

## **7.14. ACTIVE TRANSPORT GRANTS PROGRAM SUBMISSION - PORT DOUGLAS TO MOSSMAN RAIL TRAIL PLANNING**

|                      |   |
|----------------------|---|
| <b>REPORT AUTHOR</b> | Project Engineer                                    |
| <b>MANAGER</b>       | Acting Manager Infrastructure Planning and Delivery |
| <b>DEPARTMENT</b>    | Infrastructure Planning and Delivery                |
| <b>DATE</b>          | 24 February 2026                                    |

### **RECOMMENDATION**

**That Council endorses the Port Douglas to Mossman Active Transport Planning project for submission under the Active Transport Grants Program administered by the Department of Transport and Main Roads (TMR).**

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### **EXECUTIVE SUMMARY**

This report proposes submitting an application to the Active Transport Grants Program to secure funding for planning the Port Douglas to Mossman Principal Cycle Network (PCN) project. The project will explore repurposing disused cane rail infrastructure to deliver a high-quality active transport link between the two towns, preparing a Business Case and Concept Designs to support progression to detailed design and construction. The project aligns with program criteria by improving connectivity, contributing to a Priority A route on the (PCN), increasing active transport options, enhancing safety, and ensuring fit-for-purpose infrastructure.

### **REPORT/BACKGROUND**

The Active Transport Grants Program is administered by the Department of Transport and Main Roads (TMR) and supports Queensland councils to plan, design and construct walking and bike riding infrastructure on priority routes within the Principal Cycle Network (PCN).

The program provides up to 50% funding, with councils required to match the remaining 50%. Eligible projects include planning activities such as Cycling Options Analysis for Priority A routes identified in Priority Route Maps (PRMs) on locally controlled sections of the PCN. Applications are assessed through a Multi-Criteria Analysis (MCA), with criteria including connectivity, network priority, demand, safety and infrastructure standards.

Following the closure of the Mossman Sugar Mill, Council is investigating the repurposing of existing rail infrastructure and corridors to deliver an active transport connection for Port Douglas and Mossman. To support this initiative, it is proposed to submit an application to the Active Transport Grants Program.

The planning project will deliver a Business Case and multiple Concept Designs to enable progression to detailed design and construction. Key activities will include options analysis for alignment and infrastructure standards, condition assessments of existing infrastructure to identify repurposing opportunities, survey works, and consultation with TMR and relevant landowners.

The project aligns with the MCA criteria by:

- Improving connectivity between two of Douglas Shire's major towns, Port Douglas and Mossman
- Contributing to the delivery of a Priority A route on the PCN
- Expanding active transport infrastructure in an area with limited public transport options
- Improving safety by removing vulnerable road users from the high-traffic Captain Cook Highway
- Ensuring fit-for-purpose infrastructure aligned with location, demand and anticipated user types

## **FINANCIAL AND RESOURCE IMPLICATIONS**

Securing 50% funding to the value of \$250,000 through the Active Transport Grants Program will enable the delivery of detailed planning activities, including survey works and preliminary design. Council will be required to contribute in equal measure to any amount received. Council's contribution will come from the Capital works budget submission for 2026/2027.

Project resources will comprise a Project Manager or Project Engineer to manage and oversee project delivery, with a suitably qualified planning consultant engaged to prepare the Business Case and Concept Designs.

## **RISK MANAGEMENT IMPLICATIONS**

The disused cane rail infrastructure and corridor present a significant opportunity to be repurposed, potentially reducing the cost of constructing the principal cycle network between Port Douglas and Mossman. However, there is a risk that this infrastructure may be removed or altered before Council can assess its suitability and potential reuse if the planning project does not commence in the near future to confirm viability and alignment options.

The grant opportunity also presents a risk mitigation measure by increasing the overall project budget, enabling more comprehensive planning and preliminary design works to be undertaken at this stage.

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications at this stage. The planning project will assist in identifying any potential environmental considerations or impacts associated with the future construction of the Port Douglas to Mossman Principal Cycle Network project.

## **SOCIAL IMPLICATIONS**

There are no social implications at this stage. The planning project will help identify potential social considerations or impacts associated with the Port Douglas to Mossman Principal Cycle Network Project.

## **CORPORATE AND OPERATIONAL PLAN**

This report has been prepared in accordance with the following:

### **Corporate Plan 2025-2030 Initiatives:**

### **Theme 3 - Service Delivery**

We deliver Council services effectively and efficiently to meet community expectations, focusing on the wellbeing of both the community and our employees.

**3.1 - Deliver the Corporate Plan, Operational Plan and Budget.**

#### **Operational Plan 2025-2026 Actions:**

New project arisen during the financial year.

