



MINUTES

FRASER COAST MARY TO BAY RAIL TRAIL ADVISORY COMMITTEE COUNCIL CHAMBERS, TAVISTOCK STREET 19 DECEMBER 2024 COMMENCING AT 1.00PM

PRESENT:

- Cr George Seymour (Mayor) - Chair
- Tracey Genrich, Manager Community Development & Engagement FCRC
- Mike Allsop – Fraser Coast Bicycle User Group Representative (Proxy)
- Craig England – Manager - Rail Corridor Management - Department of Transport & Main Roads
- John Williams – Wildlife Preservation Society (Fraser Coast Branch)
- Davendra Naidu – Director Infrastructure Services FCRC
- Harry Usher – Mary Inc

APOLOGIES

- Cr Lachlan Cosgrove
- Cr Paul Truscott
- Davendra Naidu – Director Infrastructure Services FCRC
- Rob McLaren - community representative
- Martin Simons – General Manager Fraser Coast Tourism & Events
- Max Voigt – Fraser Coast Bicycle User Group Representative (Mike Allsop in attendance as Proxy)
- Andy Riley – community representative
- Desley O’Grady – Rail Trails Australia
- Gerard Carlyon – Director Strategy, Community & Development FCRC (Guest Apology)
- Keith Parsons – Director Organisational Services FCRC (Guest apology)
- Kieren Stoneley – FCRC Sport & Recreation Coordinator

GUESTS IN ATTENDANCE

- Ken Diehm – Chief Executive Officer FCRC (part meeting only)
- David Gleadow – Senior Advisory – Rail Corridor Management – Department of Transport & Main Roads
- Michael Gray – New Colton Pty Ltd (part meeting only)
- Wayne Watson – New Colton Pty Ltd (part meeting only)

1. Welcome (Chair)

Cr George Seymour welcomed all attendees and provided an Acknowledgement to Country.

2. Apologies

The Advisory Committee noted the list of apologies as outlined above.

3. Previous Minutes & Action List – 31 October, 2024

The Advisory Committee noted and agreed that the Minutes of 31 October, 2024, as attached to these Minutes are an accurate record of the meeting.

4. Previous Minutes – Special Meeting – 2 December, 2024

The Advisory Committee noted and agreed that the Minutes of the Special Meeting 2 December, 2024, as attached to these Minutes are an accurate record of the meeting.

5. Agenda Items

(a) Upcoming Works (Takura Location) – Qld Parks & Wildlife Service

This item held over to a future meeting as no Qld Parks & Wildlife Service Officer attended.

(b) Progress Update – Colton Mine

Michael Gray provided an update to the Advisory Committee generally as follows:-

- Drilling of coal samples will begin as soon as the land dries out enough to have machinery onsite; March, 2025 is the expected timeframe for rigs onsite. Existing/old tracks will be utilised to access the area and to avoid any sensitive areas.
- These samples will be utilised to optimise the plant design and for discussions with customers;
- To secure the site going forward, a gate will be erected near Churchill Mine Roads within the boundary of the company's approved lease area. It is expected that the gate will be installed in late January, 2025.
- New Colton is in the process of updating its vegetation mapping both on the site and adjacent to the site.
- New Colton is currently in consultation with Queensland Rail in relation to the design of the rail spur which will connect the mine to the North Coast rail line.
- Life of the mine is approximately 12 years.

There were a number of questions from advisory committee members who had not been present during previous updates by New Colton Pty Ltd in relation to the coal mine and accordingly the following information was again provided at the meeting for the information of members:-

- New Colton Pty Ltd has a lease for a period of 20 years;

- New Colton has a compensation agreement in place for contribution to the provision of an alternative route for the Mary to Bay Rail Trail. Noting that the detailed information about the compensation agreement are commercial in confidence and subject to continued negotiations between DTMR, Council and New Colton Pty Ltd.
- DTMR, Council and New Colton are currently in discussions and negotiations about what New Colton's contribution to the alternative route will include. As part of the discussion Michael Gray commented that part of New Colton's contribution could be earthworks, as inkind, for the alternative route.
- DTMR have been in contact with the Butchulla Native Title Aboriginal Corporation, including a site walk of a potential alternative route, and are currently seeking a response from them.

It was agreed at the meeting that negotiations in relation to the Colton Coal mine and proposed alternative route is a matter for Council, DTMR and New Colton Pty Ltd to progress and identify funding opportunities.

(c) Maryborough/Hervey Bay Road Design Progress – Craig England, DTMR

Craig England of Department of Transport and Main Roads provided the following information to the members of the Committee:-

- Consultants have provided their report on the assessment of crossing solutions for the Maryborough/Hervey Bay Road crossing and have confirmed that this crossing can be an "at grade" crossing.
- It is expected that the concept design for the crossing will be provided to DTMR in January/February.
- Craig also confirmed that, at this point in time, he does not have an update on where the \$9m returned funding from the Bundaberg Rail Trail project.

Further updates on this item will be provided by DTMR at future meetings.

(d) Proposed 2025 Meeting Schedule – Tracey Genrich, FCRC

Tracey Genrich provided the following list of meeting dates, for 2025, to be considered by the Advisory Committee:-

- 27 February, 2025;
- 17 April, 2025;
- 26 June, 2025;
- 28 August, 2025;
- 30 October, 2025; and
- 18 December, 2025.

The above meeting dates align with the Advisory Committee's current 2 monthly schedule with April and December being adjusted to accommodate Easter and Christmas.

The Advisory Committee agreed to the above meeting schedule.

Action:- Meeting invitations to be circulated to all advisory committee members.

(e) Rail Trail Signage Subgroup Notes – Mike Allsop, FCBUGs

As a member of the Mary to Bay Rail Trail Advisory Committee's Signage subgroup, Mike Allsop, gave an update on the recent meeting to Advisory Committee.

Mike advised that the subgroup had discussed signage for all trailheads, warning signs, directional signs and potential stencilling for urban footpath sections.

Tracey Genrich advised that Kieren Stoneley, Council's Sport & Recreation Coordinator, had obtained 2 samples of the M2BRT stencils and presented the samples at the meeting.

The Advisory Committee agreed that the version of the stencil without the outer boarder was supported. Mike Allsop recommended that the colour of the stencils should be blue if possible.

In response to a query from Mike Allsop about specific local signage providers, Tracey confirmed that Council Officers are required to comply with the Council's Procurement Policy when purchasing goods or services and that Council Officers will now proceed with the implementation of the signage, within the budget allocation of \$20,000, and provide further updates back to the Advisory Committee.

Recommendation:-

That Council Officers proceed with the implementation of the Mary to Bay Rail Trail signage, within the budget allocation of \$20,000, and provide further updates back to the Advisory Committee at future meetings.

(f) Strategy Document – Progress Update – Tracey Genrich, FCRC

Tracey Genrich advised that the Strategy document was currently in progress and would be circulated to the Advisory Committee members for comment as soon as practical.

(g) FCBUGs Recommendation – Expenditure of Remaining \$100,000 State Government Funding – Mike Allsop, FCBUGs

Mike Allsop spoke to a Briefing Note prepared by Fraser Coast Bicycle User Group (FCBUG) relating to the unspent portion of the \$100,000 grant provided from the Department of Transport & Main Roads for the Stockyard Creek and Black Swamp Creek works. A copy of the Briefing Note is attached to these Minutes.

The FCBUG proposal recommends the priority for any unspent funds to be allocated as follows:-

- Establishment of Piggford Lane Trail head – estimated cost provided by FCBUG \$22,000;
- Stockyard Creek and Black Swamp Creek remedial work after wet season (if required) – estimated cost provided by FCBUG \$10,000; and
- Trail Improvements between Takura Trail Head to Bridge 6 - \$19,000 allocation to be added to existing 24/25 trail improvement funds provided by Council.

Craig England confirmed that as at the 1 July, 2025, the Department will have additional funds for rail trails and asked for the priority of the Advisory Group.

After discussion the Advisory Group agreed that Piggford Lane should be the priority given the previous meetings and workshops relating to the prioritisation of undeveloped sections of the rail trail which will inform the Strategy Document. Tracey Genrich reconfirmed that any negotiations for this section required with private property owners is the responsibility of Council.

Harry Usher again raised the priority of the Maryborough urban section of the trail, between Walker Street and the Maryborough CBD (Downer Lane).

The Committee discussed the section of the trail and also the previous advice received from Queensland Rail in relation to the list of items that would be required to be addressed for further

consideration of the rail trail being located within the rail corridor for this section. It was agreed that a suitably qualified engineering consultant to work with DTMR and Council to investigate and identify engineering solutions.

It was also agreed that funding would need to be secured for the contracting of a suitable engineering consultant for this purpose.

Harry Usher asked who would be responsible for negotiations with Queensland Rail in relation to this matter and it was confirmed at the meeting that Craig England's team (DTMR) would be the appropriate agency to continue the negotiations in the future with updates to be provided to the Advisory Committee.

The Mayor suggested that Council could consider the provision of funds within its 25/26 budget process to fund the commissioning of a suitably qualified engineering consultant.

Recommendation:-

1. That the Mary to Bay Rail Trail Advisory Committee recommends to Council and DTMR that the priority for expenditure of any unspent funds from the \$100,000 Stockyard Creek & Black Swamp Creek be in accordance with the proposal submitted by FCBUGs and as attached to these Minutes.
2. That the Mary to Bay Rail Trail Advisory Committee recommends that Council consideration the allocation of funding within its 25/26 budget process for the employment of an appropriately qualified engineering consultant to work with DTMR and Council to investigate and provide responses to address Queensland Rail's list of requirements for further consideration of the rail corridor from Walker Street to the Maryborough CBD as part of the Mary to Bay Rail Trail project.

(h) Mary Inc - Maryborough CBD Trailhead Proposal – Harry Usher, Mary Inc

Harry Usher put forward a suggestion from Mary Inc that the Maryborough CBD Trail head for the rail trail project be located within the Master Planned area for the Old Maryborough Admin Site green space.

George Seymour commented that the Master Plan endorsed by Council for the Old Maryborough Admin Site was a guiding document and could potentially accommodate the siting of the Trail head which also adjoins the public carpark area.

Recommendation:-

That the Mary to Bay Rail Trail Advisory Committee recommends to Council that the Maryborough CBD Trail Head be located within the Old Maryborough Administration Centre green space.

6. General Business

Mike Allsop commented at the meeting that FCBUGs were disappointed that the Advisory Committee and Council had not agreed with their group's recommendation to submit an application to the Australian Government's recent Active Transport funding program round for the rail trail project at the Special Meeting on 2 December, 2024.

The Advisory Committee had a discussion in relation to FCBUGs interpretation of the program's guidelines and information provided by Council Officers at the meeting about the requirements of the program, including but not necessarily limited to, budget and eligibility etc.

It was also confirmed at the meeting that during the Special Meeting, Council's Chief Executive Officer had advised the Advisory Committee on a number of occasions that regardless of the advice given at the special meeting the Advisory Committee were within their rights to make any recommendation to Council that it believed appropriate and that Council could then consider and respond to that recommendation.

Tracey Genrich asked the Advisory Committee if they wished to revisit their decision from the Special Meeting held on 2 December, 2024. The members present confirmed that they did not.

Following a comment by Mike Allsop in relation to Council also not including the Rail Trail in the last Works for Queensland (W4Q) funding program project list, the Mayor responded that Council has provided a significant amount of funds towards the Rail Trail project over many years including its own budget allocations and also previous W4Q rounds etc.

Tracey Genrich also reconfirmed with the Advisory Committee that the none of the remaining undeveloped sections of the Rail Trail were eligible for inclusion in the last round of W4Q funding as the Department now requires evidence of the resolution of any tenure issues and therefore Council could not provide this evidence as part of the funding documentation requirements.

Tracey Genrich advised the Advisory Committee that Trevor Dean from WBW would be attending the February meeting of the Advisory Committee to discuss the Fraser Coast Water Grid project that had previously been discussed with the Advisory Committee and that at that meeting discussions could be held in relation to the proposed route from Quarry Road and Aldershot, including the crossing solution for Saltwater Creek.

The current leasing arrangement for the Council owned land running parallel to the old rail corridor was discussed and it was noted that the current lease between Council and the Lessee was due for renewal in April, 2025. Following discussion relating to the lease the Mayor suggested that the Advisory Committee recommend to Council that the lease not be renewed unless there was a provision included relating to access for the Rail Trail. The Advisory Committee members agreed with this recommendation.

Recommendation:-

That the Mary to Bay Rail Trail Advisory Committee recommends to Council that the lease over land, north of Quarry Road, not be renewed for agricultural purposes without a provision included relating to access for the Rail Trail project.

7. Next Meeting & Meeting Close

Next Meeting to be held 27 February, 2025. Meeting closed at 2.55pm.



ATTACHMENT 1

MINUTES

FRASER COAST MARY TO BAY RAIL TRAIL ADVISORY COMMITTEE

COUNCIL CHAMBERS, TAVISTOCK STREET
31 OCTOBER 2024 COMMENCING AT 1.00PM

PRESENT:

- Cr George Seymour (Mayor/Chair)
- Cr Lachlan Cosgrove
- Cr Paul Truscott FCRC
- Tracey Genrich, Manager Community Development & Engagement FCRC
- Max Voigt – Fraser Coast Bugs Representative
- John Williams – Wildlife Preservation Society (Fraser Coast Branch)
- Davendra Naidu – Director Infrastructure Services FCRC
- Andy Riley – community representative (via TEAMS part meeting)
- Harry Usher – Mary Inc
- Rob McLaren - community representative
- Desley O’Grady – Rail Trails Australia (via TEAMS part meeting)

APOLOGIES

- Steve Case
- Gerard Carylton – Acting CEO FCRC (Guest apology)
- Ken Diehm – Chief Executive Officer FCRC (Guest apology)
- Keith Parsons – Director Organisational Services FCRC (Guest apology)
- Craig England – Manager - Rail Corridor Management - Department of Transport & Main Roads (TEAMS)
- Martin Simons – General Manager FCTE (TEAMS)
- David Gleadow – Senior Advisory – Rail Corridor Management – Department of Transport & Main Roads (TEAMS)
- Alan Whyborn – community representative

GUESTS IN ATTENDANCE

- Cr Zane O’Keefe
- Kieren Stoneley – FCRC Sport & Recreation Coordinator

- Jodie Clough – FCRC Business Support Officer (Minutes Support)

1. Welcome (Chair)

Group introduced themselves, chair provided welcome.

2. Introduction of New Members (Harry Usher & Rob McLaren)

As new members of the Advisory Committee Harry Usher and Rob McLaren introduced themselves and provided background and their interest in the Rail Trail project.

3. Previous Minutes & Action List (August 2024)-Attachment 1 (previous) + Attachment 2 (updated action list)

Max Voigt requested an update on the northern diversion of Colton Coal Mine discussions. It was agreed that this item would be added as an additional Agenda item for this meeting.

4. Agenda Items

a. Car parking Design – Rail Trail Trailhead Locations (Andy Riley)

Andy Riley spoke about her previous comments at a Strategy Document meeting of the Advisory Committee in relation to development of carparking designs for trailhead components of the Mary to Bay Rail Trail which takes into consideration parking of horsefloats, trailers and potential campers.

Max Voigt advised that there was a camp “Moony’s Camp” at Walligan Road which is adjacent to the rail trail near Stockyard Creek and that this may be worth investigating in relation to potential for horse yards etc.

Davendra Naidu advised that his design team could look at preparing some concepts for each of the trailhead locations including Piggford lane, Walligan, Takura, Churchill Mines Road, Walker Street etc.

Tracey Genrich commented that research into Council’s local laws and other legislation would need to be undertaken to ascertain what requirements would be necessary if camping was to be considered along the rail trail.

Recommendations:-

1. *That Council prepare concept designs for each of the trailhead locations within the Mary to Bay Rail Trail including Piggford Lane, Walligan, Takura, Churchill Mines Road and Walker Street.*
2. *That Council provide to a future meeting of the Advisory Committee, confirmation of what would be required should the Advisory Committee wish to consider camping at locations along the trail.*

b. Additional Option – Piggford Lane Carpark (Max Voigt)

Max Voigt put forward, for discussion, the suggestion that the existing bollards located at Piggford Lane be moved further south along the rail trail corridor to facilitate the implementation of an adequate carparking solution.

The Advisory Committee discussed the current issues with crossing the Maryborough/Hervey Bay Road at which time Tracey Genrich confirmed that Craig England from the Department of Transport and Main Roads had provided a verbal update on preliminary feedback from their consultants as follows:-

- Torbanlea Road crossing – no issues identified;
- Maryborough/Hervey Bay Road – potential for “at grade” crossing if the crossing is moved further north (towards Hervey Bay) to avoid the passing lane and be included in the 80klm per hour zone.

Craig had also confirmed that the above is only preliminary findings and were subject to presentation of the final consultants report.

Cr Lachlan Cosgrove commented that he would support a low cost option for Piggford Lane carparking area pending outcome and further details on the crossing of Maryborough/Hervey Bay Road project.

Max Voigt confirmed that FCBUGs would be interested in undertaking the onsite works for the construction of the Piggford Lane low cost option should it proceed, under a similar arrangement to that of Stockyard Creek and Black Swamp Creek.

FCBUGS offered to undertake the project management.

Recommendation:-

That the Maryborough/Hervey Bay Road crossing item be listed as an Agenda item for the Advisory Committee’s December meeting for further discussion and updates from the Department of Transport and Main Roads representatives.

Desley and Andy left the meeting, both via Teams

c. Fraser Coast Advocacy Plan 2024 – Mary to Bay Rail Trail Item (Tracey Genrich) Attachment 3

Max Voigt advised that whilst FCBUGs were happy that the Mary to Bay Rail Trail project had been listed within the endorsed Fraser Coast Advocacy Plan 2024, they were concerned with the estimated cost indicated within the Plan of \$10m.

Harry Usher noted that the Plan mentioned potential upgrades of the surface of the trail to include sealing and suggested that this level of surface, whilst appropriate in the urban section of the trail, was not necessary for the rural sections of the trail. Harry also commented that Council could consider redirecting some of estimated amounts within the “Revitalisation of Maryborough CBD (\$30m)” item to the Rail Trail project.

Recommendation:-

That Council’s Chief Executive Officer be requested to provide further details into what the \$10m estimate included in the Fraser Coast Advocacy Plan 2024 document for the Mary to Bay Rail Trail project to a future meeting of the Advisory Committee.

d. Rail Trail Signage (Tracey Genrich)

Tracey Genrich advised post the last meeting she had obtained internal approval for the redirection of funds originally allocated within the 2024/2025 Operational Budget for “Cost Benefit Analysis – Stockyard Creek & Black Swamp Creek” in the sum of \$20,000, to now be utilised for implementation of signage on the Rail Trail.

Tracey confirmed that Kieren Stoneley would now progress with the coordination of a meeting of the Signage Subgroup as soon as practical to identify priorities for signage.

The group generally discussed signage including issues within the urban section of the trail where users found it difficult to navigate including, but not necessarily limited to, Hunter Street and Urraween Road sections.

The Advisory Committee requested that the Signage Subgroup also consider whether there was a potential for painted/stencilled markings on footpath areas as a directional/wayfinding solution.

Recommendation:-

That the Mary to Bay Rail Trail Signage Subgroup bring back a report to Advisory Committee listing priorities for the installation of signage to the value of \$20,000 to a future meeting.

e. Inappropriate Use Rail Trail by Vehicles/Motorcycles – ongoing discussion (whole group)

The Advisory Committee updated the 2 new members of the group on current issues being experienced on the rail trail relating to 4WD and motorcycles and Max Voigt spoke about several recent serious incidences of threats and conflict between users of the trail.

Tracey Genrich advised that she had had a discussion with Council's Manager of Regulatory Services who had provided some details on Council's Local Law No. 4 - Local Government Controlled Areas, Facilities and Roads and what the Rangers are permitted to do as part of enforcement activities on land controlled by Council. The section of trail that is under operational permit between DTMR and FCBUGs would not be subject to regulation under the local law.

Max Voigt commented on the lack of signage at the Piggford Lane entrance to the trail and it was agreed that this area should be identified and discussed by the Signage Subgroup as part of their upcoming meeting.

Rob McLaren asked if the Advisory Committee or Council had investigated technology based or other forms of regulation or deterrent.

With a view to facilitating a focussed discussion on this ongoing issue, Tracey Genrich suggested that a Subgroup be formed. The Subgroup should include representatives of the Advisory Committee, Qld Police Service, Council Ranger Team, DTMR and, where appropriate, members of the motorcycle community.

Recommendations:-

- 1. That a Safety & Security Sub-Group be formed to consider potential solutions to the continued inappropriate use of the Rail Trail by 4WDs and motorcycles and to bring back recommendations to the Advisory Committee future meeting.*
- 2. That members of the Advisory Committee be invited to confirm their interest in participating in the Safety & Security Sub-Group.*
- 3. That subject to the outcomes of Recommendation 1 above, Council consider whether an amendment to Local Law No. 4 – Local Government Controlled Areas, Facilities and Roads.*

f. Update on replacement of damaged Walligan Shelter (Tracey Genrich)

Davendra Naidu advised that it was his understanding that Council was not proposing to replace the shelter due to continued vandalism.

Max Voigt advised that FCBUGs had recently installed shade structures at Churchill Mines Road and were utilising a shelter constructed of steel rather than timber.

Recommendation:-

That Council be requested to consider the replacement of the shade structure at the Walligan Trailhead with a more vandal proof option.

g. Status Report – Stockyard Creek & Black Swamp Creek Crossing

Max Voigt updated the Advisory Committee on the status of Stockyard Creek & Black Swamp Creek Crossing works and confirmed that the works had been completed.

Tracey Genrich advised that Council's Executive Manager Capital Delivery, Rob Hazzard, had advised that Council was now in the process of finalising some of the works it was responsible for and that an estimate of remaining funds would be available post those works.

Max Voigt suggested that any remaining funds be redirected to upgrade the trail surface from Takura and then for works at the proposed Piggford Lane Carpark, signage and shelter.

Recommendation:-

- 1. That Council provide the Advisory Committee members with the amount of remaining funds as soon as practical.*
- 2. That Fraser Coast Bicycle User Group write to Council with their proposed scope of works for remaining funds with Council to then negotiate an amendment to the current funding agreement with the Department of Transport and Main Roads.*

h. Status Report – Wide Bay Water Fraser Coast Water Grid Project and potential for collaboration for Rail Trail Quarry Road/Aldershot area.

Tracey Genrich confirmed that the Business Case for the Fraser Coast Water Grid project was tabled and endorsed at Council's October meeting. This advice was given to add to previous advice to the Advisory Committee that the Water Grid project may be an opportunity to provide a route solution for continuation of the Rail Trail (from the Maryborough end) from Quarry Road through to Aldershot, including a crossing solution for Saltwater Creek.

Recommendation:-

That the Executive Manager Engineering and Technical Services Wide Bay Water, Trevor Dean, be invited to the December meeting of the advisory Committee to present on the Fraser Coast Water Grid project and potential opportunities for the Mary to Bay Rail Trail as part of that project.

i. Update from DTMR on the proposed Northern Diversion around Colton Coal Mine project

Tracey Genrich advised that whilst Craig England from the Department of Transport and Main Roads was not present at the meeting, he had confirmed that correspondence had been forwarded to the Butchulla Native Title Aboriginal Corporation (BNTAC) requesting consideration of approval for the proposed northern diversion through native title land. Further updates on this item will be provided upon a response from BNTAC.

General Business

a. **Maryborough End (Aldershot to Maryborough CBD) – Harry Usher, Mary Inc**

Harry Usher advised that Mary Inc were concerned at the lack of progress at the Maryborough end of the trail and suggested that a sub-group to progress discussions on this stage of the project be formed.

The Advisory Committee members confirmed with the new members that at previous meetings of the Advisory Committee works had been undertaken to prepare a Strategic document which will outline each of the undeveloped sections of the trail and what was required to have them implemented and what priority each of those sections as part of the larger trail project.

It was agreed at the meeting that a sub-group would not be formed at this point for this purpose and that work would continue on the Strategic document. The Advisory Committee requested that a copy of the discussion document which was the basis for the Strategic document be circulated to the new members of the Group for their information.

Based on some of the comments during the discussion for this item Tracey Genrich confirmed the role of Advisory Committee members when it came to having discussions and negotiations with either members of the public or government agencies.

Cr George Seymour commented that he felt that the most appropriate avenue for continued negotiations with Queensland Rail would be through Craig England. Cr Lachlan Cosgrove confirmed that he agreed with Cr Seymour about negotiations with Queensland Rail.

Recommendation:-

Craig England, Department of Transport and Main Roads to provide an update and briefing on discussions with Queensland Rail in relation to the Walker Street to Maryborough CBD proposal to utilise the existing rail corridor at the next meeting of the Advisory Committee.

b. **Hervey Bay 100 – November 2024**

Max Voigt advised that the Hervey Bay 100 was being held in November and that Fraser Coast Bicycle User Group would be having a stall promoting the Rail Trail within the community. Max invited Council staff to attend as well.

Kieren Stoneley, Council's Sport & Recreation Coordinator, advised that he would be in contact with the group.

5. **Farewell and thank you to the retiring members**

The Committee thanked all members of the Advisory Committee for their commitment to development of the Mary to Bay Rail Trail project and welcomed Harry Usher and Rob McLaren as new members officially commencing with the Advisory Committee post this meeting.

6. **Next Meeting**

19th December 2024 – Meeting Closed at 2:55pm.

