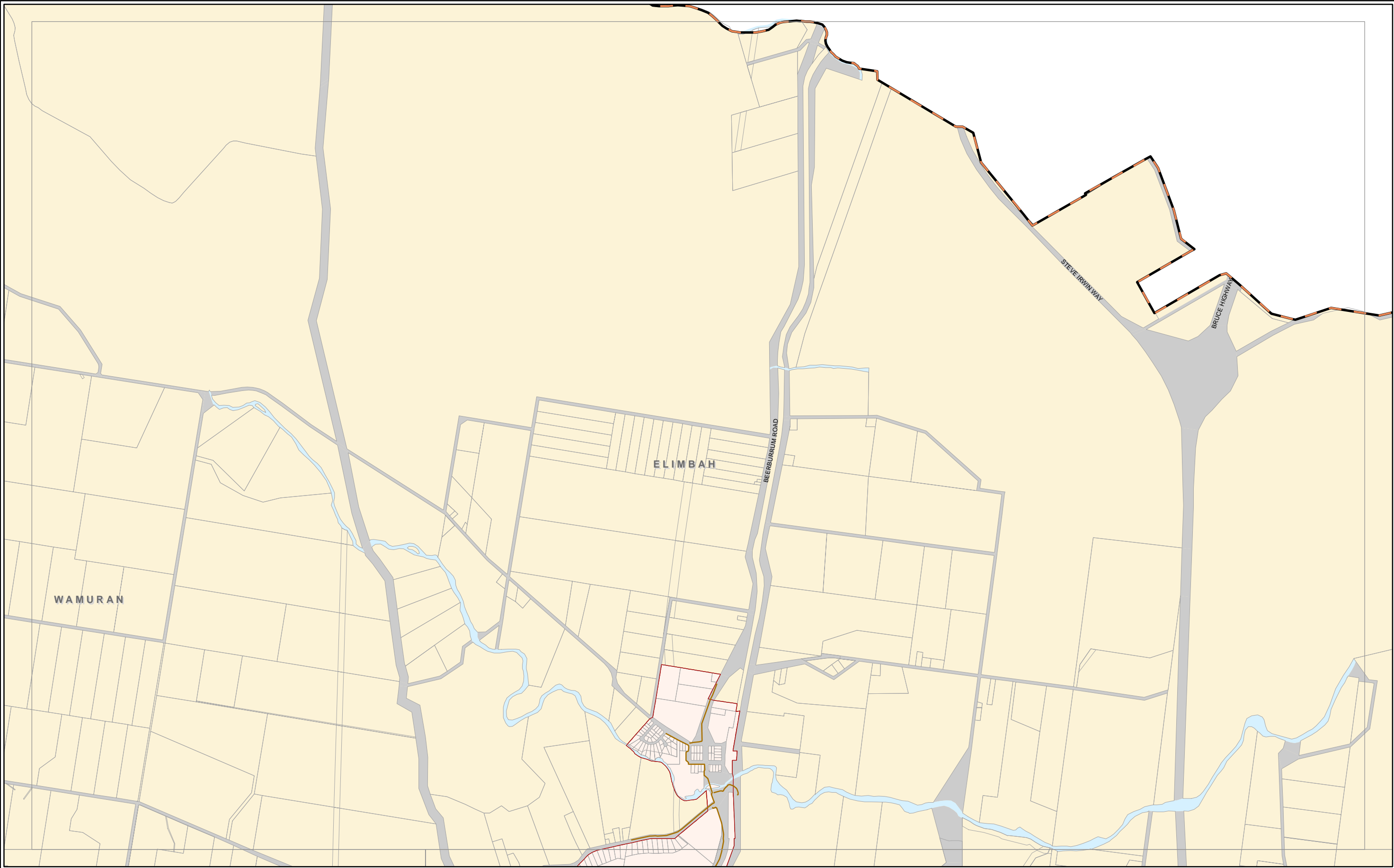
Shire Boundary

Cadastre

Caboolture Shire
Existing / Future
Strategic Paths

MAP TP 4

EFFECTIVE FROM 29 October 2009



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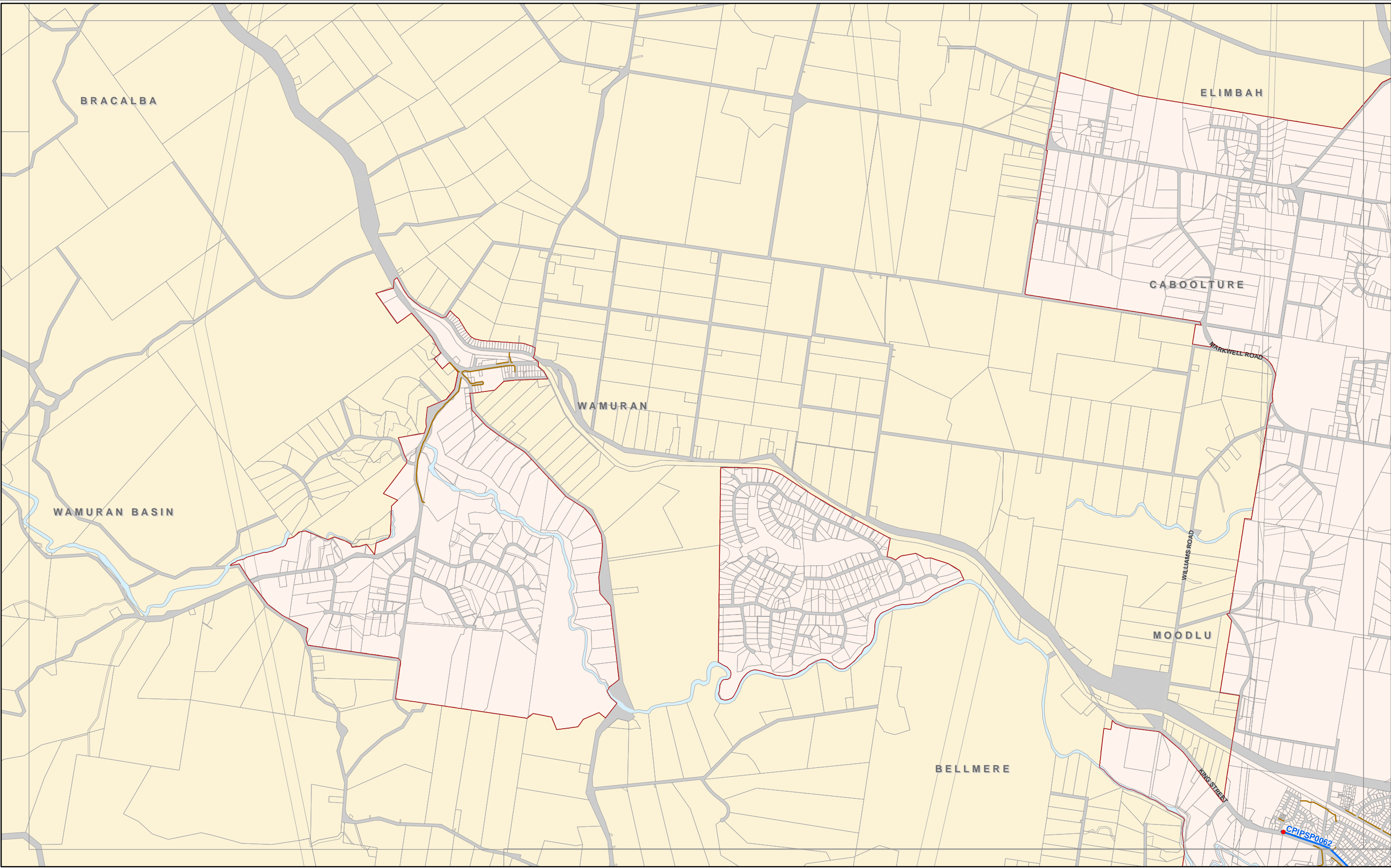
SCALE 1:25,000 (at A3)