#### **CONSULTATION**

Informal consultation has been undertaken with TMR, with strong support expressed for the project. Further consultation with TMR, relevant landowners and the community will be undertaken as part of the project scope.

#### **CONCLUSION**

The proposed application to the Active Transport Grants Program represents a timely and strategic opportunity to progress planning for the Port Douglas to Mossman Principal Cycle Network Project. Securing grant funding will reduce Council's financial exposure, support more detailed planning outcomes, and assist in determining the viability and preferred alignment of the rail trail.

Early commencement of the planning project will also mitigate the risk of losing the opportunity to repurpose existing cane rail infrastructure, which may significantly reduce future construction costs. The project aligns with Council's Corporate and Operational Plans and responds to identified community and transport needs.

#### **ATTACHMENTS**

1. PCN Maps [7.14.1 - 6 pages]
2. Active Transport Grants Program Guidelines [7.14.2 - 15 pages]

# Priority Route Maps

## Far North Queensland

Addendum to Principal Cycle Network Plan

► **2021**



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# 1 Introduction

The Priority Route Maps are an addendum to the *Far North Queensland Principal Cycle Network Plan*. The plan shows the core routes needed to get more people cycling, more often. Routes shown are indicative. The plan is intended to support, guide and inform the planning, design and construction of the transport network. Priority Route Maps identify the delivery priority state and local governments have assigned to principal routes in each local government area.

## 1.1 Role of Priority Route Maps

The Priority Route Maps guide state and local government investment to deliver the principal cycle network.

The Priority Route Maps assist agencies to identify and use a range of mechanisms to deliver the principal cycle network such as state and local government capital works programs, road resealing and other maintenance programs. The maps also guide assessment of Queensland Government Cycle Network Local Government Grants program applications.

The maps do not impact implementation of the Department of Transport and Main Roads' *Cycling Infrastructure Policy*. Department-funded projects on principal routes must explicitly provide cycling infrastructure within the project's scope, regardless of delivery priority reflected on the maps.

## 1.2 Update of Priority Route Maps

In 2017, the Priority Route Maps were published, to be updated every two years. In 2019, the department collaborated with local government to update the maps to reflect current delivery priorities. Principal routes were identified as:

- Priority A (focus of delivery in the next 10 years)
- Priority B (for delivery in the next 10 to 15 years)
- Priority C (for delivery in the next 15 to 20 years)
- Priority D (for delivery in the next 20 years or more)
- Existing (as reported by local road authority).

Routes identified as Priority A, B, C, or D may have existing cycling infrastructure on them. The priority reflects that the road authority may intend to undertake further planning, design and/or construction on the route such as an upgrade of the existing infrastructure or filling missing links.

Routes reported by the road authority as Existing have not been verified on ground. The existing cycling infrastructure has not been reported or confirmed. The Priority Route Maps should therefore not be used for navigation or trip planning purposes.

The priority given to each route was informed by consultation with local government and the Department of Transport and Main Roads regional officers. Prioritisation considered safety, demand, land use and network connectivity data, along with planning, feasibility and opportunities. Consultation with cycling and other stakeholders will occur as part of future detailed investigations of the principal routes.

## 1.3 Endorsement and review

The Priority Route Maps have been endorsed by all local governments covered and by the Department of Transport and Main Roads. The maps will be regularly reviewed to track delivery and respond to changing circumstances such as changes in demand, priority and funding availability.

# 2 Priority Route Maps

This section presents the Priority Route Maps by local government area.

# Douglas Shire Council – Daintree

## Priority Route Map 7

Far North Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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TMR REGION: FAR NORTH QUEENSLAND  
LGA: DOUGLAS SHIRE COUNCIL  
TOWN: DAINTREE