ATTACHMENTS

1. Minutes August Meeting and its attachments

AGENDA OCTOBER, 2024

Attachment 1



MINUTES

FRASER COAST MARY TO BAY RAIL TRAIL ADVISORY COMMITTEE

HERVEY BAY LIBRARY CREATIVE SPACE / MICROSOFT TEAMS 29 AUGUST, 2024 COMMENCING AT 1.00PM

PRESENT:

- Cr Lachlan Cosgrove (Acting Chair)
- Cr Paul Truscott FCRC
- Alan Whyborn – community representative
- Tracey Genrich, Manager Community Development & Engagement FCRC
- Max Voigt – Fraser Coast Bugs Representative
- John Williams – Wildlife Preservation Society (Fraser Coast Branch)
- Andy Riley – community representative
- Craig England – Manager - Rail Corridor Management - Department of Transport & Main Roads (TEAMS)
- Martin Simons – General Manager FCTE (TEAMS)
- David Gleadow – Senior Advisory – Rail Corridor Management – Department of Transport & Main Roads (TEAMS)

APOLOGIES

- Davendra Naidu – Director Infrastructure Services FCRC
- George Seymour – Chair & Mayor FCRC
- Steve Case – Fraser Coast Cycling representative
- Gerard Carylton – Acting CEO FCRC (Guest apology)
- Ken Diehm – Chief Executive Officer FCRC (Guest apology)
- Keith Parsons – Director Organisational Services FCRC (Guest apology)

GUESTS IN ATTENDANCE

- Desley O'Grady (TEAMS)
- Kieren Stoneley – FCRC Sport & Recreation Coordinator
- Jodie Clough – FCRC Business Support Officer (Minutes) (TEAMS)

AGENDA ITEMS

1. Welcome of M2BRT Members and Acknowledgement to Country

Cr Cosgrove 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. Previous Meeting Minutes & Action List

The Committee reviewed the Minutes of the previous minutes and the Action List, which had been updated with progress and actions from previous meeting.

Max Voigt advised that he had submitted, on behalf of Fraser Coast Bicycle User Group (FCBUGs), a document in relation to carparking and development options for the missing link between Nikenbah and Piggford Lane, to the Mayor after the last meeting. Tracey Genrich confirmed that the document had been distributed to relevant Council teams for comment and that she would be able to circulate a summary of those comments to the members following the meeting.

Tracey Genrich confirmed that she had marked the Stockyard Creek & Black Swamp Creek item within the Action List as “Actioned” as it was now going to construction. A number of meetings had been held with FCBUGs who were now completing the required safety and reporting documentation. Max Voigt advised that it was likely that construction would be commenced within 3-4 weeks.

Action – Tracey to circulate a summary of internal team comments/feedback on the FCBUGs proposal for works on the missing link between Nikenbah and Piggford Lane.

4. Agenda Items

a. **Update on Council Resolution – Calling for EOIs for Community Members**

Tracey Genrich confirmed that at its July meeting Council resolved to call for expressions of interest for the 6 community members of the Advisory Committee. Opening of nominations will occur on 5 September and close on 27 September, 2024 and that existing members were able to put forward a nomination as part of the process.

The Group discussed the requirements for existing members to seek reappointment to the Advisory Committee and it was agreed that in lieu of completing the online nomination form & selection criteria, existing members should seek reappointment by the submitting of an email or letter to Council advising of their interest. The group also discussed the need for review of membership each 2 years to ensure strong member attendance at meetings.

Action – Tracey to circulate the link to the nomination process to all members when they open.

b. Piggford Lane Carparking – Martin Simons (FCTE)

Martin Simons confirmed that at a recent Marketing & Communications Subgroup meeting, the need for a marketable section of the trail for tourism promotion purposes.

The Advisory Committee generally agreed that this item should be further discussed and progressed through the Strategy Document process.

c. Notes – Marketing & Communications Subgroup meeting (30 July, 2024) (Attachment 3)

Tracey Genrich advised that the outcomes of the Marketing & Communications subgroup meeting held on 30 July, 2024 are attached to the minutes.

At that meeting FCBUGs representative was to provide a range of information to Fraser Coast Tourism & Events (FCTE) for inclusion on the website/marketing page.

Desley O’Grady of Rail Trails Australia (RTA) suggested that Martin also look at the Rail Trails Australia website which included information on the Mary to Bay Rail Trail and that information may be helpful.

d. Notes – M2BRTAC Workshop – Strategy Document Preparation (*to be distributed at meeting*)

Tracey Genrich advised that the Strategy Document workshop was held on 20 September, 2024. FCBUGs had submitted a “Discussion Document” prior to the workshop as a mechanism to commence discussions. The document set out a list of priorities, from FCBUGs point of view and prioritised them from 1-9.

Tracey asked for clarification from the Advisory Committee about what format the final strategy document should be ie a document from the Advisory Committee to Council or a document drafted as a partnership between Council and the Advisory Committee.

Following discussion the Advisory Committee agreed that the document should be a Council document endorsed and supported by the Advisory Committee. Craig England suggested that in lieu of numbering the projects they could be prioritised into Short, Medium and Long Term which would allow for the assigned priorities to be more flexible.

Tracey confirmed that now she has some guidance from the Advisory Committee she will progress with completion of a draft strategy document template as discussed at the workshop.

Action – Tracey to progress the finalisation of the draft Strategy Document template and circulate to members for feedback.

e. Report – Tenure Resolution (FCRC) (Attachment 4)

Tracey Genrich advised that a report on tenure issues is attached to the minutes as Attachment 4.

Some further information and updates discussed at the meeting are included below:-

Colton Coal Mine Diversion –

Craig England advised that the Department of Transport & Main Roads (DTMR) were in the process of writing to the Butchulla Native Title Aboriginal Corporation (BNTAC) in relation to potential route and tenure arrangements for the proposed northern diversion around the mining lease held by New Colton Pty Ltd. Discussions with BNTAC going forward could be progressed with representatives of

FCBUGs with DTMR providing support to those conversations. It was noted by the Advisory Committee that there was an upcoming meeting of BNTAC to be held in September, 2024.

Quarry Road to Aldershot

Tracey Genrich confirmed that she had met with Council's Wide Bay Water (WBW) and Infrastructure Teams to discuss the potential for collaboration between the rail trail project and the Drinking Water Strategy project. As part of the Drinking Water Strategy WBW need to find a suitable route for their water main and there may be an opportunity to obtain a shared beneficial outcome for both projects.

Tracey advised that further discussions were required and updates on those discussions would be provided to the Advisory Committee as they become available.

Max Voigt asked if it was an appropriate time for discussions to be held with property owners in the area. Tracey advised that she did not believe that it was appropriate at this time and suggested that discussions be progressed with WBW and Infrastructure Services in the first instance.

Max Voigt advised the Committee that FCBUGs had put forward a potential alternative interim solution for this section of the trail route running along Saltwater Creek, crossing over an existing service lane and then into Aldershot via some Council owned land.

David Gleadow from DTMR confirmed that state mapping indicated that Saltwater Creek was shown as "purple" (ie Major) under Queensland waterways for waterway barrier works which would potentially require a significant amount work to address requirements for assessment and approvals for any works affecting this waterway. A copy of the alternative interim solution is attached for the information of Committee members.

Max Voigt suggested that a Working Group be formed to look at this item further. Tracey Genrich suggested that formation of a Working Group should be postponed until such time as the outcomes of the Strategy Document are finalised. The Advisory Committee agreed not to proceed with the formation of a Working Group at this time.

The Advisory Committee agreed that this item be listed on the Agenda for the next Advisory Committee for further discussion.

Walker Street to Maryborough CBD

The Advisory Committee discussed the Walker Street section of the trail. Agreed that if achievable a short term solution for this section of the trail could be looking at obtaining funding through DTMR cycle network funding (as a principal cycle network).

FCBUGs Works at the Churchill Mines Road permit area

Max Voigt confirmed that in addition to the tenure items included in the report attached to the Agenda, Craig England was assisting FCBUGs in navigating assessment and approvals for works in the vicinity of the Churchill Mines Road Trail head for works that are proposed to be undertaken outside of their current permit area.

Action – Tracey to organise a meeting with Department of Transport and Main Roads to discuss funding opportunities through cycle network funding programs for the Walker Street to Maryborough CBD section.

Action – Craig to finalise correspondence to BNTAC as soon as practical in relation to the Colton Coal mine diversion route.

Action – Tracey to include an Agenda item for the next meeting on the Quarry Road to Aldershot section of the trail.

f. FCRC Budget 10 Year Capital Plan – Reinstatement of the M2BRT Project (Max Voigt)

Max Voigt raised the concerns of FCBUGs that the Member for Maryborough, Bruce Saunders MP, seemed to be unaware of funding for next sections of trail and had raised concerns about the trail not being included in Council’s list submitted for the 2024-2027 round of Works for Queensland funding.

Max Voigt advised that he had written to the Mayor directly about these concerns and had received a response, noting that the correspondence and response would not be provided to the Advisory Committee as it was between FCBUGs and Council. Max requested clarification of where the M2BRT project sat on the Council’s Priority Project List which was mentioned at the last meeting. It was noted at the meeting it was listed as #19 within a secondary list.

Cr Paul Truscott and Cr Lachlan Cosgrove spoke about the Priority Project list and confirmed that it was an advocacy document that was currently being reviewed and updated by Council.

The Advisory Committee discussed a comment from a member about whether a meeting was required with the Chief Executive Officer as it was unclear who is, or should be leading the project. Tracey Genrich commented that the Rail Trail project was a Council driven project, with the exception of the 11klm section of which has been tenured under agreement to FCBUGs by DTMR. Tracey also commented that the project does, however, have to be managed by staff within budget and resources provided by the organisation and that it was officers role to raise the profile of the project within organisation and put forward budget and resource requests through Council processes.

Cr Paul Truscott and Cr Lachlan Cosgrove discussed the potential for Councillors to raise a motion at a future Council meeting asking for consideration of funding for the Rail Trail project in upcoming budget deliberations.

Action – Cr Paul Truscott to put forward a motion to a future Council meeting requesting consideration of funding for the Rail Trail project in upcoming budget deliberations.

Action – Tracey Genrich to distribute Priority Projects document to Advisory Committee members after meeting.

g. Report – Update on Progress & Council Position on Signage (FCRC) (to be distributed at meeting)

Tracey Genrich advised that a report on progress of signage was not available for this meeting and would be distributed to all members as soon as practical.

The Advisory Committee discussed safety signage at Walker Street and Piggford Lane trailhead locations and also lack of directional/wayfinding signage in the Hunter Street and Urraween Road areas which receives social media focus at times.

It was agreed that signs (in particular Safety & Etiquette signs) to be installed at Walker Street and Piggford Lane Rail Heads will be the same as what is in place at Takura and Churchill Mines Road Rail Heads.

Desley O’Grady suggested that in addition to Council funding, community groups such as FCBUGs or other sources (ie community banks etc) could be sources of funding for items such as signage. Max Voigt responded that FCBUGs were at capacity at the present time with works being undertaken within their permitted area and with works about to be commenced at the Stockyard Creek and Black Swamp Creek locations.

Tracey Genrich advised that there was, in the 2024/2025 Community Development & Engagement operational budget a sum of \$20,000 which had originally been identified for cost benefit analysis Stockyard Creek & Black Swamp Creek solutions. Tracey suggested that given this cost benefit analysis was not now necessary the Advisory Committee could recommend to Council that these funds be redirected towards implementation of signage in accordance with the signage spreadsheet prepared and endorsed previously by the Advisory Committee.

Recommendation

That the Mary to Bay Rail Trail Advisory Committee recommend to Council that the \$20,000 allocated within the Community Development & Engagement operational budget, previously identified for cost benefit analysis Stockyard Creek & Black Swamp Creek solutions, be redirected towards the implementation of signage in accordance with the signage spreadsheet prepared and endorsed by the Advisory Committee.

Moved – Max Voigt, Seconded – Alan Whyborn. Carried unanimously

Action - Tracey Genrich to raise this recommendation with Council's Chief Executive Officer as soon as practical and report back to the Advisory Committee at the next meeting.

h. Ongoing "Anti-Social" Behaviour on Rural Section of Trail (FCBUGs)

Max Voigt spoke about the continued utilisation of the Rail Trail by motorcyclists and the most recent incident where an FCBUGs member had been threatened with a knife. Max advised that he had spoken with Frank Distefano of the Hervey Bay Police Station about the possibility of having a police presence or patrols of the trail between Piggford Lane and Churchill Mines Road to discourage this ongoing behaviour.

Craig England confirmed that he was also in the process of receiving legal advice in relation to appropriate signage.

Recommendation -

That Council:-

1. Continue to work with DTMR to obtain advice on suitable signage and discuss possible use of cameras;
2. Contact QPS – increase visual presence; and
3. Discuss with Council's CCTV Working Group options of CCTV cameras.

Moved - Cr Cosgrove, Seconded – Alan Whyborn. Carried unanimously.

5. General Business

Upcoming Event – Commemoration of Takura Section Opening – 29 September, 2024

Max Voigt advised that a Family Fun Day was to be held to commemorate the 1 year anniversary of the Takura section of the Trail opening. The date for the event was 29 September, 2024. Max will forward a copy of the flyer to Tracey for circulation to other members of the Advisory Committee.

Trailhead Parking Design – Horse Floats/Trailers

Andy Riley asked if future discussions could be held in relation to trailhead parking layouts to include the ability for parking & manoeuvring of horse floats/trailers etc.

Acknowledgement of Tracey Genrich – Council representative

Martin Simons acknowledged the work of Tracey Genrich to date to progress the Rail Trail and the operations of the Advisory Committee.

Action – Max Voigt to forward Anniversary Flyer to Tracey Genrich for circulation to other members of the Advisory Committee.

Action – Tracey Genrich to include trailhead carparking layouts & opportunities for horse floats/trailers in a future meeting Agenda.

6. Next Meeting

31 October 2024

The meeting closed at 2:42pm

ATTACHMENTS

Attachment 1 – Previous Minutes June 2024 Meeting & Attachments

Attachment 2 – Updated Action List as at August 2024

Attachment 3 – Email Communications & Marketing Subgroup Meeting

Attachment 4 – Report – Progress Unresolved Tenure Issues

AGENDA OCTOBER, 2024

Attachment 2

Mary to Bay Rail Trail Advisory Committee

Meeting Action List (as at 20 October, 2024)

Meeting Date	Agenda Item Number	Action Item	Responsible Officer/Person	Status/Latest Update
22/6/2023	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.
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	
	4.5 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	

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	Walk on Land Completed. Refer to Report attached to August Agenda for additional updates.
8 February, 2024	5.4 Communications – FCRC Community Engagement Hub & FCRC Website Access for public sharing of Advisory Committee meeting minutes	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.	Tracey Genrich	In progress
	5.9 Saltwater Creek & Dead Man’s Gully Crossings – Development of Work Plan and costing submission to State Government	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.	Tracey Genrich	Now part of Strategy Document being prepared as discussed at August 2024 meeting.
27 June, 2024	4.1 Mary Inc – Presentation on Rail Trail ideas	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	Tracey Genrich	Mary Inc. now has a representative on the Committee which will take effect at the December, 2024

		Committee in the upcoming call for nomination for community based members.		
		That Council hold discussions internally and officers of the Department of Transport & Main Roads about whether an amendment to the classification of “Principal Cycleway” from Walker Street to Kent Street would provide funding or other opportunities for the Mary to Bay Rail Trail project.	Tracey Genrich/Davendra Naidu	Discussions held at Strategy meeting. Meeting to be convened between FCRC/DTMR
	4.4 M2BRTAC Private Engagement Hub Page Demonstration	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.	Tracey Genrich	Invitations to be issued to M2BRTAC prior to 1 st meeting of the new group (ie December, 2024)
		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 use of the Rail Trail.	Tracey Genrich	Not commenced
29 August, 2024	3. Previous Meeting Minutes & Action List	Circulate a summary of internal team comments/feedback on the FCBUGs proposal for works on the missing link between Nikenbah and Piggford Lane	Tracey Genrich	
	4. (a) Update on Council Resolution – Calling for EOIs for Community Members	Circulate the link to the nomination process to all members when they open.	Tracey Genrich	Actioned
	4. (d) M2BRTAC Workshop – Strategy Document Preparation	Progress the finalisation of the draft Strategy document template and circulate to members for feedback	Tracey Genrich	In progress
	4. (e) Tenure Resolution (FCRC) Report	Organise a meeting with Department of Transport & Main Roads to discuss funding opportunities through cycle network funding programs for the	Tracey Genrich	

	Walker Street to Maryborough CBD Section.		
	Finalise correspondence to BNTAC as soon as practical in relation to the Colton Roal Mine diversion route.	Craig England – DTMR	In progress
	Include an Agenda Item for the next meeting on the Quarry Road to Aldershot section of the trail.	Tracey Genrich	
4. (f) FCRC Budget 10 year capital plan – Reinstatement of the M2BRT Project	Put forward a motion to a future Council meeting requesting consideration of funding for the Rail Trail project in upcoming budget deliberations	Cr Paul Truscott	Actioned
	Distribute Priority Projects document to Advisory Committee members after meeting.	Tracey Genrich	Actioned. Added to Agenda for October, 2024 meeting.
4(g) Report – update on progress & Council position on Signage (FCRC)	Raise the recommendation for this item with Council’s Chief Executive Officer as soon as practical and report back to the Advisory Committee at the next meeting.	Tracey Genrich	Actioned. Approved received for reallocation of funds (\$20k) previously allocated for feasibility study SYC & BSC towards signage of Rail Trail.
4(h) Ongoing – “Anti-Social” Behaviour on Rural Section of Trail	Continue to Work with DTMR to obtain advice on suitable signage and discuss possible use of cameras; Contact QPS – increase visual presence; and Discuss with Council’s CCTV Working Group options for CCTV cameras	Tracey Genrich	In progress
5. General Business	Forward Anniversary Flyer to Tracey Genrich for circulation to other members of the Advisory Committee	Max Voigt	Actioned
	Include trailhead carparking layouts & opportunities for horse floats/trailers in a future meeting Agenda	Tracey Genrich	Actioned. Included as an Agenda item for October, 2024 meeting.

AGENDA OCTOBER, 2024

Attachment 3

Fraser Coast Advocacy Plan

2024



Fraser Coast
REGIONAL COUNCIL

Building better communities together.





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A MESSAGE FROM THE MAYOR

I am proud to present the Fraser Coast Regional Council Advocacy Plan which aims to guide the major work we will undertake on behalf of the community from 2024 – 2028.

Our goal, as the Local Government leaders of the Fraser Coast, is to build better communities together. On behalf of our residents, businesses and visitors, the Fraser Coast Regional Council has an active role in long-term planning, ensuring infrastructure and services are delivered to support the needs and desires of the community. We want to ensure that our liveability is not only maintained, but improved as we continue to be one of the fastest growing and most dynamic regions in Australia.

Recognising Council is not alone in this journey, this Advocacy Plan sets out a range of projects and priorities that can be delivered through partnerships with the community, key regional business groups and the Queensland and Australian Governments.

As the largest Council in the Wide Bay region of Queensland, representing 120,000 residents, forecast to grow to 150,000 people in the next two decades, our goal is to be a diverse, strong, and well-governed region of vibrant places, connected by our community spirit, respect for our natural environment and our innovative and diverse economy.

I encourage you to consider how you can make a positive difference for the Fraser Coast region and the lives of our community by joining us in our advocacy efforts.



Cr George Seymour
Mayor





The Fraser Coast

Our vision of building better communities together is the cornerstone of everything we do as a Council. The vision aims to ensure our region, and its communities continue to flourish.

We are committed to our vision, and to enhancing the region so that future generations have a great place to visit and an even better place to live. A place that is prosperous, resilient and connected.

Queensland's Fraser Coast is a region that offers a relaxed lifestyle, in a pristine location with many opportunities for investment and to be part of a growing community.

Uniting two world heritage icons, K'gari and the start of the Great Barrier Reef - coupled with the cultural history

and modern charm of Maryborough intertwined with smaller rural townships, the Fraser Coast region's allure is undeniable.

New residents and visitors are captivated by the stunning natural and built environment, as well as the region's family lifestyle and vibrant community focus.

As this region is attracting more recognition, it is experiencing strong growth and exceeding national averages by significant margins, with over 2500 people a year moving to the region over the last decade. This strong growth is expected to continue over coming decades, and as a result, the Fraser Coast needs major Federal, State and Local Government investment into new community infrastructure to ensure the Fraser Coast remains an enviable place to live, work and play.

We have a strong focus on sustainable planning to address urban growth and have identified the need for additional local infrastructure investment and this plan aims to address our challenges and support the needs of our growing communities.

FRASER COAST ECONOMIC SNAPSHOT

Gross Regional Product



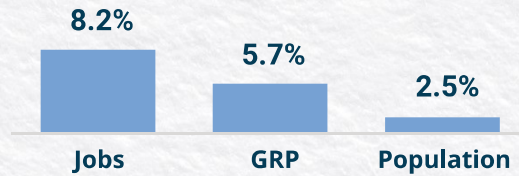
\$5,706M +\$318M (+5.7%)

March 2024

Since March 2023

**NIEIR, 2024; *Annualised*

March 2024 Growth Since March 2023



Jobs



45,483 +3,582 (+8.2%)

March 2024

Since March 2023

**NIEIR, 2024*

Jobs Growth By Industry

+836	Construction
+829	Healthcare & Social Assistance
+578	Accommodation and Food Services
+327	Retail Trade

**NIEIR, 2024; *Since March 2023*

Population



118,505 +1,118 (+0.95%)

June 2024

Since June 2023

.id Population Forecast, 2024



Unemployment

5.2% (-0.5%) 5.7%

March 2024

March 2023

**Jobs and Skills Australia, 2024*

Visitors



1.85M +0.25M (+14%)

March 2024

Since March 2023

**TEQ, 2024; *Over previous 12 months*



Building Approvals

\$1,156M +\$436M (+59%)

23/24 FY

Since 22/23 FY

**ABS Building Approvals, 2024; *FYTD*

Median Unit Sales



\$477,398 +\$80,206
(AVG Sale) (+16.8%)

August 2024

Since August 2023

**HTAG 2024*



Median House Sales

\$554,940 +\$27,200
(AVG Sale) (+4.9%)

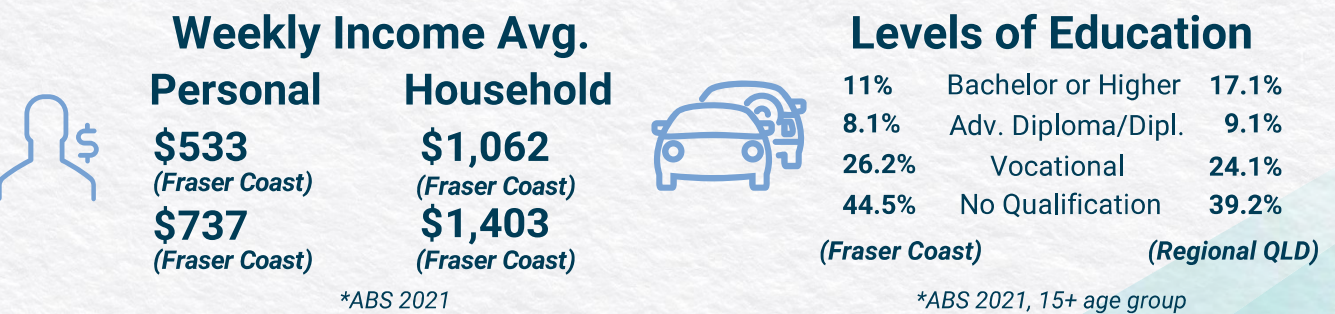
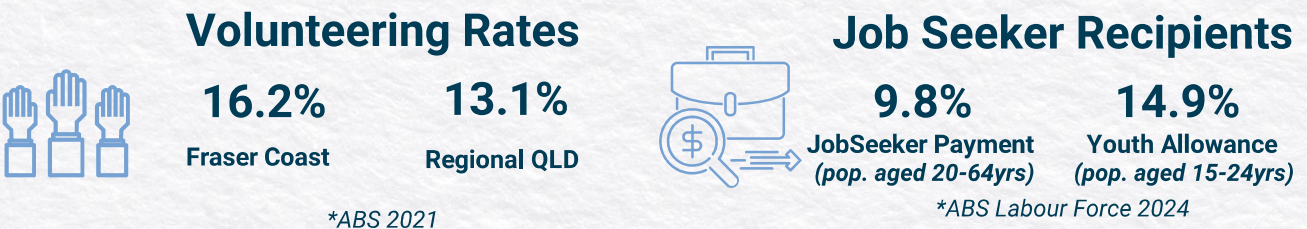
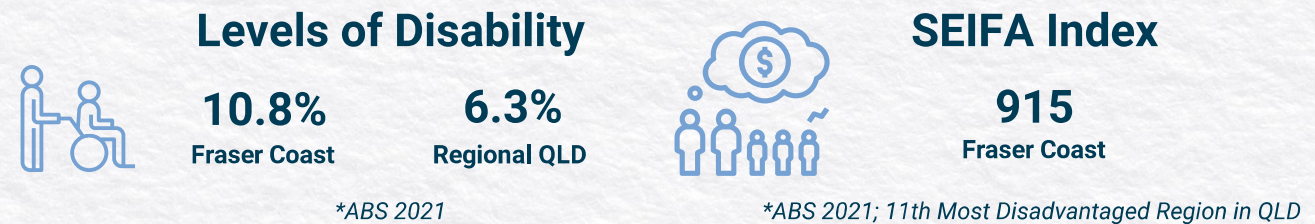
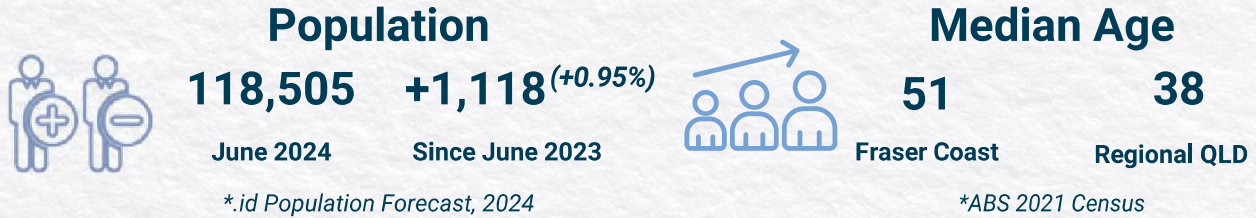
August 2024

Since August 2023

**HTAG 2024*

Published June 2024. Data sourced from multiple referenced* sources, all utilising most current available data.

