



VERSION 1.0

CCRC PATHWAY IMPLEMENTATION PLAN

JULY 2017

CASSOWARY COAST REGIONAL COUNCIL

CCRC PATHWAY IMPLEMENTATION PLAN

PROJECT BACKGROUND

In 2009 following the amalgamation of Cardwell and Johnstone Shires consultants Cardno Eppell Olsen (Cardno) were engaged to prepare the Cassowary Coast Cycle and Pedestrian Strategy. The purpose of the strategy was to collate and detail information on the pedestrian and cycle network in the Council area and to identify where future facilities should be provided. The process undertaken included a review of current infrastructure and an extensive consultation program to identify projects that would complete pathways by targeting missing sections; identify focal points that generate traffic and consulting with stakeholders.

The Cassowary Coast Cycle and Pedestrian Strategy provides Council with a robust and reliable planning document to guide Council's investment into the expansion of its pathway network. Council wants to ensure that expansion of its pathway network is strategic, planned and deliberate and helps Council to deliver on its strategic vision of regional growth. The implementation plan aims to manage community expectations by being realistic about Council's ability to deliver an affordable and sustainable pathway network and empowers Council to remain focused on key immediate priorities while still recognising the longer term aspirations of the community.

PRINCIPAL CYCLE NETWORK PLAN

To demonstrate its commitment to the provision of strategic pathway infrastructure Council has formally endorsed the Department of Transport and Main Roads (TMR) Far North Queensland Principal Cycle Network Plan (PCNP). Endorsement of the aspirational plan allows Council to influence the ongoing refinement of the plan and also apply for grants under the Queensland Governments Cycle Network Local Government Grants program.

PATHWAY IMPLEMENTATION PLAN

The Cassowary Coast Cycle and Pedestrian Strategy sets the strategic framework for the pathway network however to turn the strategy into projects an implementation plan that sets priorities is required. This plan takes the existing work and applies a simple and effective approach to identify and prioritise Council's key objectives in regards to the provision of new pathways within the region. Figure 1 details how the implementation plan connects the strategy to projects that will be delivered to the community.

