

ORDINARY MEETING 7 JULY 2015	5.10
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FIVE YEAR PEDESTRIAN AND CYCLEWAY PROGRAM

M Kriedemann: Manager Infrastructure #458295

P Hoyer: General Manager Operations

RECOMMENDATION:

That Council resolve to:

- 1. Endorse the draft five (5) year Pedestrian and Cycleway Program; and**
- 2. Undertake community consultation on the Pedestrian and Cycleway Program; and**
- 3. Request the Manager infrastructure prepare a report summarising the community consultation and a final five (5) year Pedestrian and Cycleway Program for future presentation to Council for adoption.**

EXECUTIVE SUMMARY:

One of the major initiatives in the 2014 – 2015 Operational Plan for the Infrastructure Group is the development of a five (5) year Pedestrian and Cycleway Plan. Council staff have undertaken a review of previous studies, the current on and off road network and future demand and have developed a five (5) year program to improve, enhance and expand the existing pedestrian and cycleway network across the shire.

Prior to the final plan being adopted by Council, community consultation needs to be undertaken to allow the general community and special interest groups a chance to review and comment on the proposed program.

BACKGROUND:

Theme 2: Goal 3.5 of Council's Corporate Plan 2014 – 2019 states, "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".

To support this corporate goal, one of the major initiatives in the Operational Plan 2014 – 2015 was to develop a five (5) year plan for bicycle infrastructure.

On and off road cycleway infrastructure forms an important part of the overall transport network and in developing an integrated network, a number of "users" need to be considered, including; commuter cyclists, recreational cyclists, on road sport cyclists, off road adventure cyclists, pedestrians and school children.

Due to the wide range of users and the fact that all off road pathways can be used by both pedestrian and cyclists, except where exclusion signage is installed, it is considered appropriate to widen the 5 year program to include pedestrian and cycleway infrastructure.

Cairns Regional Council undertook a major review in 2010 and developed a Cycling and Walking Strategy 2010 – 2030. This strategy was used as a reference document in developing the proposed 5 year Pedestrian and Cycleway program.

Recently Council officers have also been involved in a revision of the Department of Transport and Main Roads (TMR) Principal Cycle network plan within the Douglas Shire area. A principal cycle network plan (PCNP) identifies sections of the network which already exist and those that need to be constructed or upgraded. The plan outlines steps to help state and local government work together to deliver a safe and connected principal cycle network. The new PCNP is still in draft form and is expected to be publicly released in October. One key outcome of discussions was the proposed listing of Bonnie Doon Road and the Cook Highway through to Port Douglas as a Principle cycle route at the highest level, being a ride to work route.

It is proposed that in the consultation to also refer to the 2009 PCNP and advise that the network is currently being reviewed and updated by TMR. This may assist in the general public understanding the difference between the 'principal' and 'local' cycle network.

COMMENT:

The benefits of an integrated pedestrian and cycleway network across the shire includes a reduction in the number of vehicles on our roads, reduction in the use of fossil fuels and pollution, increased awareness of the natural environment, improved fitness and well-being, access to local attractions and increased social capital by encouraging a more personable active transport mode.

It should be noted that other cycle infrastructure is also being investigated and investigations are ongoing. Currently a link between Newell beach and north Mossman is being investigated and future inclusion of this and other new projects will be incorporated into the plan after reporting to Council.

The first year of the plan has been incorporated into the 2016/17 capital works program. In addition the 2016/17 capital works program includes the resealing of the section of Bonnie Doon Road from Crees Hill through to Cooya Beach which includes the addition of a bike lane. The bike lane is not shown as a distinct project in the 5 year program.

PROPOSAL:

That Council resolve to:

1. Endorse the draft five (5) year Pedestrian and Cycleway Program; and
2. Undertake community consultation on the Pedestrian and Cycleway Program; and
3. Request the Manager infrastructure prepare a report summarising the community consultation and a final five (5) year Pedestrian and Cycleway Program for future presentation to Council for adoption.