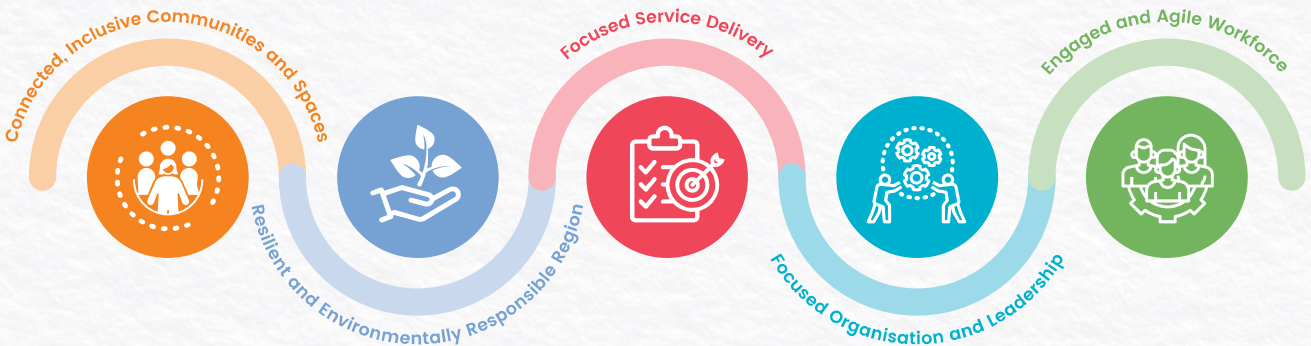
FRASER COAST SOCIO-ECONOMIC SNAPSHOT



Published June 2024. Data sourced from multiple referenced* sources, all utilising most current available data.

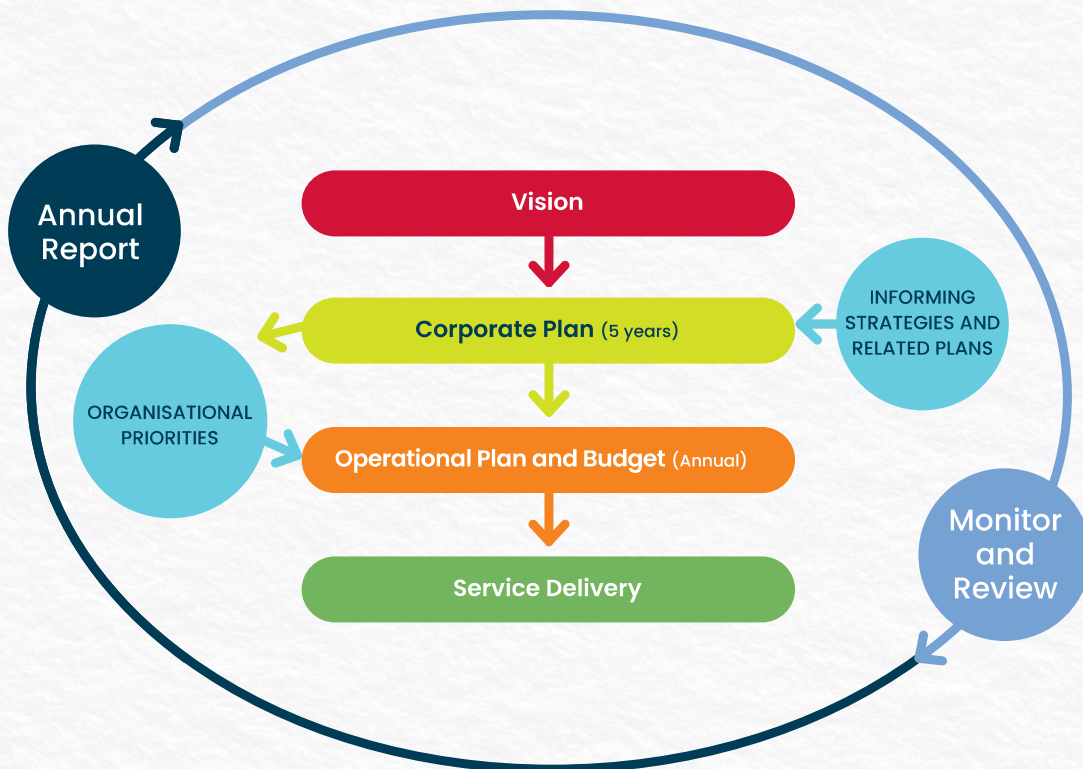
ASSOCIATED STRATEGIES AND PLANS

The Fraser Coast Advocacy Plan outlines the proposed major programs and projects to support our growing communities. This will align with the overall direction outlined in our Corporate and Operational plans supporting the delivery of Council’s five Focus Areas.



COUNCIL FOCUS AREAS

The Corporate Plan sets our strategic direction over the five-year period (2023-2028) with five focus areas supported by a range of objectives. It is the umbrella under which Council’s annual operational plan and this Advocacy Plan have been prepared.



If successfully implemented, the Fraser Coast Advocacy Plan will underpin and support Council’s vision to deliver a prosperous future for the residents of the Fraser Coast.

HOW THE COMMUNITY CAN GET INVOLVED

Fraser Coast Regional Council is committed to meaningful conversation and engagement with our community.

Council has established a dedicated platform so our community can learn more about our strategic focus and have their say on matters of significance to the Fraser Coast region.

Residents can register to participate in discussions on key Council projects and advocacy efforts at our dedicated engagement hub at:

frasercoast.engagementhub.com.au

In addition to participating in organised engagement activities through the engagement hub, residents of the Fraser Coast can also get involved through other mechanisms, this includes attending a Council meeting and making a Community Presentation, or by lodging a petition with Council to raise a project or topic you consider important. You can find details of how to register to make a Community Presentation or how to lodge a petition at the following website:

frasercoast.qld.gov.au/council-meetings



LIST OF PARTNERS / STAKEHOLDERS IN ADVOCACY

COMMUNITY	INDUSTRY	GOVERNMENT	ALLIANCES/ PARTNERS
Fraser Coast Neighbourhood Centres	Queensland Train Manufacturing Project John Holland Downer Group	Regional Development Australia – Wide Bay	Tafe UniSC Central Qld University Qld University of Technology
Fraser Coast Young Professionals	Major Manufacturers/ Commercial Business ESI Hyundai Rotum Hyne Rheinmetall NIOA Munitions	Tourism and Events Queensland Department of Tourism and Sport Tourism Australia	Business Chambers Hervey Bay Maryborough Tiara
Butchulla Aboriginal Corporation (BAC) Kabi Kabi People’s Aboriginal Corporation	Tourism Operators	Maritime Safety Queensland Community Safety Organisations	Jobs Fraser Coast
Butchulla Native Title Aboriginal Corporation (BNTAC)	Sealink	Economic Development Queensland	Fraser Coast Property Industry Association (FCPIA) Australian Medical Association (Queensland)
Mary River Catchment Coordinating Committee	Qantas Group and Aviation Partners	Queensland Tourism Industry Council	Fraser Coast Tourism and Events
Other Environment and Community Groups	Major health and social services businesses – eg St Stephen’s Hospital	Queensland Government Federal Government	Urban Development Institute of Australia – Fraser Coast

KEY ADVOCACY ACTIONS

The Fraser Coast Regional Council will undertake engagement and key actions to advance the outcomes of this advocacy plan.

- Regular meetings with local State and Federal Representatives to seek State and Federal funding to advance priority projects.
- Seek grant funding for implementation of specific projects.
- Develop partnerships with local business and industry to collaborate on, and nurture projects that the private sector can advance.
- Harness community support and advocacy to drive community-focused projects.
- Work with the not-for-profit and community sector to partner on specific initiatives.
- Undertake bi-annual advocacy visits to Brisbane and Canberra to meet with State and Federal Ministers elevating the profile of the Fraser Coast, our local community's needs and advance priority projects.
- Participate in networks such as the Local Government Association of Queensland, Regional Development Australia, Regional Capitals Australia and other peak bodies to advocate for and elevate the profile of the Fraser Coast Region.
- Prepare submissions to Parliamentary and other inquiries, as well as pre-budget submissions ensuring the Fraser Coast's local needs are recognised by all levels of Government.
- Partner with local media and the community on public awareness campaigns highlighting issues of importance to the Fraser Coast region.



Lenthalls Dam



MAJOR ADVOCACY PROJECTS

CORE INFRASTRUCTURE

Fraser Coast Water Grid

\$60,000,000

Fraser Coast Water Grid – Securing our water future.

In March 2022, the Fraser Coast Regional Council resolved the Fraser Coast Water Security Strategy, providing the strategic direction to deliver a secure, reliable, climate, and disaster resilient water supply to our growing region.

The Strategy recommends infrastructure investment that would be delivered in two stages:

- Stage 1 – Connecting our communities.
- Stage 2 – Supply and diversify.

Stage 1 – Connecting our Communities will link the region’s major dams, water treatment plants, and drinking water network through the construction of the Fraser Coast Water Grid. The project is consistent with the aim and principles of the National Water Grid Fund to deliver economically and environmentally responsible projects that improve water security.

Stage 1 will improve water security:

- to support our growing population
- during periods of major water treatment shutdowns and maintenance
- in response to climate change or disaster events, and
- by utilising existing water infrastructure and allocations.

Council is advancing stage one to be shovel-ready, having completed the early-stage assessment, concept design and preliminary business case in 2024. Detailed design and approvals will commence in 2024 to ensure the project is ready for funding opportunities.

Stage 1 will deliver an economically responsible investment, with the concept design estimate of \$60M (including a 30% contingency) and Benefit Cost Ratio of 1.54.



Teddington Weir



Fraser Coast Sports and Recreation Precinct



Pulgul Creek Sewage Treatment Plant

\$60,000,000

Hervey Bay is continuing to experience significant population growth and to accommodate this growth there is the need to increase the capacity to treat sewage. This is to be achieved through a major capacity increase of the existing sewage treatment facilities including the recycled water system. Currently the Pulgul STP performs well, however the plant is currently approaching its design capacity. The proposed plant upgrade is required to increase the overall treatment capacity to 10ML/day.



Fraser Coast Sports and Recreation Precinct

\$50,000,000

In 2006, the Fraser Coast Sport Recreation and Open Space Strategy 2006–2025 was commissioned to chart a course for the development of a major centralised sporting precinct for the Fraser Coast region.

The initial works were followed up with significant additional planning and local investment to create the Fraser Coast Sports and Recreation Precinct. This precinct is home to Football, Netball, Oztag and cycling groups. When compared to other similar sized regions, the Fraser Coast suffers from a significant lack of local sporting facilities.

In 2022, Council endorsed the updated Fraser Coast Sports and Recreation Precinct Master Plan. This plan is the strategic vision for the future of the Fraser Coast Sport and Recreation precinct and funding is sought for any, or all, of the following masterplan elements:

- Indoor Leisure Centre
- Athletics Facility
- Beach Volleyball
- Outdoor Stadium including facilities for entertainment/events
- Sporting Fields

These works will support the sporting and recreational needs of this growing community and assist in attracting larger scale sporting events further enhancing economic outcomes.

REVITALISATION PROJECTS

Hervey Bay Esplanade Masterplan Implementation

\$30,000,000

Fraser Coast Regional Council endorsed the Esplanade Masterplan in 2022 which guides the future development of significant upgrades to the Hervey Bay Esplanade, which is an asset with regional significance.

The implementation of this plan will involve a large range of targeted projects across the following Esplanade areas:

- Point Vernon
- Pialba
- Scarness
- Torquay
- Urangan.

The Esplanade is the key lifestyle and tourist precinct attracting 100,000's of visitors per year and this plan aims to provide:

- New off-road pathways to improve active transport
- Expansion and improvement to parkland and public realm areas
- Possible one-way traffic areas to create additional space for parkland, separated pathways and al fresco dining areas
- New lookouts and public meeting areas for residents and visitors to enjoy.
- Additional facilities and locations for water-based activities.
- Improvements to resiliency and coastal protection through both constructed and vegetated barriers
- Improvements to parking and traffic management, including construction of carparking in surrounding streets to remove traffic from the Esplanade
- Upgrades to pedestrian crossings at key areas along the entire Esplanade.
- Projects which acknowledge and celebrate the unique culture, people and history of the area.

Hervey Bay City Centre Placemaking + Public Realm Vision Implementation

\$50,000,000

The Fraser Coast Regional Council recently adopted its placemaking and public realm plan for the Hervey Bay City Centre. The Council has commenced implementation of the plan with the project to build a new state of the arts library and administration centre on the corner of Main Street and Torquay Road.

Council now seeks funding support for the design and delivery of streetscape improvements in Main Street, Pialba between Old Maryborough Road and Torquay Road. Additionally, this plan will provide raised pedestrian crossing facilities at the intersection of Main Street and Torquay Road, along with a mid-block raised pedestrian crossing facility between Torquay Road and the Esplanade and consideration for off-street parking.

Revitalisation of Maryborough CBD

\$30,000,000

The Fraser Coast Regional Council intends to refurbish its Library in Maryborough, strengthening Council's footprint in the CBD. Following a structural investigation in 2018, the old Maryborough Administration Building, 'Demaine House' at 431-433 Kent St Maryborough had reached its end of life and has subsequently been demolished. This project seeks to revitalise the Maryborough CBD, by developing an adaptable, sustainable and flexible library, improving community facilities and service delivery within the CBD, and provide a modern customer service experience.

Additional projects which are proposed, include a range of placemaking and public realm improvements. These improvements include development of a new parkland on the site of the State Heritage listed Maryborough Baby Clinic Site, new and enhanced pedestrian facilities along historic lower Kent Street, connecting residential areas of Granville to the CBD and projects to activate private commercial buildings across the CBD.



Maryborough CBD

Hervey Bay Master Plan





Hervey Bay Esplanade



Mary River, Maryborough

ENVIRONMENT

Coastal Protection Plan

\$6,500,000

Council seeks funding support to implement key actions from its Coastal Hazards Adaptation Strategy ('Coastal Futures'). Our Coastal Futures strategy was adopted by Council to guide works to improve resiliency and deal with the challenges of climate change and sea level rise.

The program of works will develop a long-term plan for Council to respond, manage and mitigate coastal hazards on its highly valued coastline to 2100.

The funding will support targeted and bespoke mitigation actions for at-risk communities across the following localities:

- Burrum Heads
- Toogoom
- Dundowran and Craignish
- Hervey Bay Esplanade
- River Heads and Booral
- Mary River
- Great Sandy Strait Townships

Council's Coastal Futures strategy supports investigation into a viable sand source for large-scale beach nourishment. Investigations are currently underway to secure approvals; however capital investment will be required to undertake the works. Additionally, priority revetment walls have been designed as last lines of defence in priority locations to protect essential public infrastructure.

Numerous beach accessways will also require upgrade or renewal to ensure resilience from coast hazards. This project provides for design and construction of capital renewal and/or upgrade of multiple coastal beach access points with staircases.

ECONOMIC

Moonaboola Industrial Estate

\$15,000,000

Fraser Coast Regional Council owns a large parcel of partially developed land, neighbouring the Moonaboola Industrial Estate in Maryborough West, strategically situated between the Bruce Highway and the North Coast Rail Corridor Spur. This district is a key industrial site servicing the Fraser Coast and Wide Bay more broadly, which Council proposes to develop across three stages, enabling the sale of land to businesses looking to establish or grow in the Fraser Coast.

Stage 1 of the development has commenced, with two lots developed for sale to manufacturing businesses, including an innovative large-scale battery manufacturing facility. To proceed with further development of the site, Slaughterhouse Road will need to be upgraded and extended to enable sufficient road access to the remaining lots.

There is a very limited supply of high impact industrial land within the Fraser Coast, and enabling this land to be developed for sale is crucial to ensuring future growth and economic opportunities for the Fraser Coast and Wide Bay region.

OTHER COUNCIL PROJECTS

Boundary Road Upgrade (Robert Street to Booral Road)

\$40,000,000

This project provides for the reconstruction of Boundary Road between Robert Street and Booral Road. These works will align with urban standards, as part of a staged upgrade of Boundary Road to four lanes. Boundary Road is a major east-west transport corridor, providing access to the Hervey Bay CBD, major shopping centres, tourist destinations and the medical precinct.

The existing roadway has reached the end of its useful life, and is constructed to a rural standard. The project will provide for the construction of 1,160m of two-lane roadway including on-road cycle lanes, capacity improvements and signalisation of Senorita Parade and an off-road shared pathway with sections of the existing roadway converted into a service road.

Active Travel Signature Projects

\$6,000,000

The delivery of signature projects from the Active Travel Strategy, including Ann Street between Ferry Street and Fort Street, Denmans Camp Road between Boundary Road and Doolong Road. A new Sempfs Road shared pathway which includes the construction of a 2m wide footpath in Sempfs Road for 2.2km from Ansons Road to Sawmill Road.

The construction of 2m shared pathway along Sawmill Road between Sempfs Road and the foreshore for 480m, and the construction of a 1.5m pathway along Ansons Road between Sempfs Road and the foreshore for a distance of 650m along with crossing treatments.

Mary to Bay Rail Trail

\$10,000,000

This project provides for the upgrade of sections of the Mary to Bay Rail Trail. These upgrades will improve all weather access through drainage improvements, the development of a diversion around the Colton Coal mine lease, and other enhancements such as upgrades to sections of the trail to improve ride quality through sealing of the surface.

The Council also seeks State support to design and build the critical crossing of Maryborough – Hervey Bay Rd which creates a blockage of the trail at present.

DDA Compliance for Active Travel Initiatives

\$1,000,000

This project provides for upgrading of active travel paths across the Fraser Coast to comply with the Disability Discrimination Act (DDA) in line with audits Council has undertaken. Specific projects will be considered by Council's Inclusive Access Advisory Committee based on available funding ensuring the highest priority areas are upgraded first.



Mary to Bay Rail Trail



Urangan Pier



Howard

Circular Economy – Glass Recycling Facility

\$8,000,000

To improve the regional circular economy, the glass beneficiation facility would produce sand replacement aggregates to quality standards out of recycled glass. This would reduce recycled glass transport out of the region and limit the use of virgin materials. An overall carbon footprint reduction will be achieved as well.

Howard Upgrades

\$5,000,000

Funding is required to provide improvements to the liveability of Howard via the upgrade of essential infrastructure. Upgrades include bitumen sealing of unsealed road shoulders to reduce dust nuisance, footpath upgrades to improve accessibility and drainage improvements to reduce existing ponding issues. These upgrades and improvements have the potential to be transformational for the residents of this township and is critical to capitalise on the Queensland Train Manufacturing Project which has commenced construction at Torbanlea.

Sawmill Road Upgrade

\$6,000,000

Funding is being sought for the completion of the upgrade of Sawmill Road from the Pialba-Burrum Heads Road to Brennan Park, enabling the construction of a new 2.5m shared pathway. These works will provide accessibility improvements for residents to the foreshore and aligns with Council's Active Travel Strategy.

Urangan Pier Refurbishment

\$4,000,000

This project provides for the works to maintain Urangan Pier, including the replacement of timber decking boards, maintenance of connections and pylons. The pier is one of Queensland's tourism icons and a major hub of activity along the picturesque Hervey Bay Esplanade providing views of the world's largest sand island, K'gari.

Urraween Road Upgrades

\$30,000,000

The proposed upgrade of Urraween Road to four lanes. Funding is sought to upgrade the road from the Maryborough Hervey Bay Road, for approximately 850m to the entrance to the Hervey Bay Hospital and medical precinct, thus providing safety and capacity improvements. This project also provides for the reconstruction of Urraween Road between Blaxland Road and Drury Lane, as the existing roadway has reached the end of its useful life. The scope of works for this section includes 770m of road reconstruction, along with the upgrade of the intersection of Scrub Hill and Urraween Roads.

Bridge Replacement Program – Burrum River

\$50,000,000

Replacement of Burrum River Bridge including the inclusion of a pedestrian facility. The project includes removal of the old bridge structure and construction of a new reinforced concrete bridge. The work also consists of widening both approaches to the bridge, which will require both sides of the embankment to be widened and stabilised.

River Heads Barge Ramp Reconstruction

\$2,500,000

The existing River Heads barge ramp, which services barges that travel between River Heads and K'gari, has reached the end of its useful life and requires replacement. It is proposed to replace the River Heads barge landing with a new 8m wide reinforced concrete landing facility. The access is critical for hundreds of thousands of visitors to the world heritage listed K'gari. This ramp provides the only viable connection for residents of the island to mainland Hervey Bay for both day to day activities and importantly during times of natural disaster.

Glenwood Community Centre

\$6,000,000

Funding to replace the existing hall with a new community hall which is designed to service the growing population of Glenwood and its surrounds. Council has recently completed a Glenwood Community Space Masterplan and this project forms one of the community's highest priorities for implementation to support this strongly growing regional community.

Scrub Hill Road Upgrade

\$8,500,000

Upgrade to Scrub Hill Road, Dundowran from Empire Circuit to Urraween Road, including the upgrade of the Scrub Hill / Urraween Road intersection and a 2.5m shared pathway. Funding for the construction of road upgrades, intersection safety and capacity improvements and new shared pathways providing improved road safety and active travel connectivity for the emerging communities in this area. The project will also provide for linkages to employment generation areas and schools.

Crime Prevention

\$2,000,000

Funding to implement a range of Crime Prevention initiatives through Environmental Design (CPTED) projects which stem from a recent safety audit of the Hervey Bay Esplanade. Projects would advance the aim of the recently completed Hervey Bay Esplanade Masterplan and CPTED audit and include low-cost interventions such as opening sight lines, target hardening of public spaces to reduce crime, artworks and other low-cost beautification projects to improve the sense of community safety.

Desalination Plant

\$300,000

This project will undertake the Preliminary Evaluation (PE) of the desalination option recommended in the Fraser Coast Water Supply Security Strategy. The PE will reaffirm the strategic outcomes, consider options to achieve the outcome assessing costs, risks, and benefits of this future water supply project. Upon completion of the PE, the project would be expected to progress to development of a detailed Business Case which would be followed by Site Selection & Concept Design.



Glenwood Community Hall



River Heads

Torbanlea train manufacturing facility development



STATE GOVERNMENT PRIORITY PROJECTS OR AREAS OF ADVOCACY

Bruce Highway – Gympie Road Interchange – Torbanlea

\$25,000,000

The project provides for grade separation of the current at-grade intersection to improve road safety. This is the main northern gateway to the growth coastal regions of Burrum Heads through to Hervey Bay and River Heads. Flood immunity works nearing completion on Pialba – Torbanlea Road will provide the primary evacuation route out of Hervey Bay, further enhancing the importance of this intersection. Gympie Street currently carries approximately 3,400 vehicles per day; due to the 100km/hr speed on the Bruce Highway, crashes at this intersection are generally fatal or serious injury in nature. This project will also support the new Queensland Train Manufacturing Facility which has commenced construction at Torbanlea.

Maryborough–Hervey Bay Transport Corridors

\$150,000,000

The Maryborough–Hervey Bay Road is a critical road network connecting two major cities in the Fraser Coast. Upgrades would cater for increased trip demand and improved road safety to handle increasing heavy vehicle movements. A direct link/access to Hervey Bay from the Bruce Highway would provide for a key regional strategic transport link to enable stronger connectedness between the Bruce Highway and major regional roads and significantly improve safety and economic opportunities.

The Maryborough–Hervey Bay Road, which is approximately 35km in length is predominantly 100kph and carries approximately 12,000 vehicles each day. These traffic volumes are generally on par or even exceed those experienced on numerous sections of the Bruce Highway. Improvements to this corridor to cater for four lanes and the construction of the proposed Hervey Bay Gateway connection to the Bruce Highway would reduce travel time to Hervey Bay, allow better access for heavy vehicles to industrial precincts and provide increased safety and amenity benefits for Maryborough with the reduction of through traffic volumes.

The Fraser Coast Regional Council advocates for the following:

- Commence planning to construct a four lane Bruce Highway – Hervey Bay connection to reduce traffic congestion in Maryborough, improve road safety, and shorten the time taken to travel to Hervey Bay.
- Upgrade the Maryborough Hervey Bay Road to four lanes, for its entire length, to reduce congestion and improve road safety.

Fraser Coast Industrial Land Study

\$300,000

An Industrial land demand supply strategy, including site identification and delivery plan, is urgently required as industrial land is in short supply across the region. The State Government's Wide Bay Burnett Regional Plan released in 2023 highlights this as a priority action and Council is seeking to progress this project.

Granville Bridge

\$60,000,000

Replacement of the Granville Bridge including enhancing the approaches and to improve flood immunity.

Urangan Harbour Master Plan

TBA

A new masterplan and a detailed implementation plan is required to steer the long-term future development opportunities for the Urangan Harbour. The Harbour (seabed lease) is at its capacity and there are several industry groups seeking to expand and/or diversify services. The existing masterplan for the harbour was prepared as a joint effort between the State and Council and is dependent upon an extension of the seabed area. The extension area available would increase the seabed lease, however, would not meet long term growth and service demands.

The Fraser Coast Regional Council is seeking State Government action to:

- Resolve constraints around land tenure;
- Explore feasibility for relocation or colocation of Government services located within the marina precinct;
- Facilitate expansion plans of existing tenants;
- Identify development and investment opportunities;
- Invest significant funding for upgrades to infrastructure and masterplan implementation.

Booral Road, Main Street Floodway Upgrade

\$5,000,000

The existing floodway at Booral Road near the intersection of Main Street is subject to frequent inundation resulting in road closures. The Fraser Coast Regional Council is advocating for the State Government to improve road flood immunity through providing drainage capacity upgrades and associated road reconstruction works along Booral and Main Street.

Cambridge Street and Odessa Street Intersection Upgrade

\$3,000,000

Fraser Coast Regional Council is seeking State support to upgrade the Odessa/Cambridge Street intersection to improve efficiency and safety.

K'gari Brand Recognition Support

\$10,000,000

The State Government has recently reinstated the traditional name of K'gari, formerly Fraser Island. The renaming needs significant financial backing to ensure the support of the largest tourism drawcard in the Fraser Coast region. This funding will drive brand awareness and recognition, and continues to support the region's strong and growing tourism industry, particularly in the attraction of interstate and international visitors.