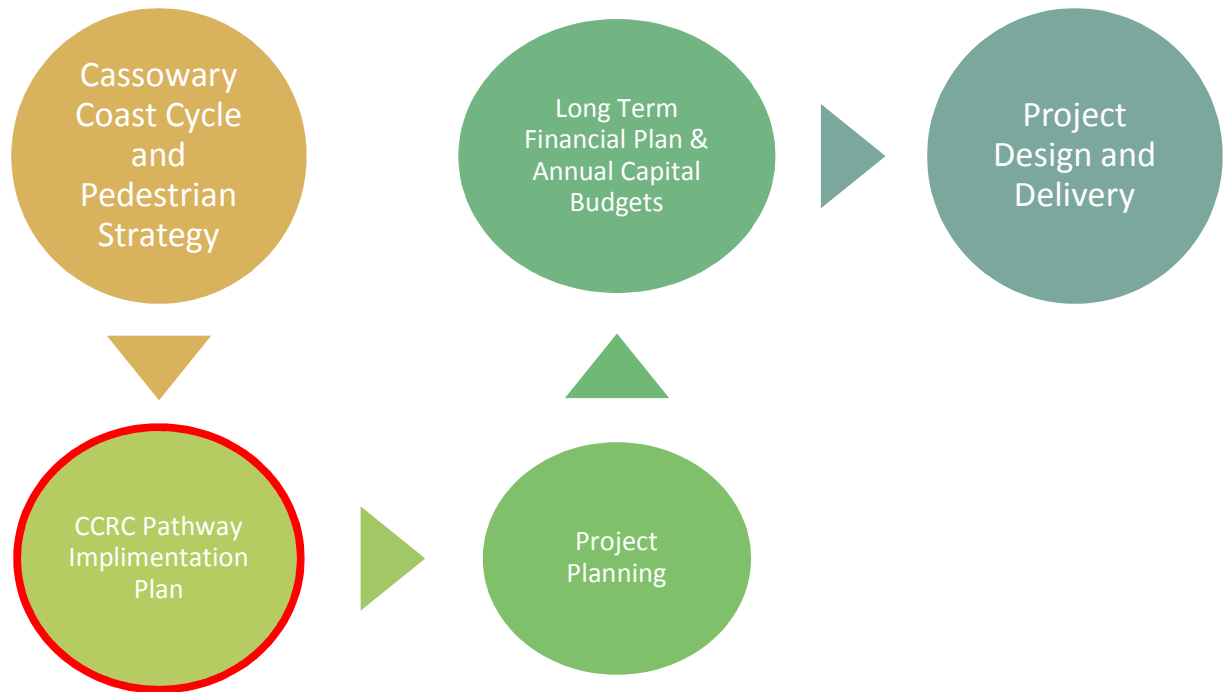


Figure 1

PROJECT PRIORITISATION

The Cassowary Coast Cycle and Pedestrian Strategy and to subsequent customer requests resulted in approximately 100km of on road and off road cycle and pedestrian facilities requested by the community. This was made up of 51km of on road and 49km of off road pathways.

PRELIMINARY PRIORITISATION

As Council has competing budget demands it was considered appropriate to shortlist the 49km list by applying a pathway hierarchy approach which will deliver an expanded network likely to get the most use and provide the greatest community access outcomes.

The shortlisted paths were Principal and District paths. A multi criteria analysis (MCA) was then undertaken on the shortlisted pathways to assist Council in identifying its regional priorities. The following concepts were used to undertake initial prioritisation:

- * Hierarchy Score - Higher order pathways should offer the biggest benefit to the largest portion of the community
- * Trying to avoid duplication of service (i.e. parallel alternatives, duplicating both on and off road).

- * Network Connectivity (missing links)
- * Construction Complexity (delivering more metres for the money)
- * Existing Usage (formalising popular routes)
- * Developer contributions (investing in areas where developers have contributed to trunk infrastructure)

The full criteria and scoring methodology is provided in Appendix 1.

COUNCIL WORKSHOP AND DETAILED PRIORITISATION

A Council workshop on the 11 May 2017 was used to undertake the detailed prioritisation of the shortlisted pathways. The workshop provided Councillors with an opportunity to provide input on behalf of the community and apply practical and contemporary thinking to the project shortlist. Figure 2 provides the prioritised list following the Council workshop.

Priority	Pathway
Immediate Priorities	Seaview Street
	Murray Street
	Wongaling Beach Road
	Goondi Oval
Secondary Priorities	Tully Mission Beach Road
	McGowan Drive
	Bruce Highway to Clifford
	Reynolds Road
	Fitzgerald Esplanade
	The Corso
	Aluart Road
	McGowan Drive/Bruce Highway
	South Mission Beach Bike Club
Long Term Priorities	Kennedy Esplanade
	Banfield Parade/ Reid Road
	Paul Street
	Bryant Street
	Flying Fish Point Road
	Fred Drew Park Connection

Figure 2

Full commentary of the prioritisation rationale applied to the shortlisted projects can be seen in Appendix 2.

PROJECT PLANNING & DELIVERY

Adoption of this implementation plan will allow Council to focus its planning and design resources on the immediate priority projects. In consultation with Council and through provision of forward design funding projects will be planned, designed and delivered by Council's Infrastructure Services Department.

PROJECT FUNDING

LONG TERM FINANCIAL PLAN AND ANNUAL BUDGETS

Council has a robust long term financial plan and annual budgeting process which uses a multi criteria analysis and management moderation process to produce a prioritised list of projects for Council consideration. Council retains the ability to adjust the long term financial plan and annual budget to adapt to the communities priorities both short and long term which may include consideration of pathways not considered as a priority in this plan. The pathway projects that have been identified in this plan will be included in Council's long term financial planning and annual budget considerations.

