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SEPT
2021

COOKTOWN AND LAKELAND

Active Transport Plans



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COOK SHIRE COUNCIL

DRAFT FOR CONSULTATION

Table of Contents

Executive Summary	vi
1.0 Introduction	1
1.1 Scope.....	1
1.2 Project objectives	1
1.3 Methodology	2
1.4 Background: relevant plans and strategies	2
Part A: Cooktown.....	5
1.0 Background	6
1.1 Principal Cycle Network Plan and Priority Routes Map	6
1.2 Cooktown Cycle Route Strategy	9
1.3 Other relevant plans and strategies.....	10
2.0 Existing situation.....	11
2.1 Existing Infrastructure	11
2.2 Demographics	14
2.3 Active transport use	15
2.4 Crash data	18
2.5 Traffic data.....	20
2.6 Land use/destinations	20
2.7 Desire lines.....	25
2.8 Opportunities and constraints.....	25
3.0 Stakeholder and community engagement outcomes.....	28
4.0 Cooktown network plan.....	29
4.1 Facility types.....	31
5.0 Cooktown Implementation plan.....	33
5.1 Prioritisation process	33
5.2 Implementation plan	33

5.3	Funding opportunities	35
Part B: Lakeland		36
6.0	Background	37
6.1	Principal Cycle Network Plan	37
6.2	Lakeland Local Plan	37
6.3	Other relevant plans and strategies	41
7.0	Existing situation	42
7.1	Existing Infrastructure	42
7.2	Demographics	42
7.3	Active transport use	43
7.4	Crash data	45
7.5	Traffic Data	45
7.6	Land use/destinations	45
7.7	Desire lines	47
7.8	Opportunities and constraints	48
8.0	Stakeholder and community engagement outcomes	49
9.0	Lakeland network plan	50
9.1	Facility types	51
10.0	Lakeland implementation plan	53
10.1	Prioritisation process	53
10.2	Implementation plan	53
10.3	Funding opportunities	54
Part C: Other Supporting Strategies		55
11.0	Supporting Strategies	56
Glossary		60
References		62
Appendix A: Cooktown Cycle Strategy concept plans (TMR, 2017)		63



Appendix B: Community engagement outcomes64

Appendix C: Implementation Plans.....70

Figures

Figure 1: Project methodology..... 2

Figure 2: Cooktown Principal Cycle Network map..... 7

Figure 3: Cooktown Priority Route Map 8

Figure 4: Cooktown Cycle Route Strategy - overview map 9

Figure 5: Cooktown existing situation and pathway widths 12

Figure 6: Existing Walking trails surrounding Cooktown (black dashed lines)..... 13

Figure 7: Cooktown age structure..... 14

Figure 8: Cook Shire Council, Index of Relative Socio-economic Advantage and Disadvantage, 2016..... 15

Figure 9: Cooktown journey to work (walking) - 2016 census 16

Figure 10: STRAVA Heatmap showing cycling activity in Cooktown 17

Figure 11: STRAVA Heatmap showing walking/running activity in Cooktown..... 18

Figure 12: Cooktown Pedestrian and Cycle Crashes (2010-2020)..... 19

Figure 13: Cook Shire Zoning Plan Map - Cooktown 21

Figure 14: Cook Shire Zoning Plan Map - Cooktown and surrounds 22

Figure 15: Existing walking and cycling destinations - Cooktown..... 24

Figure 16: Walking and cycling desire lines - Cooktown..... 26

Figure 17: Opportunities and constraints - Cooktown..... 27

Figure 18: Draft active transport network plan – Cooktown..... 30

Figure 19: Cooktown ATNP - existing and proposed facility types 32

Figure 20: Far North Queensland Principal Cycle Network Plan map..... 38

Figure 21: Lakeland Local Plan - future land use intent 39

Figure 22: Lakeland Local Plan - future pathway network..... 40

Figure 23: Lakeland SA1 Quick Stats - 2016 Census 42

Figure 24: STRAVA Heatmap showing cycling activity in Lakeland 44

Figure 25: STRAVA Heatmap showing walking/running activity in Lakeland..... 44

Figure 26: Cook Shire Zoning Plan Map - Lakeland 46

Figure 27: Walking and cycling desire lines - Lakeland 47

Figure 28: Opportunities and constraints - Lakeland..... 48

Figure 29: Draft active transport network plan - Lakeland.....51
 Figure 30: Draft active transport facility types - Lakeland.....52

Tables

Table 1: Summary of relevant plans and strategies - Cook Shire 3
 Table 2: Summary of other relevant plans and strategies - Cooktown..... 10
 Table 3: Cooktown journey to work and car ownership data - 2016 census..... 16
 Table 4: State-controlled Road traffic data - Cooktown 20
 Table 5: Active transport hierarchy - Cooktown..... 29
 Table 6: Cooktown High priority projects..... 34
 Table 7: Summary of other relevant plans and strategies - Lakeland 41
 Table 8: Lakeland journey to work and car ownership data – 2016 census..... 43
 Table 9: State-controlled road traffic data - Lakeland 45
 Table 10: Active transport hierarchy - Lakeland 50
 Table 11: Lakeland High priority projects 53
 Table 12: Promotion and encouragement actions..... 56
 Table 13: Mid-journey and end-of-trip facilities actions 57
 Table 14: Monitoring and evaluation actions 58
 Table 15: Implementation actions 59

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Executive Summary

Zwart Transport Planning (ZTP), as a sub-consultant to Otium Planning Group (OPG), have been commissioned by Cook Shire Council (CSC) to develop active transport plans for two townships: Cooktown and Lakeland.

The purpose of this report is to document the background analysis undertaken, summarise feedback from stakeholder and community engagement, and present the draft walking and cycling network plans for the two towns. The network plans developed will guide investment and delivery of infrastructure and supporting strategies will be proposed to increase walking and cycling participation in the Shire. The report is divided into three parts:

- Part A: Cooktown
- Part B: Lakeland
- Part C: Other supporting strategies.

BACKGROUND

Pathway planning in Cook Shire has been undertaken progressively over several years, with the key recent plans listed below (further detail on these plans is provided in the 'Background' sections in Part A and Part B):

- *Far North Queensland Principal Cycle Network Plan* (PCNP) (Department of Transport and Main Roads, 2016)
- *Far North Queensland Principal Cycle Network Plan - Priority Route Maps* (Department of Transport and Main Roads, 2017)
- *Lakeland Local Plan* (Cook Shire Council, 2017).

These plans have been incorporated into the draft Active Transport Network Plans for the two townships. They have been reviewed and the network refined based on the background and existing situation review, as well as in response to community and stakeholder feedback.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Stakeholder and community engagement on draft issues, opportunities, constraints and a draft active transport network occurred in April 2021 with the following activities (held 20-21 April 2021):

- Project briefing with Mayor and Councillors
- Meeting with CSC Executive Leadership team
- Internal workshop with CSC staff
- Meetings with select students and staff at Endeavour Christian School (Cooktown), Cooktown State School and Lakeland State School
- Community drop-in sessions in Lakeland and Cooktown, supported by attendance by the Mayor and Councillors.

DRAFT ACTIVE TRANSPORT NETWORK PLANS

The draft Active Transport Network Plans have been developed using a network hierarchy utilising the principal cycle network and local links (described in detail in the report) for the two towns. The proposed network plans are shown in Figure E 1 (Cooktown) and Figure E 2 (Lakeland).

Recommended facility types for each network link have also been proposed and detailed on maps in the report.

Figure E 1: Draft Active Transport Network Plan - Cooktown

Cooktown Draft active transport network plan

Legend

- Destinations
- Walking Trail Destinations
- Cooktown AT Network**
- Principal cycle route
- Iconic cycle route
- Local pathways
- Trail Investigation
- Land Uses**
- Education Facility
- Hospital
- Parks and open space
- Conservation Areas



0 0.4 0.8 1.2 km

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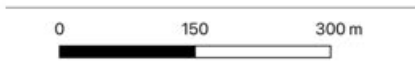
Map Data : © State of Queensland (Department of Natural Resources, Mines and Energy) 2020

Figure E 2: Draft Active Transport Network Plan - Lakeland

Lakeland Draft active transport network plan

Legend

- Destinations
- Lakeland AT Network**
- Iconic cycle route
- Local pathways
- Land Uses**
- Education Facility
- Hospital
- Parks and open space
- Conservation Areas



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IMPLEMENTATION

Implementation plans have been developed for Cooktown and Lakeland which identify future projects, costs and priorities for implementation. The prioritisation process has ranked projects based on high, medium or low priority. High priority project considered the following criteria:

High priority projects

- Network Enhancement and Connectivity – fills a missing link in the network, connects to key destinations
- Safety – location is currently hazardous and unsafe for users, and is/ has the potential to be used by vulnerable users
- Community demand – location has been identified by the community and/or lots of people are already using/or will use the link/route
- High Tourism potential – location has the potential to attract tourists and can also be used as a recreation route by the local community
- Value for money - Low cost/high value projects highest priority. Project can be completed as part of another project and/or is eligible for funding from another agency.

A summary of the high priority projects for each town is provided in Parts A and B of this report, with detailed implementation plans for both towns in Appendix C.

Alternative funding opportunities are also identified, highlighting the importance of applying for external grants as well as increasing Council funding to deliver the proposed active transport networks. Council should allocate an annual capital works budget for active transport as well as investigate innovative ways to raise funds.

OTHER SUPPORTING STRATEGIES

Finally, to maximise use of infrastructure identified and delivered through the Active Transport Network Plans, supporting strategies are proposed to increase people walking and cycling in the two townships (and potentially other locations across the Shire). The key action areas identified for Cook Shire include:

- Promotion and encouragement such as encouraging children walking and cycling to school, participating in national active transport events, investigating providing on-line maps and investigate events and activities to promote cycle tourism in the Shire
- Mid-journey and end-of-trip facilities such as providing shade and “cool routes”, rest areas, signage and bike parking
- Monitoring and evaluation
- Implementation including funding investigations and maintenance.

The active transport planning in this report covers movement within and around the townships. Longer distance trips between towns and bushwalking and mountain biking routes are not part of the scope of the project, however connections to these longer distance routes have been incorporated.

Requests for bushwalking and mountain bike trails was a consistent theme raised during the stakeholder engagement for residents and tourists. As a result, it is recommended that Council:

- Undertake further investigations into additional walking and mountain bike opportunities within and outside of the townships. Promote these for residents and tourists. This could be developed as a *Trail Based Tourism Strategy* to investigate and promote trail related opportunities.

1.0 Introduction

1.1 SCOPE

Zwart Transport Planning (ZTP), as a sub-consultant to Otium Planning Group (OPG), have been commissioned by Cook Shire Council (CSC) to develop active transport plans for two townships: Cooktown and Lakeland.

The purpose of this report is to document the background analysis undertaken, summarise feedback from stakeholder and community engagement, and present the draft walking and cycling network plans for the two towns. The network plans developed will guide investment and delivery of infrastructure and supporting strategies will be proposed to increase walking and cycling participation in the Shire.

Cooktown is the largest town in the Shire (with a population of around 2,600 people). Lakeland is considerably smaller (with a population of around 300 people) but sits at a strategic location at the junction of the Mulligan Highway and Peninsula Developmental Road. Lakeland is considered 'the gateway to the Cape' and is expected to experience significant population growth over the next decade, which will place pressure on existing infrastructure and services.

The active transport planning in this report covers movement within and around the townships. Longer distance trips between towns and bushwalking and mountain biking routes are not part of the scope of the project, however connections to these longer distance routes have been incorporated.

1.2 PROJECT OBJECTIVES

The Cook Shire Active Transport Plans project aims to encourage more people to ride and walk in the Shire. Council seeks to achieve the following:

- Conduct research to identify relevant background information and issues
- Map the existing cycling environment, including:
 - existing and planned infrastructure
 - trip generators and attractors, such as employment areas, schools, shopping areas, sport and recreation facilities, natural attractions, tourist features, community facilities
- Undertake community consultation with any user groups and other stakeholders (including Councillors and Council staff) to identify existing levels of use and latent demand, identify other actions, such as the development of brochures and maps, events and an education campaign
- Use the data gathered to develop draft cycling plans for review
- Plans to be issued for community comment (we are here)
- Plans to be refined based on community feedback
- Final plans to be adopted by Council.

This project aims to implement initiatives in Council's operational plan and will complement and support two other plans that are being developed concurrently:

- Cooktown Event Centre Precinct Master Plan
- Recreational Vehicle (RV) Strategy for Cook Shire.

1.3 METHODOLOGY

The methodology undertaken for the development of the active transport plan is illustrated in Figure 1 below.

Figure 1: Project methodology



1.4 BACKGROUND: RELEVANT PLANS AND STRATEGIES

There are several plans and strategies that will also influence the planning and delivery of walking and cycling facilities in the Shire. These are summarised in Table 1.

Table 1: Summary of relevant plans and strategies - Cook Shire

DOCUMENT TITLE	SUMMARY OF DOCUMENT	RELEVANCE TO PROJECT
Queensland Cycling Strategy 2017-2027	<ul style="list-style-type: none"> • Vision for “more cycling more often” • Aim to provide infrastructure that makes it easier and more comfortable for all types of people to ride as an everyday activity • Physically separating cycleways makes riding safer and supports less confident riders to start cycling 	The Queensland Government supports local government to deliver cycling infrastructure as part of the Cycling Network Local Government Grants Program. It provides 50% funding towards projects that are identified as a high priority on the Principal Cycle Network Plan – Priority Route Maps. Projects must also meet the facility requirements outlined in the Active Transport Infrastructure Program guidelines.
Queensland Walking Strategy 2019-2029	<ul style="list-style-type: none"> • Vision for “an easy choice for everyone, every day” • Aims to create well planned walkable communities and planning for safe streets that are well connected and cater for all ages and abilities • Overall objective to encourage more people to walk more often • Proposes to integrate walking into all projects 	Future pathways likely to be shared paths for both walkers and bicycle riders, so need to ensure proposed facilities meet the needs of both user groups.
Cook Shire Council 10 Year Community Plan (Cook Shire Council, 2021)	<p>The Community Plan outlines the community’s aspirations, priorities and vision for the future of the Shire and sets out the key strategies required to achieve these aspirations.</p> <p>‘Accessibility and Connectivity’ is one of six themes of the plan. The theme outcome is: ‘A growing Shire that supports active, connected and mobile communities.’</p> <p>Relevant actions under the ‘Accessibility and Connectivity’ theme include:</p> <ul style="list-style-type: none"> • Support active transport to enhance walking and cycling in Cook Shire • Facilitate a safe, efficient and reliable transport network • Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use • Prioritise pedestrians through safe streets, slower speed zones and shared spaces • Ensure our parks, open spaces, and community facilities are well utilised and connect people regionally 	The Community Plan shows there is significant support and an expectation from the community that high quality walking and cycling networks will continue to be developed across the Shire. It also provides direction for the subsequent five-year Corporate Plan and the annual Operational Plan.

DOCUMENT TITLE	SUMMARY OF DOCUMENT	RELEVANCE TO PROJECT
Cook Shire Council Planning Scheme (2017)	<p>The Local Government Infrastructure Plan (LGIP) includes plans for new and upgraded trunk infrastructure. The desired standards of service for the transport network include “Provide safe and convenient pedestrian pathways and cycleways network in the townships.”</p> <p>Furthermore, several park upgrades are identified in the <i>Public parks and land for community facilities</i> schedule of works in both Cooktown and Lakeland, with the Charlotte St upgrade projects (stages 1 and 2) listed in the <i>Future transport network</i> schedule of works for construction in 2020 and 2025 respectively. There is no separate schedule of works for future pathways or cycleways.</p>	Need to ensure growth areas and future road and park projects incorporate/are coordinated with the delivery of walking and cycling facilities, as identified in the proposed network plans for Cooktown and Lakeland.
Recreational Vehicle (RV) strategy for Cook Shire (under development)	<p>The RV Strategy seeks to maximise sustainable economic benefits from RV and camping tourism through increasing visitation numbers, increasing spend and extending the length of stay of RV and camping visitors in the Cook Shire region.</p>	Will increase demand for improved walking and cycling access between RV parking/camping areas and services/tourism destinations.

Part A: Cooktown

1.0 Background

Bicycle pathway network planning in Cooktown has been undertaken over several years in partnership between Cook Shire Council and the Queensland Department of Transport and Main Roads (TMR). These plans are summarised below.

1.1 PRINCIPAL CYCLE NETWORK PLAN AND PRIORITY ROUTES MAP

According to the *Far North Queensland Principal Cycle Network Plan* (PCNP) for Cook Shire Council (Department of Transport and Main Roads, 2016) and shown in Figure 2, the focus for the Cooktown cycling network is to provide safe connections to a range of destinations within the centre including:

- the main street (Charlotte Street)
- the education precinct located near Charles Street
- future residential areas that are developed near Quarantine Bay, housing release area near Power Street and the industrial area/airport along Endeavour Valley Road.

The link between the airport and Charlotte Street via Endeavour Valley Road and the link along Hope Street have relatively high volumes of traffic and limited cycling infrastructure. These links are important for journey to work and journey to school trips.

The plan also identifies three iconic recreation routes that provide access to:

- Grassy Hill
- the Botanic Gardens and Finch Bay
- Mount Cook.

Prioritisation of these routes was undertaken in 2017. The Priority Route Maps (Department of Transport and Main Roads, 2017) are an addendum to the PCNP and identify the delivery priority that state and local government have assigned to principal routes in each local government area. Principal cycle routes are categorised as follows:

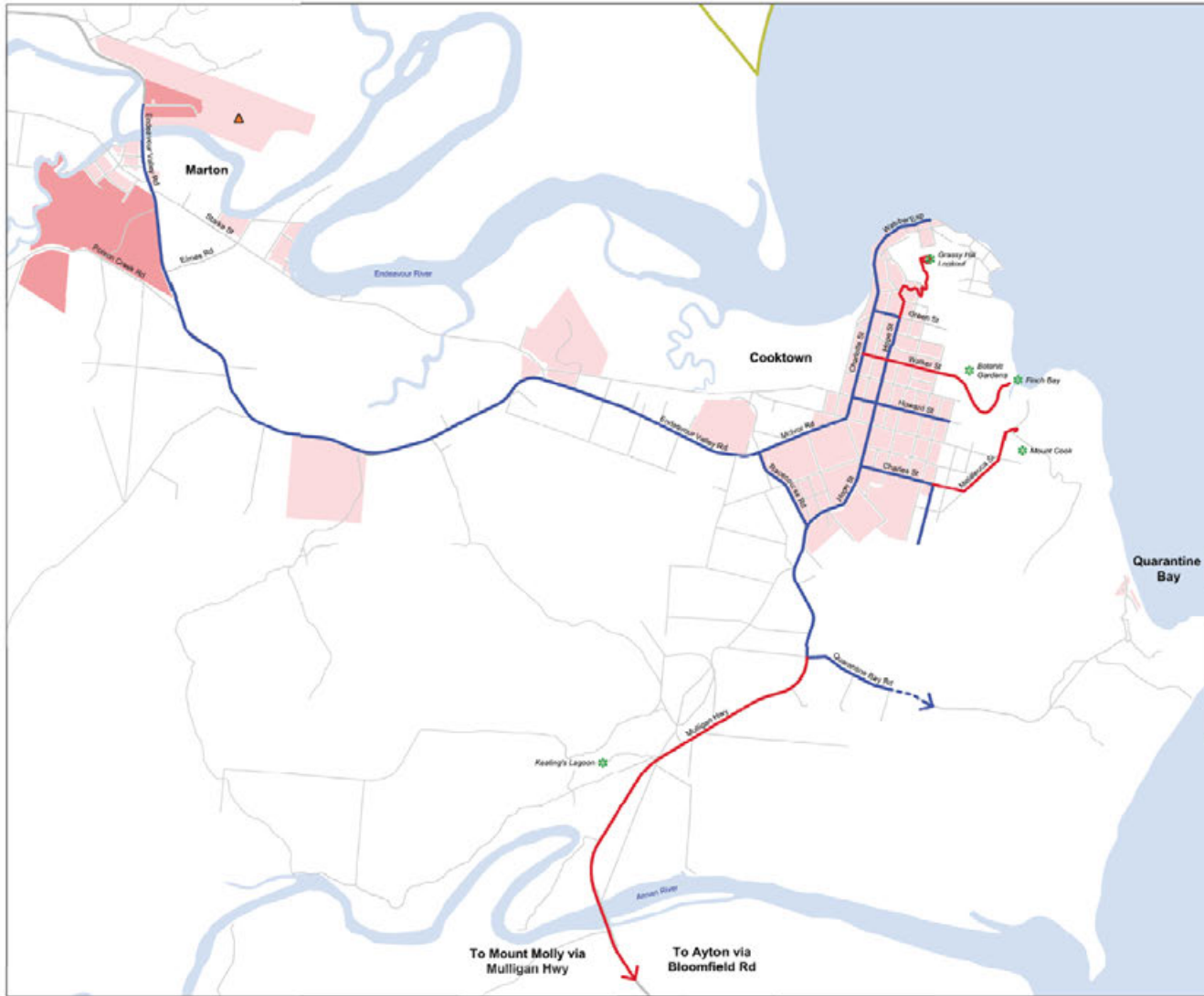
- Priority A (focus of delivery in the next 10 years)
- Priority B (10 to 15 years)
- Priority C (15 to 20 years)
- Priority D (for delivery in the next 20 years or more)

As can be seen in Figure 3, the highest priority ('Priority A') routes for Cooktown in the PCN are (in no particular order):

- Endeavour Valley Road
- Charlotte Street
- Webber Esplanade
- Green Street
- Hope Street
- Howard Street (Charlotte Street to Hope Street)
- Charles Street
- Racecourse Road.