Existing Paths	DISA Boundary
Future Paths	Shire Boundary
CODE	Cadastre

Caboolture Shire
Existing / Future
Strategic Paths

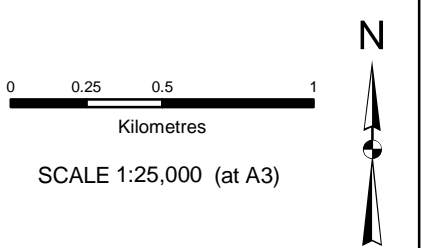
MAP TP 6

EFFECTIVE FROM 29 October 2009

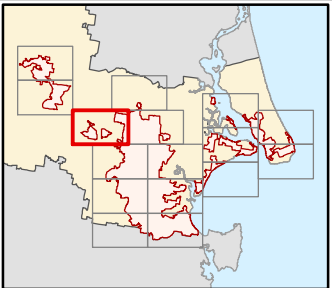


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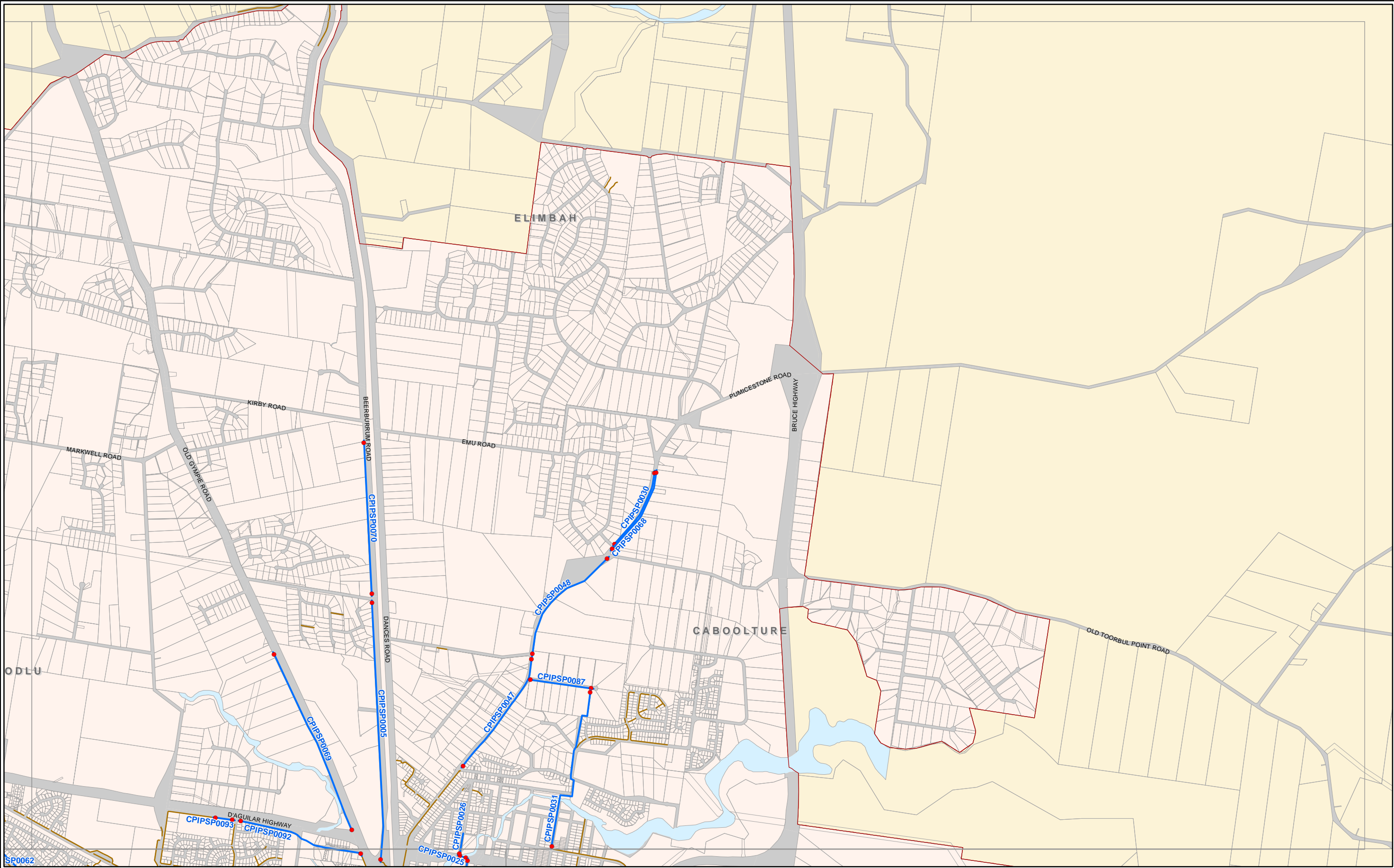
- Existing Paths
- Future Paths
- CODE
- DISA Boundary
- Shire Boundary
- Cadastral



Caboolture Shire
Existing / Future
Strategic Paths

MAP TP 7

EFFECTIVE FROM 29 October 2009



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Kilometres

SCALE 1:25,000 (at A3)

Existing Paths
Future Paths
CODE

DISA Boundary
Shire Boundary
Cadastral

Caboolture Shire
Existing / Future
Strategic Paths

MAP TP 8

EFFECTIVE FROM 29 October 2009



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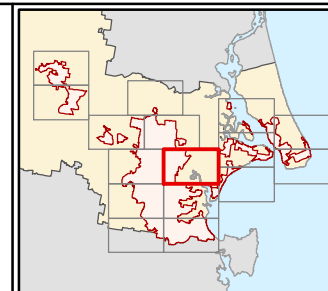
Kilometres

SCALE 1:25,000 (at A3)