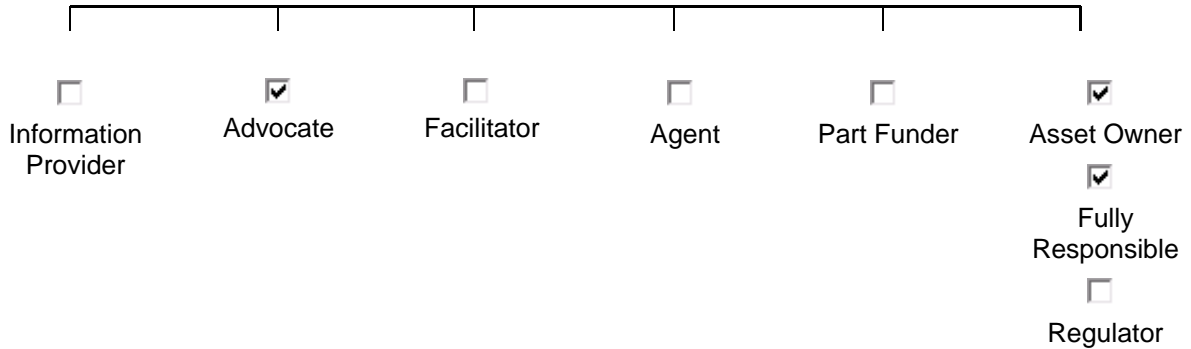
CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE:

Theme 2: Goal 3.5 of Council's Corporate Plan 2014 – 2019 states, "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". I5 of the 2014/15 Operational Plan provides for the production of a Five (5) year plan for bicycle infrastructure for the Shire.

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.
Fully Responsible:	Funding the full cost of a program or activity.

FINANCIAL/RESOURCE IMPLICATIONS:

The 5 year program details the projects Council plans to undertake in order to improve the pedestrian and cycleway network. The project costs will be allocated in future capital budgets and approved by Council through normal budget deliberations.

RISK MANAGEMENT IMPLICATIONS:

The financial risk for Council has been reduced through the planning and delivery of this 5 year pedestrian and cycleway program. This program sets out the projects that will deliver key network linkages for the community and represents value for money.

The concrete footpaths and on road asphalt cycleways can be constructed using conventional construction techniques and using Council internal resources. This will reduce the risk of market variations in the delivery of future projects and will reduce the likelihood of budget and timeframe variations.

Council’s reputation will be enhanced through the implementation of this program. Active transport is a sustainable form of transport and through the development of an integrated network of on and off-road linkages, the community will have the opportunity to participate in active transport.

SUSTAINABILITY IMPLICATIONS:

ECONOMIC: The forecast costs are within anticipated budget expectations. Good quality and strategically located waling and cycling infrastructure promotes tourism and provides access to facilities.

ENVIRONMENTAL: Promoting active transport across the shire will improve community health and wellbeing, reduce car dependency, decrease the use of fossil fuels and reduce air pollution from motor vehicles.

SOCIAL: Active transport helps to promote community activity and increases social capital. Walking and cycling is a more personable form of transport which promotes communication and interaction with neighbours and visitors.

INTERNAL/EXTERNAL CONSULTATION:

In developing this 5 year pedestrian and cycleway program, consultation was undertaken with the Queensland Department of Transport and Main Roads (DTMR). The DTMR have an interest in promoting cycling within the far north and a number of key transport corridors in our shire are controlled by the state government.

The next stage of the development of this program is for Council to undertake more formal community consultation with the wider community, including targeted consultation with sports cycling clubs and user groups within the area.

