



MINUTES

FRASER COAST MARY TO BAY RAIL TRAIL ADVISORY COMMITTEE

COUNCIL ADMINISTRATION CENTRE, 77 TAVISTOCK STREET
27 JUNE, 2024 COMMENCING AT 1.00PM

PRESENT:

- Mayor George Seymour (Chair)
- Cr Lachlan Cosgrove
- Tracey Genrich, Manager Community Development & Engagement FCRC
- Max Voigt – Fraser Coast Bugs Representative
- Martin Simons – General Manager FCTE
- John Williams – Fraser Coast Wildlife Preservation Society Representative
- Craig England – Manager – Rail Corridor Management – Department of Transport & Main Roads
- Desley O’Grady – Rail Trails Australia (non-voting invited member) via teams

APOLOGIES

- Cr Paul Truscott
- Davendra Naidu – Director Infrastructure Services FCRC
- Alan Whyborn – community representative
- Emma Baird – community representative
- Steve Case – Fraser Coast Cycling representative
- Andy Riley – community representative
- Ken Diehm – Chief Executive Officer FCRC (Guest apology)
- Keith Parsons – Director Organisational Services FCRC (Guest apology)

GUESTS IN ATTENDANCE

- David Gleadow – Senior Advisory – Rail Corridor Management – Department of Transport & Main Roads
- Cr Zane O’Keefe
- Greig Bolderrow, Harry Usher and Jacqui-Elson Green (Mary Inc) – part meeting only for presentation
- Kieren Stoneley – FCRC Sport & Recreation Coordinator
- Jodie Clough – Business Support Officer (Minutes)

AGENDA ITEMS

1. Welcome and Acknowledgement to Country

Mayor Seymour welcomed all attendees and delivered an Acknowledgement to Country on behalf of the Advisory Committee.

2. Apologies

A full list of apologies is listed above.

3. New members and Councillors welcome

Mayor Seymour welcomed Cr O'Keefe and Cr Cosgrove. Both Councillors spoke on their enthusiasm for the project.

Members then introduced themselves and reason for involvement in meetings.

4. Agenda Items

1. **Mary Inc – Presentation on Rail Trail ideas**

The representatives of Mary Inc presented to the Advisory Committee in relation to the Rail Trail Project. The main points of the presentation are as follows:-

- Congratulated the group on achievement thus far and provided thoughts on how the rail trail would connect the two cities and offer economic benefits to the Fraser Coast;
- Raised concern on lack of progress and Council funding applications to finalise the Rail Trail;
- Downer Lane should be a key focus and not an afterthought; and
- Indicated an interest for a representative of Mary Inc to join the Advisory Committee.

Members of the Advisory Committee discussed several items with the representatives of Mary Inc prior to them leaving the meeting, including, but not necessarily limited to:-

- Issues that would need to be addressed and resolved prior to the implementation of the Downer Lane section of the trail including road bridges over the section of line;
- Current usage of the line for shunting trains between Downer Rail and the Qld Rail site at Walker Street;
- Width of available land for path running alongside the rail line;
- Ongoing discussions with Queensland Rail about potential utilisation of the North Coast line for rail trail purposes;
- Clarification of current grant funding opportunities and
- Previous discussions of the Advisory Committee in relation to its recommendation of priorities for progressing undeveloped section of the Rail Trail.

The Department of Transport and Main Roads representative, Craig England, advised that the Principal Cycle Way Network Plan runs along Kent Street, parallel to the rail corridor. There may be an opportunity for funding under the broader active transport grants program for this section of the rail trail. Craig encouraged Council to reach out to Darrin Vance, A/Director (Active Transport) who could assist in this regard.

Recommendation

That Mayor Seymour, as Chair of the Mary to Bay Rail Trail Advisory Committee, provide a letter of gratitude to Mary Inc for the group's interest in the Rail Trail project and confirming that Mary Inc would be welcome to submit a nomination for membership of the Advisory Committee in the upcoming call for nomination for community based members.

That Council reach out to Darrin Vance, A/Director (Active Transport) to discuss potential funding opportunities for the Kent Street section of the Rail Trail through active transport grants programs.

2. Previous Minutes and action list

The Advisory Committee advised that it supported the Minutes of previous Meeting held in February, 2024, attachments and updated Action List and noted the following updates on particular items:-

Rail Trail Signage - Fraser Coast Bicycle User Group representative, Max Voigt, raised that the Signage Working Group met last year and submitted a spreadsheet of signage needs for the entire length of the Rail Trail. Estimates from FCBUGs were that the total cost of signage would be in the vicinity of \$25,000). Max raised concerns that no real progress had been made on implementation of the signage.

Council's Manager Community Development & Engagement confirmed that in response to an email request from FCBUGs application had been lodged with Council for the installation of 3 blue directional signs proposed to be installed at Piggford Lane, Walligan and Churchill Mines Trail Head locations.

Department of Transport & Main Roads representative, Craig England requested that the applications required for the blue directional signs proposed for the installation on state controlled roads at Leo's Road/Torbanlea-Pialba Road, Piggford Lane/Maryborough-Hervey Bay Road and Churchill Mines Road/Maryborough-Hervey Bay Road be forwarded to the Department of Transport and Main Roads for assessment.

Colton Coal Mine Alternative Route & General Tenure Issues – Council and the Department of Transport and Main Roads gave verbal updates on a number of items relating to site visits to investigate northern alignment for Colton Coal mine alternative route and several potential solutions to tenure issues between Aldershot and Walker Street section.

Recommendation

That Council recirculate previous information provided to the Advisory Committee in relation to unresolved tenure issues along the undeveloped sections of the Rail Trail between Churchill Mines Road and Maryborough.

3. Current Term of Members – Upcoming Call for nominations

Council's Manager Community Development & Engagement confirmed that the 2 year term of the current committee is due to expire in September, 2024. A report is to be tabled for Council consideration at its July meeting recommending that Expressions of Interest be called for community based members of the Advisory Committee.

It is proposed to use a similar process to that utilised in 2022 when the Advisory Committee was first formed. Existing community based members are able to seek re-appointment to the Advisory Committee through the Expression of Interest process.

The Advisory Committee discussed whether geographic base of community members should be considered as part of the assessment of nominations received. It was agreed that whilst it would be ideal to have a spread of community members from across the Fraser Coast geographically it should not be an overriding factor in the assessment process.

4. M2BRTAC Private Engagement Hub Page Demonstration

Council's Manager Community Development & Engagement demonstrated a Committee (Private) Only access Engagement Hub page which can be utilised by members of the Advisory Committee for accessing the following types of documents:-

- Committee Overview
- Action List
- Image Gallery
- Minutes in Document Library
- Agendas
- Terms Of Reference
- Feasibility Studies

Reminder to the Advisory group of confidentiality as stated in Terms of Reference.

An email will be sent to members with how to register details and assistance is available should Advisory Committee members have issues registering and accessing the Private page.

Recommendation

That Council progress with the issuing of invitations to the members of the Advisory Committee for access to the Private Mary to Bay Rail Trail Advisory Committee Engagement Hub page.

5. M2BRT Council website demo – inclusion of Council minutes in PDF form for public access

Council's Manager Community Development & Engagement gave an overview of the Mary to Bay Rail Trail project page on Council's website where a pdf version of the Minutes from the Advisory Committee meetings will be stored. Work is currently in process for uploading the documents and further advice will be provided to the Advisory Committee once complete including a copy of the link to the specific page.

The General Manager Fraser Coast Tourism & Events commented that additional information and enhanced maps should be created for the Mary to Bay Rail Trail webpage on the Visit Fraser Coast website.

Discussion was held in relation to whether DTMR counters could be placed along the trail to determine levels of usage. DTMR advised that counters cost approx. \$15,000 and movement of counters to different locations has to occur using technical staff due to their sensitivity.

It was agreed that it would be an appropriate time for the scheduling of another meeting of the Marketing subgroup to gather the required information.

Recommendation

That a meeting of Mary to Bay Rail Trail Marketing sub-group be called as soon as practical.

That Council email the Department of Transport and Main Roads to obtain more information on the suitability, cost and potential locations for counters to gauge usage of the Rail Trail.

6. FCRC Budget – Rail Trail Items

Council's Manager Community Development & Engagement provided a list of budget allocations within the 2024/2025 Budget and 10 year capital plan. The list provided is attached to these minutes.

In addition to the projects included in the list, the Advisory Committee was advised that there was also 2 amounts included in the Community Development & Engagement Operational Budget as follows:-

- FCBUGs – Works Mary to Bay Rail Trail Access Licence Area - \$25,000; and
- Mary to Bay Rail Trail – Cost Benefit Analysis - \$20,000.

The Advisory Committee discussed the importance of inclusion of the Mary to Bay Rail Trail project within Council's budget documents to indicate priority of the project and also to allow for lobbying for external funding opportunities. Fraser Coast Bicycle User Group representative, Max Voigt, requested that the Rail Trail should be included in the Council's 10 Year Capital Budget even with a zero dollar value. Council Officers will provide advice back to the Advisory Committee as to whether this request is able to be accommodated by Council's budget management systems and processes.

Council Officer's confirmed that the Mary to Bay Rail Trail was also included in the Council's Priority Project List.

7. FCBUGs Rail Trail Discussion Document

Fraser Coast Bicycle User Group representative, Max Voigt, spoke to a discussion document prepared by the FCBUG Rail Trail Project Team and suggesting the preparation of Strategy document with an accompanying Implementation Plan that identifies the key priority action items and budget commitments required to achieve finalisation of the trail within the next 2 years. It was recommended to the Advisory Committee that a subgroup be formed to progress the preparation the proposed Strategy document and association Implementation Plan.

Council's Manager Community Development & Engagement suggested that in lieu of a subgroup, a workshop style meeting should be called inviting all members of the Advisory Committee, in a similar format to that held in November, 2022, at which time the contents of the Document could be determined including implementation priorities. A focussed strategy including priorities was an item that Council and Department of Transport and Main Roads representatives had been advocating for some time.

Recommendation

That Council convene a workshop of the Mary to Bay Rail Trail Advisory Committee members to commence the preparation of a Strategy Document and Implementation Plan.

8. FCBUGs Request for Works 4 Qld Funds – Saltwater Creek Crossing near Aldershot

The Advisory Committee discussed the recent round of the Works for Queensland funding program and whether the Mary to Bay Rail Trail project could be included in Council's list of projects.

The Mayor confirmed that Council had been allocated \$24,690,000 under the 2024-2027 Works for Queensland program with the project guidelines being altered from previous years.

Submissions to the Works for Queensland program could now include infrastructure, planning or capability development projects.

Council's Manager Community Development & Engagement confirmed that further sections of the Rail Trail project had not been endorsed by Council for inclusion in Council's list of projects for a number of reasons including a condition within the program guidelines that all land tenure and/or Native Title approvals be secured, and evidence provided, as part of project submissions.

The Advisory Committee had a general discussion in relation to tenure issues remaining along undeveloped sections of the Rail Trail.

9. Notes – Stockyard Creek & Black Swamp Crossing Subgroup Meeting 5 June, 2024

The Advisory Committee noted the attached Notes from the Stockyard Creek & Black Swamp Creek Crossing Subgroup meeting held on 5 June, 2024.

10. Christensen Street Crossing Rail Trail – Request for update on work activity & confirmation of previously advised solution will still be achieved

The Advisory Committee noted that as an impact of a private development, Christensen Street will be extended and connected through to the eastern side of the rail trail. Council Officers confirmed that the Development Application for the private development required the developer to construct the road over the rail trail – utilising a culvert type construction. Therefore, a temporary diversion has been put in place for utilisation by rail trail users during construction. Council will advertise the diversion once confirmation has been received that the construction is commencing.

5. General Business

Crossing of Maryborough/Hervey Bay Road

The Advisory Committee discussed the missing crossing of Maryborough/Hervey Bay Road at Nikenbah. The Department of Transport & Main Roads confirmed that they were currently undertaking a quotation process for the procurement of a consultant to do an assessment of the area for a Rail Trail crossing.

Potential amendment of Principle Cycleway from Kent Street to Walker Street as discussed previously in meeting

Cr Cosgrove asked for change of mapping Walker Street to Kent query street be noted in the minutes. Tracey Genrich to discuss further with Damion Beatty (FCRC).

Shovel Ready Rail Trail Projects

Discussion was held in relation to identifying if there were any “shovel ready” projects that could be put forward and leveraged as part of the lead up to the State government election and a suggestion of the signage requirements previously identified could be a potential project.

6. Next Meeting

The meeting closed at 2:51pm.

Next meeting date – 29th of August, location TBA.

ATTACHMENTS

- Attachment 1 – Minutes previous meeting held 8 February, 2024;
- Attachment 2 – Meeting Action List as at 20 June, 2024;
- Attachment 3 – 2024/2025 FCRC Capital Budget Line Items related to Mary to Bay Rail Trail;

- Attachment 4 – Fraser Coast Bicycle User Group – Works for Queensland 2024 Allocation Request and Discussion Document;
- Attachment 5 – Mary to Bay Rail Trail Advisory Committee Crossing Subgroup Meeting Notes meeting held 5 June, 2024



MINUTES

FRASER COAST MARY TO BAY RAIL TRAIL ADVISORY COMMITTEE

COUNCIL ADMINISTRATION CENTRE, 77 TAVISTOCK STREET
8 FEBRUARY, 2024 COMMENCING AT 4.00PM

PRESENT:

- Cr David Lewis (Chair)
- Tracey Genrich, Manager Community Development & Engagement FCRC
- Max Voigt – Fraser Coast Bugs Representative
- Martin Simons – General Manager FCTE
- John Williams – Fraser Coast Wildlife Preservation Society Representative
- Steve Case – Fraser Coast Cycling representative
- Alan Whyborn – community representative
- Andy Riley – community representative
- Craig England – Manager – Rail Corridor Management – Department
- David Gleadow – Senior Advisory – Rail Corridor Management – Department of Transport & Main Roads
- Desley O’Grady – Rail Trails Australia (non-voting invited member)

APOLOGIES

- Cr Phil Truscott
- Davendra Naidu – Director Infrastructure Services FCRC
- Emma Baird – community representative
- Ken Diehm – Chief Executive Officer FCRC (Guest apology)
- Keith Parsons – Director Organisational Services FCRC (Guest apology)

GUESTS IN ATTENDANCE

Gerard Carlyon – Director Strategy, Community & Development FCRC
Kieren Stoneley – FCRC Sport & Recreation Coordinator
Rob Hazzard – Executive Manager, Capital Delivery (Part Meeting Only)
Craig Bottcher – Manager Design, Capital Delivery (Part Meeting Only)

AGENDA ITEMS

1. Welcome and Acknowledgement to Country

David welcomed all attendees and delivered an Acknowledgement to Country on behalf of the Advisory Committee.

2. Apologies

A full list of apologies is listed above.

3. Welcome to Desley O’Grady – Rail Trails Australia representative

The Committee welcomed Desley O’Grady to her first meeting with the Advisory Committee and looks forward to having Desley’s experienced input into the Mary to Bay Rail Trail project.

4. Previous Meeting – Action List

The Committee reviewed the Action List of items from previous meetings. The action list has been updated to reflect comments and updates provided at the meeting and is attached in its updated version.

5. Agenda Items

1. **Design Options – Road Crossings/Rail Trail (Hervey Bay Urban Areas Sections)**

Craig Bottcher advised that Council currently had two projects that it was seeking feedback from the Advisory Committee as follows:-

- a) Construction of the Elizabeth Street crossing; and
- b) Concept Design of a number of road crossings within the Hervey Bay urban area of the Rail Trail.

Craig and Rob Hazzard provided information to the Advisory Committee members in relation to the two projects.

The members of the Advisory Committee requested that a workshop style meeting be organised so that adequate time was available for a more comprehensive review of the projects.

Recommendation

That an invitation be forwarded to all members of the Advisory Committee to a meeting with Council Infrastructure Services staff to discuss the construction of Elizabeth Street crossing and concept design of a number of road crossings within the Hervey Bay urban area of the Rail Trail.

2. **DTMR – Funding Opportunity Discussion**

Craig England advised the Advisory Committee that his Rail Trail team had been able to secure funding in the vicinity of \$100,000 from the State Government’s 2023/2024 budget.

Craig requested feedback from the Advisory Committee as to what their priorities/projects for the funding allocation. A number of potential projects were discussed by the Advisory Committee

including directional signage, Stockyard Creek & Black Swamp Creek Crossings, crossing of Maryborough/Hervey Bay Road to access the Piggford Lane section.

As part of the discussion DTMR advised that their Roads department were in the process of engaging a consultancy to investigate a suitable crossing outcome for the Maryborough/Hervey Bay Road and crossing of Torbanlea Road at Takura.

Recommendation

That the Department of Transport and Main Roads (Rail Trail Corridors) be requested to quarantine the \$100,000 funding allocation for use towards addressing the Mary to Bay Rail Trail Advisory Committee's request for minimal (low impact) creek crossing solutions at Stockyard Creek and Black Swamp Creek, pending further discussion on the identification of the minimal (low impact) solution at a future meeting of the Rail Trail Advisory Committee.

3. Discussion re Minutes of Special Meeting 30 November, 2023

The Committee discussed the minutes from the Special Meeting held on 30 November, 2023 and agreed that the following amendments should be made:-

Item 3.1 New Colton Pty Ltd – Proposed Alternative Route Rail Trail

Add an additional dot point to the section "Rail Trail continuing on its original route (through the Mine) until construction of the mine commences" as follows:-

- Michael Gray agreed to consider the terms of section 276(1)(e) of the Act.

Add an additional dot point to the section "Halliburton Report – Alternative Route Proposal" as follows:-

- Notwithstanding the constraints, this option should remain available for consideration, depending on the outcomes with other alternatives.

Amend the "Action" for this item to read as follows:-

That further investigations be carried out as above, and Tracey Genrich, in consultation with other internal Council Officers, prepare and table a report for a future Council meeting which includes information on the project, proposed alternative route and a recommendation from the Advisory Committee that Council authorise the Chief Executive Officer, or his delegate, to negotiate further with New Colton Pty Ltd in relation to agreement and progression of the Churchill Mines Road/Peridge Road alternative route.

Recommendation

That the Minutes of the Special Meeting held on 30 November, 2023 be amended to reflect the above amendments.

4. Communications – FCRC Community Engagement Hub & FCRC Website Access for public sharing of Advisory Committee meeting minutes

Tracey Genrich confirmed that the Engagement Hub page for use by Mary to Bay Rail Trail Advisory Committee members only will be available in the near future.

Tracey also confirmed that the previous minutes of the Advisory Committee were public documents as they had been published in Council Meeting Agendas and therefore could be published on Council and Fraser Coast Bicycle User Group website for the information of members of the public.

Recommendation

That Tracey Genrich organise for a copy of the Mary to Bay Rail Trail Advisory Committee minutes to be published on Council's website in the appropriate location and send a pdf copy of the minutes to Max for posting on the Fraser Coast Bicycle User Group website.

5. Colton Mine Diversion

The Advisory Committee noted Council's resolution of its Meeting held in January, 2024 as included in the Advisory Committee Agenda documentation.

Tracey Genrich confirmed that an email had been forwarded to New Colton Pty Ltd in January asking for them to review and provide their response in relation to Section 276(1)(e) of the Mineral Resources Act and that to date no response had been received.

Discussion was held as to whether this item should be a priority for investigation and Tracy advised that given there was a recommendation from the Advisory Committee from its November, 2023 meeting, the Advisory Committee should make a further recommendation to Council should it wish to amend its view. No request for an amendment to this item was received at the meeting.

6. Creek Crossing SubGroup – Notes from 31/1/2024 Meeting

The Advisory Committee noted the Notes from the Stockyard Creek/Black Swamp Creek Subgroup meeting held on 31 January, 2024 which were circulated via email to all Advisory Committee members on 5 February, 2024.

General discussion occurred in relation to the requirements of the relevant legislation, potential crossing solutions, the need for approvals and environmental assessment of crossing solutions etc.

It was agreed at the meeting that a report should be tabled at a future Council Meeting recommending action identify a suitable interim solution to address the current situation at the creek crossings. It was requested that the next subgroup meeting be held as soon as practical to keep this item progressing.

The Advisory Committee noted the SubGroup's recommendation in relation to a long term solution and agreed that further discussion on this item should occur at future meetings of the Advisory Committee.

Recommendation

That Council be advised that the Mary to Bay Rail Trail Advisory Committee recommends the following actions in relation to suitable crossing options for Stockyard Creek and Black Swamp Creek:-

That, to address the current situation at the Stockyard Creek and Black Swamp Creek crossing the Mary to Bay Rail Trail Advisory Committee recommend that Council enter into negotiations with the Department of Transport and Main Roads and the Mary to Bay Rail Trail Advisory Committee to:-

- a) Identify a minimal (low impact) works solution for the two crossings to improve the current situation at these two crossings, noting that the gradients be unchanged and as per the existing onsite conditions, and the solution to include appropriate signage to mitigate risk.
- b) Have any environmental assessment and approvals undertaken to facilitate the approved interim solution; and
- c) Have the Department of Transport and Main Roads provide funding for the implementation of the approved interim solution.

7. Rail Trail Safety Issues – Ann Street/Boat Harbour Drive Intersection and Cross-over at medical precinct at Urraween Road

Discussion was held in relation to Ann Street/Boat Harbour Drive and Urraween Road crossings.

Gerard Carlyon confirmed that Council was currently undertaking further review of the Urraween Road crossing and would provide additional information to the Advisory Committee at a future meeting.

Further discussion on the Ann Street/Boat Harbour Drive crossing would occur during the workshop outlined in Item 5.1 above.

8. Status of Advisory Committee recommendations from 30 November to Council regarding funding (FCBUGs 2024/2025 budget allocation & 3 year supply agreement for delivery of projects)

The Advisory Committee noted Council's resolution of its Meeting held in January, 2024 as included in the Advisory Committee Agenda documentation.