Existing Paths
Future Paths
CODE

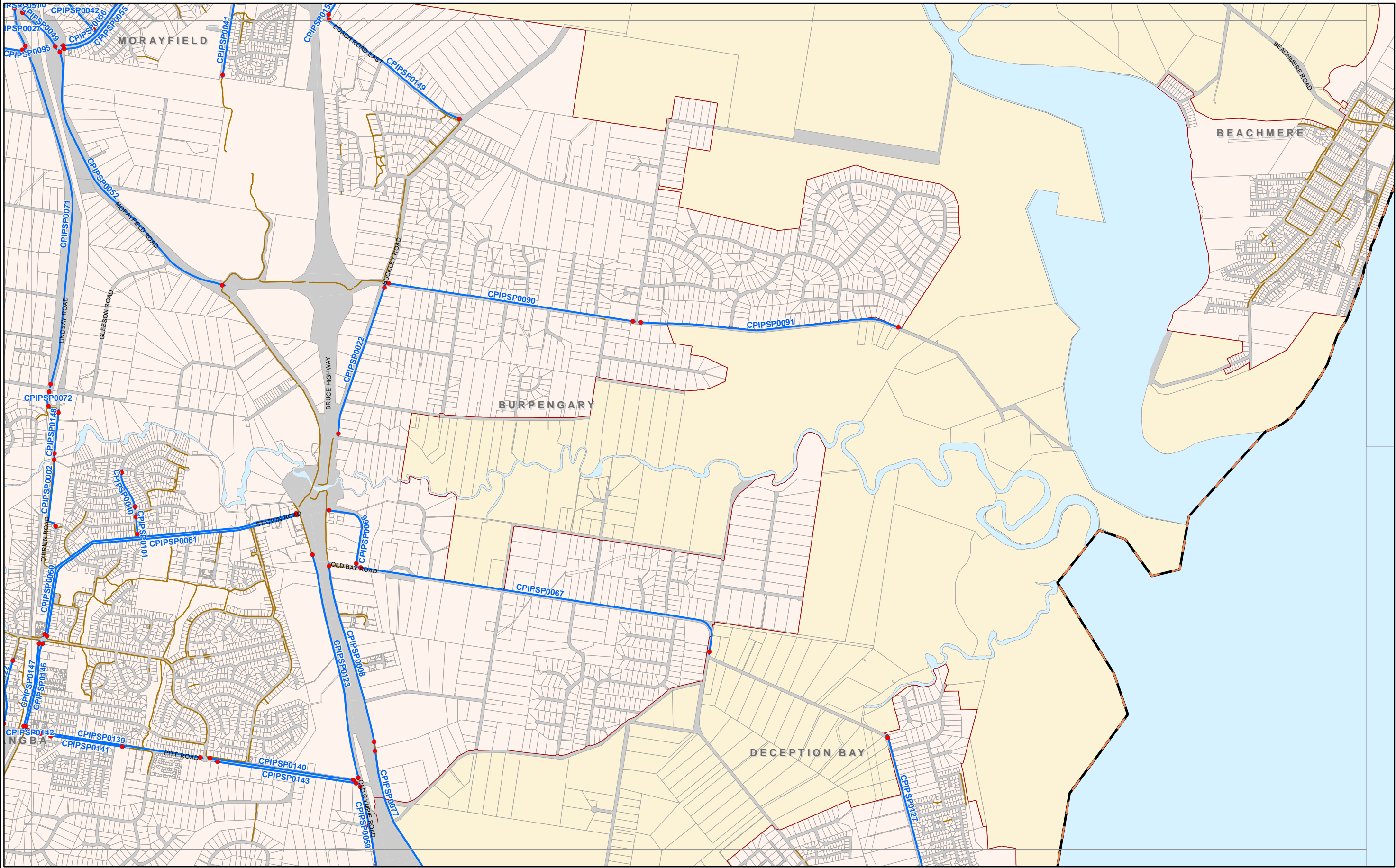
DISA Boundary
Shire Boundary
Cadastral



Caboolture Shire Existing / Future Strategic Paths