Granville Bridge



Urangan Harbour



Pialba-Burrum Heads Road

\$120,000,000

Pialba-Burrum Heads Road is a state-controlled road that is a primary link to the northern settlement areas of the Fraser Coast region. The corridor provides an essential transport link to the suburbs of Burrum Heads, Toogoom, Craginsh and Dundowran. Recent forecast population growth suggests that Hervey Bay is projected to accommodate 78% of the total population growth in the Fraser Coast region having to accommodate up to an additional 28,000 residents by 2041 in the Hervey Bay area alone.

The northern suburbs are predicted to accommodate a further 2,700 dwelling sites in the next 20 years, approximating an additional 6,500 residents being serviced by the Pialba-Burrum Heads Road corridor.

Over the past 20 years, the growth of traffic upon the corridor has grown steadily with the release and development of land for residential settlement and industry. Current traffic volumes range in the order of 12,700 vehicles/day (2022 count) with an expected annual growth of 2% over the next 10 years and lead to the recent intervention of TMR to upgrade the corridor to four lanes between Wide Bay Drive to Maryborough-Hervey Bay Road inclusive of the proposed upgrade of the intersection with Maryborough-Hervey Bay Road.

Council advocates that the corridor needs to be upgraded to accommodate at least four lanes between Wide Bay Drive to Castles Road with suitable land acquisitions, buffers, and consolidated access restrictions/intersections to address the population forecast demands on the network. The upgrade and corridor footprint should be planned to accommodate current and future residential, commercial, and industrial land release impacts, active travel and principal cycle network initiatives and acoustic generations experienced by the orderly traffic and forecast population growth of the region.

FEDERAL GOVERNMENT PRIORITY PROJECTS OR AREAS OF ADVOCACY

- Infrastructure funding to deal with record population growth
- Funding for the Maryborough to Hervey Bay Transport Corridor Project
- Funding to four lane the Bruce Highway from the Gympie Bypass to Maryborough

Boundary Road Extension





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enquiry@frasercoast.qld.gov.au
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ATTACHMENT 2

MINUTES – SPECIAL MEETING

**FRASER COAST MARY TO BAY RAIL TRAIL ADVISORY COMMITTEE
COUNCIL CHAMBERS, TAVISTOCK STREET
2 DECEMBER 2024 COMMENCING AT 3.00PM**

PRESENT:

- Cr George Seymour (Mayor) – present for part of the meeting
- Ken Diehm (Council's CEO) – acting as Chair at the request of Cr George Seymour
- Cr Paul Truscott FCRC – via teams
- Tracey Genrich, Manager Community Development & Engagement FCRC
- Max Voigt – Fraser Coast Bicycle User Group Representative
- Craig England – Manager - Rail Corridor Management - Department of Transport & Main Roads
- John Williams – Wildlife Preservation Society (Fraser Coast Branch)
- Davendra Naidu – Director Infrastructure Services FCRC
- Andy Riley – community representative
- Harry Usher – Mary Inc
- Martin Simons – General Manager Fraser Coast Tourism & Events

APOLOGIES

- Cr Lachlan Cosgrove
- Rob McLaren - community representative
- Desley O'Grady – Rail Trails Australia
- Keith Parsons – Director Organisational Services FCRC (Guest apology)
- David Gleadow – Senior Advisory – Rail Corridor Management – Department of Transport & Main Roads

**GUESTS IN
ATTENDANCE**

- Gerard Carlyon – Director Strategy Development & Community
- Cr Zane O'Keefe
- Cr Michelle Byrne
- Cr Denis Chapman
- Kieren Stoneley – FCRC Sport & Recreation Coordinator
- Jodie Clough – FCRC Business Support Officer (Minutes Support)

Ken Diehm, Council's Chief Executive Officer advised that he had been requested to Chair the meeting as Cr Seymour was unable to stay for the whole meeting, Cr Lachlan Cosgrove was unwell and Cr Paul Truscott was attending via Teams.

Ken advised that he proposed a change to the format of the Agenda and proposed that, as the meeting had been called specifically to talk about the potential for a funding application to the Federal Government's Active Transport Fund program, Fraser Coast Bicycle User Group and Mary Inc both be given the opportunity to present their proposals to the Meeting and then for discussion to be held on each of the proposals.

The Advisory Committee members agreed with the amended Agenda format and the meeting proceeded.

1. Fraser Coast Bicycle User Group – Presentation of Proposal (Max Voigt)

Max Voigt spoke to the submission put to the Advisory Committee by Fraser Coast Bicycle User Group which recommended the submission of a funding application for the implementation of the section of rail trail between Bronze Street, Aldershot to the Maryborough CBD. The proposal includes a proposed route which indicates the utilization of the existing rail corridor between Walker Street and the CBD.

FCBUGs proposed an application that requested \$4m federal funding with the application to be supported by co-contributions from the State Government (\$2m) and Council (\$2m).

Advisory Committee members were given the opportunity to ask questions following the verbal presentation of the proposal.

A copy of the FCBUGs proposal is attached to these Minutes.

2. Mary Inc. – Presentation of Proposal (Harry Usher)

Harry Usher spoke to the submission put to the Advisory Committee by Mary Inc which aligned with the submission from FCBUGs. The Mary Inc submission broke the section between Aldershot to Maryborough CBD into 3 sections and Harry commented that based on the advice provided before the meeting, he believed that Section 1 (Walker Street to Maryborough CBD) would be eligible for the funding program.

Advisory Committee members were given the opportunity to ask questions following the verbal presentation of the proposal.

A copy of the Mary Inc proposal is attached to these Minutes.

3. Advisory Committee Member Discussion on the Proposals, Funding Requirements and Co-contributions etc

Davendra Naidu advised that his Design Team had included in their Forward Planning a design project for the utilisation of Kent Street, as part of the Principal Cycle Network, as an interim solution for that section.

Craig England advised that staging or the breaking down of the project into segments may call into question whether the project is eligible for funding. Craig also advised that, at this point, he was not able to provide a timeframe for confirmation of whether the \$9m state government unallocated funding would be allocated back into Rail Trails.

Ken Diehm advised that he had had a conversation with Councillors about the proposals and confirmed that Councillors has indicated an appetite to consider an application, should it be appropriate, for a small project up to a total project budget of \$500,000. There was no appetite for a larger project due to the lack of capital funds within Council's budget.

Ken also advised that the Advisory Committee was able to recommend to Council to submit an application if it deemed appropriate. Council would then consider whether it would proceed with the

submission of an application taking into consideration the advice of the funding body and Council Officers.

Tracey Genrich spoke to the funding guidelines and confirmed some of the mandatory requirements that would need to be included in a funding application, including evidence of support and agreement by QRail, evidence of secured funding contribution from the State Government and touched on some of the eligibility requirements in addition to the early advice received back from the funding body. Tracey also confirmed that the closing date for funding application was 13 January, 2025.

Martin Simon advised that he was concerned that given the advice received from the funding body that the project may not be eligible under the funding programs.

Davendra Naidu advised that it would be unlikely that his Team would be able to prepare the supporting documentation required for the application ie scope of work, cost estimates and high level concept drawings. It was also unlikely that the level of support required by QRail would be obtained prior to the funding application deadline date.

Harry Usher requested that should the suggestion of utilising the QR Corridor not be supported by the Committee for funding submission, that negotiations be continued to obtain “in principle” agreement from QR for the Downer Lane proposal between Zemek Bridge and Maryborough CBD so that this option can be progressed at a later date. This was generally agreed to at the meeting.

4. Advisory Committee Member Consideration of Recommendation to Council

A discussion was held in relation to potential recommendations to Council with the following outcome:-

Proposed Recommendation 1:-

That the Mary to Bay Rail Trail Advisory Committee recommends to Council to make application under the Active Transport Funding Program to construct a public transport corridor from Bronze Street, Aldershot to Maryborough CBD.

Outcome – unsuccessful (3 for, 4 against)

Proposed Recommendation 2:-

That the Mary to Bay Rail Trail Advisory Committee recommends to Council to make application under the Active Transport Funding Program to construct a public transport corridor from Walker Street to Maryborough CBD.

Outcome – unsuccessful (3 for, 4 against)

Proposed Recommendation 3:-

That the Mary to Bay Rail Trail Advisory Committee recommends to Council:-

- (a) To write to the Queensland State Government requesting that the \$9m of funding returned due to the cessation of the Bundaberg Rail Trail project be secured for future Rail Trail project funding.
- (b) To make a submission to the Queensland State Government for \$250,000 of the returned funding to put towards a \$500,000 project identified as the highest priority in the Rail Trail Strategic Document currently being finalised by the Advisory Committee.
- (c) To prioritise the forward works planning project for design of the interim solution of a bikeway from Walker Street to Maryborough CBD utilising the Kent Street Principle Cycle Network.

Outcome – Successful (Unanimous)

5. Meeting Closed

Meeting Closed at 3:51pm.

ATTACHMENTS

1. Fraser Coast Bicycle User Group – Proposal for Funding
2. Mary Inc – Proposal for Funding
3. Email advice received from the Funding Body in relation to eligibility.

**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 collaborative discussion with a view to developing and presenting a compelling case that will gain the policy and financial commitment from Fraser Coast Regional Council (FCRC) and the new State Government to fund the completion of the M2BRT (the Trail) in a timely manner.

The success of Rail Trails across Australia in providing economic and social advantages to the communities they connect is well documented. A recent example is the [ABC Australian Story program](#) presented by Lisa Millar showcasing the South Burnett Rail Trail.

The objective is for both the FCRC and State Budgets to allocate sufficient resources to complete the continuous Rural section of the Trail from Piggford Lane to Walker Street Maryborough West within a two-year period. Incremental improvements to the Trail would be facilitated through an annual business plan for development and maintenance, funded by FCRC and DTMR, also with the opportunity to involve the Private Sector in a unique shared funding model.

For ease of reference, attached is the latest brochure marketing the Trail detailing the status of its completed and remaining sections for development.

The previous State Government allocated an amount of \$9.5M for a Bundaberg to Gin Gin Rail Trail. The Bundaberg Regional Council recently advised that it had abandoned progressing the Trail and as such, the State Government allocation is available for reallocation to Queensland Rail Trails. This funding now provides an opportunity for the State Government and FCRC to collaborate to complete the M2BRT.

The Trail is currently 80% complete, covering approximately 40 km of the 48 km distance from Urangan to Maryborough. The economic return of an estimated \$5M plus per annum to the Fraser Coast community more than justifies the investment required of an estimated \$10M, forecast by FCRC to complete the Trail.

The FCRC M2BRT Advisory Committee is currently considering a Strategy and Implementation Plan to deliver a completed Trail. As such, it is appropriate for the reasons outlined that a collaborative commitment be made to complete the M2BRT so that the opportunity it presents for the Fraser Coast community can be realised.

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, which 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 Conservation area and Wongi State Forest 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 previous 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 for 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 as a community asset.

Completion of the Trail has received intermittent commitment from both FCRC and the State Government, with various sections completed but unlinked. 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 4,600 members posting in the main positive comments. There is also a wealth of information on the Trail available on that site, keeping the community up to date on **it's** progress.

As the project currently exists, of the 48km from Urangan to Maryborough Trail potential, approximately 40 klm is in operation and being utilised. However, there remain challenges in that 40 km, particularly the

crossing of Saltwater Creek at the Maryborough end and a diversion around the New Colton Mining lease. The successful development of interim crossings for both Stockyard and Black Swamp Creeks allows a continuous Rural section of the Trail from Piggford Lane, Nikenbah to the New Colton Mining lease, approximately 17 km.

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 Urangan 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.

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 CBD. It is FCRC's responsibility to develop and maintain those sections, representing approximately 37 km of the Trail. It is within these sections that the major capital infrastructure investment is required in crossing Saltwater Creeks and Dead Mans Gully.

The FCBUG holds a similar Licence for the development and maintenance of the Trail from Takura to the New Colton 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 shelters. The cost to make that section operational, at a standard acceptable to DTMR to approve the opening, was approximately \$60K.

Further investment of approximately \$62K has been secured by FCBUG through FCRC (\$30K) and the Gambling Benefit Fund (\$32K) 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 is being 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 New Colton Mining Lease; bridge construction crossing of Saltwater Creek by the reuse of the old railway bridge plinths and the crossing of Dead Mans Gully.

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 most direct access solution for a continuous Trail into Maryborough West. Unfortunately this work is beyond the capability of our volunteers and as such will need to be contracted out.

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

The outline of the permanent planned solution and indicative costs to complete the Trail are detailed in the Halliburton Report, 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*) that return escalated to current dollars is estimated to be \$5M plus per annum.

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. Saltwater Creek and Dead Mans Gully - are anticipated to be in the order of \$1M. However, achievements to date indicate that the funding required will be significantly less particularly if less costly interim strategies are developed. The surface preparation costs of the Trail to the level delivered by FCBUG are in the order of \$60K per km for that remaining 8 km. The Maryborough West route into Maryborough Central needs to be confirmed, with a timeframe for implementation and cost being dependent on the route strategy decided upon.

As a business proposition, the outlay of \$10M based on the FCRC forecast for a return of \$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. The Maryborough West to Maryborough Central route included in those costings 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 signage, carparking and a shelter, 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 previous State Government 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 previous State Government indicated that it was 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, 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 which 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 full potential for the Fraser Coast community.

CONCLUSION AND WAY FORWARD STRATEGY

There is a compelling case for the completion of the Trail. Collaboration between FCRC and the State Government is fundamental to that achievement through policy and funding. The suggested way forward will need to include the following:

- Agreement by the FCRC M2BRT Advisory Committee to the Strategy and Implementation Plan for the completion of the Trail.

- Agreement that the Major Capital Infrastructure work required on the Trail is estimated at approx \$10M forecast by FCRC. 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.
- 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 and acknowledging that commitment. 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 the newly elected Members of Parliament for both Hervey Bay and Maryborough electorates 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 November 2024

1) MARKETING BROCHURE

A recreational trail for the community being developed by Fraser Coast Bicycle Users Group (FCBUG), with support from Local and State Government



Trail Heads discoverable on Google maps

URBAN
Urangan Pier – Pialba - Nikenbah
Sealed surface

Nikenbah – Piggford Lane
Make your own way – no defined route yet

RURAL
Piggford Lane - Walligan - Takura
Unsealed level surface through wallum habitat

Takura - Churchill Mine Rd - Trail End
Shaded gravel surface with bypasses around 6 heritage bridges - a conservation corridor

Maryborough Walker St - Quarry Road
Short unsealed section but a start

Advocacy continues on filling the gaps to create a continuous Trail between Maryborough CBD and Hervey Bay.

GET IN TOUCH



CONTACT



DISCUSS



VIDEO



FCBUG WEBSITE



Mary to Bay Rail Trail



A local recreational trail for everyone

Mary2Bay Rail Trail



Legend:

- Urban (sealed) - Blue line
- Rural (unsealed) - Yellow line
- Future planned section - Dotted line
- Parking - Blue 'P' icon
- No trail – users to make own arrangements - Grey area

M2BRT
Mary to Bay Rail Trail

DISTANCES IN KM

URBAN	
Urangan Pier – Pialba	7.5
Pialba – Nikenbah (Depot Espresso)	7
RURAL	
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
Urangan – Maryborough 'The Vision'	4.8

SCAN ME!



2. 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 escalated to \$5M plus in current dollars.
- 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

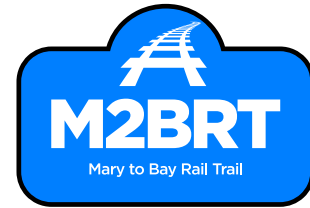
HIGHLY RECOMMENDED FOR

- 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!

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



Ref 24/17

Hi George

I am following up my email to you on 7 November 2024, referring you to the Federal Government Active Transport fund that is now open for applications from State and Local Governments for infrastructure grants up to \$5M per project. Grants will require a 50% co-contribution by applicants. The program will operate between 2025 to 2029 for project delivery. Applications close on **13 January 2025**.

The FCBUG Project Team has reviewed the application guidelines and considers that the M2BRTs both an eligible and appropriate project to be put forward for consideration. The Project Team also considers that FCRC's M2BRT Advisory Committee, through a sub Working Group including FCRC, FCBUG and DTMR representatives, represents a viable vehicle to put together an application within the limited timeframe.

In order to meet the Federal funding co-contribution, an application would be based on a 50/50 sub co-contribution of \$2.5M each by the State and FCRC to propose a project of \$10M to progress completion of the M2BRT.

As you are aware, Bundaberg Regional Council recently withdrew from the Bundaberg to Gin Gin Rail Trail project. The previous State Government committed \$9.5M to that project which should now available for reallocation to other rail trail projects.

In this regard, FCBUG have written to David Lee MP, Member for Hervey Bay, requesting his support for the reallocation of portion of those funds for the M2BRT. A copy of that letter and a background Discussion Document are attached. A similar letter will go to the elected Member of Parliament for Maryborough when that seat is finally declared.

Accordingly, another member of our Project Team and I would like to meet with you asap to discuss the viability/process of a joint State and FCRC application for the Federal funding and the structure for the development of that application. This action is consistent with the FCRC commitment to actively pursue Grant opportunities for the M2BRT.

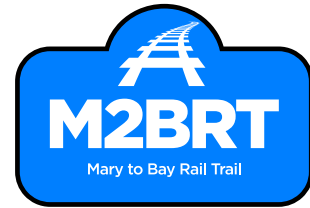
Should you wish to discuss and arrange a meeting, please give me a call on 0400 490 566.

Kind regards

Max Voigt
FCBUG M2BRT Project Team
11/11/2024

Att. Letter to David Lee MP
Discussion document

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



Mr David Lee
Member for Hervey Bay
Hervey.Bay@parliament.qld.gov.au

Dear Mr Lee

I am writing to congratulate you on your election as the Member of Parliament for Hervey Bay. I would also like to introduce you to the Fraser Coast Bicycle Users Group ([FCBUG](#)) as the not-for-profit incorporated organisation that advocates for safe cycling initiatives and infrastructure which will benefit the Fraser Coast community.

Our priority project at this time is the Mary to Bay Rail Trail (M2BRT) and I have attached a Discussion Paper that details the current status of that project, including the achievements of our volunteers on progressing the Trail's completion.

In short, the Trail development has progressed to provide 40 km of the 48 km connection distance objective from Urangan, Hervey Bay to central Maryborough (approx. 80%). The route mainly follows the old disused Rail Corridor. Completion of the Trail, as with other successful Rail Trails, requires a collaborative policy and financial commitment by all levels of Government.

Currently, there is a unique opportunity for State and Local Governments to access [Commonwealth Government](#) funds to a maximum of \$5M that together, with co-contributions, would allow completion of the Trail. This opportunity for our community is too good not to be pursued through the submission of a collaborative grant application. Note that the closing date for applications is **13 January 2025**.

From a State perspective, there is a quarantined funding contribution of \$9.5M for Rail Trails which is now available, due to the Bundaberg Regional Council recently deciding to not pursue the Bundaberg to Gin Gin Rail Trail project. Original funding of the estimated \$19M cost was to be shared on a 50/50 basis by the local Council and the State.

Given the extent of planning and the current status of the M2BRT development detailed in the attached Discussion Document, we believe that we have both the evidence and proven benefit to mount a compelling case to support a grant application to the Commonwealth. We also have a forum in the FCRC M2BRT Advisory Committee that includes State (DTMR), Local Government, community and FCBUG representatives to develop and progress that

application submission.

Given that scenario, I have sent a copy of this letter to George Seymour, Fraser Coast Regional Council Mayor who is also the Chair of the FCRC M2BRT Advisory Committee for consideration to progress a grant application. Council last year passed a resolution to “actively seek grant funding” for the M2BRT development.

Accordingly, a small representative group of FCBUG would like to meet with you to discuss this opportunity together with our broader role as the representative group for safe cycling advocacy on the Fraser Coast.

Should you agree to arrange a meeting or discuss the contents of this email, please do not hesitate to contact me on 0400 490 566 or this email address.

Finally, best wishes in your new role as you represent the interests of your constituency.

Kind regards

Max Voigt
FCBUG M2BRT PROJECT TEAM

8 November 2024

Att. Discussion document

MARY TO BAY RAIL TRAIL ADVISORY GROUP

Submission by Mary Inc re a proposed FCRC application to the Federal Active Transport Fund for grant funding – refer to letter and grant criteria from James O'Conner of FCRC dated 22nd November 2024.

Proposed project name – **Connect Maryborough CBD (Queensland) by bicycle and foot**



Artist's impression of part of pathway (refer to section 1)

Date: 26th November 2024

Mary Inc proposes that construction of a new bicycle and walking pathway from the Maryborough CBD to Aldershot meets the criteria for funding under the Federal Active Transport Fund. This project addresses the **Focus Areas** referred to, for the following eligibility reasons. Note, the route can be divided into three consecutive sections:

Section 1: Maryborough CBD to the Walker Street Trailhead beyond Zemek Bridge, (approximately 4km) along the edge of the existing Queensland Rail railway reserve and locally referred to as Downer Lane;

Section 2: Walker Street Trailhead to Quarry Road (approximately 3km) - this section is already useable; and

Section 3: Quarry Road to the village of Aldershot through Fraser Coast Regional Council-owned land – (approximately 3km).

Refer to the following picture illustrating the Sections between the blue lines, and the route in red:

Aldershot

27
AQC



Maryboro
Kitchens & Join

Section 3

St He

Section 2

rough
and...

86

Walker St

Maryborough Hospital



57

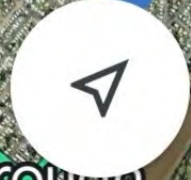
Section 1

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36

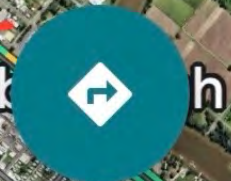


Ampol
Maryborough



Maryk h

Google



1. **Section 1** is an approximately 4km long publicly owned 20m wide rail corridor running through a residential area of Maryborough backing directly on to about 40 streets with further streets behind. This route has the potential to open the CBD, at one end, and the historic cemetery at the other end, to hundreds of local cyclists and walkers – refer to attached rail corridor key plan. The corridor also runs along the rear of the Station Square Shopping Centre and Bunnings before reaching the CBD, thereby providing a link to these businesses. Most large stores now deliver large orders relieving the need to take one's car. It also directly adjoins E B Uhr Park and will connect to other local pathways at both ends. All sections, but in particular **Section 1**, will satisfy all three “**Focus Areas**” criteria encouraging local residents to leave their cars at home and walk or cycle safely to the CBD, parks, other pathways, and shopping centres. This will reduce pollution, ease pressure on roads and provide physical exercise and fresh air which is essential for addressing a range of public health issues. It will improve the liveability of the CBD by reducing the number of car parking spaces required and encourage the pedestrianisation of some streets, transforming banal public spaces into healthy, people-friendly areas. These changes will benefit local businesses as well as encourage the opening of new businesses related to outdoor pursuits, i.e. cycling, hiking and hospitality outlets. The pathway will connect with Maryborough's historic Queen's Park and the Mary River as well as being a catalyst for reviving the city's tradition of cycling to work.
2. All 3 Sections are covered in the detailed Halliburton Mary To Bay Rail Trail report accepted by FCRC in 2019. This route will complement the rail trail and also be of significant benefit in its own right for the citizens of Maryborough and Aldershot greatly enhancing liveability in these locations.
3. Re **Section 1**, further discussions are required with Queensland Rail to create a new public bicycle and walking pathway within their 20m reserve – refer to attached pictures in the “Rail corridor pictures” file and the associated “Rail corridor key plan” file, of this section. The rail corridor is not a main line. It is currently a side line used about two times per month to shunt electric commuter trains slowly from the main line at Maryborough West to the Downer Group repair facilities in Maryborough. QR has stipulated there must be a minimum 2.5m buffer between the centre of the railway line and any public walkway for obvious safety reasons. The grant money would be used initially to agree an alignment with QR leading to a suitable designated tenure for FCRC. Design followed by construction works would follow requiring project management. Significant engineering solutions will be required at the Rocky Street Bridge overpass. Downer Group, a publicly listed engineering company, support the project and is hoped will assist with engineering design and implementation in the form of a sponsorship. It is also hoped other local businesses will be interested in sponsorship after the project is given approval from this grant application. As it will take some time to physically complete this section, it is proposed the grant application includes improving walking and cycling facilities on a temporary basis between the CBD and Zemek Bridge via Walker and Kent Streets in the form of signage and safety barriers at street crossings.
4. **Section 2** is already a publicly owned gravel track restricted to cyclists and walkers and links directly to the new Maryborough Industrial Estate. Once **Section 1** is completed residents of Maryborough will be able to cycle or walk the approximately 7km to the industrial estate for work or leisure, away from traffic.
5. **Section 3** is currently agricultural land leased by FCRC with the potential for a bicycle and walking pathway from Quarry Road to the town of Aldershot (population of about 1,300 people) through this land or via a new proposed water pipeline. A bridge crossing will be required over Saltwater Creek. The bicycle and walking pathway will improve Aldershot's liveability and allow residents to leave their cars at home and access Maryborough safely via foot or bicycle over a distance of about 10km. In addition, it will bring significantly more visitors from Maryborough and encourage the opening up of new hospitality and outdoor

pursuit type businesses. Currently Aldershot is only accessible via car from the Bruce Highway. Future bicycle and walking pathways from Aldershot to the villages of Torbanlea and Howard to the north are possible.

This key plan refers to the streets and bridges referred to in Section 1 of the Mary Inc submission dated 26th November 2024, and the separate pictorial attachment of 26 pictures.



Railway line, in pink, from Zemek Bridge near the cemetery at the new MB West Trailhead (off Walker Street), all the way to the main MB Trailhead at Alan and June Brown car park in MB CBD as per the Halliburton Plan. A new alternative is the new green space opposite the Town Hall. Not only does this bring the rail trail to the MB CBD, away from traffic, it also

opens up a pedestrian/cycle link to the CBD and beyond for the local residents off the many streets adjoining the railway corridor.

These pictures were taken and described in February 2024 and refer to Section 1 of the Mary Inc submission dated 26th November 2024. They are in order 1 to 26 from Zemek Bridge to the MB CBD along the QR railway line reserve, all looking towards the CBD. The CBD pathway trailhead would initially be at the Alan and June Brown RV park at Kent St (picture 22) as per the Halliburton Report.