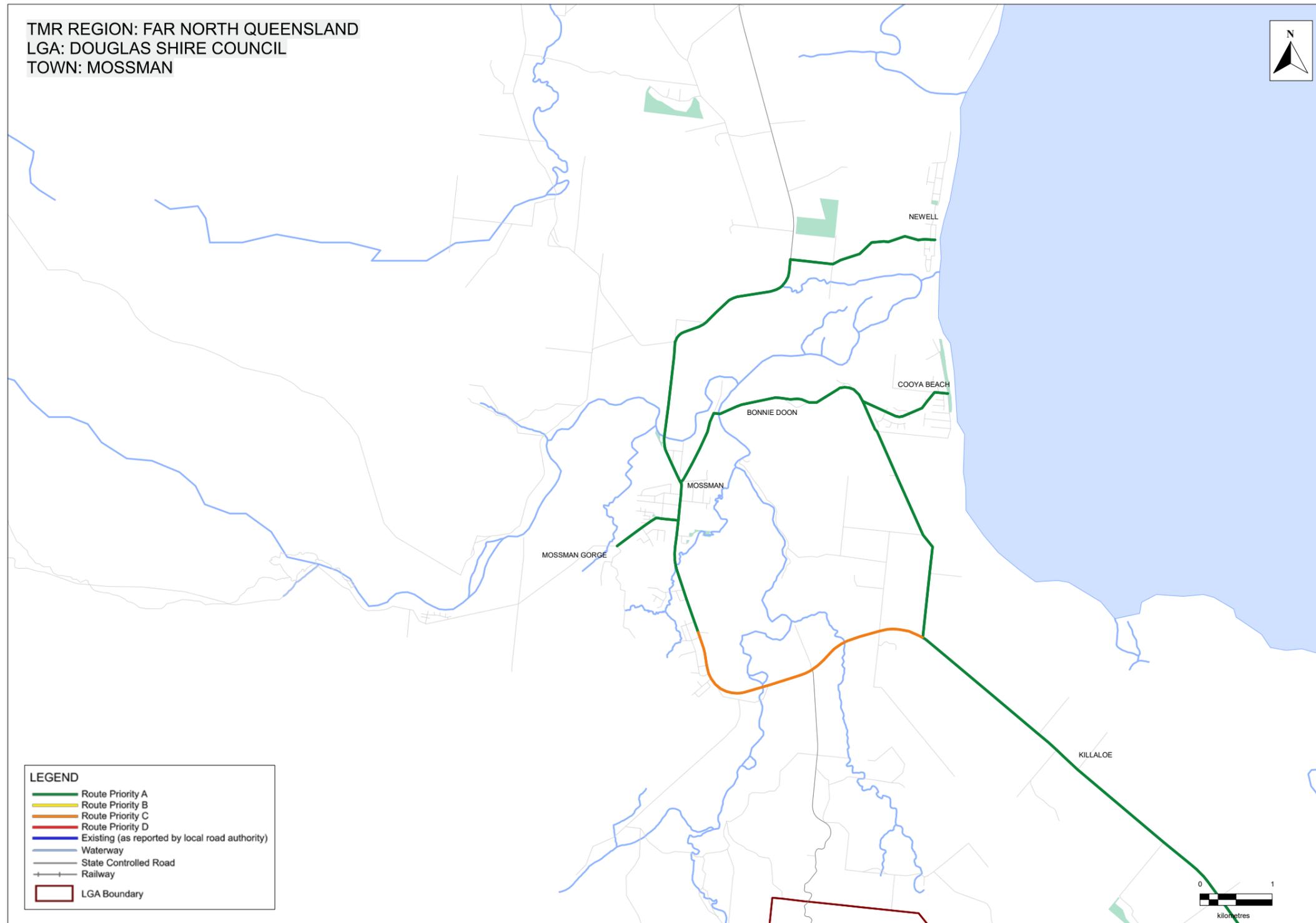
# Douglas Shire Council – Mossman

## Priority Route Map 8

Far North Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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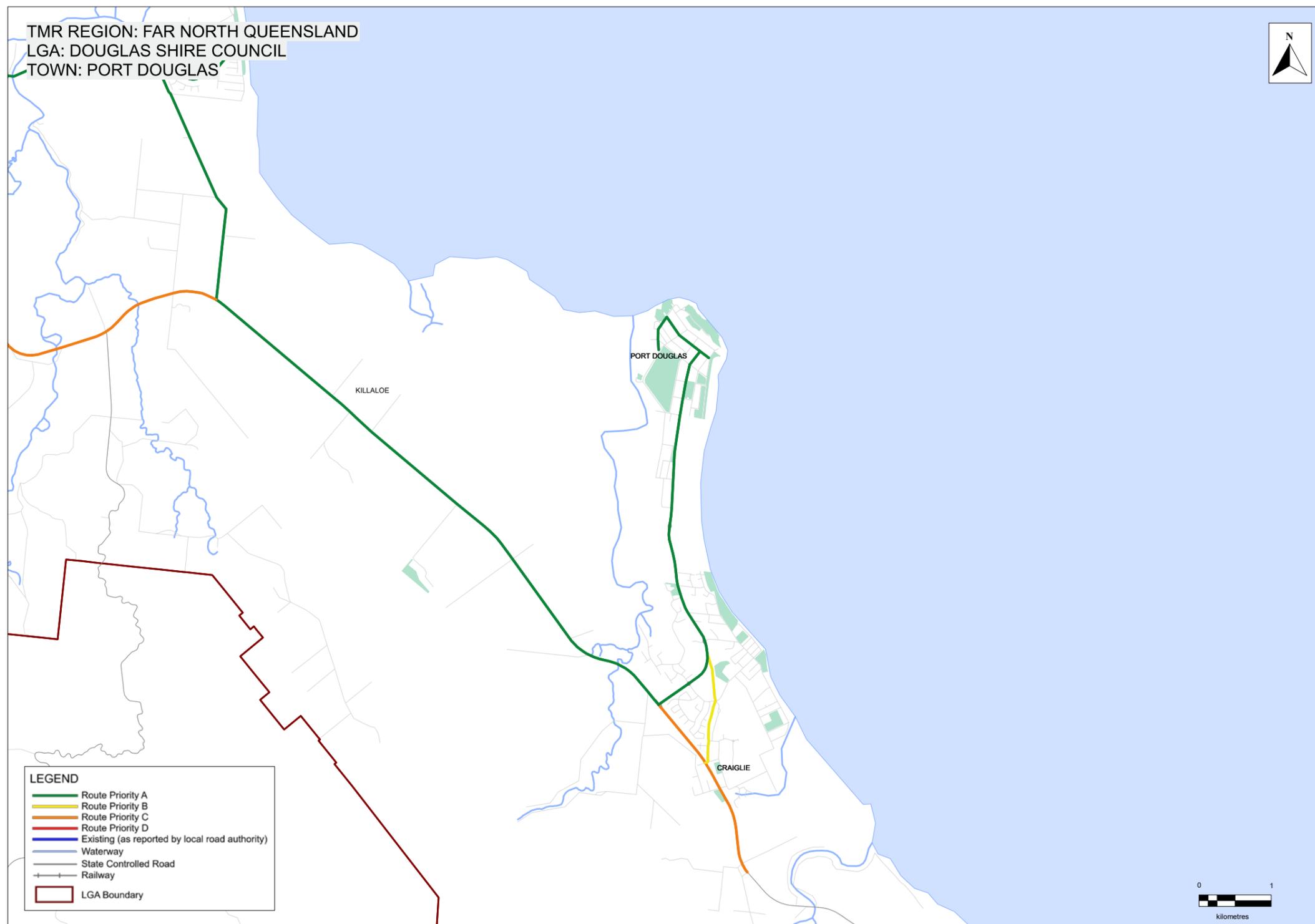
# Douglas Shire Council – Port Douglas

## Priority Route Map 9

Far North Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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# Active Transport Grants Program Guidelines

December 2025

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The use and disclosure of information provided by applicants is regulated by the relevant provisions and penalties of the *Right to Information Act 2009* and the *Information Privacy Act 2009* and the general laws of the State of Queensland.

The information contained in applications will be regarded as private and confidential and will be treated as such by the department. This is subject to the operational need to provide applications to assessors and any statutory or legal requirements to provide information to the Parliament and other organisations, for audit, law enforcement, investigative or other purpose.

As part of the assessment of an application, the department may need to consult with, and provide material from the application to, other government agencies or bodies, other organisations and/or relevant individuals, in order to substantiate any claims or statement made in the application form, or to otherwise assist in the assessment of the application. If this occurs, the department will endeavour to ensure that the parties who are consulted observe appropriate confidentiality provisions.