MAP TP 10

EFFECTIVE FROM 29 October 2009



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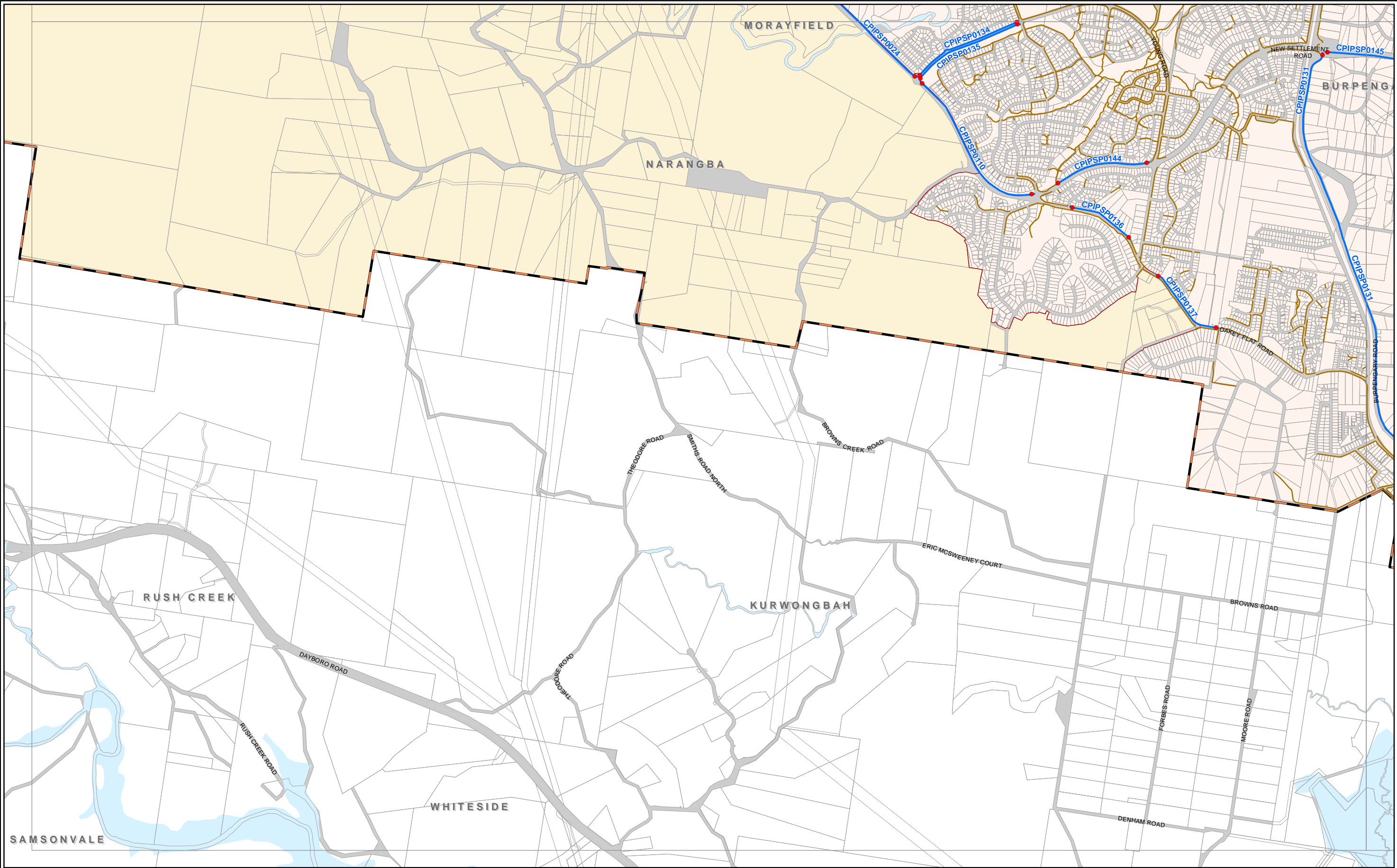
Existing Paths
Future Paths
CODE