Tracey confirmed that given the Council resolution above a Funding Agreement was in the process of being drafted for the \$30,000 funding from this financial year and would be forwarded for execution by Fraser Coast Bicycle User Group as soon as practical.

A budget allocation request had also been included in Council's 2024/2025 operational budget package for consideration as part of Council's 2024/2025 budget deliberations.

9. Saltwater Creek & Dead Man's Gully Crossings – Development of Work Plan and costing submission to State Government

Max Voigt advised the Committee that it was the view of Fraser Coast Bicycle User group that priority should be given to the development of a work plan and costing for works to develop the Rail Trail north of Quarry Road (end of existing trail from the Maryborough end) to Aldershot.

The Committee discussed this item and noted the previous recommendation of the Committee to Council to investigate tenure issues for this section of the trail with a report on those tenure issues to be tabled at a future meeting of the Advisory Committee.

Recommendation

That Council be advised that the Mary to Bay Rail Trail Advisory Committee recommends that Council prepare a detailed Work Plan and Cost Estimates for the section of the Mary To Bay Rail Trail from north of Quarry Road and Aldershot.

6. General Business

Max Voigt, on behalf of the Advisory Committee members, noted that it was Cr David Lewis' last meeting due to his retirement from Council as at the March, 2024 election. The Advisory Committee thanked Cr Lewis for his support, guidance and advocacy of the project and wished him well in the future.

Cr Lewis responded that it had been his pleasure to Chair the Advisory Committee and had been involved in the project, in some form, since attending a site visit prior to the 2016 local government election.

7. Next Meeting

18 April, 2024 – 4pm

The meeting closed at 6.20pm.

ATTACHMENTS

- Attachment 1 - Mary to Bay Rail Trail Advisory Committee – Special Meeting Minutes – 30 November, 2023;
- Attachment 2 – Stockyard Creek & Black Swamp Creek Crossing SubGroup – Notes of Meeting held on 31 January, 2024.

Mary to Bay Rail Trail Advisory Committee

Meeting Action List

Meeting Date	Agenda Item Number	Action Item	Responsible Officer/Person	Status/Latest Update
29/9/2022	6	Tracey Genrich to finalise the Private Mary to Bay Rail Trail Advisory Committee engagement hub page and circulate an invitation to the page to all members	Tracey Genrich	In Progress
	13	Ken Diehm and Keith Parsons to have an internal discussion to discuss tenure of land and how it may impact Council's budget going forward	Ken Diehm/Keith Parsons	Closed
	General Business	Craig England to research if there was the potential to leverage Council's \$200,000 contribution for additional Rail Trail funding	Craig England	Closed
13/4/2023	3.2 Signage – Max Voigt (FCBUGs)	Signage Plan example	Craig England	Actioned
22/6/2023	4.7 Signage Working Group Progress	Coordinate further meetings of the Signage Working Group as required.	Tracey Genrich	Ongoing
	4.8 Marketing/Promotion Working Group Progress	Work with FCBUG to prepare website page	Martin Simons	In Progress. Note email sent with update. FCTE now sourcing new digital lead as original staff person has left organisation.
		Coordinate further meetings of the Marketing/Promotion Working Group as required	Tracey Genrich	Ongoing

7/9/2023	4.1 Discussion on potential creation of M2BRT User Group	Place this item on the Action List for further discussion in 6 months.	Tracey Genrich	
		Share a copy of the Atherton Tablelands document with all members of the Advisory Committee.	Tracey Genrich	
	4.2 Discussion on Crossing Solutions for Stockyard Creek/Black Swamp Creek	Prepare a draft concept plan relating to Black Swamp Creek crossing for discussion at the meeting.	Davendra Naidu	In Progress
	4.3 Suggestion to form a Working group – future implementation &			
	4.5 Safety – Vehicle & Motorbike Access to Rail Trail	Review the signage schedule prepared by the Signage Working Group and source quotations for appropriate signage in addition to source budget for the procurement and installation of such signage. Another meeting of the Signage Working Group will also be scheduled to discuss signage issues at Piggford Lane end as well.	Tracey Genrich	
	Followup with Open Space & Environment in relation to the shelter that was removed recently.	Tracey Genrich		
	4.7 Report on progress of any Tenure negotiations for the Colton Mine Lease to Maryborough section of the Rail Trail	Council to provide a report back to the M2BRTAC identifying the locations of any unresolved tenure issues, options for resolution and how Council can implement resolution of these issues	Keith Parsons/Tracey Genrich	

ACTION/COMPLETED ITEMS

Meeting Date	Agenda Item Number	Action Item	Responsible Officer/Person	Confirm Actioned/Complete
29/9/2022	5	All Committee members to advise via email to the Chair and Tracey Genrich of a “nominated delegate” as early as possible prior to each meeting	All members	Noted – closed
	8	Tracey Genrich to organise the next meeting of the group to be held in a workshop style so that Advisory Committee members can workshop the trail route, opportunities and constraints for each section, status of each section and priorities and standard of works for future sections	Tracey Genrich	Actioned
15/12/2022	Workshop	FCRC to nominate a Council employee to liaise with FCBUGs to assist in working through signage requirements and develop a plan for the complete length of the Rail Trail (Urangan to Maryborough)	Tracey Genrich	Actioned
	Workshop	FCRC to nominate a Council employee to liaise with FCBUGs to assist in working through some of the outstanding tenure issues	Tracey Genrich	Actioned. This item has been closed. This matter is being resolved through the M2BRTAC meeting as per agreed outcomes of meetings. Refer to
6/2/2023	4.5	Council to submit an application to the Minor Infrastructure funding program for a concrete bed level crossing at Stockyard Creek for a total	Tracey Genrich	Actioned

		project cost of approximately \$300,000		
13/4/2023	3.2 Signage – Max Voigt (FCBUGs)	Council to invite interested members to form a working group to look at signage of the Rail Trail.	Tracey Genrich	Actioned
		Follow up staff to assist	Keith Parsons	Actioned
	3.3 DTMR Access Licence 11km section – Max Voigt (FCBUGs)	Community Development Team to support FCBUGs with opening event	Tracey Genrich	Actioned
	3.4 DTMR Maintenance Funding – Max Voigt (FCBUGs)	FCBUGs to submit a request to the Department of Transport and Main Roads for an annual maintenance grant.	Max Voigt (FCBUGs)	Actioned
	3.5 M2BRT Website – Max Voigt (FCBUGs)	Council to obtain the relevant domain names.	Keith Parsons	Actioned Addresses purchased for 1 year. Ability to renew some/all as required. <ul style="list-style-type: none"> • m2brt.org • m2brt.org.au • m2brt.com • m2brt.com.au • m2brt.au • marytobayrailtrail.org • marytobayrailtrail.org.au • marytobayrailtrail.com • marytobayrailtrail.au

				Addresses purchased for 1 year. Ability to renew some/all as required.
	Council to invite members interested to form a working group to look at marketing and promotion of Rail Trail	Tracey Genrich	Actioned. Meeting set for 19/6	Council to invite members interested to form a working group to look at marketing and promotion of Rail Trail
	General Business	Action List to be added to future documentation and Minutes regularly distributed to the Committee	Tracey Genrich	Actioned
		Include Agenda Item re Northern Gap near Aldershot for next meeting	Tracey Genrich	Actioned
		Include Agenda Item re Maryborough Hervey Bay Road Crossing at Nikenbah for next meeting	Tracey Genrich	Actioned
22/6/2023	4.1 Member Resignation – Kelly Adams	Review previous nominations for Advisory Committee membership and source a new equestrian based member as soon as practical.	Tracey Genrich	Actioned. Emma Baird new member commenced with M2BRTAC November, 2023 meeting.
	4.2 Discussion – Progression of Rail Trail Gap near Aldershot	Advise Council that the Rail Trail Advisory Committee requests Council to consider moving forward with negotiation and resolution of tenure issues within the Aldershot sections of the rail trail.	Tracey Genrich	This item is closed – refer to new action item No 4.7 from meeting date 7 September below.
	4.3 Maryborough/Hervey Bay Road Crossing – Nikenbah	Include this item on the Agenda for the next meeting of the Advisory Committee.	Tracey Genrich	Actioned

	4.4 Update on the Planning for the Open Day Event – 26 August 2023	Resend invitation email to Martin Simons of Fraser Coast Tourism & Events.	Mike Allsop	Actioned
	4.6 Update on Progress of current Works for Queensland Project – Walker Street end of Rail Trail	Circulate images of the works to Advisory Committee members.	Davendra Naidu	Actioned
	4.7 Signage Working Group Progress	Progress with sourcing and installation of the signage elements relating to the 11klm section of the trail to be opened in August, 2023 on behalf of FCBUG.	Mike Allsop	Actioned
	4.8 Marketing/Promotion Working Group Progress	Provide content for the Mary to Bay Rail Trail website page to FCTE as soon as practical.	FCBUG	Actioned.
	4.9 Update on whether the \$20,000 request for additional funding is still in the draft 2023/2024 Budget	Include a Budget item in the Agenda for the next Advisory Committee Meeting.	Tracey Genrich	Actioned
	4.10 Potential Funding Source – Growing Regions Program	Advise Council that the Advisory Committee requests Council to consider submitting an Expression of Interest to the Growing Regions Program for creek crossings between Black Swamp Creek and Stockyard Creek.	Tracey Genrich	Actioned
7/9/2023	4.2 Discussion on Crossing Solutions for Stockyard Creek/Black Swamp Creek	Coordinate a meeting between Davendra Naidu (who will nominate any other Infrastructure Services officers required to attend), Alan Whyborn, Max Voigt, Craig England and Andy Riley as soon as practical.	Tracey Genrich	Actioned
	4.3 Suggestion to form a Working group – future implementation &			

		newly finished Walker Street section of the Rail Trail with Davendra Naidu and other appropriate staff of Infrastructure Services.		
	4.8 EOI for Membership – Rail Trail Australia Representative	Council to draft a letter to Rail Trails Australia inviting them to consider and put forward a nomination for a non-voting member of the Mary to Bay Rail Trail Advisory Committee.	Tracey Genrich	Actioned. Desley O’Grady invited and accepted. First meeting 8 February, 2024.
	General Business – Review of November Workshop progress	Circulate a copy of the November 2022 Workshop document to all members of the Group and include as an Agenda for the next meeting	Tracey Genrich	Actioned



SPECIAL MEETING MINUTES

FRASER COAST MARY TO BAY RAIL TRAIL ADVISORY COMMITTEE

**COUNCIL ADMINISTRATION CENTRE, 77 TAVISTOCK STREET
30 NOVEMBER, 2023 COMMENCING AT 4.00PM**

PRESENT:

- Cr David Lewis (Chair)
- Tracey Genrich, Manager Community Development & Engagement FCRC
- Davendra Naidu – Director Infrastructure Services FCRC
- Max Voigt – Fraser Coast Bugs Representative
- John Williams – Fraser Coast Wildlife Preservation Society Representative
- Andy Riley – community representative
- Emma Baird – community representative

APOLOGIES

- Cr Phil Truscott
- Martin Simons – General Manager FCTE
- Steve Case – Fraser Coast Cycling representative
- Alan Whyborn – community representative
- Craig England – Manager - Rail Corridor Management - Department of Transport & Main Roads

GUESTS IN ATTENDANCE

Ken Diehm – Chief Executive Officer FCRC
Gerard Carlyon – Director Strategy, Community & Development FCRC
Keith Parsons – Director Organisational Services FCRC
Kieren Stoneley – FCRC Sport & Recreation Coordinator
Dave McLeod – Fraser Coast Bicycle User Group
Matt Scott – Senior Technical Officer Road FCRC

AGENDA ITEMS

1. Welcome and Acknowledgement to Country

David welcomed all attendees and delivered an Acknowledgement to Country on behalf of the Advisory Committee.

2. Apologies

A full list of apologies is listed above.

3. Agenda Items

1. **New Colton Pty Ltd – Proposed Alternative Route Rail Trail**

Tracey Genrich circulated a copy of a set of Notes from a meeting between available members of the Mary to Bay Rail Trail Advisory Committee and representatives of New Colton Pty Ltd held on 20 November, 2023. A copy of the notes from the informal meeting held on 20 November, 2023 is attached to these Minutes for the information of Committee Members and Council.

In addition to the update included in the attached Notes, Michael Gray from New Colton Pty Ltd provided the Committee with an update of the project.

Matt Scott from Council's Infrastructure Services attended the meeting to provide detailed onsite information relating to the state of Churchill Mines Road and Peridge Road.

There were a number of alternative route scenarios and options discussed by the Committee as follows:-

Rail Trail continuing on its original route (through the Mine) until construction of the mine commences:-

- Max Voigt advised that the preferred route for the Fraser Coast Bicycle Users Group was to utilise the original route on a temporary basis until construction of the mine commenced.
- Michael Gray confirmed that this position was not supported by New Colton Pty Ltd who have safety and regulatory concerns about this approach.
- The Committee discussed a number of clauses from the Mineral Resources Act relating to access to areas subject to a mining lease and whether a Minister approval could be sought by Council.
- Ken Diehm discussed the requirements of evidencing "public interest" when making Ministerial applications and advised that it was unlikely that this would be successful for the Rail Trail project.
- Ken Diehm also stated that it was Council's experience that ceasing temporary uses, once implemented, can be a political and reputational risk for Council as members of the public perceive that their rights are being affected and therefore it was unlikely that Council would support the option for temporary use.
- Michael Gray agreed to consider the terms of section 276(1)(e) of the Act.

Halliburton Report – Alternative Route Proposal

- The alternative route proposed within the 2019 Halliburton Report does not reflect the current status of the unallocated state land – which has now been determined as "exclusive" rights under the Butchulla Land & Sea Claim determination.

- This route would require a significant amount of vegetation clearing and does not address the issues of potential conflict between rail trail users and the working rail spur to service the mine when in operation.
- Native Title requirements for this proposed route could be difficult to negotiate.
- Notwithstanding the constraints, this option should remain available for consideration, depending on the outcomes with other alternatives.

Churchill Mines Road/Peridge Road Alternative Route

- Matt Scott from Council's Infrastructure Services team provided the Committee with an update on state of this proposed alternative route. It was noted that Matt had taken the time to drive the route (as much as possible due to recent wet weather).
- The Committee noted and discussed a number of potential issues that would need to be further investigated for this route including, but not necessarily limited to:-
 - Safety of rail trail users utilising Churchill Mines Road;
 - Whether Churchill Mines Road is constructed within the road reserve;
 - Whether the Churchill Mines Road road reserve can accommodate a rail trail corridor;
 - Negotiations would be required with Ergon Energy as the holders of the easement for the electrical easement;
 - Peridge Road has some sections that may require survey and negotiation with adjoining property owners (if survey reveals that Peridge Road has been unintentionally fenced by private property owners).
 - Linking with Unnamed Road 21 into Aldershot.

Action:

That further investigations be carried out as above, and Tracey Genrich, in consultation with other internal Council Officers, prepare and table a report for a future Council meeting which includes information on the project, proposed alternative route and a recommendation from the Advisory Committee that Council authorise the Chief Executive Officer, or his delegate, to negotiate further with New Colton Pty Ltd in relation to agreement and progression of the Churchill Mines Road/Peridge Road alternative route.

2. Funding Request – Fraser Coast Bicycle Users Group

Tracey Genrich circulated a copy of correspondence from Fraser Coast Bicycle Users Group in relation a budget submission to Council's 2024/2025 annual budget. A copy of the correspondence is attached to these Minutes.

Ken Diehm confirmed that Council's Executive Leadership Team had discussed this request at its meeting held earlier that day and it was suggested at that meeting that Council should consider whether it supported a multi-year sponsorship of FCBUGs to continue works on the Rail Trail in addition to the potential for funding to be sourced for the 3 projects within the correspondence from funds quarantined by Council from the sale of Royle Street land in Maryborough.

The Committee discussed this item at length and resolved to request Council to:-

- Consider allocation of some proceeds from the sale of Royle Street, that have been quarantined for regional environmental purposes, for works on the Mary to Bay Rail Trail which will provide a demonstrated regional environmental benefit; and
- List for consideration in the 2024/2025 budget the funding of a 3 year agreement, between Council and Fraser Coast Bicycle User Group, for the continued development and maintenance of the Mary to Bay Rail Trail project.

Action:

Tracey Genrich to prepare a report for the January Council Meeting requesting Council to consider the allocation of some proceeds from the sale of Royle Street, that have been quarantined for regional environmental purposes and the entering of a 3 year agreement, between Council and FCBUGs, for the continued development and maintenance of the Mary to Bay Rail Trail.

ATTACHMENTS

- **Item 3.1 Attachment** – Notes from informal meeting – New Colton Pty Ltd/Mary to Bay Rail Trail Advisory Committee 20 November, 2023
- **Item 3.2 Attachment** – Correspondence - Request for Funding – Fraser Coast Bicycle User Group

Notes – 31 January, 2024
Stockyard Creek/Black Swamp Creek Crossing Sub-Group
Mary to Bay Rail Trail

Present: Alan Whyborn, Denis Johnson (FCBUGs), Ken McDonald (FCBUGs), Andy Riley, Craig England (DTMR – Rail Corridor Management), David Gleadow (DTMR – Rail Corridor Management), Davendra Naidu (FCRC), Rob Hazzard (FCRC), Tracey Genrich (FCRC), Mike Allsop (FCBUGs as proxy for Denis Johnson)

Apologies: Denis Johnson (FCBUGs), Craig England (DTMR – Rail Corridor Management), David Gleadow (DTMR – Rail Corridor Management)

At the meeting the subgroup were provided with a copy of the following documents:-

- High level Environmental and Cultural Heritage Assessment spreadsheet prepared by the Department of Transport & Main Roads for Bed Level Crossing solution for crossings between Stockyard Creek and south of Churchill Mines Road;
- Proposal from FCBUGs to install decking on existing plinths at both Stockyard Creek & Black Swamp Creek as a long term solution; and
- Email from Alan Whyborn outlining information from GRP Australia for a decking panel solution. (noting that Alan's private email address has been redacted for privacy reasons).

A copy of the above documents are attached to these Notes for the information of the Mary to Bay Rail Trail Advisory Committee (M2BTRAC).

The subgroup discussed the meeting information and agreed to make the following recommendations to the M2BTRAC:-

Interim Solution Recommendation

That, to address the current situation at the Stockyard Creek & Black Swamp Creek crossing, the M2BTRAC be requested to recommend to Council to negotiate with the Department of Transport & Main Roads to:-

1. Identify a minimal (low impact) works solution for the two crossings to improve the current situation at these two crossings noting that the gradients be unchanged and as per the existing onsite conditions and the solution to include appropriate signage to mitigate risk.
2. Have any environmental assessment and approvals undertaken to facilitate the approved interim solution; and
3. Have the Department provide funding for the implementation of the approved interim solution.

Long Term Solution Recommendation

That the M2BTRAC be requested to recommend to Council that a Cost Benefit Analysis be undertaken for 2 long term crossing options, those being bed level crossing or utilisation of existing concrete plinths to determine the most appropriate and cost effective long term solution with the outcomes of the Cost Benefit Analysis to be tabled at a future Advisory Committee meeting for further consideration.

DRAFT. Quality deck on concrete plinths at Black Swamp and Stockyard Creeks.

M2BRT Advisory Committee Discussion Group. 31 Jan 2024.

Another attractive low cost option to develop the Stockyard Creek and Black Swamp Creek crossings on the M2BRT is to install quality decking across existing concrete plinths. This decking will only need to support walkers, bike riders and horse riders as vehicle access already exists on both sides of both creeks. Mike and Jen Allsopp and Ken McDonald of the FCBUGs located and measured the plinths at both crossings on 24 January 2024. This is a summary of their findings.

Stockyard Creek. There are 5 concrete plinths spaced 6m apart across the centre of the creek. They originally supported the railway bridge that has been removed. They stand about 0.3m above natural ground level at each end and about 1m high in the middle where there is long grass. Three of the plinths are not easy to see as grass had covered them. The concrete is in good condition with the tops at the same level. They are 5m long and 1.2m wide. Four prefabricated support frames 6m long and 2.4m wide could be lifted on to these plinths with a small crane before fastening.

Side safety rails are likely to be needed. The decking would need to be good quality and permeable for rain. Some degree of fire resistance is desirable although it is mostly a wet/moist environment. Earth ramps would need to be constructed at each end. This is a low cost option that is environmentally friendly.

Black Swamp Creek. There are 9 concrete plinths spaced 6.2m apart across the centre of the creek. They range from 0.5 to 1.5m high. The tops are level. The plinths are 3.7m long and 0.7m wide. Ten prefabricated support frames 6.2m long and 2.4m wide could be lifted on to these plinths with a small crane before fastening. Side safety rails are likely to be needed.

Tall melaleuca trees would need to be removed as they are extensive and between the plinths. Again, the decking would need to be good quality and permeable for rain. Some degree of fire resistance is desirable. Earth ramps are NOT required as the original abutments at a similar level still exist. This is a low cost option that is environmentally friendly.

