LGIP Active Transport – Extrinsic Material

Planning methodology

The trunk active transport network is planned to help service the active travel needs over the next 15 years. Unlike road networks, strategic transport models are not currently available to forecast the extent and location of future links required to cater for growth. The active network has therefore been developed using an iterative planning approach by examining:

- connections to and within future growth areas and existing areas,
- growth trends in walking and cycling,
- the growth for other modes of transport,
- changing standards in the type of facilities required, and
- State government planning.

The resulting network is consistent with the ***Sunshine Coast Active Transport Plan 2011-2031*** and has been confirmed through consultation with the community and stakeholders.

As pedestrians and cyclists can choose to walk and cycle anywhere in the region, the infrastructure charge contributions have not been limited to the location of any development but have been applied to a single region wide catchment and network.

Prioritisation methodology

The demand for additional or upgraded links in the network easily exceeds the forecast funding available for the LGIP active transport program. Potential active transport projects are prioritised to ensure that the most deserving and beneficial projects are funded first.

The prioritisation methodology uses five criteria to score individual projects. The criteria used are:

Criteria	Measures
Connectivity	Number and diversity of destinations served by the project. Activity centres, education, district & local centres, public transport stations, community facilities, sports, open space, hospitals.
Demand	Population in proximity to the project. Derived from population forecast and urban footprint.
Safety	Contribution to a safer travel environment. Based on inherent safety of infrastructure type.
Cost effectiveness	Comparison of the overall benefits against the cost. Benefit determined by the scores for connectivity and demand.
Corporate alignment	Match of the project against current strategic goals. Based on hierarchy in network.

Further details on the criteria, weighting and scoring are included in ***Criteria_15_16 v2.pdf***.

Unit Rates

In general, unit rates have been used to estimate a 2016 Base Estimate Cost for each project. The unit rates are as provided by Cardno for asset revaluation purposes. Where unit rates were not available for specific categories of projects, the unit rates provided by Aurecon in 2012 for the previous Priority Infrastructure Program have been used after indexing to the 2016 base using the Road and Bridge Construction Index, Queensland.

Unit rates are detailed in the file ***2016 Unit Rates for Active Transport LGIP 2.xls***.

For three projects, detailed estimates or quotations are available, these estimates have been used instead of those based on unit rates. The source of the estimated costs are detailed below:

Item ID	Project	Basis of estimate
13077	Nambour Connection Rd – Pathway	Detailed design estimate 2015/2016
189	Minyama to Mooloolaba Cycleway Stage 4B (River Esp)	Detailed design estimate 2015/2016
18836	Minyama to Mooloolaba Cycleway Stage 5 (Bridge River Esp/Bindaree Cr)	GHD Conceptual Investigation Report 2015 – Concept 2 - Mid Cost

Liaison with DTMR

The proposed projects have been discussed in detail with DTMR North Coast Region on 6th November 2015.