



# **SOUTH BURNETT**

## **REGIONAL COUNCIL**

# **Agenda**

of the

# **General Meeting**

**Held in the Warren Truss Chamber 45 Glendon Street Kingaroy**

on Wednesday, 15 January 2020

Commencing at 9.00 am

**Chief Executive Officer: Mark Pitt**

### **Our Vision**

*"South Burnett Region, working together building a strong, vibrant and safe community"*

### **Our Values**

- |          |                           |   |
|----------|---------------------------|---|
| <b>A</b> | <b>Accountability:</b>    | <i>We accept responsibility for our actions and decisions in managing the regions resources.</i>      |
| <b>C</b> | <b>Community:</b>         | <i>Building partnerships and delivering quality customer service.</i>                                 |
| <b>H</b> | <b>Harmony:</b>           | <i>Our people working cooperatively to achieve common goals in a supportive and safe environment.</i> |
| <b>I</b> | <b>Innovation:</b>        | <i>Encouraging an innovative and resourceful workplace.</i>   |
| <b>E</b> | <b>Ethical Behaviour:</b> | <i>We behave fairly with open, honest and accountable behaviour and consistent decision-making.</i>   |
| <b>V</b> | <b>Vision:</b>            | <i>This is the driving force behind our actions and responsibilities.</i>                             |
| <b>E</b> | <b>Excellence:</b>        | <i>Striving to deliver excellent environmental, social and economic outcomes.</i>                     |



# SOUTH BURNETT REGIONAL COUNCIL AGENDA

Wednesday, 15 January 2020

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**1. Leave Of Absence**

Nil.

**2. Prayers**

A representative of the Kingaroy District Ministers Association, Pastor Andy Dunkin, offered prayers for Council and for the conduct of the Council meeting.

**3. Confirmation of Minutes of Previous Meeting**

**3.1 South Burnett Regional Council Minutes**

**Précis**

Confirmation of Minutes of meeting of the South Burnett Regional Council held in the Warren Truss Chamber, 45 Glendon Street Kingaroy.

**Officer's Recommendation**

That the minutes of the previous meeting held on Wednesday 11 December 2019 as recorded be confirmed.





**Minutes**  
**Of The**  
**General Council Meeting**

**Held in the Warren Truss Chamber, 45 Glendon Street Kingaroy**

**On**

**Wednesday 11 December 2019**

**Chief Executive Officer: Mark Pitt**

**Our Vision**

*"South Burnett Region, working together building a strong, vibrant and safe community"*

**Our Values**

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*Cr KM Campbell (Mayor) .....*

## SOUTH BURNETT REGIONAL COUNCIL MINUTES

Wednesday 11 December 2019

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Cr KM Campbell (Mayor) .....

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*Cr KM Campbell (Mayor) .....*

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

Minutes of the meeting of the South Burnett Regional Council, held in the Warren Truss Chamber, 45 Glendon Street Kingaroy on 11 December 2019 at 9.00am

**PRESENT:**

**Councillors:**

Cr KM Campbell (Mayor), Cr RJ Frohloff, Cr GA Jones, Cr DA Potter, Cr TW Fleischfresser, Cr KA Duff, Cr RLA Heit

**Council Officers:**

Mark Pitt (Chief Executive Officer), Susan Jarvis (General Manager Finance & Corporate), Peter O'May (General Manager Community), Aaron Meehan (General Manager Infrastructure)

**1. Leave Of Absence**

Nil.

**2. Prayers**

A representative of the Kingaroy District Ministers Association, Reverend David Ferguson, offered prayers for Council and for the conduct of the Council meeting.

**3. Confirmation of Minutes of Previous Meeting**

**3.1 South Burnett Regional Council Minutes**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr TW Fleischfresser:*

*That the minutes of the previous meeting held on Wednesday 20 November 2019 as recorded be confirmed.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**3.2 Mayor's Statement**

1. I want to reflect back on Resolution No. 11.2.3 of the November 2019 Council Meeting:

**11.2.3 F - 2639928 - Swickers Kingaroy Bacon Factory Pty Ltd - Reduction in Water Consumption Charges**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr KA Duff.*

*That in accordance with Part 10 of the Local Government Regulation 2012, Council agree to charge Swickers Kingaroy Bacon Factory Pty Ltd the Tier 1 charge of \$1.67 for the first 20,000 kilolitres of water used in each six (6) monthly period of the 2019/20 financial year, and the Tier 2 charge of \$2.24 per kilolitre be charged for all water used above 20,000 kilolitres in each six (6) monthly period of the 2019/20 financial year.*

*That the situation be reviewed in June 2020 to ascertain if the concession be extended for a further twelve (12) month period.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

2. A misunderstanding in the media reporting occurred from the last Council Meeting, November. This was based on comments by Cr Ros Heit where she indicated that her biggest concern with the discount was the impact it had to the rest of the community and that we have to consider that everyone else has to subsidise for this charge. She did say that on balance she was in favour of it but it is something we need to keep an eye on. The motion was moved by Cr Heit and seconded by Cr Duff.
3. The Headline in the South Burnett Times read "How Swickers Bill was watered down by \$150,000 – November 22<sup>nd</sup>". I provided a follow up media reply in answer to inquiries from the South Burnett Times about water charges. On 3<sup>rd</sup> December South Burnett Times did a further story. It was published under the heading "Mayor backs Swickers call".
4. The issue still needs further explanation and I've been asked to clarify it. I've been approached by a number of people who believe that Council is paying Swickers \$153,000 and that ratepayers are going to have to pay for this in their rates. This is totally incorrect. No money changes hands. Swickers will not be receiving a cheque from Council of \$153,000. No Ratepayer will be charged anything extra of this decision. By the way, only Urban and Village ratepayers pay for reticulated water provided by Council. Proston Rural Water supply is a separate water scheme. Anyone not connected to the Town supply pays nothing for water or sewerage and in most cases waste collection.
5. There has been damage caused by this incorrect statement through the Headlines in the Media. A number of staff from Swickers when doing their shopping wearing their company shirts have been abused.
6. The correct information is this. Swickers are receiving the same benefit as Council resolved two years ago in line with our Corporate Plan. As per the Officers recommendation, this is reviewed annually.
7. Swickers are charged \$1.67 for the first 20,000 kilolitre in each 6 monthly period. That cost is sufficient to cover the price of water and treatment costs. In addition to this, they pay a water access charge relative to the size of their water connection.
8. Tier 2 will kick in after the 20,000 kilolitre. It will be charged at \$2.24 kilolitre.
9. Regular households are charged \$1.54 per kilolitre for the first 125 kilolitres and a higher charge for volumes in excess.
10. The tiered system is part of the water use charges to encourage households to be cautious with water use.



11. In the case of Swickers, water is an essential ingredient to keep their factory manufacturing goods and keep their 800 or so employees in full time work.

**4. Declaration of Interest**

Nil.

**CONSIDERATION OF BUSINESS SECTIONS INCLUDING BUSINESS ARISING OUT OF MINUTES OF PREVIOUS MEETINGS**

See Business Function Headings

**5. Portfolio - Economic Development and Corporate Performance**

**5.1 Economic Development and Corporate Performance Portfolio Report**

**Resolution:**

*Moved Cr KM Campbell, seconded Cr RJ Frohloff.*

*That Mayor Campbell's Economic Development and Corporate Performance Portfolio Report to Council be received.*

**Economic Development**

**Regional Partnerships – Wide Bay Burnett Regional Organisation of Councils (WBBROC) Regional Economic Development Advisory Committee (REDAC).**

*WBBROC REDAC committee met in Gympie on Friday 22 November. Council's Senior Economic Development Officer, attended the meeting which included a presentation on the recently announced Wide Bay Burnett Regional Plan. Representatives from the Brisbane office of Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) provided an overview of the planning framework, with the Wide Bay Burnett Regional Plan adopting a framework similar to recent regional plans, notably Far North Queensland and South East Queensland. The Regional Plan will be rolled out quickly, with the REDAC Committee expected to play a key role in its development through 2020.*

**Wide Bay Burnett Regional Economic Development Growth Forum**

*The annual Wide Bay Burnett Regional Economic Development Growth Forum changed location again in 2019, with Gympie hosting the showpiece regional event. South Burnett Regional Council was represented by Council's Economic Development team and travelled to Gympie with other local business representatives on the bus coordinated by Burnett Inland Economic Development Organisation (BIEDO). Roberta Schablon from The Saucy Fork spoke passionately about local produce in the South Burnett and its role in regional tourism on the Tourism Economy Panel Session, held after lunch. Highlights from the event include the bus trip, industry speakers from across the region and networking with business representatives and economic development practitioners from across the Wide Bay Burnett. South Burnett Regional Council has the support of all WBBROC Members to host this event in 2020.*

**South Burnett economic growth**

*South Burnett's GRP in 2018-19 has increased 0.4% to \$1.84 billion, continuing a four year period of economic growth. Most impressive about this growth is that Queensland's economy reduced by 0.3% and the Wide Bay Burnett region GRP went down by 1.1%. South Burnett has reported some great economic figures in 2019, with unemployment continuing to fall and value of building approvals hitting a record in 2018-19 and has already surpassed the record high in the first quarter of the current financial year. The labour force has also increased to end of June 2019, while household income fell slightly. Household income fell across Queensland. South Burnett's savings within the*

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

total disposal income are less than 1%. Unemployment statistics for the period ending June 2019 are expected to be released in December 2019.

**Corporate Performance:**

**Legislative Reform in Local Government**

The Queensland Government is continuing with the rolling reforms agenda in the local government sector. Council is supportive of these reforms as they strengthen the accountability, transparency and integrity in our framework.

The Belcarra Report, finalised in 2017, found that good government requires elections to be held on a level playing field ensuring that current and future Councillors are fully informed about their obligations to uphold the highest levels of honesty and impartiality when making decisions in the public interest.

Following this report, the State government triaged proposed changes introducing reforms to date over stage 1 and 2. Stage 1 changes involved the prohibition of donations from property developers and a new regime for dealing with conflicts of interest. Stage 2 changes, which came into effect on 30 October this year, were:

- mandatory So you want to be a councillor? training for election candidates;
- transparent dedicated candidate bank accounts and financial returns; and
- new restrictions on decisions during the election period (i.e. caretaker period).

Further stage 2 changes, that came into effect as of 18 November, were:

- Right to Information laws to cover Brisbane City Council civic cabinet meetings;
- expanded Councillor rights to access Council information;
- clarified responsibilities for Councillors in preparing Council budgets; and
- changes to Mayoral powers to direct CEOs and senior executive officers and the appointment of senior executive officers.

As of 20 January 2020, the following changes will come into effect:

- improved real-time donation disclosures;
- improved disclosures of real donation and gift sources; and
- real-time expenditure disclosures.

The Electoral and Other Legislation (Accountability, Integrity and Other Matters) Amendment Bill 2019 has now been introduced into the Legislative Assembly and has been referred to the Economics and Governance Parliamentary Committee to conduct an inquiry. Changes in the Bill include:

- new register of interest requirements;
- new and clarified conflict of interest requirements;
- new requirements for political advisors;
- provisions relating to the dissolution of a local government and administrators; and
- changes for filling Councillor and Mayor vacancies.

For more information regarding the making of submissions, public hearings and the inquiry in general, I encourage members of the community to access the Committee's website at [www.parliament.qld.gov.au/work-of-committees/committees/EGC](http://www.parliament.qld.gov.au/work-of-committees/committees/EGC)

**Water Feasibility Study for the Burnett Region**

The long awaited \$2 million water feasibility study for the Burnett region has now commenced. This study, which aims to identify and progress projects to improve water reliability of existing supplies for towns, businesses and irrigated agriculture, will build on the water agenda led by Council in the past 2 to 3 years. Council is investing in this study as it has the potential to change the economic dynamics of the South Burnett to secure water security for current users, create agricultural initiatives, build new industry opportunity and encourage future urban growth.



**Mayor's Community Christmas Luncheon**

*I am pleased to be able to convey that once again our community has rallied to support the Mayor's Community Christmas Luncheon with over 180 people enjoying a festive meal whilst listening to an inspirational presentation from our guest speaker Shane Webcke. Special mention to the QCWA volunteers for catering using the donated food items from Super IGA Kingaroy and Swickers Bacon Factory. I would like to thank the Kingaroy State High School Choir lead by Sue Dowideit-Reiger, who performed a lovely set of Christmas songs. Our thanks also go to the many local businesses who supported the raffles by donating prizes. This year the event raised \$5,414 for the purchase of \$50 vouchers to be donated to local service providers to pass onto South Burnett families in need over the Christmas period.*

**As 2019 draws to a close...**

*At this time of year, Council is already busy preparing for 2020, as is the nature of local government, constantly looking to the future whilst working in the present acknowledging the past.*

*I am very aware and grateful for the work not only our staff but also the wider South Burnett community do, making valuable contributions every day of the year.*

*It is inspiring to experience first-hand the warmth and optimism of our community as we face together adversity especially in these times of severe drought.*

*In 2020, I look forward to the opportunities for collaboration with our community, strengthening our relationship, whilst providing Council services through transparent and effective decision-making.*

*On behalf of my fellow Councillors, I would like to extend our warmest wishes to our community for a happy, safe, relaxed and blessed festive season.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**5.2 Economic Development (ED)**

**Officer's Report**

- 5.2.1 ED - 2647413 - Federal Government Building Better Regions Fund, Infrastructure Projects Stream, Round Four funding application nomination of Kingaroy Revitalisation Project.**

**Resolution:**

*Moved Cr DA Potter, seconded Cr TW Fleischfresser.*

*That Council nominates the Kingaroy Transformation Project for submission for funding under round four of the Building Better Regions Fund, Infrastructure Projects Stream and:*

- Support the application for co-funding the project for \$4,500,000 from the Australian Government and;*
- Allocates funds as a co-contribution to the delivery of the project to the value of \$6,600,000.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**5.3 Corporate Performance (CP)**

***Officer's Report***

**5.3.1 CP - 2645635 - Delegations to the Chief Executive Officer under the Planning Regulation 2017 and Acquisition of Land Act 1967.**

**Resolution:**

*Moved Cr RJ Frohloff, seconded Cr DA Potter.*

*That pursuant to section 257 of the Local Government Act 2009 Council:*

- 1. delegate the exercise of the powers contained in Schedule 1 of the Instrument of Delegation attached to this resolution as Appendixes, to the Chief Executive Officer. These powers must be exercised subject to any limitations contained in Schedule 2 of the attached Instrument of Delegation.*
- 2. repeal all prior resolutions delegating the same powers to the Chief Executive Officer.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**5.3.2 CP - 2647783 - Adoption of the Complaint Management Policy**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr GA Jones.*

*That Council adopt the Complaints Management Policy*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**5.4 Disaster Management**

***Officer's Report***

**5.4.1 DM - 2643749 - Minutes of the Local Disaster Management Group Meeting held on Thursday 19 September 2019**

**Resolution:**

*Moved Cr RJ Frohloff, seconded Cr DA Potter.*

*That Council receive the attached minutes and recommendations of the Local Disaster Management Group Meeting held on Thursday 19 September 2019.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**6. Portfolio - Roads & Drainage****6.1 Roads & Drainage Portfolio Report****Resolution:**

*Moved Cr GA Jones, seconded Cr KA Duff.*

*That Cr Jones's Roads & Drainage Portfolio Report to Council be received.*

**Works in Progress & Future Works Summary for December 2019/January 2020**

*The following are current/planned works*

**Construction/Capital Works:**

Name	Description	Status
<b>Niagara Boyneside Road,</b>	Reconstruction of sealed & unsealed Road	Section west of Bilboa Road to Jarail Road has been gravel sheeted. Top up gravel is being added to this section prior to bitumen sealing.
<b>Stonelands Road</b>	Bridge Replacement	Works have been completed
<b>Bitumen Program</b>	Bitumen Reseal Works	Reseal preparation work is underway. Resealing works have commenced this month.
<b>Boughyard Ironpot Creek,</b>	Bridge Replacement	Bridge demolition has been completed. Construction of new structure has commenced
<b>Coolabunia School State</b>	Bus Parking Upgrade	Expected commencement during December school holidays.
<b>Proston Station Road Transfer</b>	Upgrade to bitumen standard	Construction has commenced
<b>Beatty Street</b>	Upgrade to bitumen standard	Construction has commenced
<b>Murgon CBD</b>	Footpath Replacement	Expected commencement January 2020

**Gravel Resheeting/Heavy Formation Grade**

Name	Description	Expected Start Date	Expected Completion Date
<b>Wattlegrove Road</b>	Gravel Resheet/Heavy Formation Grade	Nov	Dec
<b>Sportsground Road</b>	Gravel Resheet/Heavy Formation Grade	Nov	Dec
<b>Transmitter Road</b>	Gravel Resheet/Heavy Formation Grade	Dec	Dec
<b>Kunioon Road</b>	Gravel Resheet/Heavy Formation Grade	Dec	Dec
<b>Ironpot Road</b>	Gravel Resheet/Heavy Formation Grade	Dec	Jan
<b>East Wooroolin Road</b>	Gravel Resheet/Heavy Formation Grade	Dec	Jan
<b>Meehans Road</b>	Gravel Resheet/Heavy Formation Grade	Jan	Feb
<b>Hoggs Road</b>	Gravel Resheet/Heavy Formation Grade	Jan	Feb
<b>Old Wondai Road</b>	Gravel Resheet/Heavy Formation Grade	Jan	Mar
<b>Burra Burri Road</b>	Gravel Resheet/Heavy Formation Grade	Jan	Mar



## SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

<b>Bunya Highway</b>	<b>Shoulder Maintenance</b>	<b>Nov</b>	<b>Dec</b>
<b>Wondai Proston Road</b>	<b>Shoulder Maintenance</b>	<b>Dec</b>	<b>Dec</b>

**Patrol Grading**

<b>Location</b>	<b>Description</b>	<b>Expected Start Date</b>	<b>Expected Completion Date</b>
<b>Barkers Creek Flat</b>	<b>McNamara Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Barlil</b>	<b>Barlil Road</b>	<b>Jan</b>	<b>Feb</b>
<b>Brooklands</b>	<b>Darley Crossing Road</b>	<b>Dec</b>	<b>Dec</b>
	<b>P Jones Road, Old Taabinga Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Bullcamp</b>	<b>Selection Lane</b>	<b>Nov</b>	<b>Nov</b>
<b>Byee</b>	<b>Paul Holznagel Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Charlestown</b>	<b>Taylor's Lane</b>	<b>Dec</b>	<b>Dec</b>
<b>Corndale</b>	<b>Spencers Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Cushnie</b>	<b>G Andersons Road, Bells Road, Reillys Road, Quarry Road, Magnussens Road, Morris Road</b>	<b>Nov</b>	<b>Nov</b>
	<b>Birds Road, Learmonts Road, Dunfords Road, Home Creek Loop Road</b>	<b>Dec</b>	<b>Dec</b>
<b>Dangore</b>	<b>Dangore Mountain Road</b>	<b>Nov</b>	<b>Nov</b>
<b>East Nanango</b>	<b>Horne Lane, East Nanango Grindstone Road</b>	<b>Nov</b>	<b>Nov</b>
<b>Goodger</b>	<b>Welch Road, Goodger Gully Road, Old Cooyar Road, Archookoora Road, Foleys Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Gordonbrook</b>	<b>Treatment Plant Road</b>	<b>Nov</b>	<b>Nov</b>
<b>Greenview</b>	<b>Boisens Road, Hansons Road</b>	<b>Dec</b>	<b>Dec</b>
<b>Hodgeleigh</b>	<b>Swenson Road, Semgreens Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Johnstown</b>	<b>Johnstown Road, Linville Forestry Road</b>	<b>Dec</b>	<b>Dec</b>
<b>Kunioon</b>	<b>Darley Estate Road</b>	<b>Dec</b>	<b>Dec</b>
	<b>Kunioon Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Manyung</b>	<b>Wittons Road, Jones Road, Annings Road, Campbells Lane from Boat Mountain Road, Lyons Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Memerambi</b>	<b>Recreation Drive, Magnussens Road, Parallel Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Moffatdale</b>	<b>Donald Road</b>	<b>Dec</b>	<b>Dec</b>
	<b>Waterview Drive, Meddletons Road, Clovely Lane</b>	<b>Jan</b>	<b>Jan</b>
<b>Moondooner</b>	<b>Sanders Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Murgon</b>	<b>Borcherts Road, Wesslings Road, Frohloffs Road, Vellacott Lane</b>	<b>Dec</b>	<b>Dec</b>
	<b>Piggery Road, Ferris Road, Kerles Lane, Gesslers Road, Sakrzewski Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Redgate</b>	<b>Tipperary Road, Goschnicks Road, Finnemores Road, Birchs Road</b>	<b>Jan</b>	<b>Jan</b>
<b>Runnymede</b>	<b>Green Lane, Walsh Road</b>	<b>Nov</b>	<b>Nov</b>
	<b>Gleneriffe Road, Scotts Lane, Runnymede Estate Road</b>	<b>Dec</b>	<b>Dec</b>
<b>Sandy Ridges</b>	<b>Gentry Road East</b>	<b>Dec</b>	<b>Dec</b>

## SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

<b>Tingoora</b>	Dowers Road, Swartzs Road, Hoares Road, Tingoora Cemetery Road, Burns Road, Eckarts Road	Dec	Dec
<b>Wilkesdale</b>	Belgrave Road	Nov	Nov
<b>Wooroolin</b>	Cants Road	Nov	Nov
	Rackemanns Road, Barkers Road, West Wooroolin Road, Oakdean Road, Gustafsons Road, Woods Road, Logans Road, Centenary Road	Dec	Dec
	Bonds Road, Allens Road, Logans Road, Armstrongs Road, Jacobsons Road, Shailers Road, Raines Road, Ogilvys Road, Obels Road, Hunsleys Road, East Wooroolin Road, Sportsground Road, Transmitter Road	Jan	Jan
	Hoggs Road	Feb	Feb
<b>Wyalla</b>	Manumbar Road, Gaults Road	Dec	Dec

**Roadside Slashing**

No Slashing/Boom Mowing is currently being undertaken due to severe weather conditions

**Summary of Completed Works for November**

For your information, the below works have been completed

**Gravel Resheeting/Heavy Formation Grade**

Name	Description
McCauley Broome Road	Gravel Resheet/Heavy Formation Grade

**Patrol Grading**

Locality	Description
Ballogie	Evans Road, Seiler Road, Pryor Road, Knopke Road, Mc Lucas Road Wonga Crescent, J Hunter Road
Barker Creek Flat	McCauley Broome Road
Boyneside	Youngmans Road (East), Quires Road, Youngman Road (West), Nords Road, Red Tank Road, Boyne River Road
Brooklands	Buchholz Road, Baker Road, Boldery Road
Bullcamp	River Road, Bullcamp Runnymede Road, Bullcamp Road, Retschlag Road, Myletts Road
Dangore	Cambridges Road, Pedersens Road
East Nanango	East Nanango Road
Glan Devon	Grindstone School Road
Runnymede	Runnymede Road
Wilkesdale	Wilkes Road, Giblin Road, Vanderlugt Road, Currawong Drive, Andersons Road, Kintyre Road, Hunters Road, Melrose Road

Carried 7/0  
FOR VOTE - Councillors voted unanimously

**6.2 Roads & Drainage (R&D)**

***Officer's Reports***

No Report.

**6.3 Design & Technical Services (D&TS)**

***Officer's Reports***

- 6.3.1 D&TS - 2647418 - Council to elect a preferred footpath colour palette for use in the rehabilitation of the footpath between Gore Street and Krebs Street on Lamb Street Murgon**

**Resolution:**

*Moved Cr KA Duff, seconded Cr GA Jones.*

*That Council adopt Option 1 as the revised footpath design utilising the proprietary Spray Pave product as the finished surface.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

- 6.3.2 D&TS - 2643781 - Minutes of the Traffic Advisory Committee Meeting held on Tuesday 15 October 2019.**

**Resolution:**

*Moved Cr TW Fleischfresser, seconded Cr GA Jones.*

*That Council receive the attached minutes and recommendations of the Traffic Advisory Committee held on Tuesday 15 October 2019.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**7. Portfolio - Community, Arts, Tourism and Health Services**

**7.1 Community, Arts, Tourism and Health Services Portfolio Report**

**Resolution:**

*Moved Cr DA Potter, seconded Cr RJ Frohloff.*

*That Cr Potter's Community, Arts, Tourism and Health Services Portfolio Report to Council be received.*



**2019...what a year**

*This year across my portfolio we have delivered a diverse range of projects and initiatives. We have continued to work hard in the area of the arts and have fostered stronger relationships working more closely with Arts Queensland and our local art networks.*

*The community grants program has been expanded to include community Australia Day events and Indigenous Affairs funding categories. This program has proven very successful demonstrating Council's commitment to investing in initiatives supporting a healthier, inclusive and vibrant community.*

*Our regional tourism focus has taken a step forward with the commencement of the Tourism Advisory Committee to Council, early days but the committee is working well and we can see a bright future for tourism in our region harnessing the full economic benefits of this industry.*

*Each year I have been and continue to be very pleased with the quality and diversity of the programs provided by our local libraries from story-time to Information Technology classes to all manner of club activities.*

*I will continue to actively advocate in the areas of community, arts, tourism and health services across the wide spectrum of groups and programs, and with Christmas fast approaching, I am looking forward to what can be achieved as we enter into 2020.*

*Finally, I would like to take this opportunity to highlight that although Christmas is meant to be a happy and joyful time, this isn't how everyone feels at this time of year. The festive season can be a stressful time for many people with financial, family, isolation and time pressures. Our region has a wide range of services that can assist members of our community experiencing these situations so I encourage people to access these services. Information is available on Council's website under the tab 'Community Information' or can be provided in paper-copy at our customer centres or libraries.*

Carried 7/0

FOR VOTE - Councillors voted unanimously

**7.2 Community Services (CS)**

**Officer's Reports**

No Report.

**7.3 The Arts**

**Officer's Reports**

No Report.

**7.4 Tourism (T)**

**Officer's Reports**

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

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**7.4.1 T - 2647886 - South Burnett Tourism Advisory Committee October 2019 Minutes**

**Resolution:**

*Moved Cr DA Potter, seconded Cr KA Duff.*

*That Council receive the minutes of the South Burnett Tourism Advisory Committee's special meeting held on 9 October 2019 and meeting held on 14 October 2019.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**7.4.2 T - 2647922 - Acknowledging local tourism organisation, Visit South Burnett, as a recognised tourism partner**

**Resolution:**

*Moved Cr DA Potter, seconded Cr RLA Heit.*

*That South Burnett Regional Council*

- 1. recognises Visit South Burnett Incorporated as a tourism organisation partner and acknowledge that Visit South Burnett Incorporated is a Member based entity with a tourism industry base; and*
- 2. delegates negotiation of partnership agreement to the Chief Executive Officer.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**ATTENDANCE:**

Anekah Hinchliff and Megan Frohloff attended the meeting and were congratulated by Council on receiving National Council of Women Qld (NCWQ) Bursaries. Anekah received the Forum Communicators Bursary and Megan received the Elsie Byth Bursary. Katelyn Beresford also received the Mayor South Burnett bursary but was unable to attend the meeting.

**ADJOURNMENT:**

**Motion:**

*Moved Cr DA Potter, seconded Cr TW Fleischfresser.*

*That the meeting adjourn for morning tea.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*



**RESUMPTION:**

**Motion:**

*Moved Cr RJ Frohloff, seconded Cr KA Duff.*

*That the meeting resume at 11.02am with attendance as previous to the adjournment*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**8. Portfolio - Planning & Property**

**8.1 Planning and Property Portfolio Report**

**Resolution:**

*Moved Cr TW Fleischfresser, seconded Cr DA Potter.*

*That Cr Fleischfresser's Planning and Property Portfolio Report to Council be received.*

**Planning**

**Amendment to Development Assessment Rules during Caretaker Period**

*Under section 90B of the Local Government Act 2009 (LGA) and section 92B of the City of Brisbane Act 2010 (COBA), a local government is prohibited from making a 'major policy decision' during a caretaker period for the local government. 'Major policy decision' now includes a decision under the Planning Act 2016 on certain development applications that include a variation request or change applications that involve a change to a variation approval.*

*The types of variation requests or change applications to a variation approval that are considered major policy decisions are set out specifically in the definition of "major policy decision" in the latest version of the Local Government Act (30 October 2019). In essence, they are variation requests or change applications to variation approvals that:*

- (i) vary (or further vary) the category of development or category of assessment of development; or*
- (ii) vary (or further vary) the assessment benchmarks or criteria for accepted development that would apply to development; or*
- (iii) facilitate development that would result in a greater demand on infrastructure than the demand anticipated in the local government's local government infrastructure plan.*

*As a consequence of the above, section 38 of the Development Assessment Rules has been introduced to ensure that Council can extend the decision period without agreement from the applicant for the purposes of the caretaker period.*

*This version of the DA Rules will not take effect until it has been prescribed by the Planning Regulation 2017. It is anticipated that this will occur prior to the commencement of the local government caretaker period.*

**Property**

*Council has assisted the Boondooma Museum and Heritage Association Inc in the development of a funding submission for the Community Sustainability Action grants – Round 4 for Heritage Conservation. If successful this grant will contribute funds to the conservation works needed on the original 1850s Boondooma Homestead.*

*Council has completed the refurbishment of the Nanango Customer Service Centre and Library. All staff, furniture, working files, library books and equipment has been relocated back into the building. Council opened the doors on the refurbished building on Monday the 9<sup>th</sup> of December. Council set out to refurbish the office and library within a 6-month period. Construction contractors, local contractors and project managers worked very hard to keep within its timeframes. The community have a lovely library and new customer contact centre for Christmas. Please enjoy!*

*Thank you to the community for your cooperation while the Nanango building was been refurbished. The Kingaroy Town Common Hall housed 30 Council staff and all hall hirers relocated to other community facilities or the Kingaroy Town Hall. The Kingaroy Town Common Hall is now available for hire.*

*With warmer temperatures and school holidays fast approaching, pool managers have been very busy preparing new supervision plans for lifeguarding in Council owned and operated pools. Council encourages all residents and visitors to utilise the community pools, but please keep your family safe by abiding to the pool rules. Pool managers have many programs, activities, lessons and much more on offer; please contact your local pools to see what is on over the next 8 weeks.*

*All pools are closed Christmas Day only.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**8.2 Planning (P&LM)**

**Officer's Reports**

No Report.

**8.3 Property (P)**

**Officer's Reports**

**8.3.1 P - 2648010 - Nanango Showgrounds new lighting - Install new lighting for the main arena at the Nanango Showgrounds**

**Resolution:**

*Moved Cr TW Fleischfresser, seconded Cr RJ Frohloff.*

*That Council approves the installation of light towers around the main arena of the Nanango Showgrounds, subject to the following conditions*

- light plan to be approved by Council*
- necessary building and planning approvals to be obtained*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

**8.3.2 P - 2646118 - Wondai Agricultural, Pastoral and Industrial Society Inc request permission to replace cattle stall and build new undercover arena at Wondai Showgrounds**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr TW Fleischfresser.*

*That Council:*

- 1. Approves the replacement of the old timber cattle stalls and the construction of a new cattle arena.*
- 2. Contributes \$20,000 towards the cut and filling of the pad for the construction of a new cattle arena subject to the condition that Wondai Agricultural, Pastoral and Industrial Society being successful with the Regional Agricultural Show Development Grants Program.*
- 3. Contributes inkind support of \$50,000 towards project management for the construction of new cattle stalls and undercover cattle arena subject to the Wondai Agricultural and Industrial Society being successful with the Regional Agricultural Show Development Grants Program.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**8.3.3 P - 2647843 - Proston Pastoral, Agricultural & Horticultural Society - request permission to demolish old and build new trade cattle yards at the Proston Showgrounds**

**Resolution:**

*Moved Cr KA Duff, seconded Cr TW Fleischfresser.*

*That Council approves Proston Pastoral, Agricultural and Horticultural Society Inc making a funding submission for the replacement of the old cattle show yards and construction of new cattle yards.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**8.3.4 P - 2641600 - Proposed Deed of Licence to Occupy to allow the South Burnett Mountain Bike Club to use an area of Council-owned land adjacent to the Gordonbrook Dam (being part of Lots 1-2 on RP212916).**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr TW Fleischfresser.*

*That, in accordance with Section 236 of the Local Government Regulation 2012, Council enter into a Deed of Licence to Occupy over part of Lots 1-2 on RP212916 with South Burnett Mountain Bike Club for the purposes of sport and recreation.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

**8.3.5 Community Grant Engagement Procedure****Motion:***Moved Cr GA Jones, seconded Cr RJ Frohloff.*

1. That the Chief Executive Officer be requested to develop a Community Grant Engagement Procedure for Council facilities and requests for support.
2. Request a future report on public submissions with not-for-profit land disposal.

Carried 7/0

FOR VOTE - Councillors voted unanimously

**9. Portfolio - Water, Waste Water, Waste Management, Sport & Recreation****9.1 Water, Waste Water, Waste Management, Sport & Recreation Portfolio Report****Resolution:***Moved Cr RJ Frohloff, seconded Cr GA Jones.**That Cr Frohloff's Water, Waste Water, Waste Management, Sport & Recreation Portfolio Report to Council be received.***Works in Progress & Future Works Summary for November/December 2019***The following are current/planned works***Current Water Main Replacements**

Name	Description	Expected Start Date	Expected Completion Date
<b>Nanango</b>			
Wickham Street	Water Main Replacement	Commenced Jul 19	Complete
Wills Street West	Water Main Replacement	Commenced Jul 19	Complete
George Street North	Water Main Replacement	Commenced Sep 19	Complete
Alfred Street	Water Main Replacement	Commenced Sep 19	Dec 19
<b>Kingaroy</b>			
Burnett Haly - Alford	Water Main Replacement	Commenced Sep 19	Dec 19
West Haly - Kurtellan	Water Main Replacement	Commenced Sep 19	Dec 19
Knight Walter - Hodge	Water Main Replacement	Commenced Sep 19	Dec 19
Youngman Haly - Avoca	Water Main Replacement	Commenced Nov 19	Feb 20
Youngman Venman - Banksia	Water Main Replacement	Commenced Nov 19	Feb 20
Toomey Youngman - William	Water Main Replacement	Commenced Oct 19	Jan 20

Cr KM Campbell (Mayor) ..... Page 16



SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

<b>Nanango</b>			
Drayton Street	Water Main Replacement	Commenced Nov 19	Dec 19
<b>Wooroolin</b>			
West Wooroolin Road	Water Main Replacement	Commenced Dec 19	Feb 20

**Restriction & Dam Levels**

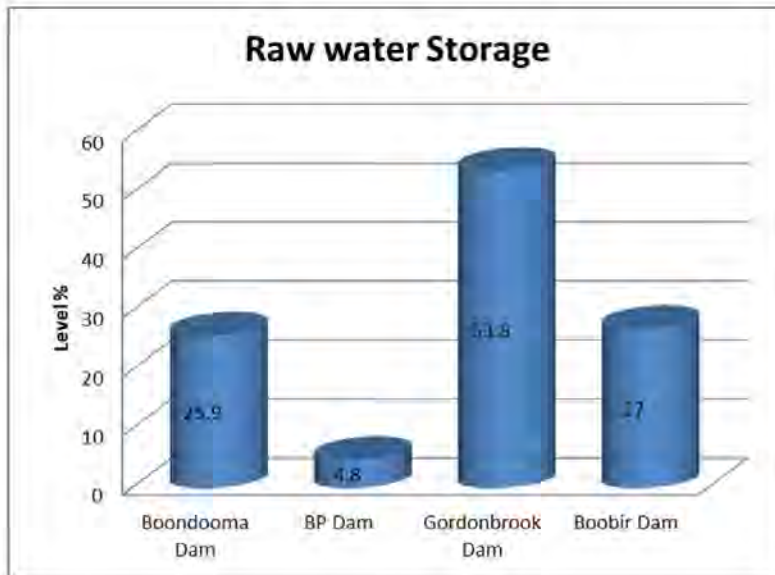
With drought conditions continuing throughout the South Burnett area, Council is monitoring water restriction levels. All towns in South Burnett are currently on Level three (3) Water Restrictions, which is one (1) level tighter than the minimum recommended level.

Due to residents being very water wise current consumption is approximately 130 lt per person per day.

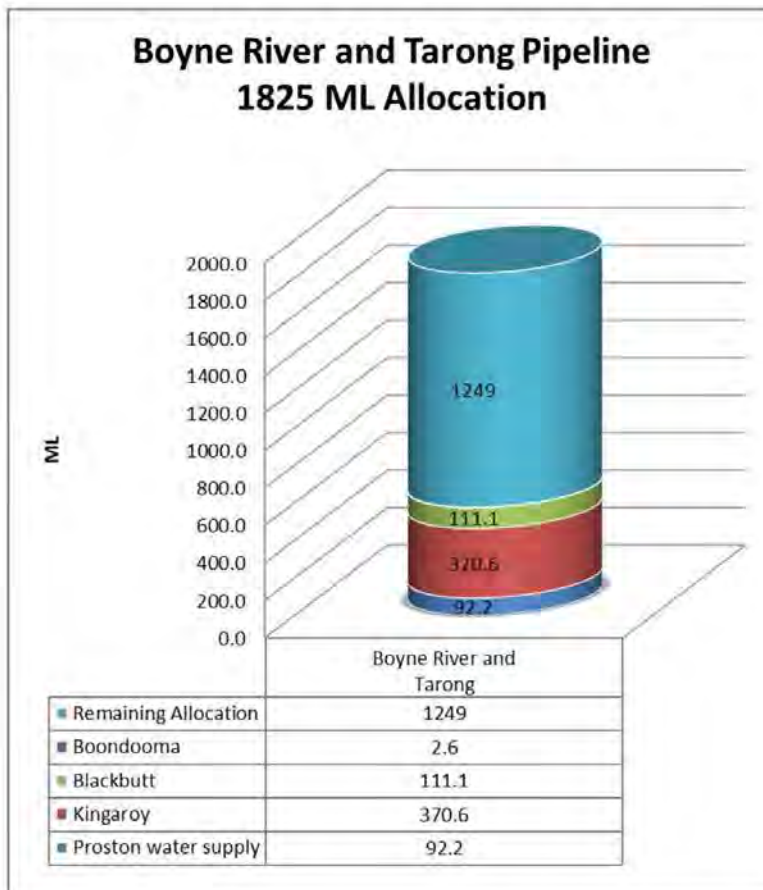
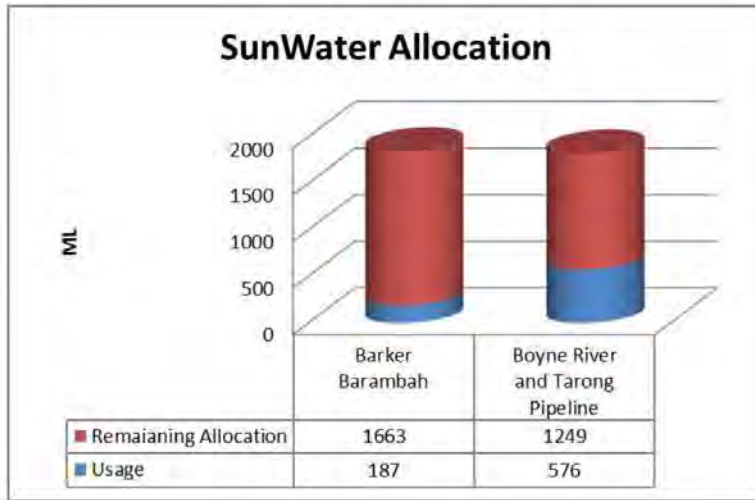
Sunwater's announced allocation is currently 100% of Councils high priority water but this is expected to be cut if summer rain does not eventuate with substantial dam storage increases. Once announced allocations are reduced, Council will review the current Level three (3) Water Restrictions.

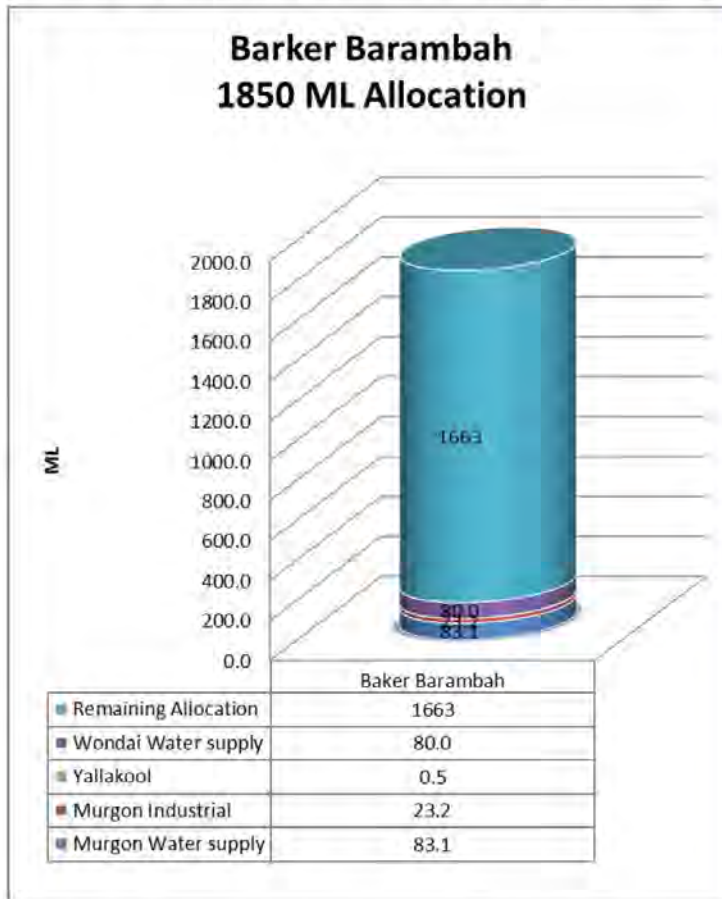
Recorded at: 12/11/2019

Sunwater supply scheme	Water storage	Schemes supplied	FSL (m)	Current level	F5 Volume (ML)	Current Volume (ML)	Current capacity %	High Priority water Allocation	Medium Priority Allocation
Boyerne River & Tarong	Boondooma Dam	Boondooma Scheme, Proston Rural scheme, Kingaroy, Blackbutt	280.4	265.88	204200	52874	25.9	100%	0%
Barker Barambah	BP Dam	Wondal, Murgon	307.3	294.36	134900	6489	4.8	100%	0%
	Gordonbrook Dam	Kingaroy	391.5	389.9	6800	3550.6	53.8	N/A	N/A
	Boobir Dam	Blackbutt	434	429.89	170	36.6	27	N/A	N/A



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#### Water Allocations and Financial Year Consumption

Water allocation SunWater scheme	Location / Allocation	Usage to date ML	Annual Allocation ML	Remaining Allocation ML	Remaining Allocation in %	Year remaining in %
Barker Barambah	Murgon Water supply	83.1	1400	1293.265	92%	64%
	Murgon Industrial	23.2				
	Yallakool	0.5				
	Wondai Water supply	80.0	450	370.039	82%	
	<b>Sub Total</b>	<b>187</b>	<b>1850</b>	<b>1663</b>	<b>90%</b>	
Boyne River and Tarong Pipeline	Proston water supply	92.2	500	407.82	82%	
	Kingaroy	370.6	1110	739.43	67%	
	Blackbutt	111.125	200	88.875	44%	
	Boondooma	2.6	15	12.393	83%	
	<b>Sub Total</b>	<b>576</b>	<b>1825</b>	<b>1249</b>	<b>68%</b>	

\*Annual allocations are for the financial year



**Reactive Work - Financial Year to Date**

Town	Sewer Blockages	Other issues	Sewer	Water Breaks	Main	Other issues	water
Kingaroy	13	8		7			191
Murgon	2	0		2			25
Wondai	0	0		2			16
Nanango	7	0		2			65
Blackbutt	1	2		0			13
Proston	1	0		0			12
Proston Rural	NA	NA		0			10
Kumbia	NA	NA		0			2
Wooroolin	NA	NA		0			7

Other Issues	Sewer	Kingaroy	Murgon	Wondai	Nanango	Blackbutt	Proston
Sewer Main/Jump Up Repair		0	0	0	0	0	0
Odour		0	0	0	0	0	0
Manhole/Lid Repair		1	0	0	0	0	0
Enquiry Only		5	0	0	0	1	0
Owners Side		2	0	0	0	1	0

Other Issues	Water	Kingaroy	Murgon	Wondai	Nanango	Blackbutt	Proston	Kumbia	Wooroolin
Water Main Repairs		10	0	2	2	0	3	1	1
Hydrant/Valve Repair		14	1	2	3	0	2	0	1
Water Meter Repair		58	9	5	19	3	5	1	1
Water Meter Replaced		14	3	0	8	0	0	0	0
Water Service Repair		39	5	1	13	3	8	0	4
No/Low Pressure		5	0	0	3	1	1	0	0
Water Quality		11	1	2	0	0	0	0	0
Standpipe		0	0	0	3	1	0	0	0
Enquiry Only		27	5	1	8	3	2	0	0
Owners Side		13	1	3	6	2	1	0	0

Carried 7/0  
FOR VOTE - Councillors voted unanimously

**9.2 Water & Waste Water (W&WW)****Officer's Reports**

Cr KM Campbell (Mayor) ..... Page 20



No Report.

