

Highest Priority Route Options Analysis

Cycle Network Local Government Grants (CNLGG)

The CNLGG program provides funding to councils to deliver cycling and supporting infrastructure on the principal cycle network. As a special initiative for the 2019-20 grant round, up to 50 percent grant funding is available for councils for projects which will deliver options analyses to develop a pipeline of quality projects for delivery of highest priority routes (HPR) on locally-controlled portions of the principal cycle network (PCN).

Funding requirements

For the 2019-20 grant round, 50 percent grant funding is available for undertaking options analyses, in collaboration with key stakeholders, to deliver fit-for-purpose and continuous cycling facilities along HPR.

Projects are considered eligible if they meet the following requirements:

- project delivers options analysis for HPR in line with the Priority Route Maps
- project complies with scope and deliverable requirements listed below
- project can be completed in the 2019-20 financial year.

Approved projects will be funded over one financial year. Detailed design and or construction funding applications may be submitted separately, upon finalisation of the options analysis project.

Application requirements

To apply for 50 percent grant funding for an options analysis project, councils must complete all fields in the Highest Priority Route Options Analysis application form.

Approved projects – scope requirements

The project must:

- Undertake options analysis of HPR, identifying preferred alignment and design, high level cost estimate and delivery strategy detailing staging, prioritisation and funding source.
- Engage with, and address input from, stakeholders such as the Department of Transport and Main Roads district and bicycle user groups at key milestones in the delivery of options analysis.

The activities listed in Table 1 are intended to be a guide and represent the minimum expected to be undertaken. Alternative approaches will be considered and must be detailed in application submission.

Councils may decide whether the options analysis is undertaken in-house or by a contractor. The Cycle Grants team can provide input on project briefs for tendering a contract for approved project if required.

Table 1: In Scope and Out of Scope.

<i>In Scope</i>
<p><i>Project Planning</i></p> <ul style="list-style-type: none"> • Prepare project management plan covering scope, tasks, time, cost, resources, risk and safety. • Prepare stakeholder engagement plan identifying key stakeholders and proposed stakeholder consultation and communication activities.
<p><i>Background Investigations and Basis for Design</i></p> <ul style="list-style-type: none"> • Review previous and current planning, related projects, transport network, crash history and safety, demographics, site conditions, facilities, civil structures and utilities. • Install data counters within the route and at possible decision points. • Identify and assess existing and future transport needs, adjacent/connecting land use, major origins and destinations, and wayfinding opportunities and improvements. • Investigate environmental, heritage, hydraulic, geotechnical and property constraints. • Review connectivity to improve accessibility to the wider cycle network addressing principal cycle network desire lines. • Conduct site visit to ground truth existing conditions and to create GIS inventory and map/s of existing cycling facilities and infrastructure. • Identify and assess relevant standards and guidelines, opportunities, constraints and risks. • Hold workshop to develop basis for design for fit-for-purpose cycling infrastructure that supports riders of all ages and abilities. • Prepare working paper documenting background investigations and basis for design, and level of service and standard of facility required.
<p><i>Route Options</i></p> <ul style="list-style-type: none"> • Identify and develop route options for a continuous cycling facility. • Develop and undertake options analysis methodology to identify preferred route. • Hold workshop to facilitate stakeholder review and further development of route options, and inform assessment and selection of preferred option(s). • Prepare working paper documenting route options, analysis methodology and outcomes, and recommended preferred option(s).
<p><i>Design Treatment Options</i></p> <ul style="list-style-type: none"> • Identify and develop options for a continuous cycling facility consistent with basis for design. • Develop and undertake options analysis methodology to identify preferred design treatment option(s) along route. • Hold workshop to facilitate stakeholder review and further development of design treatment options, and inform assessment and selection of preferred option(s). • Prepare working paper documenting design options, analysis methodology and outcomes, and recommended preferred option(s).
<p><i>Options Analysis Report</i></p> <ul style="list-style-type: none"> • Develop concept plan for the preferred option(s) including conceptual layout drawings and typical cross sections. • Undertake risk assessment and environmental scan, identify possible land requirements, consider and assess potential impacts. • Hold workshop to review safety in design aspects of concept for preferred option(s). • Conduct site visit with stakeholders to ground truth concept designs and costings. • Prepare delivery strategy identify staging, prioritisation, high level cost estimates, and potential funding and delivery mechanisms. • Prepare options analysis report summarising background investigations and options development and assessment, and stakeholder input and how it has been addressed, and detailing concept plan and assessments, and delivery strategy.
<i>Out of Scope</i>
<ul style="list-style-type: none"> • Transport modelling • Detailed design • Land acquisition • Construction • Marketing • Public consultation (other than targeted consultation).

Approved projects – deliverable requirements

The project should achieve the milestone and deliverables listed in Table 2. The milestones and deliverables listed represent the minimum expected to be produced and correspond to the payment schedule.

Table 2: Milestones and Deliverables.

	Milestone	Deliverable
Step 1	Project Management Plan	<ul style="list-style-type: none"> Submit Project Management Plan for review. Plan should cover scope, tasks, time, cost, resources, risk and safety.
	Stakeholder Engagement Plan	<ul style="list-style-type: none"> Submit Stakeholder Engagement Plan for review. Plan should identify key stakeholders and proposed stakeholder consultation and communication activities.
Step 2	Working Paper 1	<ul style="list-style-type: none"> Submit working paper for review that documents background investigations, basis for design, and level of service and standard of facility required.
Step 3	Working Paper 2	<ul style="list-style-type: none"> Submit working paper for review that documents route options, analysis methodology and outcomes, and recommended preferred option(s).
Step 4	Working Paper 3	<ul style="list-style-type: none"> Submit working paper for review that documents design options, analysis methodology and outcomes, and recommended preferred option(s).
Step 5	Options Analysis Report	<ul style="list-style-type: none"> Submit options analysis report for approval that summarises background investigations, options development and assessment, and stakeholder input and how it has been addressed, and details concept plan, risk assessment and environmental scan, and delivery strategy.

All deliverables need to be submitted to the TMR Cycle Grants (contact details below) team for approval and responding to feedback from the TMR district offices is not considered approval of a deliverable.

Throughout project delivery, councils should regularly check-in with the appointed departmental technical advisor who will provide route planning assistance and design assistance on best practice design treatments.

Councils should consider, but are not limited to, priority design treatment options detailed in *Active Transport Investment Program Technical Requirements (ATIPTR)*. All designs must comply with the ATIPTR.

Upon finalisation of the options analysis project, councils may apply for detailed design and or construction funding where appropriate and possible.

Queensland Cycling Strategy 2017-2017

This funding initiative supports deliver of *Queensland Cycling Action Plan 2017-2019*, Action 1.3:

- Invest \$40 million through the Cycling Infrastructure Program to accelerate delivery of the highest priority routes on the local government-controlled portions of the principal cycle network by providing grants for:
 - design and construction of cycling and supporting infrastructure
 - delivery of long links with targeted promotion to boost cycling participation
 - planning to develop a pipeline of high priority projects.

Contact information

If you have any further enquiries please contact the Cycle Grants team:

Cycling Grants	Email: TMR.Cycle.Grants@tmr.qld.gov.au Phone: 3066 3802
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