DISA Boundary
Shire Boundary
Cadastral

Caboolture Shire
Existing / Future
Strategic Paths

MAP TP 12

EFFECTIVE FROM 29 October 2009



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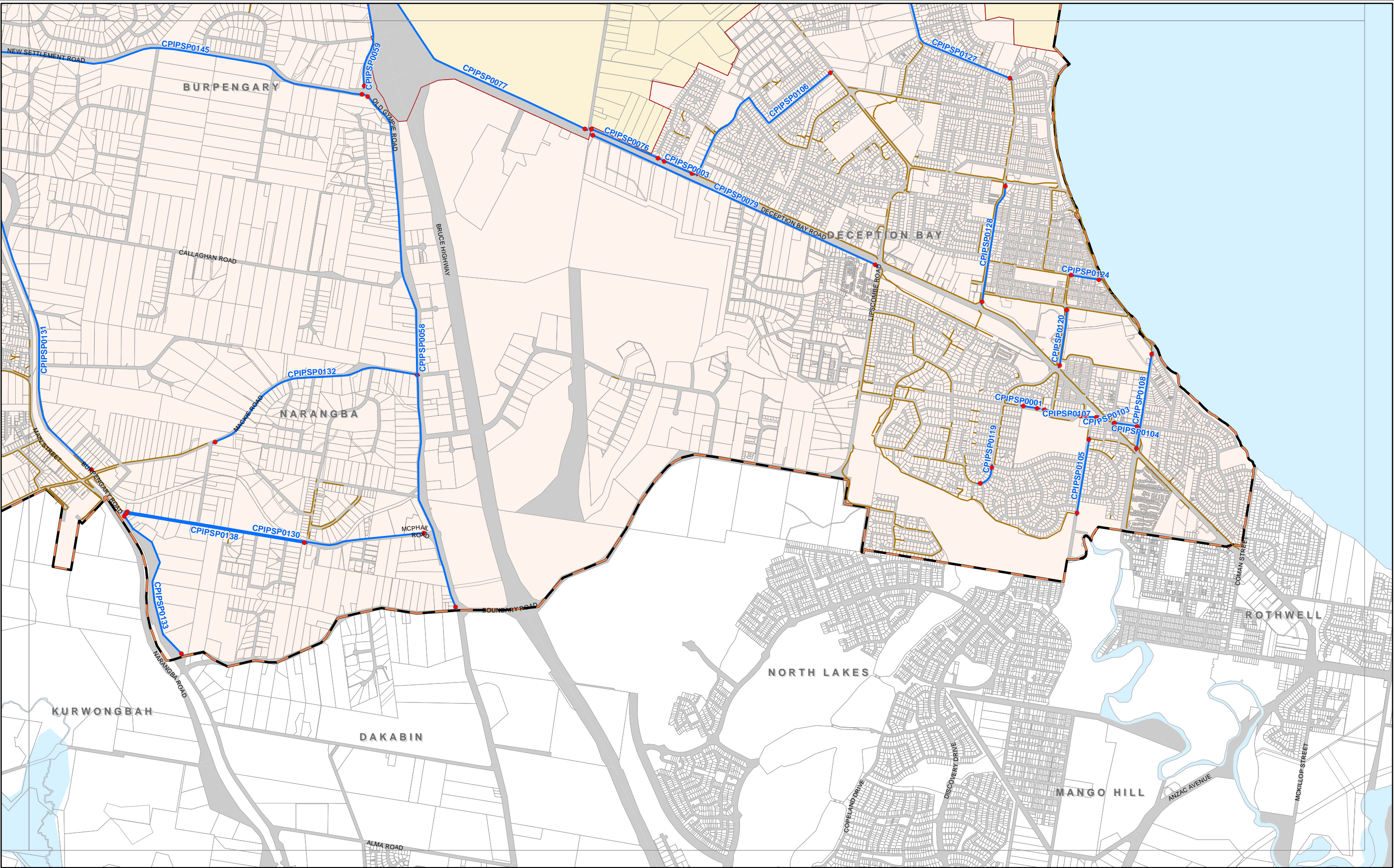
Existing Paths
Future Paths
CODE