Following approval of an application, the broad details of an application may be placed online via the department website. In addition, regular updates will be provided on project implementation and progress.

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## Program overview

The Active Transport Grants Program (the Program) supports Queensland councils to plan, design and construct high quality and safe active transport infrastructure on the local transport network. By 'active transport' we mean travel by walking and riding bikes<sup>1</sup>.

The Program is administered by the Department of Transport and Main Roads (the department) and helps to achieve the department's vision of connected communities in a sustainable, thriving and inclusive Queensland.

This new Program brings together and supersedes the former previously separate Walking Local Government Grants and Cycling Network Local Government Grants programs into a single, streamlined program.

Grant funding from the Program is available to Queensland councils identified in the [Local Government Directory](#).

## Program objectives

The Program's key objectives are to provide grant funding to councils to plan, design and construct walking and bike riding infrastructure in line with priority routes included in a [Principal Cycle Network Plan \(PCNP\)](#) and/or a [Walking Network Plan \(WNP\)](#).

Projects should:

- complete missing links and/or remove barriers that present significant obstacles to bike riding or walking
- improve access to key destinations like schools, hospitals and public transport stops and stations, and Brisbane 2032 Olympic and Paralympic Games venues and athlete villages
- support tourism destinations
- meet best practice design and construction standards
- anticipate and support future demand and use.

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<sup>1</sup> In many instances walking and bike riding paths are also used by people riding wheeled recreational devices (WRDs), motorised mobility devices (MMDs) and/or personal mobility devices (PMDs). People using these devices are valid path users, their utility, size, speed and interaction with other path users should be considered during infrastructure design.

## Program timeframes

Anticipated key timeframes for the Program process are as follows:

| Activity                         | Date   |
|----------------------------------|--|
| Applications open                | 8 December 2025                                    |
| Applications close               | 27 February 2026                                   |
| Application outcome notification | After the release of the State Budget in June 2026 |

Timeframes may change, and any updates or amendments will be communicated directly with councils and updated on the Program webpage, located at:

<https://www.tmr.qld.gov.au/travel-and-transport/cycling/cycling-grants/active-transport-grants-program>

## Eligibility criteria

### Applicant eligibility

To be eligible, an applicant organisation must be a Queensland council identified in the [Local Government Directory](#).

All applications submitted by the closing date will be assessed against the eligibility criteria outlined in these guidelines.

An application will not proceed to further assessment stages unless all eligibility requirements are met.

### Ineligible project types

Ineligible projects include:

- Bicycle Awareness Zone treatments (note exception in the technical guidance)
- local network transport strategies or plans
- land acquisition (except as part of project construction)
- general road or non-active transport related upgrades
- projects that have already commenced (the nominated project must be a whole and complete project, not reliant on other planned work. The project can be a separate or discrete stage of a broader project).

## Project eligibility

### Active transport projects

For projects that propose to deliver active transport outcomes (includes an infrastructure solution for both bike riding and walking) the route must be at least on one (or both) of:

- a principal route identified in an endorsed PCNP; and/or
- a route identified in an endorsed WNP.

### Bike riding only projects

Projects that propose to only deliver outcomes for bike riding must be on a principal route identified in an endorsed PCNP or on an alternative alignment that delivers the same network outcome (evidence of further planning undertaken which confirms the priority of route must be provided with the application to be considered eligible.)

### Walking only projects

Projects that propose to only deliver design and/or construction for walking facilities must be either on a route identified in an endorsed WNP or on an alternative alignment that delivers the same network outcome as evidenced by further planning (evidence of further planning must be provided with submission to be considered eligible.)

## Project delivery timeframes

To be eligible for Program funding, proposed projects must be scheduled to:

- commence before 30 June 2027
- be completed by 30 June 2030.

## Project types supported and funding contributions

### Project types supported

Funding is available for the project types listed in the table below.

| Project Types   |
|---|
| <p><b>Planning Projects</b></p> <p>Funding is available for the delivery of planning projects which can be for either a:</p> <ul style="list-style-type: none"> <li>• Cycling Options Analysis for a Priority A route identified in a Priority Route Map (PRM) on a locally controlled portion of the Principal Cycle Network (PCN); or a</li> <li>• Walking Network Plan (WNP) around key destinations to improve walking access to and around those destinations through connected, comfortable, safe and accessible walking environments.</li> </ul> |

## Project Types

### Design Projects

Funding is available for the delivery of detailed design projects for:

- bike riding infrastructure on the PCN; and/or
- walking infrastructure identified in a local government endorsed WNP.

### Construction projects

Funding is available for the delivery of construction projects for:

- bike riding infrastructure on the PCN; and/or
- walking infrastructure identified in a local government endorsed WNP.

### Design and Construction Projects

Funding is available for the delivery of design and construction projects for:

- bike riding infrastructure on the PCN; and/or
- walking infrastructure identified in a local government endorsed WNP.

### Network Delivery Packages

Funding is available for packages comprising of multiple discrete design-and-construction projects that collectively establish a connected active transport infrastructure network within a defined local area.

**This type of grant is capped at a maximum Program contribution of \$3 million.**  
Councils can submit multiple applications for these types of project types.

## Funding contributions

Up to 50% Program funding is available with councils expected to match the 50% contribution for the Program.

Council's funding contribution cannot be met from another Queensland Government department program but may be met through a grant or contribution from a non-Queensland Government funding program (Australian Government for example).

Councils are required to confirm and list all funding sources being used to meet their project contribution in the application form. In kind contributions will not be considered towards meeting the required 50% council contribution.

## Aboriginal and Torres Strait Islander and Very Remote Area councils

Aboriginal and Torres Strait Islander councils and Very Remote Area councils are eligible to receive a 75% funding contribution from the Program (requiring a minimum 25% contribution from councils).

These councils may also source their 25% contribution from other Department or Queensland Government Programs, as well as non-Queensland Government funding programs.

Aboriginal and Torres Strait Islander councils and Very Remote Area councils are defined as per [Australian Statistical Geography Standard](#). See Appendix A for full list of eligible Councils.

## Application assessment

### Multi-criteria analysis

The Program is a competitive grants program and eligible applications will be assessed, scored and ranked using a Multi-Criteria Analysis (MCA) process. The MCA includes the criteria listed below. **Attachment 1** to these guidelines provides further detail on MCA, including scoring parameters of:

- **Connectivity** – Project connects people to key destinations, with priority to facilities that connect to:
  - schools (existing or new primary and secondary schools and colleges)
  - public transport stations and stops
  - hospitals/medical centres, tourist destinations
  - Brisbane 2032 Olympic and Paralympic Games venues.
- **Network Priority** – Project contributes to the delivery of a priority route identified in a Principal Cycle Network Plan or Walking Network Plan (or alternate priority with evidence provided).
- **Demand** – Project delivered in an area with a high current and latent demand (for example; high density residential area; contains a major commercial/employment/retail area and/or area experiencing high visitor demands).
- **Safety** – Project addresses major safety barriers for walking and bike riding to priority locations.
- **Infrastructure standard** – Project proposes to deliver infrastructure that is fit-for-purpose for location, demand and expected user type, and improves attractiveness for bike riding and walking and provide for improvements for universal access.

In addition to the MCA process, the Program will also take into consideration the following key points in prioritising project applications for funding in this grant round:

- available funding
- demonstrated project readiness (for example, all funding is confirmed, designs complete, community consultation completed or planned)
- geographic spread of all applications received in this grant round
- a council's track record in delivery of current and previous Program projects
- the number of current Program projects being delivered by council
- and an assessment of the information within the application form (dependencies, deliverability, community consultation and so on)

The Program reserves the right to part fund a grant application or make offers of funding to council that are subject to conditions relevant to the project or risk level associated with the project offer.

## Tips for developing a high quality application

While an application may meet the eligibility criteria, its success will largely depend on the quality of information included in the application and the supporting documentation submitted with the application. Included below are some tips and guidance to support the development of a high quality application.

- Include **clear delivery time frames** for each project application submitted. As a guide, the table below includes expectations on delivery time frames for the different project types funded by the Program.

| Project Type                     | Expected Completion Time Frame         |
|----------------------------------|--|
| <b>Planning</b>                  | Within 6 to 12 months of commencement  |
| <b>Design</b>                    | Within 12 to 18 months of commencement |
| <b>Construction</b>              | Within 24 to 36 months of commencement |
| <b>Design and Construction</b>   | Within 36 to 48 Months of commencement |
| <b>Network Delivery Packages</b> | Within 48 Months of commencement       |

- The program encourages councils to include **end-of-trip facilities, wayfinding signage, lighting, and shade in projects**, as appropriate.

- If any part of a proposed project is on a state-controlled road, provide **evidence confirming support** from the relevant Department district or region.
- Ensure the proposed project **aligns with the guidance** provided in the *Active Transport Investment Program Technical Guidance* available at: <https://www.tmr.qld.gov.au/travel-and-transport/cycling/cycling-grants/active-transport-grants-program>
- Provide **evidence of community support**, particularly if community consultation has been undertaken, or how detail how council plan to undertake consultation.
- Walking Network Plan projects should closely follow the department's **guidance on walking network planning**.
- Cycling Options Analysis projects should closely follow the Program's **guidance on cycling options analysis planning** which is outlined in **Attachment 2** to these guidelines.
- Applications for Construction projects should **include detailed designs** (80-85% in line with details provided in the *Design Review Guidelines* which are **Attachment 3** to these guidelines) **or Issued for construction designs**, unless applying for a Design and Construction grant.
- Applications should include **detailed cost estimates**. It is expected that escalation and contingency rates are built into the cost estimates for constructions projects and identified clearly. Refer to TMR's *Project cost estimating manual* for further guidance.
- Provide as much high-quality information and **photos/images** as possible to assist support the application. At a minimum this should include **maps** showing the:
  - project context
  - surrounding land uses
  - trip attractors of the project (refer to **Attachment 1: Multi-Criteria Analysis**).
- Ensure the appropriate level of design drawings are included based on project type (refer to **Attachment 3 – Design Review Guidelines**).
- For design and/or construction projects, include site photos or video footage along the length of the route in each direction, clearly showing the following:
  - the proposed alignment of the project
  - constrained widths between any barriers such as fences, poles, trees or services
  - cross slope or longitudinal slope that may need retaining walls or earthworks and could affect constructability or cost
  - any drainage on, or near, the route that could require specific treatment and
  - any potential issues for Crime Prevention Through Environmental Design<sup>2</sup>.

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<sup>2</sup> The Crime Prevention through Environmental Design (CPTED) Guidelines for Queensland is available from <https://www.police.qld.gov.au/safety-and-preventing-crime/safety-in-public-spaces>.

## How to apply

The Program application form will be provided directly to council contacts and will also be made available on the Program webpage at: <https://www.tmr.qld.gov.au/travel-and-transport/cycling/cycling-grants/active-transport-grants-program>

The application form and supporting documents must be lodged via email to [ActiveTransportGrantsProgram@tmr.qld.gov.au](mailto:ActiveTransportGrantsProgram@tmr.qld.gov.au) by the closing date.

Late applications may be considered at the discretion of the Program. Council should contact the Program to request an extension to the submission date. Extensions will be considered up to and until one week out from the closing date (20 February 2026). Requests for extensions received in the final week of the application period will not be considered.

Before submitting an application:

- i) double check the program eligibility requirements have been met, as ineligible applications will not be considered for funding;
- ii) ensure the required level of technical details specified in the *Design Review Guidelines* is included in detailed design plans (if required for grant type being applied for); and
- iii) ensure relevant supporting documents are provided to support the application.

## Contact and support

The Program team can be contacted at any time for further detail and guidance on the application process. Initial contact can be made via email to:

[ActiveTransportGrantsProgram@tmr.qld.gov.au](mailto:ActiveTransportGrantsProgram@tmr.qld.gov.au).

## Requirements if the application is successful

Following the notification of application outcomes, an inception meeting will be held with councils during which the Program requirements will be discussed in detail.

Successful applicants will be required to enter into the legally binding Funding Agreement (Agreement) provided by the Department before commencing the project and making claims for payment.

Councils will have 30 calendar days from the date the draft Agreement is sent to them to complete, sign and return it to the Department for approval and execution otherwise the offer may be withdrawn.

# Reporting and evaluation

To ensure effective management of the Program, councils must comply with several reporting requirements. The following are the primary reports required, noting there may be other reports required from time to time.

## Project Work Schedule

Councils are required to submit a Program Project Work Schedule (template will be provided by the Department) by the date identified in the Agreement. The Project Work Schedule is a simple document that lists the estimated delivery dates for the key milestones/deliverables for each project.

## Project Progress Report

Every four months councils must submit a progress report as stipulated in the Agreement providing an update on all active projects. The Program team will email a progress report template to councils.

The report will include requests for information on project status and progress against milestones and deliverables, project risks or issues and any planned media.

Requests for information and/or updates on specific projects may be requested at any time. Please work with the Program team to provide the requested information in a timely manner.

## Final Project Report

Councils must submit a Final Project Report for each completed project by the date stipulated in the Agreement. The Program team will email a final report template to councils.

The report must be completed, signed and submitted to the Program team with the following attachments:

- Summarised project expenditure report showing the final cost of the project.
- Any media releases or events associated with the project.
- Final plans, detailed designs or As Constructed drawings (including a shapefile\* of delivered asset for construction projects).
- Photographic evidence of constructed projects, meaning photographs or video of the project which clearly show the final delivered facility as per the checklist in the final report template.
  - Please note that the department reserves the right to audit construction project quality and conformance to the Agreement and if necessary, request changes.
  - Copies of the as constructed design plans should be submitted to the Program team for endorsement.

\*For further information on shapefile refer to **Attachment 4** to these guidelines: *Guidance for recording active transport grant infrastructure in GIS*.

## Project variation requests

The Agreement provides that all project activities must always be carried out in accordance with terms and conditions of the Agreement. If circumstances occur that are likely to adversely affect a council's ability to deliver a project in compliance with the terms of the Agreement, then the council may request a variation to the Agreement.

Potential variations to the Agreement must be requested in writing and follow the Project Variation Requests process outlined in **Attachment 5**.

Requests for variations to the Program funding contribution will only be considered in exceptional circumstances.

## Project withdrawal

Councils must submit formal notice to the department if they have determined that a project can no longer proceed. Councils must provide reasons for the withdrawal, as well as any alternative or future plans relating to the project.

Council will be required to return any funds already paid unless otherwise agreed by the department.

## Acknowledgment of the State

Councils are required to acknowledge the Queensland Government contribution to all projects funded through the Program. Acknowledgement should be made in all community-facing materials including all media releases, announcements, events, website information and on-site signage. The Agreement will include details on correct wording.

## Media requirements

All media opportunities should be highlighted in project reporting. Councils must notify the Program team of any planned media statement release a **minimum of 10 business days** prior to the planned release. Councils must also invite the Minister for Transport and Main Roads to any planned media events and provide a minimum of 20 business days' notice for these events.

## Signage

Construction, wayfinding, and directional signage, including 'totem' counters, funded through the Program (either as stand-alone projects or included within a construction project) should also include an acknowledgement of the state government funding, where physical space allows.

## Attachments

Attachment 1 – Multi-Criteria Analysis

Attachment 2 – Cycling Options Analysis

Attachment 3 – Design Review Guidelines

Attachment 4 – Guidance for recording active transport grant infrastructure in GIS

Attachment 5 – Project Variation Requests

**To request a copy of these attachments, please email [ActiveTransportGrantsProgram@tmr.qld.gov.au](mailto:ActiveTransportGrantsProgram@tmr.qld.gov.au).**

## Appendix A

### List of eligible Aboriginal and Torres Strait Islander and/or Very Remote Area councils

The regional classification of 'Very Remote' is as per the Australian Bureau of Statistics (ABS).

| LGA NAME 2016      | PCNP        | Walking Network Plan | ATSI LGA | ABS Regional Classification |
|--------------------|-------------|----------------------|----------|-----------------------------|
| Aurukun (S)        | In Progress | N                    | Y        | Very Remote Australia       |
| Barcaldine (R)     | Y           | N                    | N        | Very Remote Australia       |
| Barcoo (S)         | N           | N                    | N        | Very Remote Australia       |
| Blackall-Tambo (R) | Y           | N                    | N        | Very Remote Australia       |
| Boulia (S)         | Y           | N                    | N        | Very Remote Australia       |
| Bulloo (S)         | In Progress | N                    | N        | Very Remote Australia       |
| Burke (S)          | Y           | N                    | N        | Very Remote Australia       |
| Carpentaria (S)    | Y           | N                    | N        | Very Remote Australia       |
| Cherbourg (S)      | Y           | N                    | Y        | Inner Regional Australia    |
| Cloncurry (S)      | Y           | N                    | N        | Very Remote Australia       |
| Cook (S)           | Y           | N                    | N        | Very Remote Australia       |
| Croydon (S)        | N           | In Progress          | N        | Very Remote Australia       |
| Diamantina (S)     | N           | N                    | N        | Very Remote Australia       |
| Doomadgee (S)      | Y           | N                    | Y        | Very Remote Australia       |
| Etheridge (S)      | In Progress | Y                    | N        | Very Remote Australia       |
| Flinders (S) (Qld) | Y           | N                    | N        | Very Remote Australia       |

| LGA NAME 2016               | PCNP        | Walking Network Plan | ATSI LGA | ABS Regional Classification |
|-----------------------------|-------------|----------------------|----------|-----------------------------|
| Hope Vale (S)               | In Progress | In Progress          | Y        | Remote Australia            |
| Kowanyama (S)               | In Progress | N                    | Y        | Very Remote Australia       |
| Lockhart River (S)          | In Progress | N                    | Y        | Very Remote Australia       |
| Longreach (R)               | Y           | Y                    | N        | Very Remote Australia       |
| Mapoon (S)                  | In Progress | N                    | Y        | Very Remote Australia       |
| Mareeba (S)                 | Y           | Y                    | N        | Very Remote Australia       |
| McKinlay (S)                | Y           | N                    | N        | Very Remote Australia       |
| Mornington (S)              | Y           | N                    | Y        | Very Remote Australia       |
| Mount Isa (C)               | Y           | Y                    | N        | Very Remote Australia       |
| Murweh (S)                  | In Progress | Y                    | N        | Very Remote Australia       |
| Napranum (S)                | Y           | N                    | Y        | Very Remote Australia       |
| Northern Peninsula Area (R) | Y           | Y                    | Y        | Very Remote Australia       |
| Palm Island (S)             | In Progress | N                    | Y        | Remote Australia            |
| Paroo (S)                   | In Progress | Y                    | N        | Very Remote Australia       |
| Porpuraaw (S)               | N           | N                    | Y        | Very Remote Australia       |
| Quilpie (S)                 | In Progress | N                    | N        | Very Remote Australia       |
| Richmond (S)                | Y           | N                    | N        | Very Remote Australia       |
| Torres (S)                  | Y           | N                    | N        | Very Remote Australia       |
| Torres Strait Island (R)    | In Progress | N                    | Y        | Very Remote Australia       |
| Weipa (T)                   | Y           | In Progress          | N        | Very Remote Australia       |
| Winton (S)                  | Y           | In Progress          | N        | Very Remote Australia       |
| Woorabinda (S)              | Y           | Y                    | Y        | Remote Australia            |
| Wujal Wujal (S)             | Y           | N                    | Y        | Remote Australia            |
| Yarrabah (S)                | Y           | N                    | Y        | Outer Regional Australia    |