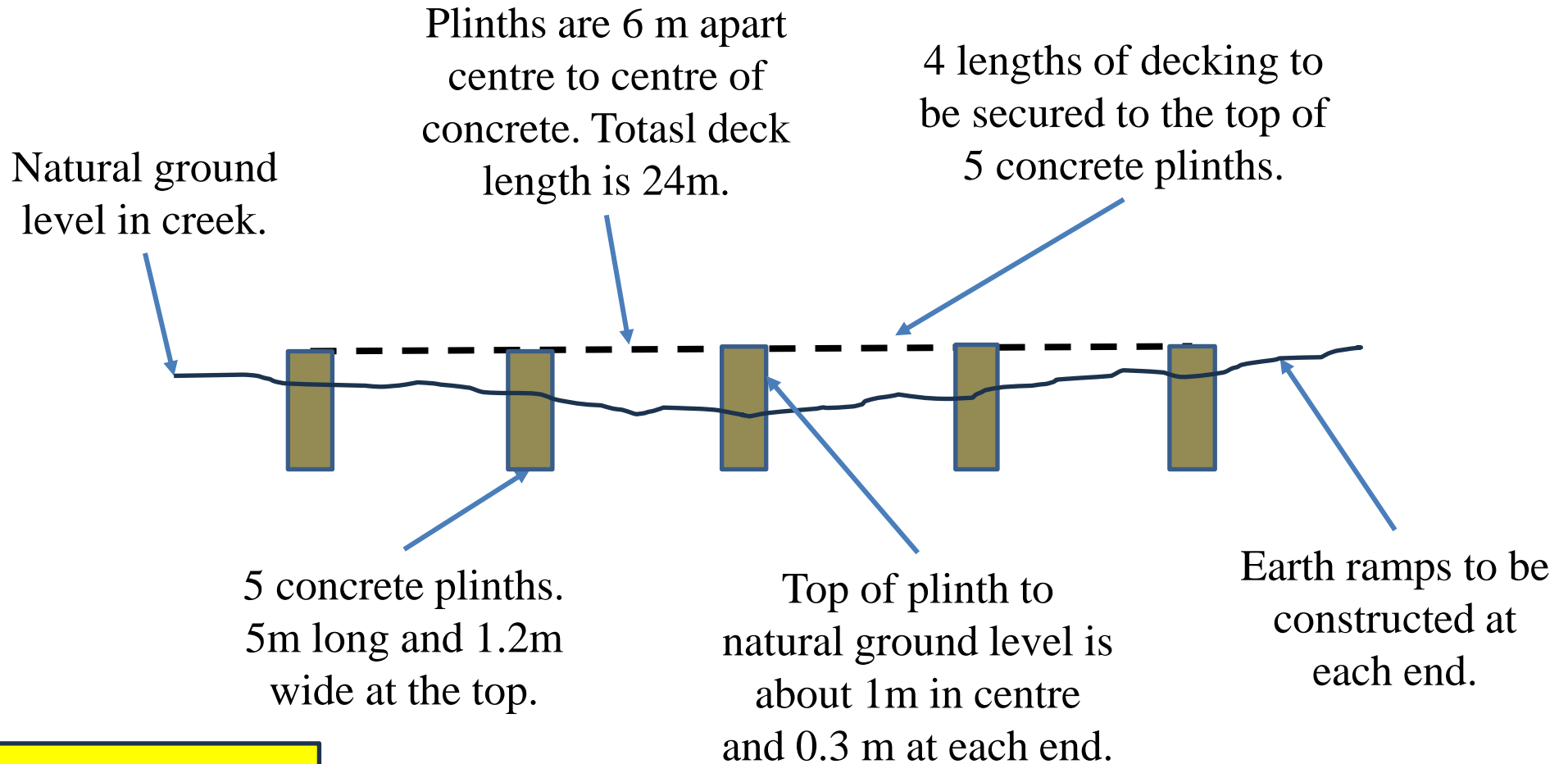
Summary. This option makes good use of the existing railway asset. It is environmentally friendly, aesthetically pleasing and will have very good practical functionality. It is emphasised that a cost effective design is to make it fit-for-purpose. Ie. Service the needs of walkers, bike riders and horse riders only. A horse weighs about 600 to 700kg, so designing for 2 horses on a 6 m span will require say a 2 tonne static load design. Given that the concrete plinths are so massive and in such good condition it seems like a marvellous opportunity to utilise them. A sub-option is to user timber for the support structure. This has been used in many areas in Hervey Bay.

Completion of these two crossings will be a major improvement for rail trail users. It also presents an opportunity to regenerate the surrounding areas that are currently an eye sore and environmental mess.

For your consideration

Ken McDonald and Mike Allsopp
FCBUG January 2024

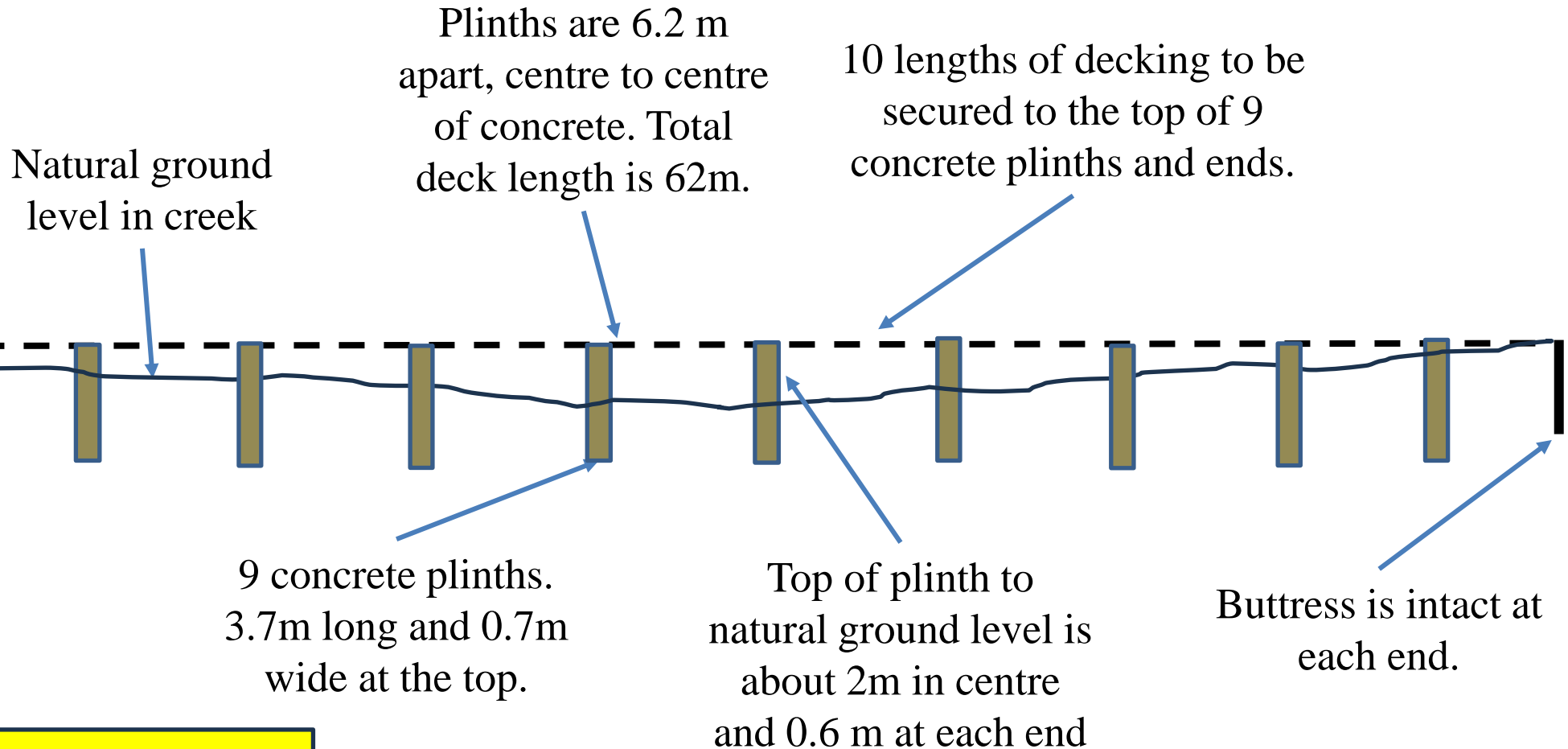
Profile of Plinths at Stockyard Creek



Note. Creek beds are dry most of the year

Not to scale ... sketch Ken McDonald. Jan 2024

Profile of Plinths at Black Swamp Creek



Note. Creek beds are dry most of the year

Not to scale ... sketch Ken McDonald. Jan 2024

Tracey Genrich

From:
Sent: Wednesday 31 January 2024 12:23 PM
To: Tracey Genrich
Subject: FW: Possible Decking - GRP Grating
Attachments: Image 6.jpg; Image 5.jpg; Gold Coast Council areas - Kick rail and moulded mesh.jpg; Kick rail and mesh.jpg

Hi Tracey

Could this be distributed to the Subcommittee please. I will bring it up during today's meeting.

Cheers

Alan Whyborn

From: Harrison Gavin <Harrison@grpaustralia.com.au>
Sent: Wednesday, January 31, 2024 11:10 AM
To:
Subject: RE: General Enquiries [#414]

Good Morning Alan,

Great to talk with you today about the project,

Listed below is a grating type I would recommend for your project however a substructure will be required to suit your specified loads,

MG1938 | 38mm thick | 1220 x 2440 | Black Grey – Fine Grit | \$395 per panel (xGST),
-Included are a few photos of past projects we have supplied grating too in the same material,

I'll leave you with this initial information for now however don't hesitate to give us a call if you have any questions,

Kind Regards,
Harrison



Harrison Gavin

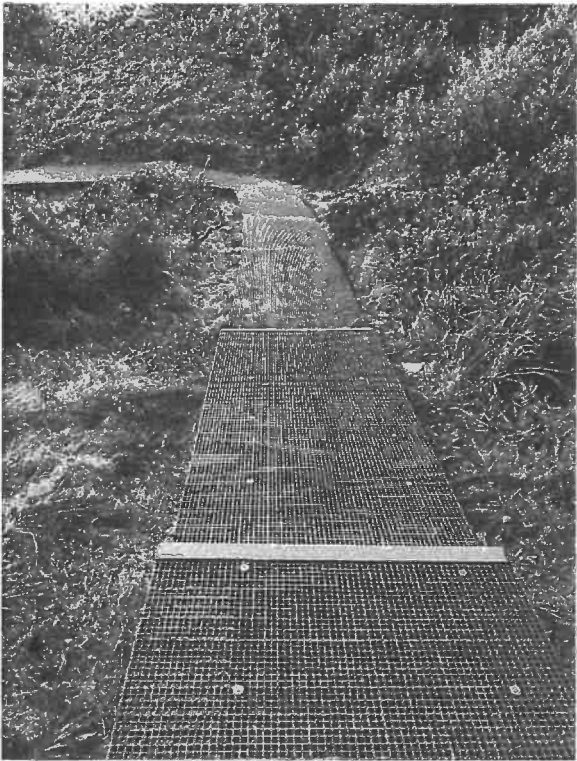
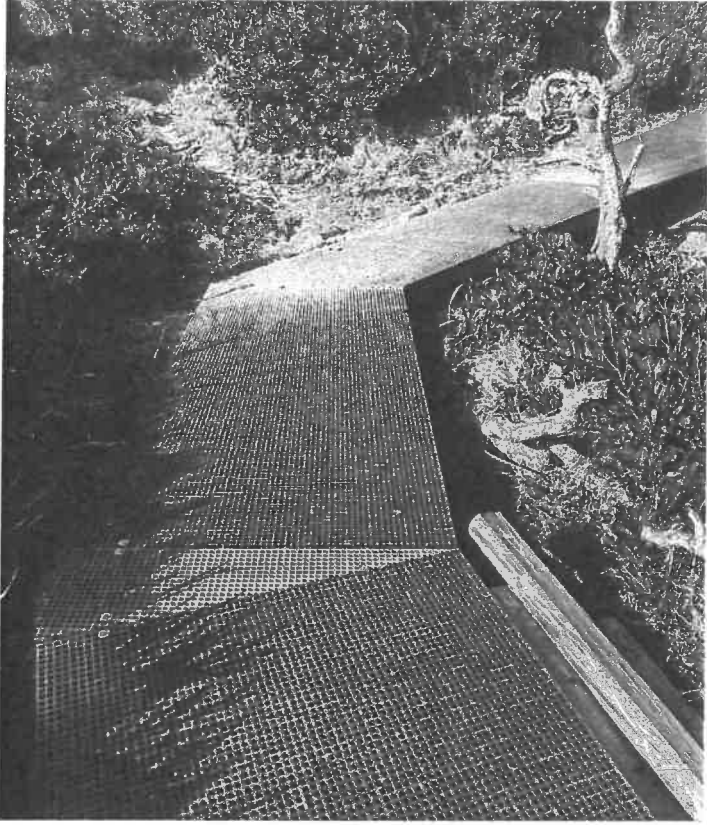
Estimator | Sales

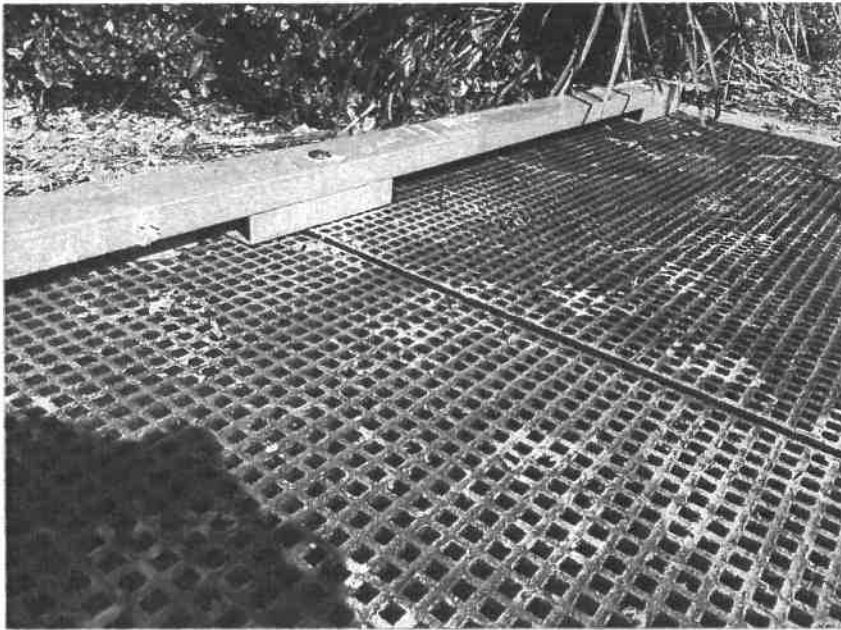
Graduate Industrial Designer

P 07 3252 1244

<https://www.grpaustralia.com.au>

25 Shannon Place, Virginia QLD 4014

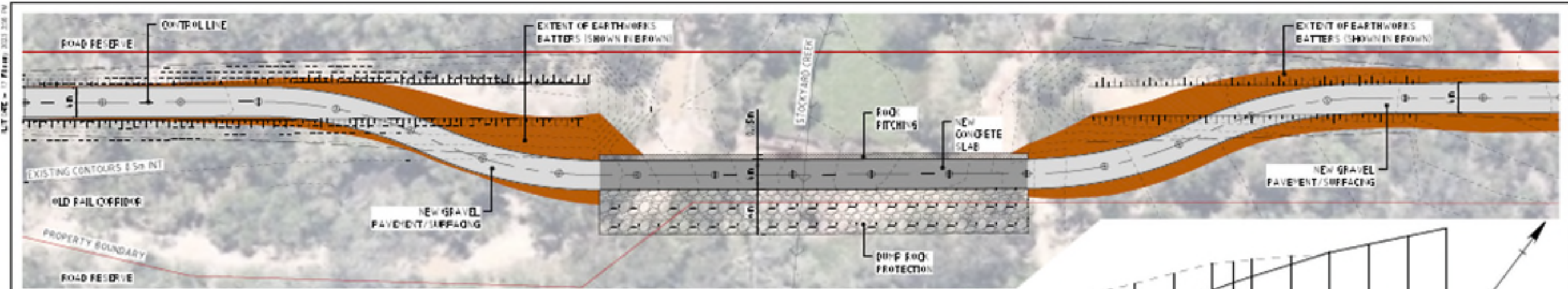
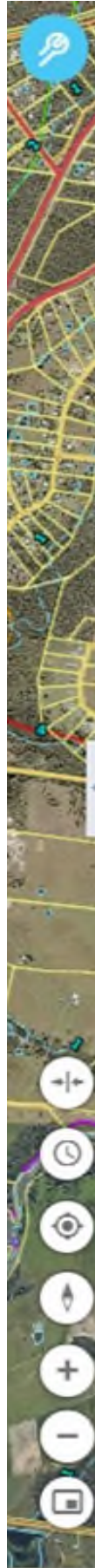




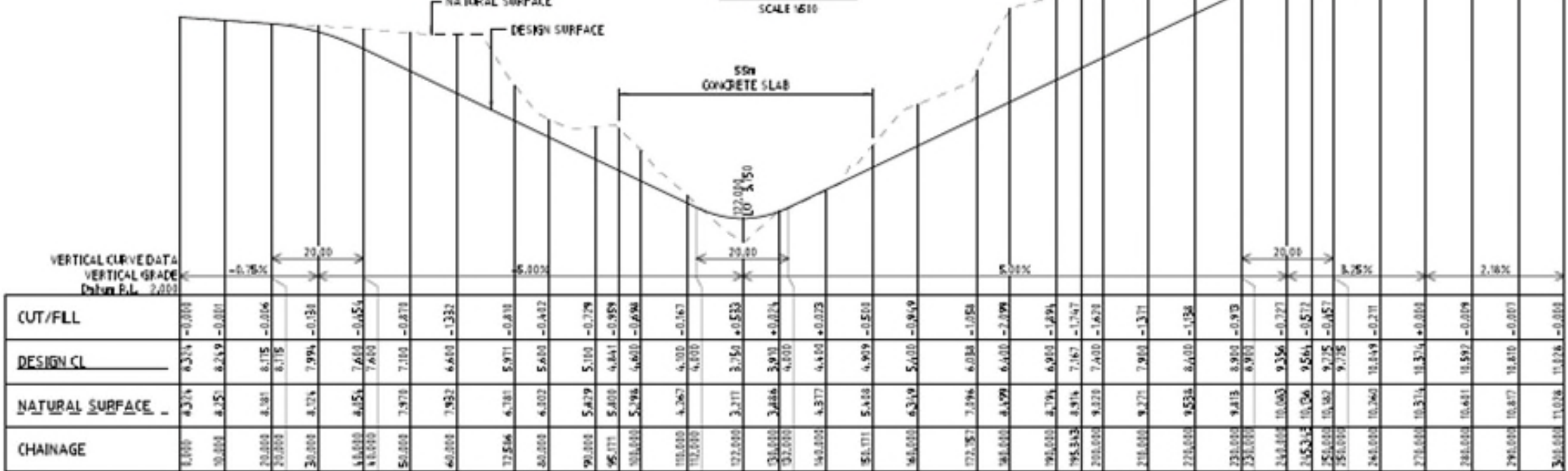
Mary to Bay Rail Trail Waterway crossing sites 1-13



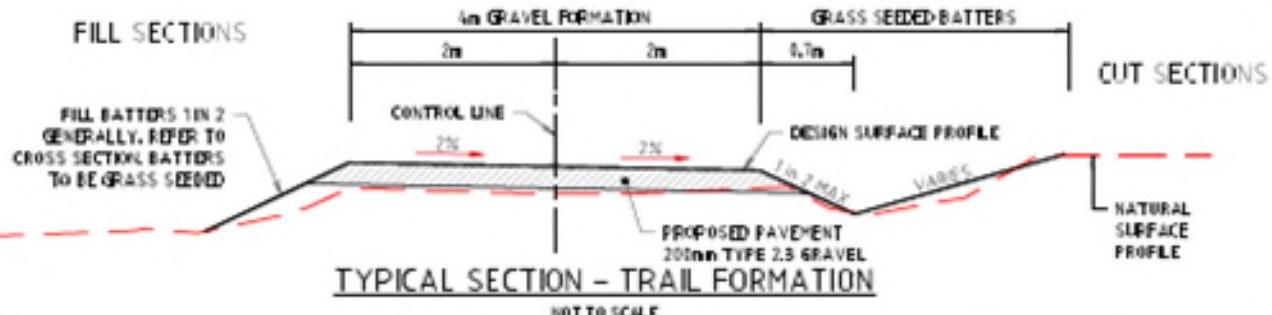
Mary to Bay Rail Trail example of proposed crossing



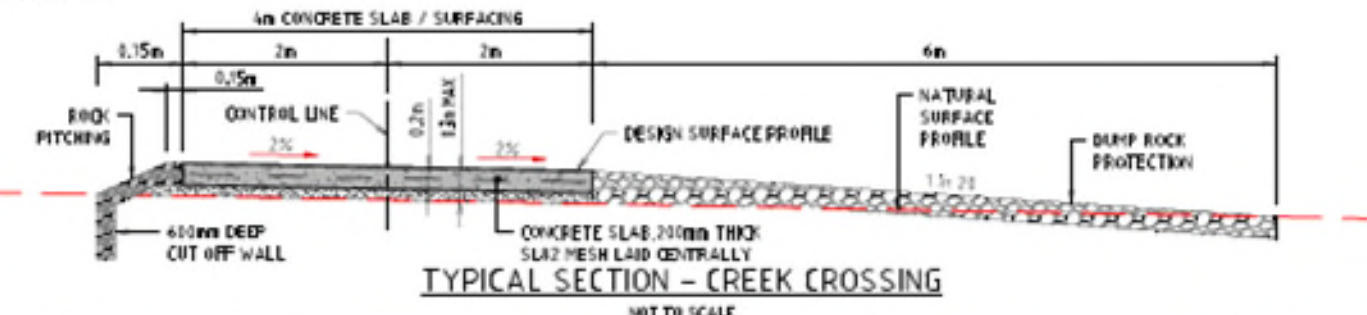
LAYOUT PLAN
SCALE 1:500



LONGITUDINAL SECTION
HORIZ 1:1000 VERT 1:100



TYPICAL SECTION - TRAIL FORMATION
NOT TO SCALE



TYPICAL SECTION - CREEK CROSSING
NOT TO SCALE

<p>DATE: 22/23</p> <p>HORIZONTAL SCALE 1:1000 (H)</p> <p>VERTICAL SCALE 1:100 (V)</p>		<p>DRAWN BY: FCB</p> <p>CHECKED BY: AHD</p> <p>DESIGNED BY: J. STEPHENSON</p> <p>DATE: 22/23</p>		<p>FRASER COAST REGIONAL COUNCIL</p> <p>MARY TO BAY RAIL TRAIL STOCKYARD CREEK CROSSING SKETCH DESIGN</p>		<p>DRAWING TITLE: SKETCH</p> <p>SHEET: 02 OF 02 DRGS</p> <p>SCALE: A3</p> <p>YEAR: 22/23</p>	
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Mary to Bay Rail Trail Waterway crossing sites 1-13: Rapid Environmental Assessment

