

Local Government Infrastructure Plan

Transport Network Extrinsic Material Report

29/04/2024 – Rev 4

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1.0 Background

Redland City Council has prepared a Local Government Infrastructure Plan (LGIP) in accordance with the *Planning Act 2016* (PA) and associated rules. The LGIP identifies the type, scale, location and timing of development within the local government area for a ten (10) year period from 2021 to 2031. It also identifies trunk infrastructure to service that growth at the desired standard of service.

The following trunk infrastructure networks are included within the LGIP:

- (a) Water supply network
- (b) Sewerage network
- (c) Transport network**
- (d) Stormwater quantity network
- (e) Public parks and land for community facilities network.

The Redland City Council LGIP is Part 4 and Schedule 3 of the Redland City Plan 2018.

1.1 Purpose of report

This extrinsic material report has been prepared to assist in the interpretation of the Redland City Council LGIP. The report summarises the inputs and methodology used to prepare the **transport network** component of the LGIP and references all background studies and reports relevant to its preparation.

2.0 Planning assumptions

2.1 Development projections

Development projections provide a basis for the planning of transport network infrastructure within each planning catchment.

Development projections for the Redland City Council local government area were prepared in January 2022 and are documented in the report titled Development Projections Modelling Prepared for Redland City Council, January 2022.

2.2 Demand assumptions

Prior to undertaking network planning, the distribution of forecast population and employment growth were aligned with Councils' development activity projections at the model zone level. Once the projections of population and, employment) were inputted to the transport model, the network model then uses these projections to determine the trip demand generated by each zone and assigns trips on the network to meet this demand using a multi-class trip assignment process. Each trip on the network comprises two trip ends, one at the origin (zone) of the trip and one at its destination (zone).

Demand for the transport network is expressed in vehicle trip ends per day (vtepd). For the purpose of reporting, the demand generated within the zones in the transport model have been aggregated into two (2) service catchments. These service catchments are referred to as 'Inside the PIA' and 'Outside the PIA'.

A summary of total demand for each transport service catchment is provided in **Error! Reference source not found..**

Table 1: Existing and projected demand (EP) for each transport service catchment

Column 1 Service catchment	Column 2			
	Existing and projected demand (vtepd)			
	2021 (base date)	2026	2031	Ultimate Development
Inside PIA	649,867	681,762	708,419	742,814
Outside PIA	34,406	40,338	48,407	62,673

It is a requirement of the LGIP template that the demand generated by each land-use area is reported for each trunk infrastructure network. These area based demands have been prepared by applying the industry standard trip generation rates to the planned density for each land-use area stated in Table 2. The standard trip generation rates were determined based on traffic surveys undertaken for different types of development and take into account discounts for linked trips¹.

Table 2: LGIP planned demand rates for the transport network

Column 1 Area classification	Column 2 LGIP development types	Column 3 Transport network planned demand generation rate (vtepd / net dev ha)
Residential development		
Character residential zone	Detached dwelling	98.0

¹ For example, if someone travels from home to work, but drops their children at school on the way to work.

Column 1 Area classification	Column 2 LGIP development types	Column 3 Transport network planned demand generation rate (vtepd / net dev ha)
Emerging community zone	Detached dwelling, Attached dwelling	113.2
Low density residential zone	Detached dwelling	97.5
Precinct LDR1 Large lot residential	Detached dwelling	32.5
Precinct LDR2 Park residential	Detached dwelling	10.8
Precinct LDR3 Point Lookout residential	Detached dwelling	97.5
Precinct LDR4 Kinross Road	Detached dwelling	40.6
Low-medium density residential zone	Detached dwelling, Attached dwelling	113.2
Precinct LMDR1 SE Thornlands	Detached dwelling, Attached dwelling	113.2
Precinct LMDR2 Kinross Road	Detached dwelling, Attached dwelling	113.2
Medium density residential zone	Attached dwelling	176.0
Precinct MDR1 Park living, Capalaba	Attached dwelling	320.0
Precinct MDR2 Mount Cotton Road, Capalaba	Attached dwelling	240.0
Precinct MDR3 Shore Street East, Cleveland	Attached dwelling	320.0
Precinct MDR4 Cleveland	Attached dwelling	240.0
Precinct MDR5 Esplanade, Redland Bay	Attached dwelling	240.0
Precinct MDR6 SE Thornlands	Attached dwelling	176.0
Precinct MDR7 Eprapah Creek, SE Thornlands	Attached dwelling	176.0
Precinct MDR8 Kinross and Boundary Roads	Attached dwelling	176.0
Precinct MDR9 Kinross Road	Attached dwelling	176.0
Tourist accommodation zone	Attached dwelling	176.0
Non-residential and mixed development		
Local centre zone	Commercial, Retail, Attached dwelling	2,112.0
District centre zone	Commercial, Retail, Attached dwelling	2,112.0
Major centre zone (Victoria Point)	Commercial, Retail	3,610.0
Mixed use zone	Retail	2,000.0
Principal centre zone (Cleveland)	Commercial, Retail, Attached dwelling	4,649.6
Principal centre zone (Capalaba)	Commercial, Retail, Attached dwelling	5,799.6
Specialised centre zone (Redland Hospital)	Commercial, Retail, Community purpose (Hospital)	1,112.9
Low impact industry zone	Retail, Industrial (low impact)	720.0
Medium impact industry zone	Retail, Industrial (medium impact)	555.0
Waterfront and marine industry zone	Retail, Industrial	542.3
Precinct CF1 cemeteries and crematoria	Community purpose	100.0
Precinct CF2 community facilities	Community purpose	240.0
Precinct CF3 educational establishments	Community purpose (secondary school/college/primary school)	400.0
Precinct CF4 emergency services	Community purpose	200.0
Precinct CF5 places of worship	Community purpose	240.0
Precinct CF6 infrastructure	(no density outcome nominated)	-
Precinct CF7 future transport/green space/trail corridors	(no density outcome nominated)	-
Precinct CF8 Commonwealth facilities	Community purpose	100.0
Precinct CF9 passenger ferry terminals	Community purpose	100.0

