

# Priority Design Treatments

## Cycle Network Local Government Grants

### Scope

The Cycle Network Local Government Grants (CNLGG) program provides funding to councils to deliver cycling and supporting infrastructure on the principal cycle network. As a special initiative for the 2018-19 grant round, 100 percent grant funding is available for councils to design projects which will deliver one of the following priority design treatments:

1. retrofit of devices to physically separate bicycles from motor vehicle traffic on an existing on-road cycle facility
2. new on-road bike lanes which are physically separated from motor vehicle traffic (also called cycle tracks) or
3. advisory lane or cycle street treatment.

The *Queensland Cycle Strategy 2011-2021* has a vision for more cycling, more often. CNLGG is targeting funding towards achieving this vision, specifically towards using design treatments which are nationally and internationally recognised as best practice for providing a safe environment, leading to greater participation from people of all ages and abilities.

### Funding requirements

100 percent grant funding is available for the 2018-19 funding round for identified priority design treatments. Please note, a maximum of 50 percent grant funding still applies to the construction of these facilities. Construction funding applications should be submitted separately, upon finalisation of the project design.

### Application requirements

To apply for 100 percent grant funding for a priority design treatment project, councils should complete all fields in the normal CNLGG application form. The following details should be included to register it as a priority design treatment project application:

- Project summary – identify which of the applicable treatment options the project will undertake (dot points 1-3 outlined above).
- Construction type – select design as your Infrastructure Type (only design projects will be considered for 100 percent grant funding. A construction application can be submitted next round once the design project is complete).
- Project cost – please provide a project cost estimate and list full amount under state contribution.
- Project description – clearly identify the scope of the project.
- Provide a preliminary concept design for the route.

## Approved projects – deliverables

The project must deliver a detailed design plan for a project(s) on a High Priority Route on the Principal Cycle Network.

It is your council's decision as to whether the design is undertaken in-house or by a contractor. If you would like advice on contractors with relevant experience in designing separated cycling facilities, please contact the [TMR Cycle Grants team](#).

The Department of Transport and Main Roads' technical advisors are able to provide input on project briefs and technical requirements for the purpose of tendering a contract if required.

Projects approved for funding should be rolled out through the following steps:

- Step 1 – Re-submit a concept design for approval, if required. Identify staged delivery for detailed design, where relevant.
- Step 2 – Regularly check-in with appointed departmental technical advisor (advisors will provide design assistance on best practice design treatments as project progresses).
- Step 3 – Submit a draft design plan for review.
- Step 4 – Submit a final detailed design plan for approval.
- Step 5 – Apply for construction funding as part of the next CNLGG funding round, where appropriate and possible.

All designs must comply with the *Cycling Infrastructure Program Technical Requirements*. Please note this document includes specific guidance on priority design treatments.

## Contact information

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

Cycling Grants	Email: <a href="mailto:TMR.Cycle.Grants@tmr.qld.gov.au">TMR.Cycle.Grants@tmr.qld.gov.au</a> Phone: 3066 3640
Website	<a href="https://www.tmr.qld.gov.au/Travel-and-transport/Cycling">https://www.tmr.qld.gov.au/Travel-and-transport/Cycling</a>