The reserve green corridor is on average 20m wide with adequate space, after design and construction, for a bicycle and walking pathway of varying widths to suit the topography and passage under four bridges namely Walker St (Zemek Bridge), Russell St, Pallas St, and Ferry St. An additional pathway bridge will be required over Rocky St (picture 13). The pathway would be best on the right hand side (S side) where there is existing boundary fencing in most areas in good condition. Refer to the separate key plan.

Note additional under bridge width information since February 2024 as follows:

Picture 1: Walker St (Zemek Bridge) - width between centre of railway line and bridge abutment is 6.6m.

Picture 4: Russell St bridge - width between centre of railway line and bridge abutment is 4.4m.

Picture 18: Ferry St bridge - width between centre of railway line and bridge abutment is 5.3m.

It is our understanding that Queensland Rail requires a minimum of 2.5m clearance either side of the centre line of their railway line for safety reasons, and that therefore there is enough clearance for the pathway and a safety fence under all the bridges. The pathway would be reduced to about 1.8m wide under Russell St bridge.



1. Zemek Bridge under Walker Street -
2m gap between bridge support and
edge of rail line gravel base. Existing dirt
bike trail beyond the bridge above the
railway line.



2. Line split to MB West (to right), and MB CBD to left. Crossing required.



3. Approach to Russel Street road bridge. 9m reserve to the right with good boundary fence.



4. Russell Street road bridge - 1.8m gap between bridge support and edge of rail base gravel.



5. 9m reserve between Russell Street Bridge and Morning Street pedestrian crossing in the distance.



6. Morning Street pedestrian crossing approach.



7. Morning Street pedestrian crossing.



8. 2m+ reserve below railway line embankment, beyond Morning St crossing, with good boundary fence.



9. Culvert crossing required on 2m reserve below railway embankment beyond Morning Street.



10. Ramp required over water pipe? on
2m reserve inside good boundary fence.
E B Uhr Park on other side of fence.



11. Rocky Street sub station over boundary fence on right. Plenty of room for rail trail inside boundary fence.



12. Open drain/ culvert crossing required before Rocky Street road crossing. Good boundary fence,



13. Rocky Street bridge crossing - easily crossable but will require safety barriers. A temporary cheap solution would be to cut right down through Ergon land, cross Rocky Street, then pass up behind Maryborough Bolts back onto the railway reserve.



14. Cheapside Street pedestrian/cycle crossing.



15. Pallas road bridge underpass possible between bridge support and open spoon drain to right.



16. Plenty of room between Pallas Street bridge and Tooley Street link pedestrian bridge in background. The railway line is in a gorge to the left.



17. Steep slope down to Ferry Street road bridge underpass - grading required.



18. Ferry Road underpass - 2m+ gap between bridge support and edge of sleepers.



19. Plenty of room adjoining back of Bunnings.



20. Crossing required over railway line to the Mary Ann steam train siding to the right. Rail Trail runs to the left towards St Paul's in the background.



21. Kent Street crossing. Alan and June Brown RV park to the right.



22. Location of MB Halliburton Plan MB Trailhead adjoining Alan and June Brown RV park before Kent Street crossing - where the bike is parked.



23. Approach to Lennox St crossing with car park on right. 1m+ between sleepers and fence.



24. Lennox Street crossing with Woolworths in the background.



25. Overlooking Lennox Street crossing to the new community green space area adjoining the old Baby Clinic to the right , with the Town Hall in the background. Woolworths car park in the foreground.



26. The railway line leading on towards Queens Park and the Mary River as a potential sub trail.

Tracey Genrich

From: James O'Connor
Sent: Sunday 1 December 2024 2:07 PM
To:

Cc: RE: Mary to Bay Rail Trail Advisory Committee - Special Meeting
Subject: RE: Program Guidelines - Query 2.2.4 [SEC=OFFICIAL]
Attachments:

Good afternoon,

Mayor Seymour has asked us to forward you the attached advice received by the funding body for you information prior to the meeting tomorrow. An extract is also included below.

Hi Nicole

Thank you for your interest in the Active Transport Fund.

Pathways must be within a public road corridor or on a public road asset, as stated in section 2.2.3 of the guidelines. A pathway is a road-based asset as defined in section 4(1) Road of the NLT Act and the National Land Transport Regulations. A pathway may be a public road corridor, or may be a separated pathway within that corridor.

The program is unable to fund projects for pathways that are bush walking trails etc in protected or urban areas, unless these trails are alongside a publicly owned road asset or road corridor. For example, we cannot fund walking and cycling paths on footpaths or not any roads.

In regards to a large scale project that has been broken down into stages, Section 2.2.4 of the guidelines states that projects must be a whole and complete project. The pathway must be a standalone project that is not reliant on the completion of other projects to fit under the Australian Government funding limit will be deemed ineligible. In this case, if you were to break down your larger project into smaller stages, each stage would need to be considered a whole and complete project on its own.

Please let me know if you have any further questions.

Kind regards

Active Transport Fund

Targeted Infrastructure Programs - Road and Vehicle Safety Division
GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
CONNECTING AUSTRALIANS - ENRICHING COMMUNITIES - EMPOWERING REGIONS

Kind Regards

James O'Connor

Senior Community Development & Engagement Coordinator

Community Development & Engagement

Community and Culture | Strategy, Community & Development Directorate

M | E

From: James O'Connor

Sent: Friday 22 November 2024 10:20 AM

To:

Subject: Mary to Bay Rail Trail Advisory Committee - Special Meeting

Good morning,

Further to the meeting request sent yesterday, our grants team have put together a snapshot of the grant opportunity to be discussed to allow you time to consider projects that maybe suitable for discussion at the meeting.

Applications: Open NOW and close on Monday 13 January 2025 at 11:59pm (AEDT)

Co-Contribution 50% of total project cost

Focus Areas road safety, reducing transport emissions, active and liveable communities

Eligible projects Be for the upgrade of an existing or construction of a new bicycle or walking pathway;
Directly address at least one focus area, and be supported by evidence;
Be located on a publicly owned road asset or corridor that is accessible to the public;
Be a whole and complete project (not reliant on other works) – construction only and design and construct

Multiple Applications Councils can submit for more than one project through separate applications

Timeframes

Construct – commence within 12mths of funding approval – Completion 36mths of funding approval

approval

Design and Construct – design within 12mths of funding, commence within 24mths of funding approval and completion 48mths of funding

Payments

Large projects of \$200K govt monies and over – 4 stage milestone payments

Small projects of \$200K govt monies and less – paid at completion of project

The table below lists examples of project costs likely to be eligible and ineligible.

Eligible project costs	Ineligible project costs
<ul style="list-style-type: none">• re-alignment of pathways to improve safety• separate pathways along a road corridor• kerb extensions• intersection upgrades• pedestrian and cyclist crossings and refuges• widening of roads to accommodate pathways, with the primary outcome of the project to be delivery of a pathway• traffic signs, including signage related to the safe and proper use of the pathway• traffic control equipment• street lighting equipment• purchase of materials• labour hire• plant and equipment hire• construction activities• project management costs• labour costs for eligible work• ancillaries directly related to the project, such as insurance costs, as long as they can be broken down into a project specific allocation, such as an hourly or item rate.• direct land acquisition costs, excluding any legal or administrative costs incurred to facilitate the transaction	<ul style="list-style-type: none">• end of trip facilities• bike racks (that are not part of permanent pathway)• maintenance/repair costs for an existing asset• approval costs for the project (i.e. planning, environment, cultural, etc)• procurement costs that are not the direct acquisition of a material or service, such as consultant reviews of the competitiveness of tender responses• project costs incurred prior to the funding offer being signed• overhead for your organisation that cannot be broken down into a project specific allocation, such as staff training, office expenses and software subscriptions• legal costs• advertising and media costs, such as costs incurred by publicising the release of a public tender in a newspaper

Kind Regards

James O'Connor

Senior Community Development & Engagement Coordinator

Community Development & Engagement

Community and Culture | Strategy, Community & Development Directorate

M | E



ATTACHMENT 3

FRASER COAST MARY TO BAY RAIL TRAIL ADVISORY COMMITTEE Signage Subgroup Meeting

Minutes

DATE: Wed November 13, 2024 **TIME:** 2-3 am

LOCATION: HVB Library Creative Space, 161 Old Maryborough rd, Pialba

ATTENDEES: Kieren Stoneley - Chair (KS)
Mike Allsopp (MA)
John Williams (JW)
Andy Riley (AR)
Jodie Clough – Business Support FCRC - Minutes

APOLOGIES:

ITEM:	BUSINESS
1	<p>Welcome (Chair) Chair welcomed group.</p>
2	<p>Previous Action List , June 2023 – Attachment 1 Chair – Issue raised in last meeting re: Taylor street and Cr O’Keefe proposed painted signage.</p>
3	<p>Priority Signage Locations and plan - Sub-Group discussed directional signage on posts and stencil on the trail. Existing post with signage, directional signage added to reduce need for new signs. Red section suggested on road near crossings to aid in visibility for both trail users and crossing vehicles. MA – Section from Takura to Churchill Mines rd and funding given with specific requirement to address signage in this area. Have until end of 2025 to complete. Action – Group to work on Takura to Churchill Mines rd section as point above together. JW - Susan River carpark, sign with vegetation information suggested. Also suggested historical information sign. Chair - Butchulla historical information guided by Uncle Glenn Miller may also need to be added to the above. AR – Suggested that Urraween rd toward Nikenbah near medical precinct, sign needed advising that horse-riding not allowed further than this into town (mess, safety etc). Action – Chair to investigate Historical and horse-riding signage with Council.</p>

ITEM:	BUSINESS
	<p>Chair – Advised 20k for signage set aside throughout the rail trail.</p> <p>Hunter Street connection – stencils to be at regular intervals throughout. Do we put stencils at the end of each crossing all the way through to Nikenbah? Group discussed, and agreed painted stencils on the surface is an inexpensive, efficient option for any areas of the rail trail. M2BRT multi coloured (blue, black and white) logo suggested.</p> <p>MA – Advised happy to go along and do spot points on trail showing location for logos once go ahead given by FCRC.</p> <p>Group discussed areas of Hunter street, stencil to be done along this area with clear directions for wayfinding.</p> <p>AR – Raised idea of stencilling in Brisbane on power poles.</p> <p><i>Action – Chair to enquire with Ergon re stencilling on powerpoles.</i></p> <p><i>Action – Chair to make recommendation to stencil M2BRT logo, arrows and distances at each intersection and regular intervals along the trail and work with FCRC Comms to design narrow stencil with arrow, logo etc.</i></p> <p>MA - End of Nikenbah explanation with clear delineation sign advising ‘urban section ends’ needed.</p> <p><i>Action – Chair to discuss signage needs with DTMR. MA to put together suggested wording and send to Chair. Pigford Lane, Dundathu and Walker street large signage to be discussed also. Big roundabout Torbanlea rd. Also to discuss red sections near crossings. Ask for interim solution what infrastructure can be placed.</i></p> <p>Sub-group discussed signage at trail heads eg ‘bikes give way to humans’ etc. AR suggested sign stating that there is no water or toilets at start of Pigford, Churchill Mines rd and Urangan.</p> <p>MA - Signage at Walligan (to be held, not erected at this stage), Pigford lane, Takura and Churchill Mine Rd and Walker Street needed to state no vehicles/motorcycles allowed, and consistent messaging on other relevant signage.</p> <p><i>Action – MA to send PDF of design of above to Chair.</i></p> <p><i>Action - Group recommendation that Hunter street, Old Mbh Rd between Library and Gallery, and Stockland street crossings be made pedestrian crossings. Chair to take to Damion Beatty.</i></p> <p><u>Develop a timeline and resource allocation for signage installation, considering both short-term and long-term needs.</u></p> <p>Group agreed that stencilling to be first priority, with logo and directional arrows.</p> <p><i>Action – Chair to obtain quotes and organise before Christmas, will chat with FCRC and Parks.</i></p>
5	Close 3:05pm



Attachment 1.pdf

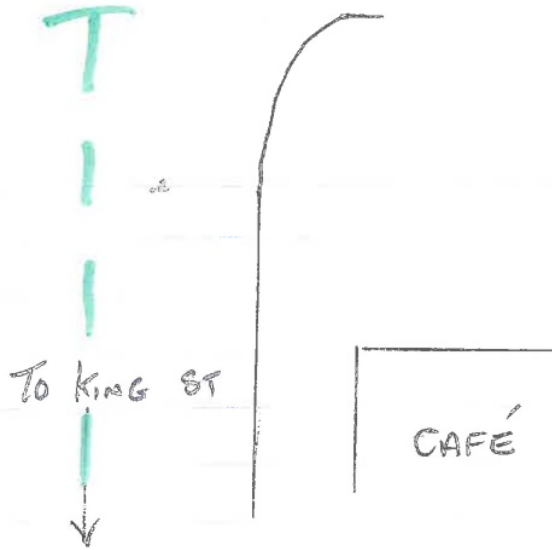
URANGAN PIER - START/FINISH. ①



EXISTING MAP WITH RAIL TRAIL

Start
End

NEED RAIL TRAIL START/
END SIGNS
WITH DISTANCE TO
NIKENBAH.



PIER ST

TO PIER

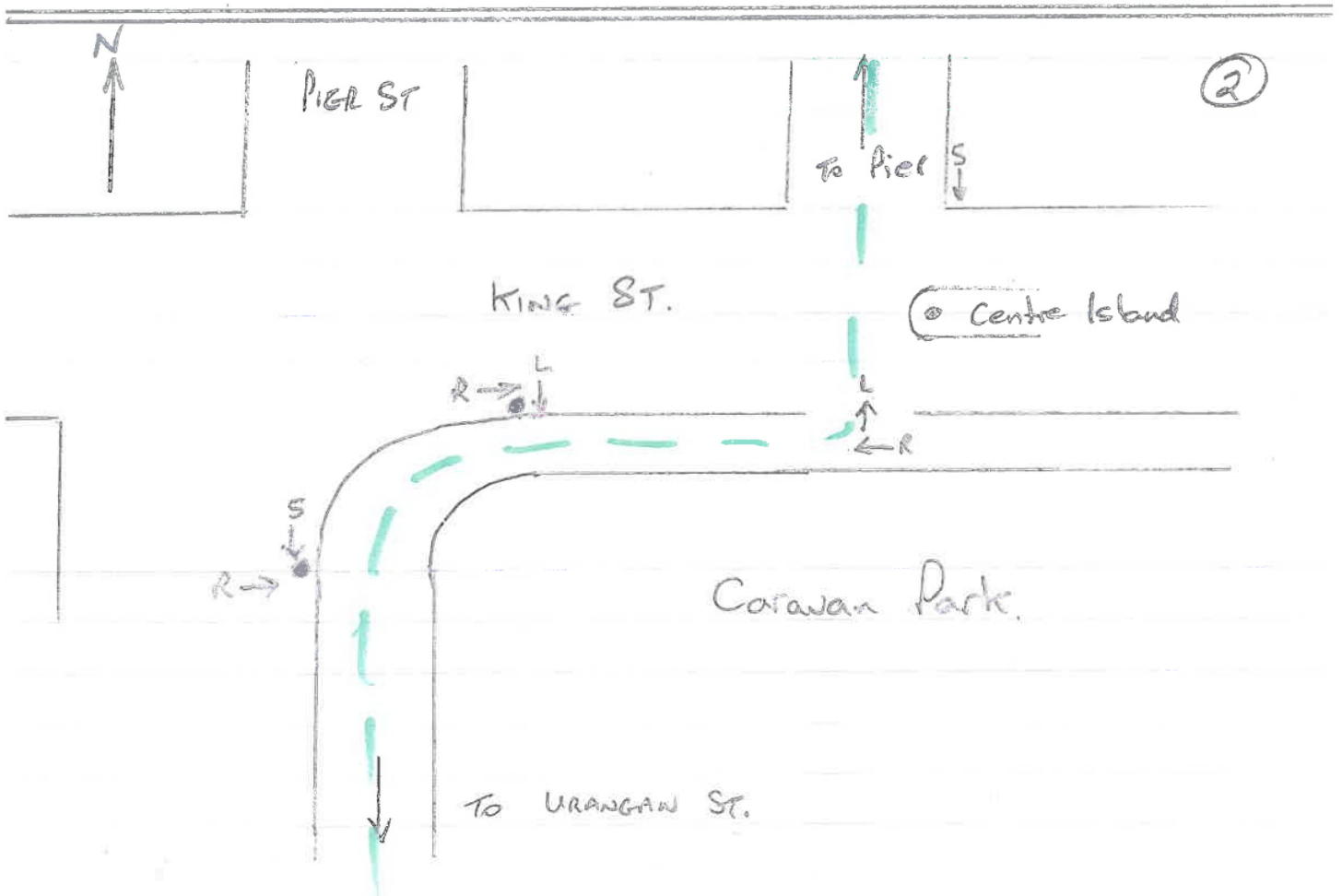
②

KING ST.

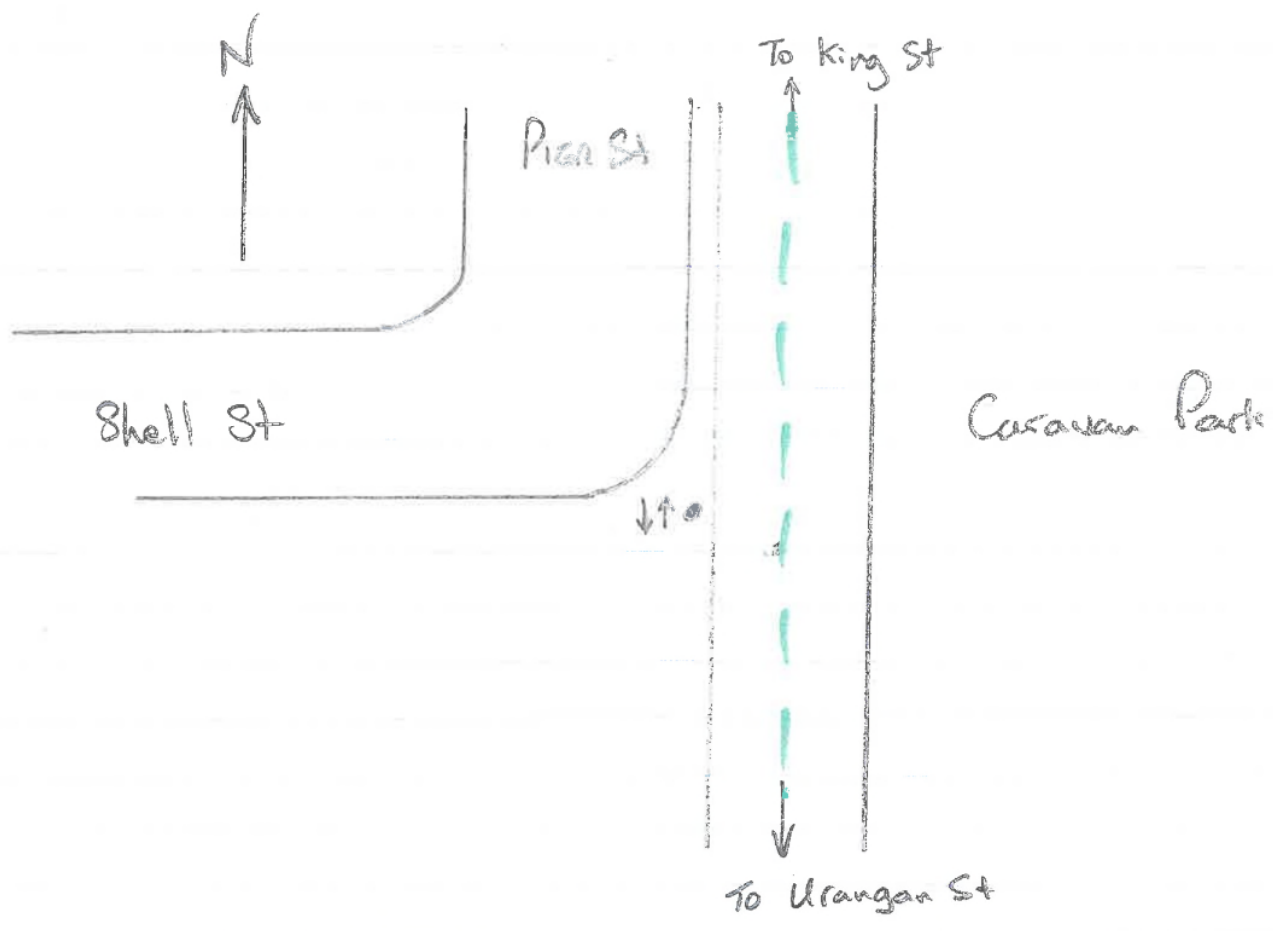
Centre Island

Caravan Park.

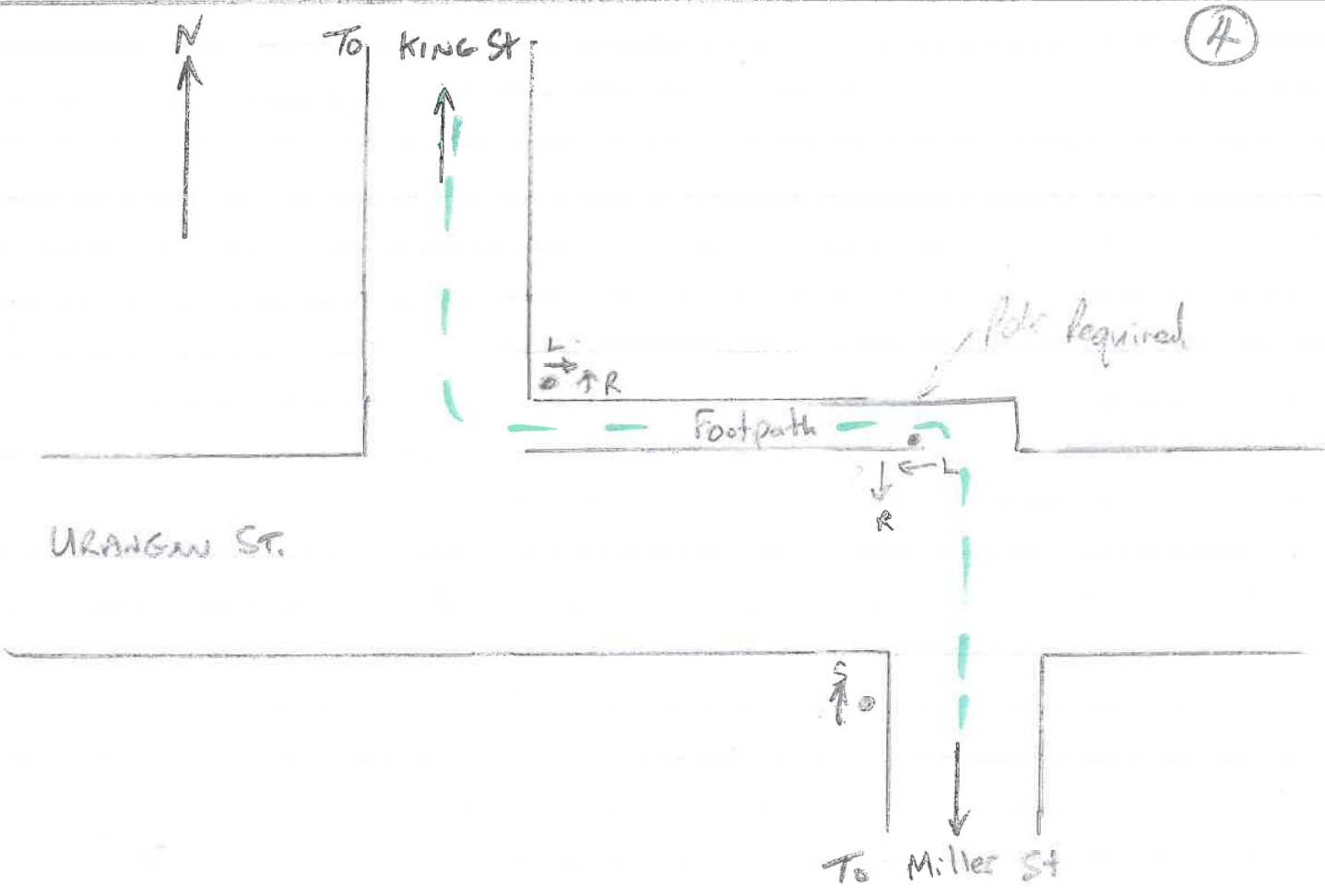
TO URANGAN ST.