**9.3 Waste Management (WM)**

***Officer's Reports***

No Report.

**9.4 Sport & Recreation (S&R)**

***Officer's Reports***

**9.4.1 S&R - 2648135 - Festival of the Dams - Boondooma Open**

**Resolution:**

*Moved Cr RJ Frohloff, seconded Cr TW Fleischfresser.*

*That:*

- 1. this report be received;*
- 2. Council confirm sponsorship of up to \$10,000 for a 2020 Festival of the Dams – Boondooma Open to be hosted on the 3<sup>rd</sup> weekend in May 2020.*

*Carried 5/2*  
*FOR VOTE - Cr KM Campbell (Mayor), Cr RJ Frohloff, Cr GA Jones, Cr DA Potter, Cr TW Fleischfresser*  
*AGAINST VOTE - Cr KA Duff, Cr RLA Heit*

**10. Portfolio - Natural Resource Management, Rural Services, Parks and Indigenous Affairs**

**10.1 Natural Resource Management, Rural Services, Parks and Indigenous Affairs Portfolio Report**

**Resolution:**

*Moved Cr KA Duff, seconded Cr GA Jones.*

*That Cr Duff's Natural Resource Management, Rural Services, Parks and Indigenous Affairs Portfolio Report to Council be received.*

***Natural Resource Management***

***Weed Control***

*Pest management contractors treated Lantana, Tree Pear, Groundsel and Honey Locust at Boat Mountain, Stuart River, Gordonbrook and Kingaroy. The drought conditions continue to hamper our scheduled weed spraying program in some areas.*

***Equipment Loan***

*Cat traps were used by one landholder in Murgon, wild dog traps were deployed by landholders in Ballogie, Blackbutt and Nanango.*

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

Two rabbit traps were loaned to residents in Kingaroy and Nanango.

#### **Wild Dog and Feral Pig Control**

Council's Pest and Stock Route Officer provided landholders with 300 doggone baits in Maidenwell and Brooklands area and 150 kg feral pig baits in Durong / Boondooma area.

#### **Rabbit Control**

Council assisted landholders at Kingaroy by injecting two lots of carrots with calici virus.

#### **Wandering Livestock**

Council received 50 requests to attend to wandering livestock requests across the region with 3 resulting in impoundment.

#### **Stock Route Grazing Permits**

Seven Grazing Agistment applications were received by Council during November with 6 Permits being issued.

#### **Saleyards**

Saleyard staff inspected 1233 and processed 912 head through the dip in November. A total of 807 head were sold through the Coolabunia Saleyards.

#### **Parks**

##### **Kingaroy, Murgon, Wondai, Proston, Nanango, Blackbutt and all surrounding areas**

The Queensland Fire and Emergency Services requested that Council cease hot works operations for periods during November. At this stage this request will be in force up until Monday, 9 December 2019. These extreme fire conditions in the region have significantly impacted the Parks operations, particularly for mowing, whipper snipping and slashing. Regrettably some of our medians and other park areas are looking untidy at the moment however is hoped once the cessation of hot works is lifted 9 December 2019 and these operations can resume again.

##### **Parks Capital Work Program**

Murgon Lions Park playground replacement is completed and Memorial Park is well underway.

#### **Dams**

##### **Monthly Accommodation Numbers (Facility Usage Report November)**

	Boondooma		YTD		Yallakool		YTD	
	2018	2019	2018	2019	2018	2019	2018	2019
<b>Cabins</b>	143	113	701	629	227	144	1100	872
<b>Bunkhouse</b>	10	46	174	133	N/A	N/A	N/A	N/A
<b>Powered Sites</b>	173	108	993	852	301	139	2217	1554
<b>Unpowered Camping</b>	565	566	2737	2701	213	70	1098	897
<b>Total</b>	1378	833	4605	4315	741	353	4415	3323

Both Boondooma and Yallakool Parks will be operating as normal over the Christmas period. Please note that the usual New Year's Eve fireworks display will not be taking place this year as a result of the current dry conditions and bushfire risks.

Both Dams are currently being advertised in print and on radio for the Christmas break.

#### **Indigenous Affairs**

##### **Native Title Determination**

Council would like to acknowledge the applicants and descendant of the Auburn Hawkwood People on the recent Federal Court of Australia's Native Title Consent Determination.

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*The determination acknowledges the Auburn Hawkwood People, recognising the native title rights and interests that the Traditional Owners hold.*

*South Burnett Regional Council was a respondent in the matter with the determination area covering the area west of the Boyne River in South Burnett Regional Council area extending into the North Burnett Regional Council, Western Downs Regional Council and Banana Shire Council areas.*

**Path to Treaty**

*Council representatives recently met with panel members from the Treaty Working Group established by the Queensland Government to lead a statewide program of consultation about agreement with First Nations Queenslanders regarding reconciliation and self-determination.*

*A public information session was also held at Cherbourg with community members given the opportunity to meet with Treaty Working Group Panel representatives.*

*Path to Treaty encourages all Queenslanders to have a conversation about the journey towards a more respectful future for Aboriginal & Torres Strait Islander Queenslanders.*

**Rural**

*The Drought Committee have had another meeting to discuss the distribution of vouchers, hampers and other donations to farmers over the Christmas period. We are trying to organise a central collection point and Graham House are currently checking their governance to see if they can fill that role.*

*I am working with representatives from Centrelink and BIEDO to organise what is known as ten minutes with a master. It has worked very well in other rural areas. The concept is that invitations are sent out to all farmers that they can attend a day where all of the appointments are already made. They spend 10 minutes with each service provider during the course of the day. There would be 10 service providers including Council's Disaster Dashboard. The plan is to hold this day sometime in mid February 2020.*

**Christmas Greetings**

*I would like to thank everyone for your support throughout the year. I think we have a great Council team and it is a pleasure working with you all. Best wishes for a Happy, Holy and Wet Christmas and every success in 2020!!*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**10.2 Natural Resource Management & Parks (NRM&P)**

**Officer's Reports**

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**10.2.1 NRM&P - 2648084 - Wandering Livestock Impoundment Fees - Request refund**

**Resolution:**

*Moved Cr KA Duff, seconded Cr RLA Heit.*

*That Council confirm that as the impoundment fees charged for the release of the cattle were consistent with Council's Fees & Charges in force at time of impoundment, Council is unable to provide a refund and that Council review the Register of Fees and Charges for Wandering Livestock as part of the 2020/21 Annual Budget deliberations.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**10.2.2 NRM&P - 2648121 - Licence Fees for speciality Sales at the Coolabunia Saleyard Complex**

**Resolution:**

*Moved Cr TW Fleischfresser, seconded Cr DA Potter.*

*That the Licence Fee for Speciality Sales (1 or 2 Day Sale) and Stud Selling Fees as listed in Council's Register of Fees & Charges for 2019/20 be applied to all Livestock Agents who wish to conduct these types Speciality and/or Stud sales at the Coolabunia Saleyard complex.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

**11. Portfolio - Finance, ICT & Human Resources**

**11.1 Finance, ICT and Human Resources Portfolio Report**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr RJ Frohloff.*

*That Cr Heit's Finance, ICT and Human Resources Portfolio Report to Council be received.*

**Financial Reports to 30 November 2019**

**Income Statement**

*The financial reports presented to this meeting are as at 30 November 2019.*

**Revenue**

- *Rates, Levies and Charges is currently sitting at 50% as the first semi-annual rate run has been issued. The second rates issue is due to be run in mid-February 2020, with the proposed discount period ending 25 March 2020.*
- *Fees and Charges are also high at 51% due to the timing of annual animal registrations and food permits which have now been run. Waste disposal fees and building and development application fees are also currently tracking above budget.*
- *Sales Revenue remains low at 16%. Claims are currently being processed by Infrastructure.*

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*Cr KM Campbell (Mayor) ..... Page 24*

- **Operational Grants** are currently tracking low at 27%. This is largely made up of the Federal Assistance Grant in which Council will receive an estimated \$901,588 in February and another payment of \$901,588 in May 2020. An early payment of \$3.64m has been budgeted to be received in June 2020.
- **Capital Grants** are tracking high at 59%. This is due to a capital contribution received for Niagara Road for \$1m and \$855k for Roads to Recovery that has not yet been budgeted for.

**Expenditure**

- **Materials and Services** is tracking high at 45% due to the payment of a number of annual charges including; insurance, vehicle registrations, software licences, pest control and electricity.
- **Finance costs** is slightly high due to the increase in landfill provision unwinding which will be reviewed next budget.

**Statement of Financial Position**

In terms of the Statement of Financial Position or the Balance Sheet, the numbers are also as at 30 November 2019.

- **Trade and Other Receivables** is high due to the rate run, animal registrations and food licence applications being processed, this number therefore reflects the high rates, animal and licence receivables.
- **Current Provisions** is tracking higher than estimated budget. This is largely due to the Long Service Leave provision. Finance is working with payroll to investigate the assumptions used in processing the Long Service Leave through the system.

**Ratios**

All ratios are meeting target benchmarks with the exception of the Current Ratio, which is exceeding the upper bound limit. This ratio is tracking high due to the high Cash and Receivables balances.

Receivables are high due to the rate run, animal registrations and food permits all being run and the amounts yet to be paid (receivables).

**Capital Expenditure**

First Quarter budget revision was undertaken for Capital which resulted in a reduction of \$2.44m to the total capital program, largely in the gravel resheeting and resealing areas. This was a result of an issue surrounding the adopted carry-forward amounts from August 2019. Detailed information is contained in the "First Quarter Review of Capital Budgets".

It is important to note that the actual 18/19 bitumen resealing and gravel resheeting programmes were unaffected by this issue and have now been fully completed. Total Capital program for 2019/20 now sits at \$34.206m.

Actual expenditure together with committed costs at the end of November is \$17.1m, which is tracking above target at 50% expenditure. Of the \$17.1m, \$8.3m is actual expenditure and \$8.8m is committed costs.

**Works for Queensland**

Total Budget	\$4.5m
Actuals spent to 30 November 2019	\$1.117m
Committed Costs to 30 November 2019	\$491k

December monthly forecasting has been sent out to be completed by project managers. W4Q round 3 requires Council to spend \$2.25m before the next 40% (\$1.8m) will be received.

*The current forecast is predicting that the \$2.25m will be spent by approximately April 2020, which will allow Council to claim the \$1.8m in the 19/20 financial year.*

**Road Maintenance**

*Total expenditure plus committed costs across the region as of reporting date is \$2.42m, up approximately \$350k compared to the previous month.*

**Rates Statistics**

*As at 30 November 2019 rate arrears were at \$5.9m or 10.42%. This is the lowest it has been in four months. This may be due to the increasing number of people entering payment arrangements, which was at 1,414 assessments as at reporting date.*

*Rates staff has put in a tremendous effort over the past 2 years in following up and encouraging rate payers to enter a payment arrangement. Recent rates auctions may also have contributed to the lower than normal arrears in rates.*

**People & Culture**

*People & Culture is planning for the placement of 10 Trainee positions with Management, from here there will be a final decision on what the traineeship positions will be, and advertised in the new year.*

*Currently completing an all staff details check, to ensure our system holds the correct and up-to-date personal and emergency information for employees.*

*We have closed recruitment for all vacancies, this will be re-opened on Thursday 9 January 2020.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**11.2 Finance (F)**

**Officer's Reports**

**11.2.1 F - 2647946 - Monthly Financial Statements**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr KA Duff.*

*That the Monthly Financial Report as at 30 November 2019 be received and noted.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**11.2.2 F - 2647936 - First Quarter Review of Capital Budgets**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr RJ Frohloff.*

That in accordance with Section 170(3) of the *Local Government Regulation 2012* the revised 2019/20 capital budget be adopted.



**2019/20 Capex Report for Council**  
as at 30 November 2019

Project Code	Project Description	2019/20 Adopted Budget	2019/19 Budget Carryover	First Quarter Budget Adjustments	Total Available Budget	2019/20 Commitments	2019/20 Actual Expenditure	2019/20 Actual Expenditure & Commitments
<b>Buildings &amp; Other Structures</b>								
<b>Admin Office - Nanang</b>								
005041	Office Refurbishment - Nanango Administr	-	1,937,222.77	264,000.00	2,201,222.77	26,315.80	1,896,009.30	1,922,325.10
		-	1,937,222.77	264,000.00	2,201,222.77	26,315.80	1,896,009.30	1,922,325.10
<b>Aerodrome - Kingaroy</b>								
005771	CAP - Aerodromes - Kingaroy Airport	35,000.00	-	-	35,000.00	-	-	-
		35,000.00	-	-	35,000.00	-	-	-
<b>Aerodrome - Wondal</b>								
005770	CAP - Wondal Airport-Boundary Fence	15,000.00	-	-	15,000.00	-	-	-
		15,000.00	-	-	15,000.00	-	-	-
<b>Cemeteries - Kingaro</b>								
005865	New Plinths - Taabings Lawn Cemetery	10,000.00	-	-	10,000.00	-	-	-
		10,000.00	-	-	10,000.00	-	-	-
<b>Cemeteries - Nanango</b>								
005863	New Plinths - Nanango Lawn Cemetery	10,000.00	-	-	10,000.00	-	-	-
		10,000.00	-	-	10,000.00	-	-	-
<b>Cemeteries - Wondal</b>								
005862	New Plinths - Wondal Lawn Cemetery	10,000.00	-	-	10,000.00	-	-	-
		10,000.00	-	-	10,000.00	-	-	-
<b>Cemeteries - Murgon</b>								
005864	New Plinths - Murgon Lawn Cemetery	10,000.00	-	-	10,000.00	-	-	-
		10,000.00	-	-	10,000.00	-	-	-
<b>Depot - Murgon</b>								
005836	Install Security Fencing - Murgon Depot	30,000.00	-	-	30,000.00	-	-	-
005884	Workshop Office-Murgon Depot	-	-	25,000.00	25,000.00	-	-	-
		30,000.00	-	25,000.00	55,000.00	-	-	-
<b>Depot - Wondal</b>								
005885	Decommission Fuel Tank&Shed-Wondal Depot	-	-	40,000.00	40,000.00	-	-	-
		-	-	40,000.00	40,000.00	-	-	-
<b>Hall - King Town Com</b>								
005837	External Pavers/Footpath-Town Common Hal	20,000.00	-	-	20,000.00	-	-	-
		20,000.00	-	-	20,000.00	-	-	-
<b>Hall - Murgon Town</b>								
005873	Murgon Town Hall Audio Visual Equipment	-	-	-	-	3,120.80	18,368.16	21,488.96
		-	-	-	-	3,120.80	18,368.16	21,488.96
<b>Hall - Nanango Cultu</b>								
005839	Nanango Cultural Centre-Oven Replacement	20,000.00	-	-	20,000.00	-	-	-
005840	Nanango Cultural Centre-Sound System Upg	20,000.00	-	-	20,000.00	-	-	-
		40,000.00	-	-	40,000.00	-	-	-
<b>Hall - Mondure</b>								
005838	Mondure Hall Refurbishment	416,600.00	200,000.00	200,000.00	416,600.00	-	-	-
		416,600.00	200,000.00	200,000.00	416,600.00	-	-	-
<b>Hall - Maldenwell</b>								
005866	Maldenwell Hall - Replace Softfall	20,000.00	-	-	20,000.00	-	-	-
		20,000.00	-	-	20,000.00	-	-	-
<b>Housing</b>								
005841	Drayton St Units-Bathroom Refurbishments	60,000.00	-	-	60,000.00	-	-	-
005842	Brighthaven Units-Bathroom Refurb	40,000.00	-	-	40,000.00	-	-	-
		100,000.00	-	-	100,000.00	-	-	-
<b>Museum - Boondooma H</b>								
005848	Boondooma Heritage Building - Mortar	20,000.00	-	-	20,000.00	-	-	-
		20,000.00	-	-	20,000.00	-	-	-
<b>Museum - Nanango Rin</b>								
005843	Ringsfield House-Resheel roof	193,000.00	-	-	193,000.00	-	-	-
		193,000.00	-	-	193,000.00	-	-	-
<b>Parks &amp; Gardens</b>								
005493	Signage 48 Hour Overnight Areas	-	8,500.00	-	8,500.00	5,179.62	1,527.99	6,707.61
005867	Boardwalk Renewal - Goodger	50,000.00	-	-	50,000.00	-	-	-
		50,000.00	8,500.00	-	58,500.00	5,179.62	1,527.99	6,707.61
<b>Priv Hospital - Bull</b>								
005071	Building Repairs - Private Hospitals	-	123,377.18	-	123,377.18	-	-	-
		-	123,377.18	-	123,377.18	-	-	-
<b>Swimming Pool - King</b>								
005846	Kingaroy Pool - Refurbishment	500,000.00	-	-	500,000.00	-	-	-
005883	PM - Kingaroy Pool - Expansion Joints	-	-	23,500.00	23,500.00	-	23,495.61	23,495.61
		500,000.00	-	23,500.00	523,500.00	-	23,495.61	23,495.61
<b>Swimming Pool - Murg</b>								
005845	Murgon Pool - Solar System	60,000.00	-	-	60,000.00	-	-	-
		60,000.00	-	-	60,000.00	-	-	-
<b>Swimming Pool - Nana</b>								
005844	South Burnett Aquatic Centre	41,000.00	-	-	41,000.00	-	-	-
		41,000.00	-	-	41,000.00	-	-	-
<b>Tourism - Yallakool</b>								
005886	Yallakool Tourist Park - Sewerage line	-	8,500.00	-	8,500.00	-	-	-
005763	CAP-Yallakool TP-Playground/Pool soffal	19,000.00	-	-	19,000.00	-	3,375.09	3,375.09
005764	CAP-Yallakool TP-Cabin Furniture Replace	25,000.00	-	-	25,000.00	327.09	17,484.84	17,811.63
005765	CAP-Yallakool TP-Powerhead Replacements	71,000.00	-	-	71,000.00	-	-	-
005766	CAP-Yallakool TP-Ensuite Refurbishment	100,000.00	-	-	100,000.00	-	-	-
005767	CAP-Yallakool TP-Office Screen/Picnic Ar	25,000.00	-	-	25,000.00	-	-	-
005887	Yallakool TP-Raw Water Supply Intake	-	-	113,500.00	113,500.00	-	-	-
		240,000.00	8,500.00	113,500.00	362,000.00	327.09	20,859.63	21,186.72



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Project Code	Project Description	2019/20 Adopted Budget	2018/19 Budget Carryover	First Quarter Budget Adjustments	Total Available Budget	2019/20 Commitments	2019/20 Actual Expenditure	2019/20 Actual Expenditure & Commitments
<b>Tourism - Lake Eloo</b>								
005751	CAP-Lake Boondooma toilet block upgrades	41,000.00	-	-	41,000.00	-	11,233.48	11,233.48
005768	CAP-Lake Boondooma-Cabin Furniture Replac	25,000.00	-	-	25,000.00	300.00	16,884.54	17,184.54
005769	CAP-Lake Boondooma - Aircond Replacement	13,500.00	-	-	13,500.00	-	7,281.82	7,281.82
		<b>79,500.00</b>			<b>79,500.00</b>	<b>300.00</b>	<b>35,399.84</b>	<b>35,699.84</b>
<b>Tourism - King VIC</b>								
005835	Install Light Bar - Kingaroy Art Gallery	15,000.00	-	-	15,000.00	-	-	-
		<b>15,000.00</b>			<b>15,000.00</b>			
<b>Public Conveniences</b>								
005758	CAP - Toilets - Stuart River Rest Area	18,000.00	-	-	18,000.00	-	-	-
		<b>18,000.00</b>			<b>18,000.00</b>			
<b>W4Q - Round 2</b>								
005387	W4Q2 - Bollards - Wooroolin Carpark	-	-	-	-	-	-	-
<b>W4Q - Round 3</b>								
005607	W4Q3 - Murgon Swimming Pool	90,000.00	-	-	90,000.00	-	84,367.85	84,367.85
005608	W4Q3 - Wondal Swimming Pool Solar Ins	55,000.00	-	-	55,000.00	-	22.73	22.73
005609	W4Q3 - Wondal Swimming Pool Filtrat	10,000.00	-	-	10,000.00	-	22.73	22.73
005610	W4Q3 - Kroy Soil Lab Dust Extractra	65,000.00	-	-	65,000.00	35,194.00	20,903.28	56,097.28
005611	W4Q3 - Wondal Sportsground Grandsta	70,000.00	-	-	70,000.00	-	22.73	22.73
005612	W4Q3 - Kroy Heritage Museum & VIC	30,000.00	-	-	30,000.00	-	22.73	22.73
005613	W4Q3 - Durong Hall Improvements	15,000.00	-	-	15,000.00	-	672.73	672.73
005718	W4Q3 - Memorial Park Softfall	235,000.00	-	-	235,000.00	89,360.85	45.45	89,406.30
005719	W4Q3 - Apex Park Softfall	65,000.00	-	-	65,000.00	156,362.73	22.73	156,385.46
005720	W4Q3 - Maidenwell Toilet Upgrade	15,000.00	-	-	15,000.00	2,285.82	27,266.83	29,552.65
		<b>650,000.00</b>			<b>650,000.00</b>	<b>283,203.40</b>	<b>133,369.79</b>	<b>416,573.19</b>
<b>Parks - Kingaroy</b>								
005754	CAP - Parks - Wooroolin Park softfall	39,000.00	-	-	39,000.00	-	18,078.00	18,078.00
005757	CAP - Parks - Kingaroy Skate Park	15,000.00	-	-	15,000.00	-	-	-
005760	CAP - Parks - Mount Wooroolin BBO replac	7,500.00	-	-	7,500.00	-	-	-
005761	CAP - Parks - River Road Cricket pitch	7,500.00	-	-	7,500.00	-	10,924.58	10,924.58
005869	Lookout Renovations-Apex Park/Kingaroy	20,000.00	-	-	20,000.00	-	3,392.00	3,392.00
		<b>89,000.00</b>			<b>89,000.00</b>		<b>32,394.58</b>	<b>32,394.58</b>
<b>Parks - Nanango</b>								
005868	Shade Structure Renewal-Pioneer Park NAN	20,000.00	-	-	20,000.00	-	-	-
		<b>20,000.00</b>			<b>20,000.00</b>			
<b>Parks - Blackbutt</b>								
005752	CAP - Parks - Benarkin Playground & Soft	64,000.00	-	-	64,000.00	36,655.00	1,805.69	38,460.69
005755	CAP - Parks - Les Muller Park - Equip	89,000.00	-	-	89,000.00	93,609.55	578.00	94,237.55
		<b>153,000.00</b>			<b>153,000.00</b>	<b>130,314.55</b>	<b>2,383.69</b>	<b>132,698.24</b>
<b>Parks - Murgon</b>								
005753	CAP - Parks - Murgon Lions Park softfall	98,000.00	-	-	98,000.00	77,950.64	7,749.20	85,699.84
005756	CAP - Parks - Murgon Skate Park shelter	37,500.00	-	-	37,500.00	43,300.00	3,093.00	46,393.00
		<b>125,500.00</b>			<b>125,500.00</b>	<b>121,250.64</b>	<b>10,842.20</b>	<b>132,092.84</b>
<b>Parks - Wondal</b>								
005870	Wondal Dingo Sculpture Pond Renovations	10,000.00	-	-	10,000.00	-	-	-
		<b>10,000.00</b>			<b>10,000.00</b>			
<b>Rail Trails</b>								
005762	CAP - Rail Trail - Murgon/Kingaroy cross	22,500.00	-	-	22,500.00	181.82	-	181.82
		<b>22,500.00</b>			<b>22,500.00</b>	<b>181.82</b>		<b>181.82</b>
<b>General</b>								
005506	General - Condition Assessment Priorities	-	103,579.00	88,500.00	15,079.00	-	-	-
005847	Building Condition Priorities	1,013,205.00	-	264,000.00	749,205.00	-	-	-
005871	Priorities Identified-NPOM&Parks	111,831.00	-	111,831.00	-	-	-	-
		<b>1,125,036.00</b>	<b>103,579.00</b>	<b>464,331.00</b>	<b>764,284.00</b>			
		<b>4,128,136.00</b>	<b>2,381,178.95</b>	<b>198,331.00</b>	<b>6,310,983.95</b>	<b>570,183.72</b>	<b>2,174,650.79</b>	<b>2,744,844.51</b>
<b>Intangibles</b>								
<b>Business System</b>								
000380	Business Operating System	-	565,767.57	-	565,767.57	38,510.92	2,065.08	40,576.00
			<b>565,767.57</b>		<b>565,767.57</b>	<b>38,510.92</b>	<b>2,065.08</b>	<b>40,576.00</b>
<b>Plant &amp; Equipment</b>								
<b>Admin Office - Kinga</b>								
005483	Council Chambers Audio Video	200,000.00	-	-	200,000.00	209,635.45	1,228.97	210,864.42
		<b>200,000.00</b>			<b>200,000.00</b>	<b>209,635.45</b>	<b>1,228.97</b>	<b>210,864.42</b>
<b>Info Serv - ICT</b>								
000379	Computer Infrastructure & Upgrade	135,000.00	115,000.00	-	250,000.00	-	135,364.22	135,364.22
000381	Server Hardware	135,000.00	-	-	135,000.00	106,878.20	5,136.69	112,014.89
000382	Photocopiers & Printers	20,000.00	-	-	20,000.00	-	2,023.80	2,023.80
004919	Aerial Photography	27,000.00	-	-	27,000.00	-	-	-
005326	Censels Emergency Power	31,000.00	-	-	31,000.00	-	-	-
005327	Wireless Access Point	15,000.00	-	-	15,000.00	-	8,988.40	8,988.40
005329	Disaster Recovery 17-18 System Backup	-	-	-	-	10,063.50	-	10,063.50
		<b>383,000.00</b>	<b>115,000.00</b>		<b>478,000.00</b>	<b>116,941.70</b>	<b>151,513.11</b>	<b>288,454.81</b>
<b>Plant &amp; Fleet Manage</b>								
005496	Plant and Fleet Replacement 18-19 FY	-	688,146.63	-	688,146.63	396,975.47	200,741.18	597,716.65
005824	Plant and Fleet Replacement 2019-20	2,745,748.00	-	-	2,745,748.00	1,375,179.25	134,211.00	1,509,390.25
		<b>2,745,748.00</b>	<b>688,146.63</b>		<b>3,433,894.63</b>	<b>1,772,154.72</b>	<b>334,952.18</b>	<b>2,107,106.90</b>
		<b>3,308,748.00</b>	<b>803,146.63</b>		<b>4,111,894.63</b>	<b>2,098,731.87</b>	<b>487,694.28</b>	<b>2,588,426.13</b>

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

Project Code	Project Description	2019/20 Adopted Budget	2018/19 Budget Carryover	First Quarter Budget Adjustments	Total Available Budget	2019/20 Commitments	2019/20 Actual Expenditure	2019/20 Actual Expenditure & Commitments
<b>Roads</b>								
<b>W4Q - Round 2</b>								
005348	W4Q2 - DW - Premier Drive, Kingaroy	-	-	-	-	-	-	-
005365	W4Q2 - FP - Home Street, Nanango	-	-	-	-	-	-	-
005368	W4Q2 - FP - Murgon Footpath	-	-	-	-	3,360.00	-	3,360.00
005699	W4Q2 - GR - Saddle Tree Creek Rd	-	-	-	-	-	-	-
						<b>3,360.00</b>		<b>3,360.00</b>
<b>W4Q - Round 3</b>								
005715	W4Q3 - FP - Murgon CBD Footpath Replacem	500,000.00	-	-	500,000.00	69,073.66	27,684.98	96,758.84
005716	W4Q3 - DW - Brisbane Street Drainage Imp	350,000.00	-	-	350,000.00	-	259.27	259.27
005717	W4Q3 - Town Entry Signage	100,000.00	-	-	100,000.00	83,065.67	77,291.58	160,357.25
		<b>950,000.00</b>			<b>950,000.00</b>	<b>152,139.33</b>	<b>105,235.83</b>	<b>257,375.36</b>
<b>DCP</b>								
005602	DCP1-Gravel Resheeting	-	-	-	-	-	0.01	0.01
							<b>0.01</b>	<b>0.01</b>
<b>Bridges</b>								
004485	Stonehills Road Bridge - Stonehills	-	297,250.82	-	297,250.82	9,707.64	293,418.32	303,125.96
002180	Boughy Creek, Ironpot Bridge Replace	-	329,868.30	-	329,868.30	14,693.51	51,329.25	66,022.76
			<b>627,119.12</b>		<b>627,119.12</b>	<b>24,401.15</b>	<b>344,747.57</b>	<b>369,148.72</b>
<b>Rural Drainage</b>								
005429	TC Debbie Betterment - Manar Road	-	62,589.00	-	62,589.00	-	-	-
005430	TC Debbie Betterment - Broad Creek Road	-	155,872.98	-	155,872.98	-	-	-
005510	Drainage Works - Unallocated	-	170,000.00	-	170,000.00	-	-	-
			<b>388,461.98</b>		<b>388,461.98</b>			
<b>Grav Resheet</b>								
005458	Unsealed Roads Gravel Resheeting - 18/19	-	2,200,000.00	-	1,529,000.00	671,000.00	-	52,512.48
005691	W4Q3 - GR - Gayndah Hivesville Rd	250,000.00	-	-	250,000.00	-	45.45	45.45
005692	W4Q3 - GR - Mondure Rd	130,000.00	-	-	130,000.00	-	45.45	45.45
005693	W4Q3 - GR - Morgans Rd	96,140.00	-	-	96,140.00	-	45.45	45.45
005694	W4Q3 - GR - Wilsons Rd	160,000.00	-	-	160,000.00	-	2,270.72	2,270.72
005695	W4Q3 - GR - Boonenne Ellesmere Rd	183,313.00	-	-	183,313.00	-	148,231.85	148,231.85
005696	W4Q3 - GR - Mondure Crossing Rd	169,000.00	-	-	169,000.00	-	45.45	45.45
005697	W4Q3 - GR - Robn and Lee Rd	96,300.00	-	-	96,300.00	-	45.45	45.45
005698	W4Q3 - GR - Mustons Rd	106,000.00	-	-	106,000.00	-	45.45	45.45
005699	W4Q3 - GR - McCauley Broome Rd	100,000.00	-	-	100,000.00	10,099.09	129,957.07	140,056.16
005700	W4Q3 - GR - Kunioon Rd	199,640.00	-	-	199,640.00	27,000.00	26,581.77	53,581.77
005701	W4Q3 - GR - Coolburnie Malar Rd	145,000.00	-	-	145,000.00	-	45.45	45.45
005705	W4Q3 - GR - Deep Crk Rd	127,117.00	-	-	127,117.00	-	154,745.07	154,745.07
005707	W4Q3 - GR - Ironpot Rd	170,000.00	-	-	170,000.00	6,660.00	1,137.42	7,797.42
005709	W4Q3 - GR - Barra Burri Rd	277,000.00	-	-	277,000.00	-	45.45	45.45
005710	W4Q3 - GR - Wooden Hut Rd	150,000.00	-	-	150,000.00	-	135,022.50	135,022.50
005712	W4Q3 - GR - Wattlegrove Rd	200,000.00	-	-	200,000.00	10,230.90	143,834.96	154,065.86
005713	W4Q3 - GR - Redvale Rd	79,040.00	-	-	79,040.00	-	38,652.53	38,652.53
005714	W4Q3 - GR - McKarzies Rd	111,850.00	-	-	111,850.00	-	99,010.16	99,010.16
005721	Unsealed Roads Gravel Resheeting 19/20	2,276,540.00	-	-	2,276,540.00	158,388.96	435,105.36	593,494.32
005773	Basin Road Gravel Resheeting	-	-	-	-	-	141,261.09	141,261.09
005774	Kearneys Road Shoulder Resheeting	-	-	-	-	-	50,821.70	50,821.70
005782	Farmers Road Gravel Resheeting	-	-	-	-	-	54,972.98	54,972.98
005792	Lysdale Road Gravel Resheeting	-	-	-	-	2,272.73	51,332.63	53,605.36
005798	MP Creek Road Gravel Resheeting	-	-	-	-	-	53,057.40	53,057.40
005801	O'Dea Road Gravel Resheeting	-	-	-	-	-	77,596.93	77,596.93
005807	Red Hill Road Gravel Resheeting	-	-	-	-	2,545.45	51,168.18	53,713.63
005819	Proston Transfer Station Rd Gravel Resheeting	-	-	-	-	4,601.82	41.84	4,643.66
005890	Beatty Street Gravel Resheeting	-	-	-	-	-	41.84	41.84
		<b>5,026,540.00</b>	<b>2,200,000.00</b>	<b>-</b>	<b>1,529,000.00</b>	<b>5,697,540.00</b>	<b>221,788.95</b>	<b>1,848,140.08</b>
								<b>2,069,939.03</b>
<b>Pavement Rehab</b>								
005479	Niagara Road (Wind Farm)	-	-	-	-	413,515.65	978,357.73	1,391,873.38
005852	Stebbens Road (Ken Mills) Upgrade	200,000.00	-	-	200,000.00	-	-	-
005853	Niagara Road Bitumen Seal Upgrade	154,831.00	-	-	154,831.00	73,692.00	-	73,692.00
005854	Proston Transfer Station Access Road	150,000.00	-	-	150,000.00	-	-	-
		<b>504,831.00</b>			<b>504,831.00</b>	<b>487,207.65</b>	<b>978,357.73</b>	<b>1,465,565.38</b>
<b>Footpaths &amp; Cycleway</b>								
005274	Gore Street, Murgon - Cycleway	-	-	-	-	-	1,355.72	1,355.72
005285	Kingaroy Rail Corridor Cycleway	-	-	-	-	-	878.24	878.24
005511	Footpaths - Unallocated	-	244,000.00	-	244,000.00	-	17,763.92	17,763.92
005857	Haly Street Wondal Footpath	95,000.00	-	-	95,000.00	-	-	-
005858	Murgon CBD Footpath Replacement	500,000.00	-	-	500,000.00	5,181.82	49,326.96	54,508.78
		<b>595,000.00</b>	<b>244,000.00</b>		<b>839,000.00</b>	<b>5,181.82</b>	<b>69,324.84</b>	<b>74,506.66</b>
<b>Bitumen Resealing</b>								
005460	Reseal Program - 18/19	-	963,000.00	-	713,047.48	249,952.52	208,385.22	62,322.58
005722	Reseal Program - 19/20	2,689,776.00	-	-	2,689,776.00	2,163,936.87	914,451.11	3,078,387.98
005851	Old Esk Road Bitumen Seal	380,000.00	-	-	380,000.00	-	-	-
005856	Bitumen Sealing Various Roads	210,000.00	-	-	210,000.00	-	-	-
		<b>3,279,776.00</b>	<b>963,000.00</b>	<b>-</b>	<b>3,529,728.52</b>	<b>2,372,322.09</b>	<b>976,733.69</b>	<b>3,349,095.78</b>
<b>Town Development</b>								
005284	Kingaroy Town Revitalisation Project	-	25,000.00	-	25,000.00	123,113.27	52,493.36	175,606.63
005289	Blackbutt - Drainage & Kerb & Channel	-	20,000.00	-	20,000.00	9,825.20	4,627.20	14,452.40
			<b>45,000.00</b>		<b>45,000.00</b>	<b>132,938.47</b>	<b>57,120.56</b>	<b>190,059.03</b>
<b>TIDS - LRRS Projects</b>								
005463	SafeSt - Crawford State School	-	-	-	-	-	1,242.04	1,242.04
005823	TIDS Reseal Program - 19/20	-	-	-	-	79,935.23	55,002.60	134,937.83
005856	SafeSt Mary St, Coolaburra SS	140,000.00	-	-	140,000.00	-	3,453.30	3,453.30
005889	Peterson Dr Widened & Seal - TIDS	-	-	-	-	-	8,210.23	8,210.23
		<b>140,000.00</b>			<b>140,000.00</b>	<b>79,935.23</b>	<b>67,908.17</b>	<b>147,843.40</b>



SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

Project Code	Project Description	2019/20 Adopted Budget	2018/19 Budget Carryover	First Quarter Budget Adjustments	Total Available Budget	2019/20 Commitments	2019/20 Actual Expenditure	2019/20 Actual Expenditure & Commitments
<b>General</b>								
005459	Town Entry Signs - 18/19	-	223,117.00	-	223,117.00	83,712.08	84,067.62	167,799.70
		-	223,117.00	-	223,117.00	83,712.08	84,067.62	167,799.70
<b>Urban Drainage</b>								
005860	Various Drainage Replacements	100,000.00	-	-	100,000.00	-	58,905.62	58,905.62
005861	Brisbane Street Nanango Drainage	50,000.00	-	-	50,000.00	-	-	-
		150,000.00	-	-	150,000.00	-	58,905.62	58,905.62
		10,646,147.00	4,690,698.10	- 2,242,047.48	13,094,797.62	3,562,696.97	4,590,601.72	8,153,598.69
<b>Water Services</b>								
<b>Water - General Oper</b>								
005830	Regional Arc Flash Compliance-Water	175,000.00	-	-	175,000.00	4,980.00	-	4,980.00
005831	Reservoir Pipework Renewal	100,000.00	-	-	100,000.00	120,387.73	-	120,387.73
005832	Reservoir Inspection/Assessments-Region	20,000.00	-	-	20,000.00	-	-	-
		295,000.00	-	-	295,000.00	125,367.73	-	125,367.73
<b>Water - Kingaroy</b>								
004308	KWS - Burnett St Water Main Replacement	-	41,052.63	-	41,052.63	41,951.90	48,623.56	90,575.46
004309	KWS - William St Haly/Queen Main/Replace	-	60,000.00	-	60,000.00	-	-	-
004311	KWS - West St Water Main Replacement	-	87,002.11	-	87,002.11	98,594.63	24,757.51	123,352.14
004977	M Wooroolin Supply Main	-	-	-	-	3,363.64	10,319.09	13,682.73
004978	KWS-William St (Alfred to Markwell)	-	10,000.00	-	10,000.00	3,400.00	14,006.84	17,806.84
005215	Kingaroy Reservoir - Replace Orana Rese	-	685,433.78	-	685,433.78	140,486.05	42,058.95	182,555.00
005394	Gordonbrook Dam - Spillway	-	174,915.00	-	174,915.00	-	161,969.20	161,969.20
005456	KWS-Youngman Street (Haly to Avoca)	-	203,172.94	-	203,172.94	357,146.06	36,389.91	393,535.97
005469	KWS- Alfred St (Youngman to William) WMR	-	10,000.00	-	10,000.00	8,900.00	12,267.61	21,167.61
005470	KWS-King St (Mary to Kent) WMR	-	-	-	-	-	76.36	76.36
005471	KWS-Toomey St (Youngman to William) WMR	-	53,512.63	-	53,512.63	55,952.44	20,442.38	76,394.92
005472	KWS-Youngman St (Venman to Di PS) WMR	-	545,419.01	-	545,419.01	274,572.07	11,401.37	285,973.44
005473	KWS-Knight St (Railway/Tce to Hodges) WMR	-	64,182.48	-	64,182.48	77,186.51	17,992.84	95,169.35
005547	Gordonbrook WTP - Pest Can Contract Work	-	91,517.62	-	91,517.62	17,019.00	5,040.00	22,059.00
005548	Gordonbrook WTP - Soda Ash Project	-	209,959.42	-	209,959.42	1,680.00	209,430.00	211,110.00
005733	19/20-Water Meter Replacement Program	350,000.00	-	-	350,000.00	49,140.00	54,288.00	103,428.00
005833	M Wooroolin-Reservoir Roof Replacement	625,000.00	-	-	625,000.00	-	-	-
		975,000.00	2,336,567.62	-	3,311,567.62	1,129,392.30	669,463.62	1,798,855.92
<b>Water - Kumbia</b>								
005322	Kumbia Bores - Upgrade Electrical System	-	66,587.40	-	66,587.40	3,000.00	56,839.91	59,839.91
		-	66,587.40	-	66,587.40	3,000.00	56,839.91	59,839.91
<b>Water - Nanango</b>								
005647	19/20-NWS-DraytonSt(Brisbane to Home)WMR	55,000.00	-	-	55,000.00	14,618.19	80,837.29	95,455.48
005650	19/20-NWS-George St (Drayton to Elk) WMR	50,000.00	-	-	50,000.00	2,500.00	111,817.28	114,317.28
005651	19/20-NWS-Alfred St (Gipps to Henry) WMR	50,000.00	-	-	50,000.00	3,351.31	105,947.92	109,299.23
005656	19/20-NWS-Wickham Street - WMR	185,000.00	-	-	185,000.00	1,600.91	151,490.52	153,091.43
005659	19/20-NWS-Wills Street West - WMR	65,000.00	-	-	65,000.00	0.91	94,583.42	94,584.33
		415,000.00	-	-	415,000.00	22,071.32	544,676.43	566,747.75
<b>Rural Water - Prosto</b>								
005320	Proston Rural Pump Station Upgrade	-	110,850.49	-	110,850.49	2,248.27	99,598.04	101,846.31
		-	110,850.49	-	110,850.49	2,248.27	99,598.04	101,846.31
<b>Water - Wondal</b>								
005167	Wondal Pump Stations - Replace Raw Water	-	5,000.00	-	5,000.00	-	-	-
005318	Wondal Reservoir - Replace Roof Scott St	-	197,433.79	-	197,433.79	-	-	-
		-	202,433.79	-	202,433.79	-	-	-
<b>Water - Wooroolin</b>								
005154	Wooroolin - Reservoir - Replacement	-	90,299.95	-	90,299.95	-	80,282.49	80,282.49
005653	19/20-West Wooroolin Rd Rising Main WMR	105,000.00	-	-	105,000.00	7,309.09	28,607.61	35,916.70
005829	Wooroolin Replacement Borewater Lines	30,000.00	-	-	30,000.00	-	-	-
		135,000.00	90,299.95	-	225,299.95	7,309.09	108,890.10	116,199.19
		1,820,000.00	2,806,739.25	-	4,626,739.25	1,289,388.71	1,479,468.10	2,768,856.81
<b>Wastewater Services</b>								
<b>Wastewater - General</b>								
005825	Regional-Arc Flash Compliance Wastewater	175,000.00	-	-	175,000.00	-	-	-
005826	Update Scada/Cyber Security	400,000.00	-	-	400,000.00	41,860.00	-	41,860.00
		575,000.00	-	-	575,000.00	41,860.00	-	41,860.00
<b>Wastewater - Blackbu</b>								
004903	Mains & Manholes - Network Renewals	-	339,999.62	-	339,999.62	-	2,222.21	2,222.21
		-	339,999.62	-	339,999.62	-	2,222.21	2,222.21
<b>Wastewater - Kingaroy</b>								
004904	Mains & Manholes - Network Renewals Kroy	-	600,000.00	-	600,000.00	660,399.70	59,403.08	719,802.78
		-	600,000.00	-	600,000.00	660,399.70	59,403.08	719,802.78
<b>Wastewater - Murgon</b>								
004905	Mains & Manholes - Network Renewals	-	575,324.02	-	575,324.02	-	470.80	470.80
		-	575,324.02	-	575,324.02	-	470.80	470.80
<b>Wastewater - Nanango</b>								
004906	Mains and Manholes - Network Renewals	-	658,475.89	-	658,475.89	-	470.80	470.80
005499	Nanango STP Planning Study	-	150,000.00	-	150,000.00	-	-	-
005665	19/20-NWS-DraytonSt SPS1 SwitchboardRe	-	-	-	-	-	517.50	517.50
005827	WWTP Reconfiguration - Nanango	150,000.00	-	-	150,000.00	-	-	-
005828	Nanango SPS1 Switchboard Replacement	130,000.00	-	-	130,000.00	-	-	-
		280,000.00	808,475.89	-	1,088,475.89	-	988.30	988.30
<b>Wastewater - Wondal</b>								
004907	Mains & Manholes -Network Renewal Wondal	-	705,200.00	-	705,200.00	-	470.80	470.80
005165	Recycled Water-Upgrade Water Plant Wonda	-	555,403.41	-	555,403.41	42,160.00	5,920.00	48,080.00
		-	1,260,603.41	-	1,260,603.41	42,160.00	6,390.80	48,550.80
		855,000.00	3,584,402.94	-	4,439,402.94	744,416.70	69,475.19	813,894.89