3.0 Desired Standards of Service

The Desired Standards of Service (DSS) for the transport network ensures that transport infrastructure provision strikes a balance between traffic volumes and the carrying capacity of the network and delivers an acceptable level of service to the local community. If the transport model forecasts that the DSS will be exceeded, a future transport infrastructure project is identified to ensure that the network will achieve the DSS. In this way, a schedule of future works is prepared for the transport network that services the projected development at the DSS.

The DSS for the transport network outlined below is predominantly achieved through Council's Road hierarchy and adopted standards identified in Schedule 6, Section SC6.2 PSP No. 2—Infrastructure Works (3.0 Transport, Servicing, Access and Parking).

3.1 Roads

- 1) The desired standard of service for the trunk road network is to:
 - a) provide a functional urban and rural hierarchy of roads that supports settlement patterns, commercial and economic activities, and freight movement;
 - b) plan and design the network to ensure the operation of a trunk road or intersection is no worse than level of service C;
 - c) design the local road network to comply with Council's adopted standards identified in Planning Scheme Policy 2 – Infrastructure Works;
 - d) design road crossing structures to provide an appropriate level of flood immunity in accordance with Council's adopted standards identified in Planning Scheme Policy 2 – Infrastructure Works;
 - e) transport corridors are planned to provide for future capacity needs.

Editor's Note— Level of service C has been adopted as the minimum required level of service for major collector and arterial road infrastructure in urban conditions. Level of service C reflects volume to capacity ratio in the range of 0.55 to 0.70. This level of service has been used in the assessment of trunk road network deficiencies and the identification of required network improvements.

3.2 Cycleways

- 1) The desired standard of service for the cycleway network is to:
 - a) provide a cycleway and shared path network that is safe, attractive and convenient, which links residential areas to major activity nodes, employment centres and public transport interchanges, thereby encouraging walking and cycling as acceptable travel alternatives;
 - b) design the cycleway network to comply with Council's adopted standards identified in Planning Scheme Policy 2 – Infrastructure Works;
 - c) ensure a minimum width of:
 - i. for the Moreton Bay Cycleway, 3 metres;
 - ii. for on-road trunk cycle lanes, 1.5 metres;
 - iii. for other trunk cycleways or shared paths, 2.5 metres;
 - d) provide lighting along paths to meet Council's adopted standards identified in Planning Scheme Policy 2 – Infrastructure Works to ensure visibility, safety and security;
 - e) design concrete or sealed cycleways or shared paths to provide an appropriate level of flood immunity in accordance with Council's adopted standards identified in Planning Scheme Policy 2 – Infrastructure Works;
 - f) ensure the grade on shared paths and exclusive cycleways are kept to a minimum but are not less than 0.4%. Grades greater than 8% are undesirable over an extended path length;
 - g) ensure sealed shoulders intended for bicycle lanes are continuous through intersections.

3.3 Public transport (bus stops)

- 1) The desired standard of service for the public transport (bus stops) network is to:
 - a) provide public transport (bus stops) infrastructure to support future mode share in accordance with the Planning Scheme Part 3 Strategic framework – Theme: liveable communities and housing, Part 9 Development codes – Transport, servicing, access and parking code, and Zone codes;
 - b) provide bus stops including bus stations, bays, shelters, seating and transport information in accordance with the Department of Transport and Main Roads' Public Transport Infrastructure Manual 2016;
 - c) provide a public transport stop within approximately 400m of each dwelling in an urban area;
 - d) provide an electrical connection to all new bus stops;
 - e) gutter mesh is required for all new bus stops;
 - f) ensure public transport infrastructure complies with the Disability Standards for Accessible Public Transport 2002 (Transport Standards).

4.0 Transport network planning

The types of infrastructure listed in Table 3 may be considered to be trunk transport infrastructure for the purpose of LGIP planning.

Table 3: Trunk transport infrastructure types

Trunk transport infrastructure types
Trunk infrastructure for the local roads network includes land and work for the following infrastructure items: (a) new and upgraded major roads being arterial, subarterial and major collector roads; and (b) within a major road, associated intersections, traffic lights, islands, signage, barriers, road marking, lighting, bridges, culverts, kerb and channel, local road drainage, pedestrian footpaths and cycleways within the road reserve and on road cycleways provided in accordance with Redland City Council guidelines.
Trunk infrastructure for the cycleways and shared pathway network includes land and work for primary and strategic on-road and off-road linkages and includes associated lighting, culverts, bridges, directional information signage and surface marking.
Trunk infrastructure for the bus stops network includes work for the following infrastructure items: (a) within major Council roads being arterial, sub-arterial and major collector roads, associated bay, shelter, gutter mesh, electrical connection, seating, and transport information signage provided in accordance with Redland City Council guidelines and Disability Standards for Accessible Public Transport; and (b) serving a minimum catchment of 800 EP within 400m of the bus stop.

Planning for the transport network includes land acquisition where this is an integral part of a project.

Planning undertaken for the area to be serviced with a transport network is documented in the following reports:

- Redland City Local Government Infrastructure Plan – Road Network Review prepared by Vietch Lister Consulting Pty Ltd and dated August 2022.
- Northern Greenway Options Analysis prepared by ARUP Australia Pty Ltd and dated 27 June 2022.
- Technical Note: LGIP Action Transport Network Project Review prepared by Redland City Council (Rebecca Philip) and dated September 2022.
- Technical Note: LGIP Road Network Project Review prepared by Redland City Council (Rebecca Philip) and dated June 2022.
- Redland City Council Local Government Infrastructure Plan prepared by Redland City Council and dated July 2018.

5.0 Infrastructure costs

The PA defines establishment cost of trunk infrastructure to be-

- (a) *For existing infrastructure –*
 - i. *The current replacement cost of the infrastructure as reflected in the relevant local government asset register; and*
 - ii. *The current value of the land acquired for the infrastructure*
- (b) *For future infrastructure – all the costs of land acquisition, financing, and design and construction, for the infrastructure*

The establishment cost of trunk transport infrastructure has been calculated as follows.

5.1 Cost of land

The establishment cost of existing land used for trunk transport infrastructure was obtained from Redland City Council's asset register.

Where land is required for future trunk transport infrastructure, the establishment cost is derived from an assessment provided by Redland City Council's Property Services Team.

5.2 Cost of works

The establishment cost of existing trunk transport infrastructure (works) was obtained from Redland City Council's asset register.

The establishment cost of future trunk transport infrastructure (works) was calculated using unit rates based on recent projects that have been designed and/or constructed by Redland City Council.

The unit rates used to calculate the establishment cost of trunk transport infrastructure are documented in the reports titled:

- Technical Note: LGIP Action Transport Network Project Review prepared by Redland City Council and dated September 2022; and
- Technical Note: LGIP Road Network Project Review prepared by Redland City Council and dated September 2022.

5.3 On-cost allowance

On-costs represent the owner's project costs and may include master planning, survey, geotechnical investigations, design, project management, contract administration and environmental investigations. An on-cost allowance of:

- 18% has been applied to future projects within the transport network that are identified as Infrastructure provider (Council) delivered in the schedule of works model. This is consistent with the on-cost allowance used by Councils Project Delivery Group.
- 11% has been applied to future projects within the transport network that are identified as Developer delivered in the schedule of works model. This is consistent with the maximum on-costs stated in the Redland City Council Adopted Infrastructure Charges Resolution (No. 3.2) 2023.

No on-cost allowance was applied to land costs within the transport network.

5.4 Contingency allowance

A contingency allowance is included in the establishment cost of future trunk infrastructure to deal with known risks. A contingency allowance of:

- 15% has been applied to future projects within the transport network that are to be delivered within 1-5 years.
- 25% has been applied to future projects within the transport network that are to be delivered within 6-10 years.

No contingency allowance was applied to land costs within the transport network.

6.0 Transport network schedule of works

Table 4 provides a list of trunk infrastructure planned for the transport network and included in the LGIP.