DISA Boundary
Shire Boundary
Cadastral

**Caboolture Shire
Existing / Future
Strategic Paths**

MAP TP 13

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Kilometres

SCALE 1:25,000 (at A3)

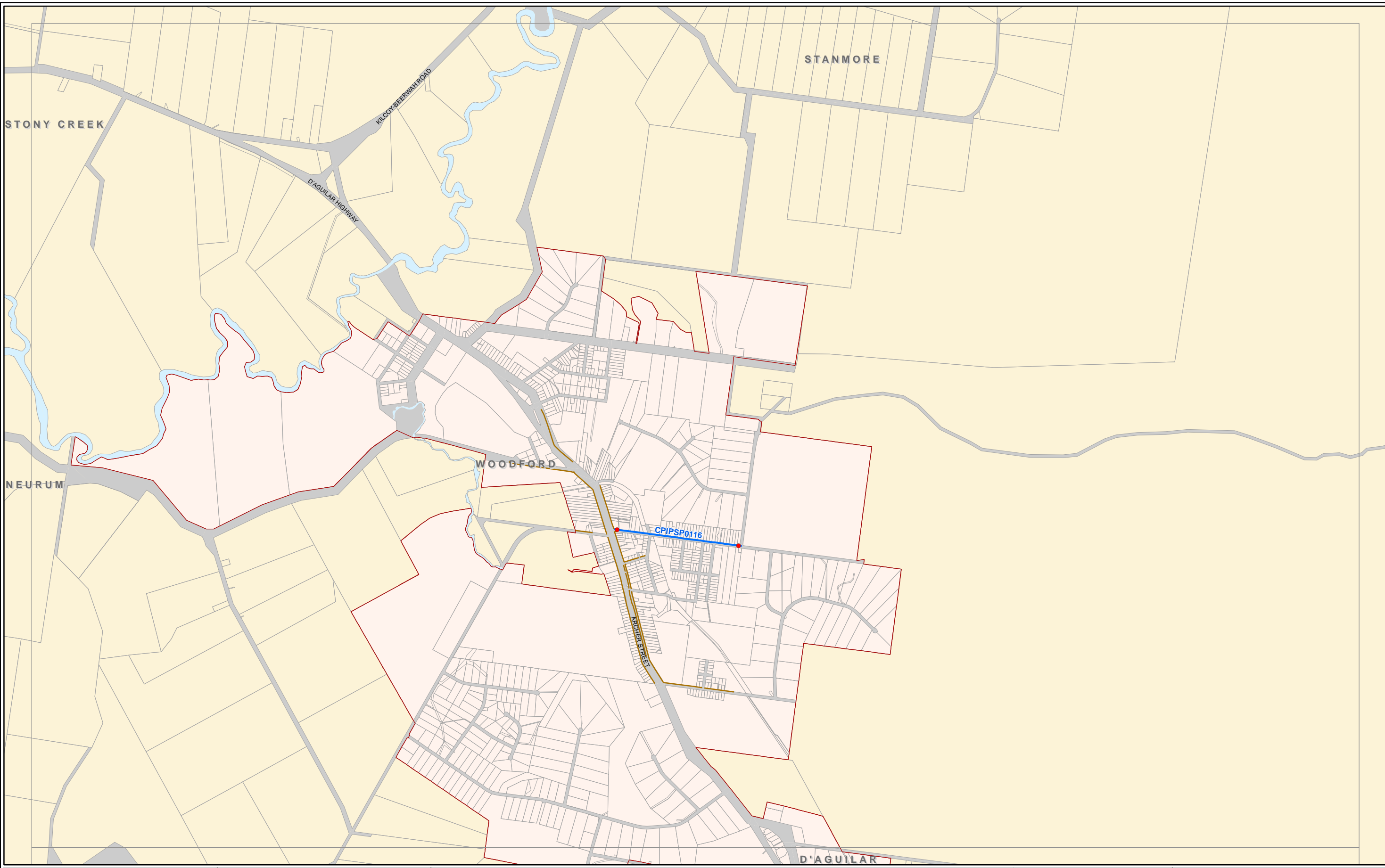
Existing Paths
Future Paths
CODE

DISA Boundary
Shire Boundary
Cadastral

Caboolture Shire Existing / Future Strategic Paths

MAP TP 14

EFFECTIVE FROM 29 October 2009



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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