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

Project Code	Project Description	2019/20 adopted Budget	2018/19 Budget Carryover	First Quarter Budget Adjustments	Total Available Budget	2019/20 Commitments	2019/20 Actual Expenditure	2019/20 Actual Expenditure & Commitments
<b>Waste</b>								
<b>Waste Management - R</b>								
004921	Capital - Proslon Landfill	-	20,200.00	-	20,200.00	-	-	-
005137	Kumbia Transfer Station 4 Skip bins	-	-	-	-	-	47.10	47.10
005488	Land Acquisition - Kingaroy Landfill	-	175,000.00	-	175,000.00	-	1,500.00	1,500.00
005649	Kingaroy Liquid Waste Facility	51,025.00	-	-	51,025.00	-	-	-
005850	Maldenwell Transfer Station	350,000.00	460,748.00	-	810,748.00	-	-	-
		<b>401,025.00</b>	<b>655,948.00</b>	<b>-</b>	<b>1,056,973.00</b>	<b>-</b>	<b>1,547.10</b>	<b>1,547.10</b>
		<b>401,025.00</b>	<b>655,948.00</b>	<b>-</b>	<b>1,056,973.00</b>	<b>-</b>	<b>1,547.10</b>	<b>1,547.10</b>
		<b>21,159,856.00</b>	<b>15,467,881.44</b>	<b>- 2,440,378.48</b>	<b>34,206,558.96</b>	<b>8,304,241.89</b>	<b>8,885,502.24</b>	<b>17,109,744.13</b>

Carried 7/0  
FOR VOTE - Councillors voted unanimously

Cr KM Campbell (Mayor) ..... Page 32

SOUTH BURNETT REGIONAL COUNCIL GENERAL MEETING – MINUTES – WEDNESDAY 11 DECEMBER 2019

**11.2.3 F - 2646506 - Change to 2019/2020 Fees & Charges - Monthly Pro-rata Dog Registration**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr KA Duff.*

*That Council approve changes to the Council's 2019/2020 Fees and Charges to permit the charging of Dog Registration Fees on a monthly Pro Rata basis.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**11.2.4 F - 2647012 - Change to 2019/2020 Fees & Charges - Mixed Commercial Loads Handling Fee**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr RJ Frohloff.*

*That Council approve the introduction of a new Waste Fee to the Council's 2019/2020 Fees and Charges, namely the Commercial Mixed Load Fee of \$225.00 (including GST) per tonne on top of and in addition to whatever the applicable disposal charge will be.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**11.2.5 F - 2647993 - Procurement Policy Review**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr DA Potter.*

*That the amendments to the Procurement Policy be adopted.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**11.2.6 F - 2648925 - Queensland Audit Office - Final Management Report for South Burnett Regional Council**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr KA Duff.*

*"That subject to Section 213 of the Local Government Regulation 2012 the Auditor-General has presented to the Mayor of the South Burnett a copy of the Auditor-General's observation report about an audit of the South Burnett's financial statements that includes observations and suggestions made about issues arising out of the audit for adoption."*

*Further, that Council adopt the Final Management Report as presented.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

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*Cr KM Campbell (Mayor) ..... Page 33*



**12. Consideration of Notices of Motion**

No Report.

**13. Information Section (IS)**

**13.1 IS - 2644971 - List of Correspondence Pending Completion of Assessment Report**

**Resolution:**

*Moved Cr RLA Heit, seconded Cr DA Potter.*

*That the List of Correspondence Pending Completion of Assessment Report be received.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**13.2 IS - 2645825 - Delegated Authority Report**

**Resolution:**

*Moved Cr GA Jones, seconded Cr RJ Frohloff.*

*That the Delegated Authority Report be received.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**13.3 IS - 2647873 - Monthly Road Maintenance Expenditure Report**

**Resolution:**

*Moved Cr GA Jones, seconded Cr KA Duff.*

*That the South Burnett Regional Council's Road Maintenance Expenditure Report as at 30 November 2019 be received.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**13.4 IS - 2647869 - Monthly Works for Queensland (W4Q) Capital Grant Projects Report - Round Three**

**Resolution:**

*Moved Cr TW Fleischfresser, seconded Cr RLA Heit.*

*That the Works for Queensland (W4Q) Grant Projects Report – Round Three as at 30 November 2019 be received.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**ADJOURNMENT:**

**Motion:**

*Moved Cr RLA Heit, seconded Cr TW Fleischfresser.*

*That the meeting adjourn for lunch.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**RESUMPTION:**

**Motion:**

*Moved Cr RLA Heit, seconded Cr KA Duff.*

*That the meeting resume at 1.31pm with attendance as previous to the adjournment*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**CLOSED SESSION:**

**Motion:**

*Moved Cr DA Potter, seconded Cr RJ Frohloff.*

*That the meeting be closed to the public for Council discussions in accordance with Section 275(1)(b) industrial matters affecting employees, 275(1)(e) contracts proposed to be made by it and 275(1)(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage, of the Local Government Regulation 2012.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**OPEN COUNCIL:**

**Motion:**

*Moved Cr DA Potter, seconded Cr RLA Heit.*

*That the meeting resume in Open Council.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**Report:**

The Mayor reported that whilst in Closed Session, in accordance with Section 275(1)(b) industrial matters affecting employees, 275(1)(e) contracts proposed to be made by it and 275(1)(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage, of the Local Government Regulation 2012, Council considered matters concerning Purchase and removal of scrap metal, Supervision of Waste Facilities, Industrial Matters and South Burnett Community Hospital Foundation Limited.

**Motion:**

*Moved Cr KA Duff, seconded Cr TW Fleischfresser.*

*That the Mayor's report be received*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**14. Confidential Section**

**14.1 CONF - 2647173 - Purchase of and removal of Scrap Metal Resource from Council Waste facilities throughout the South Burnett**

**Reason for Confidentiality**

This report is **CONFIDENTIAL** in accordance with Section 275(1)(e) of the Local Government Regulation 2012, which permits the meeting to be closed to the public for business relating to the following:

- (e) contracts proposed to be made by it

**Resolution:**

*Moved Cr RJ Frohloff, seconded Cr RLA Heit.*

*That Council accepts Liberty Recyclers submission to Purchase and Removal Scrap Metal Resource from Council Waste facilities throughout the South Burnett.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**14.2 CONF - 2647145 - Supervision of Timber Towns Waste Disposal Facility**

**Reason for Confidentiality**

This report is **CONFIDENTIAL** in accordance with Section 275(1)(e) of the Local Government Regulation 2012, which permits the meeting to be closed to the public for business relating to the following:

- (e) contracts proposed to be made by it

**Resolution:**

*Moved Cr DA Potter, seconded Cr GA Jones.*

*That Council accepts SB Waste Management's submission to provide Supervision Services at the Timber Towns Waste Disposal Facility.*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**14.3 CONF - 2647154 - Supervision of the Wattle Camp Waste Facility**

**Reason for Confidentiality**

This report is **CONFIDENTIAL** in accordance with Section 275(1)(e) of the Local Government Regulation 2012, which permits the meeting to be closed to the public for business relating to the following:

- (e) contracts proposed to be made by it

**Resolution:**

*Moved Cr RJ Frohloff, seconded Cr TW Fleischfresser.*

That Council accepts Jenny Brown's submission to provide Supervision Services at the Wattle Camp Waste Disposal Facility.

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**14.4 CONF - 2647919 - Industrial Matters Affecting Employees**

**Reason for Confidentiality**

This report is **CONFIDENTIAL** in accordance with Section 275(1)(b) of the Local Government Regulation 2012, which permits the meeting to be closed to the public for business relating to the following:

- (b) industrial matters affecting employees

**Resolution:**

*Moved Cr RLA Heit, seconded Cr DA Potter.*

*That pursuant to section 257 of the Local Government Act 2009 Council:*

- 1. delegate to the Chief Executive Officer the power to agree to terms and conditions contained within draft Certified Agreements currently being negotiated with employees and relevant Employee Organisations (Unions).*

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

**14.5 CONF - 2647772 - South Burnett Community Hospital Foundation Limited**

**Reason for Confidentiality**

This report is **CONFIDENTIAL** in accordance with Section 275(1)(h) of the Local Government Regulation 2012, which permits the meeting to be closed to the public for business relating to the following:

- (h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage

**Resolution:**

*Moved Cr DA Potter, seconded Cr RLA Heit.*

That the information report on South Burnett Community Hospital Foundation Limited Board meeting of 9 July 2019 be received.

*Carried 7/0  
FOR VOTE - Councillors voted unanimously*

There being no further business the meeting was declared closed at 2.27pm.

Confirmed before me this ..... day of .....2019

..... MAYOR



#### **4. Declaration of Interest**

Nil.

#### ***CONSIDERATION OF BUSINESS SECTIONS INCLUDING BUSINESS ARISING OUT OF MINUTES OF PREVIOUS MEETINGS***

See Business Function Headings

#### **5. Portfolio - Economic Development and Corporate Performance**

##### **5.1 Economic Development and Corporate Performance Portfolio Report**

#### **Document Information**

**ECM ID** 2654348

**Author** Mayor, South Burnett Regional Council

**Date** 9 January 2020

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#### **Précis**

Economic Development and Corporate Performance Portfolio Report

#### **Summary**

Mayor Campbell presented his Economic Development and Corporate Performance Portfolio Report to Council.

#### **Officer's Recommendation**

That Mayor Campbell's Economic Development and Corporate Performance Portfolio Report to Council be received.

## **5.2 Economic Development (ED)**

### ***Officer's Report***

#### **5.2.1 ED - 2654112 - Economic Development September 2019 Quarterly Report**

#### **Document Information**

**IR No** 2654112

**Author** Senior Economic Development Officer

**Endorsed  
By** Chief Executive Officer

**Date** 16 December 2019

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#### **Précis**

South Burnett Economic Development Quarterly Report – September 2019 for public distribution.

#### **Summary**

The Economic Development Department will publish a Report for public distribution each quarter to realise commitments to enhancing communication from Economic Development, activities and projects.

#### **Officer's Recommendation**

That Council accept the South Burnett Economic Development Quarterly Report – September 2019 and allow public distribution.

#### **Financial and Resource Implications**

Nil

#### **Link to Corporate/Operational Plan**

GO1 A strong and sustainable regional economy

#### **Communication/Consultation (Internal/External)**

Economic Development team members have contributed to this report.

#### **Legal Implications (Statutory Basis, Legal Risks)**

Nil

#### **Policy/Local Law/Delegation Implications**

Nil

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## **Asset Management Implications**

Nil

## **Report**

As part of an ongoing commitment from Council's Senior Economic Development Officer the July to September 2019, Economic Development Quarterly Report has been published.

The South Burnett Economic Development Quarterly Report provides an outline of activity undertaken within the Economic Development Department of South Burnett Regional Council. It is expected that each quarter, the South Burnett Economic Development Quarterly Report will evolve as the activity within the Department reflects the economic environment of the South Burnett region.

It is recommended that South Burnett Regional Council accept the South Burnett Economic Development Quarterly Report and allow public distribution.



## Economic Development



## Quarterly Activity Report

July - September 2019



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## INTRODUCTION

The Quarterly Report is the result of a focus from Economic Development on communication. It is intended to provide:

An overview of activity across Economic Development;

A record of statistics, media articles, comments, presentations and notes;

The Economic Development Quarterly Report is documented through a defined process, as follows.

- Collation of team contributions through team meeting and alternative sources
- Documentation of Draft Quarterly Report circulated to Council CEO for review
- Documentation of Quarterly Report and associated presentation for Council Portfolio Session
- Quarterly Report presented to Council portfolio meeting, including any minor changes required by Council, documented for consideration of Council Meeting
- Quarterly Report and presentation accepted by Council for distribution
- Quarterly Report and presentation distributed

This extended process is expected to take approximately six (6) weeks past the end of the quarter.

## ECONOMIC DEVELOPMENT OVERVIEW

Every year Regional Flavours is big. In 2019, South Burnett extended our Flavours stall to include two dishes. This meant two chefs (three when we include Karen Ford, who joins us every year) and a range of different ingredients, showcasing South Burnett in different ways.

Jason Ford, South Burnett's Food Ambassador, moved away from the famous South Burnett Sticky Pork Belly Wrap and created a Sticky Pork Belly Taco – making the dish more user friendly and more easily shared between two people. Roberta Schablon, who has carved a niche for local products across the region, created a local products tasting plate. This was paired very nicely with the local wines being sold in the South Burnett precinct.

Over 80,000 persons experienced a little piece of the South Burnett at South Bank Parklands. Not only were patrons exposed to great South Burnett businesses (and tastes) in the South Burnett precinct, but the Future Food arcade as well. The Sauce Men and Aussie Pork Supplies had samples of their innovative products on show, part of a broader business development initiative supported by Business South Burnett.

This activity spawned South Burnett Flavours, generating a market for local producers within the region's major food festivals. South Burnett Flavours debuted at Kingaroy Bacon Fest in August and backed up for the Blackbutt Avocado Festival in September. For many of the stall holders, it is their first time at such a big event and the activity provides great education for both stallholders and general public alike, celebrating all things produced in the South Burnett.

Economic Development also undertook a range of initiatives through the September quarter taking advantage of internal and external partnerships. Working closely with Department of State Development, Manufacturing, Infrastructure & Planning (DSDMIP), Council commenced work on a pilot program reviewing Investment Readiness. The Pilot benchmarks Council's readiness in key areas including land availability, collaboration, opportunity evaluation and development application process. The pilot will conclude before the end of 2019.

Economic Development has also worked internally with CEO's office and Council's Property Department in a Council first. Council owned land in Cornish Street, Kingaroy, was advertised for tender, with the intent of the sale being for economic development purposes. This is the first time that Council has sought to sell land with this intent and is the result of internal collaboration. Direct investment generating jobs will be the best possible outcome from this process and will inform future sale of land utilising the same process.

It was also great to see the conclusion of the filming undertaken in the South Burnett region as *Danger Close* opened in cinemas across Australia. Kingaroy RSL hosted an opening night event in conjunction with the Kingaroy Cinema to celebrate the occasion. The film was well received by local attendees, with some obvious representations of the South Burnett throughout the film for those in the know.

## 2019 CALENDAR

	JUL	AUG	SEP	OCT	NOV	DEC
<b>School Holidays</b>	29 Jun - 18 Jul		21 Sep - 7 Oct			18 Dec - 27 Jan
<b>EVENTS</b>			Italian Festival			
<b>SLI Team Absence</b>		1 Jul-5 Aug		1 Jul-1 Oct		1 Jul-1 Oct
<b>30 Directors</b>	Mon 2 Jul - STRATEGY	Mon 5 Aug	Mon 2 Sep	Mon 7 Oct	Mon 4 Nov	Mon 2 Dec
<b>Directions Events</b>						
<b>Creative Roundtable</b>		Thu 15 Aug			Thu 28 Nov	
<b>South Burnett Unpacked</b>		10L-8 (Rosa) Trip Tue 6 Aug			30U-9 (Kumbha) Mon 4 Nov Tourism Review	
<b>Midweek RMC</b>	7A (Markham)	8 (Murgon) 22 (Nanango)	4 (Wynatal) 19 (Kingsford)	3 (Blackbutt) 17 (Murgon) 11 (Nanango)	14 (Wynatal) 28 (Kingsford)	
<b>Volunteer Activity</b>						
<b>Visitor Services</b>						Town Proof campaign
<b>Business XI</b>						
<b>Business Events &amp; Workshops</b>	18 July The 808 Network Event - QED 22 June Social Media Workshop 21 July Meet the Mayor Kingsford Hospital QED 26-28 Approaching 100 Years of Economic Collaboration	10/10/19 C1 (KEF) VIP EVENT Visit to Wide Bay Burnett from QLD Chief Entrepreneur 27 Empowering our Regional Workforce (Bundaberg)	Australian Regional Development Conference	29-31 Regional Connectivity (Murgon/Bundaberg/Coolang)	7 Wide Bay Burnett Regional Economic Development Growth Forum 13-14 Digital (Murgon/Port Inland/Innisfail)	
<b>South Burnett Business Builders 2.0 in partnership with BRED</b>	*Blackbutt Site Visits (Days TBA)	*Blackbutt Site's 2.0 update @R1	*Blackbutt Site's Site Visits (Days TBA)	*Nanango Site's Site Visits (Days TBA)	*Nanango Site's 2.0 update @R1	1888 NETWORKING EVENT
<b>Food Region Activation Business 50</b>	10th - Future Food Incubator (AP2) & The Sauce Man Sustainable Food Farming event @ Milling Gold (Wynatal) 17th - Retail Readiness & Private LICENSING Workshop QED 2 TR - Regional Closure 30-32 Farmers 2 (Founders program) - Svydney Future Panel/Q&A 2 TR	10th - Women's Leaders in Food and Agribusiness 25th SOUTH BURNETT Flavours Backstage	30 Flavours Backstage	15th FOOD HORIZON		
<b>W.I.R.E.D</b>			16-19 W.I.R.E.D Events - Gunnedah, North Burnett, South Burnett	13th - Women in Ag Day		
<b>Culinary Tourism (Dinner at South Burnett)</b>	Regional Flavours			Food Horizon		
<b>Winery Events</b>			Italian Festival	Country Day Lunch		
<b>Mortdale Ridge Treena Farm</b>	20	17		27	16	
<b>Nanango Country Markets</b>	6	3	7	5	2	7
<b>Mackay, Robina &amp; Grouthers (NGO)</b>	14	16	20	19	15	20
<b>Blackbutt</b>	21	18	15	22	17	19
<b>Yarraman</b>	22	19	14	12	9	14
<b>Kumbia</b>	23	21	16	13	10	15
<b>Bunya Mountains</b>	28	25	20	17	14	20
<b>Maldenwood</b>	29	26	21	18	15	21
<b>Kingsford</b>	20	17	12	10	7	13
<b>Wynatal</b>	23	19	14	11	8	14
<b>Wynatal</b>	27	24	18	15	12	18
<b>Murgon CBD</b>	19	15	8	19	10	8
<b>Meesdale</b>	26	23	17	14	11	17
<b>Tableland</b>			25			26
<b>Kilgarrah</b>	7, 14, 21, 28	4, 11, 18, 25	1, 8, 15, 22, 29	6, 13, 20, 27	3, 10, 17, 24	1, 8, 15, 22, 29
<b>Future of the VICs</b>		Implementation of adopted recommendations				
<b>PR</b>						
<b>Destination Marketing</b>		2-4 QED Outdoor Adventure & Marketing Expo (Toowoomba)	20-22 Cleveland Country Camping, Boating & 4 x 4 Expo (Cleveland)			
<b>Autumn-Winter</b>	Post Campaign Story		Campaign Report & Measure			
<b>Regional Flavours</b>		Post Event Story & Measure				
	Promote weekly SOUTH BURNETT MARKETS					
<b>Spring-Summer</b>						Post Campaign Story



## **INVESTMENT & INNOVATION**

### **2025 South Burnett Economic Development Action Plan**

After meetings between Councillors, South Burnett Directions and Department of State Development, Manufacturing, Infrastructure & Planning (DSDMIP), Economic Development has coordinated a further two smaller group meetings with DSDMIP Officers, one in Kingaroy and one in Bundaberg. These meetings have further developed the draft 2025 South Burnett Economic Development Action Plan, creating a shared vision, alignment with higher level planning and assessment of proposed goals/actions.

In concert with this process, Councillors and key staff have also been working with DSDMIP Officers on an Investment Readiness Pilot program. The Investment Readiness Program is workshop based and scores the Council's investment readiness across a range of indicators.

### **Sale of Council owned land by Tender**

An alternative tender for sale of Council owned land was advertised in May 2019, completing an extensive period of internal collaboration. The tender advertised for Cornish Street established an alternative process for sale of Council owned land for the purpose of economic development. The tender proposed a lease to purchase option with certain milestones and timeframes for development strengthening the outcomes as a result of the sale. Once finalised, it is expected that this process will generate direct financial return for Council plus investment and jobs.

### **DSDMIP B2B Networking Event – Manufacturers**

A small number of regional manufacturers and Council's Senior Economic Development Officer, the majority from the South Burnett region attended a Department of State Development, Manufacturing, Infrastructure & Planning business to business networking function held in Kingaroy. The event focussed on a couple of small group round table sessions which explored some of the strengths for manufacturing in the Wide Bay Burnett and the actions taken by business to maximise competitive advantage. Transport/Logistics, local employment and establishing relevant systems/processes were identified as areas in which local service and business execution could improve. The event was well received by all in attendance.

### **Creative Round Table**

The South Burnett Creative Round Table met at the Shed in Nanango in August. The meeting was attended a good mix of returning and new participants. The meeting discussed the launch of Nanango Sound Trails to be held in conjunction with a BYO long table event in Nanango. Attendees talked about celebrating regional activity through a dedicated Arts Fair, an event to rival the 'Tractor Tattoo'. Coordination of artists, funding and timing is needed to realise results. Arts activity is recognised for its role in facilitating good mental health, particularly important in regional and rural communities in times of drought. The Arts and Cultural Policy developed for Tractor Tattoo was also discussed, with agreement that the policy was in need of updating. The Creative Round Table meets each quarter with South Burnett Arts Inc. hosting a gathering of artists in between meetings.

### **Empowering the Regions Forum (Bundaberg) – Ai Group, Brisbane Airport, Department of Innovation, Tourism Industry Development and the Commonwealth Games**

Council's Senior Economic Development Officer attended the Empowering our Regions Forum in Bundaberg. The forum was one of a series of forums run by Australian Industry Group, Brisbane Airport Corporation and Queensland Department of Innovation, Tourism Industry Development and the Commonwealth Games. The forum was well attended and provided insights to industry/commercial development trends, planning and development associated with Brisbane Airports 2<sup>nd</sup> runway and planning and construction timeframes for Queens Wharf in Brisbane.



### **Australian Regional Development Conference**

Council's Senior Economic Development Officer attended the Australian Regional Development Conference at the Sunshine Coast. The diverse program covered a range of topics relevant to regional development including attracting business opportunities, environment & resources, healthy villages, regional liveability, innovation & technology and connecting regions. Of particular interest through the program was discussion around economic development of mid-sized towns in regional areas, a research project undertaken by Regional Australia Institute (RAI), rural leadership development programs, transitioning regional economies and supporting online students through higher education.

### **Regional Partnerships - Wide Bay Burnett Regional Organisation of Councils (WBBROC) Regional Economic Development Advisory Committee (REDAC)**

The Regional Economic Development Advisory Committee (REDAC) met in Kingaroy in August. Agenda items for discussion included the status of the WBBROC Regional Economic Development Strategy, stakeholder updates and priority projects. Two new members were introduced to REDAC, being Scott Templeman, the new Executive Manager for Economic Development, Tourism and Partnerships for Fraser Coast Regional Council and Justin Kronk, North Burnett Regional Council. Justin is standing in for North Burnett's previous Economic Development Manager, Melanie Lavelle-Maloney, who has taken up a role in Charters Towers.

### **Regional Partnerships - Wide Bay Burnett Regional Organisation of Councils (WBBROC) Arts Advisory Committee/Regional Arts Services Network (RASN) Wide Bay Cluster**

The initial meeting of The WBBROC Arts Advisory Committee was held jointly with the RASN Wide Bay Cluster in Kingaroy. Officers from across the Wide Bay joined the meeting in person or by phone to commence formation of an Arts Advisory Committee affiliated with WBBROC. Joe Veera, WBBROC, provided some advice to attendees about the process and activities of other Advisory Committees and how WBBROC would be able to support the Arts in to the future. The participants were encouraged to consider development of a Terms of Reference for the Advisory Committee and form initial thoughts around development of a Regional Arts Strategy. Participants updated the meeting on relevant arts based activities and events occurring across the region to conclude the meeting. The next meeting is proposed for mid-October.

### **Regional Partnerships - Trade & Investment QLD (TIQ) Wide Bay Burnett Tour**

South Burnett Regional Council, along with other Councils across the Wide Bay Burnett, participated in the first Trade & Investment QLD (TIQ) regional tour. Held over the course of a week, the tour brought a mix of migration agents and investors through the region. South Burnett Regional Council hosted a dinner for local businesses and the tour group, enabling communication between businesses and broadening business networks and investment facilitation. The regional tour has developed new business relationships and investment activity. Council is working closely with Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) to develop relevant investment attraction processes and supporting documents.

### **Danger Close Release**

The movie, Danger Close – The story of Long Tan, was released through cinemas in early August. Mayor Keith Campbell addressed the opening night crowd through an event coordinated by Kingaroy RSL, noting Council's involvement in attracting the production team to complete shooting for the film in Wooroolin. The cast and crew were in the South Burnett for approximately 3 weeks, with the majority of activity during that time focussed on the paulownia plantation outside Wooroolin. The movie was well received by the opening night crowd.

## VISITOR ECONOMY

### Regional Flavours

Pre event media included an article in the Brisbane Airport magazine featuring regional food ambassador Chef Jason Ford, with a circulation of 35,000 hard copies.

Jason was also included in the Courier Mail 'Going Out' section – 'On the Queensland Taste Stage', presented by Courier-Mail and emceed by Taste editor Anoska Tucker-Evans, is a line-up of locals including Lockyer Valley ambassador Alastair McLeod giving tips for lovely lamb and Jason Ford, South Burnett Ambassador, discussing ideas for using the best of the region's produce'.

The Regional Flavours event guide featured Jason Ford on the 'Meet the Presenters' double spread, the Queensland Taste stage program and a pointer ad to Discover South Burnett website. Learnings for next year are to refresh the Discover South Burnett logo to enhance the South Burnett brand.

The weekend of 20–21 July displayed the South Burnett wine and culinary delights at South Bank Parklands. The weather was beautiful and a crowd of approximately 85,000 people were ready to discover new tastes and connections. The South Burnett pop up food stall tried a new approach with the pork belly recipe and provided this tasty, local inspired dish in tacos... hugely popular and once again sold out. Joining us to fly the Discover South Burnett flag for 2019 was Roberta Schablon, a passionate local produce advocate. Roberta created the South Burnett tasting box, which was very popular and easy to enjoy with a glass of local wine from the South Burnett hub. This addition added benefit to our region by promoting more of the food products we enjoy in the South Burnett. Learnings for 2020 include collateral development of the product story for easy communication and follow up. We had many customers return to say how much they enjoyed the flavours and wanted more information, which was a great conversation starter, but at times, the team was extremely busy delivering orders may not have had as much time as liked to communicate on the products.

The marketing stall had information bags including an upcoming event flyer and collateral telling more of the South Burnett story. Kingaroy BaconFest took the opportunity to assist with manning the stand and getting the crowd excited to visit the region come August. An Economic Development team member was on the ground meeting with key connections.

A post event survey request from those operators in the South Burnett precinct space with a 75% response rate. Insights received; 83.3% considered their presence successful with 16.7% maybe successful, 50% of attendees would attend the event if not placed within the South Burnett space, 16.7% wouldn't attend and 33.3% unsure of attendance, 100% of respondents promoted the activity on social media with 83.3% including #discoversouthburnett in their posts.

Direct feedback – Encourage more South Burnett wineries and producers to attend, the Regional Flavours is an OUTSTANDING event and we look forward to it every year. We really loved the spot we were in and wouldn't want to change where we are placed. The site was on a slant which made for a little bit of a challenge but this is something we can plan for in the future, trying to include a bigger variety of stalls and possibly more consumable food other than the couple of options that was on offer.

Torkit Business Solutions proudly supported Discover South Burnett and the attending businesses by capturing video footage of demonstrations and appearances by food ambassador and advocate, interviews with key stakeholders, promotional snapshots and images. This resource was a valuable piece of collateral over the weekend and beyond, rolling out social media posts, engaging visitors and businesses on the ground and enjoying the fun and atmosphere that is Regional Flavours.





### **South Burnett Unpacked**

This quarter South Burnett Unpacked hit the road, providing volunteers and operators the opportunity to experience the South Burnett Visitor Information Centre Network including art galleries and museums. Buses departed from Murgon and Blackbutt ends of the region, meeting in Kingaroy for lunch. Feedback received from attendees on the valuable exposure to other facilities and an interesting, collaborative resource with a lot of information sharing and learning taking place. South Burnett Unpacked 9, hosted in Kumbia Monday 4 November, has confirmed presentations by Tourism Events Queensland, Southern Queensland Country Tourism, Bunya Red Farm, Cup 'n' Saucer Cottage, Chrissy Trees for U and Minmore Fruit. These quarterly events are a great way to discover more of the South Burnett with an increased number of operators able to share their information with a largely volunteer based audience that is the front line of tourism across the network.

### **Industry Engagement**

A story brief request has been distributed to our network operator database. Information received will be presented for consideration for PR media and promotional opportunities.

There are currently nine South Burnett events listed on [www.discoversouthburnett.com.au](http://www.discoversouthburnett.com.au) and [www.queensland.com](http://www.queensland.com) that extend to August 2020. Consistent message for events and businesses to share their news and updates by tagging @Discover South Burnett on Facebook and Instagram.

### **South Burnett Touring Guide**

Discussions with South Burnett Times around the 2020 edition of the South Burnett Touring Guide are ongoing. The 2019 South Burnett Touring Guide is available via link logic [www.linklogic.com.au](http://www.linklogic.com.au) and can be ordered and delivered at no cost for operators to stock and also available online [www.discoversouthburnett.com.au/map](http://www.discoversouthburnett.com.au/map) along with some other valuable resources such as markets and freedom camps listings along with walking trails and regional maps.



## **Tourism Expos and Shows**

The Queensland Outdoor Adventure and Motoring Expo in Toowoomba had approximately 15000 attendees with Discover South Burnett stand receiving 2127 entries into the dam accommodation competition, 1200 copies of the South Burnett Touring Guide were taken by visitors at the stand. Approximately 70% of visitors to the stand were familiar with the South Burnett region with comments including 'we know where that is', 'we love the dams', 'we love the Bunya Mountains' and 'we go there quite often', there was also a connection made with a large number of locals from the South Burnett.

Discover South Burnett attended the final show for 2019 at Cleveland, Caravan, Camping, Boating, Fishing and 4 x 4 Expo 20 – 22 September. Two of our Visitor Information Centre Network volunteers attended to promote attractions and share information and collateral on the South Burnett region. An accommodation prize for either Yallakool Park or Lake Boondooma Recreation Park was on offer and attracted 2043 entries with a winning entry from Thornlands in the Redlands City area. The most asked question was 'where is your area' followed by do we have many camping spots in our region. Over 1000 touring guides, 900 dam brochures, 800 information bags, 600 Australian Tourism Data Warehouse event listings and 400 Bunya Mountains guides were taken home by attendees. The volunteers thought a surprising number of visitors to the stand shared they were from or previously lived in the region, had just visited or came and fished the South Burnett regularly.

Tourism staff will meet in November to review the 2019 show attendance data to begin planning the 2020 circuit.

## **Culinary Tourism**

The South Burnett Produce Network closed Facebook group, connecting growers, suppliers and consumers has increased to 200 members. Members continue to share local produce availability and accessibility, local food related workshops and events. An increase of food activity has seen another group develop – Farm 2 Fork Collective, South Burnett, promoted as a platform for the region's growers, producers and creators of food to discuss potential opportunities to put South Burnett on the map as a food destination. Initial discussions include farmers markets, media famils, collaborative events, food and wine trails and support for food festivals. Roberta Schablon and Skye Douglass propose bi-monthly meetings in locations determined by the group.

Planning for 2020 food activity is underway with an initial meeting between Economic Development staff and collaborators. Activity proposed includes Food Horizon, Taste the Trail, Media activation in Brisbane pre Regional Flavours, Regional Flavours, South Burnett Flavours at local and out of region events and review of Good Food and Wine Show.

## **PR Activity**

Media continues to distribute post the hosted media famil in March, 'The Delectable South Burnett' featured in a 6-page spread in the bimonthly August/September edition of RM Williams glossy magazine with an advertising value equivalent of approximately \$156,000. A double spread feature 'Stunning South Burnett' also promoted the region in The Road Ahead August/September magazine.

Development of a South Burnett story bank is underway for 2019/20. A request for story submissions has been communicated with responses to be collated and shared with Tilma Group for media opportunities. Australian Tourism Data Warehouse Events will also continue to be funnelled through for consideration for promotion through various connection channels. A 'feed the media' campaign concept pre Regional Flavours is in discussion with stakeholders.



### **Event Feedback and Collaborative Activity**

Information bags prepared for approximately 150 participants (70 vehicles) in the Road Boss Rally.

Print advertisement in the 2019 Kingaroy BaconFest commemorative book promoting the Visitor Information Network and Discover South Burnett.

Feedback from the Blackbutt R & R Rail Trail Experience – 'How good is the BVRT, it must be doing wonders to the local businesses. I have listed R & R event on ATDW and once again holding the event in May 2020.'

NSW visitor to the Kingaroy Visitor Information Centre enquired about camping for a few days at Burrandowan Race Track. A volunteer (who also volunteers at the Burrandowan Races) supplied her with information and contact details. The volunteer was delighted to see the travellers at Burrandowan Races and shared they were having a great time at the "fantastic Burrandowan Race event."

The tourism team attended the Queensland International Wine Tourism Strategy visioning workshop hosted at Clovely Estate. Facilitated by Earthcheck, the session sought input on the challenges and opportunities of the wine tourism experiences. The next stage is combining the feedback with the research already conducted by Queensland Wine to help identify and define key actions, which will make the foundations of the draft strategy.



## BUSINESS GROWTH

### Farmers to Founders

Farmers2Founders (F2F) is a world-first innovation program tailored to producers that equips them to act as frontline innovators and supports them to develop entrepreneurship & technology capabilities, so they can solve critical industry challenges. Council's Economic Development Officer attended the first F2F workshop with local business Lawless Beef Co. The team at Lawless Beef Co. are working towards a new sales platform for farmers within the South Burnett.



## Jodie Lawless

South Burnett | Queensland

With customers increasingly demanding transparency and a closer connection to their food Jodie and her team are hoping to develop a sales platform for farmers within the South Burnett region that will allow farmer direct sales, and promote the region as a foodie hub. The successful beef producer says there is strong interest from customers in sourcing produce direct from the region.

Image credit: <https://www.farmers2founders.com/producer-profiles>

### ATO Workshop

Business South Burnett supported the ATO in delivering an ATO workshop. The Workshop focused on employer essentials, Single Touch Payroll Introduction, Planning your regular financial commitments and tax essentials.

### Innovation and ideation workshop – Kandanga Farm Store

Business South Burnett together with South Burnett Businesses, Lawless Beef Co, HighBrit Beef, TopX Murgon and Hidden Gold Homestead attended an Ideation workshop at Kandanga Farm Store. The event focused on developing innovative food and agri-business based project ideas for the South Burnett. Owner of Top X Murgon, Amy Wicks won the project pitch with the majority of attendees voting for her project. Attendees also learnt more about how technologies are shaping the future of agriculture and how they can utilise these cutting edge technologies to bring real benefit to their businesses.



### Future Food at Regional Flavours

Through Business South Burnett's relationship with Brisbane Marketing, South Burnett Businesses, Aussie Pork Supplies and The Sauce Man were selected to take part in Future Foods Grill to Till pitch at Regional Flavours. Passionate and smart entrepreneurs pitched their bold and bright culinary ideas to a panel of experts. This session was part of Brisbane's Marketing's Future Food Initiative, Grow Local to Build Global.



The Sauce Man and Aussie Pork Supplies both took part in this initiative, attending the Market Ready Incubator prior to the event.

### An Afternoon with Woolworths Australia

Economic Development staff attended Brisbane Marketing's Meet the Buyer session with Woolworths Australia. Attendees had the opportunity to meet Basil Stander, Executive Innovation Chef for Woolworths. Basil told the story of the Woolworths journey to create their ground-breaking Innovation Incubator and foster a culture that celebrates and loves food. Attendees received insight into Woolworth's inspiration sessions, to inspire product development.

### Tour of Food Connect, Salisbury



Economic Development Staff took a tour through Food Connect Brisbane to learn from CEO Robert Pecan on how to better connect locals to local food and reduce food miles.

With the support of the community, Food Connect has created social and environmental impact for over 14 years. In 2009, they set up a non-profit organisation, Food Connect Foundation to promote, educate and advocate for fair food systems locally and internationally.

In late 2018, the community jumped on board, and helped them to buy the warehouse they had been renting for 12 years, through an equity crowdfunding campaign. The Food Connect Shed is now Australia's first community-owned local food hub. The hub offers the infrastructure to provide a stable market for farmers.

Business South Burnett is in discussion with Food Connect to arrange a Study Tour of local food businesses to their facility in 2020.

*Photo credit: foodconnect.com.au*



## Social Media Session with Push Pull Marketing and Martoo Review

Push Pull Marketing, The Martoo Review, Business South Burnett and BIEDO joined forces to deliver a Social Media Workshop presented by Damien Martoo and Sheena Lindholm. Local businesses received training on how to maximise social media platforms, to more effectively market their business and how to use insights gained through social media to better target their marketing.



## Coffee Chats Business Breakfast – Murgon



Business South Burnett continued to support the South Burnett Business Breakfasts this quarter. Mat Collins once again delivered a well-planned, well-attended event. Guest Speakers included; Mark Smith, Felicity Dascombe, James Curtain, Pauline Polly and Craig Tunley.

## Business to Business (B2B) networking event

Following the highly successful Wide Bay Burnett B2B networking events held in Bundaberg and Maryborough, the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) with the support of Business South Burnett held an event in Kingaroy.

Key regional enterprises and business leaders shared ideas, concerns and opportunities and fostered connections between key regional manufacturing enterprises. The theme of the event was 'Adding value to businesses', and covered topics including workforce skills and development, supply chain, partnerships and Industry 4.0.

## South Burnett Flavours at BaconFest



South Burnett Flavours (SBF) is a project led by Business South Burnett. SBF is a local food market inspired by Regional Flavours.

The inaugural event was launched at this year's BaconFest. 13 local food businesses joined the excitement to showcase the diverse range of food products our region creates.

The event was a wonderful success with great feedback from stallholders and festival attendees. Local producers were also interviewed by Clint Kenyon from Hidden Gold Homestead, on the stage at the long table breakfast and during the day as people shopped. 15,000 people attended BaconFest providing a valuable opportunity to promote the South Burnett as a food destination.

## South Burnett Flavours at Blackbutt Avocado Festival

Following the success of the producer interviews at BaconFest, it was decided step it up for the Blackbutt event. An interview tent was erected, with shaded seating. Clinton Kenyon interviewed each of the 10 producers who held a stall within the South Burnett Flavours precinct. The local food market was once again extremely well received by festival goers, and all feedback received from exhibitors was positive.



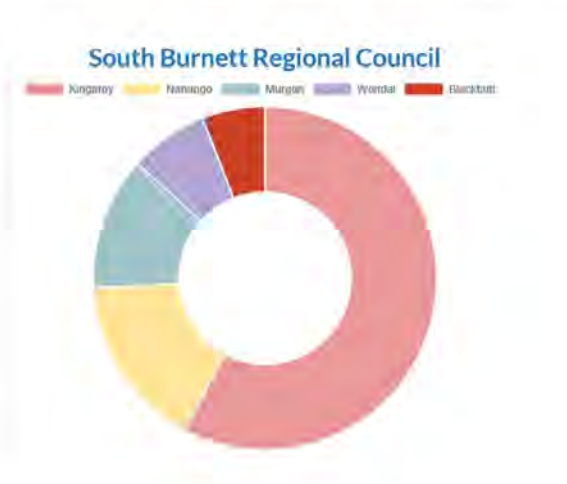
## MEASUREMENT

### Localised

The following graphs demonstrate the activity generated within Localised during the past quarter.