Factor	Dataset Title	What this search shows	Issue for sites 1-13	Impact on project	Action Required
Water	Coastal plan coastal management district	The coastal management district is an area that is considered to need protection or management, especially with respect to vulnerability to erosion, value in maintaining or enhancing coastal resources or for planning and development of the area.	None of the sites are within a Coastal Management District	N/A	N/A
Water	Highest astronomical tide - Queensland	Used in assessing erosion prone areas and marine plant disturbance	None of the sites are within a HAT area	N/A	N/A
Water	TMR's State-wide Stormwater Quality Risk Mapping	Modelled water quality impact assessment	None of the sites are within a stormwater risk area	N/A	N/A
Water	Watercourse identification map - watercourses - Queensland	Features which are defined as Watercourses under the Water Act for each District.	Sites 1-13 are mapped as watercourses	There is potential for impacts to the watercourses from earthworks and vegetation clearing	For each site check if the Clearing limits and Volumetric limits in the Riverine protection permit exemption requirements apply, if not will require a RRP permit.
Soil and Land	Combined acid sulfate soils layer for Queensland	Acid Sulphate Soil data is provided in two categories - a) data extracted from ASRIS which a combination of modelled and field survey data may be b) field survey only. The latter is more accurate and should be used before the ASRIS data.	None of the sites are within an ASS area	N/A	N/A
Soil and Land	Defence - Unexploded Ordnance Map	Defence - Unexploded Ordnance Map	None of the sites are in a mapped UXO area	N/A	N/A

Soil and Land	Environmental Management Register and Contaminated Land Register	The Environmental Management Register (EMR) and the Contaminated Land Register (CLR) are public registers which contain information about contaminated land in Queensland. The EMR also contains information of land which is, or could potentially be, contaminated because it is being used for an activity which may cause contamination.	Site 13 is in area mapped as being on the EMR or CLR	Contaminated soil with either need to be avoided, contained onsite or removed for offsite disposal (least preferred due to costs).	- Contaminated Land investigation to determine extent of contamination and management options
Soil and Land	TMR Soil Group Classification	TMR Soil Group Classification (by District) is the soils information relevant to TMR activities and uses the TMR soil group classifications; To determine the limitations to work activity including construction in the road reserve given the risk posed due to the chemical and/or physical properties of the soils.	All sites except 10 and 12 are mapped as Uniform non-cracking clays & Loamy gradational soils, Low Risk. Site 10 is mapped as Made Land, High Risk. Site 12 is mapped as TC soils (dispersive), High Risk	Sites 10 and 12 have high potential for erosion or soil related issues.	Ensure project E&SC Plans take into consideration the soil risks.
Flora	EPBC Act protected matters - Listed flora	This is a web-based GIS program which, based on an area you select, identifies what recorded protected matters potentially exist in that locality	Sites 1-13 contain: World Heritage Properties: None National Heritage Places: None Wetlands of International Importance (Ramsar 1) Great Barrier Reef Marine Park: None Commonwealth Marine Area: None Listed Threatened Ecological Communities: 4 Listed Threatened Species: 37 Listed Migratory Species: 18	The project may be a significant impact on them which would require referral for a controlled action. There is potential for significant cost and time delays.	- detailed investigation to determine if there will be a significant impact - Possible PBC Referral

Flora	Flora Survey Trigger Map for Clearing Protected Plants in Queensland	High risk areas, under the Nature Conservation Act 1992, where plants classed as endangered, vulnerable or near threatened wildlife are present or are likely to be present.	Sites 1-5, 11 and 13 are within the Trigger area	A flora survey may be required and the project may need a permit for clearing protected plants (offset may be required).	Check if clearing within Sites 1-5, 11 and 13 is exempt, if not organise flora survey and possible clearing permit https://www.qld.gov.au/environment/plants-animals/plants/protected-plants/clearing
Flora	Highest astronomical tide - Queensland	HAT is considered the boundary for the presence of marine plants which are protected under the Fisheries Act 1994. Disturbance that exceeds activity thresholds will require offsets.	None of the sites are within a HAT area	N/A	N/A
Fauna	EPBC Act protected matters - Listed fauna	This is a web-based GIS program which, based on an area you select, identifies what recorded protected matters potentially exist in that locality	Sites 1-13 contain: World Heritage Properties: None National Heritage Places: None Wetlands of International Importance (Ramsar 1 Great Barrier Reef Marine Park: None Commonwealth Marine Area: None Listed Threatened Ecological Communities: 4 Listed Threatened Species: 37 Listed Migratory Species: 18	The project may be a significant impact on them which would require referral for a controlled action. There is potential for significant cost and time delays.	- detailed investigation to determine if there will be a significant impact - Possible PBC Referral
Ecosystems and Habitats	Assessable Development Areas and Koala Habitat Values	Assessable Development Areas and Koala Habitat Values	None of the sites are within a Koala Habita Value area	NA	N/A
Ecosystems and Habitats	EPBC Act protected matters - threatened ecological communities	This is a web-based GIS program which, based on an area you select, identifies what recorded protected matters potentially exist in that locality	Sites 1-13 contain: World Heritage Properties: None National Heritage Places: None Wetlands of International Importance (Ramsar 1 Great Barrier Reef Marine Park: None Commonwealth Marine Area: None Listed Threatened Ecological Communities: 4 Listed Threatened Species: 37 Listed Migratory Species: 18	The project may be a significant impact on them which would require referral for a controlled action. There is potential for significant cost and time delays.	- detailed investigation to determine if there will be a significant impact - Possible PBC Referral

Ecosystems and Habitats	Fish habitat areas - Queensland	A permit will be required for assessable works in a FHA. In or out. If in, the Fisheries Act and Sustainable Planning Act are triggered. For assessable works a permit will be required. A self assessable code MAY be applicable.	None of the sites are within a FHA	N/A	N/A
Ecosystems and Habitats	Map of Great Barrier Reef wetland protection areas	Trigger area where the Wetland Protection Area policies apply.	Sites 5, 10, 11, 12 and 13 are within GBR wetland protection areas	If project can meet requirements of code found in schedule 14 of Planning Regulation 2017 work is accepted development and does not require a development approval.	- Check if sites 5, 10, 11, 12 and 13 meet the code requirements - Development Application -offsets
Ecosystems and Habitats	Wetland Protection Area - HES wetland	Wetland Protection Areas of High Ecologically Significant Wetland (must be displayed with trigger area dataset below).	Sites 11 and 13 are HES wetland areas	If project can meet requirements of code found in schedule 14 of Planning Regulation 2017 work is accepted development and does not require a development approval.	- Check if sites 11 and 13 meet the code requirements - Development Application -offsets
Ecosystems and Habitats	Queensland waterways for waterway barrier works	The data layer consists of colour coded lines of streams showing the level of assessment and culvert design required for any proposed waterway barrier works.	Sites 1, 6, 11 are mapped as amber watercourses Sites 4, 7, 8, 9, 10 and 13 are mapped as green watercourses Sites 2, 3, 5 and 12 are not coloured-coded for waerway barrier purposes	The project can meet the accepted development requirement by using standard design set out in: https://www.daf.qld.gov.au/__data/assets/pdf_file/0006/1476888/adr-operational-waterway-barrier-works.pdf	- If unable to meet the acceptable development requirements, a Development Approval maybe required - Use 'SD1270 - Fish Passage - R C Box Culverts in ADR Red Mapped Waterways' - Use 'SD1271 - Fish Passage - R C Box Culverts in ADR Amber Mapped Waterways'
Ecosystems and Habitats	Queensland waterways for waterway barrier works - Tidal	The data layer assists in the determination of whether the site of proposed waterway barrier works requires assessment and approval under the Fisheries Act 1994.	None of the sites are mapped as Tidal Waterway barrier watercourses	N/A	N/A
Ecosystems and Habitats	Ramsar Wetlands of Australia	An impact on a Ramsar area requires that an EPBC referral be completed.	None of the sites are within a Ramsar wetland	the project will need to be refered for a controled action determination.	- detailed assessment - significant impact assessment - EPBC referral
Ecosystems and Habitats	Vegetation management - essential habitat map	Essential habitat areas for threatened species.	All sites except 10 are within Essential Habitat mapped area	Approvals may be required to disturb this habitat and offsets may also be required	- Determine if works will require vegetation clearing - detailed assessment - SMP/Damage mitigation permit - significant impact assessment

Ecosystems and Habitats	Vegetation management regional ecosystem map	Fundamental information on the regional ecosystems present which can be used for assessing community, flora and fauna impacts	All sites except 10 are with Regional Ecosystem 12.3.11/12.3.5, the former is Of Concern	Approvals may be required to disturb this vegetation and offsets may also be required	- Determine if works will require vegetation clearing - detailed assessment - SMP/Damage mitigation permit - significant impact assessment
Ecosystems and Habitats	Vegetation management watercourse and drainage feature map	This dataset has been created to implement the watercourse requirements as defined under the Regional remnant vegetation management codes for Queensland, exclusive of SEQ Local Governments, where 25K drainage applies.	All sites except 10 are within a Vegetation management watercourse and drainage feature	Approvals may be required to disturb this vegetation and offsets may also be required	- Determine if works will require vegetation clearing - detailed assessment - SMP/Damage mitigation permit - significant impact assessment
Ecosystems and Habitats	Vegetation management watercourse and drainage feature map 1:25,000	This dataset defines creeks, streams, rivers and watercourses at a scale of 1:25, within the local government areas of Brisbane, Moreton Bay, Sunshine Coast, Gold Coast, Logan and Redland, for the implementation of Regional Vegetation Management Code for South East Queensland Bioregion.	No sites are in the 1:25,000 mapping	N/A	N/A
Biosecurity matters	Banana biosecurity zones - Queensland	Areas with specific management requirements for the biosecurity matter	No sites within a banana biosecurity zone	N/A	N/A
Biosecurity matters	Asian honey bee known infested area - Queensland	Potential for Asian honey bee to be present in the area	No sites within a Asian honey bee biosecurity zone	N/A	N/A
Biosecurity matters	Cattle tick zones - Queensland	Areas with specific management requirements for the biosecurity matter	All sites with Cattle Tick Zone		Add the following information to MRTS51.1 Clause 10.2: Cattle Tick Biosecurity Zone

Biosecurity matters	Electric ant biosecurity zone - Queensland	Areas with specific management requirements for the biosecurity matter	No sites within an electric ant biosecurity zone	N/A	N/A
Biosecurity matters	Electric ant restricted zone - Queensland	Movement control areas within the Electric Ant biosecurity zone	No sites within an electric ant restricted zone	N/A	N/A
Biosecurity matters	Far Northern biosecurity zones - Queensland	Areas with specific management requirements for the biosecurity matter	No sites within a Far North biosecurity zone	N/A	N/A
Biosecurity matters	Fire ant biosecurity zones	Areas with specific management requirements for the biosecurity matter	No sites within a fire ant zone	N/A	N/A
Biosecurity matters	Grape phylloxera biosecurity zones - Queensland	Areas with specific management requirements for the biosecurity matter	All sites are with the Grape phylloxera biosecurity zone		Add the following information to MRTS51.1 Clause 10.2: Grape phylloxera Biosecurity Zone
Biosecurity matters	Papaya ringspot biosecurity zones - Queensland	Areas with specific management requirements for the biosecurity matter	All sites within the Papaya biosecurity zone		Add the following information to MRTS51.1 Clause 10.2: Papaya ringspot Biosecurity Zone
Biosecurity matters	Sugar cane biosecurity zones - Queensland	Areas with specific management requirements for the biosecurity matter	All sites within the sugar cane biosecurity zone		Add the following information to MRTS51.1 Clause 10.2: Papaya ringspot Biosecurity Zone
Air	Queensland land use mapping	Land use in project area can be used to assess proximity of sensitive receptors	All sites are generally in rural areas and the size of the work is unlikely to impact sensitive receptors	N/A	N/A
Noise and Vibration	Queensland land use mapping	Land use in project area can be used to assess proximity of sensitive receptors	All sites are generally in rural areas and the size of the work is unlikely to impact sensitive receptors	N/A	N/A
Noise and Vibration	Transport Noise Corridors Stage 2 Rail Mandatory	Modelled noise contours for rail lines	None of the sites are near rail corridor noise mapping	N/A	N/A
Noise and Vibration	Transport Noise Corridors Stage 2 Road Mandatory	Modelled noise contours for roads. The noise contours (façade corrected) represent the Year 2025 scenario.	Sites 10 and 11 are near mapped road mapping, but unlikely to be impact	N/A	N/A
Amenity	Queensland land use mapping	Land use in project area can be used to assess proximity of sensitive receptors	All sites are generally in rural areas and the size of the work is unlikely to impact sensitive receptors	N/A	N/A

Resource Use and Waste	Water plan areas - Queensland	Shows the overall area for each Water Plan (generally a catchment area)	All sites are within the Mary Basin Water Plan area	Check if proposed works apply to Water Plan: https://www.business.qld.gov.au/industries/mining-energy-water/water/catchments-planning/water-plan-areas/mary-basin	
Resource Use and Waste	Water plan catchments - Queensland	This are a sub-set of the Water Plan Areas. Used along with the relevant Water Plan to define rules for accessing water. See Legislation ReCAP for Water Plan summary.	All sites are within the Lower Mary River Water Plan area	Check if proposed works apply to Water Plan: https://www.business.qld.gov.au/industries/mining-energy-water/water/catchments-planning/water-plan-areas/mary-basin	
Resource Use and Waste	Water plan nodes - Queensland	Where a permit may be required or must comply with the self-assessable code when using overland flow.	No water plan nodes near the sites	N/A	N/A
Resource Use and Waste	Water plan watercourses - Queensland	Sections of watercourses which have specific management in a water plan	No water plan watercourses near the sites	N/A	N/A
Special Areas and Land Tenures	Defence Practice Areas	No Info	No sites within Defence areas	N/A	N/A
Special Areas and Land Tenures	Defence Prohibited Areas	No Info	No sites within Defence areas	N/A	N/A
Special Areas and Land Tenures	Defence Training Areas	No Info	No sites within Defence areas	N/A	N/A
Special Areas and Land Tenures	Forest consent areas - Queensland	To identify the areas that are managed by HQ Plantations but the trustee is QPWS on behalf of the state of Queensland.	No sites within a forest area	N/A	N/A
Special Areas and Land Tenures	Forest entitlement areas - Queensland	To identify the areas that are managed by HQ Plantations but the trustee is QPWS on behalf of the state of Queensland.	No sites within a forest area	N/A	N/A

Special Areas and Land Tenures	Forest management units - Queensland (MUID)	To identify the areas that are managed by HQ Plantations but the trustee is QPWS on behalf of the state of Queensland.	No sites within a forest area	N/A	N/A
Special Areas and Land Tenures	Forest plantation licence areas - Queensland	To identify the areas that are managed by HQ Plantations but the trustee is QPWS on behalf of the state of Queensland.	No sites within a forest area	N/A	N/A
Special Areas and Land Tenures	Nature refuges - Queensland	Nature refuges listed under the Nature Conservation (Protected Areas) Regulation	No nature refuges near any of the sites	N/A	N/A
Special Areas and Land Tenures	Protected areas of Queensland	Protected areas managed by QPWS for areas managed under NC Act 1992, and areas managed under the Forestry Act 1959 (State Forest and Timber Reserve).	Sites 11, 12 and 13 are directly adjacent to Vernon Conservation Park	Worked within the CP will require permit from DES	Avoid any impact in the Conservation Park, if necessary a permit will be required
Special Areas and Land Tenures	Regional planning interests - Strategic environmental area	Regional Interest Development Approval when they are carrying out a a) Resource Activity OR b) Regulated Activity. The regulation currently only prescribes two things as a regulated activity - for Strategic Environmental Areas a) Broad scale Cropping (TMR does not do this) and water storage (dam) other than for domestic and stock purpose.	No sites with a SEA	N/A	N/A
Special Areas and Land Tenures	Special Management Areas Great Barrier Reef Marine Park	Additional layer on GBRMP zoning for species or site specific management.	No sites in GBR special management area	N/A	N/A

Special Areas and Land Tenures	Special management areas of Queensland	To identify the areas that are managed by HQ Plantations but the trustee is QPWS on behalf of the state of Queensland.	No sites in special management area	N/A	N/A
Special Areas and Land Tenures	State Development areas - Queensland	The State Development areas dataset contains the boundaries of gazetted State Development Areas in Queensland, where the custodian is the Coordinator General.	No sites with a State development area	N/A	N/A
Special Areas and Land Tenures	Strategic Ports Land	Land that is controlled by a port authority	No sites with SPL	N/A	N/A

ATTACHMENT 2

Mary to Bay Rail Trail Advisory Committee

Meeting Action List (as at 20 June, 2024)

Meeting Date	Agenda Item Number	Action Item	Responsible Officer/Person	Status/Latest Update
29/9/2022	6	Tracey Genrich to finalise the Private Mary to Bay Rail Trail Advisory Committee engagement hub page and circulate an invitation to the page to all members	Tracey Genrich	In Progress
	13	Ken Diehm and Keith Parsons to have an internal discussion to discuss tenure of land and how it may impact Council's budget going forward	Ken Diehm/Keith Parsons	Closed
	General Business	Craig England to research if there was the potential to leverage Council's \$200,000 contribution for additional Rail Trail funding	Craig England	Closed
13/4/2023	3.2 Signage – Max Voigt (FCBUGs)	Signage Plan example	Craig England	Actioned
22/6/2023	4.7 Signage Working Group Progress	Coordinate further meetings of the Signage Working Group as required.	Tracey Genrich	Closed
	4.8 Marketing/Promotion Working Group Progress	Work with FCBUG to prepare website page	Martin Simons	In Progress. Note email sent with update. FCTE now sourcing new digital lead as original staff person has left organisation.
		Coordinate further meetings of the Marketing/Promotion Working Group as required	Tracey Genrich	Closed

7/9/2023	4.1 Discussion on potential creation of M2BRT User Group	Place this item on the Action List for further discussion in 6 months.	Tracey Genrich	
		Share a copy of the Atherton Tablelands document with all members of the Advisory Committee.	Tracey Genrich	
	4.2 Discussion on Crossing Solutions for Stockyard Creek/Black Swamp Creek 4.3 Suggestion to form a Working group – future implementation &	Prepare a draft concept plan relating to Black Swamp Creek crossing for discussion at the meeting.	Davendra Naidu	Working Group active. \$100k funding from DTMR. Interim Solution agreed. Approval process underway
	4.5 Safety – Vehicle & Motorbike Access to Rail Trail	Review the signage schedule prepared by the Signage Working Group and source quotations for appropriate signage in addition to source budget for the procurement and installation of such signage. Another meeting of the Signage Working Group will also be scheduled to discuss signage issues at Piggford Lane end as well.	Tracey Genrich	Application for Blue Directional signage at 3 FCRC Local Roads locations submitted Application for Blue Directional signage at State Controlled Roads being prepared
		Followup with Open Space & Environment in relation to the shelter that was removed recently.	Tracey Genrich	
4.7 Report on progress of any Tenure negotiations for the Colton Mine Lease to Maryborough section of the Rail Trail	Council to provide a report back to the M2BRTAC identifying the locations of any unresolved tenure issues, options for resolution and how Council can implement resolution of these issues	Keith Parsons/Tracey Genrich	Meeting of FCRC, New Colton & DTMR scheduled for mid July DTMR in contact with BNTAC re walk of the land potential northern bypass Saltwater Creek to Aldershot tenure – waiting on outcomes of internal discussions with WBW about potential for amendment of lease.	