Existing Paths

Future Paths

CODE

DISA Boundary

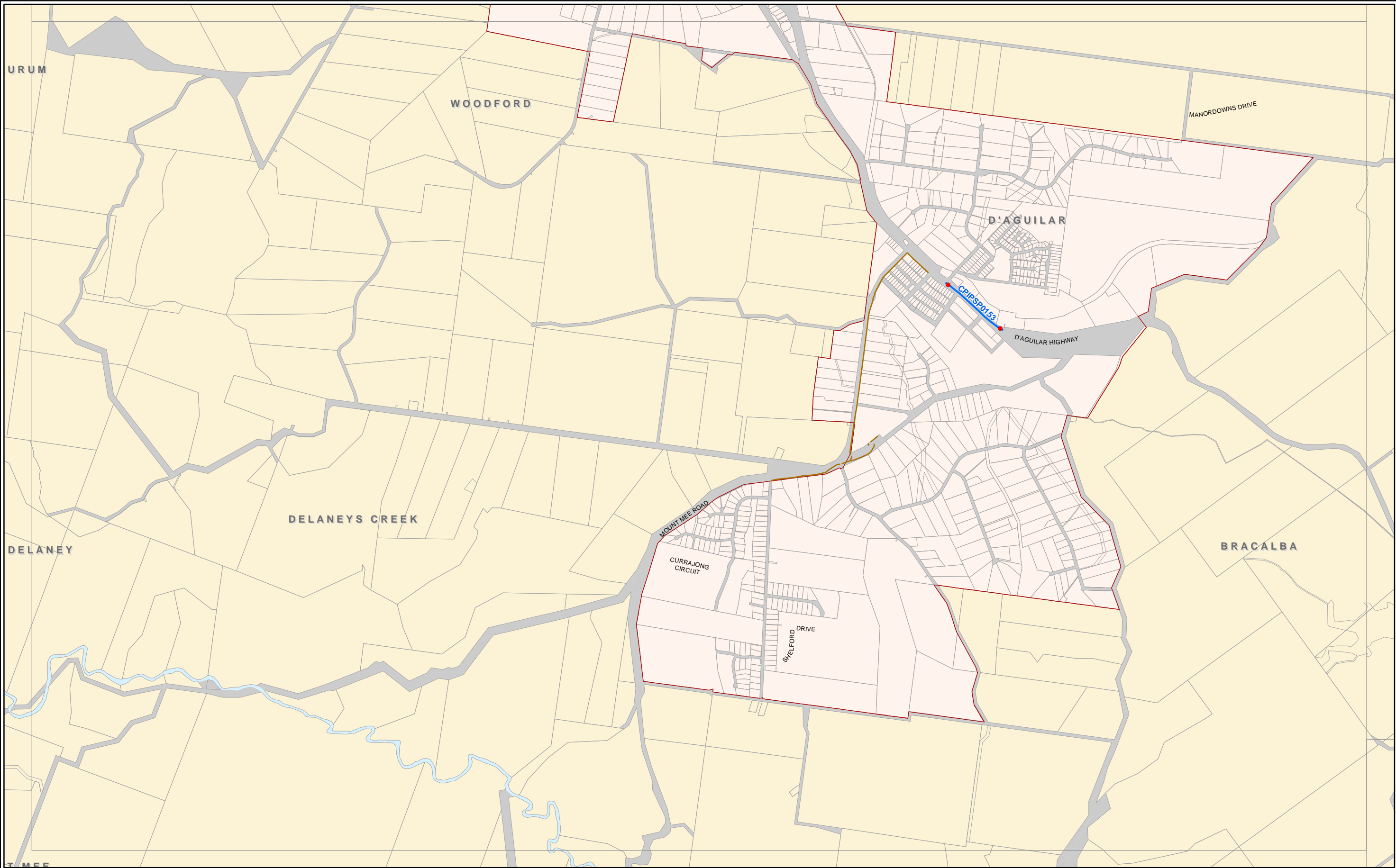
Shire Boundary

Cadastre

Caboolture Shire
Existing / Future
Strategic Paths

MAP TP 15

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0 0.25 0.5 1
Kilometres

SCALE 1:25,000 (at A3)

Existing Paths

Future Paths

CODE

DISA Boundary

Shire Boundary

Cadastre

Caboolture Shire Existing / Future Strategic Paths

MAP TP 16

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Schedule E: Desired Standards of Service

The Road Network

For purposes of trunk road planning under this policy, the Desired Standard of Service (DSS) provided by any element or combination of elements making up the trunk road system in the Shire is assessed against service measures such as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience within any traffic stream.

The trunk network itself is comprised of both local government and State controlled roads. However, the infrastructure contributions regime under this policy is confined solely to Council administered trunk roads. The Desired Standards of Service differ between some road hierarchy classifications. The standards of service outlined in Tables E.1 to E.4 relate solely to Caboolture Shire Council Trunk Roads, although the standards have been coordinated with connecting roads in adjacent local government and those administered by the Department of Main Roads.

Table E.1 – Trunk Road Network Planning Criteria

Measure	Planning Objectives
<ul style="list-style-type: none"> Provide a functional hierarchy of roads through Caboolture Shire in which the structured pattern and characteristics of travel derived from the structure of land use is carried upon a network appropriately planned and located to meet the required range of operating characteristics whilst fulfilling amenity and environmental objectives. 	<ul style="list-style-type: none"> Promote safety and efficiency by separating travel functions and modes that have different and conflicting operating characteristics and requirements. Minimise fuel consumption, emissions and congestion by maintaining optimal operating speeds across the hierarchical network. Protect environmental values and residential amenity by locating new corridors away from high environmental value areas. Provide efficient public transport and freight routes.