Local Government cycling infrastructure projects that fall on the PCN, are 'Route Priority A' and meet the technical requirements of TMR's Active Transport Investment Program (ATIP) (Department of Transport and Main Roads, 2020) are eligible to apply for 50% grant funding from TMR's annual Cycle Network Local Government Grants program.

Figure 2: Cooktown Principal Cycle Network map



Map 3
 Far North Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

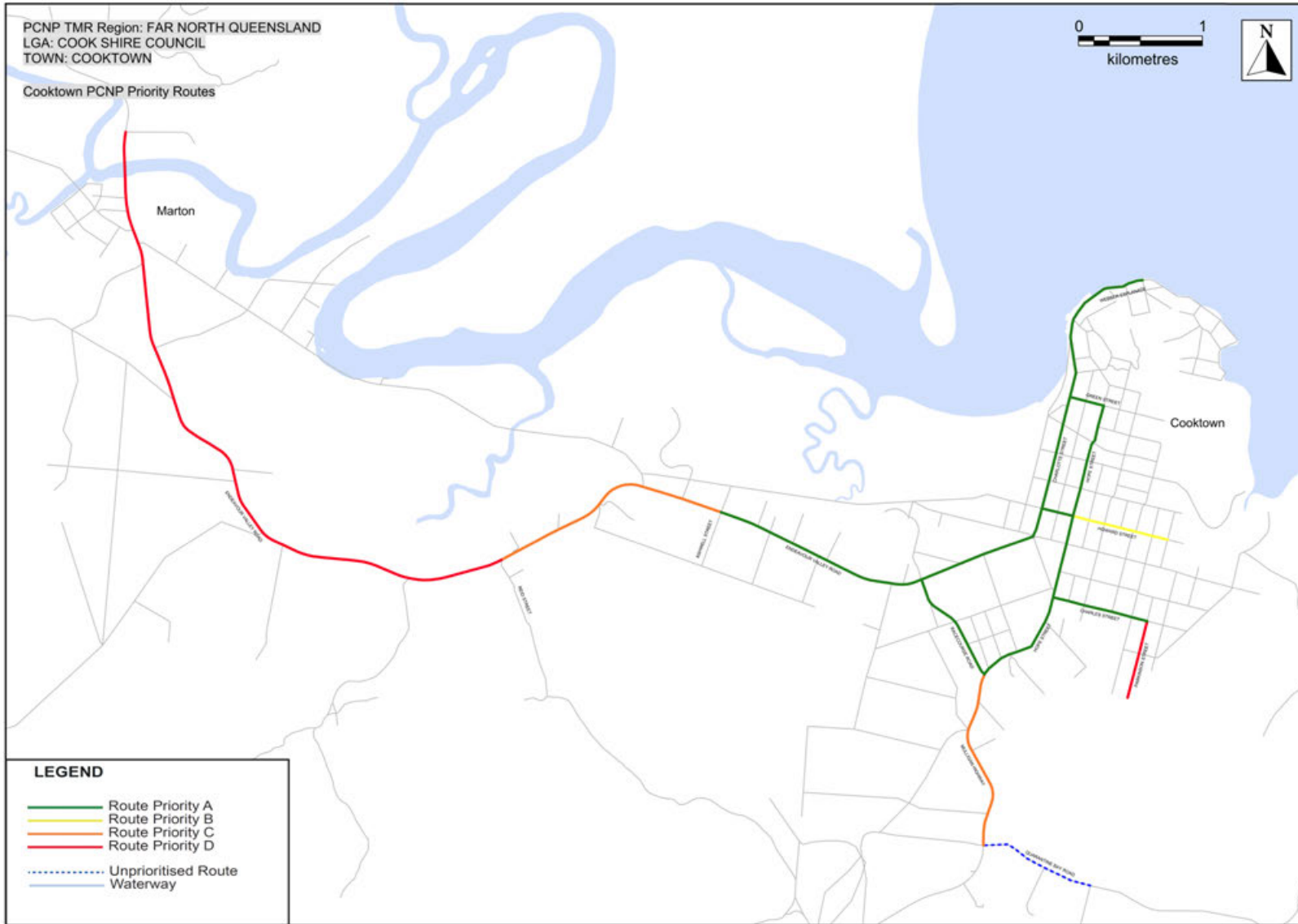
Disclaimer: While every care is taken to ensure the accuracy of this data, Transport and Main Roads and/or the State Government makes no representation or warranty about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, costs, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

- LEGEND**
- Principal route
 - - - Future principal route
 - ~ ~ ~ Looped recreation route
 - - - Future looped recreation route
 - Rail trail

- Map Items**
- Road
 - Railway
 - Local government boundary
 - Waterway/waterbody
 - Urban area
 - Growth area
 - Passenger railway station
 - Airport
 - Port
 - Regional attraction



Figure 3: Cooktown Priority Route Map



1.2 COOKTOWN CYCLE ROUTE STRATEGY

Following on from the development of the PCN and PRM for Cooktown, TMR engaged consultants to deliver a 'Cycle Options Analysis Project', involving reviewing options for cycle provision in Cooktown and developing concept designs for the preferred options. Figure 4 illustrates the locations and facility

types developed for Cooktown. Concept designs were prepared for all proposed shared path and bicycle lanes and are provided in Appendix A. Note that the proposed bicycle lanes for Charlotte Street were not included in the Charlotte Street Revitalisation Plan, approved in 2018 (see Table 2).

Figure 4: Cooktown Cycle Route Strategy - overview map





1.3 OTHER RELEVANT PLANS AND STRATEGIES

In addition to the plans and strategies summarised in Table 2, and the Cooktown specific planning discussed above, there are also two additional planning documents that should be considered when planning for walking and cycling in Cooktown. These are summarised in Table 2 below.

Table 2: Summary of other relevant plans and strategies - Cooktown

DOCUMENT TITLE	SUMMARY OF DOCUMENT	RELEVANCE TO PROJECT
Charlotte Street Revitalisation Plan (2018)	The Charlotte Street revitalisation project was commenced in 2016 with the objective of reviewing the conceptual streetscape along Charlotte Street between the Boundary Street roundabout and the wharf area.	Streetscape improvements will include improved walking and cycling facilities (such as footpaths and shared paths) and amenities (such as shade trees). A shared path along Adelaide St and Sherrin Esplanade are also included in the plan.
Cooktown Events Precinct Master Plan	The Master Plan for the site will provide an overall long-term vision for the complex, recognising: <ul style="list-style-type: none"> • The plan should build on the existing assets and remain flexible for changes in future use options. • The Events Centre is well-situated in Cooktown and the surrounding lands could potentially support a variety of uses • Sport and recreation facilities play an important role in the local community and master planning can help to provide infrastructure which reflects community need. 	Increased facilities and events at the site will increase demand for improved walking and cycling access to the PCYC/events precinct.



2.0 Existing situation

2.1 EXISTING INFRASTRUCTURE

Existing walking and cycling facilities in Cooktown consist of footpaths, shared paths and formal and informal trails. Figure 5 shows existing pathways in Cooktown. The pathway network consists of key north south spines along Charlotte Street, Hope Street and John Street/May Street. There are fewer east west pathways with key connections along Walker Street connecting to the Botanical Gardens and streets surrounding the schools, hospital and PCYC/events centre.

The majority of paths are less than 2.5m wide which do not meet the standards to be defined as a shared path for both walking and cycling. The recently constructed path along Mclvor Street near the Cemetery and the pathway along the waterfront/Webber Esplanade are 3m wide.

In addition to the figure below, there are a number of walking/mountain bike trails that exist surrounding the township, as shown in Figure 6. Defining these trails are not part of the project scope however connections to these trails will be important.



Charlotte Street Pathway



Webber Esplanade Pathway

Figure 5: Cooktown existing situation and pathway widths

Cooktown Existing Situation

Legend

Paths (meters)

- 1 - 1.49
- 1.5 - 2
- 2 - 2.49
- > 2.5

Land Uses

- Education Facility
- Hospital
- Parks and open space
- Conservation Areas



0 0.4 0.8 1.2 km

Map Scale (A3) - 1:12,000



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Map Data : © State of Queensland (Department of Natural Resources, Mines and Energy) 2020

Figure 6: Existing Walking trails surrounding Cooktown (black dashed lines)



2.2 DEMOGRAPHICS

The Census usual resident population of Cooktown in 2016 was 2,619, living in 1,466 dwellings with an average household size of 2.21.

Cooktown has a median age of 44 years, three years older than the Cook Shire median and five years older than the regional Queensland median age. Figure 7 shows the age structure in Cooktown compared to regional Queensland. These graphs show that there is a relatively higher proportion of younger and older residents in Cooktown, highlighting the need for infrastructure that caters for these vulnerable road users.

Figure 8 shows that Cooktown ranks low in terms of the *Index of Relative Socio-economic Advantage and Disadvantage (IRSAD)*. The Australian Bureau of Statistics (ABS) defines IRSAD as, “derived from attributes such as low income, low educational attainment, high unemployment, jobs in relatively unskilled occupations and variables that broadly reflect disadvantage rather than measure specific aspects of disadvantage (e.g., Indigenous and Separated/ Divorced).” (ABS, 2018)

The average IRSAD score for Cook Shire is 918, which is below the regional Queensland average of 950 (ABS, 2018). Figure 8 below shows that areas in close proximity to the main street have IRSAD scores of close to 950, while areas to the east and west score closer to 900 indicating that these areas are relatively disadvantaged in comparison to the state.

Cooktown’s relatively low IRSAD ranking correlates with rates of car ownership below the state average (ABS, 2016). 7.9% of Cooktown’s residents do not own a motor vehicle compared to 6% across Queensland as a whole (ABS, 2016).

Both the lower IRSAD ranking and low car ownership households have the potential to greatly benefit from improved walk and cycle facilities enabling convenient and cost-effective travel across the town.

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Figure 7: Cooktown age structure

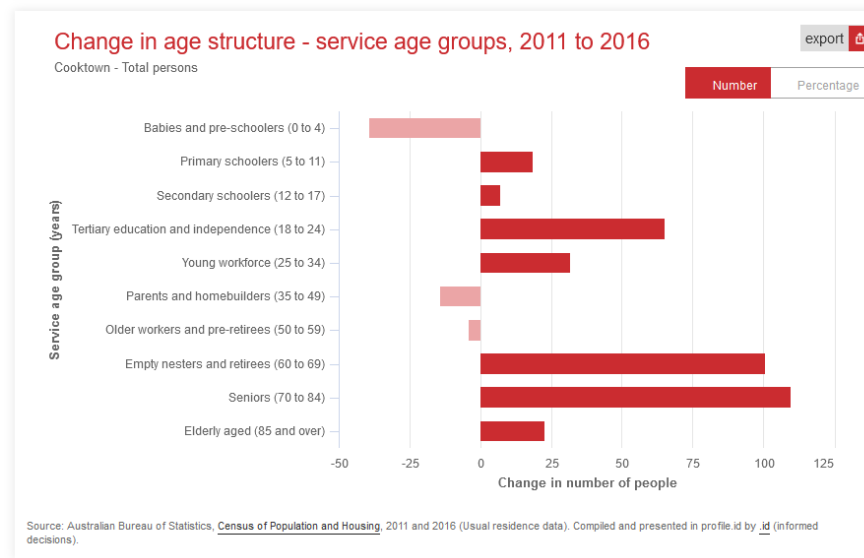
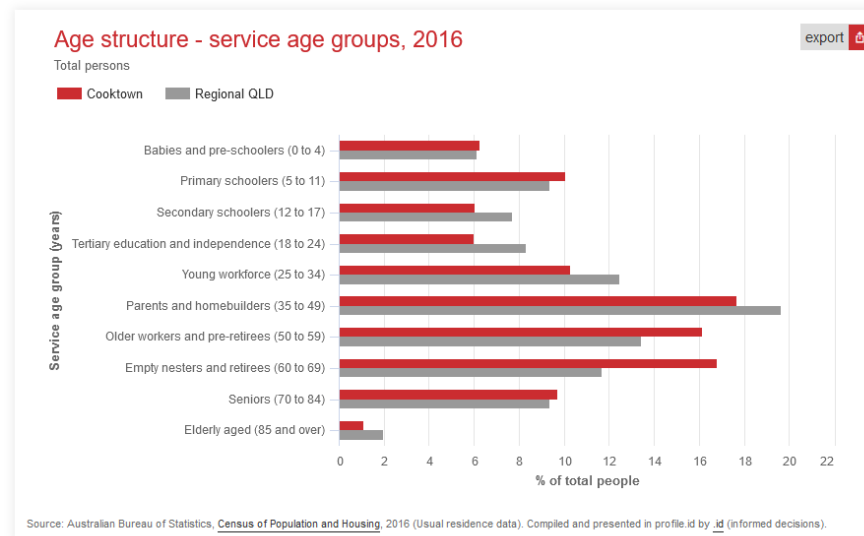
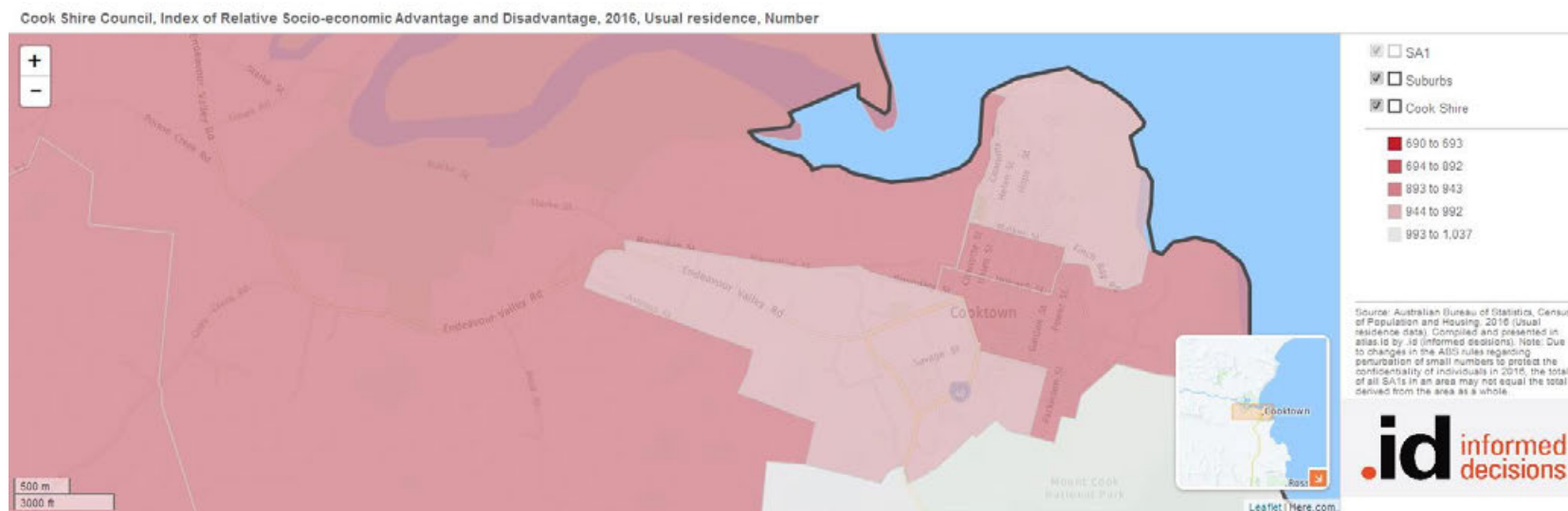


Figure 8: Cook Shire Council, Index of Relative Socio-economic Advantage and Disadvantage, 2016



Another useful data set is the *Australian Early Development Census* (2018) which collects data every three years around five key areas of childhood development including physical health and wellbeing, social competence, emotional maturity, language and cognitive skills and communication skills and general knowledge. These domains have been shown to predict later health, wellbeing and academic success. Cooktown only has 17.1% of children vulnerable developmentally under these domains, compared to 38% across the Shire and 26% across Queensland.

Cook Shire has a high proportion of adults that are overweight or obese, compared to Queensland – 50% in Cook Shire compared to 44% Queensland average¹. More people walking and cycling can encourage physical activity in the area, therefore potentially improving the health of residents.

¹ Queensland Health, Queensland survey analytic System, Regional LGA data for Cook Shire, V3 2020, accessed June 2021. Available from www.health.qld.gov.au/phsurvey

2.3 ACTIVE TRANSPORT USE

There is limited data on walking and cycling participation in Cooktown. The two sources of information that do exist are the Census journey to work data and Strava data, which are illustrated and discussed below.

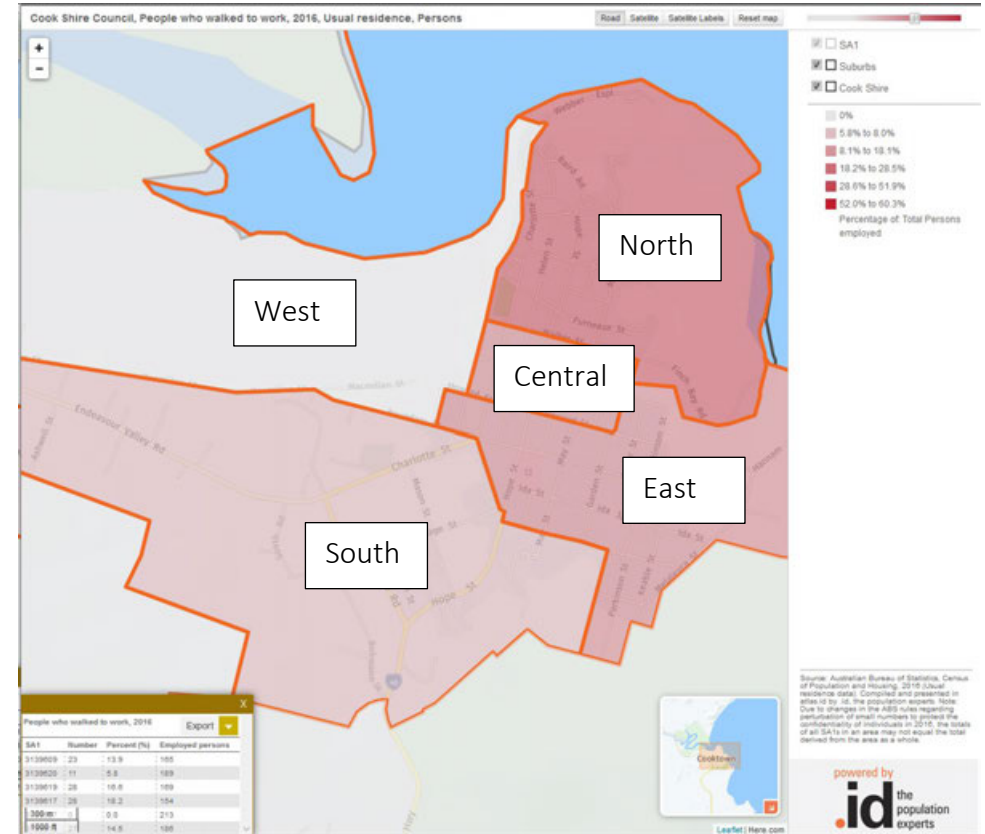
Table 3 shows that there was no one who cycled to work in Cooktown on census day in 2016. There were more people who walked to work, however, ranging from 14.6% to 19.3% of employed persons in the most densely populated parts of Cooktown (see Figure 9). Table 3 also shows that the area with the highest number of households without a car (Central Cooktown) is also the area with the highest journey to work by walking.

It is important to recognise that journey to work data gives an indication of the modal split pertaining to commuting trips only. More specifically, it lacks insight into other walking and cycling trips made for other purposes such as education, recreation, shopping and tourism.