9 November, 2023	4.2 – Drone Footage	Speak to Council’s communications and marketing team to enquire if this could be done inhouse.	Tracey Genrich	Actioned
		Liaise with Fraser Coast Tourism & Events to determine what drone and trail footage has already been undertaken	Tracey Genrich/FCRC Comms	Actioned
30 November, 2023 (Special Meeting)	1.1 – New Colton Pty Ltd – Proposed Alternative Route Rail Trail	That further investigations be carried out as above, and Tracey Genrich, in consultation with other internal Council Officers, prepare and table a report for a future Council meeting which includes information on the project, proposed alternative route and a recommendation from the Advisory Committee that Council authorise the Chief Executive Officer, or his delegate, to negotiate further with New Colton Pty Ltd in relation to agreement and progression of the Churchill Mines Road/Peridge Road alternative Route.	Tracey Genrich	Meeting of FCRC, New Colton & DTMR scheduled for mid July DTMR in contact with BNTAC re walk of the land potential northern bypass
8 February, 2024	5.2 DTMR Funding Opportunity Discussion	That the Department of Transport and Main Roads (Rail Trail Corridors) be requested to quarantine the \$100,000 funding allocation for use towards addressing the Mary to Bay Rail Trail Advisory Committee’s request for minimal (low impact) creed crossing solutions at Stockyard Creek and Black Swamp Creek, pending further discussion on the identification of the minimal (low impact) solution at a future meeting of the Rail Trail Advisory Committee.	Tracey Genrich	Actioned – Funding agreement between FCRC/DTMR for \$100k executed

	<p>5.4 Communications – FCRC Community Engagement Hub & FCRC Website Access for public sharing of Advisory Committee meeting minutes</p>	<p>That a copy of the Mary to Bay Rail Trail Advisory Committee minutes to be published on Council’s website in the appropriate location and send a pdf copy of the minutes to Max for posting on the Fraser Coast Bicycle User Group website.</p>	<p>Tracey Genrich</p>	<p>In progress</p>
	<p>5.6 Creek Crossing SubGroup – Notes from 31/1/2024 Meeting</p>	<p>That Council be advised that the Mary to Bay Rail Trail Advisory Committee recommends the following actions in relation to suitable crossing options for Stockyard Creek and Black Swamp Creek:-</p> <p>That, to address the current situation at the Stockyard Creek and Black Swamp Creek crossing the Mary to Bay Rail Trail Advisory Committee recommend that Council enter into negotiations with the Department of Transport and Main Roads and the Mary to Bay Rail Trail Advisory Committee to:-</p> <ul style="list-style-type: none"> (a) Identify a minimal (low impact) works solution for the two crossings to improve the current situation at these two crossings, noting that the gradients be unchanged and as per the existing onsite conditions, and the solution to include appropriate signage to mitigate risk. (b) Have any environmental assessment and approvals undertaken to facilitate the 	<p>Tracey Genrich</p>	<p>Actioned \$100k funding from DTMR. Interim Solution agreed. Approval process underway</p>

		<p>approved interim solution; and</p> <p>(c) Have the Department of Transport and Main Roads provide funding for the implementation of the approved interim solution.</p>		
	<p>5.9 Saltwater Creek & Dead Man's Gully Crossings – Development of Work Plan and costing submission to State Government</p>	<p>That Council be advised that the Mary to Bay Rail Trail Advisory Committee recommends that Council prepare a Detailed Work Plan and Cost Estimates for the section of the Mary to Bay Rail Trail from north of Quarry Road and Aldershot.</p>	<p>Tracey Genrich</p>	<p>Not commenced</p>

ACTION/COMPLETED ITEMS

Meeting Date	Agenda Item Number	Action Item	Responsible Officer/Person	Confirm Actioned/Complete
29/9/2022	5	All Committee members to advise via email to the Chair and Tracey Genrich of a “nominated delegate” as early as possible prior to each meeting	All members	Noted – closed
	8	Tracey Genrich to organise the next meeting of the group to be held in a workshop style so that Advisory Committee members can workshop the trail route, opportunities and constraints for each section, status of each section and priorities and standard of works for future sections	Tracey Genrich	Actioned
15/12/2022	Workshop	FCRC to nominate a Council employee to liaise with FCBUGs to assist in working through signage requirements and develop a plan for the complete length of the Rail Trail (Urangan to Maryborough)	Tracey Genrich	Actioned
	Workshop	FCRC to nominate a Council employee to liaise with FCBUGs to assist in working through some of the outstanding tenure issues	Tracey Genrich	Actioned. This item has been closed. This matter is being resolved through the M2BRTAC meeting as per agreed outcomes of meetings. Refer to
6/2/2023	4.5	Council to submit an application to the Minor Infrastructure funding program for a concrete bed level crossing at Stockyard Creek for a total	Tracey Genrich	Actioned

		project cost of approximately \$300,000		
13/4/2023	3.2 Signage – Max Voigt (FCBUGs)	Council to invite interested members to form a working group to look at signage of the Rail Trail.	Tracey Genrich	Actioned
		Follow up staff to assist	Keith Parsons	Actioned
	3.3 DTMR Access Licence 11km section – Max Voigt (FCBUGs)	Community Development Team to support FCBUGs with opening event	Tracey Genrich	Actioned
	3.4 DTMR Maintenance Funding – Max Voigt (FCBUGs)	FCBUGs to submit a request to the Department of Transport and Main Roads for an annual maintenance grant.	Max Voigt (FCBUGs)	Actioned
	3.5 M2BRT Website – Max Voigt (FCBUGs)	Council to obtain the relevant domain names.	Keith Parsons	Actioned Addresses purchased for 1 year. Ability to renew some/all as required. <ul style="list-style-type: none"> • m2brt.org • m2brt.org.au • m2brt.com • m2brt.com.au • m2brt.au • marytobayrailtrail.org • marytobayrailtrail.org.au • marytobayrailtrail.com • marytobayrailtrail.au

				Addresses purchased for 1 year. Ability to renew some/all as required.
	Council to invite members interested to form a working group to look at marketing and promotion of Rail Trail	Tracey Genrich	Actioned. Meeting set for 19/6	Council to invite members interested to form a working group to look at marketing and promotion of Rail Trail
	General Business	Action List to be added to future documentation and Minutes regularly distributed to the Committee	Tracey Genrich	Actioned
		Include Agenda Item re Northern Gap near Aldershot for next meeting	Tracey Genrich	Actioned
		Include Agenda Item re Maryborough Hervey Bay Road Crossing at Nikenbah for next meeting	Tracey Genrich	Actioned
22/6/2023	4.1 Member Resignation – Kelly Adams	Review previous nominations for Advisory Committee membership and source a new equestrian based member as soon as practical.	Tracey Genrich	Actioned. Emma Baird new member commenced with M2BRTAC November, 2023 meeting.
	4.2 Discussion – Progression of Rail Trail Gap near Aldershot	Advise Council that the Rail Trail Advisory Committee requests Council to consider moving forward with negotiation and resolution of tenure issues within the Aldershot sections of the rail trail.	Tracey Genrich	This item is closed – refer to new action item No 4.7 from meeting date 7 September below.
	4.3 Maryborough/Hervey Bay Road Crossing – Nikenbah	Include this item on the Agenda for the next meeting of the Advisory Committee.	Tracey Genrich	Actioned

	4.4 Update on the Planning for the Open Day Event – 26 August 2023	Resend invitation email to Martin Simons of Fraser Coast Tourism & Events.	Mike Allsop	Actioned
	4.6 Update on Progress of current Works for Queensland Project – Walker Street end of Rail Trail	Circulate images of the works to Advisory Committee members.	Davendra Naidu	Actioned
	4.7 Signage Working Group Progress	Progress with sourcing and installation of the signage elements relating to the 11klm section of the trail to be opened in August, 2023 on behalf of FCBUG.	Mike Allsop	Actioned
	4.8 Marketing/Promotion Working Group Progress	Provide content for the Mary to Bay Rail Trail website page to FCTE as soon as practical.	FCBUG	Actioned.
	4.9 Update on whether the \$20,000 request for additional funding is still in the draft 2023/2024 Budget	Include a Budget item in the Agenda for the next Advisory Committee Meeting.	Tracey Genrich	Actioned
	4.10 Potential Funding Source – Growing Regions Program	Advise Council that the Advisory Committee requests Council to consider submitting an Expression of Interest to the Growing Regions Program for creek crossings between Black Swamp Creek and Stockyard Creek.	Tracey Genrich	Actioned
7/9/2023	4.2 Discussion on Crossing Solutions for Stockyard Creek/Black Swamp Creek	Coordinate a meeting between Davendra Naidu (who will nominate any other Infrastructure Services officers required to attend), Alan Whyborn, Max Voigt, Craig England and Andy Riley as soon as practical.	Tracey Genrich	Actioned
	4.3 Suggestion to form a Working group – future implementation &			

		newly finished Walker Street section of the Rail Trail with Davendra Naidu and other appropriate staff of Infrastructure Services.		
	4.8 EOI for Membership – Rail Trail Australia Representative	Council to draft a letter to Rail Trails Australia inviting them to consider and put forward a nomination for a non-voting member of the Mary to Bay Rail Trail Advisory Committee.	Tracey Genrich	Actioned. Desley O’Grady invited and accepted. First meeting 8 February, 2024.
	General Business – Review of November Workshop progress	Circulate a copy of the November 2022 Workshop document to all members of the Group and include as an Agenda for the next meeting	Tracey Genrich	Actioned
9 November, 2023	4.3 – Update Colton Coal Mine Discussions	Coordinate a date and time for a meeting of the Rail Trail Advisory Committee and Michael Gray of New Colton Pty Ltd	Tracey Genrich	Actioned
	4.5 – Notes Stockyard Creek & Black Swamp Creek Crossing Sub-Group Meeting	Review contents of the environmental assessment provided by the Department	Davendra Naidu-Rob Hazzard	Actioned
		Organise a further meeting of the Advisory Committee sub group as soon as practical after internal review	Tracey Genrich	Actioned
		Circulate a copy of the assessment documents following the internal Council review by Davendra Naidu & Rob Hazzard	Tracey Genrich	Actioned
30 November, 2023	1.2 – Funding Request – Fraser Coast Bicycle Users Group	Prepare a report for the January Council meeting requesting Council to consider the allocation of some proceeds from the sale of Royle Street, that have been quarantined for regional environmental purposes and the entering of a 3 year	Tracey Genrich	Actioned

		agreement, between Council and FCBUGs, for the continued development and maintenance of the Mary to Bay Rail Trail		
8 February, 2024	5.1 Design Options – Road Crossings/Rail Trail (Hervey Bay Urban Area Sections)	That an invitation be forwarded to all members of the Advisory Committee to a meeting with Council Infrastructure Services staff to discuss the construction of Elizabeth Street crossing and concept design of a number of road crossings within the Hervey Bay urban area of the Rail Trail.	Tracey Genrich	Actioned
	5.3 Discussion re Minutes of Special Meeting 30 November, 2023	That the Minutes of the Special Meeting held on 30 November, 2023 be amended to reflect the amendments outlined in the Minutes of 8 February, 2024	Tracey Genrich	Actioned

Tracey Genrich

From: George Seymour
Sent: Friday 7 June 2024 4:57 PM
To: Tracey Genrich
Subject: Fwd: WORKS FOR QUEENSLAND 2024 ALLOCATION FOR THE M2BRT & M2BRT DISCUSSION DOCUMENT
Attachments: M2BRT Discussion Doc Feb v4.pdf

Hi Tracey can we please post this document for discussion on the agenda for the next meeting

George Seymour

Mayor
Fraser Coast Regional Council

Ph: 0448 183 372

From: Max Voigt <mv271954@gmail.com>
Sent: Friday, June 7, 2024 4:04:29 PM
To: George Seymour <mayor@frasercoast.qld.gov.au>
Cc: Paul Truscott <Paul.Truscott@frasercoast.qld.gov.au>; Lachlan Cosgrove <Lachlan.Cosgrove@frasercoast.qld.gov.au>; Tracey Genrich <Tracey.Genrich@frasercoast.qld.gov.au>
Subject: WORKS FOR QUEENSLAND 2024 ALLOCATION FOR THE M2BRT & M2BRT DISCUSSION DOCUMENT

Hello George,

My name is Max Voigt, the Fraser Coast Bicycle Users Group (FCBUG) Rail Trail Project Team Member representative on the M2BRT Advisory Committee. We have previously met when members of our Project Team were meeting with Nancy Bates on site at the proposed "Green Space" in Kent Street.

The FCBUG RT Project Team are very encouraged to learn of the recently announced Councillor representation on the M2BRT Advisory Committee. You are most likely aware that the FCBUG is the most invested community group represented on the Advisory Committee, with our advocacy for the M2BRT dating back to 2004. Also we have over the past 3 years committed over 3000 hours of volunteer contribution to progress and open the Trail from Takura to the New Colton Coal Mine lease with financial assistance provided by FCRC and the State Govt.

In order to provide yourself and new Councillor representatives on the Advisory Committee some background on the Rail Trail Project, the FCBUG Project Team has developed the attached "Discussion Document" setting out some relevant history, recent achievements, some important issues and suggested priorities to move forward to achieve the successful completion of the M2BRT.

The most significant reference document for the RT Project is the " M2BRT Development Plan," often referred to as the "Halliburton Report" that was

adopted by Council. While that document provides a direction for the completion of the Trail, it does not address the priorities for an incremental completion based on available funding and timeframes. Accordingly, we consider that there is a need for a more dynamic Strategy Document with an accompanying Implementation Plan that identifies the key priority action items and budget commitments required to achieve a continuous cost effective Trail from Hervey Bay to Maryborough within the next two years. Once that link is established then future year budgets can address improvements and amenities which will maximise the community and tourism potential that a completed Trail presents.

Also, it is recognised that the 2024/25 FCRC Budget is imminent. While addressed in the Discussion Document, we see it imperative that the M2BRT be restored and retained in the budget documents as a Major Project in the 10 year Capital Works Plan until such time as the Project is completed. It's deletion from the current budget documents has raised significant credibility concerns as to Council's commitment to the Project.

With regard to immediate funding priorities the FCBUG requests the FCRC to approve a minimum \$1.1 million for the M2BRT from the "Works for Queensland 2024 Allocation". These funds would be used to construct a crossing over Salt Water Creek which is the major impediment to connecting Maryborough and Hervey Bay via the Rail Trail.

The FCBUG would like to list the Discussion Document as an agenda item at the next AC meeting to ensure that all parties are in agreement with what is proposed.

For your reference, we have shared an earlier iteration of the "Discussion Document" over recent months with Bruce Saunders (State Member for Maryborough), Nancy Bates (Mary Inc) and Craig England (DTMR & AC member) as a basis for collaborative support.

At any time convenient to yourself, fellow Councillors and relevant Council staff, representatives from our RT Project Team are available to discuss our proposal further together with our current work program.

Thank you for your interest, support and leadership in taking a proactive role in progressing this very important community project and future asset for the Fraser Coast.

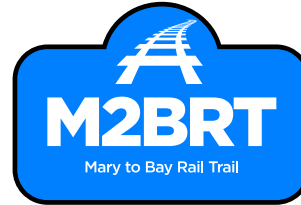
Best Regards,

Max Voigt - FCBUG - M2BRT Project Team Representative

Mobile: +61400490566



**FROM RAILWAY SPIKES TO MOUNTAIN BIKES
FROM TRAIN PASSENGERS TO BUSH WALKERS
FROM STEEL HORSES TO REAL HORSES
WE'RE BUILDING A RAIL TRAIL**



**DISCUSSION DOCUMENT - THE CASE FOR
COMPLETING THE MARY TO BAY RAIL TRAIL
M2BRT – A COMMUNITY RECREATION TRAIL**

PURPOSE

The purpose of this document is to provide a basis for discussion with a view to developing and presenting a compelling case that will gain the commitment from Local Government and State Govts to fund the completion of the M2BRT (the Trail) in a timely manner.

The outcome of that commitment will be the inclusion in the Fraser Coast Regional Council (FCRC) and State Budgets sufficient resources to complete the continuous Rural section of the Trail from Piggford Lane to Walker Street Maryborough West within a 2 year period. This would include the establishment of a Trail Head at Walker St including shelter, carparking and signage identifying it as the access point to the Rural section of the Trail for the Maryborough community.

Concurrently the remaining sections of the Trail requiring completion e.g the Maryborough West to Maryborough Central Urban section and Piggford Lane to Nikenbah section, will require incremental funding for planning and completion to an appropriate standard on an agreed route. This would be achieved based on an annual business plan for development and maintenance funded by FCRC and DTMR with also the opportunity to involve the Private Sector in a unique shared funding model.

BACKGROUND

The Trail has been the subject of various planning studies/ reports etc. and support initiatives since 2004. Each has identified in various ways, the benefits listed later in this document, that have been realised both at national and international level from investing in Rail Trails.

The guiding report and strategy for the completion of the Trail was specified in the “*Mary to Bay Rail Trail Development Plan*” prepared by Mike Halliburton and adopted by Fraser Coast Regional Council (FCRC) in 2019. This report is commonly known as the [Halliburton Report](#) and is referred to as that in this document.

The Halliburton Report and its underpinning prior Feasibility Study details both the economic and social benefits from completing the Trail. Apart from the social benefits, the economic benefit will come from the Trail generating financial return to the Fraser Coast Region as a tourism destination, expanding and supporting through diversity the range of tourism attractions already in place.

The Trail has a destination advantage over others in a competitive environment. It is the only Rail Trail in Queensland that links an historic inland city (Maryborough) to the seaside (Hervey Bay).

In addition, the Mountain Bike options of Toogoom Mountain Bike Trails and Vernon Forest and Wongi State Forests also provide an opportunity to develop and evolve the Region into a nationally significant experience drawing significant visitation from state, interstate and international markets e.g similar to Otago Central Rail Trail in NZ.

The Queensland Government has also acknowledged, in both policy and financial support through community grants, the advantages of Rail Trails in Queensland. The policy underpin is the Queensland Cycling Strategy 2017-2027. However, there are benefits to a broad range of potential Trail Users making it a genuine Community Recreation Trail and community asset:

- Cyclists
- Walkers
- Hikers
- Trail Runners
- Horse riders
- Environmentalists e.g bird watching, fauna and flora study
- School education and sport activities
- Family outdoor activity/ exploring

In order to realise its potential economic and social benefits, the Trail needs to be a continuous route between Hervey Bay and Maryborough and be marketed as such. The community and tourists need to have access to the Trail from both cities. Access from either end of the Trail will allow both Hervey Bay and Maryborough communities to benefit and develop what the Trail has to offer.

Completion of the Trail has received intermittent commitment from both FCRC and the State Government, with various sections completed but unlinked (*see later FCRC Capital Budget commitments to Trail 2019/20 to 2023/24 - which evidences that lack of consistent commitment*). The result is that the potential benefits that were projected for the Trail have not been realised. There needs to be a firm financial commitment by both Local and State Governments to complete the Trail in a timely manner to rectify that situation.

In order to facilitate consultation to complete the Trail, the FCRC in 2022, at the request of the Fraser Coast Bicycle Users Group (FCBUG), established the Mary to Bay Rail Trail Advisory Committee, consisting of community stakeholders to provide advice and recommendations to FCRC on matters dealing with the Trail development and maintenance. That initiative has been successful in terms of identifying what needs to be done to make the Trail a success. However, it has not been able to influence major capital investment that is required to complete a continuous Trail at a standard comparable to other successful Rail Trails.

There is also strong community support for completion of the Trail along with appreciation of the work to date by the FCBUG volunteers. This is continually evidenced on the [Facebook Page - M2BRT Discussion Group](#) which has over 4000 members posting in the main positive comments. There is also a wealth of information on the Trail available on that site to keep the community up to date on the progress of the Trail.

As the project currently exists, of the 48km from Urangan to Maryborough Trail potential approximately 40 klm is in operation and utilised. However, there remain challenges in that 40 km, particularly the crossing of both Stockyard and Black Swamp Creeks. These creek crossings are currently not at an appropriate standard and are impassable when wet as they form a bog. The solution to crossing those creeks on a permanent basis is by using the previous rail bridge plinths to construct new bridges. This will require an investment of an estimated \$2M, based on an escalation of the costings provided in the Halliburton Report. These estimates do require updating to current cost levels.

However, until that long term solution can be funded and implemented DTMR have allocated to FCRC a notional \$100k for an interim solution that is planned for implementation by end 2024 by FCBUG in cooperation with FCRC.

There is also a gap in the FCRC section of the Trail between the Nikenbah and Piggford Lane. To link this section of the Trail, the requirement is a crossing of the Hervey Bay to Maryborough Road. The responsibility for that crossing lies with the Department of Transport and Main Roads (DTMR). It is accepted that this crossing will require a major investment and is currently being investigated by that Department. It has long been used as an excuse not to progress with the remainder of the Trail, including the Piggford Lane to Nikenbah Rural section.

The view of FCBUG is to give priority to completing a continuous Rural section of the Trail from Piggford Lane to Maryborough West. This section of the Trail is unsealed, in contrast to the Urban Section from Urgan to Nikenbah which is sealed. The future Maryborough West to Maryborough section of the Trail will also be considered Urban as it will be a largely sealed surface experience. The completion of the Rural section provides the greatest opportunity for use by those seeking a non-urban experience, which is the major tourism market niche for successful Rail Trails in benefits realisation.

Currently, FCRC holds the Licence from DTMR to develop and maintain the Rural section of the Trail from Piggford Lane, Nikenbah to Takura and thereafter, from the Mining Lease at Colton to Maryborough. It is FCRC's responsibility to develop and maintain those sections which represents approximately 37 km of the Trail. It is within these sections that the major capital infrastructure investment is required in crossing Stockyard, Black Swamp, Saltwater Creeks and Dead Mans Gully. The development and maintenance of the Trail within those areas is the responsibility of FCRC.

The FCBUG holds a similar Licence for the development and maintenance of the Trail from Takura to the Mining Lease. This section is approximately 11km in length and was opened for community use in August 2023. Funding by FCRC and DTMR, complemented with over 3,000 volunteer hours by the FCBUG Project Team, enabled that section to be completed, including two Trail Heads and shelter at Takura. The cost to make that section operational at a standard acceptable to DTMR to approve the opening was approximately \$60K, including the construction of a shelter at the Takura Trail Head.

Further investment of approximately \$62K has been secured by FCBUG through FCRC (\$30K) and the Gambling Benefit Fund (\$32) to upgrade the bridge bypasses in that section, as well as surface work to improve the carpark area and shelter construction at the Churchill Mine Trail Head. This work again will be undertaken largely by the FCBUG Project Team volunteers, using an additional estimated 800 hours work.

The result of the work to date is that there remains approximately 8 km to complete a continuous Rural link from Piggford Lane to Maryborough West. In 2023, FCRC constructed a 2.7 km section of the Trail from Walker St to Quarry Road, Maryborough West. The final 8km within the FCRC-leased section has particular challenges including: negotiation of tenure where the Trail crosses private/leased land; negotiation across or around the Mining Lease; bridge construction crossing of Saltwater Creek by the reuse of the old railway bridge plinths and the crossing of Dead Mans Gully. In addition, there are challenges involved in taking the Urban section of the Trail from Walker St into Maryborough Central.

The view of the FCBUG Project Team is that the highest priority for Capital funding and investment on the Trail is the construction of the Saltwater Creek Rail Bridge crossing. As previously mentioned, the cost estimate is in the vicinity of \$1M. The priority to complete this bridge results from it being the only access solution for a continuous Trail into Maryborough West.

The other crossings at Stockyard, Black Swamp Creeks and Dead Mans Gully can be bypassed on an interim basis pending the longer term solution of bridge construction also on the existing plinths with corresponding investment.

The FCBUG Project Team considers that they can develop an interim strategy for those crossings, in conjunction with DTMR and approved by FCRC, within an existing funding commitment of \$100K from

DTMR. A joint working party of those partners to progress that work has already been established.