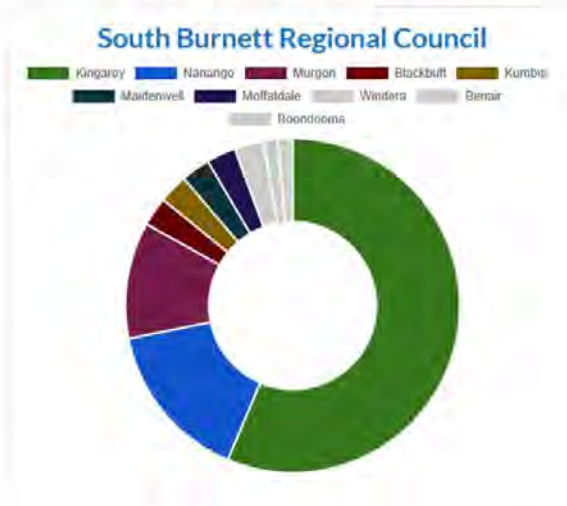
#### People: Top 5 Locations

Number of people that have created profiles: Kingaroy 87 (up 9 since last quarter), Nanango 24 (up 2), Murgon 17 (no change), Blackbutt 9 (up 1), Wondai 11 (up 1)



#### Businesses: Top 10 Locations

Kingaroy 40 (up 6), Nanango 11 (remained the same), Murgon 8 (no change), Blackbutt 2 (no change), Maidenwell 2 (no change), Winderra 2 (no change), Boondooma 1 (no change), Moffatdale 2 (up 2), Benair 1 (up 1)





### Top 5 Business Categories

Retail trade 12 (up by 1), professional services 6 (remained the same), sports and fitness 6 (remained the same), Tourism 6 (up by 1), Photography and Videography (which took over Building and Construction in the top five from last quarter 6 (up 6)

#### South Burnett Regional Council

Retail Trade    Tourism    Professional services  
Sports and Fitness    Photography Video and Audio

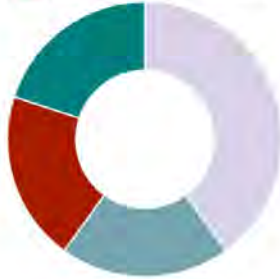


### Business Registration Graph



**Projects: Top 5 Categories**

**South Burnett Regional Council**  
 Building Construction and Trades Food Manufacturing  
 Hospitality and Event Management Services  
 Waste Management and Commercial Cleaning

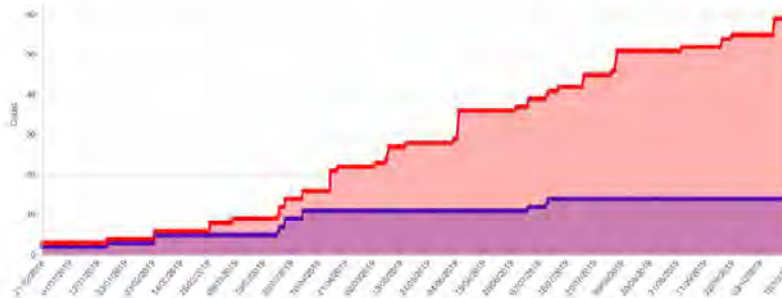


Building Construction and Trades 2, Food Manufacturing 1, Hospitality and Events Management 1, Waste Management and Commercial Cleaning 1

**Projects: Growth**



**Events: Growth**



**User Created Content**

Expert Articles and Good News Announcements are ways for local business to demonstrate the value they offer the local business community. It's a platform for growing their brand and letting locals know what they do. 34 Expert articles and 39 Noticeboard announcements have been made on the Localised Platform.



### Getting Social (Media) in the South Burnett

Social Media is an important marketing channel for economic development's forward facing activity areas, Business South Burnett and Discover South Burnett.

#### Business South Burnett Facebook

83 posts for the period July - September

Fan Growth increase from 1750 (01/07/19) to 1830 (30/09/19)

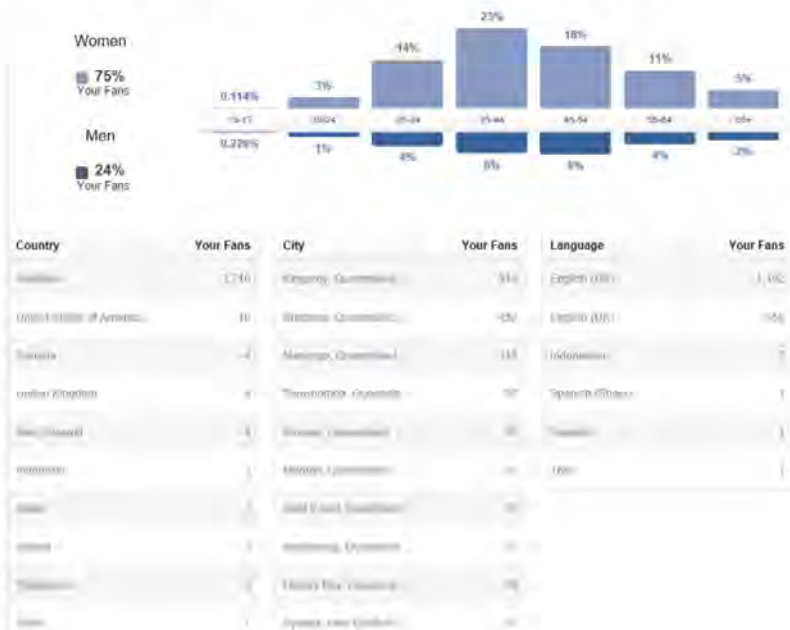


#### Demographics – Top 5 by %

- 35 – 44 age group female - 23%
- 45 – 54 age group female – 19%
- 25 – 34 age group female – 14%
- 55 – 64 age group female – 11%
- 45 – 54 age group male – 6%

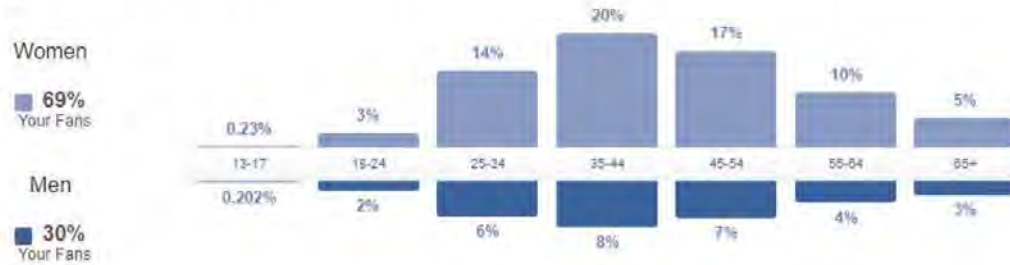
#### Regions – Top 5 by %

- Brisbane
- Kingaroy
- Nanango
- Toowoomba
- Wondai



**Discover South Burnett Facebook**

Discover South Burnett Facebook page  
 172 posts for the period July - September  
 Fan Growth increase 3060 (01/07/19) to 3459 (30/09/19)  
 Paid promotion \$69.99 to increase exposure with end result 194 new followers at a cost of .36c per follower



Demographics – Top 5 by %  
 35 – 44 age group female  
 45 – 54 age group female  
 25 – 34 age group female  
 55 – 64 age group female  
 35 – 44 age group male

Country	Your Fans	City	Your Fans	Language	Your Fans
Australia	3,431	Brisbane, QLD, Australia	1,690	English (US)	2,415
United States of America	8	Kingaroy, QLD, Australia	468	English (UK)	1,040
New Zealand	4	Toowoomba, QLD, Aus	173	Spanish	2
United Kingdom	3	Nanango, QLD, Australia	126	Serbian	2
Pakistan	3	Bundaberg, QLD, Austr	77	English (Pirate)	2
Ireland	3	Sunshine Coast, QLD,	89	Afrikaans	1
Papua New Guinea	2	Gold Coast, QLD, Aust	57	Tamil	1
Vietnam	2	Murgon, QLD, Australia	56	German	1
Serbia	1	Hervey Bay, QLD, Austr	53	Hungarian	1
India	1	Wondal, QLD, Australia	48	Croatian	1

Regions – Top 5 by %  
 Brisbane  
 Kingaroy  
 Toowoomba  
 Nanango  
 Bundaberg

Higher performing posts



The Kingaroy Visitor Information Centre volunteers assisted Kingaroy BaconFest with an in Centre promotion




Link to Matt Langford Australian Fishing report uploaded to [www.discoversouthburnett.com.au](http://www.discoversouthburnett.com.au)



**Discover South Burnett** \*\*\*  
Published by Julie Foley (9) · August 6 · 🌐

Have you got your copy of the current South Burnett Touring Guide? Online read here thanks to The South Burnett Times #discoversouthburnett



ISSUU.COM  
**South Burnett Touring Guide**  
South Burnett Touring Guide

👍 Get More Likes, Comments and Shares  
Boost this post for A\$29 to reach up to 4,500 people.

2,301 127  
People Reached Engagements [Boost Post](#)

[Link to digital copy of South Burnett Touring Guide](#)

FOLLOW US ON 

# Instagram

1626 followers

Top 5 Demographics  
35 – 44 age group 30%  
25 - 34 age group 29%  
45 – 54 age group 20%  
55 – 64 age group 9%  
18 – 24 age group 8%

70% followers female  
30% followers male

Top 5 locations  
Brisbane  
Kingaroy  
Toowoomba  
Nanango  
Gold Coast

**South Burnett VIC Network Facebook**

92 posts for the period July to September

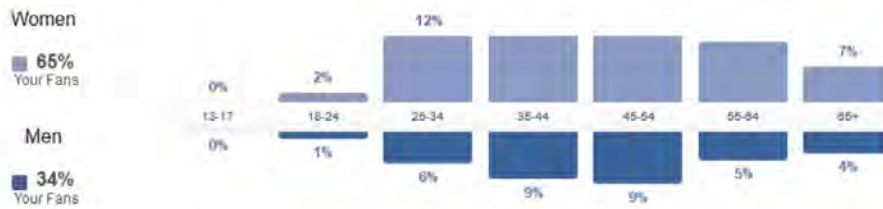
Fan Growth increase from 471 (1/07/19) to 533 (30/09/19)

**Demographics – Top 5 by %**

- 35 – 44 age group female - 18%
- 45 – 54 age group female – 15%
- 25 – 34 age group female – 12%
- 55 – 64 age group female – 11%
- 45 – 54 age group male – 9%

**Regions – Top 5 by %**

- Brisbane
- Kingaroy
- Toowoomba
- Nanango
- Wondai



Country	Your Fans	City	Your Fans	Language	Your Fans
Australia	533	Brisbane, QLD, Australia	204	English (US)	362
United States of America	2	Kingaroy, QLD, Australia	118	English (UK)	118
Italy	1	Toowoomba, QLD, Au	26	Japanese	1
Malaysia	1	Nanango, QLD, Australia	31		
Saudi Arabia	1	Wondai, QLD, Australia	14		
China	0	Blackbutt, QLD, Australia	11		
		Murumbidgee, QLD, Australia	11		
		Bundaberg, QLD, Aust	7		
		Yarraman, QLD, Austr	7		
		Gold Coast, QLD, Austr	2		

## Visitor Information Centres

### Kingaroy VIC – July/Aug/Sept 2019

STATS	Visitors (2018)	Visitors (2019)	Sales	Volunteer Hrs	Bus Groups
July	2252	1972	\$6703.67	1003.5	3
August	1782	1748	\$6013.37	1105	
September	1682	1469	\$6358.38	1070	5



### Visitor Survey Results

South Burnett Visitor Information Centres Survey - Kingaroy	
Age of Volunteers	69% over 65
Why Visit VIC	42% visited to enquire about Local Attractions
Staff Satisfaction	66% were very satisfied with information given -Accommodation & Attractions
	77% were very satisfied with information given -Weather & Roads
	80% were very satisfied with information given – Local Events
Centre Experience	75% were very satisfied with displays
	71% were very satisfied with signage & direction to the centres
	70% were very satisfied with brochures, visitor guides and maps
	66% were very satisfied with range, quality & price of souvenirs
Comments	The most useful product or services provided by the VIC is helpful staff.
Improvements	Caravan and RV parking is the most important improvement – visitors suggested
<ul style="list-style-type: none"> <li>Survey results were collated from 62 surveys taken from May to Sept 2019</li> </ul>	

**July:** July saw the precinct take to Media platforms to help us solve the mystery of the unidentified object, we had numerous responses and guesses, but still the object remains a mystery. Ralph Clark spoke with the South Burnett Times who published an article to try and help us solve the case.

**August:** The VIC welcomed Patreece, a volunteer student from Kingaroy State High School who commenced in August for five weekend shifts. Patreece was a delight to have on board and thoroughly enjoyed her time here with the various volunteers she worked with. We also welcomed the Fudooka High School Students through the centre – which is always lovely.

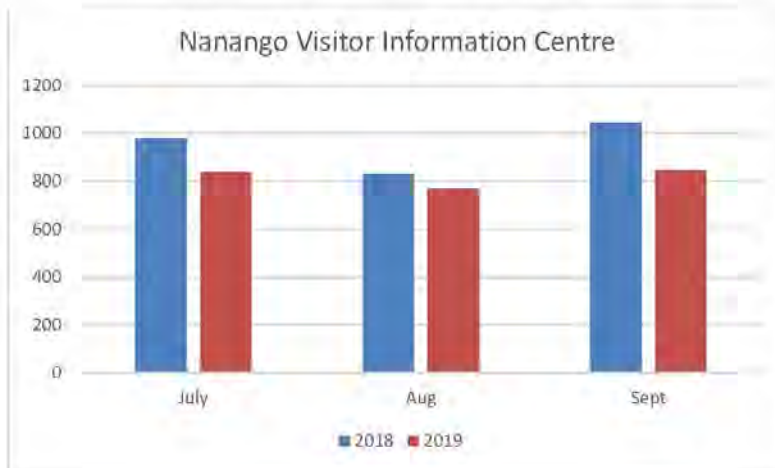
**September:** September saw us take our Kingaroy VIC products to the Blackbutt Avocado Festival setting up a 'pop up style' Centre. This was well received by the visitors and locals alike.

**Visitor Comments:**

- July - So nicely organized and interesting – *Sydney*
- August - Great Info Centre, friendly staff, not great caravan parking – *Townsville*
- September - Great Asset to a lovely township - *Ballan*

**Nanango VIC – July/Aug/Sept 2019**

STATS	Visitors (2018)	Visitors (2019)	Sales	Volunteer Hrs.	Bus Groups
July	979	835	1068.10	351.25	-
August	837	770	874.65	360.75	-
September	1044	847	1117.13	291.25	-



**July:** Sound Trails progression was nearly complete. We met with Hamish regarding using the Visitor Information Centre as a place users can download the application using the Wi-Fi – what a great initiative for Nanango.

**August:** August saw the beginning of the Butter Factory Engine Service. Many people from different areas are involved in the process to get the engines back up and running for public viewing and we have engaged some volunteers from Antique Machinery Restoration Society of Queensland who are donating their time and efforts to help achieve this.



**September:** September brought us a new volunteer, Mayor Keith Campbell. The Mayor attended the Nanango Visitor Information Centre to volunteer for a two hour shift, where he engaged with the working volunteers and visitors that attended the centre. It was a great experience for all involved.

**Visitor Comments:**

- July – Excellent!! Kids enjoyed the bike – Sydney
- August – Great centre, fantastic volunteers - *Brisbane*
- September – Fantastic and enjoyable experience – *Sunshine Coast*

**Visitor Survey Results**

South Burnett Visitor Information Centres Survey - Nanango	
Age of Volunteers	75% over 65
Why Visit VIC	24% visited to enquire about Local Attractions
Staff Satisfaction	55% were very satisfied with information given -Accommodation & Attractions
	75% were very satisfied with information given -Weather & Roads
	85% were very satisfied with information given – Local Events
Centre Experience	64% were very satisfied with displays
	78% were very satisfied with signage & direction to the centres
	69% were very satisfied with brochures, visitor guides and maps
	55% were very satisfied with range, quality & price of souvenirs
Comments	The most useful product or services provided by the VIC is knowledgeable and helpful staff.
Improvements	Fixing old generator is the most important improvement visitors suggested
	<ul style="list-style-type: none"> <li>• Survey results were collated from 16 surveys taken from June to September 2019</li> </ul>

Wondai VIC – July/Aug/Sept 2019

STATS	Visitors (2018)	Visitors (2019)	Sales	Volunteer Hrs.	Bus Groups
July	1300	1239	3118	158	-
August	1039	967	3782	149	-
September	1128	797	1867	180	-



Google My Business

## Wondai VIC & South Burnett Timber Industry Museum

Views **7,200**      Search **5,863**      Activity **46,200**

Here are the top search queries used to find you:

<p><b>flight centre</b></p> <p>used by 40 people</p> <p><b>35</b></p> <p>Request directions</p>	<p><b>attractions</b></p> <p>used by 27 people</p> <p><b>41</b></p> <p>Visit your website</p>	<p><b>fishing boat</b></p> <p>used by less than 12 people</p> <p><b>13</b></p> <p>Call you</p>
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**July:** We had two coach tours this month from All Australian Journeys. Guests were from Brisbane and Norther NSW.

**August:** Bob Baldwin showcased the Wondai Timber Museum to other volunteers of the South Burnett, with a 30 minuted guided tour, as part of South Burnett Unpacked #8. Bob is our resident story teller and regularly entertains bus groups with his local anecdotes.

We welcomed a new volunteer to the Wondai VIC – Robert Royle.



**September:** This month we saw five long term volunteers leave the Wondai VIC – Kevin Heritage (17 Years) and wife Margaret pictured, Judy Trace (18 Years), Marion Holt (14 years) and Trevor Greer (8 years). The dedication and knowledge will be sadly missed.

**Visitor Comments:**

**Maria Bolivar**  
 5 weeks ago  
 The user didn't write a review, and has left just a rating.  
[Reply](#)

---

**Brian Dawson**  
 9 weeks ago  
 Great display.  
 Wondai Visitor Information Centre and South Burnett Timber Industry Museum (owner)  
 9 weeks ago  
 Thanks Brian  
[Edit](#) [Delete](#)

---

**Indianna Rose**  
 9 weeks ago  
 For such a small town, this place is incredibly. Huge amount of stuff at the museum.  
 Wondai Visitor Information Centre and South Burnett Timber Industry Museum (owner)  
 9 weeks ago  
 Thanks Indianna for the great review!  
[Edit](#) [Delete](#)

South Burnett Visitor Information Centres Survey - Wondai	
Age of Volunteers	63% over 65
Why Visit VIC	46% visited the VIC for Local Attraction
Staff Satisfaction	96% were very satisfied with information given –Accommodation & Attractions
	100% were very satisfied with information given -Weather & Roads
	95% were very satisfied with information given – Local Events

Centre Experience	98% were very satisfied with displays
	98% were very satisfied with signage & direction to the centres
	97% were very satisfied with brochures, visitor guides and maps
	96% were very satisfied with range, quality & price of souvenirs
Comments	The most useful product or services provided by the VIC is Local information
Improvements	nil
<ul style="list-style-type: none"> <li>Survey results were collated from 60 surveys taken from May to September 2019</li> </ul>	

**Wondai Heritage Museum – July/Aug/Sept 2019**

STATS	Visitors (2018)	Visitors (2019)	Donations	Volunteer Hrs.	Bus Groups
July	155	56	118.70	146	-
August	136	100	129.05	186.75	-
September	192	49	96.10	175.50	



**July:** Volunteers undertaking stock take of all print items in school room display. Large number of the newspaper folios were donated by the Wondai library.

**August:** With the ongoing bushfires in the region, volunteers posted a story on the history of one of the museums prized possessions the Denis Fire Engine. The story received great attention with over 1400 reaches and 273 engagements.



**September:** This month we saw long term volunteer Anne Kinsella leave the Wondai Heritage Museum. Anne had volunteered at the centre for over 31 years.

**Wondai Heritage Museum Facebook**

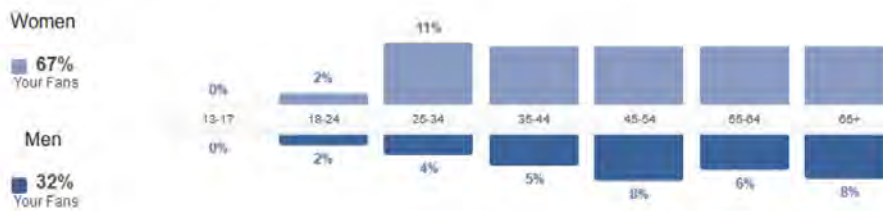
Fan Growth increase from 586 (1/07/19) to 597 (30/09/19)

**Demographics – Top 5 by %**

- 35 – 44 age group female - 17%
- 45 – 54 age group female – 15%
- 55 – 64 age group female – 12%
- 25 – 34 age group female – 11%
- 65+ age group female – 11%

**Regions – Top 5 by %**

- Brisbane
- Wondai
- Bundaberg
- Toowoomba
- Gold Coast



Country	Your Fans	City	Your Fans	Language	Your Fans
Australia	585	Brisbane, QLD, Australia	200	English (US)	407
Germany	2	Wondai, QLD, Australia	73	English (UK)	183
United States of America	1	Kingsburg, QLD, Australia	71	Simplified Chinese (C...	118
Namibia	1	Bundaberg, QLD, Aust.	17	Italian	11
Taiwan	1	Toowoomba, QLD, Au.	17	Traditional Chinese (T...	11
Portugal	1	Gold Coast, QLD, Aust.	15	Korean	11
Singapore	1	Sydney, NSW, Australia	12	French (France)	11
Italy	1	Murgon, QLD, Australia	11	Portuguese (Portugal)	11
United Kingdom	1	Napangri, QLD, Australia	9	German	11
Malaysia	1	Sunshine Coast, QLD, Au.	8		

**Murgon VIC – July/Aug/Sept**

STATS	Visitors (2018)	Visitors (2019)	Sales	Volunteer Hrs.	Bus Groups
July	972	984	1086	307	-
August	1009	1007	1146	299	-
September	935	733	418	248	-



Google My Business

**Murgon VIC**

Views  
**2,120**

Search  
**1,971**

Activity  
**1,210**

Here are the top search queries used to find you:

Information centre

used by 11 people

**24**

Request directions

Travel agents

used by 11 people

**12**

Visit your website

Boat charters near me

used by less than 10 people

**36**

Call you

**July:** Murgon Rail Trail Festival took place in Murgon this month with volunteers assisting on numerous projects in the lead up to the event. Volunteers also help coordinated various stalls at the event including marathon, obstacle course and kids rides.

**August:** Volunteers attended South Burnett unpacked #8, taking a road trip around the region. Volunteers visited all the VIC's, art galleries and museums in the region. The South Burnett Unpacked events form part of the volunteer training program, which aims to educate and familiarise volunteers on the attractions in our region.

The VIC network enrolled in a visitor servicing and destination marketing boot-camp with Tourism E-School. Volunteers were nominated from each VIC centre to partake in the online course.

**September:** Volunteers continue to engage in the destination marketing boot-camp learning about website and social media marketing. Yallakool welcomed 100 RV campers to the dam with volunteers collating information packs to welcome our visitors to the area.

#### Visitor Comments:

- July – Great free camp spot and a wonderful town – *Tamworth*
- August – Lovely town, friendly people and great shops – *New South Wales*
- September – Fantastic town and very friendly and informative information centre – *4573*

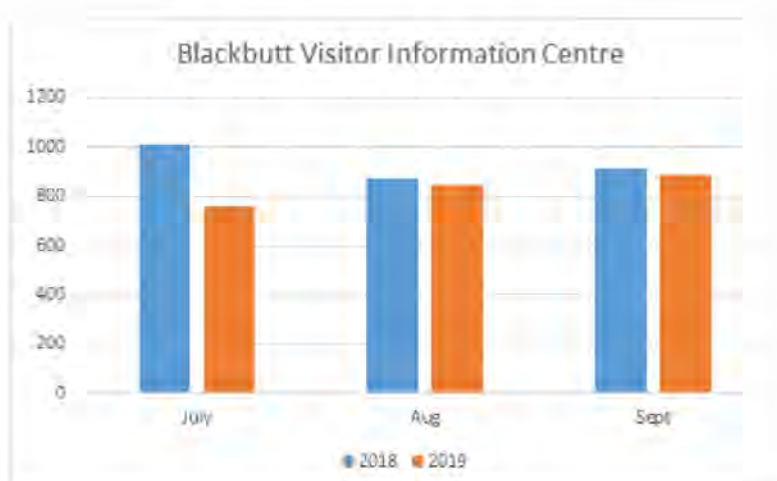
#### Visitor Survey Results

South Burnett Visitor Information Centres Survey - Murgon	
Age of Volunteers	72% over 65
Why Visit VIC	40% visited the VIC for Free Camping information
Staff Satisfaction	63% were very satisfied with information given -Accommodation & Attractions 72% were very satisfied with information given -Weather & Roads 45% were very satisfied with information given – Local Events
Centre Experience	45% were very satisfied with displays 54% were very satisfied with signage & direction to the centres 54% were very satisfied with brochures, visitor guides and maps 63% were very satisfied with range, quality & price of souvenirs
Comments	The most useful product or services provided by the VIC is Local information
Improvements	nil
<ul style="list-style-type: none"> <li>• Survey results were collated from 11 surveys taken from June to September 2019</li> </ul>	

#### Blackbutt VIC – July/Aug/Sept 2019

STATS	Visitors (2018)	Visitors (2019)	Sales	Volunteer Hrs.	Bus Groups
July	1009	762	275.5	314	
August	872	848	279.3	353	4
September	915	885	300.5	296	7





**July:** The volunteers have kept themselves busy this month by updating information in the centre.

**August:** August saw four bus groups visit the centre, enjoying the centre and information that was provided to them.

**September:** The Centre took part in the Blackbutt Avocado Festival, armed with 200 information bags, with so many people stopping by to collect a bag the VIC stall ran out. Blackbutt comes alive for the festival and it was nice to see so many bus groups have the festival as a tour destination.

**Visitor Comments:**

- July – Informative and friendly – *Richmond, Victoria*
- August – Great range of information – *Caloundra, Queensland*
- September – Fantastic!! – *Gold Coast, Queensland*

**Visitor Survey Results:**

South Burnett Visitor Information Centres Survey - Blackbutt	
Age of Volunteers	23% over 65
Why Visit VIC	66% visited the VIC to get key for Maps & Brochures
Staff Satisfaction	73% were very satisfied with information given -Accommodation & Attractions
	93% were very satisfied with information given -Weather & Roads
	82% were very satisfied with information given – Local Events
Centre Experience	84% were very satisfied with displays
	79% were very satisfied with signage & direction to the centres
	89% were very satisfied with brochures, visitor guides and maps
	73% were very satisfied with range, quality & price of souvenirs
Comments	The most useful product or services provided by the VIC is maps & brochures
Improvements	Tea & coffee facilities
	<ul style="list-style-type: none"> <li>• Survey results were collated from 36 surveys taken from July to September 2019</li> </ul>



## 5.3 Corporate Performance (CP)

### *Officer's Report*

#### 5.3.1 CP - 2654895 - Proposed projects for submission to the Drought Communities Programme - Extension

#### Document Information

**ECM ID** 2654895

**Author** General Manager Community

**Endorsed By** Chief Executive Officer

**Date** 6 January 2020

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#### Précis

Council to approve proposed projects for submission to the Drought Communities Programme-Extension.

#### Summary

The Drought Communities Programme is an initiative of the Federal government providing eligible Councils with up to \$1 million for local community infrastructure and other drought relief projects for communities impacted by drought. South Burnett Regional Council received \$1 million under the original announcement in 2018.

The Drought Communities Programme – Extension provides Councils with an additional \$1 million for drought relief projects.

The projects Council identifies need to:

- provide employment for people whose work opportunities have been impacted by drought;
- stimulate local community spending;
- use local resources, businesses and suppliers; and
- provide a long-lasting benefit to communities and the agricultural industries on which they depend.

Funded projects need to be completed by 31 December 2020.

#### Officer's Recommendation

That Council approve the following proposed projects for submission to the Drought Communities Programme - Extension:

Rural Support Initiatives	\$209,000
Parks / Streetscape Refurbishment Works	\$300,000
Footpaths / Walking Tracks	\$166,000
Community Buildings/Asset Upgrades	\$225,000
Bitumen and Drainage Works	\$100,000

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## **Financial and Resource Implications**

Grant funding will provide 100% of eligible project costs.

No additional financial and resource implications arise from the delivery of the proposed projects as it is proposed any additional resources required to deliver the project would be funded as part of the project.

## **Link to Corporate/Operational Plan**

EC3	An active, safe and healthy community
EC4	Our community is prepared and resilient to disasters
GO1	Strong and sustainable regional economy
INF1	Infrastructure that meets our communities needs

## **Communication/Consultation (Internal/External)**

Project suggestions were invited from Councillors and the Senior Management Team.

## **Legal Implications (Statutory Basis, Legal Risks)**

No direct legal implications arise from this report.

## **Policy/Local Law/Delegation Implications**

No direct policy/local law/delegation implications arise from this report.

## **Asset Management Implications**

Direct asset management implications will be managed within Council's Asset Management Program.

## **Report**

The Drought Communities Programme is an initiative of the Federal government providing eligible Councils with up to \$1 million for local community infrastructure and other drought relief projects for communities impacted by drought.

Council received an initial \$1 million under the original announcement in 2018.

The Drought Communities Programme – Extension provides Councils with an additional \$1 million for drought relief projects.

South Burnett Regional Council has been invited to apply for the grant funding which will provide 100% of eligible project costs.

The projects Council identifies need to:

- provide employment for people whose work opportunities have been impacted by drought;
- stimulate local community spending;
- use local resources, businesses and suppliers; and

- provide a long-lasting benefit to communities and the agricultural industries on which they depend.

Project suggestions were invited from Councillors and the Senior Management Team. The following projects list has been collated.

Rural Support Initiatives	\$209,000
Parks / Streetscape Refurbishment Works	\$300,000
Footpaths / Walking Tracks	\$166,000
Community Buildings/Asset Upgrades	\$225,000
Bitumen and Drainage Works	\$100,000

### 5.3.2 CP - 2654986 - ALGA National General Assembly Call for Motions

#### Document Information

ECM ID 2654986

Author Coordinator Executive Services

Endorsed  
By Chief Executive Officer

Date 6 January 2020

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#### Précis

ALGA National General Assembly Call for Motions

#### Summary

The Australian Local Government Association's National General Assembly (NGA) attracts more than 870 representatives from councils across the states and territories. The NGA will be held in Canberra from 14 June to 17 June 2020.

The theme for the 2020 Conference is *Working Together for our Communities*. This theme acknowledges the need to come together and with other partners, including the Federal Government, to deliver for our communities.

Councils are encouraged to submit motions for the 2020 National General Assembly (NGA).

All motions require, among other things, a contact officer, a clear national objective, a summary of the key arguments in support of the motion, and endorsement by Council. Motions should be lodged online at [alga.asn.au](http://alga.asn.au) no later than 11:59pm on Friday 27 March 2020.

Minutes from the Council Meeting held 20 March 2019:

#### 5.3.3 CP - 2579354 - ALGA National General Assembly Call for Motions

##### Resolution:

*Moved Cr RLA Heit, seconded Cr KA Duff.*

*That South Burnett Regional Council resolves to submit the following resolutions to the National General Assembly of Local Government in relation to Water Security, Financial Assistance Grants, Economic Development Stimulus, ongoing support for Community Hospitals and Building Better Regions Program.*

*Carried 7/0*

*FOR VOTE - Councillors voted unanimously*

#### Officer's Recommendation

That South Burnett Regional Council resolves to submit the following resolutions to the National General Assembly of Local Government in relation to: \_\_\_\_\_

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## **Financial and Resource Implications**

N/A

## **Link to Corporate/Operational Plan**

EXC4 Effective advocacy and strategic partnerships.

## **Communication/Consultation (Internal/External)**

Consideration of regional issues.

## **Legal Implications (Statutory Basis, Legal Risks)**

N/A

## **Policy/Local Law/Delegation Implications**

This event provides a unique opportunity each year for Local Government to engage directly with the Federal Government, to develop national policy and to influence the future direction of our Councils and our communities.

## **Asset Management Implications**

N/A

## **Report**

Council direction is sought on which motions to be placed for debate. Motions must be submitted no later than 11:59pm on Friday 27 March 2020 for inclusion in the agenda.

**5.3.3 CP - 2654884 - Annual Operational Plan 2019/2020 Implementation Progress Report for the period ending 31 December 2019**

**Document Information**

**ECM ID 2654884**

**Author Manager – Social & Corporate Performance**

**Endorsed  
By General Manager Finance & Corporate**

**Date 6 January 2020**

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**Précis**

Annual Operational Plan 2019/2020 Implementation Progress Report for the period ending 31 December 2019.

**Summary**

The Annual Operational Plan (the ‘Plan’) details the projects, services and initiatives that Council planned to deliver for the 2019/2020 financial year.

Pursuant to section 174(3) of the *Local Government Regulation 2012* a report must be presented to Council at regular intervals detailing the progress towards the implementation of the Plan.

**Officer's Recommendation**

That Council adopt the Annual Operational Plan 2019/2020 Implementation Progress Report for the period 1 July 2019 to 31 December 2019.

**Financial and Resource Implications**

No direct financial or resource implications arise from this report other than what has been identified in Council’s financial budgeting and planning documents.

**Link to Corporate/Operational Plan**

- EC1 An informed and engaged community
- EXC2 Effective corporate management
- EXC4 Effective advocacy and strategic partnerships
- EXC5 Quality customer service
- INF1 Infrastructure that meets our communities needs

**Communication/Consultation (Internal/External)**

Chief Executive Officer, General Managers and Managers have contributed to the Annual Operational Plan 2019/2020 Implementation Progress Report for the period 1 July 2019 to 31 December 2019 in respect of their relevant areas of responsibility.

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### **Legal Implications (Statutory Basis, Legal Risks)**

Pursuant to Section 174(3) of the *Local Government Regulation 2012* the Chief Executive Officer has a statutory obligation to present a written assessment of the implementation of the Annual Operational Plan.

### **Policy/Local Law/Delegation Implications**

No direct policy/local law/delegation implications arise from this report which have not previously been identified operationally with Council's planning and budget documents.

### **Asset Management Implications**

No direct asset management implications arise from this report other than what has been identified in Council's financial budgeting and planning documents

### **Report**

The Annual Operational Plan (the 'Plan') details the projects, services and initiatives that Council planned to deliver for the 2019/2020 financial year.

Pursuant to section 174(3) of the *Local Government Regulation 2012* a report must be presented to Council at regular intervals detailing the progress towards the implementation of the Plan.



## Executive Services Operational Plan 2019/2020

- Mission:** To effectively plan, manage and deliver Council services and regulatory responsibilities to and on behalf of the organisation
- Officer Responsible:** Chief Executive Officer
- Responsibilities:** Executive Services, Strategy Planning, Council Operations Management, Human Resource Management, Workplace Health and Safety, Economic Development, Tourism and oversight of organisational operational matters.



**DEPARTMENT: EXECUTIVE SERVICES**

**Mission:** To effectively plan, manage and deliver Council services and regulatory responsibilities to and on behalf of the organisation

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>WIDE BAY BURNETT REGIONAL ORGANISATIONS OF COUNCIL</b> Strengthen, maintain and actively contribute to the Wide Bay Burnett Regional Organisations of Council (WBBROC), advocating Council's strategic and operational position on key issues Meeting with Ministers half yearly as part of WBBROC.</p> <p><b>Update as at 31 December 2019</b> WBBROC meeting held on 29 August and attended by Mayor and CEO – with discussions being held on Water Alliance. Regular contact with WBBROC Executive Officer and the various committees of WBBROC. SBRC will continue regular attendance at WBBROC committees and events including RRTG Technical Committee meetings. RRTG meetings 29 August and 14 November 2019. WBBROC meeting held on 28 November at Parliament House, Brisbane and attended by Mayor and CEO</p>	<p>EXC4 Effective advocacy and strategic partnerships</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>STRATEGIC HUMAN RESOURCE MANAGEMENT PLAN</b> Develop a Strategic Human Resource Management Plan that fosters diversity, merit and equity, reward and recognition in the workplace by <del>30 December 2019</del> <b>30 June 2020</b></p> <p><b>Update as at 31 December 2019</b> Review of current HR Management Standards and associated documents underway by newly appointed Manager People and Culture Continuing review of current HR Management Standards and associated documents underway by Manager People and Culture. Request extension for a further 6 months to 30 June 2020.</p>	<p>EXC3 A skilled and sustainable workforce</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>TRAINING / DEVELOPMENT PLAN</b> Establish a council training and development plan</p> <p><b>Update as at 31 December 2019</b> Review of current Training and Development practises and standards underway by newly appointed Manager People and Culture in conjunction with newly appointed People and Culture Officer (L&amp;D) Continuing review of current Training and Development practices and standards underway by Manager People and Culture in conjunction with People and Culture Officer (L&amp;D). Expected completion 30 June 2020.</p>	<p>EXC3 A skilled and sustainable workforce</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>

<p><b>SAFETY MANAGEMENT SYSTEM</b> Review and implement Safety Management System that fosters a culture of employee health, safety and well-being by 30 June 2020</p>	<p>EXC3 A skilled and sustainable workforce</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b> Review of current SMS and associated documents underway by Manager People and Culture in conjunction with the Safety Team. An overall health, safety and well-being approach is being reviewed by the team. Review of Safety Committee constitution completed and election for new committee members conducted. 1st meeting of renewed committee held on 19 November 2019.</p>			
<p><b>TOURISM STRATEGY</b> Adoption of a Tourism strategy and implementation of plan</p>	<p>GO3 The South Burnett is a recognised tourism destination</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b> South Burnett Advisory Committee established. Members have attended one meeting at which the Committee members completed a Committee induction and reviewed the Committee Terms of Reference. Tourism Advisory Committee meetings scheduled to be held quarterly. South Burnett Tourism Advisory Committee meetings completed as scheduled. Confirmed Minutes from meetings received by Council. Members have discussed 2018/19 Destination Marketing Report, Draft 2020 Marketing Plan and Summer 2020 campaign (Let's go Digital). A signage project at the Kingarcy Precinct, funded through Works 4 QLD, has commenced which will renew directional and interpretive signage around the precinct.</p>			
<p><b>HERITAGE STRATEGY</b> Adoption of a regional Heritage Strategy for Council owned historical assets</p>	<p>GO3 The South Burnett is a recognised tourism destination</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b> Economic Development and Property working closely with Boonooma Homestead Committee re heritage maintenance schedule, identified within the Heritage Study completed in 2019. Economic Development and Property working closely with Boonooma Homestead Committee. A Heritage Maintenance Matrix has been developed and presented to Boonooma Homestead Committee.</p>			
<p><b>ECONOMIC DEVELOPMENT STRATEGY</b> Adoption of an Economic Development Strategy and implementation of plan</p>	<p>GO1 A strong and sustainable regional economy</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b> Draft 2025 Economic Development Strategy presented in July 2019 with direction from Economic Development &amp; Department of State Development, Manufacturing, Infrastructure &amp; Planning to meet, and revising draft. Two meetings held between officers in September QTR. Supplementary assistance in revision of draft provided from external consultant to further develop strategic context, improving economic credentials of document and nesting of the document in the national, state and regional economic development agenda. Revised Draft 2025 Economic Development Action Plan presented in October and December. Further meetings between Economic Development &amp; Department of State Development, Manufacturing, Infrastructure &amp; Planning staff on key areas of the draft including Context, Target Areas and Actions. Formatted Draft 2025 Economic Development Action Plan to be completed in December with view to release for public consultation in January 2020.</p>			

<p><b>2020 LOCAL GOVERNMENT ELECTION</b> Conduct of the 2020 quadrennial local government election, induction and training opportunities for Councillors</p>	<p>EXC2 Effective corporate management</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b> Liaise with Electoral Commission Queensland (ECQ) to coordinate the 2020 quadrennial local government election and liaise with Department of Local Government to implement training opportunities for intending candidates. Induction packages for successful Councillors will be collated in house. ECQ review of divisional boundaries complete and report presented to Council August General Meeting. Continued to liaise with Electoral Commission Queensland (ECQ) and with the returning officer in regards to venues for polling.</p>			
<p><b>HOSPITAL BOARD FOUNDATION</b> Continuation of the hospital board foundation fundraising and ongoing monitoring of the operations related to the South Burnett Day Hospital completing the existing contract</p>	<p>INF1 Infrastructure that meets our communities needs</p>	<p>Internal &amp; External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b> Update of Constitution to reflect potential future changes to board membership. Representations made for future funding opportunities. 3 Board meetings held over period 1 July to 31 December 2019. Current board term completed 31 December 2019. Financial Audit completed and presented to the board.</p>			
<p><b>COMMUNICATION STRATEGY</b> Review and implement communication strategy that informs, engages and advocates for the community</p>	<p>EC1 An informed and engaged community</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b> Delay to review due to staff changes. Review to be undertaken prior to 30 June 2020</p>			
<p><b>CORPORATE COMMUNICATIONS</b> Review and update Council's Corporate Website and Social Media communications</p>	<p>EC1 An informed and engaged community</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b> Website upgrade implemented with new website live as at 19 December 2019. Social media Policy/framework reviewed with new framework/factsheet social media guidelines implemented 5 December 2019.</p>			



## Community Operational Plan 2019/2020

- Mission:** To implement appropriate planning & regulatory controls and provide community services & facilities to meet the community's needs.
- Officer Responsible:** General Manager Community
- Responsibilities:** Department Management, Property, Environment and Waste, Libraries, Natural Resource Management and Parks and Gardens, Planning and Land Management.



**DEPARTMENT: COMMUNITY**

**Mission:** To implement appropriate planning & regulatory controls and provide community services & facilities to meet the community's needs.