STRATEGIC USE OF GRANT FUNDING

Councils is committed to capitalising on all available funding mechanisms to provide improved and sustainable services to its community. Council is also aware that to improve its likelihood of attracting grants projects need to be strategic, planned and shovel ready. To ensure that the delivery of Council's priorities is as streamlined as possible Council will endeavour to only build projects that have been identified as priorities in the plan. Council will need to consider the implications of providing internal funding to match the funding program (if required) and should substantial grants be received Council will bring forward the program of works and deliver on the priorities identified in Figure 2.

Council will also be mindful of the ongoing cost of infrastructure funded by grants and choose an appropriate standard of construction that provides a fit for purpose asset that Council can afford to maintain and replace.

EXISTING NETWORK CONSIDERATIONS

The provision of a pathway network forms part of Council's overall transport infrastructure network. As asset sustainability receives increased attention from Council it is important to consider some decisions from the past and their ongoing influence on Council's bottom line.

Provision of strategic higher order infrastructure provides a service to a larger cross section of the community and sees benefits of the service realised by more ratepayers and visitors. As with other network assets the lower the order of an asset in the network the fewer users typically receive benefit from the asset. Put simply the return on investment typically decreases in line with a reduction hierarchy level.

It is for this reason that Council should consider as part of good asset management and service provision the potential to not replace lower order paths that are in poor condition or at end of life. While this service reduction will effect a small number of users the concurrent provision of an expanded higher order network will provide an overall increase to the service the community receives from its pathway network.

While financial savings might be only relatively small the shift from providing access / local paths to a higher order network will provide a better Regional Level of Service, reduces council's public liability exposure and ensures operational funding is shifted to a more strategic service provision.

PLAN REVIEW PROCESS

PERIODIC REVIEWS

Council will undertake periodic reviews of the CCRC Pathway Implementation Plan at least every 5 years or as required due to changed priorities or a change in funding meaning that the planned projects are delivered.

COMMUNITY REQUESTS

Council occasionally receives requests or petitions from the community to construct new pathways. Upon receipt of such requests a review of whether the pathway was identified in the Cassowary Coast Cycle and Pedestrian Strategy and was therefore considered in the prioritisation process for the CCRC Pathway Implementation Plan. If the pathway has not been considered a priority Council will advise the customer that the request was not identified as a priority, but will be considered in the next review of the CCRC implementation plan.

APPENDIX 1 – MULTI CRITERIA ANALYSIS CRITERIA AND WEIGHTING

Criteria & Weighting	Description	Score
Hierarchy Score 25%	Principal - Highest order pathway connecting communities	5
	District - connection to places of significance	4
	Commercial - commercial and CBD areas	3
	Local - Some connectivity function, connects higher order pathways to access pathways, local access to beaches or local parks	2
	Access -local access only, small catchment and low number or specific type of user	1
Duplication 20%	No duplication (no alternative route)	3
	Some duplication (less direct alternative route available)	2
	Most duplication (as direct alternative route available)	1
Network Connectivity 25%	Connects a missing link in the network	2
	Extends the network	1
	No network in the area, Isolated asset	0
Construction Complexity 10%	Clear verge with no known impediments	3
	Some complexity, minor earth works, minor drainage concerns, no resumptions required	2
	Major bridging required, Major earthworks required, land ownership issues, environmental issues	1
Existing Usage 10%	Route regularly used by high numbers of pedestrians and cyclists	3
	Route occasionally used by a very moderate number of pedestrians and cyclists	2
	No or very infrequent use by a very small number of pedestrians and cyclists	1
Developer Contribution 10%	Developer contributions received in general area	1
	No known developer contributions received in general area	0