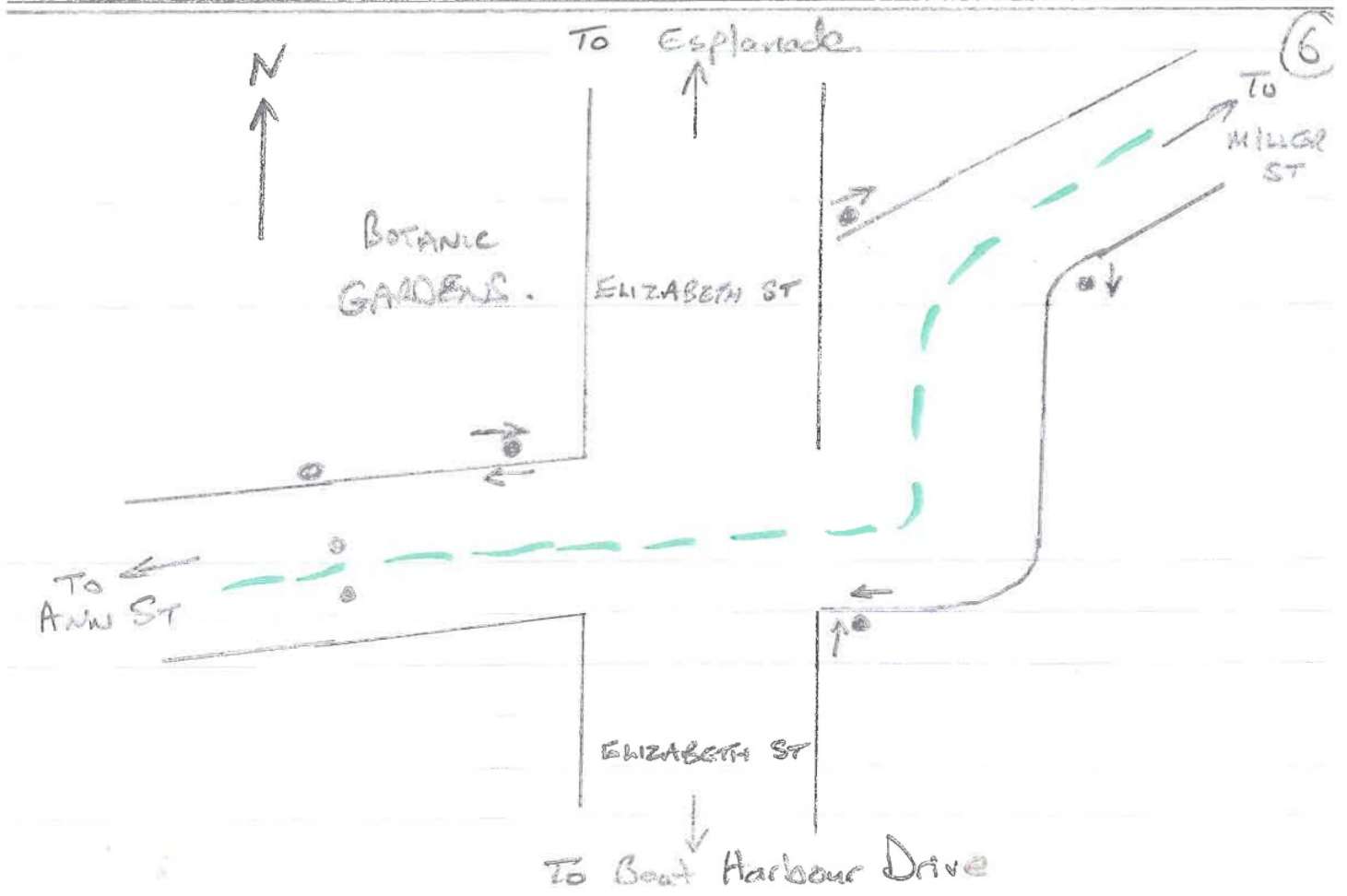
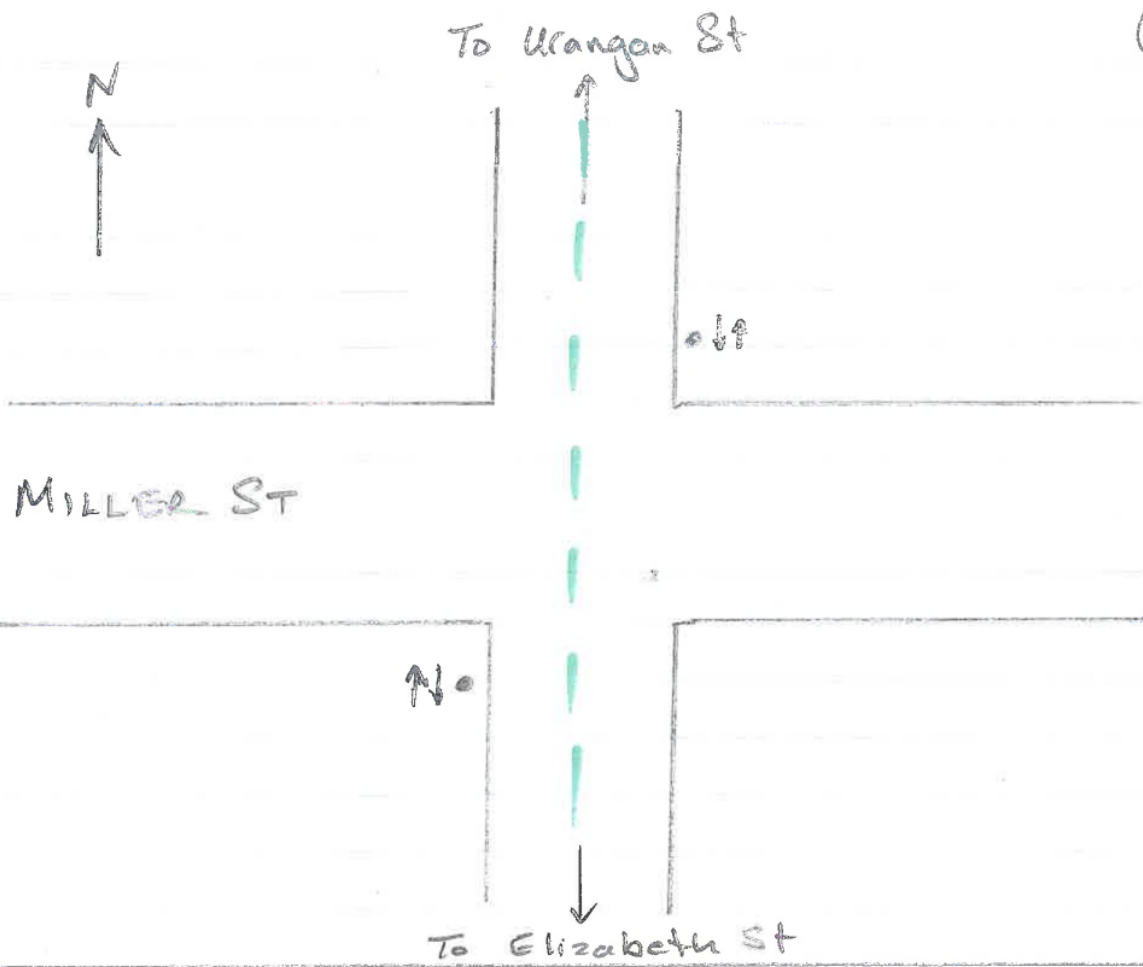
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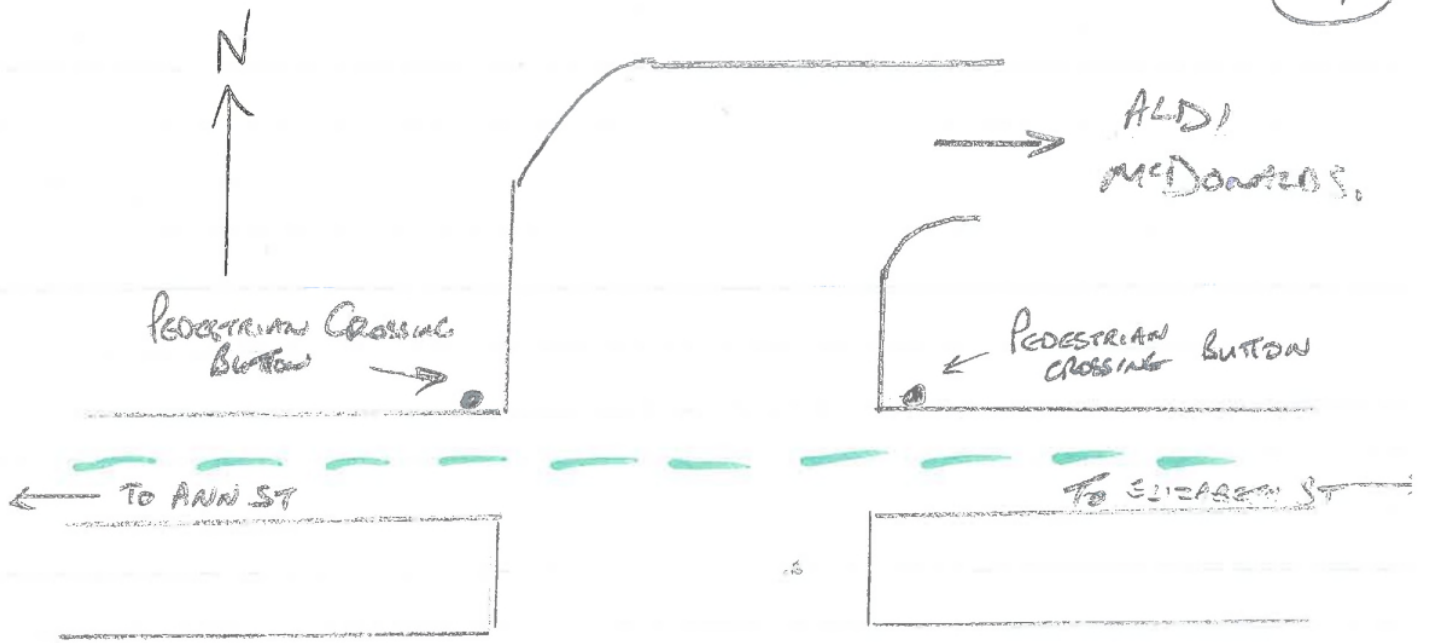
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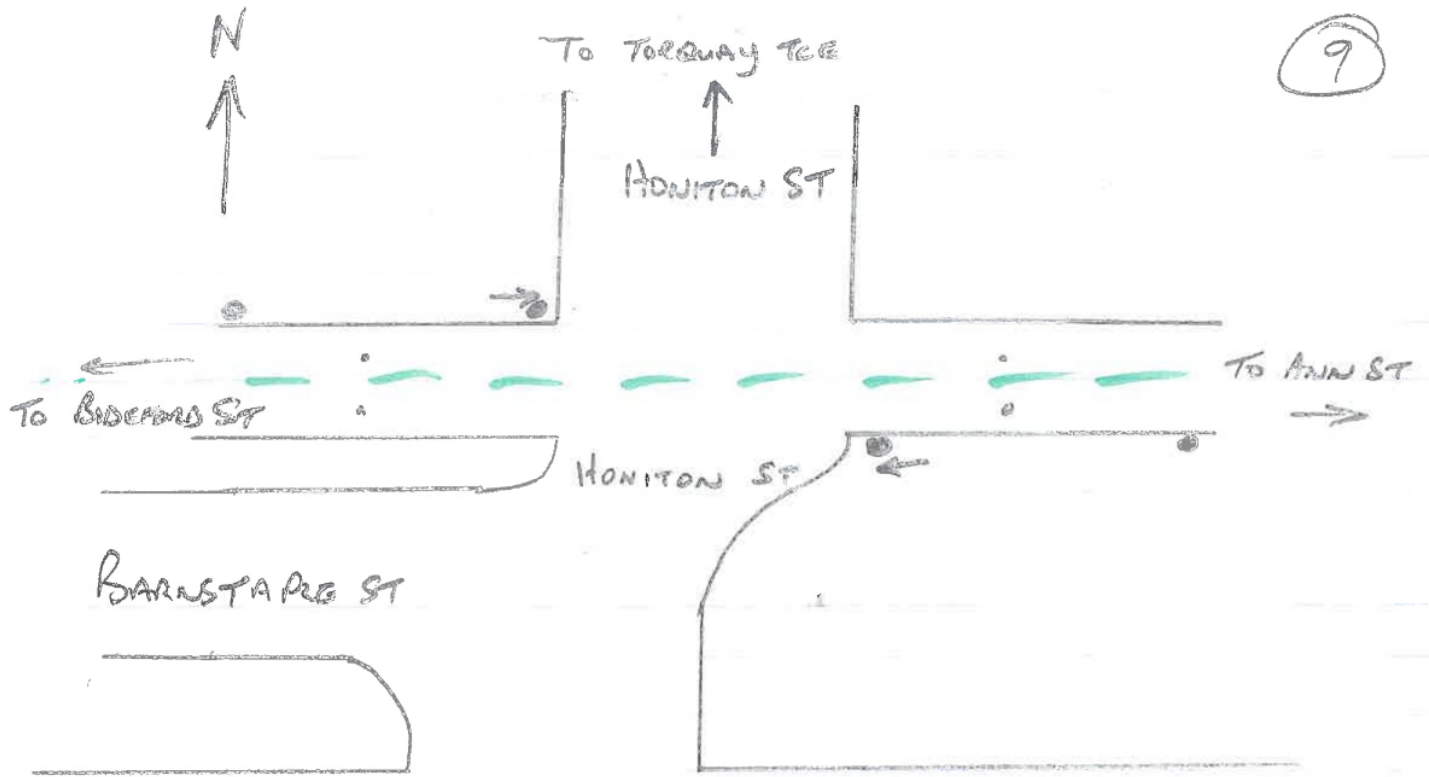


BOAT HARBOUR DRIVE

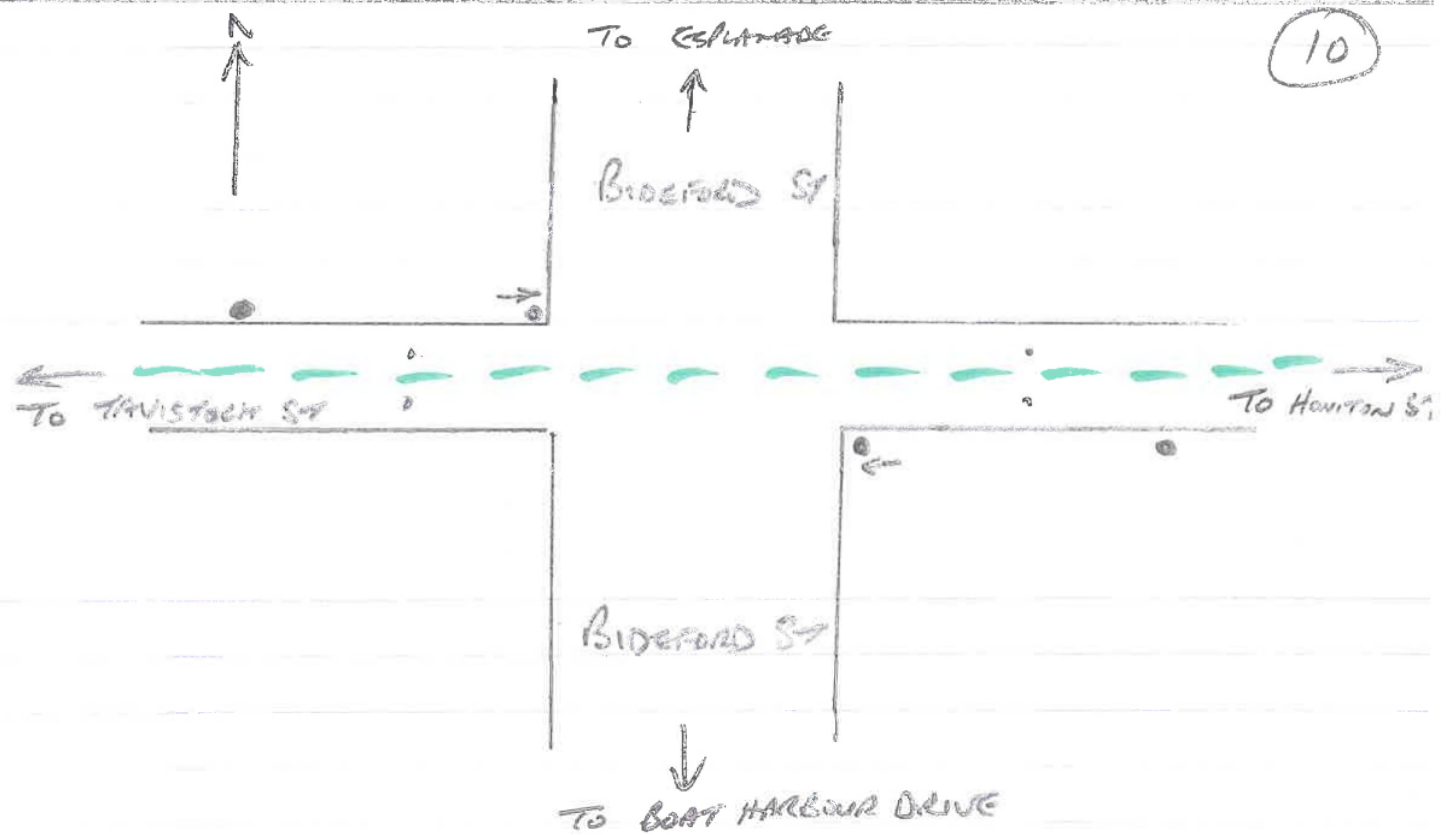
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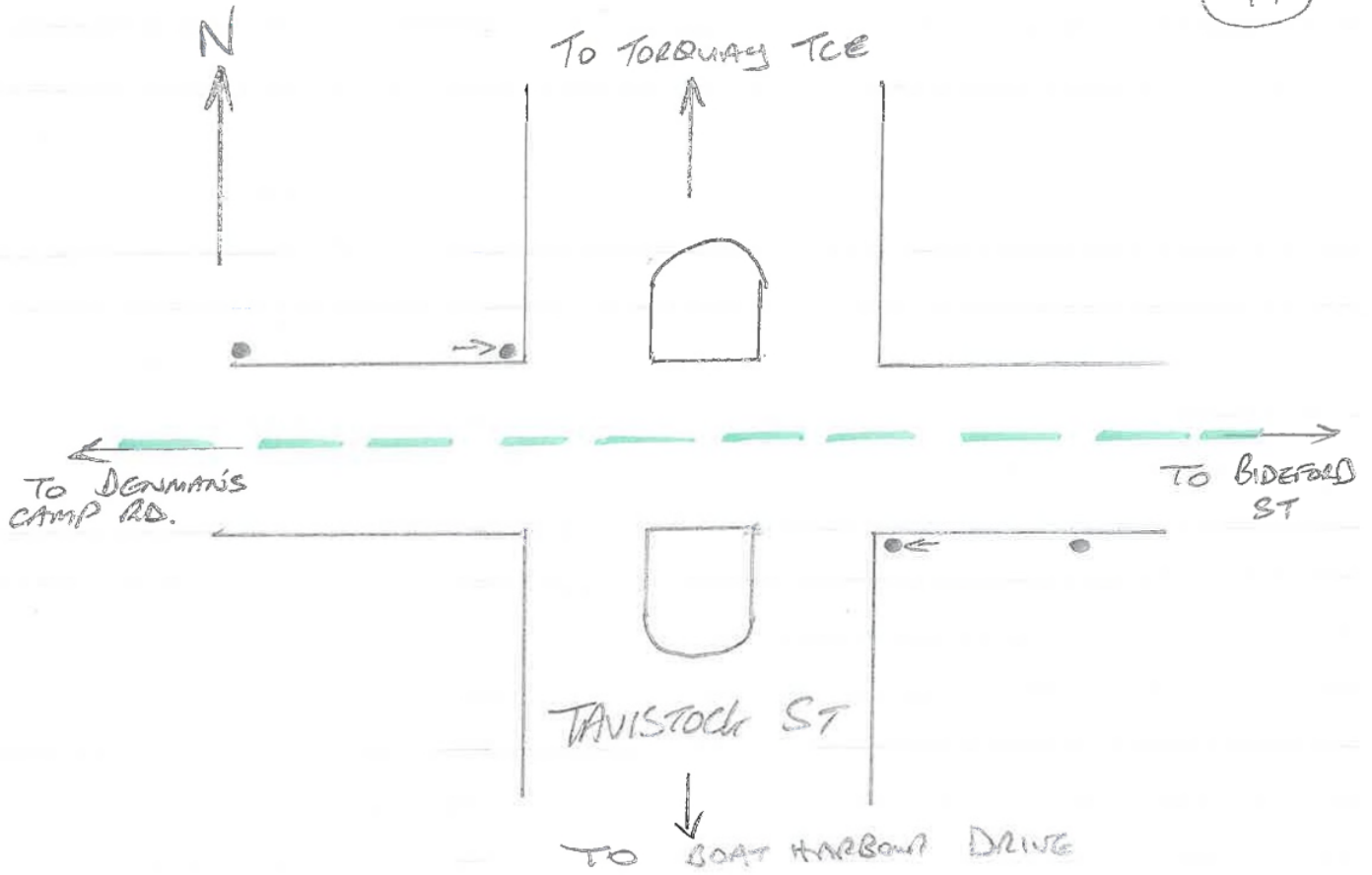
BOAT HARBOUR DRIVE