ATTACHMENTS:

5 Year Cycleway Capital Works Program # 458301

5 Year Cycleway Capital Works Program																			
Route ID	Suburb	Route Name	From	To	On Road / Off Road	Works Category	Treatment Code	Approx Length (m)	Width (m)	Implementation Comments	PCN-FHG	Hwarchy	15/16	16/17	17/18	18/19	19/20	20/21	Comments
1	Port Douglas	Ward Point Road	Wharf Street	Ezoonade	Off	New				Investigate and design a pathway linking the waterfront with the Beach (via Flagstaff Hill)			\$ 75,000						
2	Port Douglas	Standerling Close		Port Douglas Road	Off	New	SP	30	2.0	Provide a pedestrian access from the Standerling Close road relative to Port Douglas Road reserve. Remove the sound attenuation fence and some garden area.			\$ 7,500						
3	Cape Tribulation	Avon Street			Off	Renew	SP			Major repairs to wooden boardwalk replace components with recycled (Recycled Plastic products) due to the harsh environment for longer lifespan.			\$ 119,000						
4	Mission	Grogan Street	Shoegrounds	Owen Street	Off	Renew	SP		2.0	Upgrade existing concrete pathway and kerb.			\$ 142,000						
5	Port Douglas	Wharf Street	Crimmins Street	Marina	Off	Renew	SP	500	2.0	Upgrade the existing bitumen pathway with an asphalt surface.			\$ 66,000						
6										Develop a master plan for hiking and mountain biking.			\$ 16,000						
WB01	Wonga Beach	Shooper Island Dr	Oslen St	na	Off	New	SP	96	2.0	Missing link - construct short section of path between existing facilities at Shooper Island Dr/Glen St intersection, to provide full off-road continuity to Wonga Beach School. Path width should be consistent with existing facilities and join to existing kerb ramp (assume 2m wide).	No	District	\$ 22,800						
CO01-A	Cooja Beach	Cooja Beach Rd	Green Close	230m southwest	Off	New	SP	230	2.0	Establish a new 2.0m wide path (southern side) - join to existing path sections (approx. 1.5m wide) to provide continuous off-road facility servicing residential growth areas, local shop and child care centre.	Yes	District	\$ 55,200						
CO01-B	Cooja Beach	Palm St	Bouganville St	Cooja Beach Rd	Off	New	SP	180	2.0	Provide missing link on southern side for full off-road continuity between Cooja Beach Road and foreshore precinct. Cost based on retaining existing width of path. No provision made for signage on missing link.	Yes	District	\$ 43,200						
CO02-B	Cooja Beach	Cooja Beach Rd	230m southwest of Green C.	Palm St	On	New	AT 2	370		Establish Advisory Treatment with pavement symbols (both sides) for cycle access within the 50km/h zone. May require some minor works at Palm St / Beach Rd intersection. Shoulder widening desirable as a long term objective.	Yes	District	\$ 10,000						
CO02-C	Cooja Beach	Palm St	Cooja Beach Rd	Bouganville St	On	New	AT 4 (Route Signage)	186		Install bike route signage for a short distance to guide cyclists to foreshore area. Existing road with inadequate for bike lanes or pavement symbols. Shoulder widening and cycle facility desirable as a long term objective.	Yes	District	\$ 1,200						
PD04-A	Port Douglas	Wharf St	Grant St	Ashford Ave	On	New	AT 2	265		Pavement symbols on both sides to cater for cycle access and parallel parking demand.	No	District	\$ 2,000						
PD04-B	Port Douglas	Wharf St	Ashford Ave	Macrossan St	On	New	EBL & SBPL	130		Western side - establish Exclusive Bike Lane to Clive St, transition to Shared Bike and Parking Lane (with angled parking) and extend to Macrossan St. Consider minor the marking modification where spatial constraints exist approaching Macrossan St. Also refer to Port Douglas Waterfront Master Plan.	No	District	\$ 6,000						
PD04-C	Port Douglas	Wharf St	Ashford Ave	Macrossan St	On	New	EBL & SBPL	70		Eastern side - establish Shared Bike and Parking Lane (with angled parking). Also refer to Port Douglas Waterfront Master Plan.	No	District	\$ 2,000						