The outline of the permanent planned solution and indicative costs are to complete the Trail are detailed in the Halliburton Report. That report was endorsed by FCRC in 2019. It is recognised that those costings need to be updated for future funding application purposes. The projected economic value return in completing and marketing the Trail are in the order of \$3.5M per annum (*based on Halliburton Feasibility Study Business Case p116*)

A major barrier to fund the Halliburton Plan implementation has been the original cost estimate of \$13M. The FCBUG work in completing its 11km has demonstrated that the cost of surface work by volunteers through grants reduces that cost substantially. The remaining work to be done, as outlined above - i.e Stockyard, Black Swamp, Saltwater Creeks and Dead Mans Gully - are anticipated to be in the order of \$4M based on escalated costs detailed in the Halliburton Report. The surface preparation costs of the Trail to the level delivered by FCBUG are in the order of \$10K per km for that remaining 8 km. The Maryborough West route into Maryborough Central needs to be confirmed and also recosted together with a timeframe for implementation as previously mentioned.

As a business proposition, the outlay of less than \$5M for a return of \$3.5M minimum per annum, not to mention the social benefits, for a continuous route from Piggford Lane to Maryborough West is an incredible investment opportunity which cannot be ignored by Local and State Governments. Additional costs to implement a Maryborough West to Maryborough Central route will also be more than offset by the access advantage that a Trail Head at that end location provides. It will provide a safe pedestrian-cycle path through several Maryborough suburbs. Pending the completion of that work, a Trail Head needs to be established at Walker St, Maryborough West including carparking, shelter and signage identifying it as the access point for the commencement of the Rural section of the Trail from Maryborough.

It should also be noted that at the time of the delivery of the Halliburton Report, the State, under the Queensland Cycling Strategy 2017-2027, was offering to match Local Government investment funding on a 50/50 shared basis for development of Rail Trails. For unknown reasons, presumably cost, the FCRC at the time decided not to participate in that opportunity. Those funds were subsequently exhausted by other Local Councils taking up the opportunity and are no longer available as a scheme. However, the State Government has indicated that it is willing to consider individual applications for funding for Rail Trail Development. It is a reasonable assumption that an application by FCRC including an undertaking for a 50/50 matching contribution, would substantially enhance such a funding application.

It has taken over 20 years to get to the current status of 40 km of operational Trail. While it is accepted that the Trail needs to be completed on a progressive basis, it has taken far too long a time, with the economic and social benefits foregone by our community being unacceptable. Within that time, there have been missed opportunities through a lack of commitment, particularly at a Local Government level that are inexplicable. There now needs to be a concerted effort and commitment to rectify that situation and complete the Trail in a timely manner to realise its benefit potential to the Fraser Coast community.

CONCLUSION AND WAY FORWARD STRATEGY

There is opportunity, given the timing of the State Government elections and the commitments given by incoming Councillors in the recently held Local Government elections, to actively lobby candidates and sitting members for a commitment to the Trail's completion and funding. Note that all major Capital Infrastructure work is in the Maryborough State Electorate, with the exception of the Piggford Lane to Nikenbah connection.

Discussion needs to occur to develop a compelling case for the completion of the Trail. Steps in that discussion process for development of that case may include:

- Agreement as to individuals/organisations to be involved in the case development and presentation;
- Agreement that the Major Capital Infrastructure work required on the Trail is estimated at approx \$4M. This figure needs to be verified in due course. However the figure is a target in the current circumstances for representation purposes;
- Agreement that the continuous Rural section of the Trail from Piggford Lane to Walker Street is the focus of investment, as it represents the greatest opportunity for both economic and social benefit realisation;
- Agreement that the 2 year timeframe for delivery of that infrastructure is realistic and affordable by funding partners;
- The priority for Capital funding and work completion is the Saltwater Creek bridge crossing;
- Review of the Halliburton Report in relation to the route for the Trail from Maryborough West to Maryborough Central including agreement on the preferred route and destination option that would be used as a Trail Head, including costings and a timely work plan for completion;
- Pending the finalisation of the route to Maryborough Central, a Trail Head including car parking, signage and shelter be established at Maryborough West identifying the commencement of the Rural section of the Trail from Maryborough. Apart from providing the Trail access point, this work will send a strong message to the Maryborough community that together with the Saltwater Creek crossing, there is a commitment to progress the Trail from the Maryborough end. There is an opportunity to include the cost of that work in the FCRC 2024/25 Operational Budget to facilitate early completion;
- A structured Communication Plan be developed to deliver the messages for Trail completion within 2 years outlining benefits and seeking commitment from Local and State Governments. Use of social media needs to be an integral part of that plan;
- Collaboration with Mary Inc. given the location of the majority of the future work to complete the Trail;
- Discussions be undertaken with Bruce Saunders, MP for Maryborough to ascertain the feasibility of a State Government commitment to a proposal of a 50/50 commitment by FCRC for completion of the Major Capital Infrastructure work over the 2 year period;
- Similar discussions to those above also be held with George Seymour, Fraser Coast Mayor;
- Discussions be undertaken with major business sectors in Maryborough to assess and engage in support for completion of the Trail . This would include a commitment to consider financial contribution to the completion of the Maryborough West to Maryborough Central section. Also major industries in Torbanlea Industrial Precinct may consider funding a spur connection from Torbanlea to the Colton intersection of the Trail for the purpose of worker access;
- Commence discussions with local Indigenous Leaders, regarding the possibility of engagement of organisation/s under their leadership to consider long-term contracts to maintain the Trail surface.

Max Voigt
 FCBUG M2BRT Project Team
 7 June 2024

SUPPORTING INFORMATION REFERRED TO IN THE BACKGROUND DISCUSSION

1. FCRC 10 YEAR CAPITAL BUDGET BY PROGRAM 2019/20 TO 2023/24

(Supporting FCRC Published spreadsheets available if required)

- 2019/20 – Not Listed as a Major Project and no allocation. No allocation elsewhere in budget.
- 2020/21—Listed as a Major Project with \$9.5M committed over a 4 year period.
- 2021/22- Not Listed as a Major Project and no allocation. No allocation elsewhere in budget
- 2022/23 – Listed as a Major Project with \$200K allocated each year for a 10 year period total \$2 M
- 2023/24 – Not Listed as a Major Project and no allocation. No allocation elsewhere in budget.

As previously mentioned, the above Budget allocation and inclusion of the Trail as a Major Project has been inconsistent. That inconsistency is an indication of the commitment of FCRC to the Trail project from a Capital perspective despite endorsing the Halliburton Report in 2019.

The withdrawal of the commitment of \$9.5M from the 2020/21 to the 2021/22 financial year without comment in the Budget papers is inexplicable. There was no Capital expenditure against the Trail for the \$9.5M committed.

Similarly the 2023/24 Budget when announced in June included the Rail Trail as a Major Project and then in December 2023 it was eliminated from the list of Major Projects again with no consultation nor explanation.

It is essential that the 2024/25 FCRC Budget reinstate the Rail Trail in its list of Major Projects for several reasons:


- **it signifies the commitment of FCRC and its officers to the Project;**
- **it reaffirms the commitment of Councillors to the Project given in their pre election undertakings;**
- **not including as a Major Project reduces the credibility of funding applications to State and Federal Governments;**
- **not including creates uncertainty in the Fraser Coast community and reduces the commitment of voluntary organisations such as the FCBUG to continue their work in supporting Council in completing and maintaining the Trail.**

For the Trail to proceed to completion, the FCRC needs to include the Trail as a Major Project and honour its commitment in the forward years with expenditure to match. The inconsistent commitment by FCRC to complete the Trail in a timely manner will deter private investment in services supporting the Trail (e.g trail shuttle companies, bike shops, Hip Camps, coffee shops, accommodation etc.)

It should be noted that FCBUG lobbied Adrian Tantari, MP Hervey Bay, in the 2019 State Election to support the Trail. A subsequent grant of \$1.35 under the Works for Qld Program was directed to resurfacing and repair work on the Urban section of the Trail, rather than to extending the Trail, as was the lobbying intent. The lesson is that in seeking a Government commitment, the particular purpose of the grant needs to be specified i.e refurbishment of Saltwater Creek Rail Bridge by applying a decking and suitable surface to the existing plinth structure.

Funding has been allocated from the FCRC Operational and Councillor Discretionary funds to allow the work that the FCBUG are undertaking in the development of the 11km section of their Licence.


2. M2BRT DISTANCES & MAP




M2BRT
Mary to Bay Rail Trail

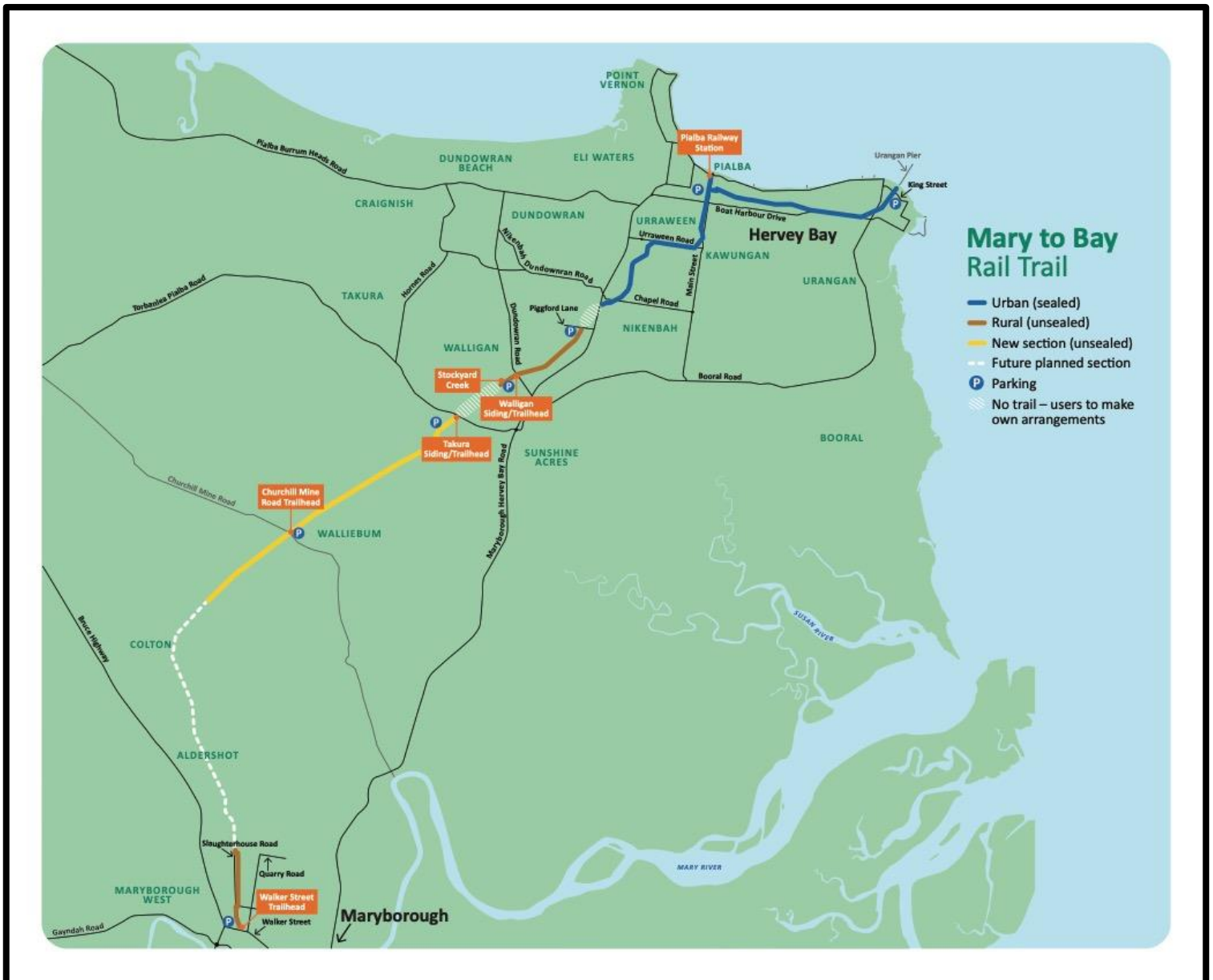
DISTANCES IN KM

URBAN	
Urangan Pier – Pialba	7.5
Pialba – Nikenbah (Depot ☕ Espresso)	7
RURAL	
Nikenbah – Piggford Lane	2
Piggford Lane – Walligan Siding	3
Walligan – Takura Trail Head	2.5
Takura – Churchill Mine Rd Trail Head	7.2
CM Rd Trail Head – Trail End near Colton	3.8
Walker St Maryborough – Quarry Rd	2.7
<i>Urangan – Maryborough 'The Vision'</i>	48





SCAN
ME!



3. BENEFITS OF THE M2BRT AS A COMMUNITY RECREATION TRAIL

ECONOMIC BENEFITS

- Supporting Regional Communities through increased local and visitor expenditure with an estimated potential in Halliburton Feasibility Study (2019) of \$3.5M per annum minimum.
- Encourages business start-ups incentivised
- Cost/benefit positive
- Job creation increase
- Tourism diversity - cycling opportunity is a high value tourism drawcard, complementing existing tourism activities thus providing a greater range of activity options for visitors on each visit.
- Aligns with the active tourist profile seeking to visit an area with unique characteristics
- Complements other cycling activities in the Region (e.g Hervey Bay 100 and similar events)

HEALTH AND WELL BEING

- Supports active outdoor recreational activities
- Impact of Covid pandemic requires more social distancing activity opportunities for a healthy community
- Complements healthy community and preventative illness strategies
- Net healthcare cost advantages
- All activities supported by medical research to enhance the health of the community population
- Increases social interaction opportunities for the community e.g group cycling, retirement village walking groups etc.

ACTIVE TRANSPORT

- Connectivity of Maryborough to Hervey Bay with mutual benefit for both cities
- Supports cycle tourism and the substitution of cycling/e-bikes for motor vehicle use in exploring the outdoor environment

SAFETY

- Provides safe off-road pathway that is becoming more relevant as our cities become busier

COMMUNITY AMENITY

- Increases attraction of Region as a place to live for relocating families, retirees and housing/infrastructure investment
- Provides additional options for outdoor pursuits
- Provides for the restoration and appreciation of a community and historically-significant piece of infrastructure
- Complements proposed Rail Museum at Nikenbah

ACCESS

- Trail is relatively flat, accessible for all ages and levels of fitness
- Future development will hopefully see easy/safe road crossings, signage, parking and toilet and water amenities

ENVIRONMENT

- Maximises the opportunities to enjoy our local environment
- Protects the natural environment, heritage and its rural character
- Provides protection and maintenance for previously disturbed areas
- Opportunity to further develop as a "corridor of parkland" / "conservation corridor"
- Provides other environmental opportunity to those visiting the World Heritage listed K'gari

EDUCATION

- Provides a unique opportunity for public education
- Can be leveraged as “outdoor classrooms” for school students
- Engages the community in the stories of place and history tied to them



Recreational Rail Trail

URBAN & RURAL SECTIONS

HIGHLY RECOMMENDED FOR

- Walkers
- Horse Riders
- Pram Wheelers
- E-bikers
- Cyclists
- Kids
- Wildlife Observers
- Mobility Scooters
- Dog Walkers
- Nature Lovers
- Runners
- Photographers
- Forest Bathers
- Adventurers
- Railway Enthusiasts
- History Buffs
- Explorers
- Picnickers
- Bird Watchers
- Native Gardeners



CHOOSE YOUR OWN ADVENTURE!

Notes – 5 June 2024
M2BRT Crossing Subgroup Meeting

Present: Alan Whyborn, Ken McDonald (FCBUGs), Mike Allsop (FCBUGs), Craig England (DTMR – Rail Corridor Management), David Gleadow (DTMR – Rail Corridor Management), Rob Hazzard (FCRC), Kieren Stoneley (Sport & Recreation Development Coordinator FCRC), Craig Bottcher (Manager Design Capital Delivery FCRC), Jodie Clough – Minutes (FCRC)

Apologies: Davendra Naidu (FCRC), Andy Riley, Tracey Genrich (FCRC), Denis Johnson (FCBUGs),

At the meeting the following documents were displayed onscreen:-

1. Rail Trail – Stockyard Ck Crossing
2. Rail Trail – Blackswamp Ck Crossin – Rock Crossing
3. Rail Trail – Blackswamp Ck Crossin – Rock Crossing Alternative

A copy of the above documents are attached to these Notes for the information of the Mary to Bay Rail Trail Advisory Committee (M2BTRAC).

Meeting

Slashing Pigford Lane area, Ken asked for possibility of utilising this business for the M2BRT as they have the necessary equipment. **Action** - Kieren to investigate.

Craig Botcher and Ken McDonald Presented option map drawings on screen.

Discussions

- Stockyard crossing – bollards (at correct height for bike paths) to keep vehicles driving through and using as a vehicle crossing. Craig B showed 1.8 bollards onscreen. DTMR agreed with 1.8m. One removable in centre to allow for maintenance access in the future. Group discussed pushing the bridge closer to the concrete and ‘cutting it back’.
- Black Swamp crossing– preference is option close to the plinths. Bollards similar to Stockyard. Suggestion to keep as many tea trees as possible and have 2 removable bollards.
- Written agreement- will be discussed when Devendra is present.
- Group discussed having rock delivered to Walligan creek to reduce haulage costs. Larger quantities may need to be delivered closer. Recycled material usage discussed. **Action** - Rob Hazzard to look into further.
- Grate similar to one in Canberra shown onscreen was discussed, Rob Hazzard advised this cannot be used here due to DAF specification requirements.
- Environmental aspects, assessment scheduled for 17th of June, 12k, to ascertain if any major issues with protected flora/fauna. Any queries around this date to go to Craig B as Rob will be away.
- Funding of 100k has been finalised and given by DTMR.
- Insurance liability can DTMR take this responsibility? Craig England advised that this is not feasible and the plaintiffs would most probably take action against the state itself.

Action Plan:

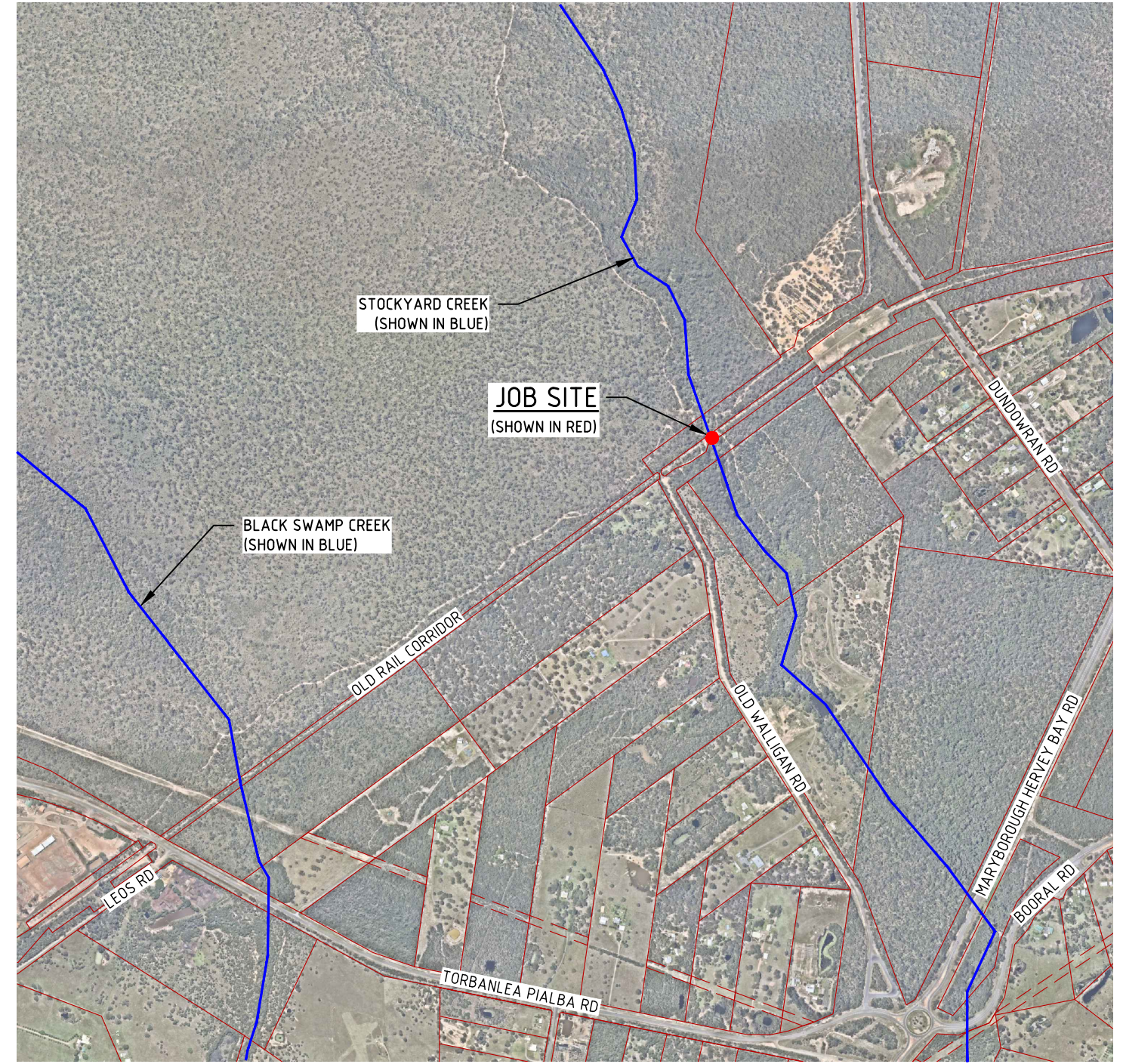
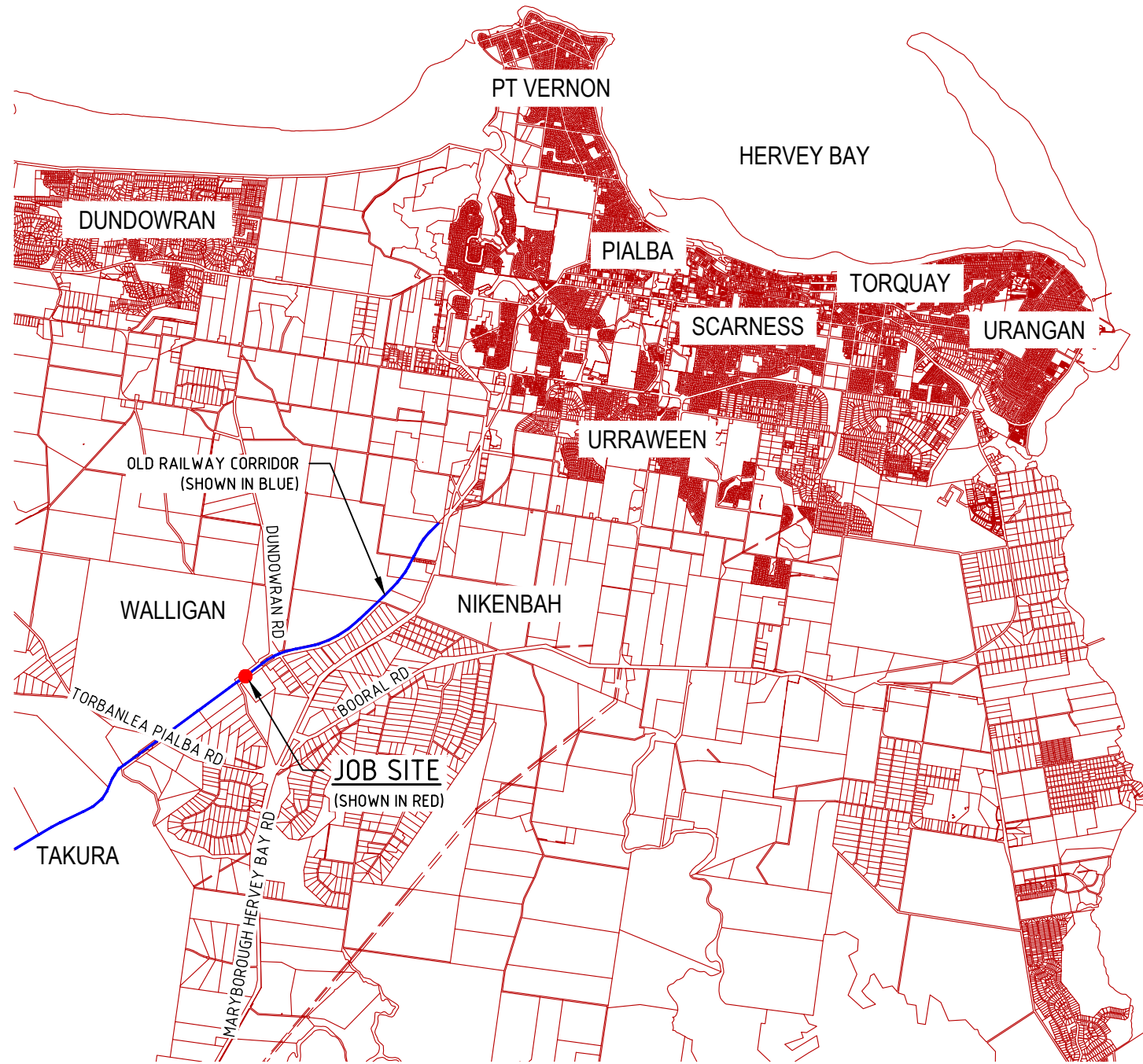
1. Environmental Assessment
2. Finetune plans and slopes
3. Obtain quantities for rocks etc
4. Ask FCBUGs to update their figures
5. Document funding agreement
6. Looking to have work done by November 2024.