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>SOUTH BURNETT LIBRARIES</b>                      Deliver public library services to the region pursuant to the State Library of Queensland Service Level Agreement and First 5 Forever Family Literacy Initiative</p>	<p>EXC5 Quality customer service                      EC3 An active, safe and healthy community                      EXC5 Quality customer service</p>	<p>Internal and External Stakeholders</p>	<p>Inform                      Consult                      Involve</p>
<p><b>Update as at 31 December 2019</b>                      During August, the Public Libraries Outcome Report to self-assess whether Council has met their obligations under the Service Level Agreement, and identify where the gaps are, was completed and submitted to the State Library of Queensland.                      The 2018-2019 Queensland Public Libraries Statistical Return was also completed and submitted in accordance with the Service Level Agreement for Public Libraries                      Library statistics to date for this financial year, July 2018 through to December 2019:                      55,739 loans and 94,015 returns. Visitation across the service was 49,509                      A total of 50 adult programs such as author/information talks, creative workshops and Spanish speaking class events where held with 242 attendees.                      The number of Groups for people to connect, discover and create have met across 307 with 1,389 attending.                      A total of 69 Story Time sessions with 764 participants and 81 Rhyme Time sessions with 589 participants have been held in addition to this, 57 children's programs such as after school Kid's corner, holiday activities and school/Kindergarten visits to the library have been hosted, with 1,129 attendees                      Outreach programs including partnerships with Child Health, visits to schools and a pop up library that have been delivered since the start of financial year total 74 sessions with 650 attendees.                      First 5 Forever funding will be ongoing until 30 June 2021 with the fixed annual payment reduced by 35%. The Service Level Agreement has been signed by Council and returned to State Library</p>			
<p><b>EXTERNAL GRANTS/CAPITAL WORKS/MAINTENANCE PROGRAMS</b>                      Grants, capital works and maintenance programs 2019/20 delivered on time and within budget by 30 June 2020                      Grant funded programs are delivered in line with agreed program deliverables</p>			
<p><b>Update as at 31 December 2019</b>                      Scope of works developed for various capital works projects and quotations sourced. Delivery of projects expected to be delivered over next 2 quarters.                      1st quarter budget review completed.</p>			

**DEPARTMENT: COMMUNITY**

**Mission:** To implement appropriate planning & regulatory controls and provide community services & facilities to meet the community's needs.

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>WASTE MANAGEMENT</b>                      Compliance with Council's Environmental Authority for Waste Disposal                      Provision of cost effective and environmentally responsible waste management services and facilities                      Implementation of administrative and operational processes necessitated by the introduction of the State Waste Levy.                      Collaboration with neighbouring regions in the Implementation of the Regional Waste Management Strategy</p>	<p>ENV2 Environmentally responsible and efficient waste management</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>
<p><b>Update as at 31 December 2019</b>                      There were 275 Waste Collection complaints in total for this year to date, with 363,855 waste collection services "conducted", which equates to in excess of a 99% successful wheellie bin collection rate for the period.</p>			
<p><b>PUBLIC HEALTH</b>                      Public health licence applications, routine inspections of licensed premises and complaint investigation management effectively managed and actioned</p>	<p>EC3 An active, safe and healthy community</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>
<p><b>Update as at 31 December 2019</b>                      19 New Fixed Food Business Licence Applications; 12 change of Licensee Applications; 20 Temporary Food Applications; 34 Non-Profit Temporary Food Applications; 15 Private Water Samples Applications and a total of 84 Public Health Customer requests.</p>			
<p><b>ENVIRONMENT</b>                      Effectively manage environmental authority registration applications, routine inspections of registered activities and environmental protection complaints</p>	<p>ENV1 Our region's environmental assets are promoted, protected and enhanced</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>
<p><b>Update as at 31 December 2019</b>                      No new Environmental Authority Applications received for the first half of the financial year.                      78 Environmental Complaints received                      NRM staff and contractors inspected 13 properties for restricted weed species. Inspections have now ceased during dry weather conditions and attended 73 wandering livestock complaints and issued 4 stock route grazing permits.</p>			



**DEPARTMENT: COMMUNITY**

**Mission:** To implement appropriate planning & regulatory controls and provide community services & facilities to meet the community's needs.

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>LOCAL LAWS ENFORCEMENT</b> Regulation of Council's Local Laws to ensure efficient and effective complaint investigation and compliance enforcement to provide an appropriate level of service to address compliance issues</p> <p><b>Update as at 31 December 2019</b> The following Customer Requests/Complaints were received year to date: 480 Animal management; 26 Animal attack; 2 drumMUSTER requests to receive; 45 Overgrown allotments; 0 General Local Law; 7 Abandoned vehicles; and 1 illegal parking.</p>	EC3 An active, safe and healthy community	Internal and External Stakeholders	Inform Consult
<p><b>LOCAL LAWS REVIEW</b> Develop a Local Laws review schedule to ensure Council's Local Laws are relevant and effective in supporting the administration of community regulatory matters.</p> <p><b>Update as at 31 December 2019</b> Project yet to commence.</p>	EXC2 Effective corporate management	Internal and External Stakeholders	Inform Consult Involve
<p><b>DEVELOPMENT</b> Assess development applications in a timely manner in accordance with the legislation in order to achieve long term sustainable development for the South Burnett Region</p> <p><b>Update as at 31 December 2019</b> Received 9 Material Change of Use (MCU), 6 Reconfiguring a Lot (ROL), 7 Operational Works (OPW) and 11 Survey Plan Endorsement (POS) applications received. 80% of applications processed with 20-day statutory timeframe.</p>	GO2 Balanced development that preserves and enhances our region	Internal and External Stakeholders	Inform Consult
<p><b>PLANNING</b> Finalise development of a Local Government Infrastructure Plan (LGIP) outlining the required trunk infrastructure to support development within the regions towns</p> <p><b>Update as at 31 December 2019</b> Local Government Infrastructure Plan (LGIP) adopted by Council and commenced on 1 July 2019. Infrastructure Charges Register to manage collection of charges raised in Tech 1 active. Electronic record keeping system updated to allow for publication of Infrastructure Charges Register to Council's Website to meet requirements of <i>Planning Regulation 2017</i>.</p>	GO2 Balanced development that preserves and enhances our region	Internal and External Stakeholders	Inform Consult

**DEPARTMENT: COMMUNITY**

**Mission:** To implement appropriate planning & regulatory controls and provide community services & facilities to meet the community's needs.

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>BUILDING / PLUMBING</b> Provide building, plumbing and drainage regulatory services to meet legislative requirements</p> <p><b>Update as at 31 December 2019</b></p> <p><u>Building Applications</u> Received 80 Building Applications, issued 36 approvals in total with 80% of applications processed within 20-business days statutory timeframe.</p> <p>28 - Class 1a (Dwelling) 44 - Class 10a (Domestic Outbuildings) 5 - Class 8 (Industrial Building)</p> <p>1 - Class 7 (Storage or display of goods or produce for sale by wholesale) 2 - Swimming Pool building and fence inspection requests.</p> <p>Received 7 siting discretion concurrence agency referrals under the Queensland Development Code (QDC)</p> <p>Received 5 removable building referrals for concurrence agency response.</p> <p><u>Plumbing and Drainage Applications</u> Received 39 Applications: 8 - Domestic Sewer 22 - Domestic Non-Sewer 9- Form 4 Minor Plumbing Work inspections undertaken.</p>	<p>EC3 An active, safe and healthy community</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>
<p><b>COUNCIL OWNED TOURIST ACCOMMODATION FACILITIES</b> Maintain Council's tourist facilities at Boondooma and Bjelke-Petersen Dams and review future management and operational arrangements</p>	<p>GO3 The South Burnett is a recognised tourism destination INF1 Infrastructure that meets our communities needs</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>



**DEPARTMENT: COMMUNITY**

**Mission:** To implement appropriate planning & regulatory controls and provide community services & facilities to meet the community's needs.

Significant Activities			Customers	Engagement Level									
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level										
<b>Update as at 31 December 2019</b>													
<table border="1"> <thead> <tr> <th>Venue</th> <th>Occupants</th> <th>Average Length of Stay</th> </tr> </thead> <tbody> <tr> <td>Bjake-Petersen Dam</td> <td>3386</td> <td>3.13 days</td> </tr> <tr> <td>Boondooma Dam</td> <td>5457</td> <td>3.58 days</td> </tr> </tbody> </table>	Venue	Occupants	Average Length of Stay	Bjake-Petersen Dam	3386	3.13 days	Boondooma Dam	5457	3.58 days				
Venue	Occupants	Average Length of Stay											
Bjake-Petersen Dam	3386	3.13 days											
Boondooma Dam	5457	3.58 days											
<b>AERODROMES</b>													
Provide and maintain Council owned aerodromes as per legislative requirements	INF1 Infrastructure that meets our communities needs	Internal and External Stakeholders	Inform Consult										
<b>Update as at 31 December 2019</b>													
Council is continuing to undertake twice-weekly inspections at Kingaroy Aerodrome and is meeting all legislative requirements for a certified Aerodrome. Weekly inspection continuing at Wondai Aerodrome.													
<b>SALEYARDS / DIPS</b>													
Review the future management and operational arrangements of Coolabunia Saleyards and Council owned dip yards	INF1 Infrastructure that meets our communities needs	Internal and External Stakeholders	Inform Consult										
<b>Update as at 31 December 2019</b>													
Coolabunia – Dipped 4,958 head, Inspections 5,968 head, Weighed 2,946 head, Transit 2737 head, Sold 3,925 head Nanango – Dipped 34 head													
<b>RECREATIONAL SPACE</b>													
Provide well planned and maintained open space, parks and rail trails network compliant with asset inspection and maintenance schedules Support local community and sporting groups to enhance local sport and recreational facilities in line with the South Burnett Sport & Recreation Strategic Plan	ENV1 Our region's environmental assets are promoted, protected and enhanced GO3 The South Burnett is a recognised tourism destination	Internal and External Stakeholders	Inform Consult Involve										

**DEPARTMENT: COMMUNITY**

**Mission:** To implement appropriate planning & regulatory controls and provide community services & facilities to meet the community's needs.

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>Update as at 31 December 2019</b></p> <p><b>Regional Parks open space</b> – The asset management project capturing Park infrastructure is progressing with Council's Property Department. The current prolonged drought has effected the provision of quality lawn areas as there has been insufficient rain to maintain these areas to a recreationally enjoyable level however our playground assets have remained popular and enjoyed consistent usage levels across the region. The W4Q Round 3 project has started in Kingaroy's Memorial Park with the placement of the concrete pathways in readiness for the change to rubber based softfall products. The Capex Project to replace the softfall in Woodrofin playground and the new playground in Murgon Lions Park is complete with remainder scheduled in 3<sup>rd</sup> Quarter.</p> <p><b>Assist in development of the regions sporting facilities</b> – discussions with Murgon, Wondai and Nanango sporting groups of the current lighting levels and the need for upgrades to build the region to a higher level, creating more events and region in all sports. Conducted sessions between local sporting clubs and the Queensland Department of Recreation, Sporting and Arts in particular to the rollout of the 2019-22 Activate Queensland Action Plan and revised funding guidelines, which also include collaboration, programming and planning</p>			
<p><b>PROPERTY</b></p> <p>Implement Nanango Office refurbishment within timeframes and budget</p> <p>Implement building maintenance plan and asset management plan</p> <p>Review of Council leases and develop lease database and policy</p>	<p>EXC1 Effective financial management</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b></p> <p>Council appointed Lanskey Construction Pty Ltd to implement the refurbishment of the Nanango Office and Library. Council relocated the Customer Contact Centre and a small boutique Library to the Nanango Energy Centre and VIC. All other office staff have relocated into Kingaroy Town Common Hall and other Council owned offices and facilities. Construction works commenced in July 2019 and works completed in November 2019. Staff, equipment, furniture and library materials relocated back into the office by 6<sup>th</sup> of December. Council opened the new refurbished office and library on 9<sup>th</sup> of December.</p> <p>Property Section has commenced Works for Queensland Round 3 and Capital Works program for 2019/20. Murgon Swimming Pool shell has been repainted and Kingaroy Swimming Pool expansion joints replaced ready for the new swimming season – opened September 2019</p> <p>Councils Building Asset Management condition assessment project engaged CT Management Pty Ltd to undertake building condition inspections and assessments, prepared maintenance plans, financial plans and draft asset management plan. Over 800 buildings and structures been inspected and condition assessed, over 120 Councils Buildings have drone imagery of the buildings roofs, and floor plans drawn for major buildings. Workshops held with Councillors and staff to review condition assessment data, building hierarchy, and building service levels. This information assists as Council continues to work on the building asset management plans. Council is implementing the building maintenance as per the 10 year Building Maintenance Program.</p> <p>Council lease database is currently under construction. Lease Officer meets regularly with community and commercial operators.</p>			



**SOUTH BURNETT**  
**REGIONAL COUNCIL**

## **Finance & Corporate Operational Plan 2019/2020**

**Mission:**

To support Council achieve sound governance, provide exemplary financial services and professional advice to enable our organisation to achieve long-term financial sustainability

**Officer Responsible:**

General Manager Finance

**Responsibilities:**

Department Management Rating, Procurement and Stores, Financial Planning and Sustainability, Information Communication Technology (ICT), Plant and Fleet Management, Social and Corporate Performance.



**DEPARTMENT: FINANCE & CORPORATE**

**Mission:** To support Council achieve sound governance, provide exemplary financial services and professional advice to enable our organisation to achieve long-term financial sustainability

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<b>BUDGET</b>			
2020/21 Annual budget is prepared and adopted by Council by 30 June 2020 Quarterly budget reviews of 2019/20 budget are provided to Council	EXC1 Effective financial management	Internal and External Stakeholders	Inform Consult Involve
<b>Update as at 31 December 2019</b>			
2020/21 Calendar of milestones prepared and distributed to SET for comment. 1* Quarter 2019/20 budget review completed. Next review for 19/20 scheduled for March 2020. Budget workshops commenced with a revision of general rates and fees and charges.			
<b>FINANCIAL MANAGEMENT</b>			
Unqualified Audit from Queensland Audit Office Maintain debt recovery processes Roll out of the Corporate Card Program Ensure Council's insurance and insurable assets remain current Ensure Rate notices are accurate and issued on time	EXC1 Effective financial management	Internal and External Stakeholders	Inform Consult Involve
<b>Update as at 31 December 2019</b>			
Unqualified Audit from QAO – Milestone met. Recent external auditor closing report indicates SBRC will receive an unmodified audit report. Maintaining debt recovery processes is ongoing. Clean up of outstanding debtor balances underway as well as process improvements being investigated. Roll out of corporate card program – Policy adopted by Council. Procedure completed with remainder of roll out to occur over the next few months. August rates were issued on time.			
<b>PLANT &amp; FLEET</b>			
Plant and Fleet maintenance schedules maintained to optimise utilisation	EXC1 Effective financial management	Internal Stakeholders	Inform Consult Involve
<b>Update as at 31 December 2019</b>			
Ongoing to meet operation needs. TechOne automated maintenance scheduling being defined. Data cleansing is the holdup at present.			
<b>ASSET MANAGEMENT</b>			
10-year capital works plan that align to asset management plans are prepared for future budget considerations by January annually	EXC1 Effective financial management	Internal and External Stakeholders	Inform Consult



**DEPARTMENT: FINANCE & CORPORATE**

**Mission:** To support Council achieve sound governance, provide exemplary financial services and professional advice to enable our organisation to achieve long-term financial sustainability

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
Asset Management Valuations achieved by agreed audit milestones date			
<b>Update as at 31 December 2019</b>			
Valuations achieved by milestone date. Audited in the 2018/2019 FY budget.			
<b>ICT</b> Maintain a high level of Councils Core business systems uptime and availability through continued best practise monitoring and active response systems Ensure the integrity of the Council network through best practise intrusion and protection principles. Maintain a high level of security procedures and adhere to emerging technology security changes rapidly.	EXC2.3 - Deliver corporate business solutions that meet corporate and customer needs	Internal and External Stakeholders	Inform Consult Involve
<b>Update as at 31 December 2019</b>			
Continued development with emergency power via external generators. The Kingaroy office budgeted for this FY Penetration and intrusion test conducted with a moderate result achieved. Item identified through audit process			
<b>PROCUREMENT</b> Implementation of mobile stores and inter office deliveries. Implementation of central contracts register Implementation of segregation of duties in the procure to pay process	EXC1 Effective financial management	Internal Stakeholders	Inform Consult Involve
<b>Update as at 31 December 2019</b>			
Mobile stores and inter office deliveries fully functioning with success. Central contracts register – Suitable systems or processes to be investigated. Implementation of segregation of duties in the procure to pay process – Segregation of duties has been discussed with SMT and SET and agreed that the P2P process will follow the same guidelines as the organisational chart/chain of command. Follow up with Tech 1 to implement workflows.			
<b>CORPORATE RISK MANAGEMENT</b> Operational Risk Registers and Treatment Plans developed by 31 October 2019 Operational Risk Registers and Treatment Plans reviewed six (6) monthly as at 30 June 2020 Fraud and Corruption Prevention Management Framework managed and compliant as at 30 June 2020	EXC1 Effective financial management EXC2 Effective corporate management	Internal and External Stakeholders	Inform Consult Involve

**DEPARTMENT: FINANCE & CORPORATE**

**Mission:** To support Council achieve sound governance, provide exemplary financial services and professional advice to enable our organisation to achieve long-term financial sustainability

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>Update as at 31 December 2019</b></p> <p>In July / August, the Fraud and Corruption Prevention Management Working and Steering Groups developed the 2019/2020 Risk Register and Treatment Plan. Additionally, the Senior Management Team developed the Corporate Risk Register and Treatment Plan considering the Corporate Plan 2018/19 to 2022/23, Annual Operational Plan 2019/2020, Registers/Treatment Plans 2018/19 and current / foreseeable Corporate Risks. The draft combined Risk Register and Treatment Plan 2019/2020 was presented to the Risk Management Committee and Audit Advisory Committee in August. The 6-monthly review is currently being undertaken by the Senior Management Team and will be presented to the Audit Advisory Committee and Risk Advisory Committee in February once the Chief Executive Officer has signed off on the review. The Risk Management Framework, policies and procedures to be reviewed in conjunction with the review of Internal Audit ready for Council consideration post-election in March. During this process the a review of the composition and focus of the Audit and Risk Advisory Committees will be undertaken to ensure that the linkage between risk and internal audit are identified and effective in the delivery of the functions.</p>			
<p><b>INTERNAL AUDIT</b></p> <p>Internal Audit Plan activities and management of internal audit requirements completed as per schedule for 2019/20 by 30 June 2020</p>		<p>EXC1 Effective financial management EXC2 Effective corporate management</p> <p>Internal and External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>Update as at 31 December 2019</b></p> <p>The Committee's function is to undertake the oversight of Council's financial management, internal/external audit, governance processes, risk management, legislative compliance and operational efficiency/performance.</p> <p>The Audit Advisory Committee has endorsed the proposed delivery of the Internal Audit function for 2019/2020. The Committee supported the focus on reviewing the corporate risk / internal audit frameworks and completing existing internal audit recommendations. Internal Audits will continue to be completed during this period with a provision for ad-hoc audits.</p> <p>Social &amp; Corporate Performance (S&amp;CP) has commenced the process to undertake a performance audit starting with the process mapping of functions provided by 'first point of contact - customer services' which will primarily focus on the sections of Customer Contact and Records within the S&amp;CP Branch. This performance audit will identify areas of opportunity. It is anticipated that this audit will be completed by the 3<sup>rd</sup> quarter to inform the finalisation of the Customer Services Standard.</p> <p>At the August meeting, the Audit Advisory Committee 'received' the draft financials.</p> <p>At the October meeting, the Audit Advisory Committee 'received' and 'endorsed' the signing by the authorised officers, the South Burnett Regional Council's Financial Statements for the 2018/19 financial year being:</p> <ul style="list-style-type: none"> <li>• Audited 2018/19 South Burnett Regional Council</li> <li>• Audited 2018/19 South Burnett Community Hospital Foundation Limited</li> </ul> <p>The next meeting of the Audit Advisory Committee is scheduled for February 2020.</p>			



**DEPARTMENT: FINANCE & CORPORATE**

**Mission:** To support Council achieve sound governance, provide exemplary financial services and professional advice to enable our organisation to achieve long-term financial sustainability

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>CORPORATE GOVERNANCE</b> Manage the governance function promoting good governance and compliance with the relevant legislation for the administration of Council operations. Annual Operational Plan 2019/2020 quarterly reviews adopted by Council</p> <p><b>Update as at 31 December 2019</b> Review of policies and procedures has commenced to align with the introduction of the <i>Human Rights Act 2019</i> (the 'Act'). The Act commences for Council on 1 January 2020. The Complaints Management Policy was newly adopted by Council at the Ordinary meeting in December 2019. This policy overarches the complaint management policies and procedures of Council and provides a process for the receipt of Human Rights complaints against Council. Two (2) Right to Information applications have been processed. One (1) Right to Information External Review is currently with the Office of the Information Commissioner Queensland. Ongoing management of complaints and external reviews working with the Queensland Ombudsman (Administrative Action), Crime Corruption Commission (Fraud &amp; Corruption) and the Office of the Independent Assessor (Councillor). Delegations Management has processed the changes to relevant legislation. Sub-delegations have been determined and formally issued to the responsible positions and officers post the delegation approval by Council to the Chief Executive Officer. Appointed Authorised Persons, Powers of Entry and Local Government Worker (under the <i>Local Government Act 2009</i>) regulatory training was provided to delegated officers. Annual Operational Plan 2019/2020 was aligned with the newly adopted corporate organisational structure. The 1<sup>st</sup> quarter update has been completed and was adopted by Council at the Ordinary General Meeting in October. The second quarter review as at 31 December 2019 was completed and will be presented for adoption by Council at the Ordinary General Meeting in January 2020.</p>	<p>EXC2 Effective corporate management EXC1 Effective financial management</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult Involve</p>
<p><b>CUSTOMER SERVICE</b> Develop organisational customer service standard by June 2020</p> <p><b>Update as at 31 December 2019</b> The first draft customer service standard has been developed utilising historical data to inform the characteristics of the standard. The next phase is to source data to inform the further development of the standard, to effectively and appropriately outline what the community can expect from Council's customer service and how they can help to assist Council to deliver professional, reliable and consistent customer service. S&amp;CP has commenced an audit, which will focus on the primary points of contact for the community being Customer Contact and Records. The process mapping will be undertaken to identify areas of opportunity to find efficiencies in services delivery. Once the final draft has been prepared, there will be engagement with internal customers to ensure that the standard is achievable, resourced and meets legislative requirements. It is anticipated that the process audit will be completed by the 3<sup>rd</sup> quarter, with the draft customer service standard presented to the newly elected Council post March 2020.</p>	<p>EXC5 Quality customer service</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult Involve</p>

**DEPARTMENT: FINANCE & CORPORATE**

**Mission:** To support Council achieve sound governance, provide exemplary financial services and professional advice to enable our organisation to achieve long-term financial sustainability

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>COMMUNITY GRANTS PROGRAM</b> Facilitate and support community development through effective implementation and delivery of the Community Grants Program</p> <p><b>Update as at 31 December 2019</b></p> <p><u>COMMUNITY EVENTS SPONSORSHIP</u> 16 organisations funded for a total of \$25,404</p> <p><u>COMMUNITY HALL INSURANCE GRANT</u> 5 organisations funded for a total of \$5,000</p> <p><u>HEALTHY COMMUNITIES SPONSORSHIP</u> 4 organisations funded for a total of \$11,544.90</p> <p><u>PROJECT / PROGRAM ON-OFF SPONSORSHIP</u> 14 organisations funded for a total of \$21,991.95</p> <p><u>REGIONAL ARTS DEVELOPMENT FUND</u> 3 organisations funded for a total of \$7,250</p> <p><u>SCHOOL STUDENT AWARDS</u> 3 schools funded for a total of \$800</p> <p><u>REGIONALLY SIGNIFICANT EVENTS – MAJOR SPONSORSHIP (Discontinued)</u> 2 organisations funded for a total of \$12,500</p> <p><u>COMMUNITY AUSTRALIA DAY EVENTS SPONSORSHIP</u> 7 organisations funded for a total of \$7,000</p> <p>Ongoing funding provided as follows:</p> <p><u>IN-KIND SPONSORSHIP</u> 18 organisations funded to a maximum funding total of \$35,000</p>	<p>EC2 Sustainable community groups EC3 An active, safe and healthy community</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult Involve</p>



**DEPARTMENT: FINANCE & CORPORATE**

**Mission:** To support Council achieve sound governance, provide exemplary financial services and professional advice to enable our organisation to achieve long-term financial sustainability

Significant Activities				
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level	
<b>COUNCILLOR DISCRETIONARY FUND</b> (for an itemised listing of funded amounts refer to Council's website)				
Mayor Keith Campbell - 14 organisations - total funding \$6,000				
Deputy Mayor Kathy Duff – 11 organisations – total funding \$3,752				
Councillor Roz Frohloff – 11 organisations – total funding \$3,366.10				
Councillor Gavin Jones – 9 organisations – total funding \$4,000				
Councillor Denita Potter – 10 organisations – total funding \$3,290				
Councillor Terry Fleischfresser – 9 organisations – total funding \$3,750				
Councillor Ros Heit – 13 organisations – total funding \$4,000				
<b>ELITE PERFORMANCE YOUTH GRANT</b>				
6 individuals funded for a total of \$3,000				
<b>INDIGENOUS AFFAIRS FUND</b>				
1 organisation funded for a total of \$500				
<b>SOCIAL PERFORMANCE</b>		EC2 Sustainable community groups EXC2 Effective corporate management	Internal and External Stakeholders	Inform Consult Involve
Manage Council's social performance activities within budget as at 30 June 2020				
<b>Update as at 31 December 2019</b>				
On behalf of the South Burnett Local Drug Action (SBLDAT), Council has been successful in obtaining funding to deliver the Community Action Plan "Healthy Pregnancies and Bright Futures". With the assistance of our local partners, Council has commenced the delivery educational activities designed to increase our community's capacity and awareness regarding the risks associated with alcohol consumption during pregnancy and prevention of Foetal Alcohol Spectrum Disorders (FASD). The Alcohol Drug Foundation has granted funding which has been added to Council's in-kind contribution of \$32,360 and the in-kind contribution of \$2,000 from Darin Meme na Bari Bari - The Cherbourg FASD Project. A project coordinator has been appointed from the funding. The launch of the Project will be through our local libraries in early February 2020.				



**SOUTH BURNETT**  
**REGIONAL COUNCIL**

**Infrastructure  
Operational Plan  
2019/2020**

**Mission:**

The provision of quality services and infrastructure for our growing community that is planned, provided and managed on sound asset management principles and adopted levels of service

**Officer Responsible:**

General Manager Infrastructure

**Responsibilities:**

Department Management, Infrastructure Planning, Works, Water & Wastewater

**DEPARTMENT: INFRASTRUCTURE**

**Mission:** The provision of quality services and infrastructure for our growing community that is planned, provided and managed on sound asset management principles and adopted levels of service.

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>QUALITY MANAGEMENT</b> Quality Management System and ISO9001 certification maintained</p> <p><b>Update as at 31 December 2019</b> In accordance with the 3-Year Audit Plan, an audit was conducted by Compliance Australia Certification Services on 24 and 25 June 2019. A recommendation for the continuation of the ISO9001:2015 certification for South Burnett Regional Council was made by the auditor.</p>	<p>INF1 Infrastructure that meets our communities needs</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>
<p><b>TRANSPORT ASSETS</b> Develop and implement an Asset Management Plan for transport assets</p> <p><b>Update as at 31 December 2019</b> Council has developed a draft asset management plan for transport assets, and has had the asset management policy adopted by Council in June 2019. The new Council will be required to adopt the first iteration of the plan and undertake further review in line with service level requirements. Status: 75 per cent completed There is currently a review of the road hierarchy being undertaken. Status: 85 per cent completed</p>	<p>INF1 Infrastructure that meets our communities needs</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>
<p>Develop and implement a Maintenance Management System for transport assets</p> <p><b>Update as at 31 December 2019</b> A draft maintenance management plan has been presented to Council and will be implemented for trial this financial year. Status: 80 per cent completed Council has purchased the software system Reflect which will form an integral part of the maintenance management plan. The process for the implementation of this system has commenced. Status: 50 per cent completed</p>	<p>INF1 Infrastructure that meets our communities needs</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>
<p>Revise 10 year works program for the replacement, upgrade and construction of new transport assets</p>	<p>INF1 Infrastructure that meets our communities needs</p>	<p>Internal and External Stakeholders</p>	<p>Inform Consult</p>



**DEPARTMENT: INFRASTRUCTURE**

**Mission:** The provision of quality services and infrastructure for our growing community that is planned, provided and managed on sound asset management principles and adopted levels of service.

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>Update as at 31 December 2019</b>            Council currently is redeveloping its 10 year program. Council has previously adopted a preliminary budget strategy focusing on basic asset renewals, however the new Council will need to develop prioritised asset programs for its infrastructure including renewals, upgrades and new works.            Status: 50 per cent completed            The 10-year works program is 100 percent complete and presented to councilor information session.</p>			
<p><b>SEWERAGE TREATMENT</b>            Achieve compliance with treatment plant licence conditions, dam safety, public health requirements with statutory timeframes for reporting achieved</p>	INF1 Infrastructure that meets our communities needs	Internal and External Stakeholders	Inform Consult
<p><b>Update as at 31 December 2019</b>            Currently complying with treatment plant licence conditions, dam safety, public health requirements and statutory timeframes for reporting.</p>			
<p><b>WATER / WASTEWATER</b>            Develop and implement an asset management plan for water and wastewater assets</p>	INF1 Infrastructure that meets our communities needs	Internal and External Stakeholders	Inform Consult
<p><b>Update as at 31 December 2019</b>            Shepherd Services have been engaged to undertake a comprehensive review of the water and wastewater asset register to gather data for the development of the asset management plan.</p>			
<p>Review and comply with water and wastewater customer service standards and develop a maintenance management system for water and wastewater infrastructure</p>	INF1 Infrastructure that meets our communities needs	Internal and External Stakeholders	Inform Consult
<p><b>Update as at 31 December 2019</b>            Water and wastewater customer service standards have been reviewed and the development of a maintenance management system for water and wastewater infrastructure is in progress.</p>			
<p>Revise a 10 year works program for the replacement, upgrade and construction of new water and wastewater assets</p>	INF1 Infrastructure that meets our communities needs	Internal and External Stakeholders	Inform Consult
<p><b>Update as at 31 December 2019</b>            A 10 year works program for the replacement, upgrade and construction of new water and wastewater assets is in place. The 20/21 financial year's capital budget will be revised in January 2020.</p>			



**DEPARTMENT: INFRASTRUCTURE**

**Mission:** The provision of quality services and infrastructure for our growing community that is planned, provided and managed on sound asset management principles and adopted levels of service.

Significant Activities			
Activity / Key Performance Indicator	Link to Corporate Plan	Customers	Engagement Level
<p><b>ROAD NETWORK</b> State controlled road network on behalf of Department of Transport &amp; Main Roads - Completion of works to specification and in accordance with the Road Maintenance Performance Contract and Transport Infrastructure Contracts</p>	INF1 infrastructure that meets our communities needs	Internal and External Stakeholders	Inform Consult
<p><b>Update as at 31 December 2019</b> Completion of works by Council are in accordance with the Road Maintenance Performance Contract requirements and the Department of Transport and Main Roads guidelines.</p>			
<p><b>LOCAL DISASTER MANAGEMENT</b> Coordinate Local Disaster Management and Recovery as required by legislation and manage the implementation of disaster management and continuity plans</p>	INF1 infrastructure that meets our communities needs	Internal and External Stakeholders	Inform Consult Involve
<p><b>Update as at 31 December 2019</b> Council organises quarterly Local Disaster Management Group (LDMG) and Local Disaster Recovery Group (LRG) meetings. The Local Disaster Management Group meeting was held on 19 September 2019, followed by a full-day training workshop. A simulation exercise was also held on 20 September 2019. As part of the 2019-20 Get Ready Funding program, Council's Disaster management team attended the Wondai show to promote the disaster dashboard and provide the community tips on how to prepare their evacuation kits.</p>			

**5.3.4 CP - 2653868 - Delegations to the Chief Executive Officer under the Environmental Protection Regulation 2019, Local Government Regulation 2012, Environmental Protection Act 1994**

**Document Information**

**ECM ID 2653868**

**Author Senior Governance Officer**

**Endorsed  
By Manager Social & Corporate Performance  
General Manager Finance & Corporate**

**Date 23 December 2019**

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**Précis**

Review and update Council’s delegation of powers to the Chief Executive Officer (CEO) under the *Environmental Protection Regulation 2019, Local Government Regulation 2012, Environmental Protection Act 1994* and the *Local Government Act 2009*.

**Summary**

Council subscribes to a delegation update service provided by MacDonnells Law. Council has been advised that the following legislation has been revised and delegations to be updated accordingly.

1. *Environmental Protection Regulation 2019 (“ENPR”)*
2. *Local Government Regulation 2012 (“LOGR”)*
3. *Environmental Protection Act 1994 (“ENPA”)*
4. *Local Government Act 2009 (“LOGA”)*

**Officer's Recommendation**

That pursuant to section 257 of the *Local Government Act 2009* Council:

1. delegate the exercise of the powers contained in Schedule 1 of the Instrument of Delegation attached to this resolution as Appendixes, to the Chief Executive Officer. These powers must be exercised subject to any limitations contained in Schedule 2 of the attached Instrument of Delegation.
2. repeal all prior resolutions delegating the same powers to the Chief Executive Officer.

**Financial and Resource Implications**

The delegation update service is funded in the current budget; however, delegated authority must be appropriately granted and periodically reviewed to ensure that any expenditure incurred by staff acting on Council’s behalf is legislatively compliant.

**Link to Corporate/Operational Plan**

EXC2.1 Deliver governance that provides sound organisational management and complies with

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relevant legislation.

### **Communication/Consultation (Internal/External)**

The CEO, Senior Executive Team (SET), Manager Social & Corporate Performance, Manager Planning & Land Management, Manager Environment and Waste, Senior Governance Officer and MacDonnells Law have been consulted in regards to the delegation of powers under these Regulations.

### **Legal Implications (Statutory Basis, Legal Risks)**

The delegation of Local Government powers is important and necessary for the effective operation of Council.

Council in delegating its powers to the CEO does not in any way relinquish or limit its own authority to maintain and utilise all of the powers conferred upon it under legislation. Delegated authority granted by Council to the CEO can further be amended or revoked via Council resolution at any time.

### **Policy/Local Law/Delegation Implications**

This report has been provided in compliance with section 257(1) of the *Local Government Act 2009* (LOGA), which allows Council by resolution, to delegate a power under the LOGA or another Act to the CEO.

Council's Employee Code of Conduct also requires all employees to ensure that appropriate delegated authority is in place prior to undertaking any action, or exercising any power, that requires a delegation under State legislation.

### **Asset Management Implications**

No direct asset management implications arise from this report.

### **Report**

Section 257 of the LOGA allows Council to delegate its powers under State and other laws to the CEO.

While delegations are currently in place for existing pieces of legislation, MacDonnells Law have provided Council with updated delegable powers based on the recent changes to the relevant legislation under their update service.

The instruments attached as appendixes to this report reflect the delegations that required delegation from Council to the CEO.

### ***Environmental Protection Regulation 2019 (Qld) ("ENPR")***

The ENPR was amended by the *Environmental Protection (Great Barrier Reef Protection Measures) and Other Legislation Amendment Regulation 2019 (Qld)* which commenced 1 December 2019.

The amendment to the ENPR reflect a change in the numbering of sections 12 to 20 of the ENPR, due to the insertion of a new Part 2, Chapter 2A. The renumber does not affect the delegations contained therein, other than the change to section numbering.

More broadly, the changes to the ENPR and the *Environmental Protection Act 1994 (Qld)* introduce a number of changes relevant to environmentally relevant activities which take place near the Great Barrier Reef.

The amendment to the ENPR consider and make decision on further environmental matters, relevant to the Great Barrier Reef when making decisions under Chapter 4, Part 2 of the ENPR.

### **Local Government Regulation 2012 (Qld) ("LOGR")**

The LOGR was amended by the *Local Government Legislation (Implementing Stage 2 of Belcarra) Amendment Regulation 2019 (Qld)* which commences on 1 January 2020.

The amendment to the LOGR predominately deal with:

1. changes to how Councils may make discretionary funds available to Councillors;
2. how Councillors may use discretionary funds, including a prohibition on use of those funds in an election year prior to the end of an election;
3. notice requirements imposed on Councils that allocate funds to Councillors; and
4. changes to financial reporting requirements for Council's annual budgets.

The amendments to the LOGR in the Table of Delegable Powers reflects amendments to both the notice requirements and the publication of notices, as well as oversight on Councillor spending (approval by the Mayor and CEO, as well as receipt of notices from Councillors who make use of discretionary funds).

### **Environmental Protection Act 1994 (Qld) ("ENPA")**

The ENPA was amended by the *Environmental Protection (Great Barrier Reef Protection Measures) and Other Legislation Amendment Regulation 2019 (Qld)* with provisions commencing on Proclamation. The date of proclamation is 21 December 2019.

The amendment to the ENPA expanding the circumstances in which the Local Government can commission an audit relating to a contravention to include a contravention of an agricultural ERA standard.

### **Local Government Act 2009 (Qld) ("LOGA")**

The LOGA was amended by the *Local Government Legislation (Implementing Stage 2 of Belcarra) Amendment Regulation 2019 (Qld)* which commences on 1 January 2020.

LOGA adds new powers (and requirements) to the Chief Executive Officer to keep records of directions made to them by the Mayor, and to produce to the Local Government directions that were made to them by the Mayor.

Powers have also been updated in section 162 to accord with the LOGA.

## **Attachments**

1. Instrument of Delegation - *Environmental Protection Regulation 2019 ("ENPR")*
2. Instrument of Delegation - *Local Government Regulation 2012 ("LOGR")*
3. Instrument of Delegation - *Environmental Protection Act 1994 ("ENPA")*
4. Instrument of Delegation - *Local Government Act 2009 ("LOGA")*



## **INSTRUMENT OF DELEGATION**

### **South Burnett Regional Council *Environmental Protection Regulation 2019 ("ENPR")***

Under section 257 of the *Local Government Act 2009*, South Burnett Regional Council resolves to delegate the exercise of the powers contained in Schedule 1 to the Chief Executive Officer.

These powers must be exercised subject to the limitations contained in Schedule 2.

All prior resolutions delegating the same powers to the Chief Executive Officer are repealed.

## Schedule 1

**Environmental Protection Regulation 2019 ("ENPR")****CHAPTER 3 – ENVIRONMENTALLY RELEVANT ACTIVITIES****Part 1 – Environmentally relevant activities – general matters****Division 3 – Development application relating to concurrence ERAs**

Entity power given to	Section of ENPR	Description
Assessment Manager or Referral Agency	21(4)	Power to consider the specified benchmarks under section 22(2).

**CHAPTER 4 – REGULATORY REQUIREMENTS<sup>1</sup>****Part 2 – Regulatory requirements for all environmental decision**

Entity power given to	Section of ENPR	Description
Administering Authority	35(1)	Power to when making an environmental management decision relating to an environmentally relevant activity, other than the prescribed ERA; <ul style="list-style-type: none"> <li>(a) carry out an environmental objective assessment against the environmental objective and performance outcomes mentioned in schedule 8, part 3, division 1 and 2; and</li> <li>(b) consider the environmental values declared under this regulation; and</li> <li>(c) if the activity is to be carried out in a strategic environmental area – consider the impacts of the activity on the environmental attributes for the area under the <i>Regional Planning Interests Act 2014</i>; and</li> <li>(d) consider each of the following under any relevant environmental protection policies- <ul style="list-style-type: none"> <li>(i) the management hierarchy;</li> <li>(ii) environmental values;</li> <li>(iii) quality objectives;</li> <li>(iv) the management intent; and</li> </ul> </li> <li>(e) if the bilateral agreement requires the matters of national environmental significance to be consider- consider those matters.</li> </ul>
Administering Authority	35(3)	In the specified circumstances, power to: <ul style="list-style-type: none"> <li>(a) carry out an environmental objective assessment against the environmental objective and performance outcomes mentioned in schedule 8, part 3, division 1; and</li> </ul>

<sup>1</sup> The powers under Chapter 4 may only be exercised by a local government for a matter the enforcement and administration of which has been devolved to the local government under Chapter 8, Part 1, Division 1 and which has not been excluded by Chapter 8, Part 1, Division 2.

		(b) consider the matters mentioned in subsection (1)(b), (c) and (d).
Administering Authority	35(4)	In the specified circumstances, power to: <ul style="list-style-type: none"> <li>(a) carry out an environmental objective assessment against the environmental objectives for water and groundwater mentioned in schedule 8, part 3, division 1, to the extent the performance outcomes for the environmental objectives relate to fine sediment, or dissolved inorganic nitrogen, entering the water of the Great Barrier Reef;</li> <li>(b) consider each environmental value, declared under this regulation, to the extent the value relates to fine sediment, or dissolved inorganic nitrogen, entering the water of the Great Barrier Reef; and</li> <li>(c) if the activity is to be carried out in a strategic environmental area – consider the impacts of the activity on each environmental attribute for the area under the <i>Regional Planning Interests act 2014</i>, to the extent the attribute relates to fine sediment, or dissolved inorganic nitrogen, entering the water of the Great Barrier Reef; and</li> <li>(d) consider each of the following matters under a relevant environmental protection policy, to the extent the matter relates to fine sediment, or dissolved inorganic nitrogen, entering water of the Great Barrier Reef: <ul style="list-style-type: none"> <li>(i) the management hierarchy;</li> <li>(ii) environmental values;</li> <li>(iii) quality objectives;</li> <li>(iv) the management intent.</li> </ul> </li> </ul>
Administering Authority	36(1)	Power to, when making an environmental management decision relating to an activity, consider whether to impose conditions about each of the specified matters.
Administering Authority	37(1)	Power to, when making an environmental management decision relating to an activity, consider whether to impose monitoring conditions about the release of contaminants from the activity on the receiving environment.
Administering Authority	37(2)	Power to, when considering whether to impose a monitoring condition, consider the specified matters

**Part 3 – Additional regulatory requirements for particular environmental management decisions**

Entity power given to	Section of ENPR	Description
Administering Authority	40(2)	In the specified circumstances, power to refuse to grant an application if the authority considers that, because of the activity, the wetland may be destroyed or reduced in size or the biological integrity of the wetland may not be maintained.
Administering Authority	41(2)	In the specified circumstances, power to refuse to grant an application if the authority considers one of the specified matters to be relevant.
Administering Authority	41AA(3)	Power to consider the relevant activity will, or may, have a residual impact.

**CHAPTER 5 – MATTERS RELATING TO ENVIRONMENTAL MANAGEMENT AND ENVIRONMENTAL OFFENCES**

**Part 1 – Categorisation of commercial waste and industrial waste**

**Division 3 – Notification, reporting and record keeping**

Entity power given to	Section of ENPR	Description
Generator of waste	51(2)	In the specified circumstances, power to notify the administering authority of the change in waste types within 24 hours after receiving the test results for the retesting.
Generator of waste	51(3)	In the specified circumstances, within 10 business days of receiving the test results for the retesting of the waste, power to give the administering authority a written report stating the specified things.
Generator of waste	52(1)	Power to, for each load of the waste transported to a receiver, record the prescribed information for the load in the approved form.
Generator of waste	52(2)	Power to, before or when the load is given to a receiver, give the prescribed information for the load to the receiver.
Receiver of tested waste	53(2)	In the specified circumstances, power to, before or when the receiver is given the load, record the prescribed information for the load in the approved form.
Receiver of tested waste	53(3)	In the specified circumstances, power to within 24 hours after becoming aware of an omission or inaccuracy in the prescribed information, give written notice of the omission or inaccuracy to the administering authority.