Table 4: Future trunk transport infrastructure included in the LGIP

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost ²
TR-P-20	Intersection - Heinemann Road (Sub Arterial Road): Intersection upgrade at Double Jump Road	2026 - 2031	\$944,795
TR-L-78	Trunk Road - New Major Collector - South East Thornlands: 2 lane collector Boundary Rd to Cleveland-Redland Bay	2026 - 2031	\$3,163,155
TR-L-79	Trunk Road - Double Jump Rd: Realignment Heinemann to Kingfisher	2026 - 2031	\$4,322,439
TR-L-80	Trunk Road - New Major Collector Stub: 2 lane undivided trunk collector off Panorama Drive	2024 - 2026	\$2,095,225
TR-L-83	Trunk Road - German Church Road: Seal widening from Cleveland-Redland Bay Road to Heinemann Road	2026 - 2031	\$8,092,686
TR-L-87	Trunk Road - Wellington Street: Upgrade to 2 lanes plus breakdowns from South Street to Panorama Drive	2024 - 2026	\$44,456,501
TR-L-91	Trunk Road - German Church Rd: Seal widening Cleveland Redland Bay to Gordon Rd and realignment School of Arts Rd	2031 - 2036	\$9,195,344
TR-L-92	Trunk Road - School of Arts Road: Seal widening and channelisation from German Church Road to Collins Street	2031 - 2036	\$5,961,038
TR-L-93	Trunk Road - Serpentine Creek Road: seal widening and channelisation from Collins St to Cleveland Redland Bay Rd	2026 - 2031	\$11,090,520
TR-L-94	Trunk Road - Sturgeon Street road corridor preservation from Northern Arterial Road to Starkey Street	2031 - 2036	\$638,126
TR-L-97	Trunk Road - Kingfisher Road: Seal widening and intersection upgrade from Erapah Creek to Realignment	2031 - 2036	\$12,475,164
TR-L-98	Trunk Road - Hamilton Street: Seal widening and channelisation from Pitt Street to Peel Street	2031 - 2036	\$3,069,652
TR-L-99	Trunk Road - Springacre Road: Seal widening and intersection upgrade from Erapah Creek to Erapah Road	2031 - 2036	\$1,081,235
TR-L-100	Trunk Road - Kinross Road: Divided major collector w/ breakdowns from Boundary Rd to 3rd new roundabout	2024 - 2026	\$19,881,545
TR-L-102	Trunk Road - Pitt Street: Seal widening and channelisation from Weinam Street to Hamilton Street	2031 - 2036	\$2,820,238
TR-L-103	Trunk Road - Dinwoodie Road: Upgrade to 2 lane major collector Cleveland-Redland Bay Road to Boundary Rd	2031 - 2036	\$21,279,398

Note—²The establishment cost is expressed in cost terms as at the base date (July 2021).

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost2
TR-L-104	Trunk Road - Wellington Street: upgrade 2 to 4 lanes from Enterprise Street to Russell Street	2031-2036	\$91,155,998
TR-L-105	Trunk Road - Panorama Drive (Arterial Road): Upgrade from 2 to 4 lanes from Boundary Road to Wellington Rd	2024 - 2026	\$68,565,739
TR-L-106	Trunk Road - Bunker Road (Sub Arterial Road): Seal widening from Brookvale Drive to Realignment	2031 - 2036	\$29,592,269
TR-L-108	Trunk Road - Double Jump Road: Seal widening from Cleveland-Redland Bay Road to Heinemann Road	2026 - 2031	\$75,119,526
TR-L-109	Trunk Road - Gordon Road: Intersection upgrades from Cleveland Redland Bay Road to Government Road	2031 - 2036	\$12,382,383
TR-L-111	Trunk Road - Beveridge Rd: Upgrade collector Redland Bay Rd to Rachow St	2026 - 2031	\$3,709,566
TR-L-112	Trunk Road - Meissner Street: Seal widening and intersection upgrade at Weinam Street Government Road	2031 - 2036	\$2,605,633
TR-L-115	Trunk Road - Double Jump Rd: Realignment Heinemann to Kingfisher, new intersection Heinemann, roundabout Bunker	2025 - 2030	\$12,154,686
TR-L-NEW-2	Trunk Road - Rickertt Road – Tingalpa Creek Bridge to West of Thorneside Road – Duplications to 4 lanes	2031 - 2036	\$14,556,855
TR-L-122	Cycle Path - New 2.5m Off-Road Cycle Path Bryce Place to Macfarlan Street	2029 - 2034	\$249,209
TR-L-124	Cycle Path - New 2.5m Off-Road Cycle Path Burbank Road, Birkdale	2024 - 2029	\$212,981
TR-L-125	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Burbank Road, Birkdale	2024 - 2029	\$63,340
TR-L-126	Cycle Path - New 2.5m Off-Road Cycle Path Barron Rd, Birkdale	2024 - 2029	\$391,964
TR-L-127	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Old Cleveland Road East, Birkdale	2024 - 2029	\$1,090,573
TR-L-129	Cycle Path - New 2.5m Off-Road Cycle Path Tom Place - Baily Rd, Birkdale	2024 - 2029	\$310,623
TR-L-131	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Creek Road, Birkdale	2029 - 2034	\$721,555
TR-L-138	Cycle Path - New 2.5m Off-Road Cycle Path William Street, Birkdale	2024 - 2029	\$416,827
TR-L-140	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Collingwood/Pitt Road, Birkdale	2024 - 2029	\$306,043
TR-L-141	Cycle Path - New 2.5m Off-Road Cycle Path Pitt Road, Birkdale	2024 - 2029	\$138,743
TR-L-142	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Marlborough Road, Wellington Point	2024 - 2029	\$323,914
TR-L-145	Cycle Path - New 2.5m Off-Road Cycle Path Riverton Drive, Wellington Point	2024 - 2029	\$333,518
TR-L-146	Cycle Path - New 2.5m Off-Road Cycle Path Old Cleveland Road East, Wellington Point	2024 - 2029	\$390,109
TR-L-147	Cycle Path - New 2.5m Off-Road Cycle Path Old Cleveland Road East, Wellington Point	2024 - 2029	\$591,293
TR-L-156	Cycle Path - New 2.5m Off-Road Cycle Path Walton Way/Alan Day Drive, Wellington Point	2024 - 2029	\$484,170
TR-L-159	Cycle Path - New 2.5m Off-Road Cycle Path Esplanade, Wellington Point	2024 - 2029	\$217,519

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost2
TR-L-162	Cycle Path - New 2.5m Off-Road Cycle Path Apsley Street, Wellington Point	2024 - 2029	\$171,696
TR-L-163	Cycle Path - New 2.5m Off-Road Cycle Path Duke Street, Wellington Point	2024 - 2029	\$118,605
TR-L-166	Cycle Path - New 2.5m Off-Road Cycle Path Fernbourne Road, Wellington Point	2024 - 2029	\$172,313
TR-L-167	Cycle Path - New 2.5m Off-Road Cycle Path Armagh Street, Ormiston	2029 - 2034	\$150,394
TR-L-168	Cycle Path - New 2.5m Off-Road Cycle Path Mccarthy Street, Wellington Point	2029 - 2034	\$227,633
TR-L-169	Cycle Path - New 2.5m Off-Road Cycle Path Wellington Street, Wellington Point	2029 - 2034	\$801,880
TR-L-170	Cycle Path - New 2.5m Off-Road Cycle Path Wellington Street, Wellington Point	2029 - 2034	\$370,950
TR-L-171	Cycle Path - New 2.5m Off-Road Cycle Path Wellington Street, Wellington Point	2029 - 2034	\$379,595
TR-L-172	Cycle Path - New 2.5m Off-Road Cycle Path Beckwith Street, Ormiston	2029 - 2034	\$322,440
TR-L-175	Cycle Path - New 2.5m Off-Road Cycle Path Horatio Street, Ormiston	2029 - 2034	\$218,686
TR-L-180	Cycle Path - New 2.5m Off-Road Cycle Path Bainbridge Street, Ormiston	2029 - 2034	\$449,795
TR-L-181	Cycle Path - New 2.5m Off-Road Cycle Path Winship Street, Ormiston	2029 - 2034	\$196,564
TR-L-182	Cycle Path - New 2.5m Off-Road Cycle Path Russell Street, Cleveland	2029 - 2034	\$376,678
TR-L-184	Cycle Path - New 2.5m Off-Road Cycle Path Clarke Street, Cleveland	2029 - 2034	\$280,771
TR-L-185	Cycle Path - New 2.5m Off-Road Cycle Path Dundas Street, Cleveland	2024 - 2029	\$219,940
TR-L-186	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Sturgeon Street, Ormiston	2024 - 2029	\$749,283
TR-L-189	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Conochie Place to Beckwith, Ormiston	2024 - 2029	\$130,160
TR-L-191	Cycle Path - New 2.5m Off-Road Cycle Path Mcmillan Road, Alexandra Hills	2024 - 2029	\$822,044
TR-L-193	Cycle Path - New 2.5m Off-Road Cycle Path McDonald Road, Alexandra Hills	2024 - 2029	\$457,060
TR-L-194	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Flinders Street, Alexandra Hills	2024 - 2029	\$915,899
TR-L-205	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Middle St to Toondah	2029 - 2034	\$407,785
TR-L-210	Cycle Path - New 2.5m Off-Road Cycle Path Shore st E (Wharf to cross)	2029 - 2034	\$427,929
TR-L-213	Cycle Path - New 2.5m Off-Road Cycle Path Fitzroy Street, Cleveland	2029 - 2034	\$168,442
TR-L-214	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Fitzroy Street, Cleveland	2029 - 2034	\$971,300
TR-L-215	Cycle Path - New 2.5m Off-Road Cycle Path Henry Ziegenfusz Park	2029 - 2034	\$316,440
TR-L-216	Cycle Path - New 2.5m Off-Road Cycle Path Beach Street, Cleveland	2029 - 2034	\$1,075,909
TR-L-219	Cycle Path - New 2.5m Off-Road Cycle Path South Street, Thornlands	2029 - 2034	\$238,677
TR-L-221	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Smith Street, Cleveland	2029 - 2034	\$342,775
TR-L-225	Cycle Path - New 2.5m Off-Road Cycle Path Moreton Road North, Thornlands	2029 - 2034	\$287,323

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost2
TR-L-226	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Moreton Road North, Thornlands	2029 - 2034	\$87,510
TR-L-227	Cycle Path - New 2.5m Off-Road Cycle Path Vintage Drive to Reisling, Thornlands	2029 - 2034	\$266,600
TR-L-243	Cycle Path - New 3m Off-Road Cycle Path Oak Street, Ormiston	2029 - 2034	\$497,350
TR-L-244	Cycle Path - Upgrade 3m Off-Road Cycle Path Wellington Street, Ormiston	2029 - 2034	\$47,560
TR-L-247	Cycle Path - New 3m Off-Road Cycle Path Beckwith Street to Empire, Ormiston	2029 - 2034	\$499,500
TR-L-255	Cycle Path - New 2.5m Off-Road Cycle Path Runnymede Road, Capalaba	2024 - 2029	\$141,738
TR-L-257	Cycle Path - New 2.5m Off-Road Cycle Path Korawal Street, Capalaba	2024 - 2029	\$740,421
TR-L-263	Cycle Path - New 2.5m Off-Road Cycle Path Pittwin Road North, Capalaba	2024 - 2029	\$259,509
TR-L-266	Cycle Path - New 2.5m Off-Road Cycle Path Anderson Street, Capalaba	2024 - 2029	\$294,896
TR-L-270	Cycle Path - New 2.5m Off-Road Cycle Path Valley Way, Mount Cotton	2024 - 2029	\$643,023
TR-L-274	Cycle Path - New 2.5m Off-Road Cycle Path Bangalow Street, Victoria Point	2029 - 2034	\$309,801
TR-L-275	Cycle Path - New 2.5m Off-Road Cycle Path Point O'Halloran Road, Victoria Point	2024 - 2029	\$677,533
TR-L-276	Cycle Path - New 2.5m Off-Road Cycle Path Point O'Halloran Road, Victoria Point	2024 - 2029	\$677,441
TR-L-278	Cycle Path - New 2.5m Off-Road Cycle Path Orana Esplanade, Victoria Point	2024 - 2029	\$197,573
TR-L-279	Cycle Path - New 2.5m Off-Road Cycle Path Orana Esplanade, Victoria Point	2024 - 2029	\$331,151
TR-L-280	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Thompson Street, Victoria Point	2024 - 2029	\$330,608
TR-L-285	Cycle Path - New 2.5m Off-Road Cycle Path German Church Road, Redland Bay	2029 - 2034	\$602,617
TR-L-287	Cycle Path - New 2.5m Off-Road Cycle Path School Of Arts Road, Redland Bay	2029 - 2034	\$562,185
TR-L-291	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Boundary Street, Redland Bay	2024 - 2029	\$92,149
TR-L-292	Cycle Path - New 2.5m Off-Road Cycle Path Boundary Street, Redland Bay	2024 - 2029	\$210,172
TR-L-293	Cycle Path - New 2.5m Off-Road Cycle Path Boundary Street, Redland Bay	2024 - 2029	\$63,920
TR-L-294	Cycle Path - New 2.5m Off-Road Cycle Path Broadwater Terrace, Redland Bay	2024 - 2029	\$180,071
TR-L-295	Cycle Path - New 2.5m Off-Road Cycle Path Broadwater Terrace, Redland Bay	2024 - 2029	\$156,301
TR-L-296	Cycle Path - New 2.5m Off-Road Cycle Path Broadwater Terrace, Redland Bay	2024 - 2029	\$461,992
TR-L-300	Cycle Path - New 2.5m Off-Road Cycle Path Pitt Street, Redland Bay	2024 - 2029	\$958,237
TR-L-304	Cycle Path - New 2.5m Off-Road Cycle Path Salisbury Street, Redland Bay	2024 - 2029	\$135,132
TR-L-306	Cycle Path - New 2.5m Off-Road Cycle Path Government/miessner Rd, Redland Bay	2024 - 2029	\$421,885
TR-L-307	Cycle Path - New 2.5m Off-Road Cycle Path Meissner Street, Redland Bay	2024 - 2029	\$240,200
TR-L-308	Cycle Path - New 2.5m Off-Road Cycle Path Banana Street, Redland Bay	2024 - 2029	\$201,312

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost2
TR-L-309	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Banana Street, Redland Bay	2024 - 2029	\$186,204
TR-L-310	Cycle Path - New 2.5m Off-Road Cycle Path Weinam Street, Redland Bay	2024 - 2029	\$141,379
TR-L-311	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Esplanade, Redland Bay	2024 - 2029	\$493,575
TR-L-312	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Parklink Drive, Redland Bay	2024 - 2029	\$144,482
TR-L-314	Cycle Path - Upgrade 2.5m Off-Road Cycle Path SOAR foreshore link north	2024 - 2029	\$321,695
TR-L-315	Cycle Path - Upgrade 2.5m Off-Road Cycle Path The Boulevard, Redland Bay	2024 - 2029	\$259,332
TR-L-318	Cycle Path - New 2.5m Off-Road Cycle Path Meissner Street, Redland Bay	2024 - 2029	\$91,030
TR-L-330	Cycle Path - New 2.5m Off-Road Cycle Path Torquay Road, Redland Bay	2029 - 2034	\$435,386
TR-L-333	Cycle Path - New 2.5m Off-Road Cycle Path Phillip Street, Redland Bay	2029 - 2034	\$308,773
TR-L-336	Cycle Path - New 2.5m Off-Road Cycle Path Serpentine Creek Rd, Redland Bay	2029 - 2034	\$387,977
TR-L-337	Cycle Path - New 2.5m Off-Road Cycle Path Shanahan Street, Redland Bay	2029 - 2034	\$291,123
TR-L-338	Cycle Path - New 2.5m Off-Road Cycle Path Shanahan Street, Redland Bay	2029 - 2034	\$162,018
TR-L-339	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Serpentine Creek Rd, Redland Bay	2029 - 2034	\$184,641
TR-L-345	Cycle Path - New 2.5m Off-Road Cycle Path Mooroondu Road, Thorneside	2029 - 2034	\$473,494
TR-L-349	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Bluebell Street, Alexandra Hills	2024 - 2029	\$65,302
TR-L-354	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Paige Court, Wellington Point	2024 - 2029	\$62,787
TR-L-357	Cycle Path - New 2.5m Off-Road Cycle Path Valley Road, Wellington Point	2024 - 2029	\$128,348
TR-L-359	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Russell Street, Cleveland	2029 - 2034	\$181,850
TR-L-361	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Passage Street, Cleveland	2029 - 2034	\$48,194
TR-L-362	Cycle Path - New 2.5m Off-Road Cycle Path Fitzroy Street, Cleveland	2029 - 2034	\$149,382
TR-L-363	Cycle Path - Upgrade 2.5m Off-Road Cycle Path Fitzroy Street, Cleveland	2029 - 2034	\$35,353
TR-L-365	Cycle Path - Upgrade 3m Off-Road Cycle Path Nora Street, Thorneside	2029 - 2034	\$434,116
TR-L-366	Cycle Path - New 3m Off-Road Cycle Path Queens Esplanade, Thorneside	2029 - 2034	\$165,402
TR-L-367	Cycle Path - Upgrade 3m Off-Road Cycle Path Dorsal Drive, Birkdale	2029 - 2034	\$601,606
TR-L-368	Cycle Path - New 3m Off-Road Cycle Path Dorsal Drive, Birkdale	2029 - 2034	\$896,365
TR-L-369	Cycle Path - New 3m Off-Road Cycle Path Beachcrest Road, Wellington Point	2029 - 2034	\$703,329
TR-L-370	Cycle Path - LGIP TR-L-370 Cycle path, Main Rd - 315 Main Rd to Main Rd Wellington Point	2024 - 2029	\$371,753
TR-L-374	Cycle Path - Upgrade 3m Off-Road Cycle Path Gordon Street, Ormiston	2029 - 2034	\$381,983

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost2
TR-L-375	Cycle Path - New 3m Off-Road Cycle Path Raby Esplanade, Ormiston	2029 - 2034	\$335,055
TR-L-376	Cycle Path - Upgrade 3m Off-Road Cycle Path Neilson Road, Ormiston	2029 - 2034	\$1,481,035
TR-L-384	Cycle Path - Upgrade 3m Off-Road Cycle Path Orana Esplanade, Victoria Point	2029 - 2034	\$467,410
TR-L-386	Cycle Path - Upgrade 3m Off-Road Cycle Path Rosebud Esplanade, Victoria Point	2029 - 2034	\$162,860
TR-L-388	Cycle Path - New 3m Off-Road Cycle Path Masters to Pelican, Victoria Point	2024 - 2029	\$805,454
TR-L-392	Cycle Path - New 3m Off-Road Cycle Path Benfer Road, Victoria Point	2024 - 2029	\$618,653
TR-L-394	Cycle Path - New 3m Off-Road Cycle Path North Street, Redland Bay	2024 - 2029	\$579,748
TR-L-395	Cycle Path - New 3m Off-Road Cycle Path Junee to toquay	2029 - 2034	\$746,191
TR-L-396	Cycle Path - New 3m Off-Road Cycle Path Serpentine Creek Rd to Shoreline	2029 - 2034	\$682,680
TR-L-398	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Mary Pleasant Drive, Birkdale	2029 - 2034	\$561,755
TR-L-400	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Crown Road, Birkdale	2024 - 2029	\$343,424
TR-L-405	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Bainbridge Street, Ormiston	2029 - 2034	\$38,768
TR-L-407	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Delancey Street, Ormiston	2029 - 2034	\$59,564
TR-L-408	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Gordon Street, Ormiston	2029 - 2034	\$128,111
TR-L-409	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Raby Esplanade, Ormiston	2029 - 2034	\$87,270
TR-L-412	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Masthead Drive, Cleveland	2029 - 2034	\$179,411
TR-L-413	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Sentinel Court, Cleveland	2029 - 2034	\$76,892
TR-L-414	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane shore street north, Cleveland	2029 - 2034	\$311,833
TR-L-416	Cycle Lane - Upgrade 2m On-Road Cycle Lane Queen Street, Cleveland	2024 - 2029	\$189,231
TR-L-417	Cycle Lane - Upgrade 2m On-Road Cycle Lane Island Street, Cleveland	2024 - 2029	\$163,997
TR-L-418	Cycle Lane - Upgrade 2m On-Road Cycle Lane Coburg Street East, Cleveland	2024 - 2029	\$134,818
TR-L-428	Cycle Lane - Upgrade 2m On-Road Cycle Lane Orana Esplanade, Victoria Point	2024 - 2029	\$48,267
TR-L-434	Cycle Lane - Upgrade 2m On-Road Cycle Lane Anita Street, Redland Bay	2024 - 2029	\$73,563
TR-L-435	Cycle Lane - Upgrade 2m On-Road Cycle Lane Main Street, Redland Bay	2024 - 2029	\$130,879
TR-L-436	Cycle Lane - Upgrade 2m On-Road Cycle Lane Broadwater Terrace, Redland Bay	2024 - 2029	\$72,677
TR-L-437	Cycle Lane - Upgrade 2m On-Road Cycle Lane Pitt Street, Redland Bay	2024 - 2029	\$128,508
TR-L-438	Cycle Lane - Upgrade 2m On-Road Cycle Lane School Of Arts Road, Redland Bay	2024 - 2029	\$156,454
TR-L-439	Cycle Lane - Upgrade 2m On-Road Cycle Lane Torquay Road, Redland Bay	2024 - 2029	\$73,946
TR-L-441	Cycle Path - New 2.5m Off-Road Cycle Path Outridge Street, Redland Bay	2029 - 2034	\$23,444

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost2
TR-L-443	Cycle Path - New 2.5m Off-Road Cycle Path Highgrove Street, Thornlands	2029 - 2034	\$803,993
TR-L-449	Cycle Lane - Upgrade 2m On-Road Cycle Lane Tolson Terrace, Ormiston	2029 - 2034	\$25,822
TR-L-452	Cycle Lane - Upgrade 2m On-Road Cycle Lane Jerry Place, Thornlands	2029 - 2034	\$34,645
TR-L-454	Cycle Path - New 2.5m Cycle Boardwalk Manning Esplanade, Thornlands	2029 - 2034	\$2,714
TR-L-458	Cycle Lane - Upgrade 2m On-Road Cycle Lane Nelson Road, Wellington Point	2024 - 2029	\$75,449
TR-L-461	Cycle Lane - Upgrade 2m On-Road Cycle Lane Delancey Street, Ormiston	2029 - 2034	\$168,789
TR-L-462	Cycle Lane - Upgrade 2m On-Road Cycle Lane Delancey Street, Cleveland	2024 - 2029	\$36,602
TR-L-464	Cycle Lane - Upgrade 2m On-Road Cycle Lane Korawal Street, Capalaba	2024 - 2029	\$95,003
TR-L-470	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Avalon Road, Sheldon	2029 - 2034	\$345,576
TR-L-471	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane West Mt Cotton Road	2029 - 2034	\$911,187
TR-L-472	Cycle Lane - Upgrade 1.5m On-Road Cycle Lane Schoeck Rd	2029 - 2034	\$250,523
TR-L-473	Cycle Lane - New 1.5m On-Road Cycle Lane Schoeck Rd (unfinished road)	2029 - 2034	\$64,451
TR-L-NEW1	Cycle Path - Upgrade 3m Off-Road Cycle Path Mary Pleasant Drive	2025 - 2030	\$1,484,799
TR-L-NEW2	Cycle Path - Upgrade 3m Off-Road Cycle Path Northern Greenway Stage 1 (Pitt-Starkey)	2023 - 2025	\$2,676,631
TR-L-NEW3	Cycle Path - Upgrade 3m Off-Road Cycle Path Northern Greenway Stage 2 (Birkdale-Pitt)	2024 - 2026	\$3,685,882
TR-L-NEW4	Cycle Path - Upgrade 3m Off-Road Cycle Path Northern Greenway Stage 3 (Starkey-Sturgeon)	2025-2027	\$2,073,675
TR-L-NEW5	Cycle Path - Upgrade 3m Off-Road Cycle Path Northern Greenway Stage 4 (Sturgeon-Shore Street West)	2026 - 2028	\$5,006,774
TR-L-NEW6	Cycle Path - Upgrade 3m Off-Road Cycle Path Northern Greenway Stage 5 (Tingalpa Creek-Birkdale)	2029-2031	\$3,268,287
Total			\$526,689,036