Meeting closed 2:10pm.

FRASER COAST REGIONAL COUNCIL

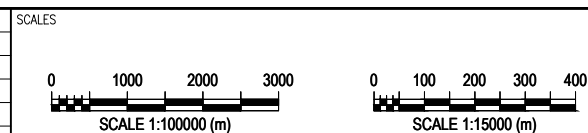
MARY TO BAY RAIL TRAIL

STOCKYARD CREEK CROSSING



SITE PLAN - WALLIGAN

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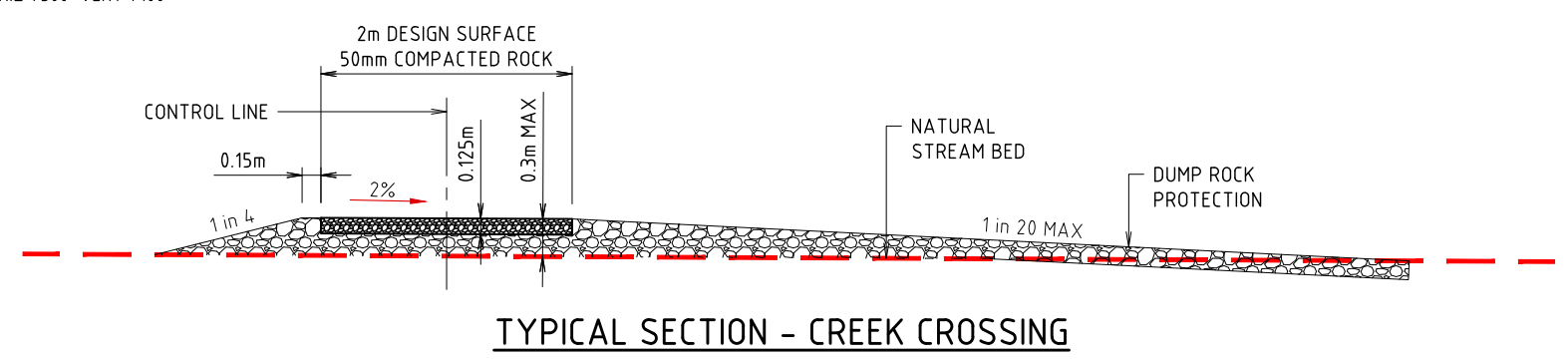
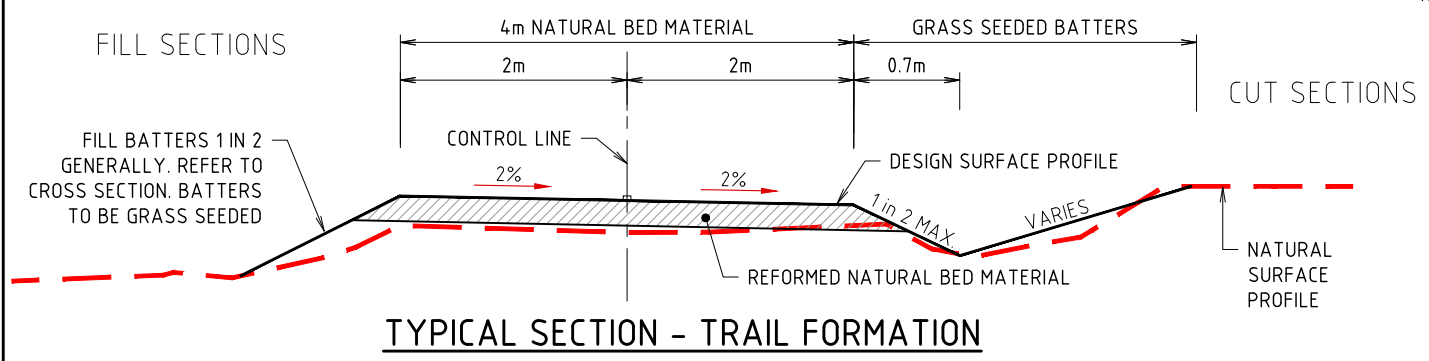
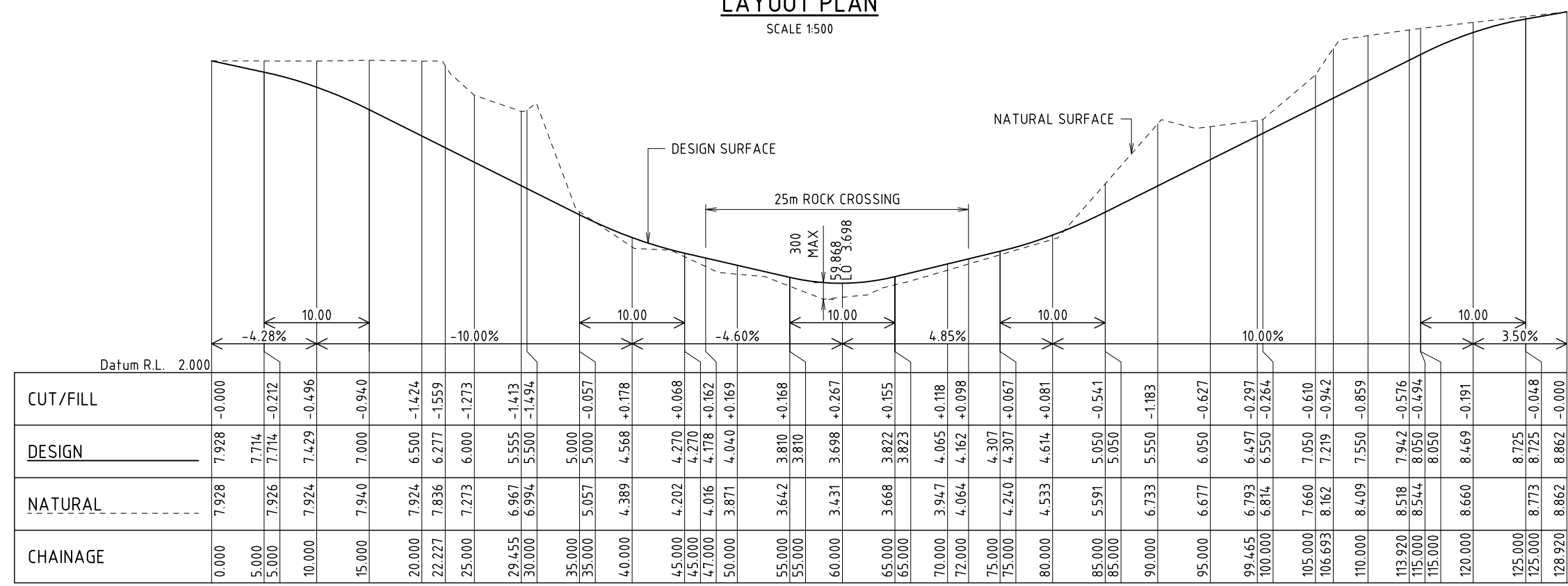
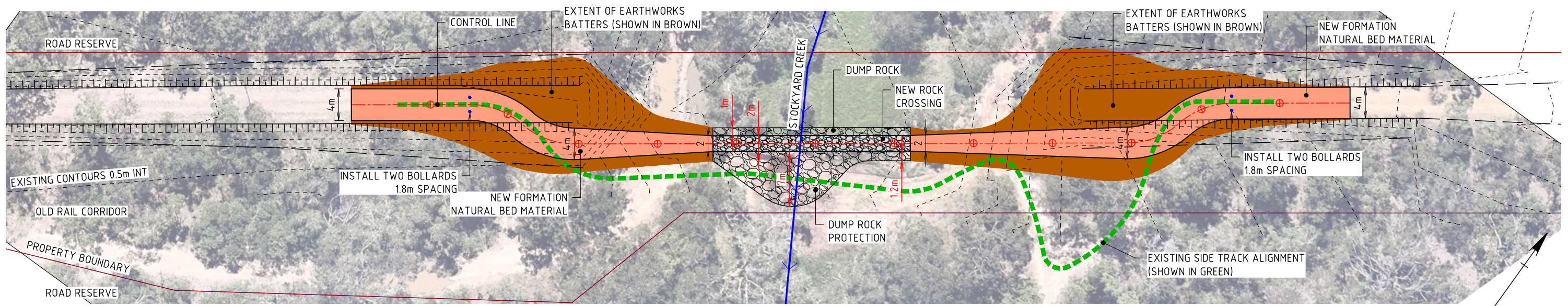
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FRASER COAST REGIONAL COUNCIL

MARY TO BAY RAIL TRAIL
STOCKYARD CREEK CROSSING
SITE PLAN

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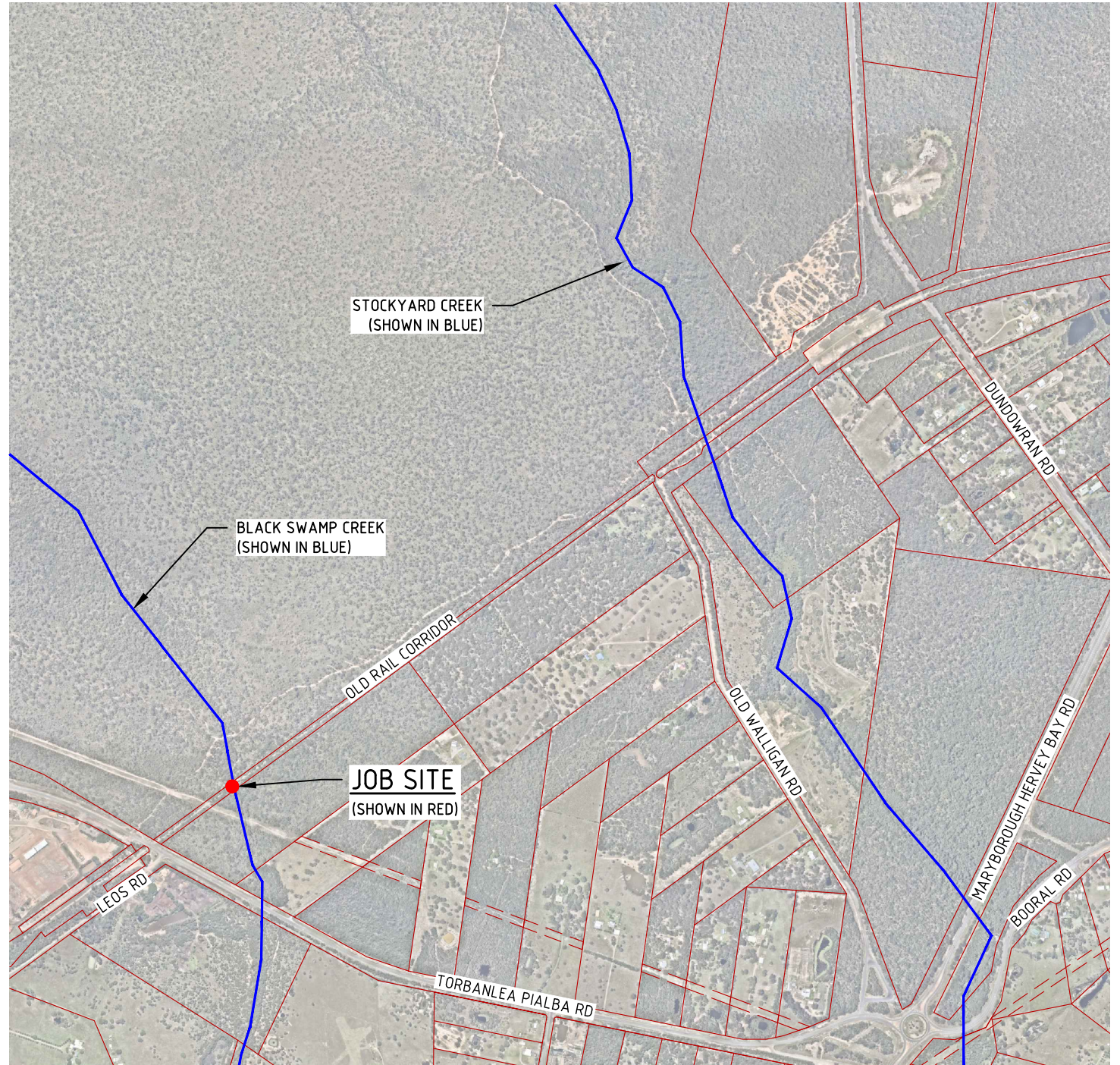
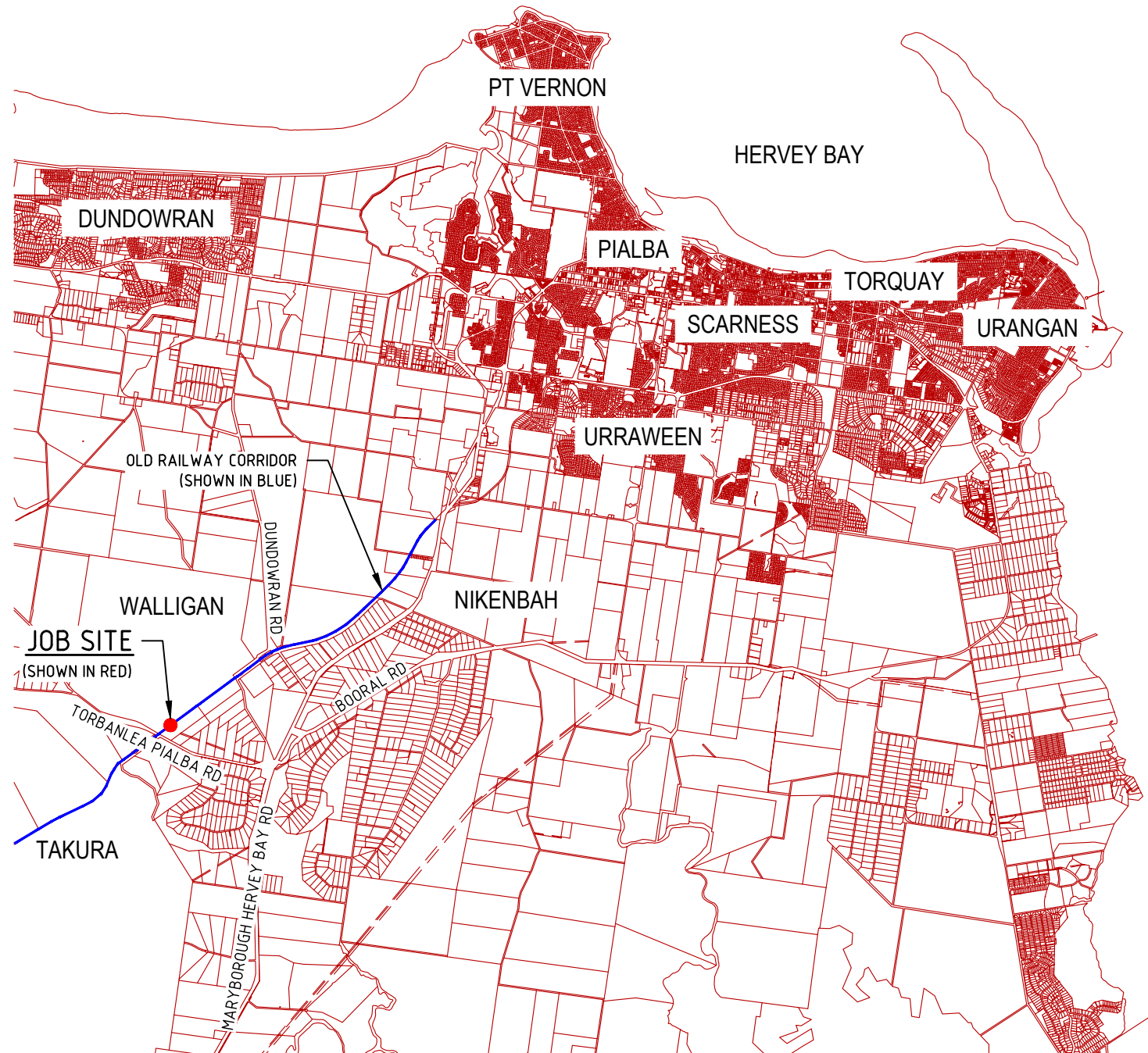
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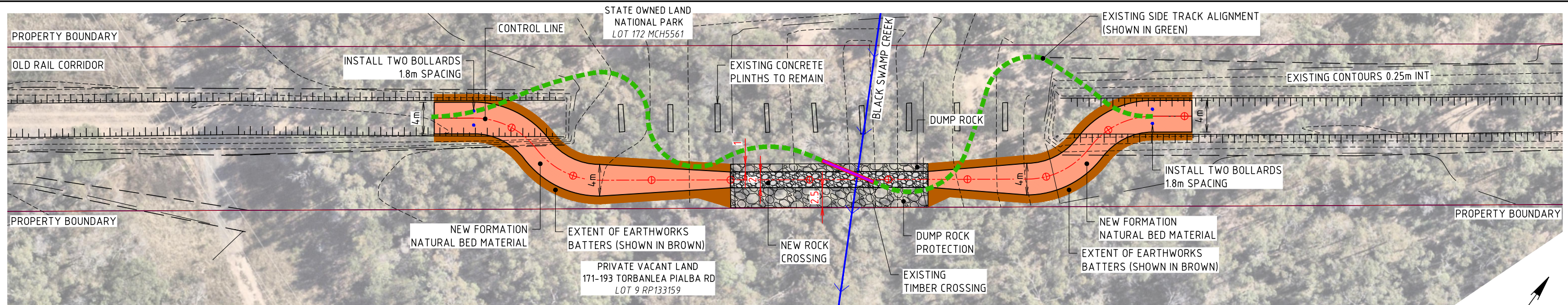
MARY TO BAY RAIL TRAIL