**Part 9 – Waste tracking**

**Division 4 – Miscellaneous**

Entity power given to	Section of ENPR	Description
Waste Handler	90(1)(b)	In the specified circumstances, power to enter into a written agreement with another person to do the thing for the waste handler.
Person	93(1)	In the specified circumstances, power to apply to the administering authority for a consignment number.
Person	94(1)	Power to apply to the administering authority for an exemption for the transportation of trackable waste for which this part applies.
Person	97	Power to apply to the administering executive for a generator identification number.



**CHAPTER 6 – WASTE MANAGEMENT BY LOCAL GOVERNMENTS<sup>2</sup>****Part 2 – Waste management in local government areas****Division 1 – Storage of general waste**

<b>Entity power given to</b>	<b>Section of ENPR</b>	<b>Description</b>
Local Government	101(1)(b)	Power to require the owner or occupier of a relevant premises in a local government area to supply at the relevant premises, enough waste containers, other than standard general waste containers, to store the general waste produced at the relevant premises.
Local Government	101(2)	Power to determine the amount of standard general waste containers reasonably required at a premises, and to supply to the relevant premises that number of standard general waste containers.
Local Government	102(1)(a)	Power to require the occupier of a relevant premises to store general waste at the relevant premises in another type of waste container than a standard general waste container.
Local Government	101(3)	In the specified circumstance, power to recover the reasonable costs of supplying the container as a debt payable by the owner or occupier of the relevant premises to the local government.
Local Government	102(1)(a)	Power to require the occupier of a relevant premises to store general waste at the relevant premises in another type of waste container than a standard general waste container.
Local Government	103(1)(a)	In the specified circumstances, power to require that the occupier of serviced premises ensure that a waste container supplied for the premises is kept at a particular place at the premises.
Local Government	103(2)(a)	In the specified circumstances, power to arrange to collect waste from the container at a place.
Local Government	104(2)	In the specified circumstances, power to require the person to ensure each of the specified things is supplied at the premises.
Local Government	104(2)(a)(i)	Power to specify a level required by the local government for an elevated stand holding all waste containers.
Local Government	104(2)(a) (ii)	Power to require an imperviously paved area where all waste containers can be placed to be drained.

**Division 2 – Removal of general waste**

<b>Entity power given to</b>	<b>Section of ENPR</b>	<b>Description</b>
Local Government	105(2)	In the specified circumstances, power to give the occupier of the relevant premises a written notice stating the specified things.

<sup>2</sup> Chapter 6 does not apply to a local government area while there is a local law in force about waste management for the area that has replaced Chapter 6 (repealed Chapter 5A)

Local Government	106(2)(a)	In the specified circumstances, power to give a written approval (a <b>relevant approval</b> ) to the owner or occupier of the relevant premises for depositing or disposing of the waste.
Local Government	106(2)(b)	In the specified circumstances, power to impose conditions on the approval.

### Division 3 – Storage and treatment of industrial waste

Entity power given to	Section of ENPR	Description
Local Government	107(1)	Power to require the occupier of relevant premises where there is industrial waste to do the specified things.
Local Government	107(2)	In the specified circumstances, the power to supply industrial waste containers at the premises.
Local Government	107(4)	Power to approve a type of waste container for storing industrial waste at premises within the local government's area.
Local Government	108	Power to determine the standard that industrial waste must be treated to for disposal of the waste at a waste facility.
Local Government	108	Power to require the occupier of relevant premises where there is industrial waste to treat the waste to a standard for disposal of the waste at a waste facility.

### Part 3 – Requirements and restrictions for waste facilities

Entity power given to	Section of ENPR	Description
Waste Facility Owner or Operator	112(1)	Power to consent to a person: (a) entering the facility other than to deposit waste; or (b) remaining on the facility after depositing waste; or (c) interfering with waste at, or removing the waste from, the facility.
Waste Facility Owner or Operator	113(2)(a)	In the specified circumstances, the power to display signs giving reasonable directions at the facility,
Waste Facility Owner or Operator	113(2)(b)	In the specified circumstances, the power to give reasonable instructions to a person who transports and delivers waste to the waste facility
Waste Facility Owner or Operator	113(2)(c)	In the specified circumstances, the power to request the person who transports and delivers waste to waste facility to give information to the owner or operator about the type and amount of waste being delivered.

**CHAPTER 9 – FEES**

**Part 3 – Annual Fees**

**Division 3 – Amendment application for environmental authorities**

<b>Entity power given to</b>	<b>Section of ENPR</b>	<b>Description</b>
Administering Authority	173(2)	Power to require, by written notice, the holder of a relevant authority to pay the authority the difference between the annual fee and the reduced annual fee.

Schedule 2

**LIMITATIONS TO THE EXERCISE OF POWER**

1. Where Council in its budget or by resolution allocates an amount for the expenditure of Council funds in relation to a particular matter, in exercising delegated power in relation to that matter, the delegate will only commit Council to reasonably foreseeable expenditure up to the amount allocated.
2. The delegate will not exercise any delegated power in relation to a matter which, to the delegate's knowledge, adversely affects, or is likely to adversely affect, Council's relations with the public at large.
3. The delegate will not exercise any delegated power contrary to a resolution or other decision of Council (including a policy decision relating to the matter).
4. The delegate will not exercise any delegated power in a manner, or which has the foreseeable effect, of being contrary to an adopted Council policy or procedure.
5. The delegate will only exercise a delegated power under this resolution in a manner which complies with the requirements of Council's Planning Scheme, and any exercise of power which involves a departure from or variation of those requirements will only be undertaken by Council.
6. The delegate will not exercise any delegated power which cannot lawfully be the subject of delegation by Council.

[2019 12 01 - ENPR - Delegation Instrument]



## **INSTRUMENT OF DELEGATION**

### **South Burnett Regional Council *Local Government Regulation 2012 ("LOGR")***

Under section 257 of the *Local Government Act 2009*, South Burnett Regional Council resolves to delegate the exercise of the powers contained in Schedule 1 to the Chief Executive Officer.

These powers must be exercised subject to the limitations contained in Schedule 2.

All prior resolutions delegating the same powers to the Chief Executive Officer are repealed.

## Schedule 1

**Local Government Regulation 2012 ("LOGR")****CHAPTER 3 – THE BUSINESS OF LOCAL GOVERNMENTS****Part 2 – Business reform, including competitive neutrality****Division 7 – Competitive neutrality complaints****Subdivision 2 – Complaint process**

Entity power given to	Section of LOGR	Description
Local Government	55(4)	Power to, within seven (7) days after making the resolution, give notice of the resolution to: <ul style="list-style-type: none"> <li>(a) The complainant; and</li> <li>(b) The QCA; and</li> <li>(c) If a corporatised business entity is conducting the business activity—the corporatised business entity.</li> </ul>

**CHAPTER 4 – RATES AND CHARGES****Part 5 – Differential general rates****Division 2 – Entering land to categorise land**

Entity power given to	Section of LOGR	Description
Chief Executive Officer	83(1)	Power to appoint a qualified person as a categorisation officer for this division.
Local Government	83(2)(b)	Power to authorise a person for the purpose of this division.
Chief Executive Officer	84(1)	Power to give a categorisation officer an identity card.

**Division 4 – Objecting to rates category**

Entity power given to	Section of LOGR	Description
Chief Executive Officer	91(2)	Power to consider the objection and decide: <ul style="list-style-type: none"> <li>(a) to change the rating category for the land:               <ul style="list-style-type: none"> <li>(i) to the rating category to which the owner claims in the objection notice the land should belong; or</li> <li>(ii) to another rating category; or</li> </ul> </li> <li>(b) not to allow the objection.</li> </ul>
Chief Executive Officer	91(3)	Power to give the owner notice of the decision and the reasons for the decision.

**Part 12 – Overdue rates and charges****Division 3 – Selling or acquiring land for overdue rates or charges****Subdivision 2 – Selling land for overdue rates or charges**

Entity power given to	Section of LOGR	Description
Local Government	138(3)	Power to give the State or government entity that has the interest in the land under the State encumbrance a notice of the local government's intention to sell the land, before the local government sells the land.
Local Government	140(3)	In certain circumstances, power to give all interested parties a notice of intention to sell the land.
Local Government	143(1)	Power to set a reserve price for the auction.
Local Government	143(2)	In certain circumstances, power to enter into negotiations with the highest bidder at auction to sell the land by agreement.

**Subdivision 3 – Acquiring land for overdue rates or charges**

Entity power given to	Section of LOGR	Description
Local Government	149(2)	In certain circumstances, power to, as soon as practicable, give all interested parties a notice of intention to acquire the land.

**Part 13 – Land record of local government****Division 1 – Land record**

Entity power given to	Section of LOGR	Description
Chief Executive Officer	156(2)	In certain circumstances, power to, as soon as practicable, give the ratepayer an information notice about the amendment.

**CHAPTER 5 – FINANCIAL PLANNING AND ACCOUNTABILITY****Part 5 – Community grants**

Entity power given to	Section of LOGR	Description
Local Government	194(a)	Power to be satisfied: (a) the grant will be used for a purpose that is in the public interest; and (b) the community organisation meets the criteria stated in the local government's community grants policy.

**Part 8 – Local government funds and accounts****Division 1 – Trust fund**

Entity power given to	Section of LOGR	Description
Local Government	201(2)	In certain circumstances, power to transfer money from a trust fund.
Local Government	201B(4)	Power to, after the adoption of the budget by the Local Government, publish a notice containing the prescribed things.

Chief Executive Officer	202(2)(a)(ii)	In the specified circumstances, power to approve an allocation of the councillor's discretionary funds.
Chief Executive Officer	202A(2)	In the specified circumstances, power to publish a notice under section 202A(1) on the Local Government's website.

**Part 9 – Accounting records**

Entity power given to	Section of LOGR	Description
Chief Executive Officer	204(2)	Power to present the financial report: (a) if the local government meets less frequently than monthly—at each meeting of the local government; or (b) otherwise—at a meeting of the local government once a month.
Chief Executive Officer	205(1)	Power to present the local government's annual budget meeting with a statement of estimated financial position.

**CHAPTER 6 – CONTRACTING**

**Part 3 – Default contracting procedures**

**Division 2 – Entering into particular contracts**

Entity power given to	Section of LOGR	Description
Local Government	225(3)	Power to not accept any of the quotes received.
Local Government	225(4)	Power to decide to accept a quote.
Local Government	225(4)	Power to decide which quote is most advantageous to Council, having regard to the sound contracting principles.
Local Government	228(8)	Power to decide not to accept any tenders received.
Local Government	228(9)	Power to decide to accept a tender.
Local Government	228(9)	Power to decide which tender is most advantageous to Council, having regard to the sound contracting principles.

**Division 3 – Exceptions for medium-sized and large-sized contractual arrangements**

Entity power given to	Section of LOGR	Description
Local Government	232(2)	In certain circumstances, power to enter into the contract without first inviting written quotes or tenders.
Local Government	232(4)	In certain circumstances, power to invite suppliers to tender to be on a register of pre-qualified suppliers.



**CHAPTER 8 – ADMINISTRATION****Part 1 – Councillors****Division 1 – Councillor remuneration**

Entity power given to	Section of LOGR	Description
Local Government	248(1)	Power to consider that, having regard to exceptional circumstances that apply, a councillor of its local government is entitled to a different amount of remuneration from the remuneration stated in the remuneration schedule for the category of local government to which the local government belongs.

**Part 3 – Local government employees****Division 1 – Disciplinary action against local government employees**

Entity power given to	Section of LOGR	Description
Chief Executive Officer	279	Power to be satisfied that that the employee has: <ul style="list-style-type: none"> <li>(a) failed to perform their responsibilities under the Act; or</li> <li>(b) failed to perform a responsibility under the Act in accordance with the local government principles; or</li> <li>(c) taken action under the Act in a way that is not consistent with the local government principles.</li> </ul>
Chief Executive Officer	282(1)	Power to be satisfied, on reasonable grounds, that a local government employee will be subject to disciplinary action.
Chief Executive Officer	282(1)	Power to suspend the employee from duty.
Chief Executive Officer	283(1)	Power to give the employee: <ul style="list-style-type: none"> <li>(a) written notice of the following: <ul style="list-style-type: none"> <li>(i) the disciplinary action to be taken;</li> <li>(ii) the grounds on which the disciplinary action is taken;</li> <li>(iii) the particulars of conduct claimed to support the grounds; and</li> </ul> </li> <li>(b) a reasonable opportunity to respond to the information contained in the written notice.</li> </ul>

**Part 5 – Register of interests****Division 1 – Disciplinary action against local government employees**

Entity power given to	Section of LOGR	Description
Chief Executive Officer	296	In certain circumstances, the power to inform the informed person.

**CHAPTER 9 – OTHER PROVISIONS**

**Part 3 – Delegation of powers**

<b>Entity power given to</b>	<b>Section of LOGR</b>	<b>Description</b>
Chief Executive Officer	305(2)	Power to consider it appropriate to include other information in the register.

**Part 6 – Loss of local government asset**

<b>Entity power given to</b>	<b>Section of LOGR</b>	<b>Description</b>
Chief Executive Officer	307A(1)(b)	Power to form reasonable suspicion that there has been a reportable loss of an asset belonging to the local government
Chief Executive Officer	307A(3)	Power to be satisfied the material loss is also a reportable loss and power to advise the person specified in subsection (3) as soon as practicable but not more than 6 months after the CEO becomes aware of the loss.

Schedule 2

**LIMITATIONS TO THE EXERCISE OF POWER**

1. Where Council in its budget or by resolution allocates an amount for the expenditure of Council funds in relation to a particular matter, in exercising delegated power in relation to that matter, the delegate will only commit Council to reasonably foreseeable expenditure up to the amount allocated.
2. The delegate will not exercise any delegated power in relation to a matter which, to the delegate's knowledge, adversely affects, or is likely to adversely affect, Council's relations with the public at large.
3. The delegate will not exercise any delegated power contrary to a resolution or other decision of Council (including a policy decision relating to the matter).
4. The delegate will not exercise any delegated power in a manner, or which has the foreseeable effect, of being contrary to an adopted Council policy or procedure.
5. The delegate will only exercise a delegated power under this resolution in a manner which complies with the requirements of Council's Planning Scheme, and any exercise of power which involves a departure from or variation of those requirements will only be undertaken by Council.
6. The delegate will not exercise any delegated power which cannot lawfully be the subject of delegation by Council.

[2019 11 18 - LOGR - Delegation Instrument]

## **INSTRUMENT OF DELEGATION**

### **South Burnett Regional Council *Environmental Protection Act 1994 ("ENPA")***

Under section 257 of the *Local Government Act 2009*, South Burnett Regional Council resolves to delegate the exercise of the powers contained in Schedule 1 to the Chief Executive Officer.

These powers must be exercised subject to the limitations contained in Schedule 2.

All prior resolutions delegating the same powers to the Chief Executive Officer are repealed.



## Schedule 1

**Environmental Protection Act 1994 ("ENPA")****CHAPTER 5 – ENVIRONMENTAL AUTHORITIES FOR ENVIRONMENTALLY RELEVANT ACTIVITIES****Part 2 – Application Stage****Division 4 – Notices about not properly made applications**

Entity power given to	Section of ENPA	Description
Administering Authority	128(2)	In certain circumstances, the power to give the applicant a notice.
Administering Authority	129(2)	In certain circumstances, the power to agree to a further period with the applicant.

**Division 5 – Joint applicants**

Entity power given to	Section of ENPA	Description
Administering Authority	130(3)	In certain circumstances, the power to: (a) give a notice or other document relating to the application to all the applicants, by giving it to the principal applicant nominated in the application; or (b) make a requirement under this chapter relating to the application of all the applicants, by making it of the principal applicant nominated in the application.

**Division 6 – Changing applications****Subdivision 1 – Preliminary**

Entity power given to	Section of ENPA	Description
Administering Authority	131(d)	In certain circumstances, power to be satisfied that a change would not adversely affect the ability of the authority to assess the changed application.

**Subdivision 3 – Changed applications – effect on assessment process**

Entity power given to	Section of ENPA	Description
Administering Authority	133(1)(b)	Power to agree in writing to the change.
Administering Authority	134(4)	In certain circumstances, the power to be satisfied that the change would not be likely to attract a submission objecting to the thing the subject of the change, if the notification stage were to apply to the change.

**Part 3 – Information stage**  
**Division 2 – Information requests**

Entity power given to	Section of ENPA	Description
Administering Authority	140(1)	Power to ask the applicant, by written request (an <b>information request</b> ), to give further information needed to assess the application.
Administering Authority	143(2)	In certain circumstances, the power to include in an information request a requirement that the applicant provide an EIS for the application.
Administering Authority	145(1)	Power to, by written notice given to the applicant and without the applicant's agreement, extend the information request period by not more than 10 business days.
Administering Authority	145(3)	Power to request a further extension of the information request period.
Administering Authority	147(3)	Power to, within 5 business days after receiving the request: (a) decide whether to agree to the extension; and (b) give an information notice of the decision.

**Part 4 – Notification stage**  
**Division 1 – Preliminary**

Entity power given to	Section of ENPA	Description
Administering Authority	150(1)(d)	In certain circumstances, the power to be satisfied that the change would not be likely to attract a submission objecting to the thing the subject of the change, if the notification stage were to apply to the change.

**Division 2 – Public notice**

Entity power given to	Section of ENPA	Description
Administering Authority	152(3)	Power to: (a) give the applicant an information notice about the decision before the application notice is given; and (b) decide an additional or substituted way to give or publish the application notice.
Administering Authority	159(2)	In certain circumstances, power to decide whether to allow the application to proceed under this part as if the noncompliance had not happened.
Administering Authority	159(3)	In certain circumstances, power to be satisfied that there has been substantial compliance with the public notice requirements.
Administering Authority	159(4)	In certain circumstances, power to within 10 business days after the decision is made, give the applicant written notice of the decision.
Administering Authority	159(5)(b)(i)	In certain circumstances, power to: (a) fix a substituted way to give or publish the application notice; and (b) give the applicant written notice of the substituted way.

Administering Authority	159(5)(b)(ii)	In certain circumstances, power to: (a) fix a new submission period for the application; and (b) give the applicant written notice of the period.
Administering Authority	159(5)(b)(iii)	In certain circumstances, power to give the applicant an information notice about the decision.

### Division 3 – Submissions about applications

Entity power given to	Section of ENPA	Description
An Entity	160	Power to, within the submission period, make a submission to the administering authority about the application.
Administering Authority	161(3)	Power to accept a written submission even if it is not a properly made submission.
An Entity	162(1)	In certain circumstances, power to, by written notice, amend or replace a submission.

## Part 5 –

### Decision stage

#### Division 2 – Deciding an application

##### Subdivision 1 – Decision period

Entity power given to	Section of ENPA	Description
Administering Authority	168(2)	In certain circumstances, the power to, by written notice given to the applicant and without the applicant's agreement, extend the period mentioned in subsection 168(1) by not more than 20 business days.
Administering Authority	168(4)	Power to request a further extension of the decision period.

##### Subdivision 2 – Decision

Entity power given to	Section of ENPA	Description
Administering Authority	170(2)(a)	In certain circumstances, the power to decide that that the application be approved subject to the standard conditions for the relevant activity or authority.
Administering Authority	170(2)(b)	In certain circumstances, the power to decide that the applicant be issued an environmental authority on conditions that are different to the standard conditions for the activity or authority.
Administering Authority	171(2)(a)	In certain circumstances, the power to decide that the application be approved subject to conditions that are different to the standard conditions for the activity or authority.
Administering Authority	171(2)(b)	In certain circumstances, the power to decide that the applicant be issued an environmental authority subject to the standard conditions for the activity or authority.
Administering Authority	172(2)	In certain circumstances, the power to decide that the application: (a) be approved subject to conditions, or (b) be refused
Administering Authority	173(1)	Power to refuse an application if the applicant is not a registered suitable operator.

Administering Authority	173(3)	In certain circumstances, power to refuse an application for an environmental authority.
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#### Division 4 – Steps after deciding application

Entity power given to	Section of ENPA	Description
Administering Authority	195	In certain circumstances, power to issue an environmental authority to the applicant
Administering Authority	198(2)	In certain circumstances, power to give the application an information notice about the decision.
Administering Authority	198(4)	In certain circumstances, power to give any submitter for the application an information notice about the decision.

#### Division 6 – Conditions

Entity power given to	Section of ENPA	Description
Administering Authority	203(1)	Power to impose a condition on an environmental authority or draft environmental authority if: (a) it considers the condition is necessary or desirable; and (b) if the authority is for an application to which section 115 applies - the condition relates to the carrying out of the relevant prescribed ERA.
Administering Authority	203(2)	In certain circumstances, power to impose a condition on an environmental authority or draft environmental authority.
Administering Authority	204(2)	In certain circumstances, power to impose on the authority a condition requiring the holder of the authority to take all reasonable steps to ensure the relevant activity complies with the eligibility criteria for the activity.
Administering Authority	209(4)	Power to enter into an agreement to establish obligations, or secure the performance, of a party to the agreement about a condition.

### Part 6 – Amending environmental authorities by administering authority

#### Division 1 – Amendments

Entity power given to	Section of ENPA	Description
Administering Authority	211	In certain circumstances, power to amend an environmental authority to correct a clerical or formal error.
Administering Authority	212(2)	Power to amend the environmental authority to ensure compliance with conditions included in a determination made by the NNTT under the Commonwealth Native Title Act, section 38(1)(c).
Administering Authority	212(3)	Power to give written notice of the amendment to the environmental authority holder.
Administering authority	212A(2)	Power to amend the environmental authority to ensure it is consistent with the regional interests development approval.
Administering authority	212A(3)	Power to given written notice the amendment to the environmental authority holder.



Administering Authority	213(2)	In certain circumstances, power to amend the existing authority to replace the existing standard conditions with the new standard conditions.
Administering Authority	213(3)	In certain circumstances, power to give written notice of the amendment to the environmental authority holder.
Administering Authority	214(2)	In certain circumstances, power to amend the environmental authority.
Administering Authority	214(3)	In certain circumstances, power to give: (a) an information notice about the amendment to the holder of the environmental authority; and (b) written notice of the amendment to the assessment manager for the development application.
Administering Authority	215(1)	In certain circumstances, power to amend an environmental authority.
Administering Authority	215(1)(a)	Power to consider the amendment is necessary or desirable because of a matter mentioned in subsection (2) and the procedure under division 2 is followed.

#### Division 2 – Procedure for particular amendments

Entity power given to	Section of ENPA	Description
Administering Authority	216	Power to propose to amend an environmental authority
Administering Authority	217	Power to give the environmental authority holder a written notice (the <b>proposed amendment notice</b> ).
Administering Authority	218	Power to consider any written representation made within the period stated in the proposed amendment notice by the holder of the environmental authority.
Administering Authority	219(1)	In certain circumstances, power to believe a ground exists to make the proposed amendment, and to make the amendment.
Administering Authority	219(3)	Power to give the holder written notice of the decision.
Administering Authority	220	Power to give the environmental authority holder an information notice about the decision.

#### Division 3 – Steps for amendments

Entity power given to	Section of ENPA	Description
Administering Authority	221(2)(b)	In certain circumstances, power to issue the amended environmental authority to the holder.

### Part 7 – Amendment of environmental authorities by application

#### Division 2A – Provision for particular amendment applications

Entity power given to	Section of ENPA	Description
Administering Authority	227A(2)	Power to refuse application within 10 business days after receiving the amendment application.

Administering Authority	227A(3)	Power to require the holder of the environmental authority to make a site-specific application for a new environmental authority.
Administering Authority	227A(5)	Power to give written notice of any refusal.

**Division 3 – Assessment level decisions**

Entity power given to	Section of ENPA	Description
Administering Authority	228(1)	Power to decide whether the proposed amendment is a major or minor amendment.
Administering Authority	229	Power to give the applicant a written notice.
Administering Authority	230(2)	In certain circumstances, power to be satisfied that: <ul style="list-style-type: none"> <li>(a) there is likely to be a substantial increase in the risk of environmental harm under the amended environmental authority; and</li> <li>(b) the risk is the result of a substantial change in: <ul style="list-style-type: none"> <li>(i) the quantity or quality of contaminant permitted to be released into the environment; or</li> <li>(ii) the results of the release of a quantity or quality of contaminant permitted to be released into the environment.</li> </ul> </li> </ul>

**Division 4 – Process if proposed amendment is a major amendment**

Entity power given to	Section of ENPA	Description
Administering Authority	233(3)	In certain circumstances, power to: <ul style="list-style-type: none"> <li>(a) decide another way of publishing the notice for subsection (2)(b)(ii); and</li> <li>(b) give the applicant an information notice about the decision before the notice is published.</li> </ul>
Administering Authority	237(1)(b)	Power to agree in writing to the change.
Administering Authority	238(3)(a)	In certain circumstances, power to within 10 business days after notice of the change is received, ask the applicant to give further information needed to assess the application
Administering Authority	238(7)	In certain circumstances, power to be satisfied the change would not be likely to attract a submission objecting to the thing the subject of the change, if the notification stage were to apply to the change.

**Division 5 – Process if proposed amendment is minor amendment**

Entity power given to	Section of ENPA	Description
Administering Authority	240(1)	Power to decide either to approve or refuse the application: <ul style="list-style-type: none"> <li>(a) for a condition conversion – within 10 business days after the application is received (for a condition conversion); or</li> <li>(b) otherwise, within 10 business days after notice of the assessment level decision is given to the applicant.</li> </ul>

Administering Authority	240(2)	Power to be satisfied the proposed amendment is necessary or desirable.
Administering Authority	240(3)	In certain circumstances, power to make any other amendments to the conditions of the environmental authority it considers: (a) relate to the subject matter of the proposed amendment, and (b) are necessary or desirable.

#### Division 6 – Steps after deciding amendment application

Entity power given to	Section of ENPA	Description
Administering Authority	242(1)(b)	In certain circumstances, power to issue the amended environmental authority to the applicant.
Administering Authority	242(3)	Power to within 5 business days after the decision is made, give the applicant an information notice about the decision.

### Part 8 – Amalgamating environmental authorities

#### Division 2 – Deciding amalgamation application

Entity power given to	Section of ENPA	Description
Administering Authority	247(1)	Power to, within 20 business days after the day the amalgamation application is received, decide to: (a) approve the application; or (b) if the application is for an amalgamated local government authority or amalgamated project authority—refuse the application.
Administering Authority	247(2)(c)	Power to be satisfied there is an appropriate degree of integration between the activities.
Administering Authority	247(3)	Power to be satisfied the relevant activities for the existing environmental authorities are being carried out as a single integrated operation.

#### Division 3 – Miscellaneous provisions

Entity power given to	Section of ENPA	Description
Administering Authority	248(b)	In certain circumstances, power to issue to the applicant: (a) if the application is for an amalgamated corporate authority – an amalgamated corporate authority, or (b) if the application is for an amalgamated local government authority – an amalgamated local government authority; or (c) if the application is for an amalgamated project authority – an amalgamated project authority.
Administering Authority	249	Power to, within 10 business days after refusing an amalgamation application, give the applicant an information notice about the decision.

**Division 4 – De-amalgamating environmental authorities**

Entity power given to	Section of ENPA	Description
Administering Authority	250C(a)	Power to de-amalgamate the relevant authority within 15 business days after receiving a de-amalgamation application that complies with section 250B.

**Part 9 – Transferring environmental authorities for prescribed ERAs**

Entity power given to	Section of ENPA	Description
Administering Authority	254(1)	Power to consider each transfer application and decide to: (a) approve the transfer; or (b) refuse the transfer.
Administering Authority	255(1)(b)	In certain circumstances, power to issue the amended environmental authority (the <b>transferred environmental authority</b> ) to each holder.
Administering Authority	255(2)	In certain circumstances, power to, within 10 business days after the decision is made, give the existing holder and the proposed holder written notice of the decision.

**Part 10 – Surrender of environmental authorities****Division 1 – Preliminary**

Entity power given to	Section of ENPA	Description
Administering Authority	258(2)	In certain circumstances, power to by written notice (a <b>surrender notice</b> ), require the holder of the environmental authority to make a surrender application.
Administering Authority	261(2)	In certain circumstances, power to approve a surrender application for part of the environmental authority.

**Division 3 – Final rehabilitation reports**

Entity power given to	Section of ENPA	Description
Administering Authority	264(2)(a)	Power to agree to a methodology.

**Division 4 – Requests for information**

Entity power given to	Section of ENPA	Description
Administering Authority	265	Power to ask the applicant, by written request, to give further information needed to assess the surrender application.

**Division 5 – Deciding surrender applications**

Entity power given to	Section of ENPA	Description
Administering Authority	266(1)	Power to decide to: (a) approve the surrender application; or (b) refuse the surrender application.



Administering Authority	269(a)	Power to be satisfied the conditions of the environmental authority have been complied with.
Administering Authority	269(b)(i)	Power to be satisfied the land on which each relevant activity for the environmental authority has been carried out has been satisfactorily rehabilitated.
Administering Authority	269(b)(ii)	Power to be satisfied the land will be satisfactorily rehabilitated under a transitional environmental program.
Administering Authority	269(c)	Power to be satisfied of another circumstance prescribed by regulation.

#### Division 8 – Miscellaneous provisions

Entity power given to	Section of ENPA	Description
Administering Authority	275(a)(ii)	In certain circumstances, power to give the applicant written notice of the decision.
Administering Authority	275(b)	In certain circumstances, power to give the applicant an information notice about the decision.

#### Part 11 – Cancellation or suspension of environmental authorities

##### Division 1 – Preliminary

Entity power given to	Section of ENPA	Description
Administering Authority	278(1)	In certain circumstances, power to cancel or suspend an environmental authority.

##### Division 2 – Procedure for cancellation or suspension by administering authority

Entity power given to	Section of ENPA	Description
Administering Authority	280(1)	Power to give the environmental authority holder a written notice.
Administering Authority	281	Power to consider any written representation made within the stated period by the environmental authority holder.
Administering Authority	282(1)	In certain circumstances, power to believe a ground exists to take the proposed action.
Administering Authority	282(1)(a)	In certain circumstances, power to suspend the environmental authority for no longer than the proposed suspension period.
Administering Authority	282(1)(b)	In certain circumstances, power to either cancel the environmental authority or suspend it for a fixed period.
Administering Authority	282(3)	Power to decide not to take the proposed action and, if so, give the environmental authority holder written notice of the decision.
Administering Authority	283(1)	Power to give the environmental authority holder an information notice about the decision.
Administering Authority	283(2)	In certain circumstances, power to give written notice of the decision to the chief executive administering the resource legislation.

**Part 11A - General provisions****Division 3 – Deciding suspension applications**

Entity power given to	Section of ENPA	Description
Administering Authority	284C	Power to decide whether to approve the application or refuse the application.
Administering Authority	284F(1)(a)(ii)	In certain circumstances, power to give the holder of the environmental authority written notice of the decision.
Administering Authority	284F(1)(b)	In certain circumstances, power to give the holder an information notice about the decision.

**Part 12 – General provisions****Division 1 – Plan of operations for environmental authority relating to mining lease or petroleum lease**

Entity power given to	Section of ENPA	Description
Administering Authority	287	Power to agree with the holder in writing to a shorter period.

**Division 2 – Financial assurance****Subdivision 1 – Requiring financial assurance**

Entity power given to	Section of ENPA	Description
Administering Authority	292(1)	Power to, by condition of an environmental authority, require the holder of the environmental authority to give the administering authority financial assurance.
Administering Authority	292(2)	Power to be satisfied the condition is justified.
Administering Authority	292(3)	Power to require a financial assurance to remain in force until satisfied no claim is likely to be made on the assurance.

**Subdivision 2 – Amount and form of financial assurance**

Entity power given to	Section of ENPA	Description
Administering Authority	295(1)	Power to decide the amount and form of financial assurance required under a condition of an environmental authority.
Administering Authority	295(2)(c)	Power to agree with the holder of the environmental authority to a further period.
Administering Authority	295(4)	Power to form an opinion as to the amount that represents the total of likely costs and expenses that may be incurred taking action to rehabilitate or restore and protect the environment because of environmental harm that may be caused by the activity.
Administering Authority	296	Power to, within 5 business days after making a decision under section 295(1), give an information notice about the decision to the holder of the environmental authority.

**Subdivision 3 – Claiming or realising financial assurance**

Entity power given to	Section of ENPA	Description
Administering Authority	299(2)	Power to must give written notice to the entity who gave the financial assurance.
Administering Authority	300	Power to consider any written representations made within the stated period by the entity who gave the financial assurance.
Administering Authority	301(1)	Power to decide whether to make a claim on or realise the financial assurance.
Administering Authority	301(2)	In certain circumstances, power to give the entity an information notice about the decision.

**Subdivision 4 – Amending or discharging financial assurance**

Entity power given to	Section of ENPA	Description
Administering Authority	304(1)	Power to, by written notice, require the applicant to give it a compliance statement for the financial assurance before deciding the application.
Administering Authority	305(1)(a)	Power to approve or refuse the application.
Administering Authority	305(1)(b)	In certain circumstances, power to give the applicant an information notice about the decision.
Administering Authority	305(3)	Power to be satisfied no claim is likely to be made on the assurance.
Administering Authority	305(5)	Power to withhold making a decision under subsection (1).
Administering Authority	306(1)	In certain circumstances, power to, at any time, require the holder of an environmental authority or small scale mining tenure for which financial assurance has been given to change the amount of the financial assurance.
Administering Authority	306(3)	Power to give written notice to the holder of the environmental authority or small scale mining tenure.
Administering Authority	306(6)	In certain circumstances, power to consider any written submissions made by the holder within the stated period.

**Division 3 – Annual fees and returns****Subdivision 1 – Annual notices**

Entity power given to	Section of ENPA	Description
Administering Authority	308(2)	In certain circumstances, power to give the environmental authority holder a written notice complying with subsection (3) (an <b>annual notice</b> ).
Administering Authority	310(1)	In certain circumstances, power to change the anniversary day, for an environmental authority for which an annual fee is prescribed under a regulation, to another day (the <b>new day</b> ).
Administering Authority	311	Power to decide whether or not to change the anniversary day to the new day.
Administering Authority	312	Power to give the holder:

		(a) if the decision is to change the day – written notice of the decision; or (b) if the decision is not to change the day – an information notice about the decision.
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#### Division 4 – Non-compliance with eligibility criteria

Entity power given to	Section of ENPA	Description
Administering Authority	314(2)	In certain circumstances, power to require the holder of the environmental authority to: (a) make a site-specific application for a new environmental authority under part 2; or (b) make an amendment application for the authority under part 7.
Administering Authority	314(3)	Power to give written notice of the proposed requirement to the holder of the environmental authority.
Administering Authority	314(5)	Power consider any representations made by the holder within the stated period.

#### Division 5 – Miscellaneous provisions

Entity power given to	Section of ENPA	Description
Administering Authority	315(1)	Power to ask any entity for advice, comment or information about an application made under this chapter at any time.

### CHAPTER 7 – ENVIRONMENTAL MANAGEMENT

#### Part 1 – Environmental duties

##### Division 2 – Duty to notify of environmental harm

##### *Subdivision 3B – Duty of local government*

Entity power given to	Section of ENPA	Description
Local Government	320DB(1)	Power to give the administering authority written notice of the activity.
Local Government	320DB(2)	Power to give the administering authority written notice of: (a) the nature of the event or change in the condition and the circumstances in which the event or change happened or is happening; or (b) within 24 hours after becoming aware of the event or change in condition of the land.

#### Part 2 – Environmental evaluations

##### Division 2 – Environmental audits

##### *Subdivision 1 – Audit requirements*

Entity power given to	Section of ENPA	Description
Administering Authority	322(1)	In certain circumstances, power to, by written notice, require the holder of an environmental authority to:



		(a) conduct or commission an audit (an <b>environmental audit</b> ) about a stated matter concerning a relevant activity; and (b) give the administering authority an environmental report on the audit.
Administering Authority	322(2)	Power to be reasonably satisfied the audit is necessary or desirable.
Administering Authority	323(1)	Power to be satisfied that: (a) a person is, or has been, contravening (i) a regulation; or (ii) an environmental protection policy; or (iii) an agricultural ERA standard; or (iv) a transitional environmental program; or (v) an enforceable undertaking; or (b) a person is, or has been, contravening any of the following provisions: (i) section 363E; (ii) section 440Q; (iii) section 440ZG; (iv) a provision of chapter 8, part 3D, 3E or 3F.
Administering Authority	323(2)	Power to, by written notice (also an <b>audit notice</b> ), require the person to: (a) Conduct or commission an audit (also an <b>environmental audit</b> ) about the matter; and (b) give the administering authority an environmental report about the audit.

#### Division 3 – Environmental investigations

Entity power given to	Section of ENPA	Description
Administering Authority	326B(1)	Power to be satisfied on reasonable grounds that: (a) an event has happened causing environmental harm while an activity was being carried out; or (b) an activity or proposed activity is causing, or is likely to cause environmental harm.
Administering Authority	326B(2)	Power to, by written notice (an <b>investigation notice</b> ), require the person who has carried out, is carrying out or is proposing to carry out the activity to: (a) conduct or commission an investigation (an <b>environmental investigation</b> ) about the event or activity; and (b) submit an environmental report about the investigation to the authority.
Administering Authority	326BA(1)	Power to be satisfied that circumstances contained in subsection (a) – (c) apply to the land.
Administering Authority	326BA(2)	Power to give written notice (an investigation notice) requiring a prescribed responsible person for the land to: (a) conduct or commission an investigation; and (b) give the administering authority an investigation report.

**Division 5 – Steps after receiving environmental reports**

<b>Entity power given to</b>	<b>Section of ENPA</b>	<b>Description</b>
Administering Authority	326F(2)	Power to, by written notice, ask the recipient to give further information needed to decide whether to approve the environmental report.
Administering Authority	326G(4)	Power to decide to accept the report or to refuse to accept the report.
Administering Authority	326G(5)	Power to be satisfied that the report does not adequately address the relevant matters for the environmental investigation to which the report relates.
Administering Authority	326G(7)	In certain circumstances, power to extend the period mentioned in subsection (6) for making the decision.
Administering Authority	326G(7)(a)	Power to be satisfied that there are special circumstances for extending the time.
Administering Authority	326G(8)	Power to give the recipient written notice of the decision within 5 business days after making the decision.
Administering Authority	326H	Power to do one or more of the following: (a) require the recipient to prepare and submit a transitional environmental program to it; (b) if the recipient is the holder of an environmental authority – amend the conditions of the authority; (c) serve an environmental protection order on the recipient; or (d) take any other action it considers appropriate
Administering Authority	326I(2)	Power to require the recipient to conduct or commission another environmental investigation and submit a report on the investigation to it.
Administering Authority	326I(3)	Power to give written notice to the recipient.

**Part 3 –****Transitional environmental programs****Division 2 – Submission and approval of transitional environmental programs**

<b>Entity power given to</b>	<b>Section of ENPA</b>	<b>Description</b>
Administering Authority	332(1)	Power to require a person or public authority to prepare and submit for approval a draft transitional environmental program as a condition of an environmental authority.
Administering Authority	332(2)	In the specified circumstances, the power to require a person or public authority to prepare and submit for approval a draft transitional environmental program.
Administering Authority	334A(1)	Power to, by written notice, ask the person or public authority that submitted the draft transitional environmental program to give further information needed to decide whether to approve the draft program.
Administering Authority	336(1)	Power to invite a person or public authority that has submitted a draft transitional environmental program and another person who has made a submission under section 335 of the Environmental Protection Act 1994 about the transitional.

		environmental program, to a conference to help in deciding whether or not to approve the program.
Administering Authority	336(2)	Power to give written notice to all persons invited to attend a conference of when and where the conference is to be held.
Administering Authority	336(3)	If it's considered impracticable to give notice to all persons invited to attend a conference, the power to give notice of the conference by publishing a notice in the newspapers you decide.
Administering Authority	336(4)	In specified circumstances, the power to appoint an independent person to mediate a conference.
Administering Authority	336A(1)	Power to ask any person for advice, comment or information about a submission for approval of a transitional environmental program at any time.
Administering Authority	337(1)	In specified circumstances, the power to decide whether to approve a draft transitional environmental program within the specified time period.
Administering Authority	337(2)	In certain circumstances, power to extend the period mentioned in subsection (1) for making the decision.
Administering Authority	337(2)	Power to give an information notice about the decision to extend to the person or public authority that submitted the program and any submitters.
Administering Authority	338(1)	In deciding whether to approve or refuse to approve a draft program or the conditions (if any) of the approval, the power to: <ul style="list-style-type: none"> <li>(a) comply with any relevant regulatory requirement; and</li> <li>(b) subject to paragraph (a), consider the specified criteria.</li> </ul>
Administering Authority	339(1)	Power to: <ul style="list-style-type: none"> <li>(a) approve a draft transitional environment program: <ul style="list-style-type: none"> <li>(i) as submitted; or</li> <li>(ii) as amended at the request, or with the agreement, of the administering authority; or</li> </ul> </li> <li>(b) refuse to approve a draft transitional environmental program.</li> </ul>
Administering Authority	339(2)	Power to impose on an approval of a draft transitional environmental program: <ul style="list-style-type: none"> <li>(a) any conditions the authority must impose under a regulatory requirement;</li> <li>(b) a condition requiring the holder of the approval to give an amount of financial assurance as security for compliance with the transitional environmental program and any conditions of the program; and</li> <li>(c) any other conditions the administering authority considers appropriate.</li> </ul>
Administering Authority	340(1)	Power to, within 8 business days after making a decision under section 339, give the person or public authority that submitted the program a written notice about the decision.
Administering Authority	340(2)(b)	If the program is approved, power to state any conditions imposed on the approval by the administering authority.
Administering Authority	340(2)(c)	If the program is approved, power to state the day the approval ends.
Administering Authority	340(3)	If the program is refused, or approved with conditions, power to give an information notice.

Administering Authority	342(2)	In specified circumstances, the power to consider and decide whether to approve a draft transitional environmental program if satisfied there has been substantial compliance with the Environmental Protection Act 1994.
Administering Authority	343A(2)(B)	In certain circumstances, power to give the holder of the environmental authority a copy of the environmental authority including the note.

#### Division 3A – Financial assurances

Entity power given to	Section of ENPA	Description
Administering Authority	344(3)	In specified circumstances, the power to approve an amendment of an approval for a transitional environmental program for an environmentally relevant activity.
Administering Authority	344(4)	Without limiting the matters to be considered in deciding an application, the power to have regard to the specified criteria.
Administering Authority	344A(2)	Power to may recover the reasonable costs or expenses of taking the action by making a claim on or realising the financial assurance or part of it.
Administering Authority	344A(3)	Power to give written notice to the person who gave the financial assurance.
Administering Authority	344B	Power to consider any written representations made within the stated period by the person who gave the financial assurance.
Administering Authority	344C(1)	Power to, within 10 business days after the end of the stated period, decide whether to make a claim on or realise the financial assurance.
Administering Authority	344C(2)	Power to, within 5 business days after making the decision, give the person an information notice about the decision.

