



## 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)

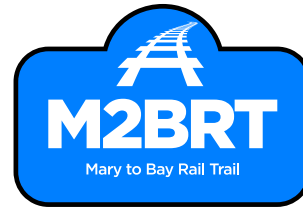
## **5. Meeting Closed**

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**



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**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

SUPPORTING INFORMATION REFERRED TO IN THE BACKGROUND DISCUSSION

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**

**DISTANCES IN KM**

Route	Distance (km)
<b>URBAN</b>	
Urangan Pier – Pialba	7.5
Pialba – Nikenbah (Depot Espresso)	7
<b>RURAL</b>	
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'	48

Legend:  
 - Urban (sealed)  
 - Rural (unsealed)  
 - Future planned section  
 - Parking  
 - No trail – users to make own arrangements

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 WELLBEING

- 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*

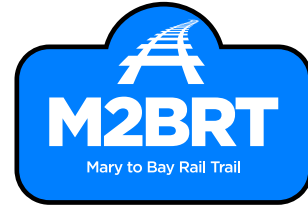
- Walkers
- Horse Riders
- Pram Wheelers
- E-bikers
- Cyclists
- Kids
- Wildlife Observers
- Mobility Scooters
- Dog Walkers
- Nature Lovers
- Runners
- Photographers
- Forest Bathers
- Adventurers
- Railway Enthusiasts
- History Buffs
- Explorers
- Picnickers
- Bird Watchers
- Native Gardeners



**SCAN ME!**

### 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

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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**



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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***

Mob 0400 490 566

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 22<sup>nd</sup> 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: 26<sup>th</sup> 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

A1

Section 2

rough  
and...



A1

86

Walker St

57

Maryborough Hospital



57

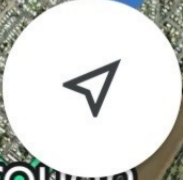
A1

Section 1

36



Ampol  
Maryborough



Google

Maryk



h

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

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**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 : 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 projects on 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

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

Kind Regards

**James O'Connor**

Senior Community Development & Engagement Coordinator

Community Development & Engagement

Community and Culture | Strategy, Community & Development Directorate

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