BLACK SWAMP CROSSING



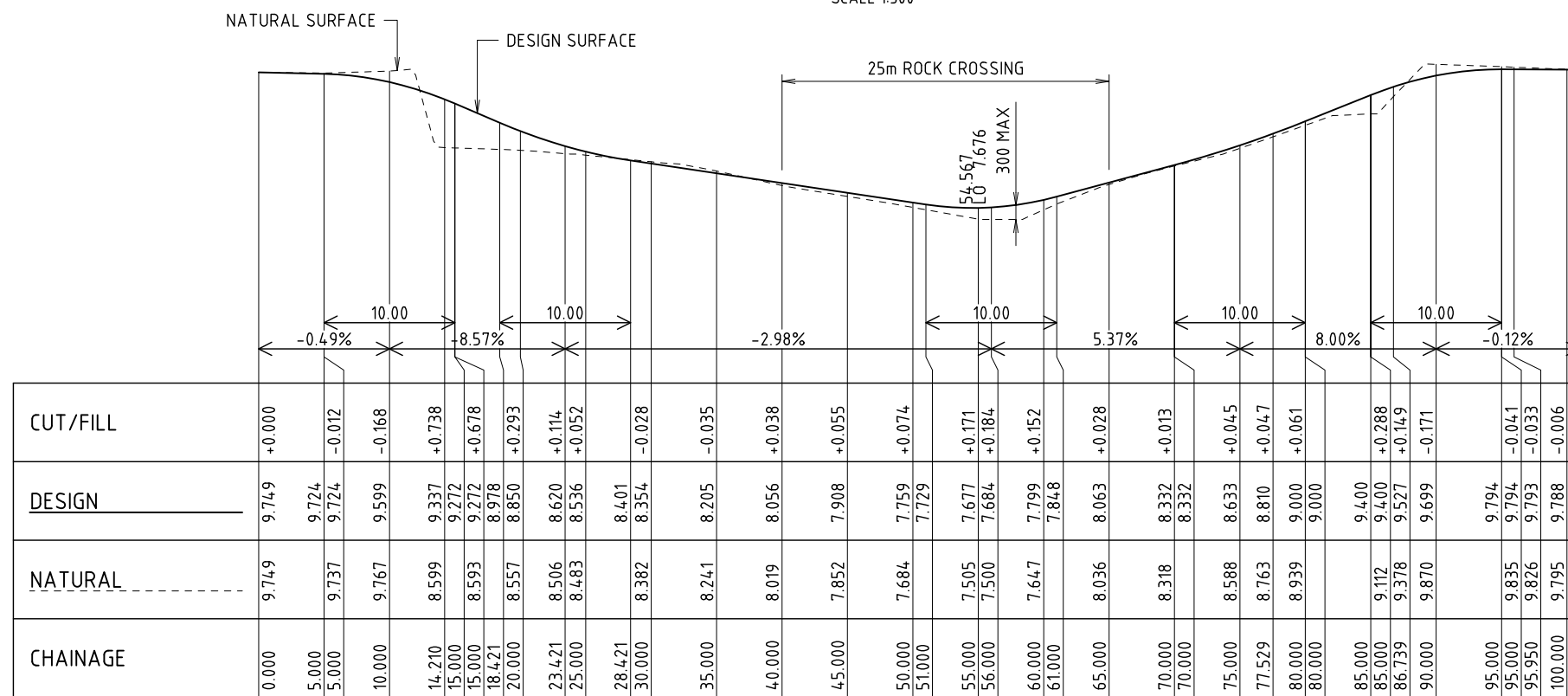
SITE PLAN - WALLIGAN

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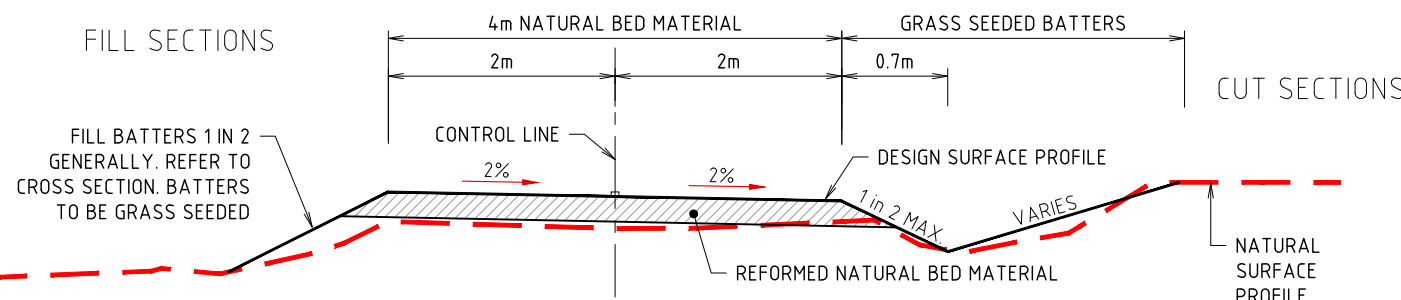
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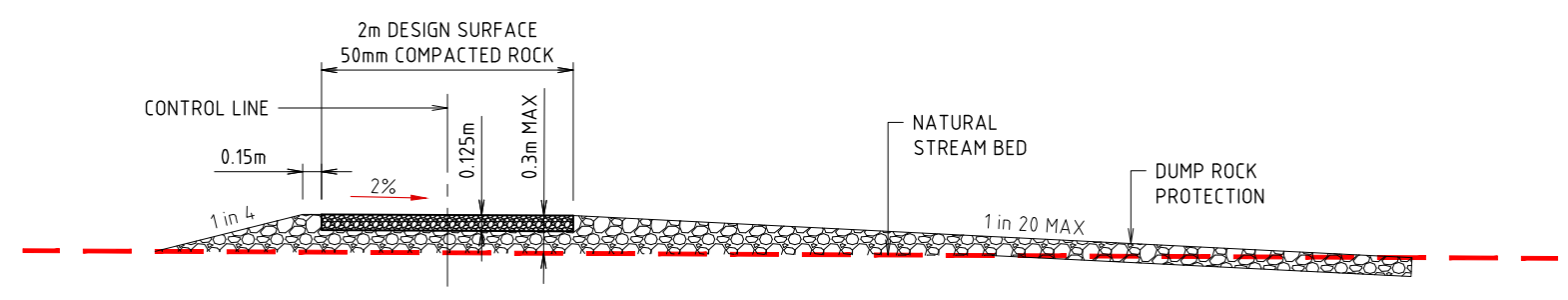
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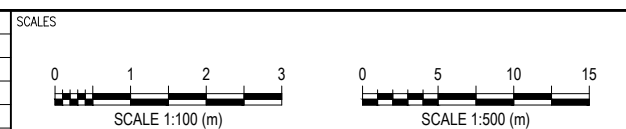
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TYPICAL SECTION - CREEK CROSSING

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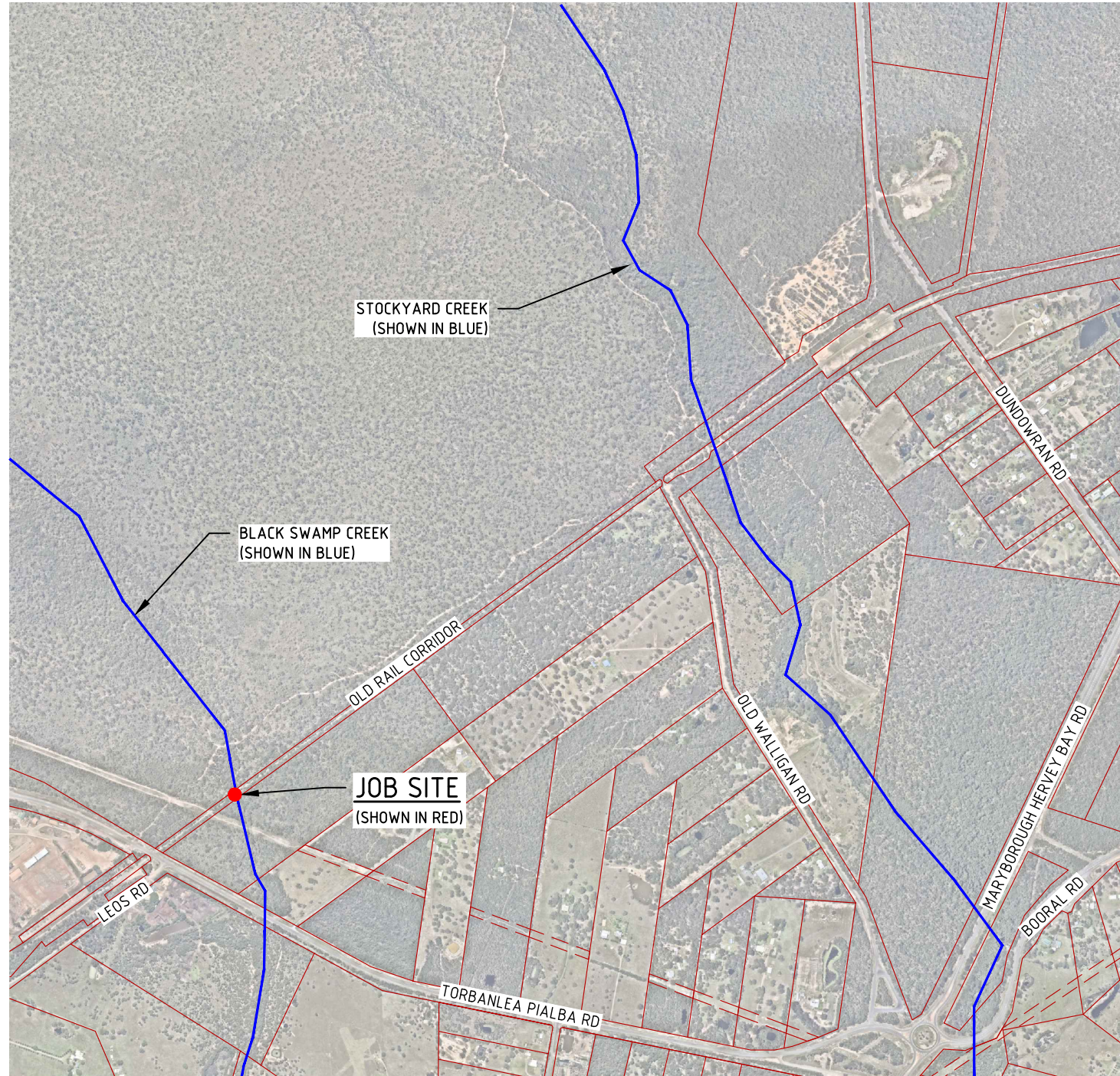
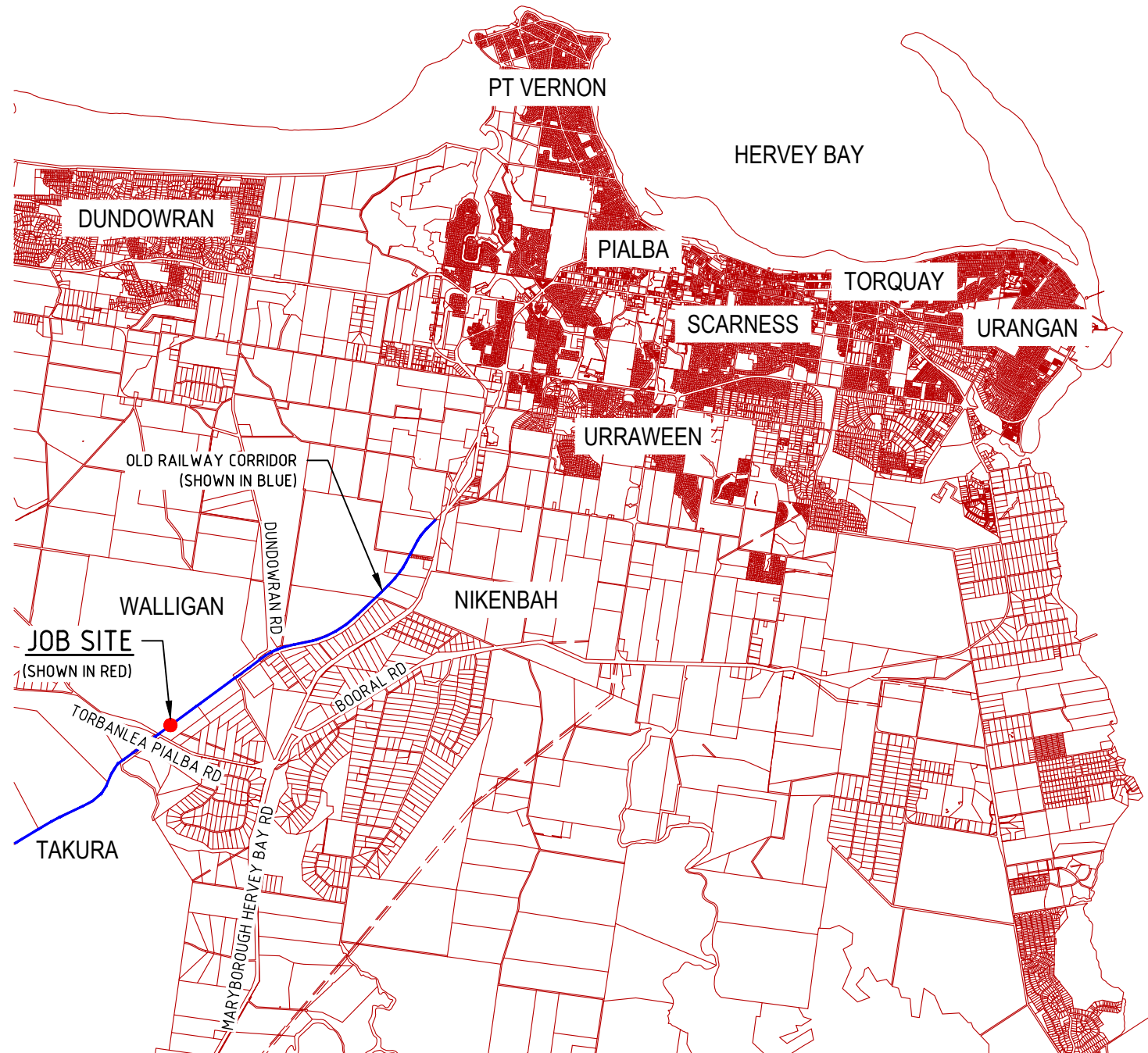
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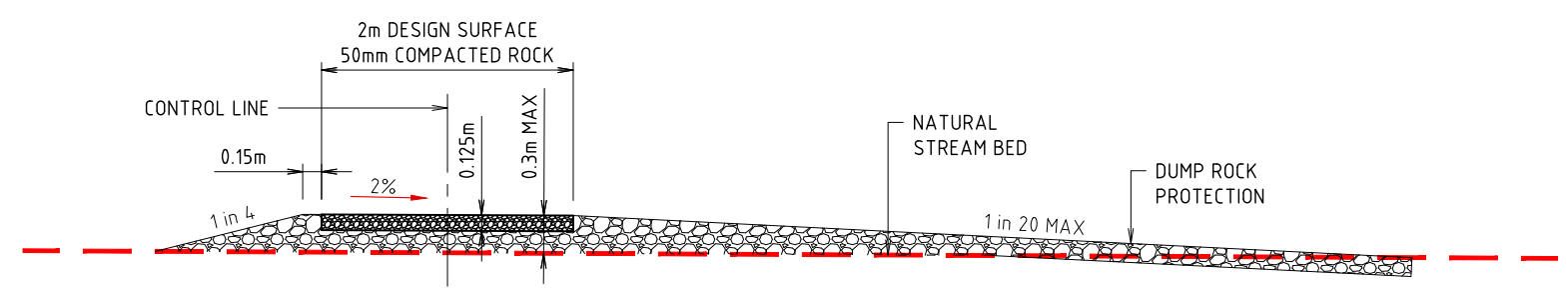
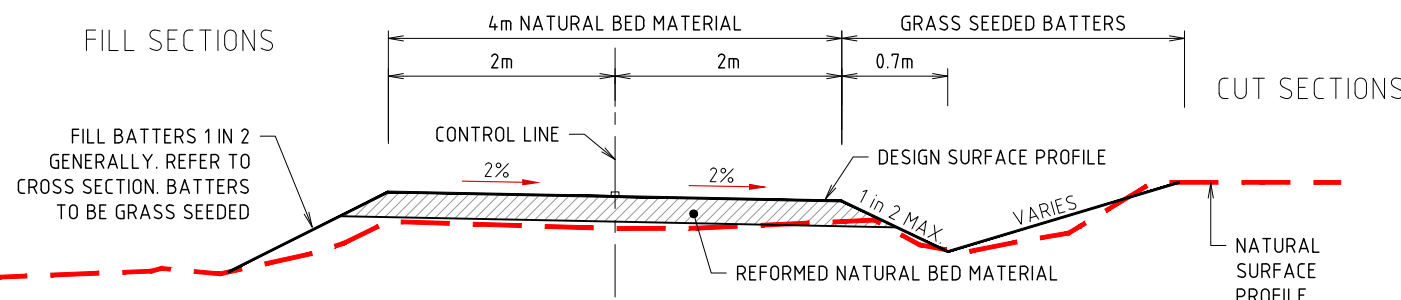
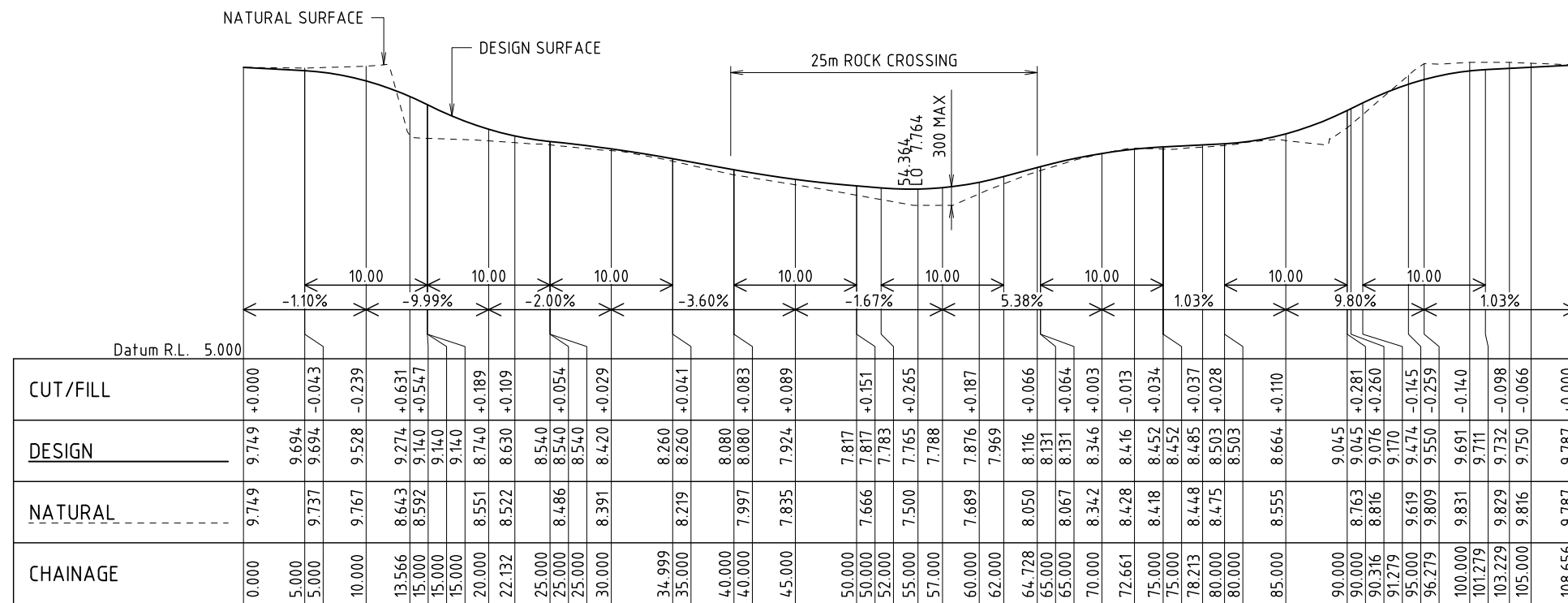
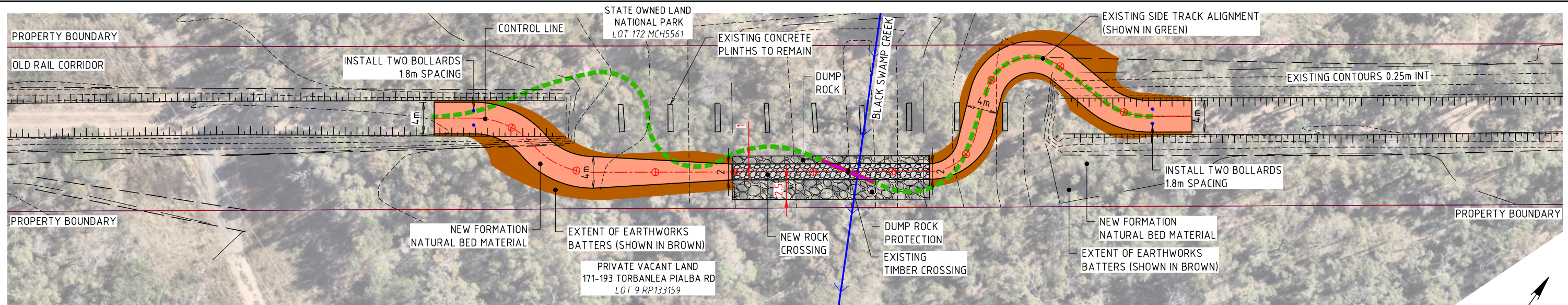
MARY TO BAY RAIL TRAIL

BLACK SWAMP CROSSING

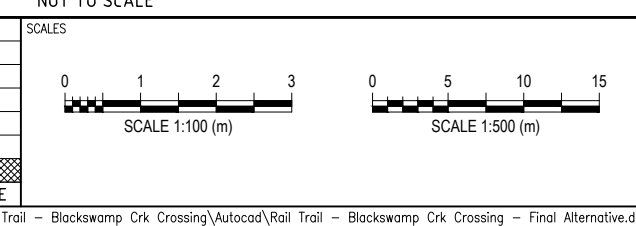


SITE PLAN - WALLIGAN

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FRASER COAST REGIONAL COUNCIL
MARY TO BAY RAIL TRAIL
BLACK SWAMP CREEK CROSSING
SKETCH DESIGN

DRAWING ISSUE SKETCH			
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