#### Division 3B – Cancellation of approval for transitional environmental programs

Entity power given to	Section of ENPA	Description
Administering Authority	344E(1)	Power to cancel the approval for a transitional environmental program for the reasons provided in that subsection.
Administering Authority	344E(1)(b)	Power to be satisfied the approval holder has: (i) disposed of the place or business to which the program relates; or (ii) ceased the activity to which the program relates.
Administering Authority	344E(2)(a)	Power to give a notice stating the details of the cancellation to the approval holder.
Administering Authority	344F(2)(a)	Power to withdraw the notice by another written notice.
Administering Authority	344G(2)	Power to give the holder of the environmental authority a copy of the authority that does not include the note.



**Part 4 – Special provisions about voluntary submission of transitional environmental programs**

Entity power given to	Section of ENPA	Description
Administering Authority	352(1)	In specified circumstances, the power to give written notice to a person of: (a) receiving a program notice, and (b) the day by which a draft transitional environmental program dealing with the activity must be submitted for approval.
Administering Authority	355(1)	In certain circumstances, power to apply to the Court for an order that section 353(1) does not apply to the person for any continuation of the original offence.

**Part 4A – Temporary emissions licences**

Entity power given to	Section of ENPA	Description
Administering Authority	357E(1)	Power to: (a) grant the application for a temporary emissions licence: (i) as submitted; (ii) on different terms than have been requested in the application; or (b) refuse to grant the application for a temporary emissions licence.
Administering Authority	357E(2)	Power to impose conditions on the temporary emissions licence it considers are necessary or desirable.
Administering Authority	357F	Power to give the applicant an information notice about the decision if the decision is to: (a) grant the application on different terms than have been requested in the application; or (b) refuse the application.
Administering Authority	357J	In certain circumstances, power to amend, cancel or suspend a temporary emissions licence.

**Part 5 – Environmental protection orders**

Entity power given to	Section of ENPA	Description
Administering Authority	358	In specified circumstances, the power to issue an order (an <b>environmental protection order</b> ) to a person.
Administering Authority	359	Before deciding to issue an environmental protection order, the power to consider the standard criteria.

**CHAPTER 9 – INVESTIGATION AND ENFORCEMENT****Part 1 – Administration generally**

Entity power given to	Section of ENPA	Description
As delegate of the Chief Executive of the Environmental Protection Agency: 516(1)(b) and 517	445(1)(c) <sup>1</sup>	In the specified circumstances, the power to appoint an authorised person.
Chief Executive Officer	445(2)	Power to appoint an employee of a local government to be an authorised person
As delegate of the Chief Executive of the Environmental Protection Agency: 516(1)(b) & 517.	448 <sup>2</sup>	In the specified circumstances, the power to issue an identity card to each authorised person appointed.
Administering Authority	451(1)	In the specified circumstances, the power to give a notice under section 451 of the Environmental Protection Act 1994 to a person requiring the person to give information relevant to the administration and enforcement of the Environmental Protection Act 1994.

**Part 2 – Powers of authorised persons for places and vehicles**

Entity power given to	Section of ENPA	Description
Administering Authority	454(1)	Power to believe on reasonable grounds land is contaminated land
Administering Authority	454(3)(b)	Power to give written notice to the owner and occupier.
Administering Authority	458(2)	In specified circumstances, the power to give written notice of an application made under section 458(1) of the Environmental Protection Act 1994 to: (a) the owner of the land; and

<sup>1</sup> The power is subject to the following limitations as per the instrument of delegation of the Chief Executive of the Environmental Protection Agency dated 7 February 2008 (copy attached).

1. The only powers under the *Environmental Protection Act 1994* the authorised person who is appointed by the Local Govt is to exercise are:
  - (a) Sections 440J, 452, 453, 455, 456, 457, 459, 460, 461, 462, 463A, 463, 464, 465 and 466 of the *Environmental Protection Act 1994*; and
  - (b) Only to be used in relation to those matters referred to in s.440D of the *Environmental Protection Act 1994*; and
2. That the certificates issued pursuant to s.490 of the *Environmental Protection Act 1994* are only used in respect of Court proceedings in relation to those matters referred to in s.440D of the *Environmental Protection Act 1994*.

<sup>2</sup> The power is subject to the following limitations as per the instrument of delegation of the Chief Executive of the Environmental Protection Agency dated 7 February 2008 (copy attached).

1. The only powers under the *Environmental Protection Act 1994* the authorised person who is appointed by the Local Govt is to exercise are:
  - (a) Sections 440J, 452, 453, 455, 456, 457, 459, 460, 461, 462, 463A, 463, 464, 465 and 466 of the *Environmental Protection Act 1994*; and
  - (b) Only to be used in relation to those matters referred to in s.440D of the *Environmental Protection Act 1994*; and
2. That the certificates issued pursuant to s.490 of the *Environmental Protection Act 1994* are only used in respect of Court proceedings in relation to those matters referred to in s.440D of the *Environmental Protection Act 1994*.

		(b) if the owner is not the occupier of the land - the occupier, and (c) if the application is for an order to carry out work mentioned in section 458(1)(a) of the Environmental Protection Act 1994: (i) the environmental authority holder; or (ii) transitional environmental program approval holder; or (iii) the registered operator. (d) if the application is for an order to take actions required under a clean-up notice – the recipient of the notice.
Administering Executive	463(2)	In specified circumstances, the power to direct the destruction or disposal of a forfeited thing.
As delegate of the Chief Executive of the Environmental Protection Agency: 516(1)(b) and 517.	490	In specified circumstances, the power to issue a certificate.

## CHAPTER 10 – LEGAL PROCEEDINGS

### Part 3 – Legal proceedings

Entity power given to	Section of ENPA	Description
Administering Authority	502A(2)	Power to carry out work or take any other action reasonably necessary to fulfil the requirements of an order made against a person under section 502.

### Part 5 – Enforceable undertakings

Entity power given to	Section of ENPA	Description
Administering Authority	507(1)	Power to accept an enforceable undertaking.
Administering Authority	507(3)	Power to give written notice of: (a) administering authority's decision to accept or reject the enforceable undertaking; and (b) the reasons for the decision.
Administering Authority	507(4)	Power to form a reasonable belief that the undertaking will: (a) secure compliance with the Act, and (b) enhance the protection of the environment.
Administering Authority	509(1)	Power to give written agreement to: (a) withdraw the undertaking; or (b) vary the undertaking.
Administering Authority	510	Power to amend an enforceable undertaking with the written agreement of the person who made the undertaking.
Administering Authority	511	Power to: (a) amend an enforceable undertaking to correct a clerical or formal error; and (b) give written notice of the amendment to the enforceable undertaking.

Administering Authority	512(1)	Power to amend or suspend an enforceable undertaking if the administering authority is satisfied of the requirements in paragraphs (a) – (d).
Administering Authority	512(2)	Power to give a notice stating proposed action in respect of the enforceable undertaking.
Administering Authority	512(4)	Power to consider written representations.
Administering Authority	512(5)	Power to decide to take action under the section.
Administering Authority	512(6)	Power to give an information notice about the decision within 10 business days after making the decision.
Administering Authority	512(7)	Power to give written notice of a decision not to take action.
Administering Authority	513(2)	Power to apply to the Magistrates Court for an order about contravention of enforceable undertaking.

## CHAPTER 11 – ADMINISTRATION

### Part 2 – Delegations

Entity power given to	Section of ENPA	Description
Chief Executive Officer (both as Chief Executive Officer and as Administering Executive)	517(2)	Power to delegate their powers under this Act to an appropriately qualified employee of the local government.

### Part 3 – Review of decisions and appeals

#### Division 2 – Internal review of decisions

Entity power given to	Section of ENPA	Description
Administering Authority	521(2)(a) (ii)	In specified circumstances, the power to allow a longer period within which an application for a review of an original decision must be made.
Administering Authority	521(5)	In specified circumstances, the power to, within the decision period for a review of an original decision: <ul style="list-style-type: none"> <li>(a) review the original decision; and</li> <li>(b) consider any submissions properly made by a recipient of a review notice; and</li> <li>(c) make a decision (the <b>review decision</b>) to: <ul style="list-style-type: none"> <li>(i) confirm or revoke the original decision; or</li> <li>(ii) vary the original decision in a way considered appropriate.</li> </ul> </li> </ul>
Administering Authority	521(8)	Within 10 business days after making a review decision, the power to give written notice of the review decision to the applicant and persons who were given notice of the original decision.



**Division 3 – Appeals****Subdivision 2 – Appeals to court**

Entity power given to	Section of ENPA	Description
Dissatisfied person	531(1)	In certain circumstances, power to may appeal against the decision to the Court.

**Part 4 – General**

Entity power given to	Section of ENPA	Description
Administering Executive	544(1)	Power to approve forms.

**CHAPTER 12 – MISCELLANEOUS****Part 3A – Auditors****Division 1 – Preliminary**

Entity power given to	Section of ENPA	Description
Auditor	568	Power to, subject to the terms of an approval under division 2: <ul style="list-style-type: none"> <li>(a) conduct environmental audits and prepare environmental reports about audits under chapter 7, part 2, division 2; and</li> <li>(b) evaluate site investigation reports, validation reports, draft site management plans and draft amendments of site management plans prepared under chapter 7, part 8 against criteria prescribed under a regulation (the prescribed criteria) and:               <ul style="list-style-type: none"> <li>(i) if the report or plan does not comply with the prescribed criteria—prepare a report about the evaluation; or</li> <li>(ii) if the report or plan complies with the prescribed criteria—provide written certification that it complies with the criteria; and</li> </ul> </li> <li>(c) audit or evaluate another matter or thing prescribed under a regulation and prepare a report or written certification about the audit or evaluation.</li> </ul>

**CHAPTER 13 – SAVINGS, TRANSITIONAL AND RELATED PROVISIONS****Part 5 – Transitional provisions for Environmental Protection Legislation Amendment Act 2003**

Entity power given to	Section of ENPA	Description
Administering Authority	620(2)	In the specified circumstances, the power to change or cancel a condition of an environmental authority.
Administering Authority	620(5)(b)	In the specified circumstances, if a condition has changed or cancelled, the power to, within the specified time period, give the registered operator:

		(i) a copy of the development conditions as applying after the change or cancellation; and (ii) a registration certificate.
Administering Authority	621(1)	Power to, for an activity being carried out under an environmental authority mentioned in section 619(1) of the Environmental Protection Act 1994, give to the person carrying out the activity: (a) if the activity was carried out at 1 location - a development approval for the location; or (b) if the activity was carried at more than 1 location and is not a mobile and temporary environmentally relevant activity - a development approval for each location; or (c) if the activity is a mobile and temporary environmentally relevant activity - a development approval for a mobile and temporary environmentally relevant activity.
Administering Authority	621(2)	If the person carrying out the activity does not have a registration certificate for the activity, the power to also give the person a registration certificate for the activity.
Administering Authority	621(4)	If you act under section 621(1) or (2) of the Environmental Protection Act 1994, the power to give the person carrying out the activity an information notice about your decision to give the approval or approval and certificate.
Administering Authority	623(2)	In specified circumstances, the power to give a registered operator a notice stating that you are satisfied that the risk of environmental harm from carrying out the activity is no longer insignificant.
Administering Authority	626(3)(a)	In specified circumstances, the power to, by written notice, ask an applicant to give a stated document or information relevant to an application.

**Part 6 – Transitional provisions for Petroleum and Other Legislation Amendment Act 2004**

Entity power given to	Section of ENPA	Description
Administering Authority	634(1)	In specified circumstances, the power to amend a condition about financial assurance imposed under Part 7, Chapter 13 of the Environmental Protection Act 1994 to require the giving of replacement financial assurance, in a form and amount decided by you.

**Part 17 – Transitional provisions for the Environmental Protection and Other Legislation Amendment Act 2011**

Entity power given to	Section of ENPA	Description
Administering Authority	671(2)	Power to consider, or continue to consider, the draft transitional environment program and decide whether to approve an existing draft transitional environment program under the unamended Act.

**Part 18 – Transitional provisions for Environmental Protection (Greentape Reduction) and Other Legislation Amendment Act 2012**

**Division 5 – Transitional authorities for environmentally relevant activities**

Entity power given to	Section of ENPA	Description
Administering Authority	697(1)	Power to decide whether to approve the application or refuse the application.
Administering Authority	698(1)	In certain circumstances, power to: (a) amend the environmental authority to give effect to the conversion; and (b) issue the amended environmental authority to the applicant.
Administering Authority	698(2)	In certain circumstances, power to give the applicant an information notice about the decision.

**Division 5A – Suspended activities**

Entity power given to	Section of ENPA	Description
Administering Authority	698B	Power to approve an application to convert the surrendered registration certificate to an environmental authority that has been suspended under chapter 5, part 11A (a <b>conversion application</b> ).

**Division 6 – Financial assurance**

Entity power given to	Section of ENPA	Description
Administering Authority	699(4)	Power to amend the environmental authority to impose a condition about financial assurance.
Administering Authority	699(5)	Power to give written notice of the amendment.

**Division 8 – Provisions about environmental management plans**

Entity power given to	Section of ENPA	Description
Administering Authority	701(2)	Power to amend the new authority to impose conditions consistent with the environmental management plan.

Schedule 2

**LIMITATIONS TO THE EXERCISE OF POWER**

1. Where Council in its budget or by resolution allocates an amount for the expenditure of Council funds in relation to a particular matter, in exercising delegated power in relation to that matter, the delegate will only commit Council to reasonably foreseeable expenditure up to the amount allocated.
2. The delegate will not exercise any delegated power in relation to a matter which, to the delegate's knowledge, adversely affects, or is likely to adversely affect, Council's relations with the public at large.
3. The delegate will not exercise any delegated power contrary to a resolution or other decision of Council (including a policy decision relating to the matter).
4. The delegate will not exercise any delegated power in a manner, or which has the foreseeable effect, of being contrary to an adopted Council policy or procedure.
5. The delegate will only exercise a delegated power under this resolution in a manner which complies with the requirements of Council's Planning Scheme, and any exercise of power which involves a departure from or variation of those requirements will only be undertaken by Council.
6. The delegate will not exercise any delegated power which cannot lawfully be the subject of delegation by Council.

[2019 12 09 - ENPA - Delegation Instrument]



## **INSTRUMENT OF DELEGATION**

### **South Burnett Regional Council *Local Government Act 2009 ("LOGA")***

Under section 257 of the *Local Government Act 2009*, South Burnett Regional Council resolves to delegate the exercise of the powers contained in Schedule 1 to the Chief Executive Officer.

These powers must be exercised subject to the limitations contained in Schedule 2.

All prior resolutions delegating the same powers to the Chief Executive Officer are repealed.

## Schedule 1

**Local Government Act 2009 ("LOGA")****CHAPTER 3 – THE BUSINESS OF LOCAL GOVERNMENT****Part 1 – Local laws****Division 5 – Miscellaneous**

Entity power given to	Section of LOGA	Description
Chief Executive Officer	38B(9)	Power to ask the police commissioner to give the chief executive officer information about noise abatement directions given to persons in the local government area.

**Part 3 – Roads and other infrastructure****Division 1 – Roads**

Entity power given to	Section of LOGA	Description
Local Government	61(1)	Power to give the owner of land the local government wants to acquire, a notice of intention to acquire land.
Local Government	61(5)	Power to give permission to an owner to erect, place, re-erect, replace or repair any structure or part of a structure on the land.
Local Government	62(6)	Power to reasonably require information to decide the claim.
Local Government	62(7)	In specified circumstances, power to give the claimant written notice of Council's decision on the claim.
Local Government	64(4)	Power to agree on compensation for the acquisition of the land.
Local Government	65(1)	Power to decide not to proceed with the realignment of a road or part of a road after giving a notice of intention to acquire land.
Local Government	65(3)	Power to serve notice of Council's decision on all owners of land who were served with the notice of intention to acquire land.
Local Government	65(4)(a)	Power to withdraw the notice of intention to acquire land.
Local Government	65(4)(b)	Power to lodge with the registrar of titles for registration a notice of Council's decision not to proceed with the realignment of the road, or part of the road.
Local Government	66(4)	Power to agree on an amount of compensation.
Local Government	67(1)	Power to acquire land that adjoins a road for use as a footpath.
Local Government	67(2)	In the specified circumstances, power to decide whether any of the rights specified in this subsection are appropriate.
Local Government	67(3)	Power to consider necessary structural alterations to the structure, room or cellar.
Local Government	68(4)	Power to object to the opening or closing of the road.
Local Government	69(1)	In certain circumstances, power to close a road.
Local Government	69(2)(a)	Power to close a road during a temporary obstruction to traffic.

Local Government	69(2)(b)	Power to close a road if it is in the interests of public safety.
Local Government	69(2)(c)	Power to decide that it is necessary or desirable to close a road for a temporary purpose in the circumstances specified.
Local Government	69(4)	Power to do everything necessary to stop traffic using the road after it is closed.
Local Government	69(5)	If a road is closed to traffic for a temporary purpose, power to permit the use of any part of the road on the conditions considered appropriate.
Local Government Employee or Contractor	70(3)	In the specified circumstances, power to: (a) make an agreement with the owner or occupier of the land, or (b) give the owner or occupier of the land at least 3 days written notice.
Local Government	70(4)	In the specified circumstances, power to give the owner or occupier of the land oral notice of the matters mentioned in subsection (3)(b).
Chief Executive Officer	70(6)(b)	Power to allow a later time for receipt of a claim for compensation.
Local Government	70(7)(a)	Power to make an agreement with a person for the amount of compensation.
Local Government	71(2)	Power to give the owner or occupier advice about the permanent level of the road.
Local Government	71(4)(a)	Power to make an agreement with the owner or occupier, or their successor in title, for the amount of compensation.
Local Government	72(1)(b)	Power to consider that the conduct of the activity is having, or will have, a significant adverse impact on a road in the local government area.
Local Government	72(2)	Power to require the entity which is conducting an activity to provide information, within a reasonable time, that will enable the local government to assess the impact of the activity on the road.
Local Government	72(3)	After assessing the impact of the activity on the road, power to do one or more of the following: (a) give the entity a direction about the use of the road to lessen the impact; (b) require the entity: (i) to carry out works to lessen the impact; or (ii) to pay an amount as compensation for the impact.
Local Government	74(2)	Power to consider appropriate particulars to be shown on the register of roads.
Local Government	75(2)	For the specified reasons, power to give written approval.
Local Government	75(4)	Power to decide the conditions of an approval under subsection (2).

#### Division 2 – Stormwater drains

Entity power given to	Section of LOGA	Description
Local Government	77(1)	Power to, by written notice, require the owner of a property to connect a stormwater installation for the property to the local

		government's stormwater drain in the way, under the conditions and within the time stated in the notice
Local Government	77(3)(b)	Power to give approval for the connection to a local government stormwater drain.
Local Government	77(4)	Power to impose conditions on approval for the connection, including about the way the connection must be made.
Local Government	78(4)	Under the specified circumstances, power to, by written notice, require the owner of the property to perform the work stated in the notice, within the time stated in the notice
Local Government	78(5)	For a notice provided in subsection (4), power to decide a time that is reasonable.
Local Government	79(4)(e)(i)	Power to approve the maximum temperature for a substance.

**Part 4 – The business of indigenous local governments**

**Division 2 – Managing trust land**

Entity power given to	Section of LOGA	Description
Trustee Council	85(6)	Power to give written notice of the reasons for the proposed decision to the community forum.

**CHAPTER 4 – FINANCES AND ACCOUNTABILITY**

**Part 1 – Rates and charges**

Entity power given to	Section of LOGA	Description
Local Government	95(3)(a)	Power to sign and lodge for registration a request to register a charge over the land on behalf of the local government.
Chief Executive Officer	95(3)(b)	Power to sign a certificate that states there is a charge of the land for overdue rates and charges.
Chief Executive Officer	95(5)(b)	Power to sign a certificate that states the overdue rates and charges have been paid.

**CHAPTER 5 – MONITORING AND ENFORCING THE LOCAL GOVERNMENT ACTS**

**Part 1 – Local governments**

**Division 3 – Remedial action by minister**

Entity power given to	Section of LOGA	Description
Local Government	120(5)	Power to make submissions within the time specified in the notice

**Part 2 – The public****Division 1 – Powers of authorised persons****Subdivision 3 – Powers to enter property etc.**

Entity power given to	Section of LOGA	Description
Local Government	133(3)	Power to give, or make a reasonable attempt to give, the occupier of the property a written notice that informs the occupier of the following: (a) the intention to enter the property; (b) the reason for entering the property; (c) an estimation of when the property will be entered.
Local Government	133(4)	Power to give, or make a reasonable attempt to give, written notice to the occupier within a reasonable time before the property is to be entered.
Local Government	137(2)(a)	Power to agree on an amount of compensation for a person who has incurred damage or loss because of the exercise or purported exercise of a power under this division.

**Division 2 – Powers of other persons**

Entity power given to	Section of LOGA	Description
Local Government	138(4)	Power to authorise a local government worker.
Local Government	138AA(3)(b)	Power to give reasonable entry notice.
Local Government	140(1)(a)	Power to give a remedial notice to the owner of a property.
Owner / Owner's agent	140(2)	Power to enter property at the times stated in the reasonable entry notice and take the action that is required under the remedial notice.
Local Government	142(6)	In the specified circumstances, power to give the person who failed to take the action, written notice of the amount of the debt.
Local Government	143(1)	Power to form a belief that there is no reasonably practicable way of obtaining materials other than by removing the materials from the relevant land.
Person	146(1)	Power to enter the property in accordance with a Court order made under this section.
Person	146(2)	Power to apply to a Magistrate for a Court order.
Local Government	147(3)(a)	Power to agree on an amount of compensation for a person who has incurred damage or loss because of the exercise or purported exercise of a power under this division.

**Part 3 – Investigation of local government records****Division 3 – Investigations by local government**

Entity power given to	Section of LOGA	Description
Chief Executive Officer	148F(2)	Power to make all inquiries the Chief Executive Officer considers to be reasonable to find out whether and to what extent the register or record is incorrect/power to direct an authorised person to make such enquiries.



Chief Executive Officer	148G(2)	Power to, in the circumstances in subsection (1) require a person to give information or produce a document, or direct an authorised person to require a person to give information or produce a document.
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## CHAPTER 5A – COUNCILLOR CONDUCT

### Part 3 – Dealing with inappropriate conduct, misconduct and corrupt conduct

#### Division 2 – Complaints about councillor conduct

Entity power given to	Section of LOGA	Description
Local Government	150P	In the specified circumstances, the power to refer a complaint to the assessor and to give the assessor all information held by the entity that relates to the complaint.

#### Division 3 – Local government duties to notify assessor about particular councillor conduct

Entity power given to	Section of LOGA	Description
Local Government	150S(2)	In the specified circumstances, the power to give the assessor a notice about the councillor's conduct and all information held by the local government that relates to the conduct.

#### Division 5 – Referral of conduct to local government

Entity power given to	Section of LOGA	Description
Local Government	150AF(1)	In the specified circumstances, the power to investigate the conduct of the councillor.
Local Government	150AF(4)	In the specified circumstances, the power to give information to the assessor for further investigation and take no further action in relation to the conduct.

#### Division 6 – Application to conduct tribunal about misconduct and connected inappropriate conduct

Entity power given to	Section of LOGA	Description
Local Government	150AK(3)	In the specified circumstances, the power to give to the councillor a copy of the application.

### Part 4 – Investigation and enforcement powers

#### Division 2 – Entry of place by investigators

##### Subdivision 1 – Power to enter

Entity power given to	Section of LOGA	Description
Occupier at a place	150BI(1)(a)	In the specified circumstances, the power to consent to the entry of an investigator to a place.

**Subdivision 2 – Entry by consent**

Entity power given to	Section of LOGA	Description
Occupier at a place	150BM(1)	In the specified circumstances, the power to sign an acknowledge of the consent to allow an investigator entry to a place.

**Division 3 – General powers of investigators after entering places**

Entity power given to	Section of LOGA	Description
Occupier at a place	150BV(1)	In the specified circumstances, the power to provide reasonable help to an investigator to exercise a general power.

**Division 4 – Seizure by investigators****Subdivision 3 – Safeguards for seized things**

Entity power given to	Section of LOGA	Description
Owner of seized thing	150CD(1)	In the specified circumstances, the power to inspect the seized thing, and if it is a document, copy the document.
Owner of seized thing	150CE(3)	In the specified circumstances, the power to apply to the assessor for return of the seized thing.

**Division 7 – Review****Subdivision 1 – Internal review**

Entity power given to	Section of LOGA	Description
Owner of seized thing	150CO(2)	In the specified circumstances, the power to apply to the assessor for a review of the decision.

**Subdivision 2 – External review**

Entity power given to	Section of LOGA	Description
Applicant of a Review Decision	150CR	In the specified circumstances, the power to apply to QCAT for a review of the review decision.

**Part 5 – Administration****Division 2 – Councillor conduct tribunal**

Entity power given to	Section of LOGA	Description
Local Government	150DL(1)(a)	In the specified circumstances, the power to request the conduct tribunal to: <ul style="list-style-type: none"> <li>(a) Investigate the suspected inappropriate conduct of a councillor;</li> <li>(b) to make recommendations to the local government about dealing with the conduct.</li> </ul>

**Part 6 – Miscellaneous****Division 1 – Councillor conduct register**

Entity power given to	Section of LOGA	Description
Local Government	150DX(1)	The power to keep an up-to-date register about the specified matters.
Local Government	150DX(2)(a)	The power to publish the register on the local governments website.
Local Government	150DX(2)(b)	The power to make the register publicly available for inspection and to sell copies of an entry in the register, at the local government's public office.

**CHAPTER 6 – ADMINISTRATION****Part 2 – Councillors****Division 3 – Vacancies in councillor's office**

Entity power given to	Section of LOGA	Description
Local Government	162(1)(d)(ii)	In the specified circumstances, power to give leave to a councillor.
Chief Executive Officer	166(6)	In the specified circumstances, power to request the political party to advise the full name and address of its nominee.
Chief Executive Officer	166(8)	Power to, within 14 days after the office become vacant, invite nominations.

**Division 5 – Obligations of councillors**

Entity power given to	Section of LOGA	Description
Chief Executive Officer	170(4)(b)	Power to make available to the local government each direction mentioned under section 170(a).

**Division 5A – Dealing with councillors' personal interests in local government matters**

Entity power given to	Section of LOGA	Description
Local Government	175C(3)	In the specified circumstances, power to delegate deciding a matter, unless deciding the matter cannot be delegated under section 257 of the LGA.
Local Government	175E(6)	In the specified circumstances, power to delegate deciding a matter, unless deciding the matter cannot be delegated under section 257 of the LGA.

**Division 6 – Conduct and performance of councillors**

Entity power given to	Section of LOGA	Description
Entity dealing with the complaint under this division	176A(2)	In the specified circumstances, the power to decided not to take any further action in relation to a complaint about the

		conduct of a person who is no longer a councillor in the prescribed circumstances
Entity dealing with the complaint under this division	176A(3)	In the specified circumstances, the power to give to an entity that made the complaint, and the accused person, a written notice that states: (a) no further action will be taken in relation to the complaint; and (b) the reasons for the decision.

**Part 5 – Local government employees****Division 3 – Common provisions**

Entity power given to	Section of LOGA	Description
Local Government	198(2)	Power to make an agreement with other local governments that an employee may be employed by more than one local government.

**CHAPTER 7 – OTHER PROVISIONS****Part 2 – Superannuation****Division 3 – Superannuation contributions for particular employees**

Entity power given to	Section of LOGA	Description
Local Government	221(2)(a)	Power to make an agreement with an employee that it is exempt, on the grounds of the employee's financial hardship, from paying all or a stated part of the contributions payable under section 220A(2) by the employee.

**Part 4 – Legal provisions**

Entity power given to	Section of LOGA	Description
Local Government	236(1)	The power to sign a document on behalf of a local government.
Local Government	240(1)	Power to authorise in writing another employee, other than the chief executive officer, to: (a) give instructions and act as the authorised agent for the local government; and (b) sign all documents for the local government.

**Part 6 – Other provisions**

Entity power given to	Section of LOGA	Description
Local Government	262(2)	In the specified circumstances, power to do anything that is necessary or convenient for performing the responsibilities.
Chief Executive Officer	265A(1)(b)	Power to authorise an employee of a local government to conduct searches of registers or documents about the land in the land registry
Local Government	268A	The power to decide the way in which a local government will conduct a voluntary poll of electors in its area.

**Part 12 – Traditional provisions for the Local Government (Councillor Complaints) and Other Legislation Amendment Act 2018**

<b>Entity power given to</b>	<b>Section of LOGA</b>	<b>Description</b>
Entity Holding Information	317(3)	In the specified circumstances, power to give information to the assessor.
Entity Holding Information	319(3)	In the specified circumstances, power to give information to the assessor.



Schedule 2

**LIMITATIONS TO THE EXERCISE OF POWER**

1. Where Council in its budget or by resolution allocates an amount for the expenditure of Council funds in relation to a particular matter, in exercising delegated power in relation to that matter, the delegate will only commit Council to reasonably foreseeable expenditure up to the amount allocated.
2. The delegate will not exercise any delegated power in relation to a matter which, to the delegate's knowledge, adversely affects, or is likely to adversely affect, Council's relations with the public at large.
3. The delegate will not exercise any delegated power contrary to a resolution or other decision of Council (including a policy decision relating to the matter).
4. The delegate will not exercise any delegated power in a manner, or which has the foreseeable effect, of being contrary to an adopted Council policy or procedure.
5. The delegate will only exercise a delegated power under this resolution in a manner which complies with the requirements of Council's Planning Scheme, and any exercise of power which involves a departure from or variation of those requirements will only be undertaken by Council.
6. The delegate will not exercise any delegated power which cannot lawfully be the subject of delegation by Council.

[2019 11 18 - LOGA - Delegation Instrument]

**6. Portfolio - Roads & Drainage**

**6.1 Roads & Drainage Portfolio Report**

**Document Information**

**ECM ID** 2654351

**Author** Cr Gavin Jones

**Date** 9 January 2020

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**Précis**

Roads & Drainage Portfolio Report

**Summary**

Cr Jones presented his Roads & Drainage Portfolio Report to Council.

**Officer's Recommendation**

That Cr Jones's Roads & Drainage Portfolio Report to Council be received.

## **6.2 Roads & Drainage (R&D)**

### ***Officer's Reports***

No Report.

## **6.3 Design & Technical Services (D&TS)**

### ***Officer's Reports***

#### **6.3.1 D&TS - 2654898 - Budget Review of the Bitumen Resealing and Rehabilitation Programme 2019-2020**

### **Document Information**

**ECM ID** 2654898

**Author** Manager Works

**Endorsed By** General Manager Infrastructure

**Date** 6 January 2020

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### **Précis**

Budget review of the bitumen resealing and rehabilitation programme for 2019–2020.

### **Summary**

This report seeks to allocate additional Roads to Recovery funding received this financial year to the bitumen resealing and rehabilitation programme, and to incorporate the reconstruction of the Alford Street carpark, Kingaroy into the 2019-2020 capital programme budget.

### **Officer's Recommendation**

That Council:

- a) allocate the additional \$822,233 received from the Roads to Recovery package to the current 2019-2020 bitumen reseal and asset replacement programme; and
- b) include the reconstruction of the off-street car parking near Alford street, Kingaroy in the 2019-2020 bitumen reseal and rehabilitation programme with a budget value of \$600,000.

### **Financial and Resource Implications**

The carpark upgrade project will be incorporated as an additional project into the current Works programme.

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## **Link to Corporate/Operational Plan**

INF1.3 *Infrastructure that meets community needs*: Provide and maintain other Council owned infrastructure to meet community needs in accordance with asset management practices.

## **Communication/Consultation (Internal/External)**

Budget discussions were held with Councillors at the December 2019 portfolio.

## **Legal Implications (Statutory Basis, Legal Risks)**

No direct legal implications arise from this report.

## **Policy/Local Law/Delegation Implications**

No direct local law/delegation implications arise from this report.

## **Asset Management Implications**

The Alford Street carpark is currently in poor condition as requires reconstruction.

## **Report**

South Burnett Regional Council has recently been allocated an additional \$822,233.00 funding as part of the Federal Governments Roads to Recovery for the 2019-2020 financial year. It is required to identify projects for this additional funding and have those projects completed in the current 2019-2020 financial year.

The current Roads to Recovery funding amount of \$1,644,465.00 for the 2019-2020 financial year has been allocated to funding a portion of the \$2,689,776 bitumen resealing and rehabilitation programme.

It is recommended that in keeping with the current Roads to Recovery funding arrangement of allocating this to the bitumen resealing and rehabilitation programme, that the additional \$822,233 also be applied to the bitumen resealing and asset replacement programme. The distribution of \$822,233 will be undertaken to approved projects within this program through budget review.

It is also proposed that reconstructing the off-street carpark between Alford Street, Haly Street, and Kingaroy Street, Kingaroy be included in the current 2019-2020 bitumen resealing and rehabilitation programme as an additional project. This project had previously been submitted for funding under the Building our Regions Round five (5) programme but was unsuccessful. The current estimated cost of the carpark reconstruction is \$600,000.

**7. Portfolio - Community, Arts, Tourism and Health Services**

**7.1 Community, Arts, Tourism and Health Services Portfolio Report**

**Document Information**

**ECM ID** 2654346

**Author** Cr Danita Potter

**Date** 10 January 2020

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**Précis**

Community, Arts, Tourism and Health Services Portfolio Report

**Summary**

Cr Potter presented her Community, Arts, Tourism and Health Services Portfolio Report to Council.

**Officer's Recommendation**

That Cr Potter's Community, Arts, Tourism and Health Services Portfolio Report to Council be received.



**8. Portfolio - Planning & Property**

**8.1 Planning and Property Portfolio Report**

**Document Information**

**ECM ID** 2654350

**Author** Cr Terry Fleischfresser

**Date** 9 January 2020

---

**Précis**

Planning and Property Portfolio Report

**Summary**

Cr Fleischfresser presented his Planning and Property Portfolio Report to Council.

**Officer's Recommendation**

That Cr Fleischfresser's Planning and Property Portfolio Report to Council be received.

## **8.2 Planning (P&LM)**

### ***Officer's Reports***

No Report.

## **8.3 Property (P)**

### ***Officer's Reports***

### **8.3.1 P - 2654786 - Blackbutt Lions Club - Request to remove the louvre windows in the Council-owned building and replace with aluminium framed sliding glass windows**

#### **Document Information**

**ECM ID** 2654786

**Author** Senior Lease and Property Management Officer

**Endorsed  
By** General Manager Community

**Date** 7 January 2020

---

#### **Précis**

Blackbutt Lions Club propose to replace existing louvre windows with aluminium framed sliding glass windows in the Council-owned building they occupy at Blackbutt.

#### **Summary**

The Blackbutt Lions Club hold a licence to occupy for a Council-owned building at Bowman Road, Blackbutt. The Lions Club has requested approval to replace the existing louvre windows with aluminium framed sliding glass windows to improve overall building security.

#### **Officer's Recommendation**

That Council approve the Blackbutt Lions Club request to remove the louvre windows in the Council-owned building and replace with aluminium framed sliding glass windows.

#### **Financial and Resource Implications**

The Blackbutt Lions Club has applied for, has been successful in obtaining grant funding to meet the cost of replacing the windows.

All expenses associated with the alterations to the building (including relevant approvals) will be borne by the Blackbutt Lions Club.

---

## **Link to Corporate/Operational Plan**

### EC3 An active, safe and healthy community

EC3.2 – Enhance community culture through the support of initiatives and the provision of community facilities

## **Communication/Consultation (Internal/External)**

Council's Property team leader has inspected the building and has not identified any issues with the replacement of the windows.

## **Legal Implications (Statutory Basis, Legal Risks)**

Nil legal implications

## **Policy/Local Law/Delegation Implications**

Nil policy implications

## **Asset Management Implications**

The building occupied by the Blackbutt Lions Club is a Council-owned asset. The proposed replacement of windows will improve the overall security of the building.

## **Report**

### Property Details:

RPD: Lot 87 on SP102660

Area: 7.468 hectares

Tenure: Freehold

Owner: South Burnett Regional Council

Zone: Community Facilities under the South Burnett Regional Council Planning Scheme v.1.2.

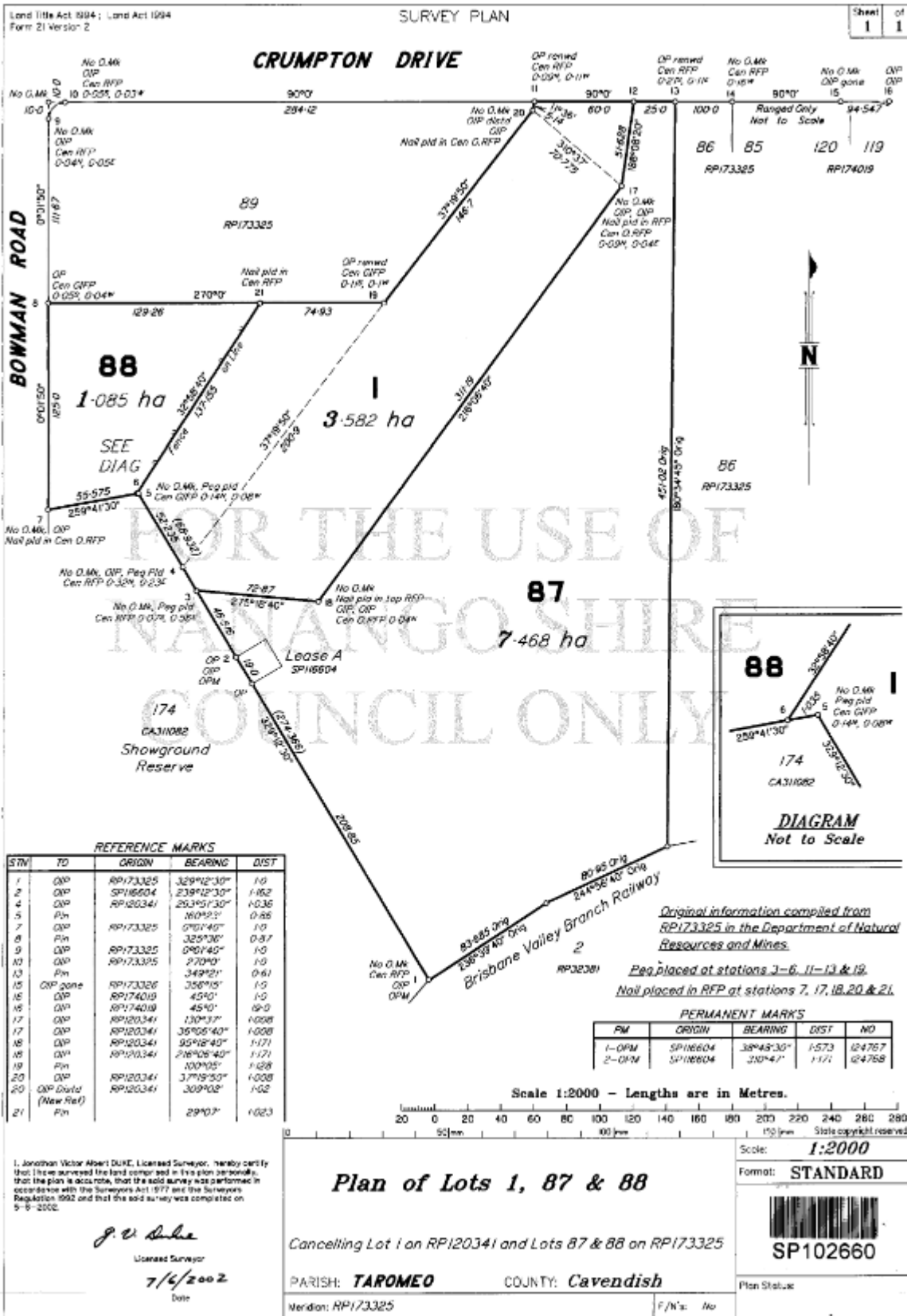
Overlays:- Zone Precinct – CF3 – Community Infrastructure and the building is within the Bushfire hazard.

The Blackbutt Lions Club hold a lease over a Council-owned building at Bowman Road, located behind the Blackbutt Showgrounds.

The Lions Club has approached Council to alter the building by replacing the louvre windows with aluminium framed sliding glass windows. The existing mesh will be reinstalled to the windows for added security.

The replacement of the louvres will upgrade the building and provide more security for the Lions Club assets within the building.







**8.3.2 P - 2651641 - The Murgon Men's Shed - Request permission to construct a new shed at the premises of the Men's Shed, MacAlister Street Murgon**

**Document Information**

**ECM ID 2651641**

**Author Manager Property**

**Endorsed  
By General Manager Community**

**Date 23 December 2019**

---

**Précis**

The Murgon Men's Shed request permission from Council to erect a new shed at the Murgon Men's Shed premises, MacAlister Street, Murgon.

**Summary**

The Murgon Men's Shed request permission to erect a new shed within the licence boundary, parallel to MacAlister Street, at the entrance to the Men's Shed. The shed is intended to house and display completed vintage restored tractors, restored wooden drays, sulkies and buggies as well as a fully restored Cobb & Co stage coach.

**Officer's Recommendation**

That Council approves the construction of a new shed by the Murgon Men's Shed in accordance with Clause 4.3 of the Deed of Licence to Occupy between the Murgon Men's Shed and South Burnett Regional Council.

**Financial and Resource Implications**

All expenses associated with the purchase and construction of the shed (including Building and other relevant applications) will be borne by the Murgon Men's Shed.

**Link to Corporate/Operational Plan**

EC3 An active, safe and healthy community

EC3.2 – Enhance community culture through the support of initiatives and the provision of community facilities

**Communication/Consultation (Internal/External)**

The Murgon Men's Shed has discussed the new shed with Council's Senior Lease and Property Management Officer.

## **Legal Implications (Statutory Basis, Legal Risks)**

Nil legal implications

## **Policy/Local Law/Delegation Implications**

Nil policy implications

## **Asset Management Implications**

The new shed will deliver the existing service requirements for The Murgon Men's Shed to allow the community to continue to house vintage and restored machinery.

## **Report**

### Property Details:

RPD: Lot 4 on SP119874  
Area: 2799 square metres  
Tenure: Council holds as a Lease from the State (Department of Transport and Main Roads)  
Owner: State (Department of Transport and Main Roads)  
Zone: Local Centre under the South Burnett Regional Council Planning Scheme v.1.2

The Murgon Men's Shed hold a Deed of Licence of Occupy (DoL) over part of the Kingaroy to Kilkivan Rail Trail including the Murgon Railway Station and freight distribution shed. Council holds the land as a sublease from the State (Department of Transport and Main Roads).