Table 3: Cooktown journey to work and car ownership data - 2016 census

STATISTICAL AREA (SA1)	JOURNEY TO WORK – BICYCLE	JOURNEY TO WORK – WALK	HOUSEHOLDS WITHOUT A CAR
3139617 (North)	0 (0%) 199 employed persons	29 (14.6%) 199 employed persons	9 (4.7%) 192 households
3139618 (Central)	0 (0%) 181 employed persons	30 (16.6%) 181 employed persons	23 (13.5%) 170 households
3139619 (East)	0 (0%) 171 employed persons	33 (19.3%) 171 employed persons	20 (7.5%) 267 households
3139620 (South)	0 (0%) 228 employed persons	9 (3.9%) 228 employed persons	16 (5.2%) 309 households

Figure 9: Cooktown journey to work (walking) - 2016 census

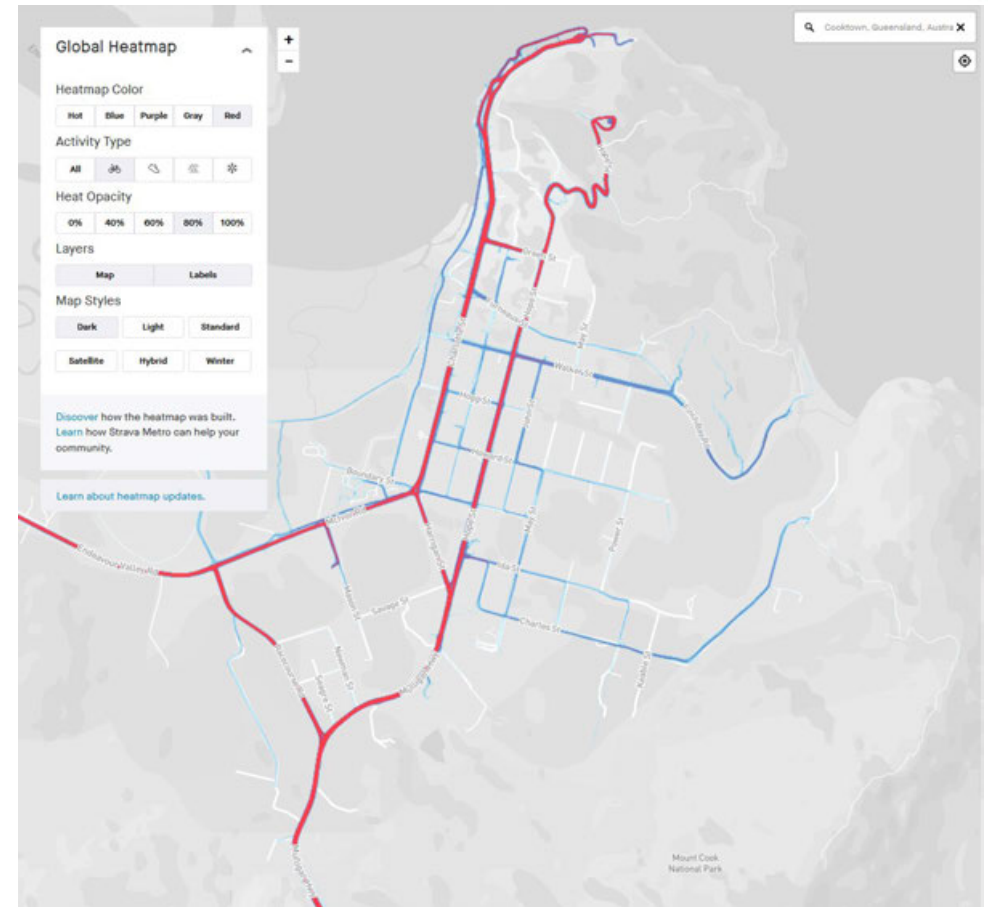


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Another readily available source of data on walking and cycling activity is STRAVA Global Heatmap data. STRAVA data has been included to understand existing recreational walking and cycling trips in Cooktown. STRAVA data is sourced from a mobile phone application that tracks walking/running and cycling routes and times. As a result, the data is skewed towards individuals who use the app to record (predominantly) training/fitness journeys. Figure 10 shows that (by bicycle riders using the STRAVA app), there is relatively heavy usage of Endeavour Valley Road, Racecourse Road, Hope Street and Charlotte Street, extending out to the Webber Esplanade and up to the Grassy Hill lookout.

The vision for this project is to encourage participation by all types of bicycle riders, including new users, who are unlikely to have the confidence to ride on roads with high traffic volumes and speeds. The data recorded in STRAVA does not represent these potential new users.

Figure 10: STRAVA Heatmap showing cycling activity in Cooktown



STRAVA data for walkers/runners (Figure 11) shows a preference to where there are existing footpaths, shared paths and both formal and informal walking trails. Charlotte Street (both sides), Hope Street (including up to the Grassy Hill lookout), Adelaide Street (unformed road reserve), Sherrin Esplanade and Webber Esplanade are all popular routes from users of the STRAVA app. Whilst the cycling map shows a strong use of a few key routes, the walking/running map shows stronger use of most local streets within the town, including the east-west 'connector' streets of Green Street, Furneaux Street, Walker Street, Hogg Street, Howard Street and Boundary Street.

2.4 CRASH DATA

There have only been four pedestrian related crashes and no bicycle related crashes recorded in Cooktown over the last 10 years, as shown in Figure 12.

Figure 11: STRAVA Heatmap showing walking/running activity in Cooktown

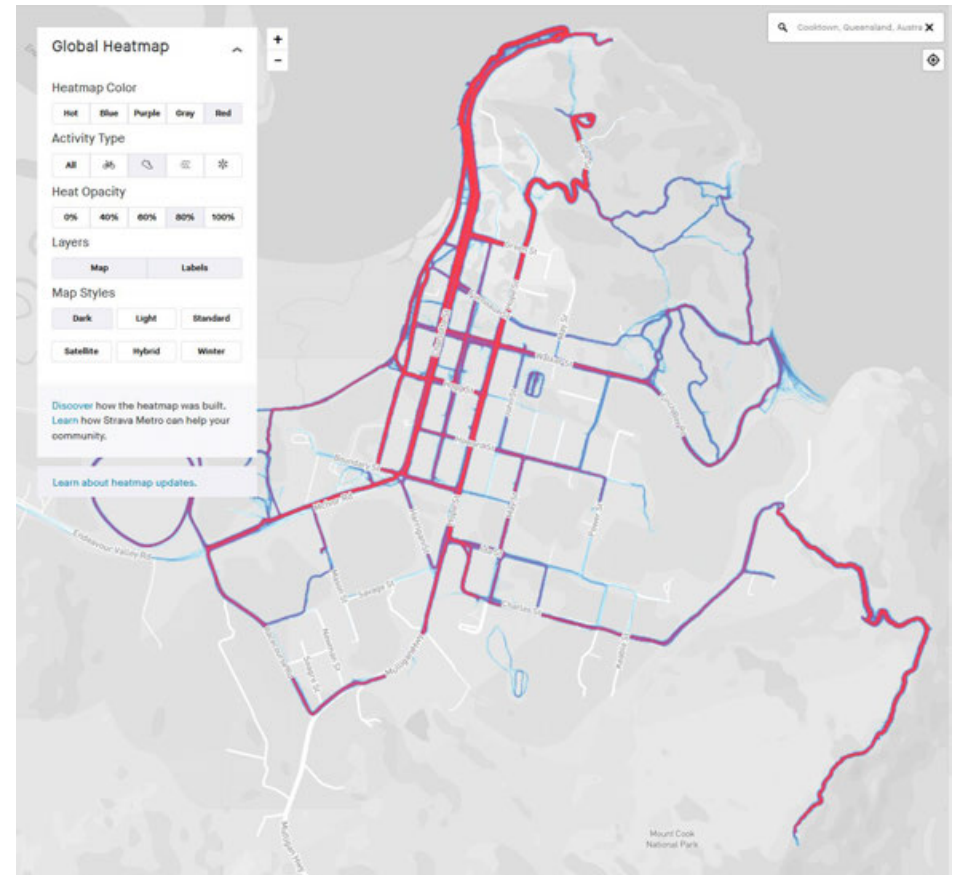


Figure 12: Cooktown Pedestrian and Cycle Crashes (2010-2020)

Cooktown Pedestrian Crashes

Legend

Crashes

- Hospitalisation

Land Uses

- Education Facility
- Hospital
- Parks and open space
- Conservation Areas



0 0.4 0.8 1.2 km

Map Scale (A3) - 1:12,000



Version	1
Status	Draft
Issued	15/06/21

Map Data : © State of Queensland (Department of Natural Resources, Mines and Energy) 2020

2.5 TRAFFIC DATA

Traffic count data from the *Traffic census for the Queensland state-declared road network* (Department of Transport and Main Roads, 2019) is shown in Table 4.

Table 4: State-controlled Road traffic data - Cooktown

LOCATION	COUNT SITE	AADT (2019)	HEAVY VEHICLES
MULLIGAN HIGHWAY (LAKELAND - COOKTOWN)	Cooktown 100m West of Racecourse Rd/Hope St intersection	1,307	12.33%
ENDEAVOUR VALLEY ROAD	1.2 km from Cooktown Dev.Rd (town grid)	2,124	7.99%
ENDEAVOUR VALLEY ROAD	200m south of Oak Ck Rd	1,196	12.59%
ENDEAVOUR VALLEY ROAD	1km north of Endeavour River	510	9.54%

According to the CSC Road Hierarchy, roads in Cook Shire are predominantly access roads with some collector roads that connect into the state-controlled road network. There are four higher order Collector Roads in Cooktown:

- Charlotte Street
- Hope Street/Harrigan Street (south of Boundary Street)
- Quarantine Bay Road.

The above data suggests that these higher order CSC Collector Roads and State-controlled roads, due to their higher proportion of heavy vehicles/higher speeds, may require physically separated walking and cycling facilities to support more walking and cycling trips to destinations (where relevant) along these corridors.

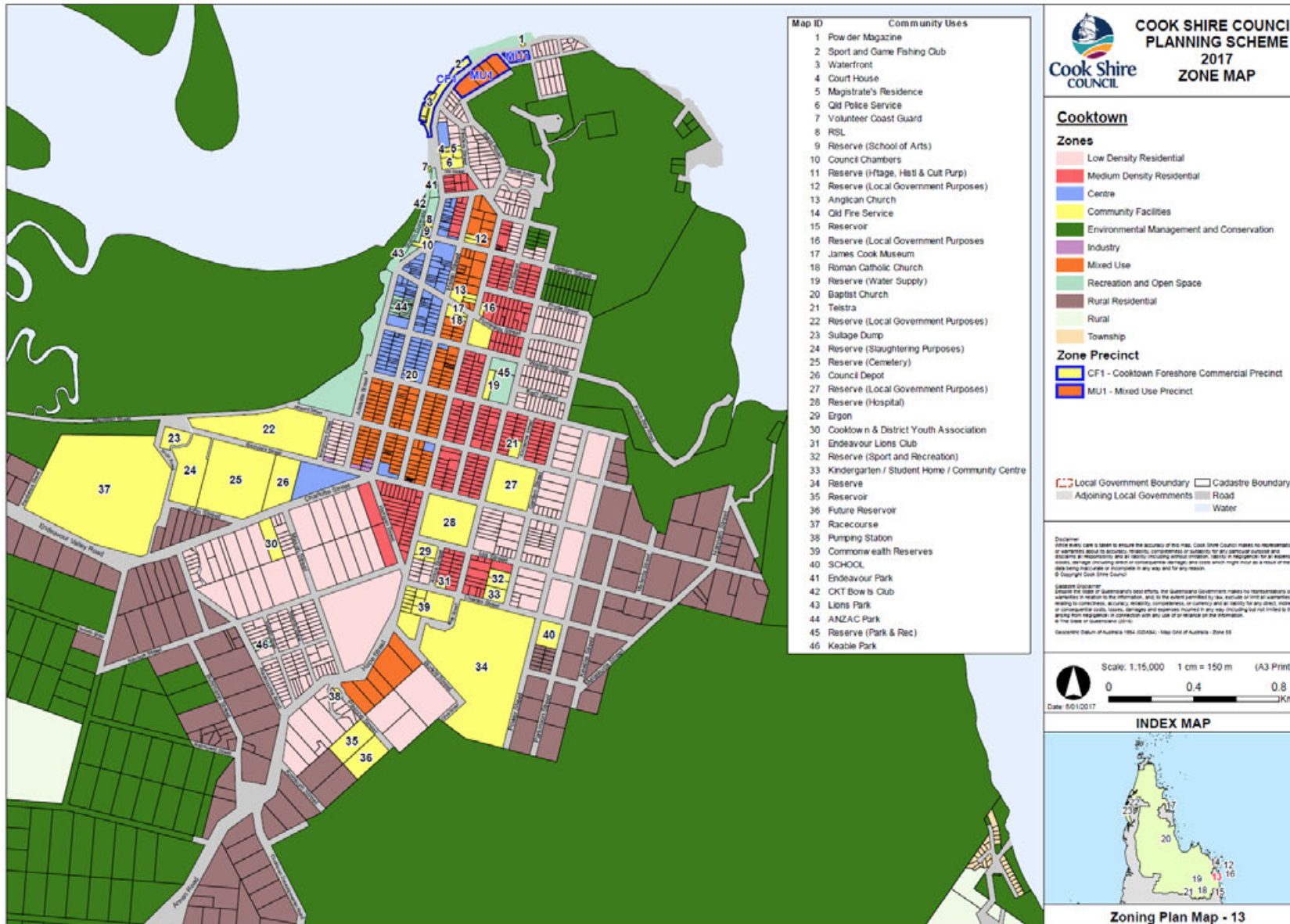
2.6 LAND USE/DESTINATIONS

Around half of Cook Shire's 4,500 residents reside in Cooktown (Cook Shire Council, 2017). As seen on Figure 13, Cooktown has centre land uses concentrated along Charlotte Street, which is surrounded by mixed use and medium density residential zoning. This transitions to low density residential and rural residential zoning as the distance away from the centre increases. Cooktown is also interspersed with many community facilities and recreation/open space areas. Schools are predominately located in a precinct to the south east of the town.

Figure 14 shows Cooktown and the surrounding region, which incorporates Marton and the Cooktown airport to the north-west and industry zoning along the Endeavour Valley Road corridor.

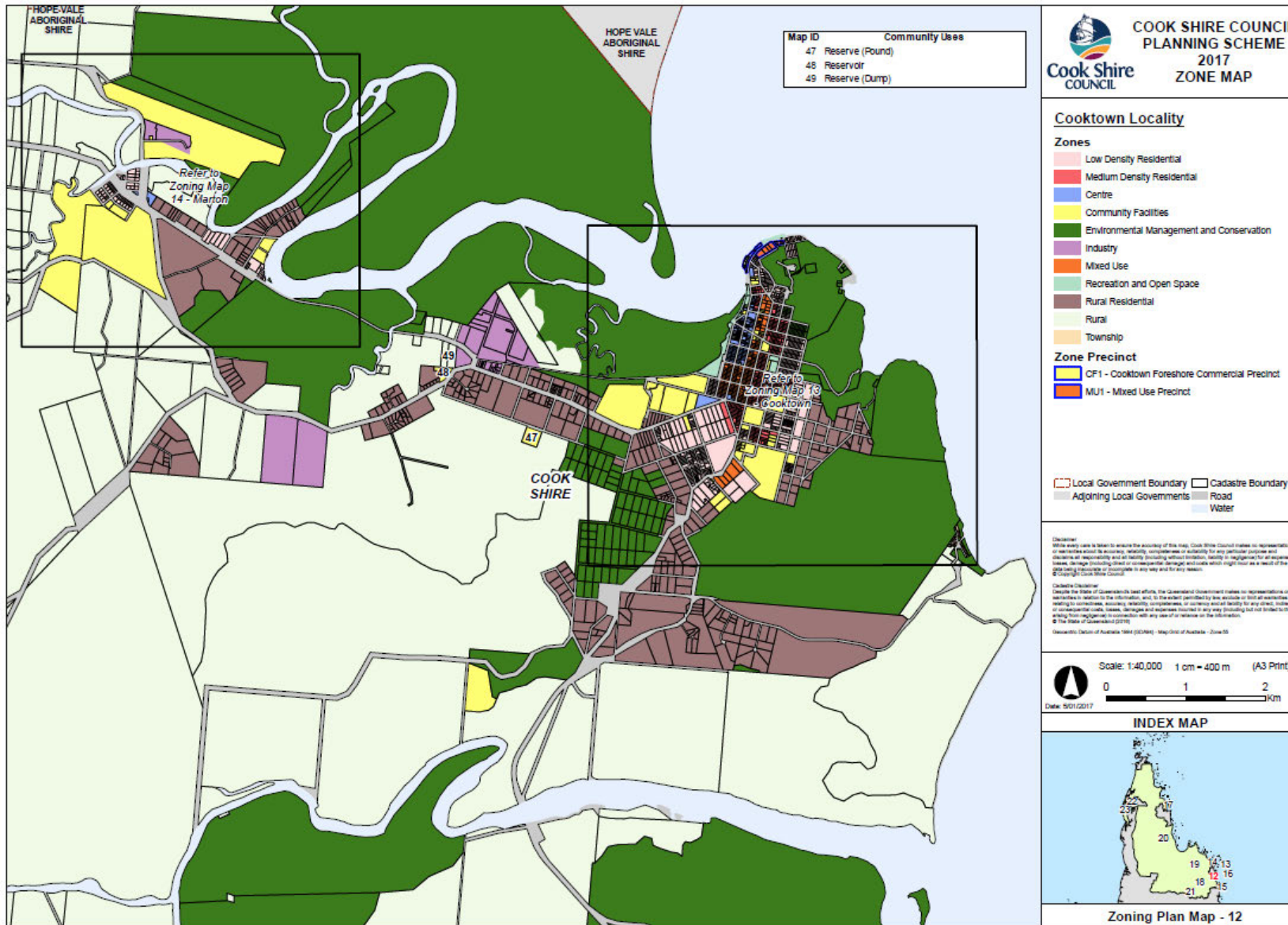
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Figure 13: Cook Shire Zoning Plan Map - Cooktown



COOK SHIRE ACTIVE TRANSPORT PLANS COOKTOWN AND LAKELAND | DRAFT FOR CONSULTATION

Figure 14: Cook Shire Zoning Plan Map - Cooktown and surrounds



Whilst the above shows the strategic/ultimate land use intent as outlined in the CSC Planning Scheme, not all of the lots have been developed as per their zoning. An analysis of the existing walking and cycling destinations has been undertaken and is shown on the map at Figure 15.

- Cooktown State School P-12 (390 students 2020)
- Endeavour Christian College P-12 (133 students 2019)
- Holy Spirit College 7-10 (85 students 2018)
- Charlotte Street shops/main street
- Cooktown IGA (29 Helen St)
- Hospital/Multipurpose Health Centre
- Library (33 Helen St)
- Pool (10 Charles St, near school)
- PCYC/events centre (next to school, includes skate park)
- Foreshore/waterfront area
- Key local parks –Lions Park, ANZAC Park, John Street Oval
- Caravan/RV parks
- Recreational/tourism destinations: Grassy Hill, the Botanic Gardens and Finch Bay (incl. Visitor Information Centre), Mount Cook, and existing walking tracks in various locations
- Future development areas including the planned housing release area bounded by Power Street, Garden Street and Boundary Road.

Figure 15: Existing walking and cycling destinations - Cooktown

Cooktown Destination Map

Legend

- Destinations
 - Walking Track Destinations
- Land Uses
- Education Facility
 - Hospital
 - Parks and open space
 - Conservation Areas



0 0.6 1.2 1.8 km

Map Scale (A3) - 1:17,000



Version	2
Status	Draft
Issued	15/06/21

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2.7 DESIRE LINES

The above shows there are distinct clusters of walking and cycling destinations within Cooktown. To better understand the key desire lines for walking and cycling trips within Cooktown and to assist in prioritising future infrastructure provision, a desire lines analysis has been undertaken. Figure 16 shows the key recreational, commuter/commercial and education desire lines, between the main residential, commercial, recreational and industrial land uses. The key walking and cycling desire lines in Cooktown are:

- Commuter/commercial desire line between the main town centre along Charlotte Street to the residential areas and industrial precinct to the west
- Recreational desire lines from Charlotte Street to the north (Esplanade/foreshore) and east (walking trails)
- Education desire lines from the main residential areas to the school precinct in the south.

2.8 OPPORTUNITIES AND CONSTRAINTS

Cooktown's wide road reserves, compact urban form, grid pattern road network and flat topography makes the town cycle friendly. These features make it easy for bicycle riders to access destinations by a well-spaced and direct network (Department of Transport and Main Roads, 2016).

Key constraints and opportunities have been identified through a review of available data, during site inspections, in discussions with Council and TMR representatives as well as through the community engagement process. These are mapped in Figure 17 and listed below. Key constraints include:

- Topography north-east of Cooktown is challenging for cycling and walking due to steep grades, however is also popular for recreation/fitness trips. The area provides access to the Grassy Hill Lookout which is a key tourist and recreation attractor in the area.
- Majority of the existing path network is 2.0m wide or less as per Far North Queensland Regional Organisation of Councils (FNQROC) design standards, which is below the 2.5m adopted in Austroads as the minimum for shared path facilities to support cycling and walking.

- The state-controlled road network and CSC collector roads have higher speeds and high proportion of heavy vehicles – a barrier to the majority of bicycle riders who don't feel confident sharing space with traffic. Separating bicycle riders from traffic can improve this, making riding more attractive to more people.
- Endeavour Valley Road (State-controlled) has narrow shoulders, unfriendly intersections and bridge squeeze points.

Key opportunities include:

- The majority of key destinations within Cooktown are within a 1km (10-15 minute) walk or short bicycle ride.
- Caravan Park and RV areas (along Adelaide Street and overflow facilities at the Racecourse) are key generators of tourist trips.
- The Foreshore and Charlotte Street Revitalisation Projects will be key attractors once completed with high quality pathways.
- Improving connectivity to existing off-road active transport network particularly in the education precinct (along Charles Street).
- The MacMillan Street unformed road reserve/old rail line could provide a traffic-free route to connect the Cooktown town centre with the industrial area and airport to the west and the Racecourse/RV parking area as an alternative to Endeavour Valley Road.
- Changes to the Queensland Road Rules legislation in 2018 allows e-scooters to be used on footpaths and local roads (subject to certain conditions), providing another convenient transport choice for short-medium length trips. The increased popularity of e-bikes can overcome barriers associated with distance, topography and heat.
- There is potential to attract recreational cycling/mountain biking tourism opportunities to the region as a result of increased RV access within the Cape York region.
- Increasing shade and using materials that reduce the heat island affect can make pathways more comfortable to users, increasing participation. Climate was the biggest barrier identified by Queenslanders in the *Queensland Walking Strategy*. Introducing street trees can make place more attractive as

well as cooler. “The more street trees along the footpath network, the more likely residents are to walk for 60 minutes each week”²

Figure 16: Walking and cycling desire lines - Cooktown

Cooktown Destination Map

Legend

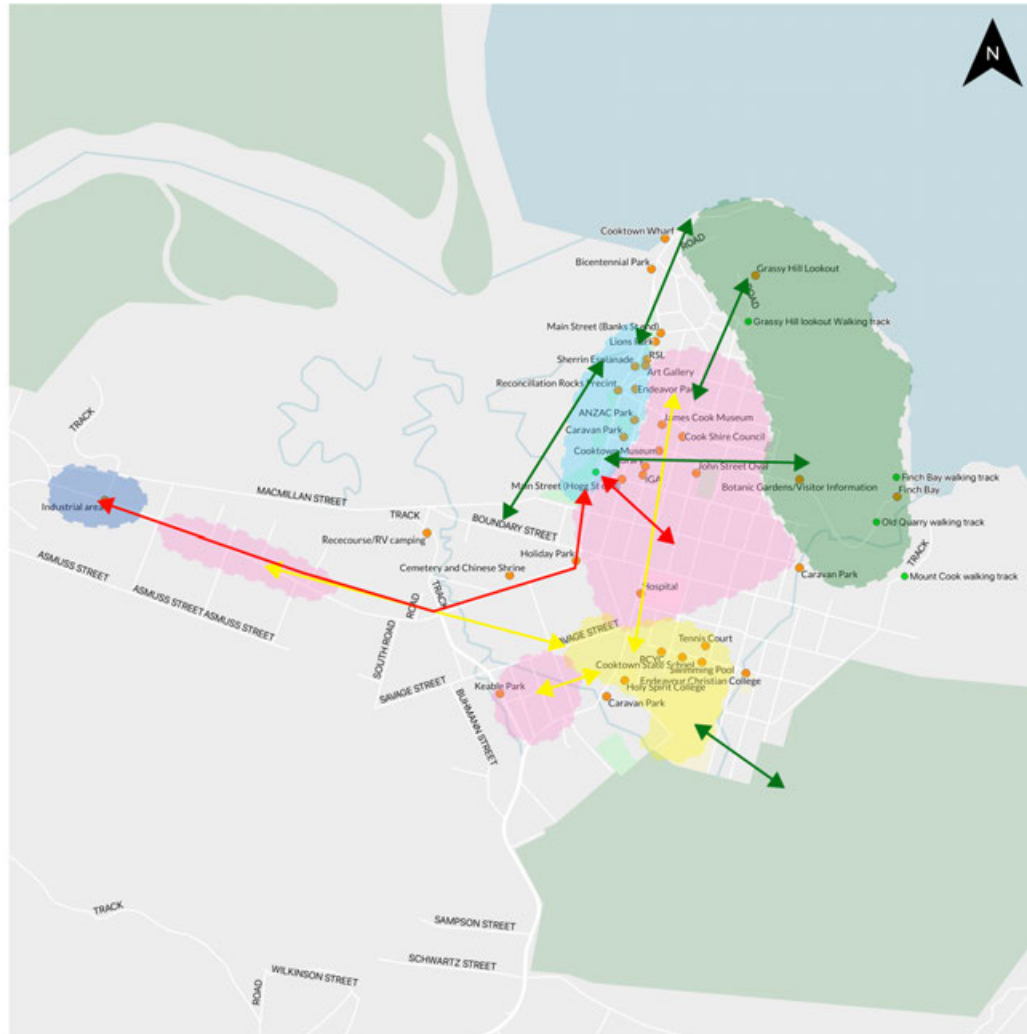
- Destinations
- Walking Track Destinations
- Land Uses**
- Education Facility
- Hospital
- Parks and open space
- Conservation Areas
- Residential
- Commercial/Retail
- Tourism/Recreational
- Light industry
- Education
- ➔ Recreation desire lines
- ➔ Commuter/Commercial desire lines
- ➔ Education desire lines



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transport
planning
ztp.com.au

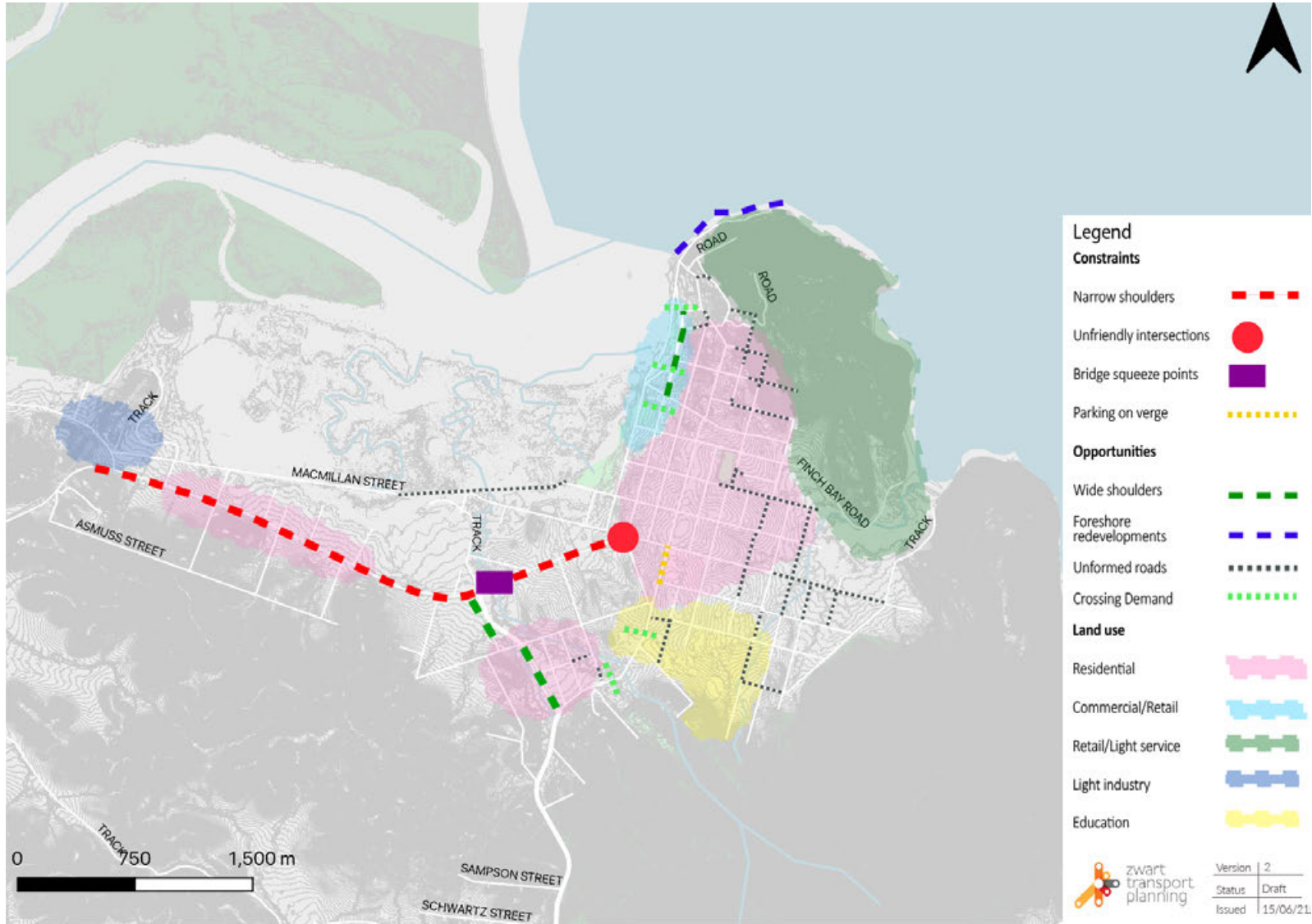
Version	2
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² Healthy Active by Design, Heart Foundation sourced from Hooper P., et al. (2015). “The building blocks of a ‘Liveable Neighbourhood’: Identifying the key performance indicators for walking of an operational planning policy in Perth, Western Australia.” Health & Place 36: 173-183.

Figure 17: Opportunities and constraints - Cooktown



3.0 Stakeholder and community engagement outcomes

Stakeholder and community engagement on draft issues, opportunities, constraints and a draft active transport network occurred in April 2021 with the following activities (held 21 April 2021):

- Project briefing with Mayor and Councillors
- Meeting with CSC Executive Leadership team
- Internal workshop with CSC staff
- Two meetings with select students and staff at Endeavour Christian School and Cooktown State School
- Community drop-in session, supported by Mayor and Councillors.

A summary of the key issues raised during the consultation is found following, and further details are found in Appendix B.

General

- Need a system for prioritising projects
- Strategy to address maintenance of infrastructure
- Lots of requests for walking tracks and mountain biking within the towns (e.g., on unmade roads) and outside of towns. Identified opportunities for tourism. Connections to these tracks also important.

Cooktown specific

- Crossing at Howard/Hope St (to Caltex)
- Crossing at Hogg/Helen (to IGA)
- Crossing at Boundary Road/Charlotte roundabout
- Connection through the Event Centre (and crossing of Hope Street nearby)
- Parkrun opportunities (creating 5km loops to facilitate)

- Formalise old rail trail (walking track project, MacMillan St reserve)
- Safety along Endeavour Valley Road and Hope Street
- Missing links - Furneaux Street; Boundary Street and to Grassy Hill (northern end Hope St)
- Pathways and safety at boat ramp (Project scheduled 2022-23 financial year to address)
- Bike parking required at tourist destinations, parks, walking tracks
- Potential for bike hire for tourists including e-bikes (potential for cycle tour to the Cape)
- Need wayfinding signage and more information for tourists.



Cooktown State School Community Engagement Session

4.0 Cooktown network plan

The draft Active Transport Network Plan (ATNP) for Cooktown was developed using the Principal Cycle Network Plan (developed in 2016) as the key input. An assessment of the desire lines, existing network gaps, other works/planning underway and stakeholder input has guided the development of the draft ATNP and hierarchy requirements for Cooktown. The network plan has been developed using a hierarchal approach as outlined in Table 5

The draft Active Transport Network Plan for Cooktown is shown in Figure 18.

Table 5: Active transport hierarchy - Cooktown

HIERARCHY	DESCRIPTION	FACILITY TYPES
Principal cycle route	Form the spines in the overall cycle network, functioning like highways for cyclists. Principal routes connect residential areas to major trip attractors such as public transport nodes, universities, schools, shopping and commercial centres, industrial areas, and regional recreational facilities. At the regional scale, they provide key connections between activity centres or towns (Department of Transport and Main Roads, 2016)	<p>To be eligible for 50/50 funding through the Cycle Network Local Government Grants Program, facilities must meet the minimum requirements as outlined in the document <i>Technical Requirements – Active Transport Investment Program</i> (Department of Transport and Main Roads, 2020).</p> <p>Facility types may include:</p> <ul style="list-style-type: none"> • Cycle tracks and bicycle only paths • Separated paths • Bicycle lanes (subject to certain conditions) • Shared paths (min. 3.0m wide)

HIERARCHY	DESCRIPTION	FACILITY TYPES
		<ul style="list-style-type: none"> • Cycle Streets • Advisory Bicycle Lanes
Iconic cycle route	Support tourism by identifying cycle routes of regional significance in scenic coastal and tableland locations (Department of Transport and Main Roads, 2016)	To be determined/investigated
Local pathways	Walking and cycling paths that connects the remaining walking and cycling destinations in townships (that is not serviced by a Principal/Iconic cycle route)	2.5m wide shared path or 2.0m wide footpath
Walking trail investigation	Identifying and scoping trails have not formed part of the scope of this project; however, some key trails have been identified as part of the investigations and shown on these maps. Further work is required to identify other potential trails in the study area	Unsealed pathways e.g., Gravel, crusher dust or informal dirt walking/mountain bike trails

Figure 18: Draft active transport network plan – Cooktown

Cooktown Draft active transport network plan

Legend

- Destinations
- Walking Trail Destinations
- Cooktown AT Network**
- Principal cycle route
- Iconic cycle route
- Local pathways
- Trail Investigation
- Land Uses**
- Education Facility
- Hospital
- Parks and open space
- Conservation Areas



0 0.4 0.8 1.2 km

Map Scale (A3) - 1:12,000



Version	4
Status	Draft
Issued	27/09/21

Map Data : © State of Queensland (Department of Natural Resources, Mines and Energy) 2020

4.1 FACILITY TYPES

The above map shows the ultimate cycling and walking network for Cooktown and does not differentiate between what is an existing or future active transport facility.

Figure 19 shows the existing and proposed ATNP by recommended facility type.

Existing pathways on an identified route in the ATNP may not meet current standards or the minimum standard required for that type of route in the hierarchy (as identified in Table 5). Figure 5 shows that most of the existing paths in Cooktown are 2.0m, meeting required standards in the FNQ Development Manual but not PCN standards. Where a facility does not meet minimum standards, it should be identified as requiring an upgrade when the pathway is replaced using the hierarchy designation to guide required widths.



Existing pathway along Hope Street (southern end)



Existing pathway along Hope Street (northern end)

Figure 19: Cooktown ATNP - existing and proposed facility types

Cooktown Existing and Proposed Facility Type

Legend

- Destinations
- Walking Trail Destinations
- Cooktown AT Network**
- Existing Paths - 2.5m or less
- Existing Paths - 2.5m or greater
- Iconic cycle route
- Existing Trail (unsealed path)
- Trail Investigation (unsealed path)
- Proposed Shared Path - 3m
- Proposed Shared Path - 2.5m
- Local pathway - 2m
- Shared Zone
- ◆ Crossings

Land Uses

- Education Facility
- Hospital
- Parks and open space
- Conservation Areas



0 0.4 0.8 1.2 km

Map Scale (A3) - 1:12,000



Version	4
Status	Draft
Issued	27/09/21

Map Data : © State of Queensland (Department of Natural Resources, Mines and Energy) 2020

5.0 Cooktown Implementation plan

An implementation plan has been developed for Cooktown which identifies future projects, costs and priorities for implementation. The prioritisation process and costs utilised are discussed below.

5.1 PRIORITISATION PROCESS

A simple prioritisation process has been developed to prioritise works in Cooktown based on the following criteria:

High priority projects

- Network Enhancement and Connectivity – fills a missing link in the network, connects to key destinations
- Safety – location is currently hazardous and unsafe for users, and is/ has the potential to be used by vulnerable users
- Community demand – location has been identified by the community and/or lots of people are already using/or will use the link/route
- High Tourism potential – location has the potential to attract tourists and can also be used as a recreation route by the local community
- Value for money - Low cost/high value projects highest priority. Project can be completed as part of another project and/or is eligible for funding from another agency.

Medium priority projects

- Network Enhancement and Connectivity – connects to key destinations
- Safety – location is currently hazardous and unsafe for users
- Medium Tourism potential – location has the medium potential to attract tourists and can be used as a recreation route by the local community
- Value for money - Project can be completed as part of another project or is eligible for funding from another agency.

Low priority projects

- Projects with lower demands but complete a network
- Upgrade projects.

5.2 IMPLEMENTATION PLAN

A detailed Implementation plan for Cooktown can be found in Appendix C. A summary of the high priority costed projects are summarised in Table 6.

The implementation plan has taken into consideration the current upgrade of pathways along Charlotte Street in 2021-22 financial year, as well as committed pathway works at the northern end of Charlotte Street between Sherrin Esplanade and the newly completed works at the eastern end of Webber Esplanade in the 2022-23 financial year.

Costs are based on the following assumptions:

- Plain footpath 100mm thick: \$260/m² + 50% for design, project management, contingency, and site establishment costs
- Unsealed path (gravel/crusher dust): \$100/m² + 40% for design, project management, contingency, and site establishment costs
- Road crossings: \$20,000 (refuge and/or buildouts, signage and line marking).

COOK SHIRE ACTIVE TRANSPORT PLANS
COOKTOWN AND LAKELAND | DRAFT FOR CONSULTATION

Table 6: Cooktown High priority projects

LOCATION	Hierarchy designation	Facility type	Cost
Hope St, Irwin St to Green St (174m)	Principal cycle route	Shared pathway 3m	\$203,546
Racecourse Rd, Hope St to Charlotte St (954m)	Principal cycle route	Shared pathway 3m	\$1,115,897
Boundary St, Adelaide St to Roundabout (113)	Principal cycle route	Shared pathway 3m	\$132,505
Boundary St, Charlotte St to Hope St (309m)	Local pathway	Shared pathway 3m	\$361,702
Hogg St, Adelaide St to Charlotte St (137m)	Principal cycle route	Shared pathway 3m	\$160,792
Hogg St, Charlotte St to Helen St (133m)	Principal cycle route	Shared pathway 3m	\$155,610
Adelaide St, Boundary St to Hogg St (458m)	Principal cycle route	Shared pathway 3m	\$353,520
Adelaide St, Furneaux St to Charlotte St (147m)	Local pathway	Shared Path - 2.5m	\$143,325
Lions Park (South), Sherrin Esp to	Principal cycle route	Shared pathway 3m	\$135,720

LOCATION	Hierarchy designation	Facility type	Cost
Charlotte St (116m)			
Furneaux St, Helen St to Hope St (149m)	Local pathway	Shared Path - 2.5m	\$145,128
Boundary St, Hope St to John St (137m)	Principal cycle route	Shared pathway 3m	\$82,005
Events Precinct, Charles St-Amos St to PCYC (75m)	Principal cycle route	Shared pathway 3m	\$67,244
Events Precinct, PCYC to Hope St (146m)	Principal cycle route	Shared pathway 3m	\$170,647
Boundary St, John St to May St (135m)	Principal cycle route	Shared pathway 3m	\$158,023
Furneaux St, CSC building to May St (168m)	Local pathway	Local footpath 2m	\$131,105
Hope St, Furneaux St to Green St (315m)	Principal cycle route	Shared pathway 3m	\$368,360
Adelaide St, Hogg St to Furneaux St (512m)	Principal cycle route	Shared pathway 3m	\$598,723

LOCATION	Hierarchy designation	Facility type	Cost
Charlotte St Crossing (at Banks St)	Local pathway	Road crossing	\$20,000
Charlotte St Crossing (to Adelaide St)	Local pathway	Road crossing	\$20,000
Charlotte St Crossing (at Furneaux St)	Local pathway	Road crossing	\$20,000
Helen St Crossing (north of Hogg St)	Local pathway	Road crossing	\$20,000
Hope St Crossing (south of Howard St)	Principal cycle route	Road crossing	\$20,000
Hope St Crossing (south of Holy Spirit College, near information signs)	Local pathway	Road crossing	\$20,000
Sherrin Esp, Adelaide St to Charlotte St (512m)	Principal cycle route	Shared Path 3m	\$607,683
		TOTAL	\$5,471,438

5.3 FUNDING OPPORTUNITIES

Cook Shire is a small Council with limited funds. As a result, the implementation of this active transport network plan will need to be in association with other partners and grant funding. Council have been successful in the past in applying and winning grants from a number of different sources. Potential funding sources include:

- Internal Council funding including the Capital Works program, Local Government Infrastructure Plan (LGIP) for designated trunk infrastructure in new developments and Pathway and Asset renewal program (opportunity to deliver on road bicycle lanes and widen paths that require renewal).
- Council is eligible for 50/50 funding via the Cycle Network Local Government Grants (CNLGG) for the Principal Routes, as well as the Rail Trail Local Government Grants program (TMR).
- Other federal and state government funding grants such as Local Government Grants and Subsidies Program (LGGSP), Transport Infrastructure Development Scheme (TIDS - TMR) funding, various blackspot grants, Community Road Safety Grants (TMR), SafeST Subsidy Scheme and School Transport Infrastructure Program (TMR), Works for Queensland and Building Our Regions program.

Council could allocate a specific active transport capital works budget and investigate innovative funding opportunities such as levies and sponsorships to contribute to constructing and maintaining active transport infrastructure.

Part B: Lakeland

6.0 Background

Shared path and footpath planning in Lakeland was previously undertaken by Cook Shire Council as part of the development of the Lakeland Local Plan in 2017. These, and other relevant plans, are summarised below.

6.1 PRINCIPAL CYCLE NETWORK PLAN

Detailed principal cycle network planning has only been undertaken for Cooktown as the major urban centre for Cook Shire. The principal cycle network (Department of Transport and Main Roads, 2016), however, identifies a long-distance tourist route ('Iconic recreation route') that links Cooktown to Cairns via a coastal route (Bloomfield Road) and inland route (Mulligan Highway).

Cooktown is the end point for these long-distance routes, and this has potential to provide tourism benefits for Cooktown and towns along the way, including Lakeland (see Figure 20).

6.2 LAKELAND LOCAL PLAN

The Lakeland Local Plan was developed in 2017 to:

- Address unprecedented growth due to the expansion of the primary industry/agricultural sector
- Cater for the large and seasonal workforce placing significant demand on existing housing supply
- Recognise the evolving role of Lakeland as a strategic agricultural service centre
- Capitalise on its strategic location at the intersection of the Mulligan Highway and the Peninsula Developmental Road with the expected influx of tourists to Cape York following the sealing of the Peninsula Developmental Road.

The Local Plan has been endorsed and forms part of the Cook Shire Council Planning Scheme 2017. The purpose of the Lakeland Local Plan is to provide finer grained planning at a local level to guide the growth and development of the township of Lakeland generally in accordance with the future land use intent map (Figure 21) and the future pathway network (Figure 22).

Figure 20: Far North Queensland Principal Cycle Network Plan map

Map 3

Far North Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

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LEGEND

- Principal route
- - - Future principal route
- Iconic recreation route
- - - Future iconic recreation route
- Rail trail

Map Items

- Road
- Railway
- Local government boundary
- Waterway/waterbody
- Urban area
- Growth area
- Passenger railway station
- Airport
- Port
- Regional attraction

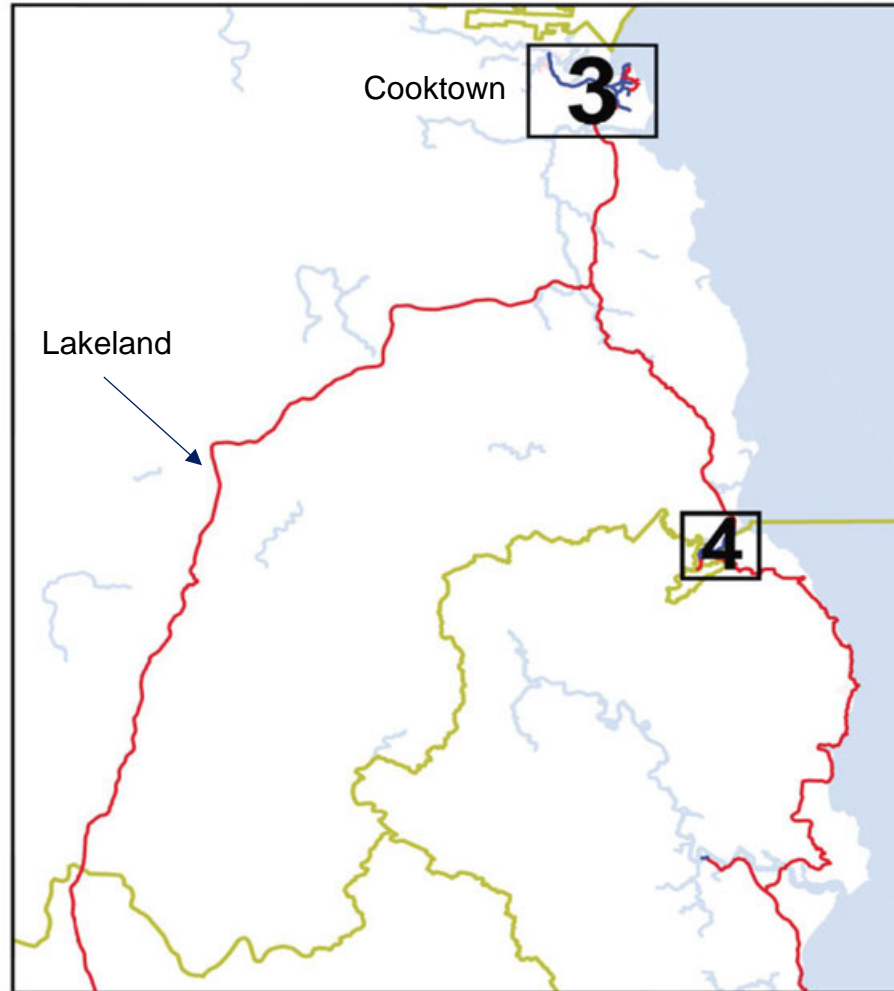
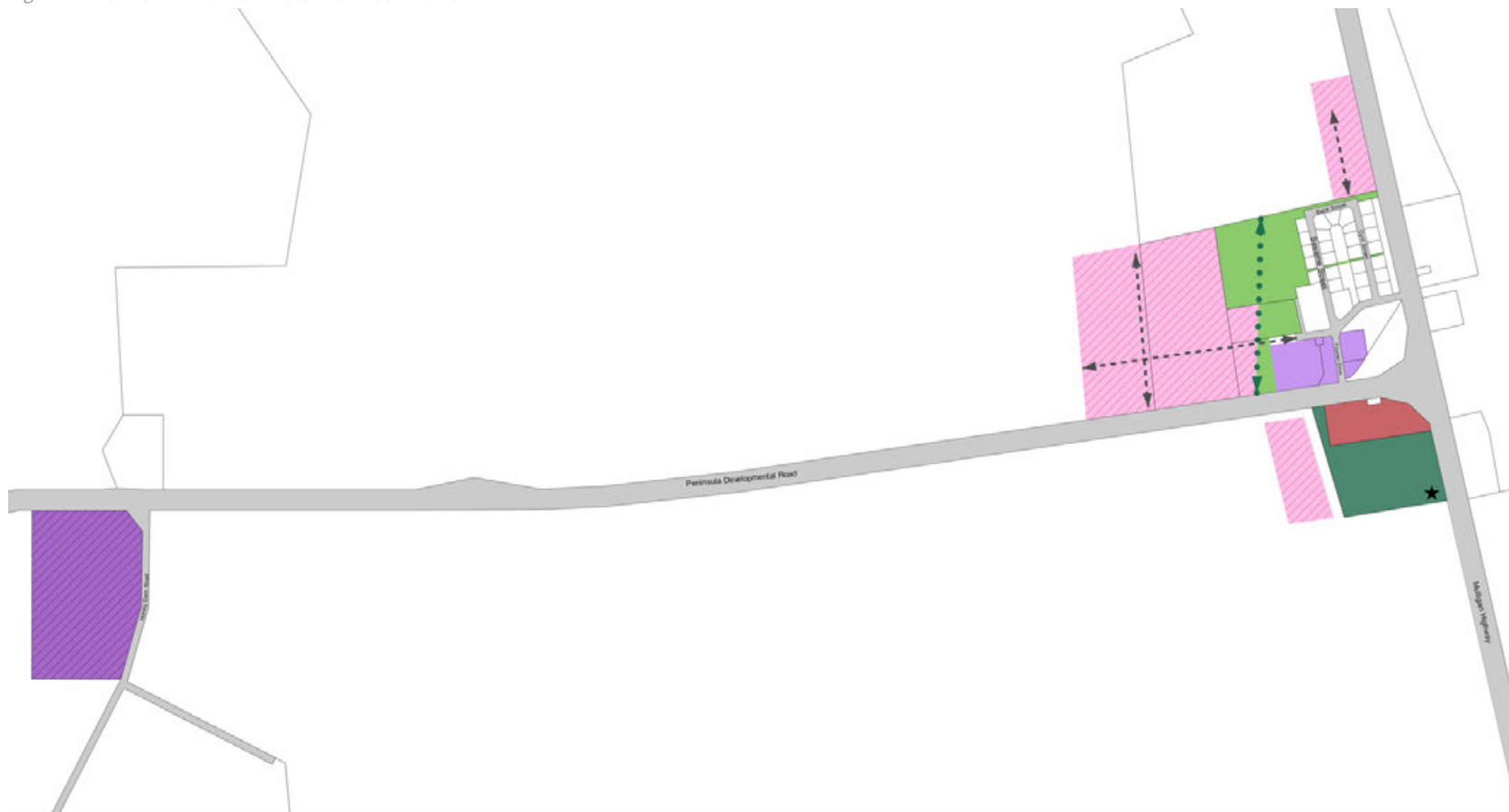


Figure 21: Lakeland Local Plan - future land use intent



**COOK SHIRE COUNCIL
 LAKELAND LOCAL PLAN MAP 7: FUTURE LAND USE INTENT**

- Land Use**
- Residential expansion
 - Rural and light service industry
 - Future heavy industry
 - Short-term accommodation/caravan park/RV
 - Recreation/open space
 - Recreation reserve
- Other Symbols:**
- Gateway site
 - Green corridor
 - Indicative future road extensions
 - Cadastral Boundary
 - Road



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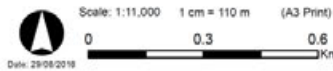


Figure 22: Lakeland Local Plan - future pathway network



**COOK SHIRE COUNCIL
 LAKELAND LOCAL PLAN MAP 8: FUTURE PATHWAY NETWORK**

Future Pathway Network

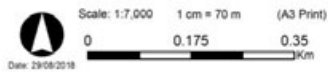
- Proposed 1.5m wide pedestrian path
- Proposed 2.5m wide shared pedestrian/bicycle path
- Cadastral Boundary
- Road



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Geometric Datum of Australia 1984 (GDA84) - Map Grid of Australia - Zone



6.3 OTHER RELEVANT PLANS AND STRATEGIES

In addition to the plans and strategies summarised in Table 1, and the Lakeland specific planning discussed above, there are three additional plans/projects that should be considered when planning for walking and cycling in Lakeland. These are summarised in Table 7 below.

Table 7: Summary of other relevant plans and strategies - Lakeland

DOCUMENT TITLE	SUMMARY OF DOCUMENT	RELEVANCE TO PROJECT
Lakeland Local Area Plan – Background Report (Reel Planning, 2017)	This background issues report and structure plan outlines the background to the development of the Lakeland Local Plan, as well as challenges, consultation outcomes, recommendations and next steps. It includes an Engineering Report and Draft Landscape Master Plan, highlighting some of the transport issues and opportunities for Lakeland.	The Draft Landscape Master Plan shows a proposed footpath network plan, which is slightly different to the final Lakeland Local Plan Map 8: Future Pathway Network (shown above). This highlights that there were some changes between the draft and final endorsed Local Plan which should be reviewed if any proposed changes to the network are made as part of this project.
Lakeland ‘Gateway to the Cape’ tourist information centre	Located on the Mulligan Highway on Council land to the south of the Peninsula Developmental Road, the recently completed tourist information centre includes a purpose-built traveller information centre, rest stop and sculpture park.	Located on the southern entry into Lakeland and opposite the roadhouse, there is potential for visitors to park and walk into town if provided with an attractive path. Likely to increase demand for pedestrian crossings on the highway between the rest stop and roadhouse and across the Peninsula Developmental Road to the main town area.
Development enquiry for farm worker accommodation at Lot 215 RP747485	There is a proposed development for farm worker accommodation for up to 300 people on the western side of the Mulligan Highway, approx. 2km north of Lakeland. Council advised it would like to encourage the workers to use recreation facilities and services in Lakeland and an option to encourage this is the provision of a pathway along the Mulligan Highway.	If a DA is lodged, approved and delivered, there will be considerable demand for a pathway along the Mulligan Highway from the farm to the town. The Local Plan currently shows a future 1.5m pedestrian path on the eastern side (school side) of the Mulligan Highway extending to the north. With this farm on the western side of the highway, further investigation may be required as to what type of facility (i.e., footpath or shared path) should be provided and on which side of the road (i.e., east or west).

7.0 Existing situation

7.1 EXISTING INFRASTRUCTURE

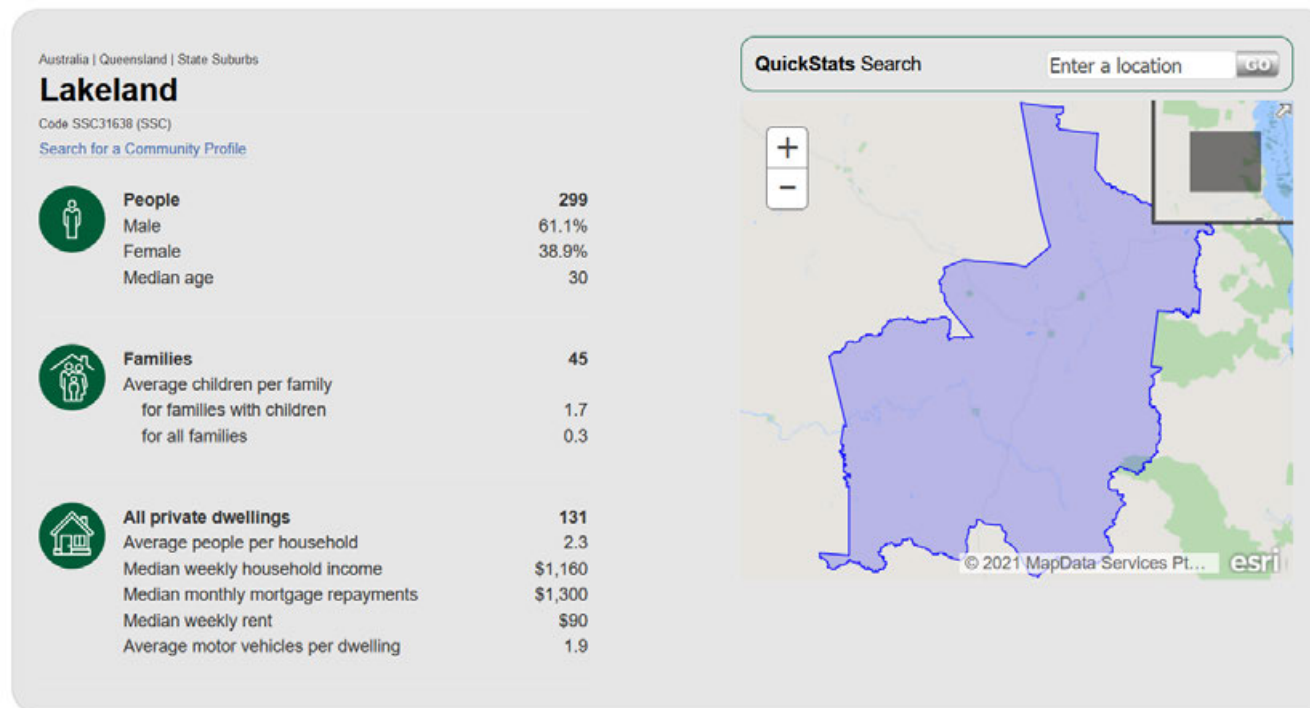
There are no existing/formalised walking and cycling facilities in Lakeland. The majority of residential and commercial land uses are co-located to the north of the Peninsula Developmental Road and to the west of the Mulligan Highway. The local access roads in this part of town function as relatively low speed/low traffic volume roads, which allow for sharing the road space between motorists, walkers and bicycle riders.

7.2 DEMOGRAPHICS

According to the Australian Bureau of Statistics (ABS) 2016 Census, the usual resident population of Lakeland (Statistical Area 1 – SA1) in 2016 was 299 people, living in 131 dwellings with an average household size of 2.3 people. The median age of people in Lakeland was 30 years (compared to 37 years in Queensland). Children aged 0 - 14 years made up 12.5% of the population (compared to 19.4% in Queensland) and people aged 65 years and over made up 11.2% of the population (compared to 15.2% in Queensland).

It is worth noting that the population of Lakeland fluctuates significantly, depending on the time of year with a transient, seasonal workforce.

Figure 23: Lakeland SA1 Quick Stats - 2016 Census



As can be seen from the map above, the Lakeland SA1 level includes the township of Lakeland plus a significant proportion of the surrounding area. At the mesh block level (mesh blocks are the smallest geographical area defined by the ABS and smaller than SA1), the population of the main township of Lakeland is 135 people in 71 dwellings.

Lakeland scores an average of 968 on the *Index of Relative Socio-economic Advantage and Disadvantage (IRSAD)*, ranking above the regional Queensland average of 950, indicating that the area is comparatively advantaged (ABS, 2016). The Australian Bureau of Statistics (ABS) defines IRSAD as, “derived from attributes such as low income, low educational attainment, high unemployment, jobs in relatively unskilled occupations and variables that broadly reflect disadvantage rather than measure specific aspects of disadvantage (e.g., Indigenous and Separated/ Divorced)” (ABS, 2018).

Lakeland’s relatively high IRSAD ranking correlates with rates of car ownership above the state average (ABS, 2016). Only 3.6% of Lakeland’s residents do not own a motor vehicle compared to 6% across Queensland as a whole (ABS, 2016).

There is no specific *Australian Early Development Census* or health data to Lakeland.

7.3 ACTIVE TRANSPORT USE

There is limited data on walking and cycling participation in Lakeland. The two sources of information that do exist are the Census journey to work data (available at SA1 level) and Strava data, which are illustrated and discussed below.

Table 8 shows that there was no one who cycled to work in Lakeland on census day in 2016. There was a significant number of people who walked to work, however, with 13.9% of employed persons in Lakeland. This is potentially the transient workforce referred to above. They are regularly seen walking along the highway to the Lakeland roadhouse or shops near the town hall.

Table 8: Lakeland journey to work and car ownership data – 2016 census

STATISTICAL AREA (SA1)	JOURNEY TO WORK – BICYCLE	JOURNEY TO WORK – WALK	HOUSEHOLDS WITHOUT A CAR
3139609 (Lakeland and surrounds)	0 (0%) 165 employed persons	13.9% 165 employed persons	3.6% 115 households

It is important to recognise that journey to work data gives an indication of the modal split pertaining to commuting trips only. More specifically, it lacks insight into other walking and cycling trips made for the purposes such as education, recreation, shopping and tourism.

Another readily available source of data on walking and cycling activity is STRAVA Global Heatmap data. STRAVA data has been included to understand existing recreational walking and cycling trips in Lakeland. STRAVA data is sourced from a mobile phone application that tracks walking/running and cycling routes and times. As a result, the data is skewed towards individuals who use the app to record (predominantly) training/fitness journeys. Figure 24 shows that the main use by bicycle riders is along the Mulligan Highway, with access into the Lakeland Hotel, indicating this data may be reflecting routes used by long-distance cycle tourists and sporting/recreation cyclists.

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The vision for this project is to encourage participation by all types of bicycle riders, including new users, who are unlikely to have the confidence to ride on roads with high traffic volumes and speeds. The data recorded in STRAVA does not represent these potential new users.

STRAVA data for walkers/runners (3) shows some use of all streets within Lakeland, except for the Peninsula Developmental Road where it meets the Mulligan Highway heading north. Highest use is along Back Street, Anderson Street, Foyster Drive and the Peninsula Developmental Road.

Figure 24: STRAVA Heatmap showing cycling activity in Lakeland

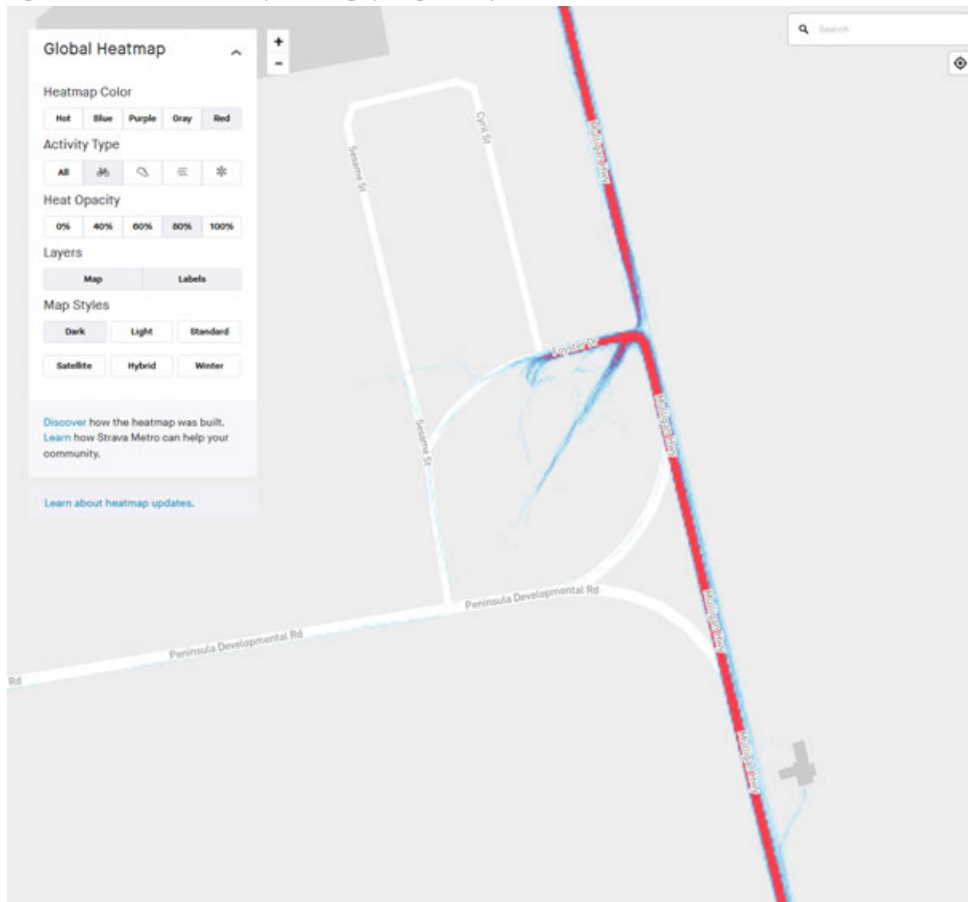
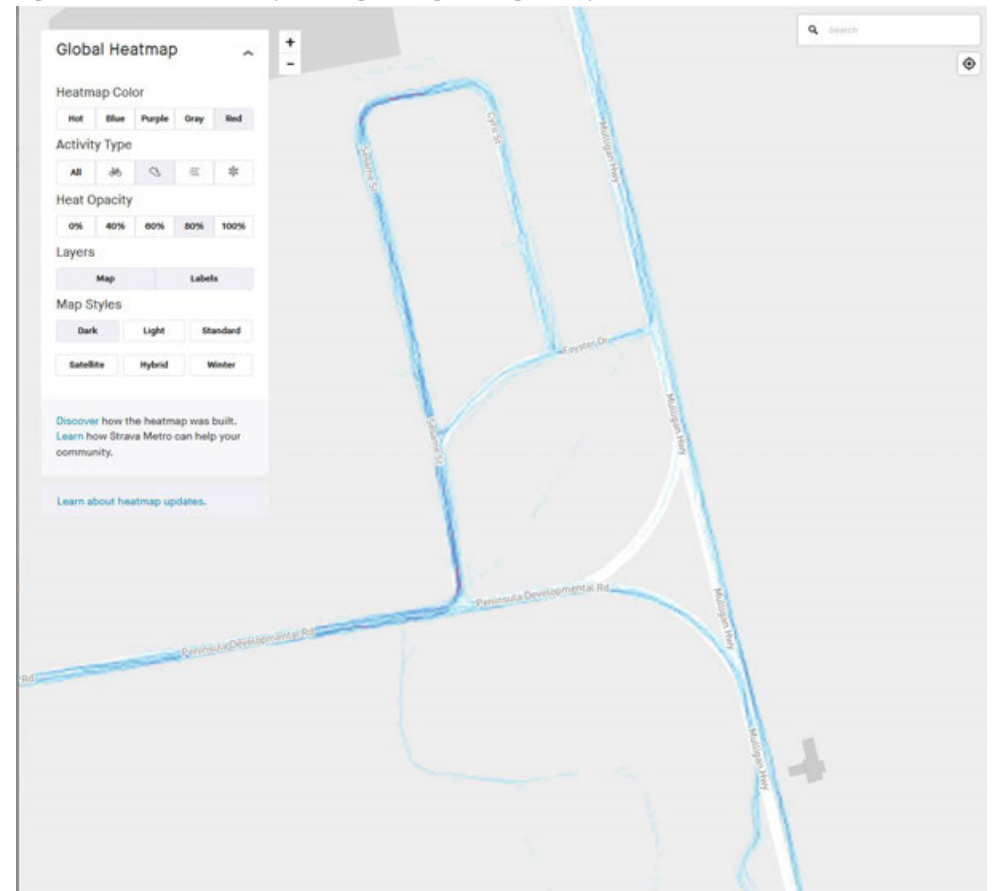


Figure 25: STRAVA Heatmap showing walking/running activity in Lakeland



7.4 CRASH DATA

There was only one pedestrian crash and no bicycle related crash that occurred in Lakeland over the last 20 years. This hospitalisation occurred to the north of the township at Dawson Road/Herse Road in 2003 (at night with the vehicle hitting the pedestrian at speed).

7.5 TRAFFIC DATA

Traffic count data from the *Traffic census for the Queensland state-declared road network* (Department of Transport and Main Roads, 2019) is shown in Table 9.

Traffic volumes are very low along these state-controlled roads but the proportion of heavy vehicles are high through Lakeland. Traffic speeds reduce down to 60km/hr through the township.

Due to the higher proportion of heavy vehicles/higher speeds, physically separated walking and cycling facilities to support more walking and cycling trips to destinations (where relevant) along these corridors would be preferred.

Table 9: State-controlled Road traffic data - Lakeland

LOCATION	COUNT SITE	AADT (2019)	HEAVY VEHICLES
MULLIGAN HIGHWAY (MOUNT MOLLOY - LAKELAND)	Lakeland 500m Sth of Peninsula Dev Rd	530	26.51%
PENINSULA DEV ROAD (LAKELAND - LAURA)	South about Kennedy Ck, 16km sth of Laura	235	20.76%

7.6 LAND USE/DESTINATIONS

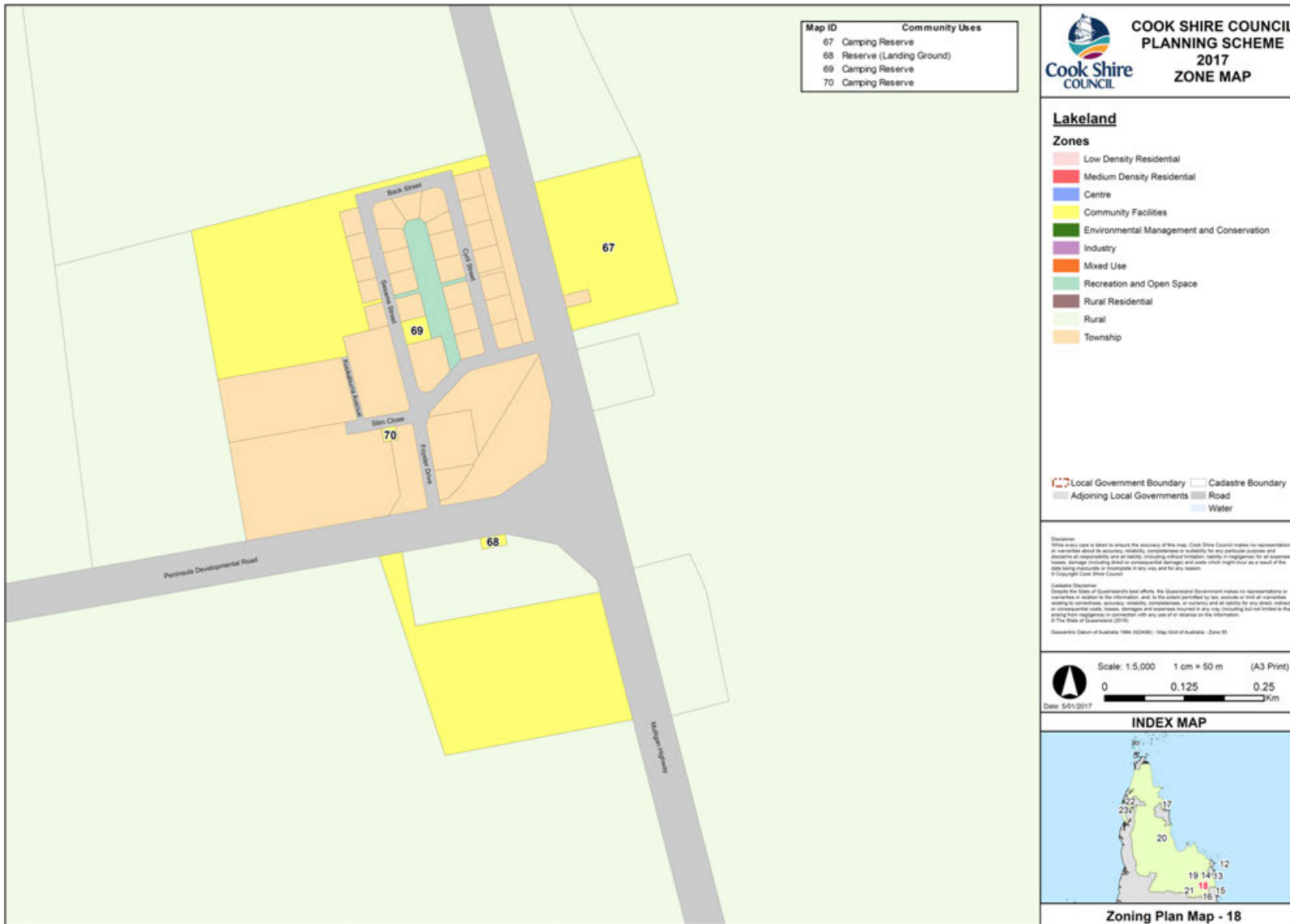
Lakeland is located 78km south-west of Cooktown and is a small agricultural/farming community with bananas being the primary industry, as well as supporting melons, sorghum and cattle industries. As seen on Figure 26, Lakeland zoning shows 'township' land uses concentrated to the north and east of the two major roads, with community facilities and recreation/open space areas interspersed. The Lakeland Primary School (13 students in 2021) is located on the eastern side of the Mulligan Highway and the surrounding area is zoned 'rural'.

Whilst the above shows the current zoning as outlined in the CSC Planning Scheme, the future land use intent showing an expansion of the township area is shown in Section 6.2 Lakeland Local Plan below (Figure 26). An analysis of the existing walking and cycling destinations has been undertaken and is shown on Figure 27. Future developments planned/proposed for Lakeland (that have significant potential to grow the town population/workforce) include:

- Residential expansion areas to west and north of the existing main township area
- Current development enquiry 2.5km north of town (Lot 215 RP747485) for farm worker accommodation for up to 300 people
- Other expansion areas for worker accommodation including near the recreation park.

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Figure 26: Cook Shire Zoning Plan Map - Lakeland



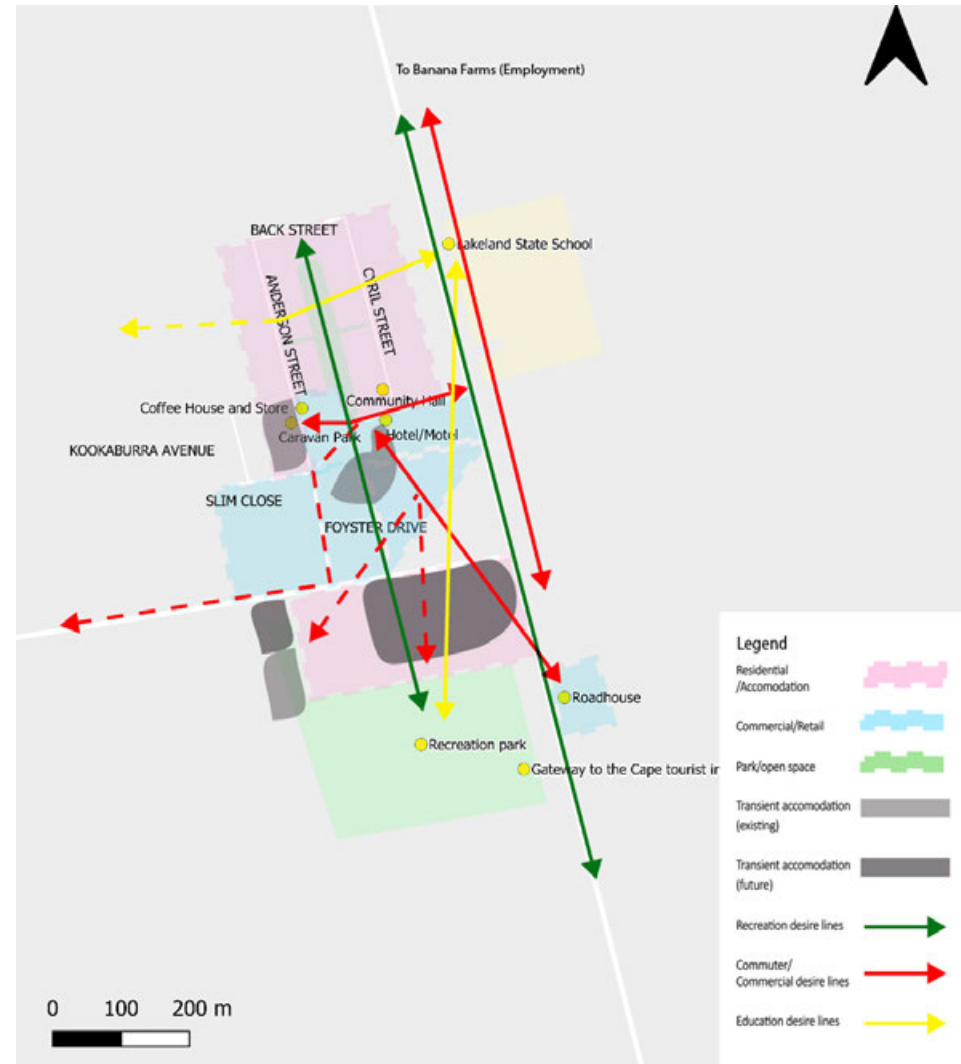
7.7 DESIRE LINES

Figure 27 shows a concentration of walking and cycling destinations in the main Lakeland township along Foyster Drive/Anderson Street with other key destinations to the south (recreation), south-east (roadhouse) and east (school). To better understand the key desire lines for walking and cycling trips within Lakeland and to assist in prioritising future infrastructure provision, a desire lines analysis has been undertaken. Figure 27 shows the key recreational, commuter/commercial and education desire lines, between the main residential, commercial, recreational and education land uses.

Figure 27 shows that the key walking and cycling desire lines in Lakeland are:

- Commuter/commercial desire line along Foyster Drive and future extension to the west along the Peninsula Developmental Road, south to the future accommodation area and north to the existing and proposed farm employment areas.
- Recreational desire lines from the residential area in the north to the recreation park in the south (plus long-distance cycle tourism route along the Mulligan Highway and Peninsula Developmental Road).
- Education desire lines from the main residential area to the school to the east, as well as a link from the school to the recreation park.

Figure 27: Walking and cycling desire lines - Lakeland



7.8 OPPORTUNITIES AND CONSTRAINTS

Key constraints and opportunities have been identified through a review of available data, during site inspections, in discussions with Council and TMR representatives as well as through the community engagement process. These are mapped in Figure 28 and listed below. Key constraints include:

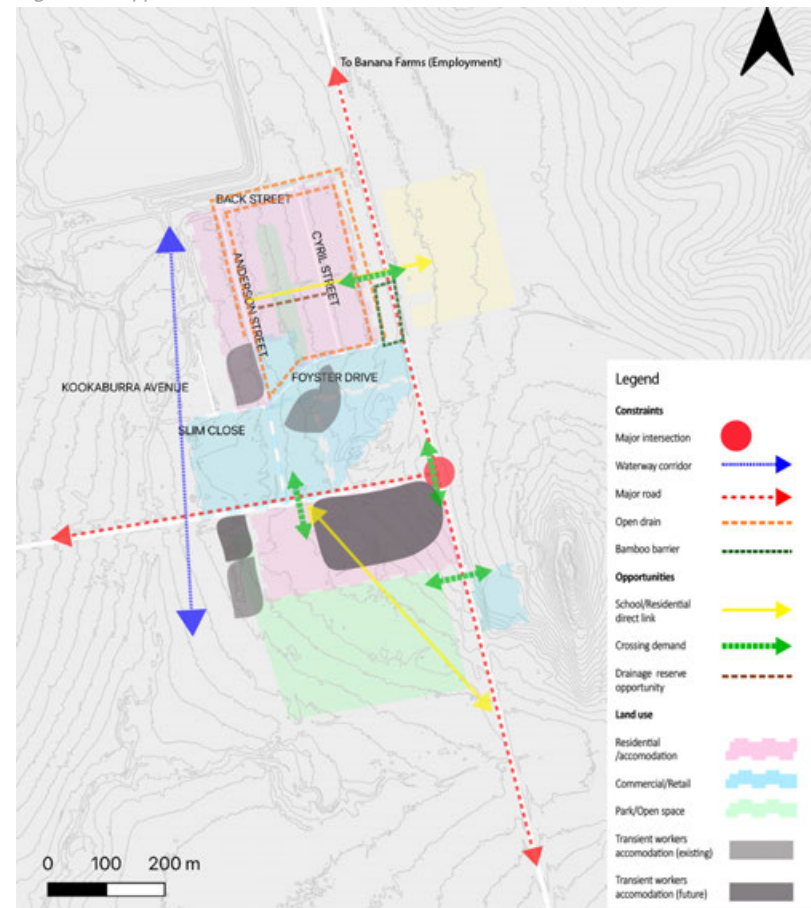
- Lack of kerb and channelling on the road network, with open drains in the verge area making implementation of pathways in the road verge more complex.
- The State-controlled roads (Mulligan Highway and Peninsula Developmental Road) are a barrier between the township and key destinations (Lakeland State School to the east and the recreational/sporting park to the south). Both of these destinations attract school age children who may not yet have the cognitive ability to judge traffic speed/distance to cross these major roads safely.
- The major intersection where the Peninsula Developmental Road meets the Mulligan Highway is at a scale and speed that is not conducive to safe and comfortable walking and cycling.

Key opportunities include:

- Topography is very flat.
- The majority of key destinations within Lakeland are within a (theoretical) 400m/5-minute walk or short bicycle ride.
- Caravan Park/RV parking and existing and future short-term accommodation areas will be key generators of transient worker and tourist trips. The 'Gateway to the Cape' tourist information centre and sculpture park is a key tourism attractor.
- Potential to use the existing open space/drainage corridor to provide a more direct link between the residential area and school.
- Changes to the Queensland Road Rules legislation in 2018 allows e-scooters to be used on footpaths and local roads (subject to certain conditions), providing another convenient transport choice for short-medium length trips. The increased popularity of e-bikes can overcome barriers associated with distance, topography and heat.

- There is potential to attract recreational cycling/mountain biking tourism opportunities to the region as a result of increased RV access within the Cape York region.
- Increasing shade and using materials that reduce the heat island affect can make pathways more comfortable to users, increasing participation. Climate was the biggest barrier identified by Queenslanders in the *Queensland Walking Strategy*. Introducing street trees can make place more attractive as well as cooler.

Figure 28: Opportunities and constraints - Lakeland



8.0 Stakeholder and community engagement outcomes

Stakeholder and community engagement on draft issues, opportunities, constraints and a draft active transport network occurred in April 2021 with the following activities (held 20-21 April 2021):

- Project briefing with Mayor and Councillors
- Meeting with CSC Executive Leadership team
- Internal workshop with CSC staff
- Meetings with select students and staff at Lakeland State School
- Community drop-in session.

A summary of the key issues raised during the consultation is found following, with further details are found in Appendix B.

Lakeland specific:

- Crossing improvements at the school across the Mulligan Highway
- Pathway required near “Bamboo” alongside Mulligan Highway then continuing south to Recreation/Sports area – high priority link
- Crossing of Peninsular Developmental Road near recreation/sports area
- Demand to/from town by short term workers (approx. 350 workers) to banana farms (along Mulligan Highway) and west along Peninsula Developmental Road (these workers generally have low car ownership)
- Access across drainage areas alongside roads particularly when it rains.



Lakeland State School - access



Drainage corridor opportunity

9.0 Lakeland network plan

The draft network plan for Lakeland was developed using the Lakeland Local Plan Map 8: Future Pathway Network (Cook Shire Council, 2017) as the first input, as well as an assessment of the desire lines, existing network gaps, other works/planning underway and stakeholder input. The network plan has been developed using a hierarchal approach as outlined in Table 10.

The draft Active Transport Network Plan for Lakeland is shown in Figure 29.

Table 10: Active transport hierarchy - Lakeland

HIERARCHY	DESCRIPTION	FACILITY TYPES
Principal cycle route	Form the spines in the overall cycle network, functioning like highways for cyclists. Principal routes connect residential areas to major trip attractors such as public transport nodes, universities, schools, shopping and commercial centres, industrial areas, and regional recreational facilities. At the regional scale, they provide key connections between activity centres or towns (Department of Transport and Main Roads, 2016) There are no PCN in Lakeland.	To be eligible for 50/50 funding through the Cycle Network Local Government Grants Program, facilities must meet the minimum requirements as outlined in the document <i>Technical Requirements – Active Transport Investment Program</i> (Department of Transport and Main Roads, 2020). Facility types may include: <ul style="list-style-type: none"> • Cycle tracks and bicycle only paths • Separated paths • Bicycle lanes (subject to certain conditions) • Shared paths (min. 3.0m wide) • Cycle Streets • Advisory Bicycle Lanes

HIERARCHY	DESCRIPTION	FACILITY TYPES
Iconic cycle route	Support tourism by identifying cycle routes of regional significance in scenic coastal and tableland locations (Department of Transport and Main Roads, 2016)	To be determined/investigated
Local pathways	Walking and cycling paths that connects the remaining walking and cycling destinations in townships (that is not serviced by a Principal/ Iconic cycle route)	2.5m wide shared path or 1.8m wide footpath
Walking trail investigation	Identifying and scoping trails have not formed part of the scope of this project; however, some key trails have been identified as part of the investigations and shown on these maps. Further work is required to identify other potential trails in the study area	Unsealed paths e.g. Gravel, crusher dust or informal dirt walking/mountain bike trails

9.1 FACILITY TYPES

Figure 29 shows the ultimate cycling and walking network for Lakeland, whereas Figure 30 shows the existing and proposed ATNP by recommended facility type.

Figure 29: Draft active transport network plan - Lakeland

Lakeland
 Draft active transport network plan

Legend

- Destinations
- Lakeland AT Network**
- Iconic cycle route
- Local pathways
- Land Uses**
- Education Facility
- Hospital
- Parks and open space
- Conservation Areas



Map Scale (A3) - 1:3,500



Version	4
Status	Draft
Issued	27/09/21

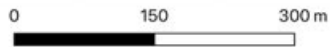
Map Data : © State of Queensland (Department of Natural Resources, Mines and Energy) 2020

Figure 30: Draft active transport facility types - Lakeland

Lakeland Draft facility type

Legend

- Destinations
- Lakeland AT Network**
- Iconic cycle route
- Local shared path - 2.5m
- Local footpath - 1.8m
- Unsealed path (crusher dust) - 2m
- ◆ Crossings
- Land Uses**
- Education Facility
- Hospital
- Parks and open space
- Conservation Areas



Map Scale (A3) - 1:3,500



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Version	4
Status	Draft
Issued	27/09/21

Map Data: © State of Queensland (Department of Natural Resources, Mines and Energy) 2020



10.0 Lakeland implementation plan

An implementation plan has been developed for Lakeland which identifies future projects, costs and priorities for implementation. The prioritisation process and costs utilised are discussed below.

10.1 PRIORITISATION PROCESS

A simple prioritisation process has been developed to prioritise works in Lakeland based on the following criteria:

High priority projects

- Network Enhancement and Connectivity – connects to key destinations
- Safety – location is currently hazardous and unsafe for users, and is/ has the potential to be used by vulnerable users
- Community demand – location has been identified by the community and/or lots of people are already using/or will use the link/route
- Tourism potential – location has the potential to attract tourists and can also be used as a recreation route by the local community
- Value for money - Low cost/high value projects highest priority. Project can be completed as part of another project and/or is eligible for funding from another agency.

Medium priority projects

- Network Enhancement and Connectivity – connects to key destinations
- Safety – location is currently hazardous and unsafe for users
- Value for money - Project can be completed as part of another project or is eligible for funding from another agency.

Low priority projects

- Projects with lower demands but complete a network
- Upgrade projects.

10.2 IMPLEMENTATION PLAN

A detailed Implementation plan for Lakeland can be found in Appendix C. A summary of the high priority costed projects are summarised in Table 11.

Costs are based on the following assumptions:

- Plain footpath 100mm thick: \$300/m² + 50% for design, project management, contingency, and site establishment costs
- Unsealed path (gravel/crusher dust): \$120/m² + 40% for design, project management, contingency, and site establishment costs
- Road crossings: \$20,000 (refuge and/or buildouts, signage and line marking).

Table 11: Lakeland High priority projects

LOCATION	Hierarchy designation	Facility type	Cost
Foyster Dr, Mulligan Hwy to Anderson St (210m)	Local pathway	2.5m shared path	\$236,595
Mulligan Hwy, Foyster Dr to opposite School (253m)	Local pathway	2.5m shared path	\$284,625
Mulligan Hwy Crossing (to school)	Local pathway	Road crossing	\$20,000
Foyster Dr, Anderson St to Peninsula Developmental Rd (229m)	Local pathway	2.5m shared path	\$171,750
Peninsula Developmental Rd Crossing (at Foyster Dr)	Local pathway	Road crossing	\$20,000
Peninsula Developmental Rd, Foyster Drive to Park (197m)	Local pathway	2.5m shared path	\$257,625

LOCATION	Hierarchy designation	Facility type	Cost
Mulligan Highway, School to Roadhouse (698m)	Local pathway	2m unsealed path	\$234,403
Drainage reserve, Anderson St to Cyril St	Local pathway	2m unsealed path	\$31,373
Mulligan Highway Crossing (Roadhouse to Park)	Local pathway	Road crossing	\$20,000
		TOTAL	\$1,326,246

10.3 FUNDING OPPORTUNITIES

Cook Shire is a small Council with limited funds. As a result, the implementation of this active transport network plan will need to be implemented in association with other partners and grant funding. Refer to page 35 for potential funding sources.



Part C: Other Supporting Strategies

11.0 Supporting Strategies

To maximise use of infrastructure identified and delivered through the Active Transport Network Plans, supporting strategies should also be implemented to increase people walking and cycling in the two townships (and potentially across the Shire). The key action areas identified for Cook Shire include:

- Promotion and encouragement
- Mid-journey and end-of-trip facilities
- Monitoring and evaluation
- Implementation.

Actions for each of these areas are outlined in following tables.



Walking and cycling maps can encourage more walking and cycling for both recreation and transport trips. Images: Cooktown bicycle trails pamphlet.

Table 12: Promotion and encouragement actions

ACTION NO.	ACTION AREA
1.	Promotion and encouragement - The delivery of encouragement and education programs can be a cost-effective method of inducing more people to cycle when compared to the higher cost of infrastructure. Targeted programs and events can be delivered to encourage people to cycle and walk more often for more trip purposes. Information on walking and cycling facilities and trails (online and hardcopy) can also help people (including tourists) discover new routes and options.
1a.	Trail based tourism strategy - Undertake further investigations into additional walking and mountain bike trail opportunities within and outside of the townships. Promote these for residents and tourists. This could be developed as a <i>Trail Based Tourism Strategy</i> to investigate and promote trail related opportunities. Requests for bushwalking and mountain bike trails was a consistent theme raised during the stakeholder engagement.
1b.	Tourism - Investigate opportunities to promote walk and cycle tourism in the area including building upon events such as annual rides like the Cairns to Cooktown 'Cardiac Challenge' charity ride. This could also include encouraging bicycle hire businesses (including e-bikes), marketing for other similar events to occur in the Shire, investigating and promoting a cycle ride to the Cape, etc.
1c.	School travel - Investigate options for programs and events to encourage children to actively travel (walk, scoot, skate, ride) to school such as park and stride maps, events such as Walking Wheeling Wednesdays, classroom challenges, bike or walk buses
1d.	Work travel - Lead by example and encourage staff to walk and ride to work. Participate in State and National ride to work days, workplace challenges, promote end-of-trip facilities to new and existing staff, investigate incentives to encourage more walking cycling to and between Council facilities, as well as for site visits.

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ACTION NO.	ACTION AREA
1e.	Events – Investigate options to participate in events and celebrations around walking and cycling, such as the following annual events: Queensland Bike Week (April), National Ride2Work Day (October), National Ride2School Day (March), Walk Safely to School Day (March) and Queensland Walks' Walk Week (August).
1f.	Maps – Continue to produce hardcopy maps showing walking and cycling routes in Cooktown and Cook Shire. Investigate options to provide maps online and/or through mobile applications. Promote walking, cycling and mountain bike trails to boost cycle tourism.
1g.	Groups – Support the establishment of formal walking/running/riding groups, such as Heart Foundation Walking Groups, bicycle user groups and Parkrun (subject to community interest and development of suitable routes).



Bicycle racks, shelter, landscaping and lighting can make walking and cycling routes more attractive and comfortable. Images: Webber Esplanade, Cooktown.

Table 13: Mid-journey and end-of-trip facilities actions

ACTION NO.	ACTION AREA
2.	Mid-journey and end-of-trip facilities – Supporting infrastructure and facilities along walking and cycling routes can make active transport more attractive, comfortable and inclusive for people of all ages and abilities.
2a.	Cool streets and street trees – Ensure new pathway projects include street tree planting to reduce temperatures along key walking and cycling routes. The new Queensland Model Code for Neighbourhood Design recommends street trees every 15m along both sides of all streets. In addition, ensure pathway design encompasses urban cooling strategies such as cool pavement materials and colours, more plantings and grass, permeable pavement, and awning/shade structures where relevant to reduce the heat island affect and make pathways more comfortable and attractive to users.
2b.	Rest areas – Investigate opportunities to install additional public seating and shaded rest areas, to encourage more walking for local trips. This is particularly important for older people and those with temporary/permanent physical impairments.
2c.	<p>Signage – Ensure wayfinding signage (including maps) is included in the scope of all new bicycle and shared pathway projects in Cook Shire. Investigate opportunity to retrofit signage on existing walking and cycling routes.</p> <p>Information on developing a pedestrian wayfinding signage system is available at: Wayfinding and signage for people walking (Department of Transport and Main Roads, 2020)</p> <p>Information on implementing bicycle network signage is available at: Bicycle network signage and wayfinding guidelines (Department of Transport and Main Roads, 2021) and Research Report AP-R492 Bicycle Wayfinding (Austroads, 2015)</p>

ACTION NO.	ACTION AREA
2d.	Bicycle parking – Review existing bicycle parking/rack locations and install additional racks and rails, where required, including at tourist destinations.

Table 14: Monitoring and evaluation actions

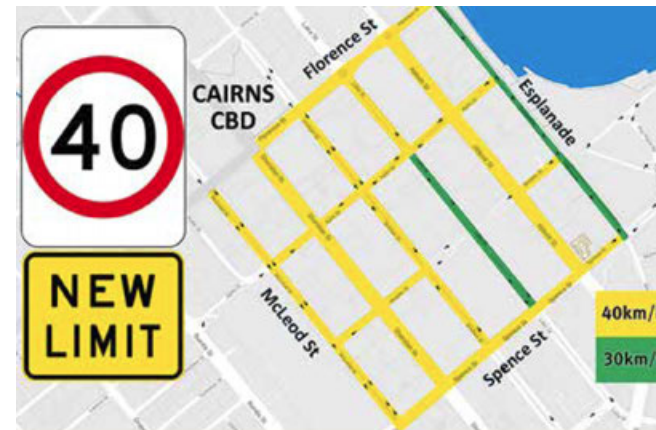
ACTION NO.	ACTION AREA
3.	Monitoring and evaluation – Tracking the effectiveness of the implementation of active transport facilities and supporting strategies can enable Council to measure benefits and track progress.
3a.	Pathway counts – Undertake pathway counts to monitor usage of key cycling and walking routes. Counts can be undertaken manually (through a paid provider or volunteers e.g., Bicycle Network’s Super Tuesday counts) or automatically (using permanent electronic counters). Funding is available via the CNLGG program to provide these counters as part of projects.
3b.	Participation surveys – Investigate opportunity to participate in annual Local Government Walking and Cycling Participation Survey (LGCWPS) – this annual statistical (telephone) survey enables benchmarking of active transport in an area against state and national averages.



The LGCWPS is undertaken annually, with over 60 Local Government Authorities participating.
Image: <https://www.marketsolutions.com.au/lgcps2021/>

Table 15: Implementation actions

ACTION NO.	ACTION AREA
4.	Implementation – A strong delivery plan can ensure that planning, constructing and maintaining the active transport network is cost-effective and sustainable.
4a.	Seek alternative funding – Continue to apply for funding grants to assist in delivery of the network plan and supporting strategies. Investigate innovative ways to raise funds and opportunities to partner with organisations to construct and maintain the active transport network.
4b.	Works program – Allocate an annual active transport budget within the works program to deliver walking and cycling infrastructure in high priority locations. Coordinate delivery with other scheduled works such as road, asset renewal, sewerage, streetscaping and park upgrades.
4c.	LGIP – Incorporate active transport pathways into the next scheduled update of the LGIP. Include the active transport network plan maps as an overlay in the planning scheme.
4d.	Alternative treatments – Investigate and implement alternative, lower cost treatments such as reducing speed limits and implementing shared spaces to support more walking and cycling.
4e.	Planning – Undertake active transport network planning for other townships within Cook Shire.
4f.	Maintenance – Ensure maintenance budgets increase in line with the growing/ageing walking and cycling infrastructure network in Cook Shire.



Case study: Reducing speed limits in areas with high walking and bike riding activity

The Department of Transport and Main Roads implemented safer speed limits in Cairns Central Business District (CBD) on David Low Way in Coolool as an effective and relatively low-cost measure to improve safety for all road users.

These sites were chosen due to an over-representation of pedestrians in crash data.

The projects demonstrate that low cost infrastructure upgrades and an effective community engagement strategy can change behaviour and attitudes towards speeding. The key to achieving this was to reach out to the community and stakeholder groups to promote the benefits of lower speeds and dispel some of the myths and misconceptions around speeding.

In December 2018 the speed limit along a 750-metre section of David Low Way in Coolool was reduced from 50 kilometres per hour to 40 kilometres per hour to slow traffic through the busy retail precinct along the coast. In February 2019, the speed limit in the Cairns CBD was also reduced by 10 kilometres per hour to 40 kilometres per hour.

Extract from *Walking in Queensland Report* (Department of Transport and Main Roads, 2019)

Glossary

The following terms and acronyms can be found throughout this report:

TERM	DEFINITION
Active Transport (AT)	The mix of walking and cycling, integrated with public transport, used as a mode of travel for commuting, recreation or utility purposes, instead of private motorised vehicles and taxis. Active transport promotes individual and community health and wellbeing. Can also include skating and scootering
Bicycle	A vehicle with two or more wheels that is built to be propelled by human power through a belt, chain or gears
Bicycle Lane	An exclusive space for cyclists on the road carriageway, defined by white lines on either side, a white painted bicycle symbol and regulatory signage
Bikeway/Cycleway	A bicycle facility such as a shared path, bicycle only path or separated cycle track.
CBD	Central Business District/Main Street
CSC	Cook Shire Council
Cyclist/bicycle rider	A person who rides a bicycle
End-of-trip facilities	Facilities located at the end of a journey that can encourage people to cycle or walk such as showers, lockers and toilets, as well as short or longer-term secure bicycle parking
Footpath	A path which is off-road, generally in the road verge, which is provided for pedestrians. Note that in Queensland, bicycle riders are permitted to use the footpath
HPR	Highest Priority Route
LGA	Local Government Area
LGIP	Local Government Infrastructure Plan

TERM	DEFINITION
Mid-trip facilities	Facilities that support users whilst undertaking their journey such as water bubblers, rest spots, seating, shade, shelter and lighting
Off-road bicycle facility	A bicycle facility is said to be off-road when it is located in the verge (i.e., road related area parallel to the road carriageway); through parks or reserves; or within a public transport corridor or other public or private land not open to motor vehicle traffic
On-road bicycle facility	A bicycle facility is said to be on-road when it forms part of the road carriageway such as a bicycle lane or a shoulder shared with parked vehicles
Pedestrian	Any person walking including a person: driving a motorised wheelchair, a non-motorised wheelchair, a wheeled recreational device or wheeled toy
PCN/PCNP	Principal Cycle Network/Principal Cycle Network Plan
Raised priority crossing	Where pathway users are given priority across a road using regulatory GIVE WAY or STOP signs and line marking, it is referred to as a priority crossing. Where these facilities are constructed on a raised platform to increase visibility and reduce vehicle speeds, it is referred to as a raised priority crossing. Refer TMR guideline Raised priority crossings for pedestrian and cycle paths
Separated Path	A path which is off-road and has separated space for pedestrians and cyclists, usually defined through line-marking and signage
Shared Path	A path which is off-road and is shared space with pedestrians and cyclists. The minimum width for a shared path is 2.5m
TMR	Department of Transport and Main Roads

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Appendix A: Cooktown Cycle Strategy concept plans (TMR, 2017)

Appendix B: Community engagement outcomes

Cooktown Stakeholder and Community Engagement Outcomes

CSC EXECUTIVE LEADERSHIP TEAM DISCUSSION 21/4/21 (COOKTOWN AND LAKELAND)

Attendance: Chief Executive Officer, Director of Community Economy and Innovation, Director of Organisational Business Services, Director of Infrastructure, Executive Assistant.

Key discussion points:

- Mountain biking popular and done well in adjacent Council areas. Opportunity to do similar in Cook Shire, good for attracting tourism e.g. Mt Cook walking tracks. Other location e.g.s. Mt Tully tracks, rail trails in Tablelands, Red Arrow tracks in Cairns
- Opportunity for cycle tours to the Cape
- Would like to have shovel ready projects so can apply for funding when available. Ensure coordination with sewerage upgrade plans
- Lakeland
 - 350 workers impacting on need for active transport facilities
 - Ensure review Reel report prepared for Local Plan
- Low hanging fruit and low-cost priorities important to identify.

CSC INTERNAL STAFF WORKSHOP 21/4/21

Attendance: Project Officer of Building and Facilities, Tourism Manager, Engineering Manager, Events and Cultural Officer, Executive Assistant.

Key discussion points:

- Key information to be considered in the active transport planning included:
 - Foreshore master plan
 - Charlotte Street streetscaping plans (Cardno) and community consultation results. Cardno plans were adopted by Council

- Northern section of the Foreshore master plan (stage 5 and 6) will be constructed in 2022-23 financial year.
- Need for a prioritised list of projects
- Potential to use unmade roads for walking tracks (community requests received)
- How will maintenance funding be addressed? This is a burden on Council. Other opportunities to be explored for trails and tracks (e.g. volunteer bushwalking groups)
- Education and encouragement actions to be considered
- Seek feedback from community on priorities and criteria – important to also consider economic return (e.g., tourism attraction)
- Other comments noted on following map:



COOK SHIRE ACTIVE TRANSPORT PLANS COOKTOWN AND LAKELAND | DRAFT FOR CONSULTATION

ENDEAVOUR CHRISTIAN COLLEGE 21/4/21

Attendance: Select students from Grade 6 and 12 and staff

Key discussion points:

- Finch Bay track and Mt Cook track need maintenance e.g. very rough, logs across and subject to flooding. Would like to be made more accessible so can go with their grandparents
- Walking tracks are hot spot for tourists
- Mt Cook dirt road only accessible via 4WD
- Grassy Hill very popular for running and bikes and provides access to Cherry Tree track. Treated with road narrows signs and slower speeds – ok for locals but may be an issue for tourists driving fast on this road
- Suggestion for overnight secure storage at PCYC for bikes that cannot be taken home
- Need a toilet near the skate park (and more in town generally)
- Suggest a bike tour guide around town (develop a route) – mark with signs and arrows
- Bush track used a lot along Holy Spirit College and to car park via skate park
- The Caltex service station is closest place to get a drink from school/skate park – difficult to cross Hope St to access it
- Many footpaths too narrow for cyclists and pedestrians (particularly the older ones)
- Reservoir Road turns into dirt track
- Need pedestrian and bicycle signage as often not clear on where you can go
- Waterfront/boat ramp area – busy with trailers from 6am – unsafe to walk/ride through
- Opportunity to have bikes for hire, including electric bikes and scooters
- Where should we have more bike parking? Parks, waterfront
- Like the Mossman pump track
- Demand for crossing Hope Street near the Information Signs

- Should have information boards with events coming up, bike path information. Could also use QR codes to maps with digital signs promoting them
- Heritage trail opportunity
- Need more events e.g. outdoor movies
- Currently like to ride to go fishing, walk around town, ride with their family
- Other comments noted on following map:



COOK SHIRE ACTIVE TRANSPORT PLANS COOKTOWN AND LAKELAND | DRAFT FOR CONSULTATION

COOKTOWN STATE SCHOOL 21/4/21

Attendance: Select Grade 6, 11 and 12 students and staff (school principal)

Key discussion points:

- Crossings at Hope Street, May/Ida and Charlotte Street, Charles St (can be confusing), Hope Street (near Chace Close)
- Bicycle education occurs at beginning of year
- Racecourse Road and Savage Road used by students
- First corner up Grassy Hill lookout dangerous
- Path stops at old rail line needs an upgrade
- Maintenance of paths necessary
- Provide bike parking at tourist destinations e.g. waterfront areas, near café, John St oval, Lions park
- Use e-bikes
- Bike parking exists at different locations in the school
- Demand for crossing at IGA
- Need pathway way through skate park area to Hope Street.

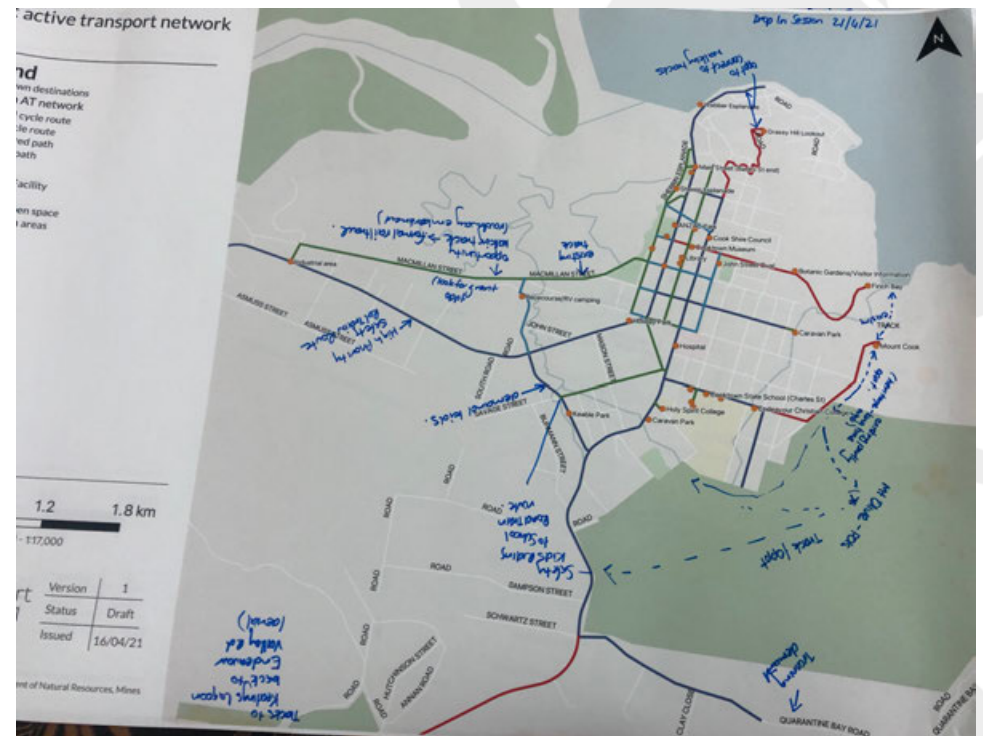
COOKTOWN DROP IN SESSION 21/4/21

Attendance: Various local Councillors and community members

Key discussion points:

- Cardiac Challenge and mountain biking opportunities identified
- Opportunity to plan a Parkrun route via rail trail, cemetery, Adelaide Street
- Currently have about 70% helmet use and about 10% of kids ride to school
- Informal ride to Keatings Lagoon - mountain biking occurs with school groups
- BikeEd with RACQ run for schools but need a safe route to train children on
- There used to be a bike bus in Lakeland
- Support opportunity to apply for rail trail investigation dollars with state government (McMillan Street road reserve).

- See following maps for further discussion points:



COOK SHIRE ACTIVE TRANSPORT PLANS
COOKTOWN AND LAKELAND | DRAFT FOR CONSULTATION



Lakeland Stakeholder and Community Engagement Outcomes

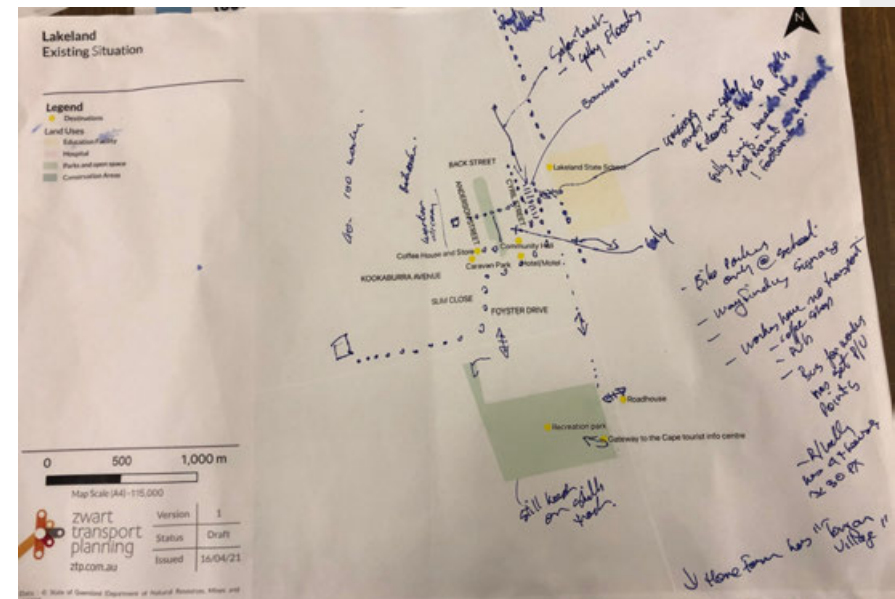
LAKELAND STATE SCHOOL AND DROP IN SESSION 20/4/21

Attendance: School students and teachers, progress association representatives and various community members

Key discussion points:

- Demand along Mulligan Highway by workers to Red Valley Banana Farms (approx. 30-40 workers from town) – lower priority
- Existing crossing of Mulligan Highway at school requires culvert crossing across gully on western side, both sides unmaintained
- Bamboo barrier opposite school along Mulligan Highway – need to get through it to access Cyril St from Highway. This area also gets very muddy, long grass, used by quad bikes too
- Big gullies/drainage required to get across to access and cross Mulligan Highway
- Drainage easement between Cyril and Sesame Street an opportunity but lower priority (also issues identified with accessing private property where no fences)
- Priority works include – crossing of highway near school, path along Highway between school crossing and Foyster Drive, then connection along Foyster Drive to recreation park, crossing of PDR to access recreation park
- Connection west along PDR to wind farms - needed but lower priority
- RV parking occurs at recreation park
- Prefer link through recreation park then along Mulligan Highway/PDR

- Backpackers/farm workers – live in town semi-permanently at caravan parks, boarding, dongas (existing and future sites), some families, limited car use therefore walk everywhere
- Potential for future pathway and skill training area in master plan of recreation park (path can be crusher dust)
- Lakeland SS – approx. 13 students, 1 bike rack, 2 kids regularly ride and 2 kids sometimes, most kids live in town
- See following map for further discussion points:



Appendix C: Implementation Plans

Cooktown Draft Active Transport Network Implementation Plan

Hierarchy	Street Name	Section	Length (m)	Existing	Proposed Facility Type	Side of Road	Proposed width (m)	Cost	Priority
Principal cycle route	Webber Esplanade	Charlotte St to new pathway	121	Being constructed 2022-23	Shared Path - 3m		0	\$0	H
Principal cycle route	Adelaide St	Hogg St to Furneaux St	512		Shared Path - 3m	TBC	3	\$598,723	H
Principal cycle route	Boundary St	Hope St to John St	137		Shared Path - 3m	N	3	\$159,910	H
Principal cycle route	Boundary St	John St to May St	135		Shared Path - 3m	N	3	\$158,023	H
Local pathway	Boundary St	Charlotte St to Hope St	309		Shared Path - 3m	S	3	\$361,702	H
Local pathway	Charlotte St	Crossing of Charlotte St to Banks St	0		Road crossing	E-W crossing	0	\$20,000	H
Local pathway	Charlotte St	Crossing of Charlotte St to Adelaide St	0		Road crossing	E-W crossing	0	\$20,000	H
Local pathway	Charlotte St	Crossing of Charlotte St to Furneaux St	0		Road crossing	E-W crossing	0	\$20,000	H
Principal cycle route	Events Precinct	Charles St-Amos St to PCYC	75		Shared Path - 3m	Open space	3	\$67,244	H
Principal cycle route	Events Precinct	PCYC to Hope St	146		Shared Path - 3m	Open space	3	\$170,647	H
Local pathway	Furneaux St	CSC building to May St	168		Local Pathway - 2m	S	2	\$131,105	H
Local pathway	Furneaux St	Helen St to Hope St	149		Shared Path - 2.5m	S	2.5	\$145,128	H
Local pathway	Helen St	Crossing of Helen St north of Hogg St	0		Road crossing	E-W crossing	0	\$20,000	H
Principal cycle route	Hogg St	Charlotte St to Helen St	133		Shared Path - 3m	N	3	\$155,610	H
Principal cycle route	Hogg St	Adelaide St to Charlotte St	137		Shared Path - 3m	N	3	\$160,792	H
Local pathway	Hope St	Crossing of Hope St north of Burkitt St (to Holy Spirit Colleg	0		Road crossing	E-W crossing	0	\$20,000	H
Principal cycle route	Hope St	Crossing of Hope St south of Howard St	0		Road crossing	E-W crossing	0	\$20,000	H
Principal cycle route	Hope St	Irwin St to Green St	174		Shared Path - 3m	W	3	\$203,546	H
Principal cycle route	Hope St	Furneaux St to Green St	315		Shared Path - 3m	W	3	\$368,360	H
Principal cycle route	Lions Park (South)	Sherrin Esp to Charlotte St	116		Shared Path - 3m	E-W crossing	3	\$135,720	H
Principal cycle route	Racecourse Rd	Hope St to Charlotte St	954		Shared Path - 3m	W (cross to E at Keable Park	3	\$1,115,897	H
Principal cycle route	Sherrin Esp	Adelaide St to Charlotte St	519		Shared Path - 3m	TBC	3	\$607,683	H
Local pathway	Adelaide St	Furneaux St to Charlotte St	147		Shared Path - 2.5m	TBC	2.5	\$143,325	H
Principal cycle route	Adelaide St	Boundary St to Hogg St	458		Shared Path - 3m	TBC	3	\$535,520	H
Principal cycle route	Boundary St	Adelaide St to Roundabout	113		Shared Path - 3m	N	3	\$132,505	H
Local pathway	Furneaux St	Adelaide St to Charlotte St	144		Shared Path - 2.5m	N	2.5	\$140,319	M
Local pathway	Lions Park	Sherrin Esp to Charlotte St-Banks St	59		Shared Path - 2.5m	Open space	2.5	\$57,799	M
Principal cycle route	May St	Boundary St to Charles St	443	Y	Shared Path - 3m	W	3	\$518,310	M
Principal cycle route	Endeavour Valley Rd	Racecourse Rd to Ferrari St	2143		Shared Path - 3m	N	3	\$2,507,636	M
Principal cycle route	Green St	Hope St to Charlotte St	292		Shared Path - 3m	S	3	\$341,424	M
Local pathway	Hogg St	Hope St to Helen St	136		Local Pathway - 2m	N	2	\$106,190	M
Local pathway	Hogg St	John St to Hope St	132		Local Pathway - 2m	N	2	\$102,712	M
Principal cycle route	Hope St	Racecourse Road to Pascoe St	277		Shared Path - 3m	N	3	\$324,663	M
Principal cycle route	Howard St	Parkinson St to Caravan Park	54		Shared Path - 3m	S	3	\$63,185	M
Principal cycle route	Howard St	Garden St to Parkinson St	285		Shared Path - 3m	S	3	\$333,940	M
Principal cycle route	Howard St	Charlotte St to Hope St	258		Shared Path - 3m	S	3	\$301,661	M
Principal cycle route	Howard St	Adelaide St to Charlotte St	138		Shared Path - 3m	S	3	\$161,578	M
Principal cycle route	Howard St	Hope St to John St	147		Shared Path - 3m	S	3	\$171,996	M
Principal cycle route	Howard St	May St to Garden St	257		Shared Path - 3m	S	3	\$300,738	M
Local pathway	Mason St	Savage St to Charlotte St	442		Shared Path - 2.5m	W	2.5	\$430,796	M
Local pathway	Savage St	Hope St to Mason St	466		Shared Path - 2.5m	S	2.5	\$454,749	M
Principal cycle route	Ida St	Hope St to May St	283	Y	Shared Path - 3m	N	3	\$331,110	L
Local pathway	Burkitt St	Hope St to College	76		Shared Path - 2.5m	N	2.5	\$73,954	L
Principal cycle route	Charles St	Amos St to Parkinson St	677	Y	Shared Path - 3m		0	\$0	L
Local pathway	Charlotte St	Boundary St to Howard St	234	Y	Shared Path - 3m		0	\$0	L
Local pathway	Charlotte St	Howard St to Walker St	235	Y	Shared Path - 3m		0	\$0	L
Principal cycle route	Charlotte St	Existing Path to Roundabout	1004	Y	Shared Path - 3m		0	\$0	L
Local pathway	Crossing Park at end of	Charlotte St to Sherrin Esplanade	92		Shared Path - 2.5m	Open space	2.5	\$89,774	L
Principal cycle route	Endeavour Valley Rd	Ferrari St to Airport	7399		Shared Path - 3m	N	3	\$8,657,357	L
Trail Investigation	Ferrari St	Endeavour Valley Rd to Macmillan St	167		Trail Investigation (unsela	TBC	2	\$ 46,878	L
Iconic cycle route	Finch Bay Rd	Gardens to Finch Bay	949		Iconic cycle route	TBC	TBC	\$0	L
Local pathway	Furneaux St	Hope St to in front of CSC building	117	Y	Local Pathway - 2m		0	\$0	L
Local pathway	Furneaux St	Charlotte St to Helen St	142	Y	Shared Path - 2.5m		0	\$0	L
Local pathway	Garden St	Charles St to Ida St	212		Local Pathway - 2m	E	2	\$165,557	L

Cooktown Draft Active Transport Network Implementation Plan

Hierarchy	Street Name	Section	Length (m)	Existing	Proposed Facility Type	Side of Road	Proposed width (m)	Cost	Priority
Iconic cycle route	Grassy Hill Look Out	Loop	254	Y	Shared zone	TBC	0	\$0	L
Local pathway	Harrigan St	Boundary St to Hope St	436		Local Pathway - 2m	E	2	\$340,133	L
Local pathway	Helen St	Furneaux St to Boundary St	891		Local Pathway - 2m	W	2	\$695,060	L
Principal cycle route	Hope St	Harrigan St to Howard St	672	Y	Shared Path - 3m		0	\$0	L
Principal cycle route	Hope St	Pascoe St to Savage St	688	Y	Shared Path - 3m		0	\$0	L
Principal cycle route	Hope St	Howard St to Walker St	463	Y	Shared Path - 3m		0	\$0	L
Principal cycle route	Hope St	Walker St to Furneaux St	157	Y	Shared Path - 3m		0	\$0	L
Iconic cycle route	Hope St (to lookout)	Hope St to Grassy Hill Lookout	937	Y	Shared zone		0	\$0	L
Principal cycle route	Howard St	John St to May St	133	Y	Shared Path - 3m		0	\$0	L
Local pathway	Ida St	May St to Garden St	240		Local Pathway - 2m	N	2	\$187,531	L
Local pathway	John St	Howard St to Boundary St	232		Local Pathway - 2m	E	2	\$180,774	L
Trail Investigation	Macmillan St	Racecourse to Ferrari St	1282		Trail Investigation (unsela	TBC	2	\$ 358,960	L
Trail Investigation	MacMillan St	Racecourse to Adelaide St	433	Y	Trail Investigation		0	\$ -	L
Local pathway	May St	Walker St to Furneaux St	120		Local Pathway - 2m	W	2	\$93,926	L
Iconic cycle route	Melaleuca St	Hannam St to Parkinson St	1314		Trail Investigation (unsela	TBC	2	\$ 367,845	L
Iconic cycle route	Mulligan Hwy	Quarantine Bay Rd to South	1684		Shared Path - 3m	TBC	3	\$1,970,089	L
Principal cycle route	Mulligan Hwy	Quarantine Bay Rd to Racecourse Rd	1477		Shared Path - 3m	TBC	3	\$1,727,545	L
Local pathway	Newman St	Adams St to Hope St	197		Local Pathway - 2m	E	2	\$153,694	L
Principal cycle route	Quarantine Bay Rd	Clay Close to South	505		Shared Path - 3m	TBC	3	\$591,245	L
Principal cycle route	Quarantine Bay Rd	Clay Close to Mulligan Hwy	977		Shared Path - 3m	TBC	3	\$1,143,035	L
Local pathway	Racecourse Rd	Charlotte St to John St	242		Local Pathway - 2m	E	2	\$188,776	L
Local pathway	Racecourse Rd	John St to South Rd	328		Local Pathway - 2m	E	2	\$255,971	L
Local pathway	RSL Park	Adelaide St to Charlotte St	138		Shared Path - 2.5m	Open space	2.5	\$134,676	L
Trail Investigation	South Rd	Racecourse Rd to Macmillan St	128		Trail Investigation (unsela	TBC	2	\$ 35,893	L
Local pathway	Walker St	Charlotte St to Hope St	261		Local Pathway - 2m	S	2	\$203,297	L
Local pathway	Walker St	Adelaide St to Charlotte St	138		Shared Path - 2.5m	N	2.5	\$134,365	L
							Total	\$29,916,578	

Lakeland Draft Active Transport Network Implementation Plan

Hierarchy	Street Name	Section	Length (m)	Proposed Facility Type	Side of Road	Proposed width (m)	Cost	Priority
Local pathways	Foyster Dr	Anderson St to Peninsula Developmental Rd	229	Local shared path	W	2.5	\$ 257,625	H
Local pathways	Mulligan Hwy	Foyster Dr to opposite School	253	Local shared path	W	2.5	\$ 284,625	H
Local pathways	Foyster Dr	Mulligan Hwy to Anderson St	210	Local shared path	N	2.5	\$ 236,595	H
Local pathways	Mulligan Hwy	School to Roadhouse	698	Unsealed path	E	2	\$ 234,403	H
Local pathways	Mulligan Hwy	Crossing of Highway Roadhouse to Park	-	Road crossing	E-W crossing	0	\$ 20,000	H
Local pathways	Peninsula Developmental Rd	Crossing at Foyster Dr	-	Road crossing	N-S Crossing	0	\$ 20,000	H
Local pathways	Peninsula Developmental Rd	From Foyster Drive to Park	197	Local shared path	S	2.5	\$ 221,625	H
Local pathways	Drainage reserve	Cyril St to Mulligan Hwy	93	Unsealed path	E-W crossing	2	\$ 31,373	H
Local pathways	Mulligan Hwy	Crossing of Mulligan Hwy to school	-	Road crossing	E-W crossing	0	\$ 20,000	H
Local pathways	Drainage reserve	Anderson St to Cyril St	125	Unsealed path	Open space	2	\$ 42,162	M
Local pathways	Rec Park	From West Park Edge to Mulligan Hwy	378	Unsealed path	Open space	2	\$ 126,959	M
Local pathways	Rec Park	Along West Park Edge	218	Unsealed path	Open space	2	\$ 73,385	M
Local pathways	Rec Park	From Mulligan Hwy to Gateway	73	Unsealed path	Open space	2	\$ 24,396	M
Local pathways	Anderson St	Shops to Foyster Dr	121	Local footpath	E	1.8	\$ 98,010	M
Local pathways	Peninsula Developmental Rd	Peninsula Developmental Rd to Mulligan Hwy	475	Local footpath	S	1.8	\$ 384,750	L
Local pathways	Anderson St	Back St to shops	230	Local footpath	E	1.8	\$ 186,300	L
Local pathways	Mulligan Hwy	School to North	589	Unsealed path	E	2	\$ 197,829	L
Local pathways	Cyril St	Foyster Dr to Back St	304	Local footpath	W	1.8	\$ 245,875	L
Local pathways	Mulligan Hwy	North to Proposed Worker Accom	1,648	Unsealed path	E	2	\$ 553,788	L
Local pathways	Mulligan Hwy	Near Worker Accom	-	Road crossing	E-W crossing	0	\$ 20,000	L
Iconic cycle route	Mulligan Hwy	South of Roadhouse	322	Iconic cycle route	TBC	TBC	TBC	L
Iconic cycle route	Mulligan Hwy	Worker Accom to South	4,118	Iconic cycle route	TBC	TBC	TBC	L
Local pathways	Back St	Anderson St to Cyril St	124	Local footpath	N	1.8	\$ 100,775	L
Local pathways	Peninsula Developmental Rd	Foyster Drive to West	290	Unsealed path	S	2	\$ 97,362	L
Local pathways	Foyster Dr	Crossing of Foyster Drive to hotel	-	Road crossing	N-S Crossing	0	\$ 20,000	L
Total							\$3,497,836	