Table E.2 – Trunk Road Design Criteria

Measure	Design Objectives
<ul style="list-style-type: none"> Base the design of roads on the efficient movement of goods and services by adopting the functional planning provisions and volume/capacity ratios in Tables 9.20 and 9.21; For signalised intersections and roundabouts, maximum degree of saturation and delay rate of 0.95 and 25 vehicle hours per hour respectively; and For unsignalised intersections, maximum degree of saturation and delay rate of 0.8 and 25 vehicle hours per hour respectively. 	<ul style="list-style-type: none"> Reduce congestion and crashes and promote fuel efficiency. Maintain efficient travel speeds in the network. Maintain efficient freight distribution and costs.
<ul style="list-style-type: none"> Ensure that new development supports appropriate access management strategies including limiting traffic on streets with direct property access to 3,000 vehicles per day with less than 3% commercial vehicles. 	<ul style="list-style-type: none"> Minimise the adverse impacts in relation to safety risks and noise in residential streets.
<ul style="list-style-type: none"> Provide a contiguous network of on-road bicycle and off-road pathways; and Provide appropriate end-of-trip facilities as identified in section 9.27 Pathways System to remove barriers to cycling as a viable alternative to travel by private car. 	<ul style="list-style-type: none"> Design on road bicycle and off road facilities to promote safety. Reduce dependence on the private car and encourage the use of more sustainable transport modes.

Table E.3 – Functional Trunk Road Planning Provisions in the Hierarchy

Road element	Speed Environment	Provisions						
		Access	Public Transport	Intersections	Parking	Turning Traffic	Cyclists	Pedestrians
Major Arterial	State	State	State	State	State	State	On and off road facilities	Shared pathways on both sides
Arterial	60 – 100 km/h	Intersections	Indented stops	C – 0.5 - 1.0km	None	Protected acceleration and deceleration lanes	On and off road facilities	Shared pathways on both sides
Sub Arterial	60 - 80 km/h	Intersections and limited commercial and industrial access	Indented stops	C – 0.2 -0.5km	None	Protected acceleration and deceleration lanes	On and off road facilities	Shared pathways on both sides
Collector	60 km/h	Intersections and limited commercial and industrial access	Indented stops	C/P – 0.2km	Limited to commercial areas	Localised protection	On and off road facilities	Shared pathway on one side and footpath on the other side
Minor Collector	50 km/h	Frontage	In traffic where width conforms.	C/P – 0.1km	On road	None	No specific on-road provision	Pathway on one side
Residential Access Street	30 km/h	Frontage	In traffic where width conforms.	P - 0.06km	On road	None	No specific on-road provision	No specific provision

C = Controlled Intersections

P = Priority Intersections

Table E.4 – Road Network Operating Design Standards

Road Element	Maximum desirable volume/capacity ratio by location		Maximum desirable daily volume/lane	
	Rural	Urban	Rural	Urban
Major Arterial	0.8	0.9	8,000 vpd	11,000 vpd
Arterial	0.8	0.85	7,500 vpd	9,500 vpd
Sub Arterial	0.8	0.85	7,000 vpd	8,000 vpd
Collector	0.8	0.85	1,500 vpd	4,800 vpd
Minor Collector	3000vpd	3000vpd	1,800 vpd	1,800 vpd
Residential Access Street	750 vpd	750 vpd	450 vpd	600 vpd

Strategic Pathway Network

Table E.5 – Strategic Pathway Network Planning Criteria

Measure	Planning Objectives
<ul style="list-style-type: none"> Provide an integrated, highly interconnected and efficient pathway system that encourages use of fuel-efficient modes of transport. 	<ul style="list-style-type: none"> Reduce dependence on the private car and encourage the use of more sustainable transport modes. Minimise the potential conflict for pedestrians and off-road cyclists at major roads.
<ul style="list-style-type: none"> Plan a convenient, safe and attractive walking and cycling system that links catchments to major activity nodes, public transport interchanges and residential areas. 	<ul style="list-style-type: none"> Reduce congestion and emissions in activity centres and residential areas. Reduce dependence on the private car and encourage the use of more sustainable transport modes.

Table E.5 – Strategic Pathway Network Design Criteria

Measure	Design Objectives
<ul style="list-style-type: none"> Provide safe and effective pathways in urban areas designed in accordance with CPTED principles including safe and efficient road crossing facilities. 	<ul style="list-style-type: none"> Reduce the vulnerability of cyclists with safe and appropriate facilities. Minimise conflict between cyclists and pedestrians. Encourage improvements in health and well-being by removing barriers to walking and cycling.

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 Senior Manager Development Services; and
- (2) reviewed and amended in accordance with the "Review Triggers" by the Senior Manager Strategic Direction and Sustainability in consultation with the Senior Manager Development Services, the Senior Manager Regional and Environmental Planning and the Senior Manager Infrastructure Management.

VERSION CONTROL

CEO Approval Date	15/09/2009
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Related Links: