

5.4. CYCLE NETWORK LOCAL GOVERNMENT GRANTS PROGRAM - JUNCTION BRIDGE PROJECT

REPORT AUTHOR(S)	Michael Matthews, Project Manager
GENERAL MANAGER DEPARTMENT	Michael Kriedemann, Acting General Manager Operations Infrastructure Services

RECOMMENDATION

That Council resolves to:

- 1. Support a submission to the State Government's 'Cycle Network Local Government Grants Program 2019/2020 for \$400,000 for the Junction Creek Cycleway Bridge Project;**
- 2. If Council is successful in receiving funding from the State Government, co-contribute \$400,000 in 2019/2020 towards the total project cost;**
- 3. Support a submission to the State Government's 'Cycle Network Local Government Grants Program' for \$120,000 for the detailed design of the North Mossman to Newell Beach principal cycleway; and**
- 4. Delegate authority to the Chief Executive Officer in accordance with the *Local Government Act 2009* to administer this matter.**

EXECUTIVE SUMMARY

Under the Cycle Network Local Government Grants Program (CNLGGP) the Queensland Government and councils work together to deliver and improve principal cycle networks across the State to achieve the *Queensland Cycling Strategy 2017-2027* vision of 'more cycling, more often.'

The CNLGGP provides funding for councils to deliver cycling infrastructure projects that meet the program's objectives. Councils have been invited to submit applications for 2019-20 funding by the 21 December 2018.

This report seeks Council's endorsement of a proposed funding application for the Junction Bridge Cycle project and the detailed design of the Mossman to Newell principal cycleway.

BACKGROUND

The Cycle Network Local Government Grants Program (CNLGGP) supports councils to deliver best practice, high quality and safe cycling infrastructure and facilities to encourage more people to cycle, more often.

The objectives are to support councils to deliver cycling infrastructure projects that:

- deliver quality infrastructure which meet best practice design and construction standards;
- complete missing links and/or remove barriers that present significant obstacles to cycling;
- improved access to trip attractors;

- contribute to the development of the principal cycle network; and
- anticipate and support future demand and use, based on mode share targets.

To be eligible, projects must:

- be jointly funded by the Department of Transport and Main Roads (TMR) and Council, with a maximum of 50% funding from TMR;
- contribute directly to the delivery of the relevant regional Principal Cycle Network Plan (PCNP), in line with Priority Route Maps;
- comply with the Active Transport Investment Program Technical Requirements;
- commence in the 2019-20 financial year;
- deliver one or more types of cycling infrastructure
 - off-road exclusive use bikeways;
 - on-road bicycle lanes physically separated from motor traffic;
 - off-road shared paths;
 - advisory lanes;
 - on-road facilities, including bike lanes, shoulder widening, line marking, lane and intersection reconfiguration and priority signaling;
 - crossing provisions including at-grade treatments, bridges or underpasses;
 - mid-trip and end-of-trip facilities
- deliver one or more types of supporting cycling infrastructure
 - directional and route signage;
 - cycle path and bikeway lighting;
 - data collection to monitor and report on infrastructure performance
- deliver preliminary and/or detailed design of any of the above;
- deliver planning on the Highest Priority Routes identified in the PCNP Priority Route Maps; and
- market, communicate, promote and engage activities funded.

Successful applicants are required to retain the facility or asset funded as part of the funding agreement for a minimum of five years. Councils are required to maintain the facility at their own cost.

COMMENT

The route between Mossman and Cooya Beach along Junction Road is marked as a Principal Route on the Far North Queensland Principal Cycle Network.

The current route from Mossman to Cooya Beach has a cycle path from Mossman to Junction Bridge, however there is no dedicated bike path across the road bridge, which is traversed by a railway line. From the bridge to Cooya Beach there is a section of off-road bike pathway which terminates approximately 2.6 km from Cooya. The remaining section has no on or off road separation for cyclists.

This project will address missing links and barriers currently presenting significant obstacles to safe cycling from Cooya Beach to the Mossman CBD where commercial/retail areas, schools, hospital, parks and recreational areas are located.

The cycle network project will support future demand as the Cooya Beach area is expected to grow due to its coastal locality, proximity to Port Douglas and commercial services and community facilities located in Mossman.

Currently under construction is Ocean Breeze Estate, a Master Planned residential estate providing 288 residential lots in addition to Open Space and land designated for future commercial development.

Approximately 180 residential lots have been developed. There is engineering approval for the construction of an additional 42 lots forming Stage 6A & 6B.

The recently adopted Local Government Infrastructure Plan (LGIP) projects residential housing growth in Cooya Beach from 302 residential dwellings in 2016 to 353 in 2021, 407 by 2026 and 459 residential dwellings by 2031 (Douglas Shire Council Anticipated Growth – Residential LGIP Table 3.1.4 - Existing and projected residential dwellings.)

Informal conversations with cyclists and staff at Mossman Hospital confirm injuries are sustained by cyclists on this route, particularly when bike tyres catch in the tramlines on the Junction Bridge. This project will reduce the instances of potential injury by constructing a dedicated cycle/pedestrian bridge adjacent to the road bridge.

In 2009 a petition was made to Cairns Regional Council with over 400 signatures from Cooya Beach residents. An excerpt from the Cycling & Walking Strategy Review to develop the Regional Cycling & Walking Strategy 2010-2030 follows:

“Petition submitted by residents of Cooya Beach and surrounding suburbs to CRC, for an urgent need to build a pathway along Boonie Doon Road, from Cooya Beach Road and connecting to an existing pathway at Mossman water treatment plant. As population growth occurs, an off-road path separated from the road will allow safe access to Mossman for cyclists and pedestrians, particularly for travel to Mossman schools and other community facilities. Many motorists speed along this busy 2.2km road in excess of 80km/hr.”

The Mossman to Cooya Beach Principal Cycleway will be delivered in 2 stages:

Stage 1 - Junction Creek Shared Pedestrian Bridge; and

Stage 2 - 2.6km Principal Cycleway Junction Creek to Cooya Beach (including multiple road and culvert crossings, road widening and intersection crossings).

By making cycling an attractive, comfortable and safe option for users, a complete, connected and integrated route from Cooya Beach to Mossman will encourage more cyclists to use the route, more often.

Under the funding program Council is also eligible to apply for 100 percent grant funding to design projects which will deliver one of the following priority design treatments:

1. retrofit of devices to physically separate bicycle riders from motor vehicle traffic on an existing on-road cycle facility;
2. new on-road bike lanes which are physically separated from motor vehicle traffic (also called cycle tracks) or
3. advisory lane or cycle street treatment.

To assist connecting surrounding beach suburbs with the Mossman CBD, detailed design is proposed for the North Mossman to Newell Beach Route.

PROPOSAL

That Council resolves to:

1. Support a submission to the State Government's 'Cycle Network Local Government Grants Program 2019/2020 for \$400,000 for the Junction Creek Cycleway Bridge Project;
2. If Council is successful in receiving funding from the State Government, co-contribute \$400,000 in 2019/2020 towards the total project cost;
3. Support a submission to the State Government's 'Cycle Network Local Government Grants Program' for \$120,000 for the detailed design of the North Mossman to Newell Beach principal cycleway; and
4. Delegate authority to the Chief Executive Officer in accordance with the *Local Government Act 2009* to administer this matter.

FINANCIAL/RESOURCE IMPLICATIONS

Under the Program Guidelines the project would need to commence in the 2019-20 financial year and be completed within two years.

In the 2018-2019 Capital Works Budget the Principal Cycling Network was allocated \$40,000 for consultancy services to prepare Cooya Beach to Mossman Stage 2 Detail Design documentation and estimates.

Construction costs for the Junction Bridge Cycle bridge is estimated to be \$620,000 and approach connections estimated to be \$180,000 (GST Exc). Grant funding available is 50% of eligible costs to the total project budget of \$800,000.

Detailed design costs for the North Mossman to Newell route are estimated to be \$120,000 (GST Exc). Grant funding available is 100% of eligible costs.