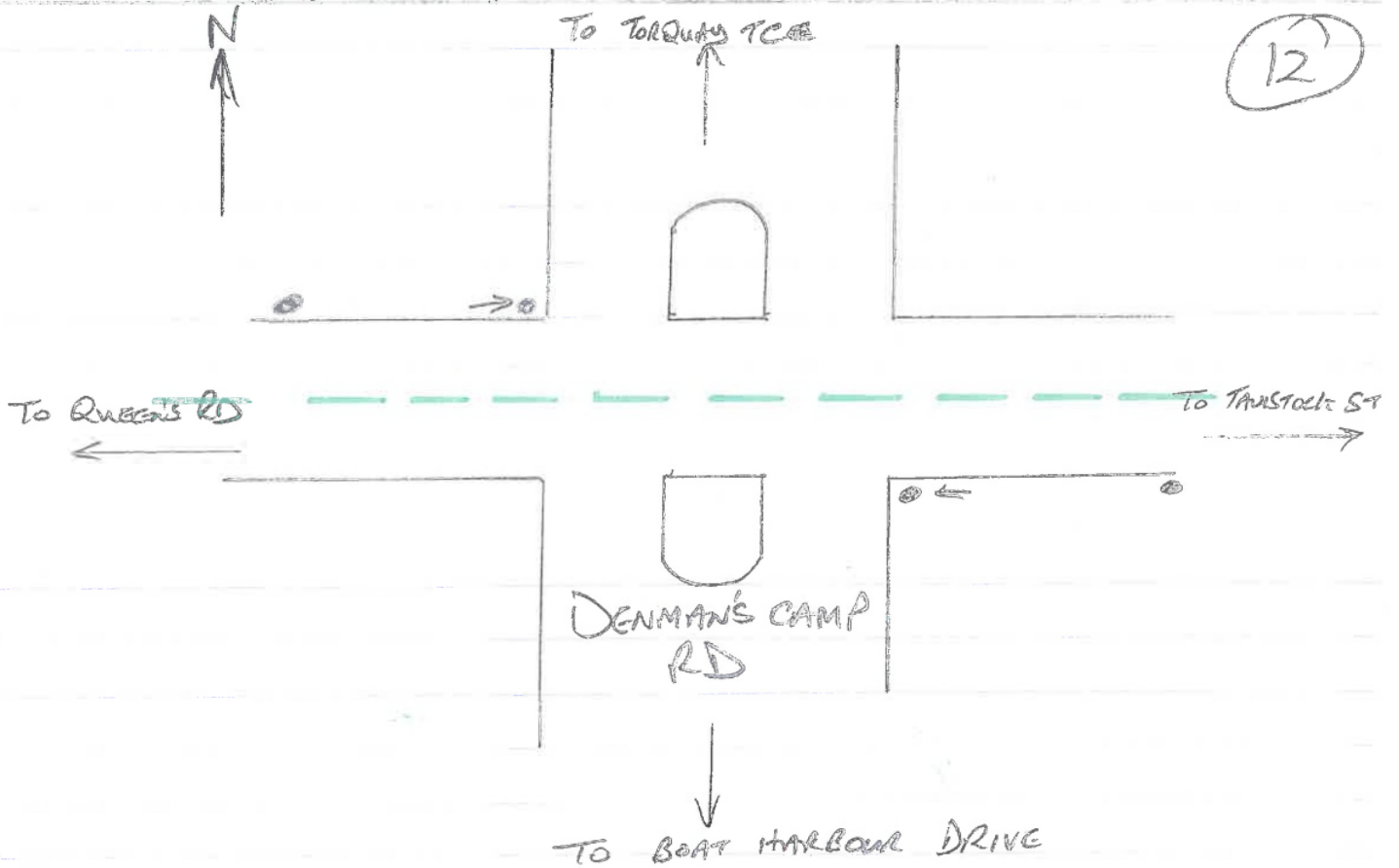
BOAT HARBOUR DRIVE



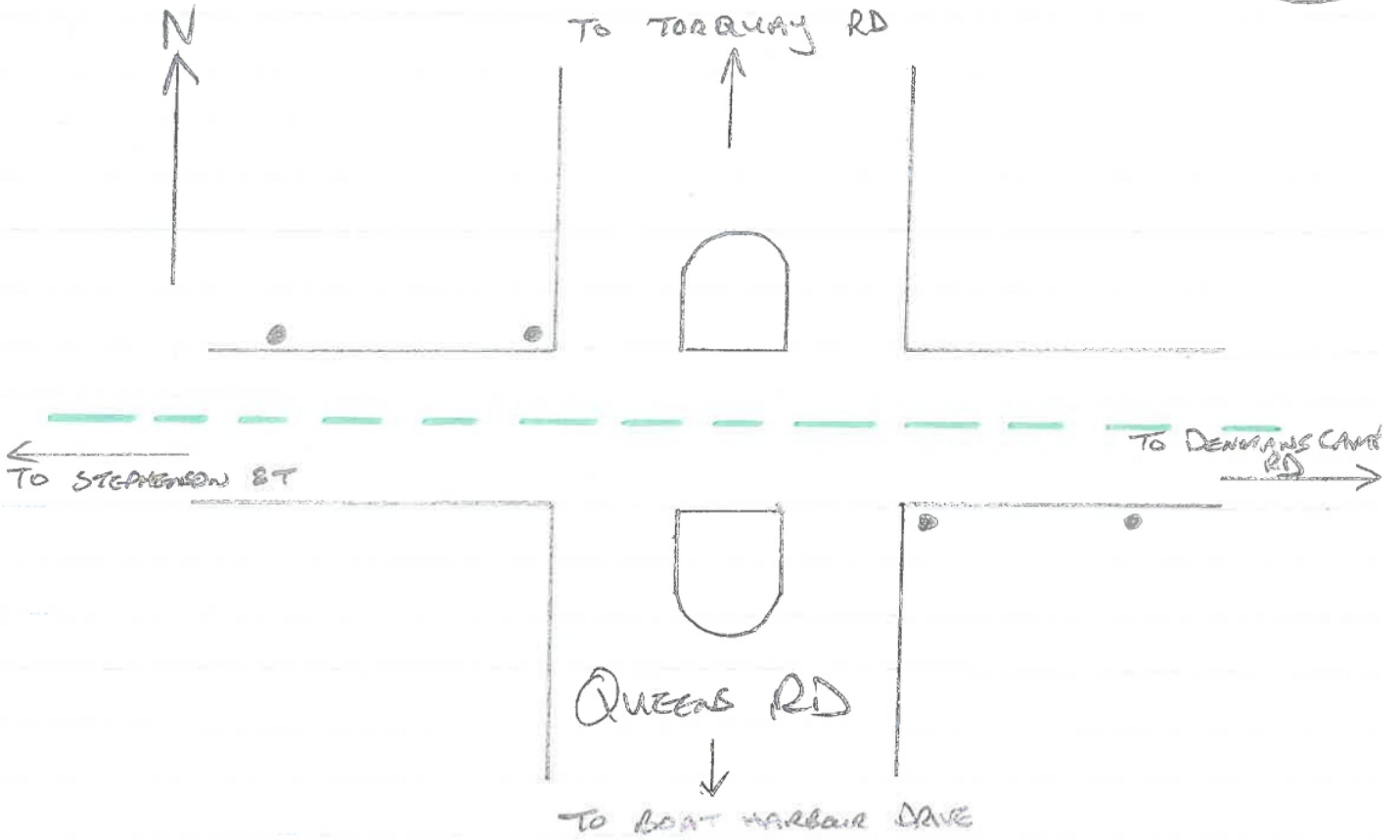
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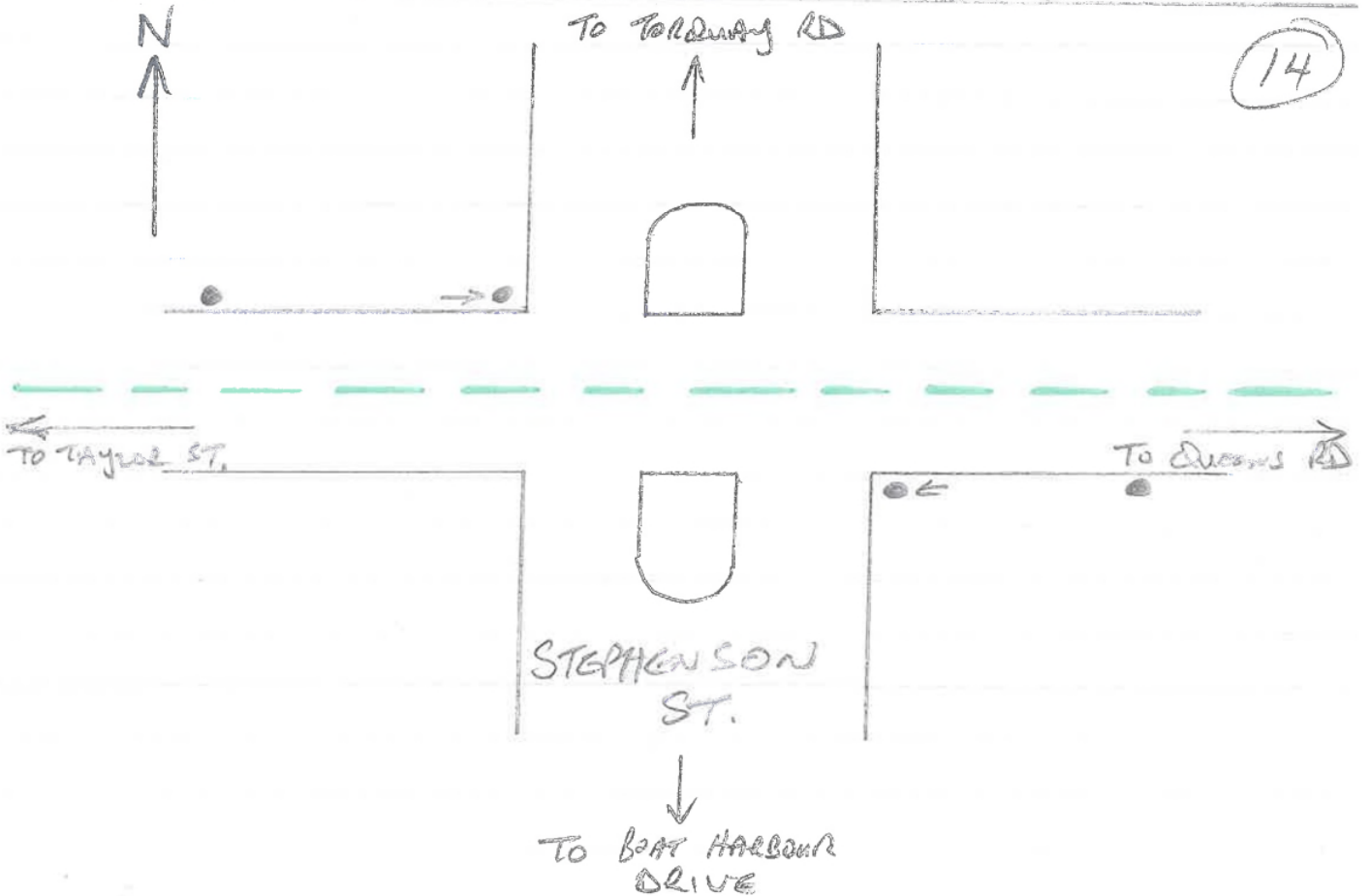
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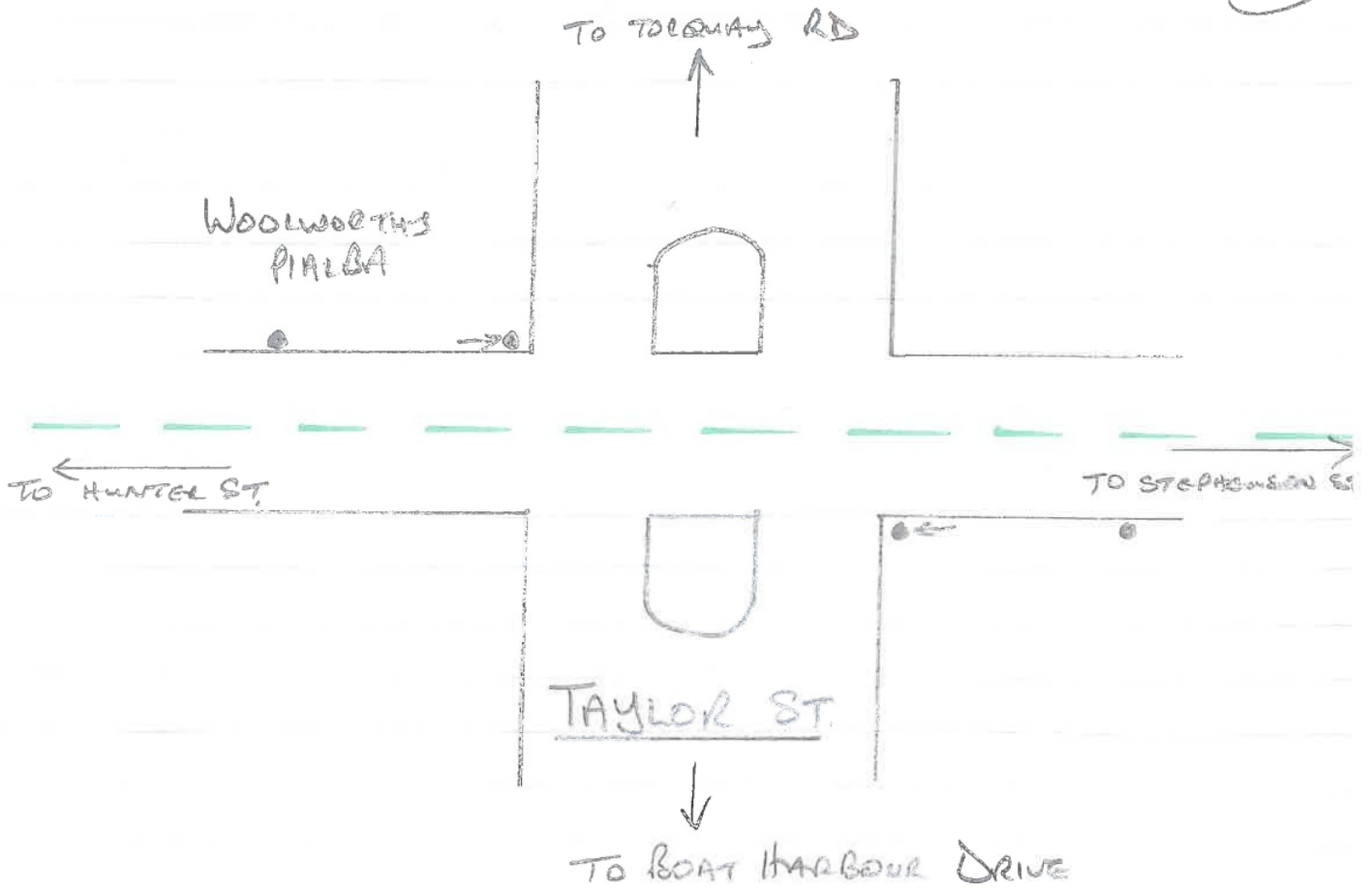
13



14



15





↑
TO TORQUAY RD

HUNTER ST

WOOLWORTHS
CARPARK



COLES
CARPARK

TO TAYLOR ST



← Footpath

Footpath →

←
CYCLE CROSS
LIGHTS

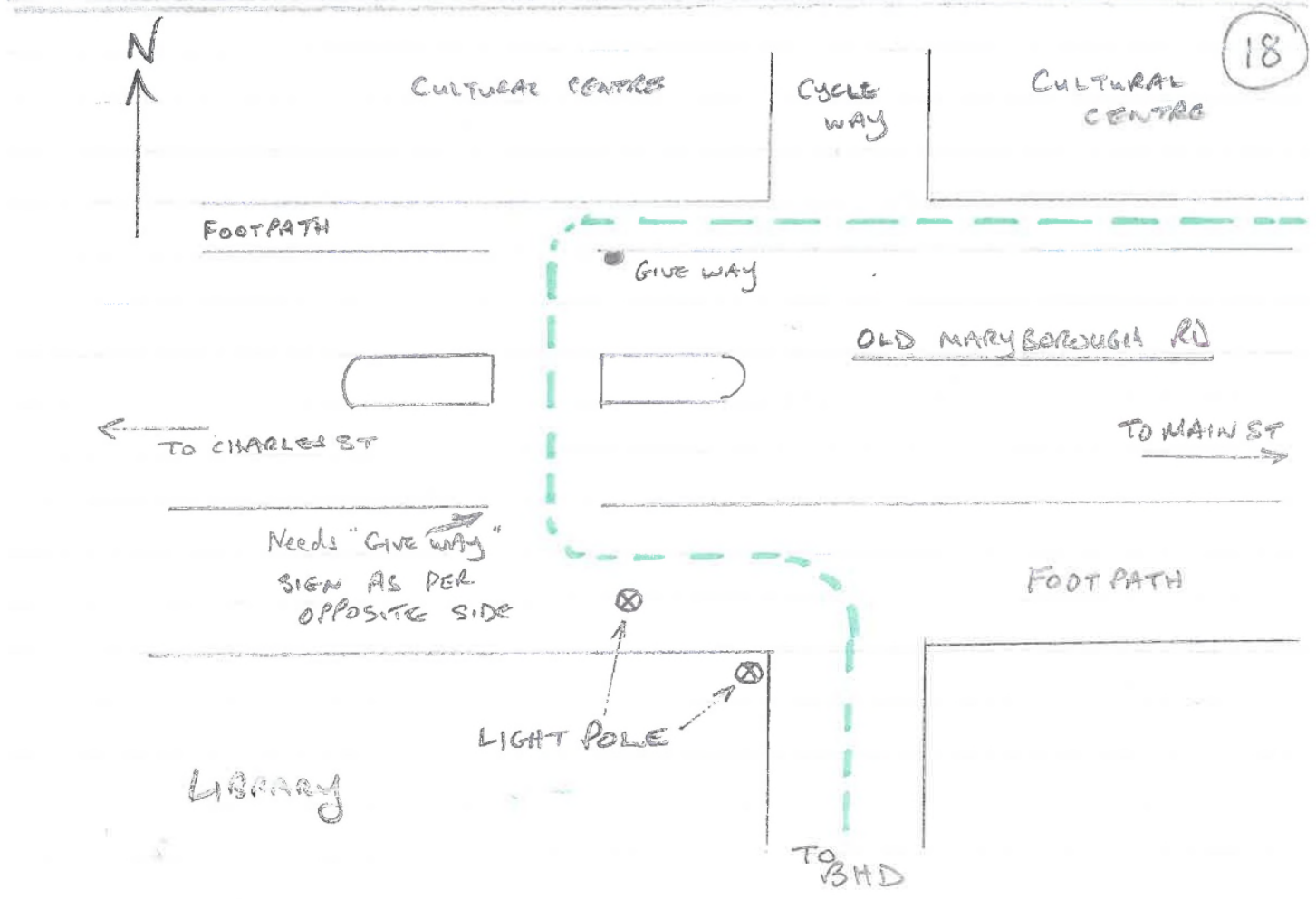
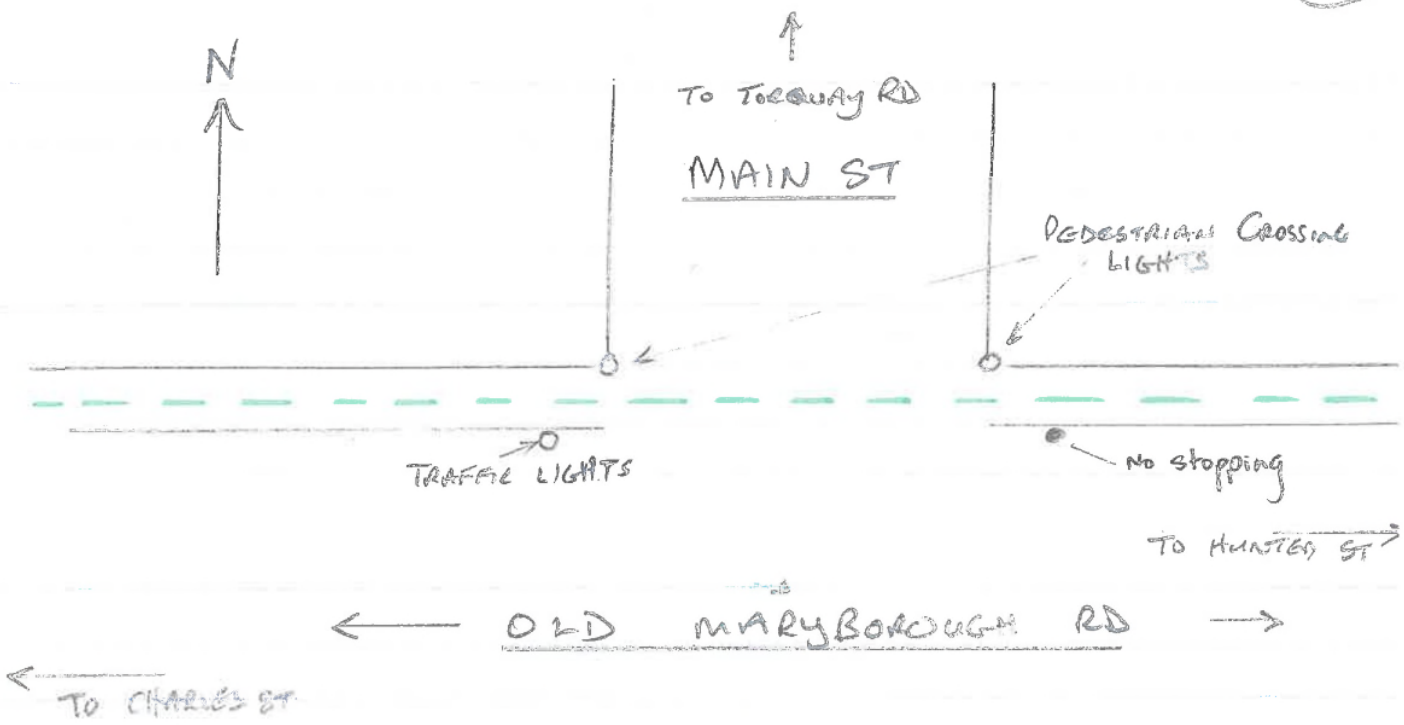
OLD MARYBOROUGH RD

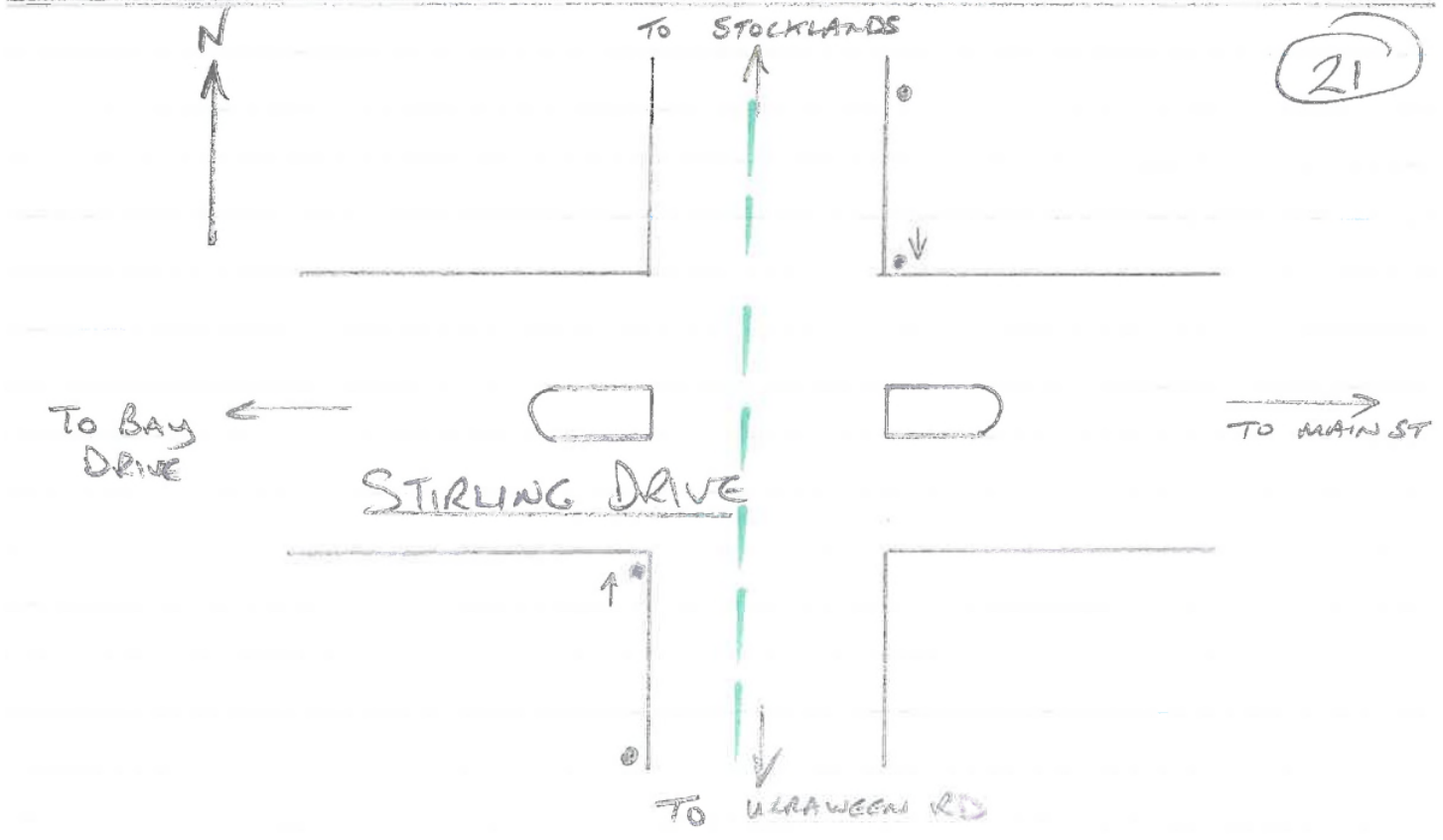
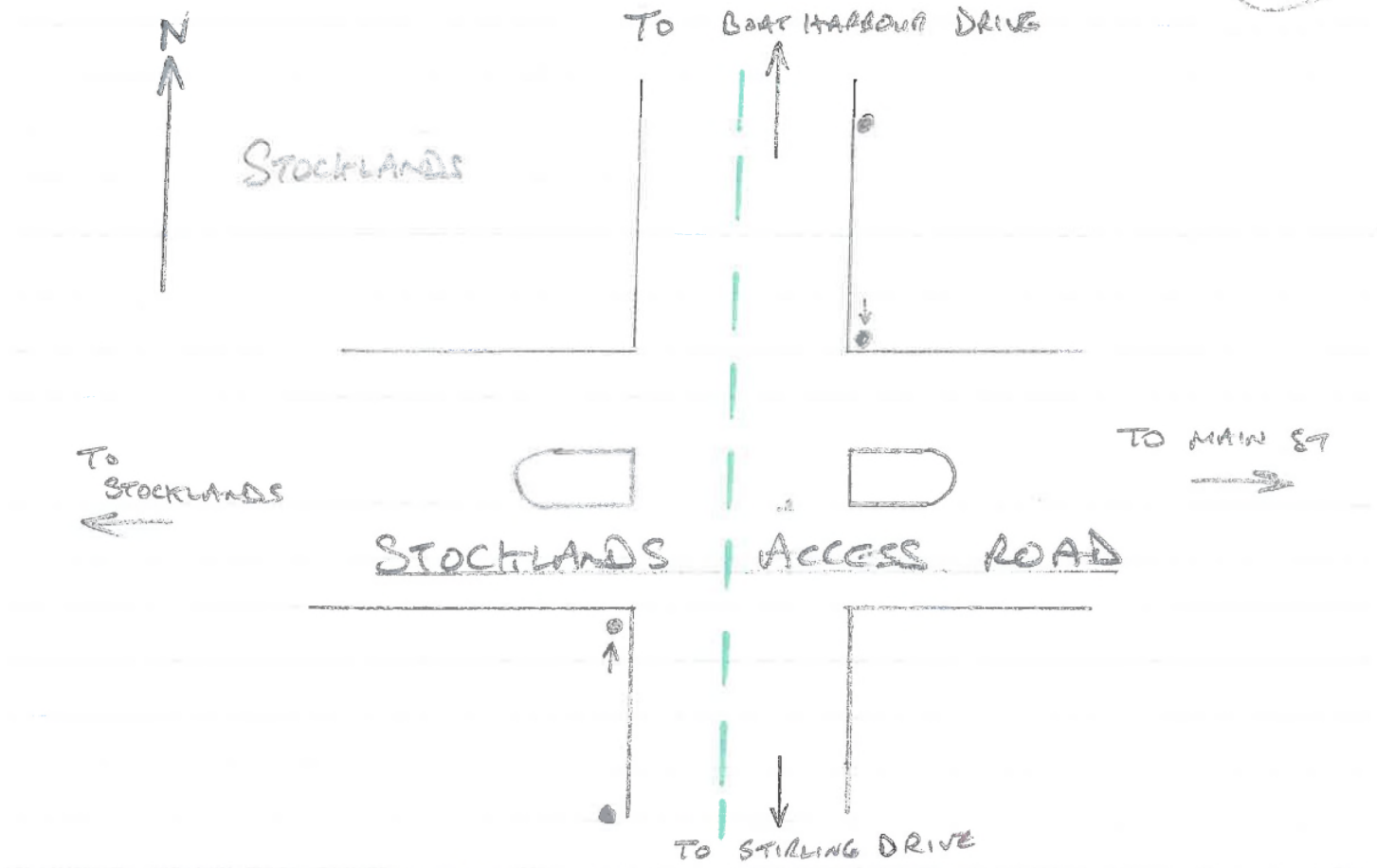
← TO MAIN ST

HUNTER ST.