5 Year Cycleway Capital Works Program																			
Route ID	Suburb	Route Name	From	To	On Road / Off road	Works Category	Treatment Code	Approx Length (m)	Width (m)	Implementation Comments	PCI-FW2	Hierarchy	15/16	16/17	17/18	18/19	19/20	20/21	Comments
FD08-B	Port Douglas	Island Point Road	Four Mile Beach	Revs Street Park	Off	New	SP	1000		As per Port Douglas Waterfront Master Plan provide shared path associated with Island Point Rd between Four Mile Beach and Revs Street Park. Linked to item 1 above.	No	Recreation		\$ 180,000					
FD00-A	Port Douglas	Esplanade	Macrossan St	Mowbray St	Off	New	SP	288	2.6	Reestablish new shared path through Foreshore Park at Four Mile Beach to cater for high recreation and tourism demands. This should be considered as part of a landscape master plan for the park.	No	Principal		\$ 76,800					
FD01-C	Port Douglas	Macrossan St	Davidson St	Esplanade	On	New	EBL	148		Interim treatment: Establish Exclusive Bike Lane (southern side) for a short distance where spatial constraints exist. Retain edge line and provide pavement symbols to formalise cycle route. Upgrade to EBL with future road improvements. (See note on dual provision for Macrossan St - Route FD1-A).	Yes	District		\$ 20,000					
FD07-A	Port Douglas	Davidson St	Macrossan St	Port St / Port Douglas Rd	On	Renewal	EBL	325		Recreate Exclusive Bike Lane (both sides) with full line marking, pavement symbols and signage to formalise cyclists' operating space along this important route servicing Port Douglas town centre. Shoulder width of 1m (m/s) is available for most of the route with some isolated pinch points approaching intersections. Careful consideration required to achieve route continuity at vehicle turn in lanes outside resorts (both sides).	Yes	District		\$ 25,000					
FD09-A	Port Douglas	Ulysses Ave	Broga St	Old Port Rd	Off	New	SP	130	2.0	Provide missing link - provide new path section (southern side). Join to existing paths for route continuity. No provision made for signage on missing link.	No	Neighbourhood		\$ 31,200					
FD08-D	Port Douglas	Nautica St	Old Port Rd	Existing path (east of roundabout)	Off	New	SP	45	2.0	Provide missing link - Provide new section of path over short distance on southern side. Join to existing path for route continuity between Old Port Rd and Nautica St. No provision made for signage on missing link.	No	Neighbourhood		\$ 10,800					
FD11	Port Douglas	Macrossan St	Owen St	na	Off	New	Crossing			Establish zebra crossing west of Owen St, to channel pedestrians to safer mid-block crossing point in the Macrossan St precinct.	No	Principal		\$ 40,000					Includes kerb ramps, footpath connections, lighting design and installation.
FD10	Port Douglas	Davidson St	Macrossan St	NA	NA	Renewal	Crossing			Upgrade existing ped/cycle crossing point at Davidson & Macrossan St intersection - zebra crossing with advance warning signs.	Yes	Principal		\$ 40,000					Includes kerb ramps, footpath connections, lighting design and installation.
MD2	Mossman	Johnson Rd	Hospital St	Delmore Horizon Dr	On	New	EBL	171		Extend bike lanes from Hospital south to Delmore Horizon Dr to service future residential area.	Yes	Recreation		\$ 6,000					
MD3-A	Mossman	Mossman Gorge Rd	Conk'slea Cr	Approx. 150m west of Marns Cr	Off	New	SP	180	2.0	Provide missing link - provide off-road path and bridge crossing (one or sided structure), preferably on southern side for route continuity with other links. Highly constrained section - full engineering investigation required. No provision made for signage on missing link.	Yes	Recreation		\$ 66,000					
MD4	Mossman	Owen St	Johnson Rd	Dan Hart Lane	Off	New	SP	318	2.0	Establish new path (eastern side) to service community facilities, sportsground and school catchment. Spatial constraints may limit desirable width.	No	Recreation		\$ 76,800					