The costs associated with the construction of Junction Bridge project and detailed design of North Mossman to Newell route have not been allocated in the budgets for the 2019-20; nor 2020-21 financial years. If Council was successful with this application, then matching funding would be required in the 2019/2020 financial year for the Mossman to Cooya Beach project.

RISK MANAGEMENT IMPLICATIONS

If Council was successful in gaining funding through this program, project risks will be mitigated through the systematic application of internal project management systems. Project management will be the responsibility of a Council Officer, who will gain project support from finance, procurement and corporate communications.

The project manager will be responsible for ensure all conditions of the funding agreement are met.

SUSTAINABILITY IMPLICATIONS

- Economic:** Benefits of cycling outlined in the *Queensland Cycling Strategy 2017-2027* include reducing the risk of serious illnesses and improving mental wellbeing which potentially reduce impact on health care systems and associated costs. Increased cycling contributes to economic savings through reduced running costs of motorised transport.
- Environmental:** Providing infrastructure for cycling enables more people to ride bikes to work, school, socialise rather than using cars or buses; reducing traffic and emissions while incorporating regular exercise.
- Social:** Riding is a fun, social activity for people of all ages and the project aligns with the *Queensland Cycling Strategy 2017-2027* by encouraging high levels of cycling, contributing to the vitality of the Shire, helping encourage a sense of community and connectedness.

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2014-2019 Initiatives:

Theme 1 - Celebrating Our Communities

1.1.4 - Support and encourage a healthy, active and capable region through sporting, cultural and recreational opportunities, and community wellbeing initiatives.

1.3.4 Provide and enhance community facilities and opportunities that cater for the arts, recreational and cultural pursuits.

Theme 2 - Building a Sustainable Economic Base

2.3.2 - Investigate opportunities for sports and cultural tourism.

2.3.5 - Develop and promote Douglas as the "bicycle capital of Australia" through the planning and construction of a network of bicycle trails, traffic separation and management arrangements.

Theme 4 - Engage, Plan, Partner

4.1.2 - Undertake community engagement activities that are clearly identified and are appropriate in relation to the project.

Theme 5 – Governance

5.1.1 - Establish and develop long term financial, resource and infrastructure planning to ensure ongoing capacity to fund operations and capital works programs.

Operational Plan 2018-2019 Actions:

Operational Plan Initiative 2.3.1 - Develop a funding submission for Stage 1 of the Principal Cycle Network.

COUNCIL'S ROLE

Council can play a number of different roles in certain circumstances and it is important to be clear about which role is appropriate for a specific purpose or circumstance. The implementation of actions will be a collective effort and Council's involvement will vary from information only through to full responsibility for delivery.

The following areas outline where Council has a clear responsibility to act:

Asset-Owner	Meeting the responsibilities associated with owning or being the custodian of assets such as infrastructure.
Part-Funder	Sharing the cost of a program or activity with other organisations.

CONSULTATION

Internal: In developing the project and funding application, the following internal stakeholders were consulted:

Chief Executive Officer; General Manager Operations; General Manager Corporate Services; Project Engineer; Coordinator Civil Operations, Planning Officer; Grants Officer.

At the Council Workshop, Councillors were presented with information relating to the funding applications, including Principal Cycle Networks Plan and Priority Route Maps, Detailed sketch of Junction Bridge shared Cycle Way-Pedestrian Bridge.

External: In developing the project and funding applications the following were consulted: Department of Transport and Main Roads, Mossman Multi Purpose Health Service and the Members of the Community Agency Network (CAN Meeting 18 October 2018),

COMMUNITY ENGAGEMENT

In developing the *Queensland Cycling Strategy 2017-2027* the State Government consulted Queenslanders. Consultation carried out during the development of the Regional Cycling & Walking Strategy 2010-2030 identified Junction Bridge as an important link in the Douglas Shire. One of the public submissions in creating this Strategy was a petition from Cooya Beach residents, with over 400 signatures, requesting a bikeway from Mossman to Cooya Beach be completed.

A Council Officer consulted members of the local Community Agency Network comprising various community organisations and government agencies. Council staff also consulted staff at Mossman Multipurpose Health Service, which followed with a letter of support.

ATTACHMENTS

Nil