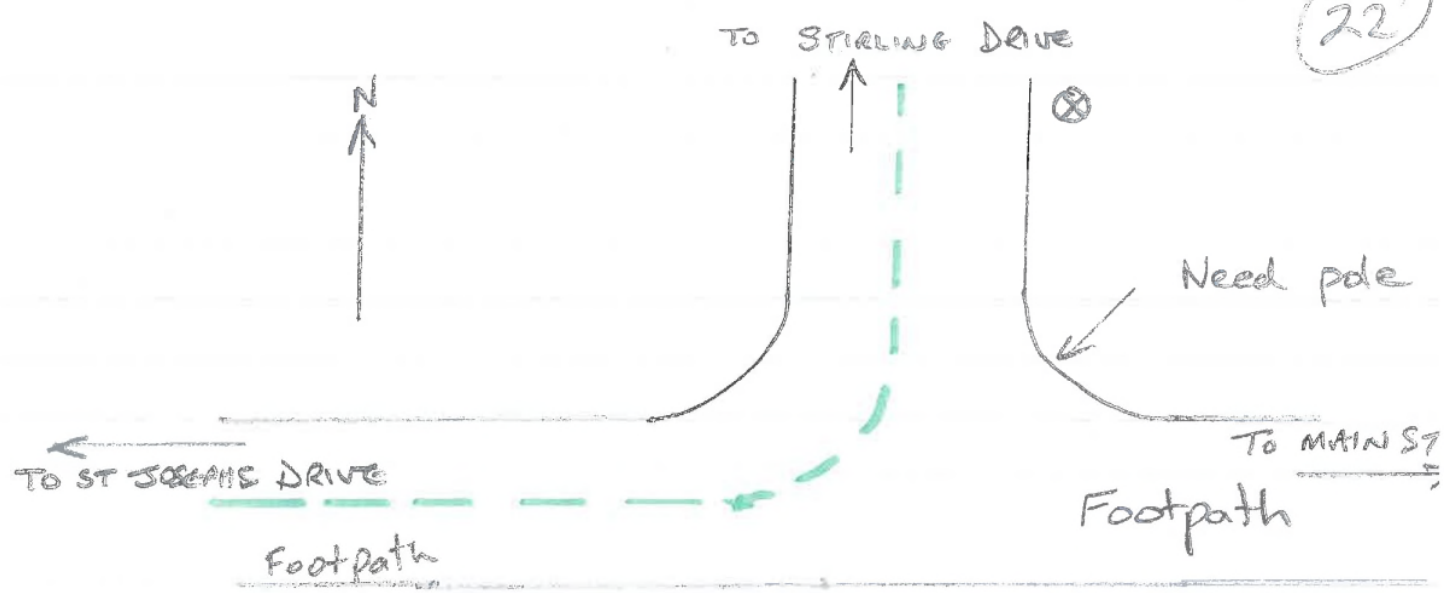
TO BHD





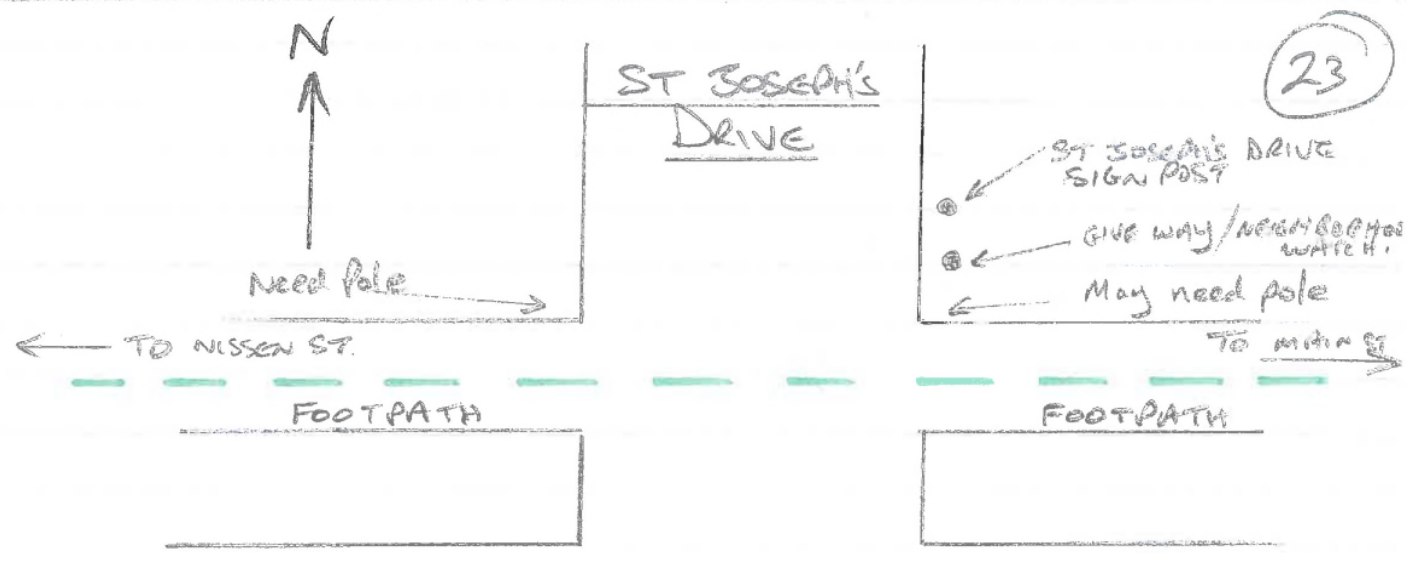


22



← URRAWEEN RD →

23



← URRAWEEN RD →



TAFE

TAFE
ACCESS RD

Foot Path

Footpath



URRAWEEEN RD



←
TO NISSEN ST

→
To Main St



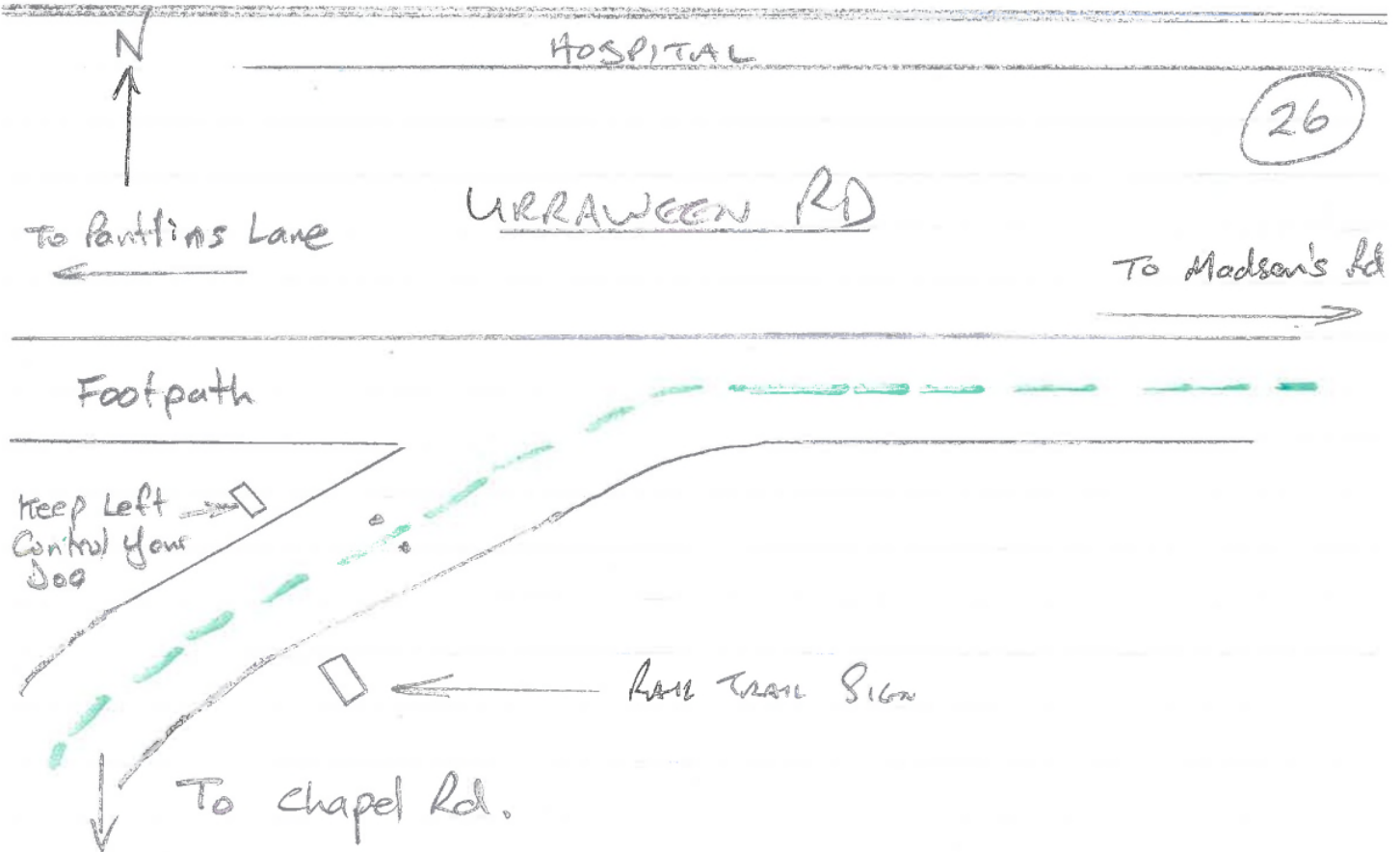
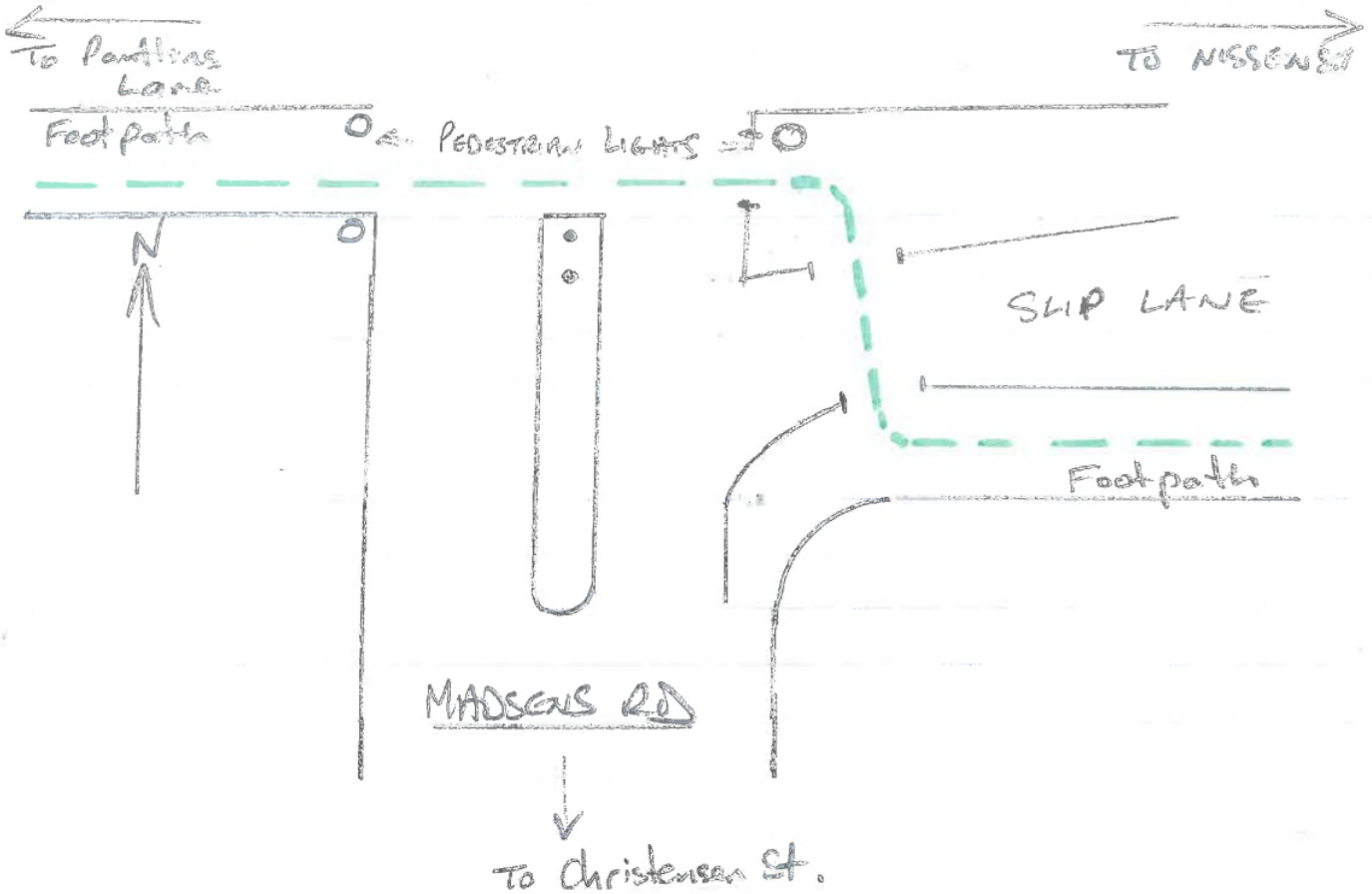
Cycleway



HOSPITAL

25

URRAWEN RD



27



TO UPRAWOOD RD



RAIL TRAIL SIGNS

CHAPEL RD

←
TO MB/HBAY RD



Rail Trail Access

28

TO CHAPEL RD



MB/HBAY RD



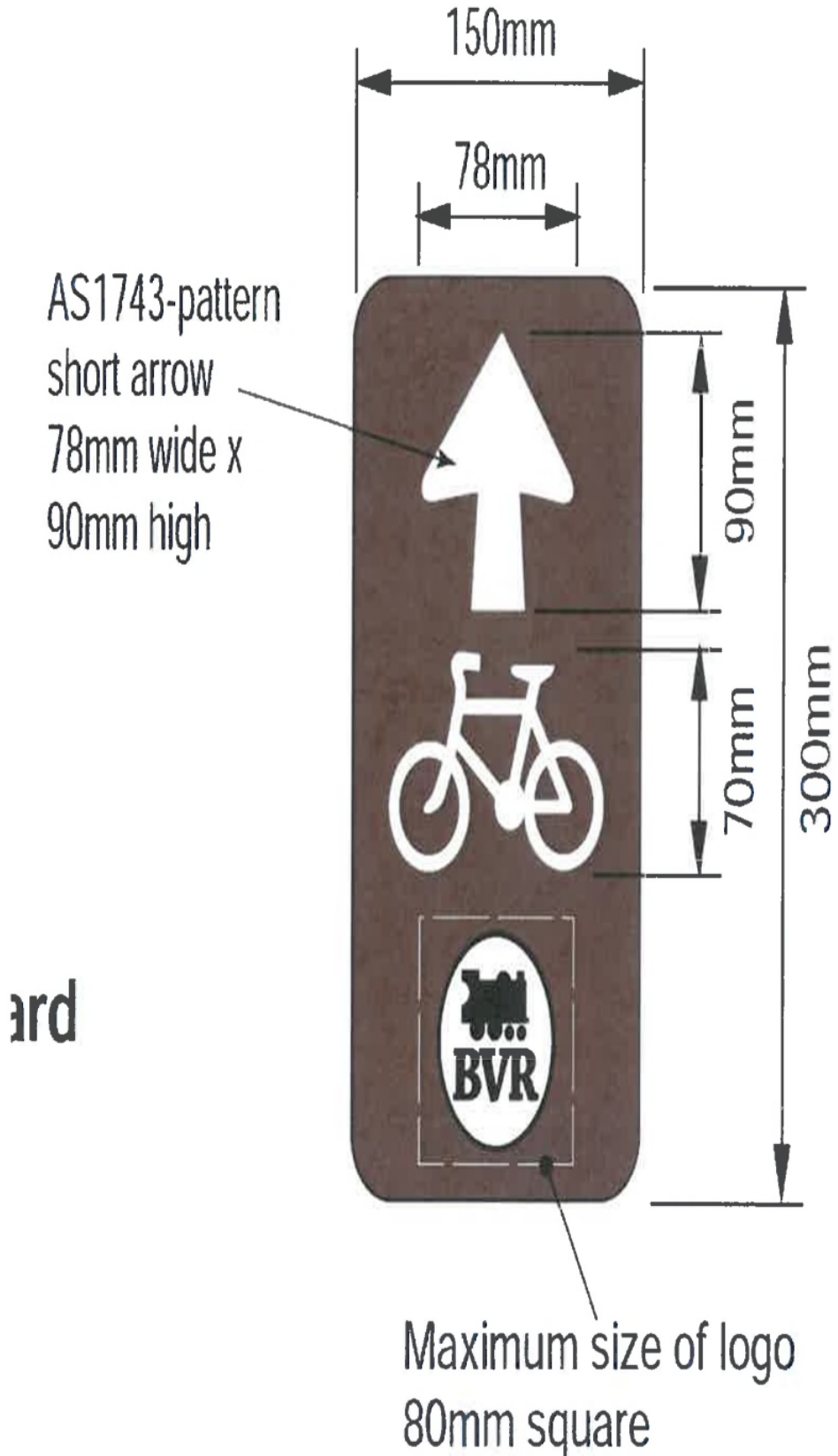
TO CHAPEL RD

END OF
SERVED
TRAIL

NEEDS SIGNAGE

↓
TO MB

SITE No.	Location	Straight Sign	Qty	Left Sign	Qty	Right Sign	Qty	Miscellaneous Sign	Poles Required
1	Urangan Pier	No	-	No	-	No	-	Trail Start/Finish	1
2	King/Pier Sts	Yes	2	Yes	2	Yes	3	-	2
3	Pier/Shell Sts	Yes	2	No	-	No	-	-	-
4	Urangan St	Yes	1	Yes	2	Yes	2	-	1
5	Miller St	Yes	2	No	-	No	-	-	-
6	Elizabeth St	Yes	2	No	-	No	-	-	-
7	Aldi/BHD	Yes	2	No	-	No	-	-	2 or use Signal Poles
8	Ann St	Yes	2	No	-	No	-	-	-
9	Honiton St	Yes	2	No	-	No	-	-	-
10	Bideford St	Yes	2	No	-	No	-	-	-
11	Tavistock St	Yes	2	No	-	No	-	-	-
12	Denman's Camp Rd	Yes	2	No	-	No	-	-	-
13	Queens Rd	Yes	2	No	-	No	-	-	-
14	Stephenson St	Yes	2	No	-	No	-	-	-
15	Taylor St	Yes	2	No	-	No	-	-	-
16	Hunter St/Old MB Rd	Tbd	-	Tbd	-	Tbd	-	-	2 or use Signal Poles
17	Main St/Old MB Rd	Yes	2	No	-	No	-	-	2 or use Signal Poles
18	Old MB Rd/ Trail	Yes	2	Yes	3	Yes	1	-	1 or 2 poles tbd
19	Boat Harbour Drive	No	-	Yes	4	Yes	4	-	Check poles
20	Stocklands	Yes	2	No	-	No	-	-	-
21	Stirling Drive	Yes	2	No	-	No	-	-	-
22	Urraween Rd	No	-	Yes	1	Yes	1	-	1 or 2 poles tbd
23	St Joseph Drive	Yes	2	No	-	No	-	-	1 or 2 poles tbd
24	TAFE/Urraween Rd	No	-	Yes	2	Yes	2	-	2 poles
25	Madsens Rd	Yes	1	Yes	2	Yes	2	-	3 poles or less
26	Urraween Rd/Trail	Yes	2	No	-	No	-	-	1 or use signs
27	Chapel Rd	Yes	2	No	-	No	-	-	Coffe shop sign?
28	MB/HBay Rd	No	-	No	-	No	-	Trail End info sign	-
	TOTALS		42		16		15		



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



ATTACHMENT 4

Briefing Note: DTMR \$100K Grant Acquittal

Purpose

The purpose of this Briefing Note is to acquit expenditure of the \$100K Grant from DTMR to FCRC for work involved in the interim crossings of Stockyard and Black Swamp Creeks. Also included are recommendations for the expenditure of the \$51K unexpended after completion of the scope of works agreed in the Service Agreement.

Background

DTMR provided a \$100K grant to FCRC in 2024 for the purpose of implementing interim crossings for both Stockyard and Black Swamp Creeks in the FCRC-responsibility section of the M2BRT.

FCRC and FCBUG collaborated in the planning and implementation of the crossings that were completed in October 2024. The completed work met both the planning requirements of FCRC including environmental/safety considerations and DAF standards for approved crossings.

The value added to the M2BRT is that the completion of the crossings allows a continuous Rural section of the Trail to be available to users from Piggford Lane to Colton Mining Lease, a distance of approximately 16.7 km. This is a major step in the overall objective of the FCRC M2BRT Advisory Committee in the establishment of a continuous Urban and Rural section Recreational Trail between Urangan and Maryborough CBD, predominantly using the disused Rail Corridor.

Funding Allocation Expenditure Acquittal

The DTMR \$100K Grant Allocation to FCRC was distributed to include \$30K to FCRC and \$70K to FCBUG representing the agreed costs for the scope of work proposed for each entity.

The actual cost incurred by each of those entities at the completion of the agreed scope of work was \$27K for FCRC and \$22K for FCBUG. The total project cost by both FCRC and FCBUG, as per the Service Agreement requirements, was thus \$49K.

In accordance with the Service Agreement, milestone payments FCBUG claimed and was paid \$63K of their \$70K allocation. The \$7K remaining was not claimed as all FCBUG costs were met in the initial two milestone payments. This \$7K savings remains with FCRC, along with the FCRC \$3K savings on the allocated \$30K for their portion of work.

This outcome represents a total saving of \$51K on the project that DTMR have advised is available for reallocation to other priorities on the M2BRT Project. Currently, \$10K is retained by FCRC and \$41K retained in the FCBUG bank account.

Recommendations to Reallocation of Project Grant Savings

TOTAL AVAILABLE \$51K

It is recommended that the FCRC M2BRT Advisory Committee endorse the following recommendations for FCRC approval:-

1. The proposed M2BRT Strategy and Implementation Plan submitted to the FCRC M2BRT Advisory Committee recommends the establishment of a Piggford Lane Trail Head. Total cost excluding signage estimated at \$22K.

The scope of works and estimated costs for that project includes (see attached draft sketch plan):

- 1.1 Moving the current bollards and timber barrier railing 60m from their existing location towards the Walligan Trail Head section of the Trail. No tree removal or surface work required. Work would be done by FCBUG volunteers at minimal cost for slab and concreting consumables. This area is currently maintained by FCRC.
- 1.2 Laying of slab, purchase, delivery and establishment of a GX Shelter (similar to Takura and Churchill Mine Rd). Work done by FCBUG volunteers with material and shelter costs estimated at \$10K total. Funded from existing allocation savings held by FCBUG.
- 1.3 Signposting costs included in signage proposed by Signage Working party with costs met through the FCRC allocation of \$20k for overall M2BRT signage consistent with all M2BRT Trail Heads. Accordingly, no cost to DTMR allocation.
- 1.4 Liaison with landowner adjacent to Trail for approx. 60 metres of fencing. Estimated cost approximately \$12K. That liaison and engagement of fencing contractor to be the responsibility of FCRC. The \$12K cost would come from FCBUG returning \$12k from its remaining project funding allocation to FCRC. **EST. TOTAL COST \$22K**

2. The Stockyard and Black Swamp Creek interim crossings have yet to be exposed to the “wet season”. That exposure may identify further work required to assist sustainability of crossings including remedial work.

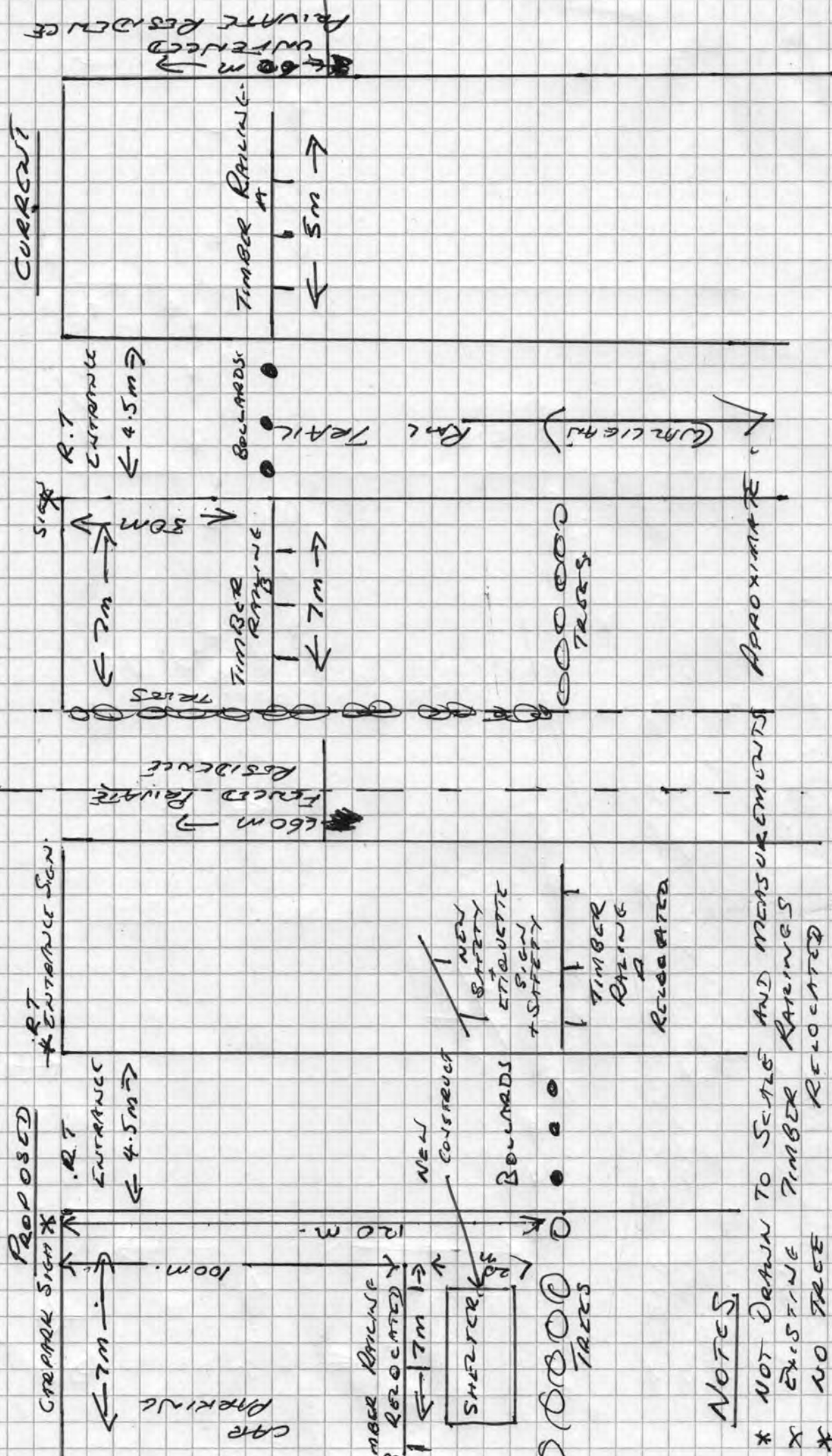
Accordingly, it is proposed that the FCRC savings of \$3K, combined with the \$7K FCBUG Service Agreement Milestone 3 payment retained by FCRC as a contingency to be allocated for this purpose. i.e a total of \$10K held by FCRC currently be retained as a contingency for allocation to this work.

Should that \$10K contingency not be required, then it is recommended that it be allocated to Recommendation 3 below. **EST. TOTAL COST \$10K**

3. The 2024/25 Service Agreement for Trail improvements between FCRC and FCBUG provides for \$25K to commence the estimated \$104K surface improvement cost from Takura Trail Head to Bridge 6, approximately 2.5km distance (the detail of that work and the implementation strategy including costings is contained in that Service Agreement submission so will not be repeated in this document). However, in that agreement, it was proposed that FCBUG use that \$25K to seek a matching \$25K allocation from DTMR to complete approximately 1km distance of that work.

Accordingly, after the implementation of Recommendations 1 and 2 above, there remains approximately \$19K available from the original grant for allocation to this Recommendation 3. **EST. TOTAL COST \$19K**

PIGGFOOD LANE M20 RT TRAIL HEAD



NOTES

- * NOT DRAWN TO SCALE AND MEASUREMENTS APPROXIMATE
- * EXISTING TIMBER RANGING
- * NO TREE CLEARING REQUIRED
- * NO SURFACE PREP - JUST MOWING
- * ALL WORK WITHIN RAIL TRAIL CORRIDOR