5 Year Cycleway Capital Works Program																					
Route ID	Suburb	Route Name	From	To	On Road / Off Road	Works Category	Treatment Code	Approx Length (m)	Width (m)	Implementation Comments	PCN-FINQ	Hierarchy	15/16	16/17	17/18	18/19	19/20	20/21	Comments		
COO2-A	Cooya Beach	Cooya Beach Rd	Bonnie Doon Rd	230m south-west of Dineen Ct	On	New	SS	750		Provide advisory symbols (both sides). Spatial constraints and on-street parking demand along this section restrict implementation of full Advisory Treatment. This connects to an existing bike route on O'Shea Esp to create a pleasant recreational one.	Yes	District				\$ 210,700					
COO3-A	Cooya Beach	Bouganville St (northern end)	Park (northern end)	Palm St	On	New	SS	770	2.0	Reseal and widen road by 2.0m (as per existing section south of Palm St) to create low-speed on-road facility for shared use. Some vegetation removal may be required.	No	Neighbourhood					\$ 231,000				
POO7-B	Port Douglas	Port Douglas Rd	Macrossan St	Captain Cook Hwy	Off	Renewal	UP	260	2.5	Upgrade various sections of the existing path (western side) to provide wide shared path for major walking / cycling facility.	Yes	Principa					\$ 76,000				
COO3-B	Cooya Beach	Bouganville St (southern end)	Palm St	Meleuca Dr	On	New	AT 4 (Route Signage)	608		Install bike route signage.	Yes	Neighbourhood						\$ 1,200			
POO2-B	Port Douglas	Espanade	Macrossan St	Mowbray St	On	New	AT 4 (Route Signage)	258		Install bike route signage to establish a cycling circuit via the Espanade and Mowbray St. This is a low speed environment where road space is shared by vehicles and cyclists.	No	Neighbourhood						\$ 1,200			
POO2-A	Port Douglas	Mowbray St	Espanade	Grant St	On	New	AT 4 (Route Signage)	730		Extend Advisory Treatment from Espanade precinct via Mowbray St to create a local circuit.	No	Neighbourhood						\$ 10,000			
POO2-B	Port Douglas	Grant St	Mowbray St	Waver St	On	new	AT 2	85		Provide pavement symbols and signage for a short distance to direct cyclists from Mowbray St to Waver St (Note: Some sections of Grant St are one-way).		Neighbourhood						\$ 2,000			
POO5-B	Port Douglas	Ulysses Ave	Port Douglas Rd	Old Port Rd	On	New	EBL/SPPL	480		Install bike route signage to formalise cycling desire line. Install supplementary signage plates (directional arrow) to increase safety and minimise incidence of tourists travelling in wrong direction (i.e. contra flow to oncoming traffic).	No	Neighbourhood							\$ 1,200		
POO5-C	Port Douglas	Nautius St	Old Port Rd	Mitre St	On	New	EBL/SPPL	430		Install bike route signage and directional arrows (as per Ulysses Ave), to formalise cycling desire line.	No	Neighbourhood							\$ 1,200		
POO7-B	Port Douglas	Port Douglas Rd	Macrossan St	Captain Cook Hwy	Off	Renewal	UP	600	2.5	Upgrade various sections of the existing path (western side) to provide wide shared path for major walking / cycling facility.	Yes	Principa						\$ 190,000			
POO8-B	Port Douglas	Nautius St	Mitre St	Reef St	Off	New	SP	388	2.0	Establish new path (northern side) to provide improved local access for pedestrians. Selective removal of residential parking may be required where they encroach onto verge. Spatial constraints may limit desirable width.	No	Neighbourhood							\$ 66,200		

Treatment Codes:

- SP (Shared Path)
- UP (Path Upgrade)
- SBP (Separate Ped/ Cycle Paths)
- EBL (Exclusive Bike Lane)
- SPPL (Shared Bike & Parking Lane)
- COP (Copenhagen Style Bike Lane)
- AT1 (Advisory Tmt 1 - Parking Lane BAZ with Centre Logo)
- AT2 (Advisory Tmt 2 - Wide Kerbside Lane BAZ with Logo & Sign)
- AT3 (Advisory Tmt 3 - Parking Lane BAZ with Logo on Left)
- AT4 (Advisory Tmt 4 - Route Signage)

Total: \$ 462,600 \$ 291,400 \$ 314,600 \$ 286,200 \$ 309,000 \$ 262,200