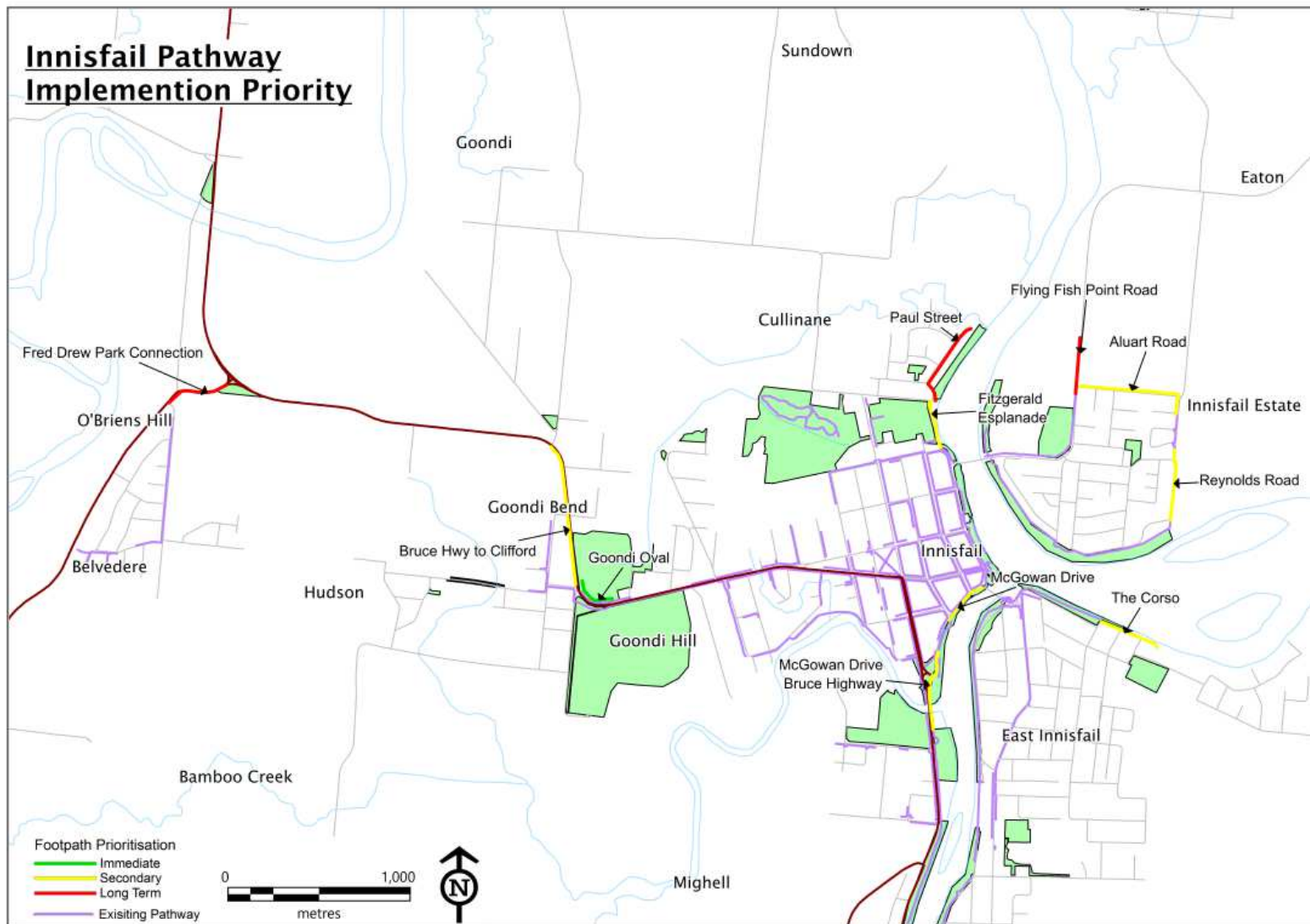
APPENDIX 2 – PRELIMINARY PRIORITISATION RESULTS

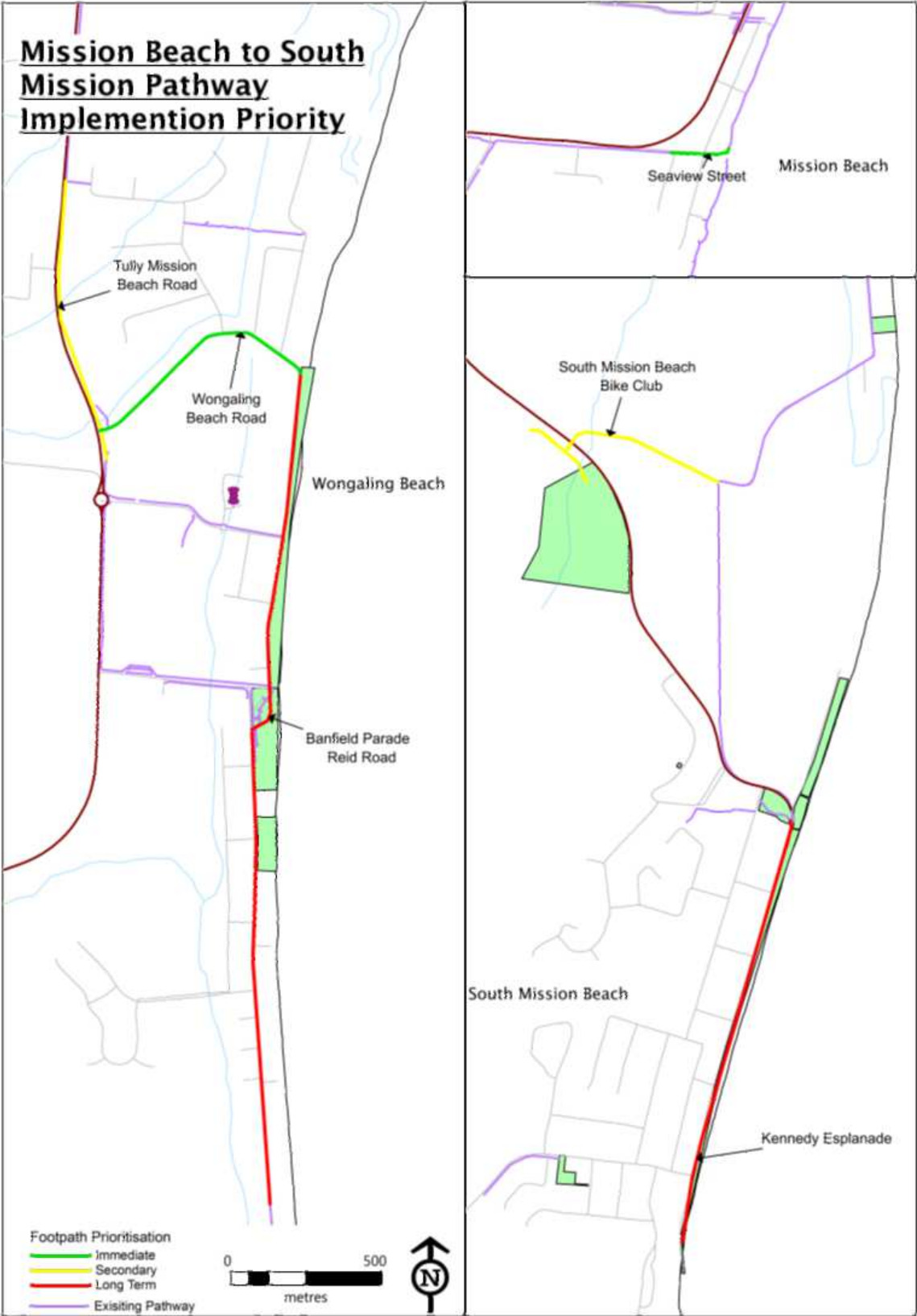
				Hierarchy Score	Duplication	Network Connectivity	Construction Complexity/Cost	Existing Usage	Developer Contribution	
Footpath name	Locality	Length m	Hierarchy	25%	20%	25%	10%	10%	10%	Weighted Priority Score
Seaview Street	Mission Beach	201	PRINCIPAL	5	3	2	3	3	1	3.05
Wongaling Beach Road	Wongaling Beach	1375	PRINCIPAL	5	2	2	2	3	1	2.75
Tully Mission Beach Road	Wongaling Beach	943	PRINCIPAL	5	2	2	1	3	1	2.65
Kennedy Esplanade	South Mission Beach	1445	PRINCIPAL	5	2	1	2	2	1	2.40
Banfield Parade/ Reid Road	Wongaling Beach	1947	PRINCIPAL	5	2	1	2	2	1	2.40
Murray Street	Tully	267	DISTRICT	4	3	1	2	3	0	2.35
Paul Street	Cullinane	492	DISTRICT	4	3	1	2	2	1	2.35
McGowan Drive	Innisfail	256	DISTRICT	5	1	2	1	3	0	2.35
Bruce Highway to Clifford	Goondi	775	PRINCIPAL	5	3	1	1	1	0	2.30
Goondi Oval	Goondi	229	PRINCIPAL	5	2	1	2	2	0	2.30
Reynolds Road	Innisfail Estate	395	DISTRICT	4	2	2	2	1	1	2.30
Bryant Street	Tully	687	PRINCIPAL	4	3	1	2	2	0	2.25
Fitzgerald Esplanade	Innisfail	268	DISTRICT	4	3	1	1	2	1	2.25
The Corso	East Innisfail	340	DISTRICT	4	3	1	1	3	0	2.25
Flying Fish Point Road	Innisfail Estate	309	DISTRICT	4	3	1	2	1	0	2.15
Aluart Road	Innisfail Estate	647	DISTRICT	4	2	2	2	0	0	2.10
Driver reviver	Belvedere	90	DISTRICT	4	3	1	1	1	0	2.05
McGowan Drive/Bruce Highway	Innisfail	444	DISTRICT	4	1	2	1	2	0	2.00
South Mission Beach Bike Club	SOUTH MISSION BEACH	834	PRINCIPAL	4	2	1	2	1	0	1.95

APPENDIX 3 – WORKSHOP OUTCOMES

Priority	Pathway	Workshop Commentary	Map Reference
Immediate Priorities	Seaview Street	Provides key link between existing pathway on Seaview St and Ulysses Track. High tourism use	Mission Beaches
	Murray Street	High use and constrained site. Priority project for Tully township.	Tully
	Wongaling Beach Road	Provides improved connection to beach and backpackers. Also improves connective to Tully Mission Beach Road path via Sanctuary Crescent.	Mission Beaches
	Goondi Oval	Connection important for School and areas of Goondi and Hudson.	Innisfail
Secondary Priorities	Tully Mission Beach Road	Alternative access via Sanctuary Crescent currently available. Challenging topography and vegetation.	Mission Beaches
	McGowan Drive	Challenging geotechnical and riverine issues will required detailed planning.	Innisfail
	Bruce Highway to Clifford	While connectivity is recognised current users are predominantly using vehicular transport or existing roadside verges.	Innisfail
	Reynolds Road	To be further considered when development in Innisfail Estate occurs	Innisfail
	Fitzgerald Esplanade	Existing verges and parkland considered fit for use at this time.	Innisfail
	The Corso	To be considered alongside traffic management arrangements to enhance constructability potential.	Innisfail
	Aluart Road	To be further considered when development in Innisfail Estate occurs	Innisfail
	McGowan Drive/Bruce Highway	To be considered alongside strategic review of caravan parks and riverside parkland.	Innisfail
	South Mission Beach Bike Club	Existing access to/from Frogs Hollow considered fit for predominant user group (mountain bikes)	Mission Beaches
Long Term Priorities	Kennedy Esplanade	Beach considered as the primary access for users. Limited road and verge area and drainage will make pathway construction challenging.	Mission Beaches
	Banfield Parade/ Reid Road	Reid Road has wide area for on road cycling and flat verges for off road access. Access to beach is also provided.	Mission Beaches
	Paul Street	Existing verges and parkland considered fit for use at this time.	Innisfail
	Bryant Street	To be further considered when development in to the north of Tully occurs. Route also to be considered depending on where growth occurs.	Tully
	Flying Fish Point Road	To be further considered when development in Innisfail Estate occurs	Innisfail
	Fred Drew Park Connection	Limited benefit envisaged at this time. TMR corridor and priorities for road works need future consideration.	Innisfail

APPENDIX 4 – NETWORK MAPS





Tully Pathway Implementation Priority