The land may be contaminated due to its previous use and the Railway Station is listed on Council's local heritage register.

The DoL provides the Men's Shed with the right to construct new buildings with prior written consent from Council. The Men's Shed also has the right to remove the building when the lease expires. If not removed, Council assumes ownership of the asset and may be liable for the cost of removing the shed prior to the expiry of the sublease with the State.

The proposed shed is to be 22.64 metres in length, 6.23 metres in width and with a height of 4.27 metres and is located on the MacAlister Street frontage of the property (as shown on the attached map). The roof is to be green painted corrugated iron; the wall fronting MacAlister Street is to be cream painted iron and the wall facing the railway station building is to be enclosed with weld mesh for security. The colours were chosen to match the current Railway Station colour scheme.

This shed is intended to house and display restored or rebuilt vintage machinery.



 <p><b>SOUTH BURNETT</b> REGIONAL COUNCIL</p>	<p>South Burnett Regional Council does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that SBRC shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.</p>	<p>Murgon Men's Shed</p>	<p>23/12/2019</p>	
			<p>1:500</p>	

**8.3.3 P - 2652879 - South Burnett Musical Comedy Group - Request permission from Council to construct a new shed at the Kingaroy Enterprise Centre, Cornish Street Kingaroy**

**Document Information**

**ECM ID 265879**

**Author Senior Lease and Property Management Officer**

**Endorsed  
By General Manager - Community**

**Date 7 January 2020**

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**Précis**

The South Burnett Musical Comedy Society request permission from Council to construct a new shed at the Kingaroy Enterprise Centre, Cornish Street, Kingaroy.

**Summary**

The South Burnett Musical Comedy Society requests permission to construct a shed at the Kingaroy Enterprise Centre, Cornish Street, Kingaroy. The shed is to be used for the construction of sets to the scale suitable for performances at the Kingaroy High School's Performing Arts Centre and to store sets and costumes.

**Officer's Recommendation**

That Council approves the construction of a new shed by the South Burnett Musical Comedy Society at the Kingaroy Enterprise Centre, Cornish Street, Kingaroy.

**Financial and Resource Implications**

All expenses associated with the purchase and construction of the shed (including Building approval and other relevant approvals) will be borne by the South Burnett Musical Comedy Society.

**Link to Corporate/Operational Plan**

EC3 An active, safe and healthy community

EC3.2 – Enhance community culture through the support of initiatives and the provision of community facilities

**Communication/Consultation (Internal/External)**

The South Burnett Musical Comedy Group has met on site and discussed the new shed with Council's Senior Lease and Property Management Officer.

## **Legal Implications (Statutory Basis, Legal Risks)**

Nil legal implications

## **Policy/Local Law/Delegation Implications**

Nil policy implications

## **Asset Management Implications**

The new shed is to be constructed on Council-owned land which is leased to the Kingaroy Enterprise Centre Association (KRECA). KRECA have the authority to sublease land to third parties. Should the lease arrangements end and the shed is not removed by the sublessee or lessee, Council will assume ownership of the asset.

## **Report**

### Property Details:

RPD: Lot 5 on SP106946

Area: 1.113 hectares

Tenure: Freehold

Owner: South Burnett Regional Council – leased to Kingaroy Enterprise Centre Association.

Zone: Low Impact Industry under the South Burnett Regional Council Planning Scheme v.1.2

The South Burnett Musical Comedy Society hold a tenancy agreement with KRECA for their existing storage shed at the Enterprise Centre. The Society need additional shed space for the construction of larger sets and props to perform at the Kingaroy High School's performing arts facility.

Council's development masterplan for the Kingaroy Enterprise Centre ensures future development is coordinated and consistent (as shown attached). The master plan shows future development options as sites 13 to 17. The Society has chosen area 17 as their preferred site as it is the only site large enough for their needs.

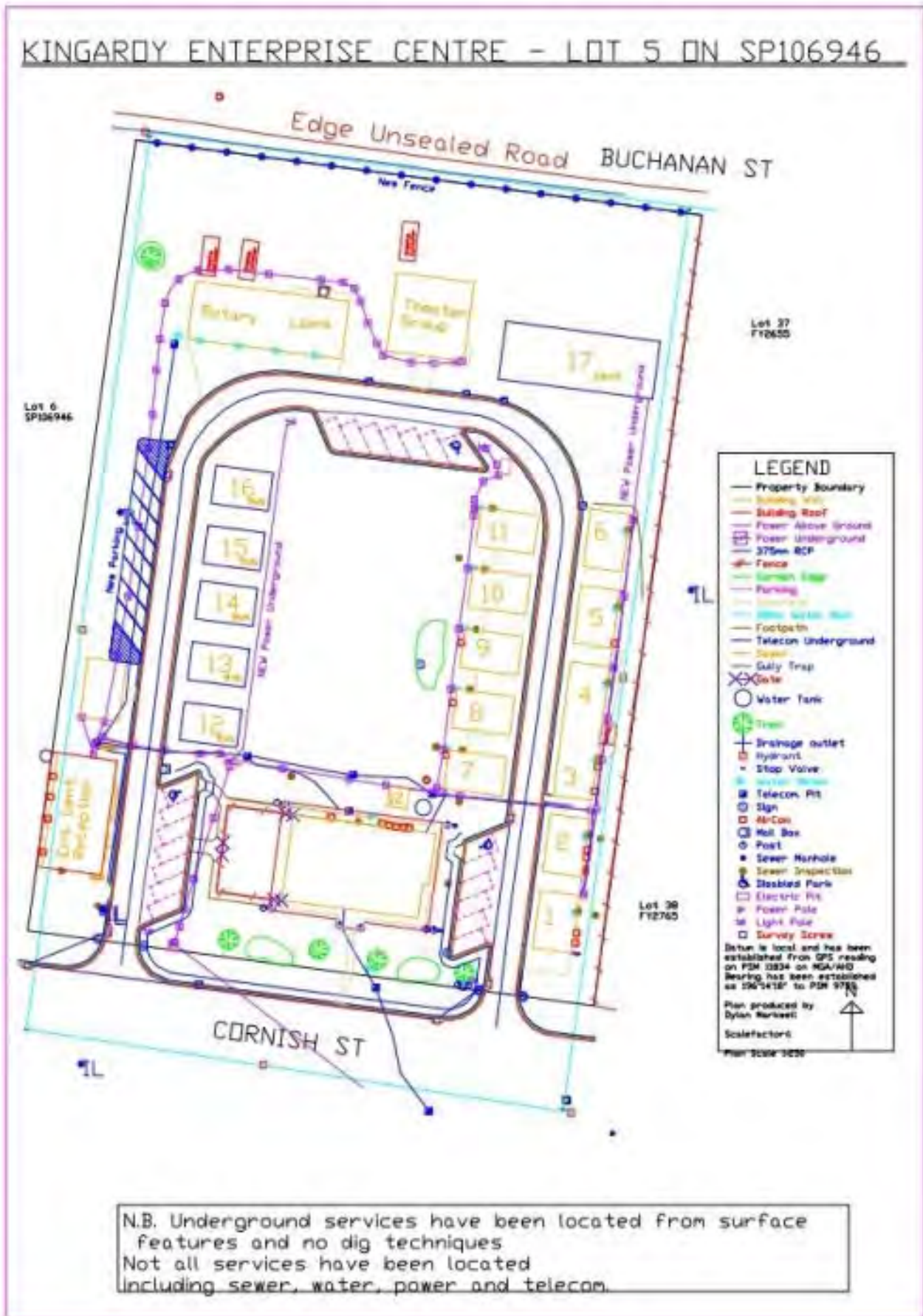
The proposed shed is to be approximately 24m x 9m to cover the entire site 17, but will be over 5 metres tall to be able to accommodate the construction of sets for productions.

The Society proposes to concrete a hardstand and carriageway linking the two sheds to easily transfer sets and equipment between the sheds.

## **Attachments**

1. Kingaroy Enterprise Centre Master Plan
2. Kingaroy Enterprise Centre Aerial Map







**9. Portfolio - Water, Waste Water, Waste Management, Sport & Recreation**

**9.1 Water, Waste Water, Waste Management, Sport & Recreation Portfolio Report**

**Document Information**

**ECM ID** 2654352

**Author** Cr Roz Frohloff

**Date** 9 January 2020

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**Précis**

Water, Waste Water, Waste Management, Sport & Recreation Portfolio Report

**Summary**

Cr Frohloff presented her Water, Waste Water, Waste Management, Sport & Recreation Portfolio Report

**Officer's Recommendation**

That Cr Frohloff's Water, Waste Water, Waste Management, Sport & Recreation Portfolio Report to Council be received.

## **9.2 Water & Waste Water (W&WW)**

### ***Officer's Reports***

No Report.

## **9.3 Waste Management (WM)**

### ***Officer's Reports***

No Report.

## **9.4 Sport & Recreation (S&R)**

### ***Officer's Reports***

### **9.4.1 S&R - 2655442 - Murgon and District Cricket Club - Install new lighting for the main arena and upgrading of the switchboard at the Murgon Showgrounds**

#### **Document Information**

**ECM ID** 2655442

**Author** Recreation and Services Coordinator

**Endorsed  
By** General Manager Community

**Date** 13 December 2019

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#### **Précis**

Murgon and District Cricket Club request permission from South Burnett Regional Council to install new Sports lighting at the Murgon Showgrounds/Sports precinct.

#### **Summary**

Murgon and District Cricket Club are seeking Councils permission to make a funding submission under the State Government Active Community Infrastructure Program for the supply and installation of 4 x 28m light poles, with LED Sports Floodlights. This upgrade will provide a class II level of lighting for cricket and other sports that use this facility. In addition to the new lighting infrastructure, the switchboard will also require an upgrade to be undertaken as a part of the project.

#### **Officer's Recommendation**

That Council approve the Murgon District Cricket Club making a funding submission under the State Government Active Community Infrastructure Program for the upgrade of the existing lighting and switchboard at the Murgon Sports Precinct subject to the following conditions:

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- Necessary building and planning approvals to be obtained
- An adequate lighting design plan being provided.
- A letter of support being obtained from the Lease holder (Murgon Sports Association)

## Financial and Resource Implications

New lighting infrastructure is to be fully funded by the grant however; it may be classified as asset on Council's Asset Register. If included within Council's Asset Register any future maintenance and the treatment of depreciation on this asset will require consideration.

## Link to Corporate/Operational Plan

EC3.2 – Enhance community culture through the support of initiatives and the provision of community facilities

## Communication/Consultation (Internal/External)

The Murgon and District Cricket Club have discussed their funding submission with Council's Recreation and Services Officer followed by written correspondence on the 10<sup>th</sup> of December to Council requesting consideration and support for their project.

The Murgon sports grounds are identified in the South Burnett Sport and Recreation Infrastructure and Strategic Plan 2018-2028 which received extensive community consultation during its draft stages.

Murgon Sports Ground	
Upgrade the irrigation system for playing fields	
Upgrade lighting to training standard on one field for 'large' ball sports	

## Legal Implications (Statutory Basis, Legal Risks)

There are no additional legal implications however the provision of compliant lighting to the sports field assists to mitigate some of the associated risks that are present during sporting events that do not have access to adequate or compliant lighting infrastructure.

## Policy/Local Law/Delegation Implications

Nil

## Asset Management Implications

The Sports Lighting, Towers and controls may be classified as new assets on Council's asset register with the treatment of depreciation on this asset requiring consideration.

Currently the Murgon Sporting clubs associated with the precinct are responsible for ongoing operational and maintenance costs under the lease agreements.

## Report

An Expression of Interest has been placed for the current round for December 2019 for upgrading the Lighting Facilities at the Murgon Show and Sports grounds at 38-40 Macalister Street, Murgon, QLD, 4605. The existing lighting has been struck by lightning in October 2019 and has left the lighting in an inoperable condition, with extensive damage to which the full extent is currently unknown.



### Project

The installation of 4x 28m metal light poles, with 10 IWE Eclipse modular LED Sports Floodlights to be installed to provide a Class II regional level lighting for cricket which will be sufficient for other sports and events held at the grounds. Upgrading of the switchboard and server controls to power the new infrastructure will be undertaken as part of the project.

The current lighting structures are at end of life and do not meet the Australian standards for all sports and arena events hosted in this location. Current lighting is Halide single beam spotlights running at 70-85 Lux infield 50+ outfield.

Minimum requirement - Cricket at local/regional level is 100/300 Lux, Rugby League 100lux, Soccer 100/300lux, Arena 100lux

The running costs will decrease with the use of LED modular also low spillage, higher life span, very energy efficient, decrease repair and replacement cost, minimal loss of light if damaged, alloy outer casting for quality assurance, high wind rated.

### Costing

The project has a projected costing of \$330,000.00 which has been applied for through the Sport and Recreation Queensland's Active Community Infrastructure Program.

### Approvals

Currently the club has not lodged a planning or building application with the South Burnett Regional Council as the project is dependent upon successful application for funding, the current lessee's of the grounds are not in a position to fund this project and or repairs to the damaged infrastructure this will be left with the associated clubs. Cost involved for repair have been estimated to be approximately \$30k - \$120K depending on the damage to the undergrounds infrastructure

Advice from Ergon Energy is currently being sought to confirm that their infrastructure to the grounds will support the proposed project, this will be able to be provided once received.

**MURGON SPORTS ASSOCIATION**  
**PO Box 256, Murgon Q 4605**



To whom it may concern,

13/11/19

Re: Murgon District Cricket Club, funding application for development of the sports fields.

It is my pleasure to write a letter of support for the Murgon District Cricket club application for funding under the Sports & Rec.

The proposed of new lighting to the field would encourage a healthy lifestyle while creating an atmosphere of friendship and support for residents and visitors. This facility could also foster new memberships to the sport and recreation activities in the community by being able to do activities at night.

I fully support the efforts of the Murgon District Cricket club in seeking funding to develop the sports grounds which will create sports programs and improve the wellbeing of the Murgon / Cherbourg community's residents. Your favourable consideration would be greatly appreciated.

Regards

Prue Collard

Murgon Sports Association

Secretary/Treasurer.

# Murgon Junior Rugby League Inc.



**President**  
**Secretary**  
**Treasurer**  
**Registrar**  
**Postal Address**  
**Email**  
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Jamian Currin 0488 288 746  
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[mjrlsecretary@outlook.com](mailto:mjrlsecretary@outlook.com)  
[www.murgonmustangs.com.au](http://www.murgonmustangs.com.au)



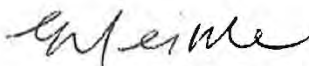
I am writing to support the application for a grant to fund the replacement and upgrade of lights at the Murgon Sports Association and Showgrounds.

Murgon Junior Rugby League is a strong club that has been recognised as the grassroots club of the year by the NRL. . Our playing rosters also include children from our neighbouring community of Cherbourg. Many of our families struggle financially. We continue to put many resources in to improving our grounds including building and renovating new dressing sheds in 2019. We believe that building success is a key factor in helping our children become more successful and ensures their participation as active citizens later in life. One of the best ways to engage our students is with their participation in sport, particularly rugby league. Lighting of our ovals is essential to ensure opportunities for weekly training and safe operation of carnivals.

We actively support opportunities for our students to develop their skills in sport. These opportunities are limited for children at Murgon due to distance and sadly the capacity of parents to be able to afford the costs associated with maintaining and developing infrastructure.

The Murgon Mustangs Junior Rugby League endorses the application for funding to support this initiative.

With Sincere thanks,



Libby Meikle

MJRL

Secretary



Find us on  
Facebook

<https://www.facebook.com/murgonmustangsjuniorrugbyleague>

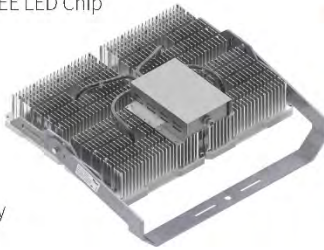




## IWE Eclipse™ LED Sports Floodlight **IWE-P4Z-850-1280**

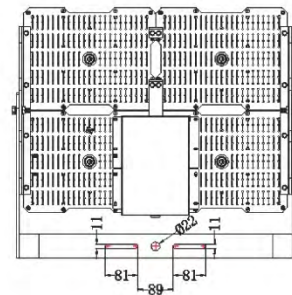
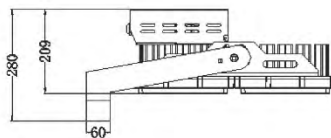
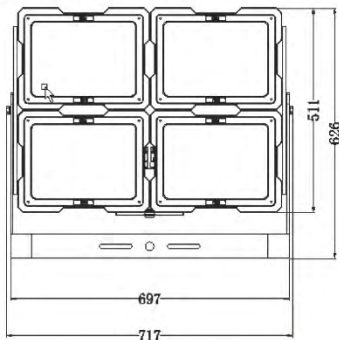
### Key Benefits

- ✓ Next Generation High Powered CREE LED Chip
- ✓ 160 Lumens per Watt
- ✓ 50,000 Hour Life Expectancy
- ✓ Advanced Energy Efficiency
- ✓ Obtrusive Light Spill Control
- ✓ Illuminous Intensity Control
- ✓ Multi-Voltage AC 240 - 415
- ✓ 5700K Colour
- ✓ New Optical Reflection Technology
- ✓ Asymmetrical LED
- ✓ Low Wind Sail Area
- ✓ Remote Mount Drivers



### Quality Benefits

- ✓ ISO9001
- ✓ IP66
- ✓ Aircraft Grade Aluminium Chassis
- ✓ All Fixing Marine Grade Stainless Steel (316)
- ✓ Anodised Coating
- ✓ Galvanised Brackets (304 or 316 SS, Optional)
- ✓ 10 Year Warranty



Model	LED	W	V	lm	Beam	C.T	N.W. (Kg)
IWE-P4Z-850	CREE	850	240-415VAC	100000	Narrow to Wide	5700K	29.7
IWE-P4Z-1070		1070		128000			
IWE-P4Z-1280		1280		132000			

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 Terrey Hills NSW 2084  
 Phone +61 2 9986 2396  
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10  
Year  
Warranty

IP66  
All  
Weather

160  
Lumens  
/ Watt

128K-132K  
Total  
Lumens

[www.iwegroup.com.au](http://www.iwegroup.com.au)

## Lighting Design Notes:

### Requirements To Be Met:

- AS 2560.1-2018 Sports Lighting - General Principles
- Cricket Oval and Practice Wickets Floodlighting - Queensland Cricket Technical Guidelines\* for Level III play.
- AS 4282-2019 Control Of the Obtrusive Effects of Outdoor Lighting

### Pole Mounting Height

- 4 new poles at 28m.

### Lux & Uniformity Requirement

- Class III level of play. Infield - 300 Lux U1/U2 = 0.5. Outfield - 200 Lux U1/U2 = 0.3

### Maintenance Factor

- The maintenance factor of 0.88 has been calculated using the lumen depreciation factor calculated from the L70 data results and the luminaire dirt depreciation factor assumed to be 0.95.

### Site Dimensions

- Site dimensions not provided.

Calculation Summary								
Label	Category	Units	Avg	Max	Min	J-1	J-2	
Cricket-Square	TL uniform	Lux	303.5	349.0	229.5	0.76	0.66	
Outfield	TL uniform	Lux	246.6	458.0	157.7	0.64	0.34	
Ess-Spill_Cd_Seq1	Obtrusive	N.A.	2985	12476	1191	0.20	0.10	
Ess-Spill_Cd_Seq2	Obtrusive	N.A.	1632	10278	847	0.53	0.66	
NorthSpill_Cd_Seq1	Obtrusive	N.A.	3536	43960	1045	0.16	0.02	
NorthSpill_Cd_Seq2	Obtrusive	N.A.	3505	37633	818	0.21	0.02	
Ess-Spill_TL_Seq1	Obtrusive	Lux	0.76	2.4	0.2	0.28	0.08	
Ess-Spill_TL_Seq2	Obtrusive	Lux	0.33	1.3	0.1	0.30	0.08	
NorthSpill_TL_Seq1	Obtrusive	Lux	1.02	3.4	0.2	0.20	0.06	
NorthSpill_TL_Seq2	Obtrusive	Lux	0.73	3.0	0.2	0.27	0.07	

Qty	Label	LT	Description
40	IRE-F47-1230-V3	0.880	TFT-P4R--280-NS

Preliminary Design Only.  
Subject to site verification of boundaries, pole positions and heights.  
Aiming details and instructions will be supplied after this confirmation.  
**NOT FOR CONSTRUCTION**

## Lighting Design Prediction

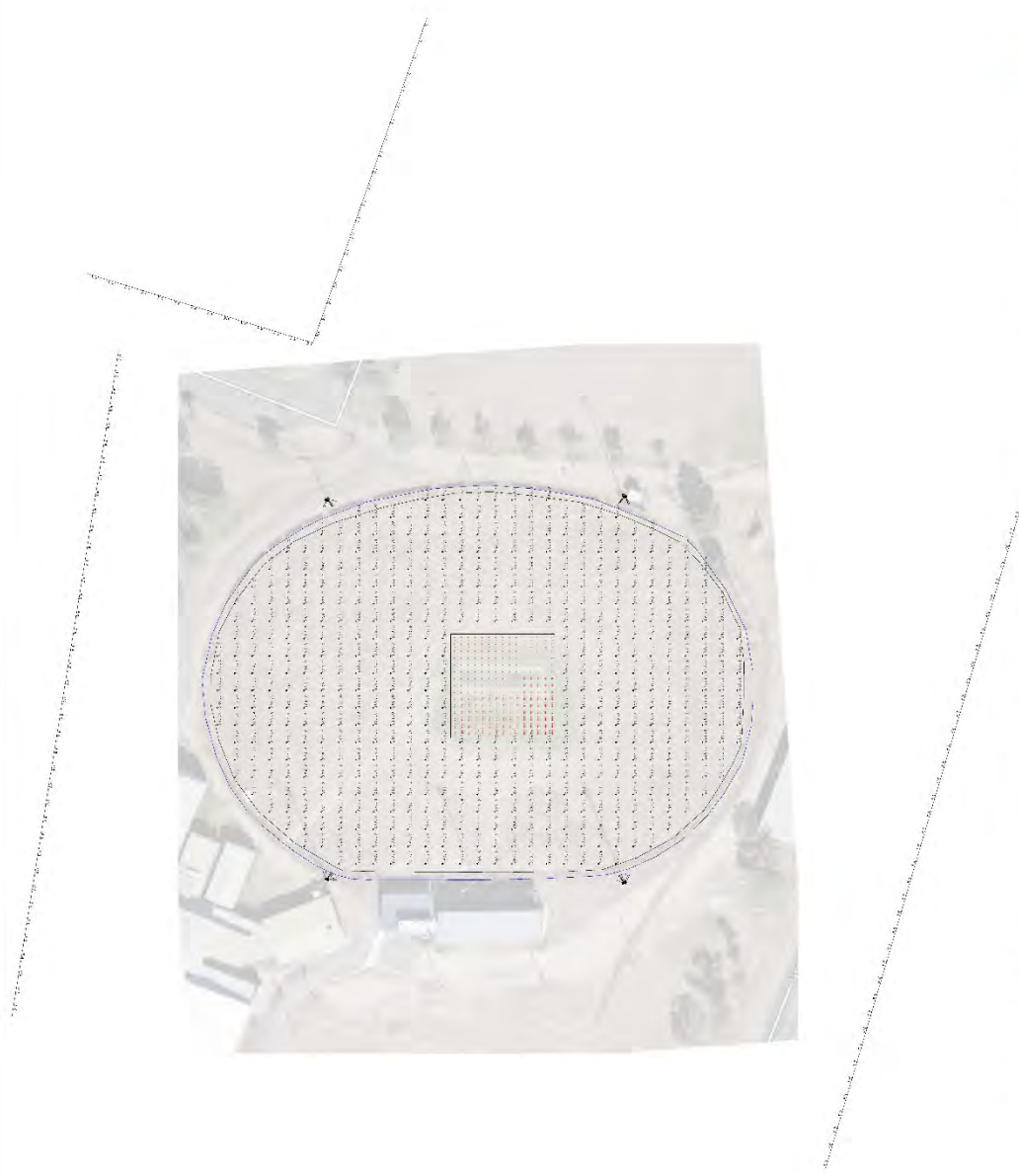
Site - Murgon Sports Oval

Rev	Description	Designer	Date	Rev	Description	Designer	Date
1	Submitted for review/approval	M.A	30.10.2019				

The design calculation is based upon the following assumptions for the purpose of this calculation and is not intended to be used for construction purposes. The designer shall be responsible for ensuring that the design meets the requirements of the relevant standards. The designer shall be responsible for ensuring that the design meets the requirements of the relevant standards. The designer shall be responsible for ensuring that the design meets the requirements of the relevant standards.







**Lighting Design Prediction**

Site - Murgon Sports Oval

Rev	Description	Designer	Date	Rev	Description	Designer	Date
1	Submitted for review/approval	M.A	30.10.2019				

This design calculation is based upon standard assumptions for footcandle levels as indicated in the document. The accuracy of the design prediction is dependent upon the accuracy of the input data. The designer is not responsible for the accuracy of the input data. The designer is not responsible for the accuracy of the input data. The designer is not responsible for the accuracy of the input data. The designer is not responsible for the accuracy of the input data.

## Lighting Design Notes:

Requirements To Be Met:

- AS 2560.1-2018 Sports Lighting - General Principles
- Cricket Oval and Practice Wickets Floodlighting - Queensland Cricket Technical Guidelines\* for Level III play.
- AS 4282-2019 Control Of the Obtrusive Effects of Outdoor Lighting

### Pole Mounting Height

- 4 new poles at 28m.

### Lux & Uniformity Requirement

- Class III level of play. Infield - 300 Lux U1/U2 = 0.5. Outfield - 200 Lux U1/U2 = 0.3

### Maintenance Factor

- The maintenance factor of 0.88 has been calculated using the lumen depreciation factor calculated from the L70 data results and the luminaire dirt depreciation factor assumed to be 0.95.

### Site Dimensions

- Site dimensions not provided.

Calculation Summary						
Label	Category	Units	Avg	Max	Min	U-1
Cricket-Square	Obtrusive	Lux	309.96	355.9	235.5	0.76
VericalLux3CentreCd	Obtrusive	N.A.	1628.7	450683	41547	0.26
VericalLux3CentreIl	Obtrusive	Lux	106.3	342.5	13.9	0.13
Outfield	Illuminance	Lux	249.76	460.4	161.1	0.63
EssSeg1_Cd_Seg1	Obtrusive	N.A.	46272	60169	44066	0.91
EssSeg1_Cd_Seg2	Obtrusive	N.A.	42281	46136	39993	0.93
NorthSpill_Cd_Seg1	Obtrusive	N.A.	27227	63032	3394	0.13
NorthSpill_Cd_Seg2	Obtrusive	N.A.	70251	63841	8771	0.20
EssSeg1_Il_Seg1	Obtrusive	Lux	1.57	3.6	0.8	0.51
EssSeg1_Il_Seg2	Obtrusive	Lux	0.98	2.4	0.5	0.21
NorthSpill_Il_Seg1	Obtrusive	Lux	1.59	4.0	0.8	0.50
NorthSpill_Il_Seg2	Obtrusive	Lux	1.61	4.4	0.9	0.56

Rev	Description	Designer	Date
1	Submitted for review/approval	M.A	30.10.2019

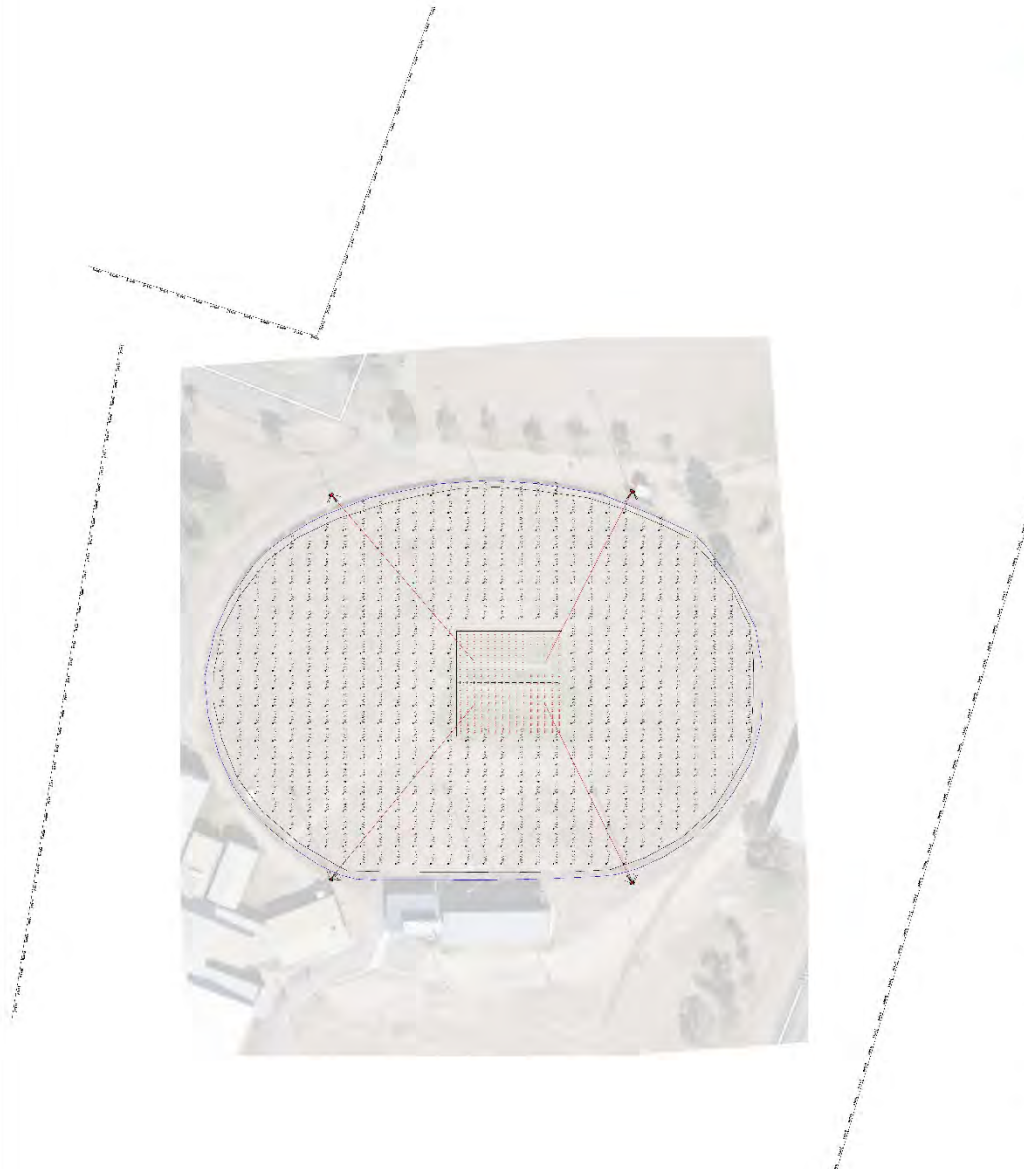
### Lighting Design Prediction

Site - Murgon Sports Oval

**Preliminary Design Only.**  
 Subject to site verification of boundaries, pole positions and heights.  
 Aiming details and instructions will be supplied after this confirmation.  
**NOT FOR CONSTRUCTION**



This design calculation is based upon standard assumptions for the use of the design tool and may vary if the actual site conditions are different from those assumed. It is not intended to be used as a substitute for a professional lighting design. The designer is not responsible for the accuracy of the design or the results of the design. The designer is not responsible for the accuracy of the design or the results of the design. The designer is not responsible for the accuracy of the design or the results of the design. The designer is not responsible for the accuracy of the design or the results of the design.

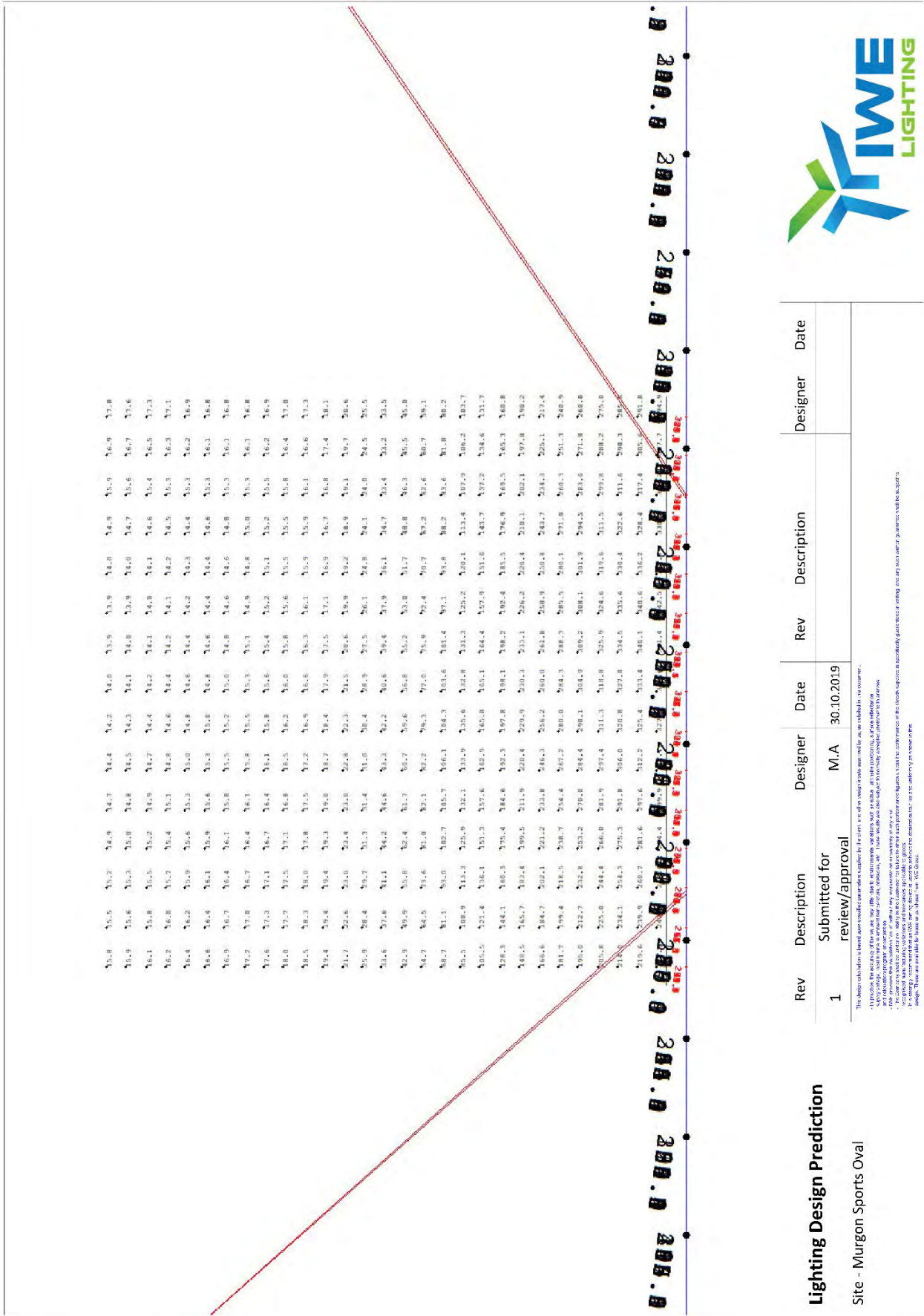


**Lighting Design Prediction**

Site - Murgon Sports Oval

Rev	Description	Designer	Date	Rev	Description	Designer	Date
1	Submitted for review/approval	M.A	30.10.2019				

This design prediction is based upon the information supplied by the client, it is not a guarantee and may vary as the project progresses. It is not intended to be used as a basis for any other design or construction. The client is responsible for ensuring that the design prediction is accurate and that all relevant information is provided. The client is also responsible for ensuring that the design prediction is used in accordance with the relevant standards and regulations. The client is also responsible for ensuring that the design prediction is used in accordance with the relevant standards and regulations. The client is also responsible for ensuring that the design prediction is used in accordance with the relevant standards and regulations.



Rev	Description	Designer	Date	Rev	Description	Designer	Date
1	Submitted for review/approval	M.A	30.10.2019				

**Lighting Design Prediction**

Site - Murgon Sports Oval

This design calculation is based upon the information provided by the client. It is not intended to be used for any other purpose. The client is responsible for ensuring that the information provided is accurate and complete. The client is also responsible for ensuring that the design is suitable for the intended use. The client is also responsible for ensuring that the design is suitable for the intended use. The client is also responsible for ensuring that the design is suitable for the intended use.

**10. Portfolio - Natural Resource Management, Rural Services, Parks and Indigenous Affairs**

**10.1 Natural Resource Management, Rural Services, Parks and Indigenous Affairs Portfolio Report**

**Document Information**

**ECM ID** 2654349

**Author** Cr Kathy Duff

**Date** 9 January 2020

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**Précis**

Natural Resource Management, Rural Services, Parks and Indigenous Affairs Portfolio Report

**Summary**

Cr Duff presented her Natural Resource Management, Rural Services, Parks and Indigenous Affairs Portfolio Report to Council.

**Officer's Recommendation**

That Cr Duff's Natural Resource Management, Rural Services, Parks and Indigenous Affairs Portfolio Report to Council be received.



## **10.2 Natural Resource Management & Parks (NRM&P)**

### ***Officer's Reports***

#### **10.2.1 NRM&P - 2649572 - Murgon Proston Rail Trail Feasibility Study**

#### **Document Information**

**ECM ID 2649572**

**Author Manager Natural Resources and Parks**

**Endorsed  
By General Manager Community**

**Date 9 December 2019**

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#### **Précis**

Council receipt of the Murgon Proston Rail Trail Feasibility Study

#### **Summary**

The Department of Transport and Main Roads approved a grant to the South Burnett Regional Council for the sum of \$48,000.00 (ex gst) to undertake a feasibility study for the construction of a Rail Trail on the old section of railway land from Murgon to Proston.

The consultant that was engaged, Mike Halliburton and Associates, has now completed this study for consideration of the South Burnett Regional Council and additionally the completion of the funding milestones.

#### **Officer's Recommendation**

That Council receive the Murgon Proston Rail Trail Feasibility Study.

#### **Financial and Resource Implications**

Receiving the final draft of the Murgon Proston Rail Trail Feasibility Study does not commit Council to ongoing actions or financial commitments. Careful considerations and further detailed construction plans would need to be undertaken before Council committed to the construction of the Murgon Proston Rail Trail Rail Trail as the feasibility study has indicated that there are some sections that require significant reconstruction to be undertaken.

#### **Link to Corporate/Operational Plan**

EC3 An active, safe and healthy community  
GO3 The South Burnett is a recognised tourism destination.

## **Communication/Consultation (Internal/External)**

In undertaking, the Murgon Proston Rail Trail Feasibility Study workshops were held in Murgon, Mondure, Hivesville and Proston by Mike Halliburton Associates with attendances from the community totalling approximately 55. There were also written correspondence received from 10 individuals and the following clubs; South Burnett Mountain Bike Club, Coverty Creek District Community and Sporting Club, Mountain Biking Bundaberg and Bicycle Queensland.

## **Legal Implications (Statutory Basis, Legal Risks)**

There are no additional implications and risks in addition to those which currently exist for the historic lease that council has over the portions of the rail corridor arising from receiving the feasibility study.

## **Policy/Local Law/Delegation Implications**

There are no policy, local law or delegation implications from receiving the feasibility study. In the event that Council decides in the future to proceed with construction there would needs to be consideration given to Local Law requirements.

## **Asset Management Implications**

There are no implications for receiving the report. Whole of life costings will be required should Council consider construction of the whole or portions of the Murgon Proston Rail Trail at some stage in the future.

## **Report**

The Department of Transport and Main Roads provided a grant to the South Burnett Regional Council under their Rail Trail Local Governments Grant (RTLGG) for the sum of \$48,000.00 (ex gst) to undertake a feasibility study for the construction of a Rail Trail on the old section of railway land from Murgon to Proston.

Council engaged the services of Mike Halliburton and Associates to undertake the feasibility study of the proposed Murgon Proston Rail Trail. Included in the feasibility study was the engagement of the community and interested clubs regarding the proposal of a Rail Trail from Murgon to Proston. These open house meeting were conducted at Murgon, Mondure, Hivesville and Proston with approximately 55 people in total attending to provide comments and feedback. In addition there was also written correspondence received from 10 individuals and the following clubs; South Burnett Mountain Bike Club, Coverty Creek District Community and Sporting Club, Mountain Biking Bundaberg and Bicycle Queensland.

The following are extracts taken from the report:

*A rail trail on the disused rail corridor between Murgon and Proston is technically feasible. The issues raised can be overcome with good design and the corridor remains in public ownership (though it has been extensively modified between Byee and Mondure in particular). However, it does not represent a significant return on investment. A rail trail developed on the disused railway corridor between Hivesville and Proston represents a better return on investment and would be a better option for South Burnett Regional Council to pursue (compared to a rail trail on the longer corridor).*

*Without preparing detailed works lists for the entire rail corridor, construction costs would vary between \$152,000/km and \$157,000/km for the sections between Murgon and Byee, Mondure and Hivesville and Hivesville and Proston. However, building a trail between Byee and Mondure is likely to cost in excess of \$300,000/km (for a 7.55 km section). The two factors here are the need to rebuild a formation and a trail (as opposed to developing a trail on the actual existing formation) as the*

original railway formation has been removed, and the need to build 3 bridges totalling 132 metres, including a significant bridge over Barambah Creek. Total construction costs will be in excess of \$7.6 million; Murgon-Byee will cost in the order of \$1.96 million, Byee-Mondure in the order of \$2.272 million, Mondure-Hivesville in the order of \$1.392 million, and Hivesville-Proston in the order of \$2.041 million.

The other critical element in this particular corridor is the ongoing flooding issues particularly around Barambah Creek. This was raised in the Open Houses and does not seem to be a matter of dispute. Consequently, replacement of trail sections and bridges may need to be attended to more frequently on the flatter rail trail sections between Byee and Hivesville in particular. This will have a cost implication. Allowances should always be built into maintenance budgets for replacement costs after major climatic events – notably floods, storms and fire.

Successful trails are already attracting large numbers of visitors and they are spending reasonable amounts of money both in the local economies and in the broader economy. The following figures provide a snapshot of expenditures from a range of trails to demonstrate user expenditures.

- The Mundaring Trails Network, 1 hour from the Perth CBD, injected some \$12.62 million into the local economy and a further \$15.21 million into the State economy annually. Local residents spent \$4.06/visit to the network and visitors (primarily day users) spent \$23.71/visit. The key is that the total number of trips on the trails studied was a staggering 2.454 million visits annually (Jessop and Bruce 2001).
- Users of South Australia's Riesling Trail (a 35 km rail trail in the Clare Valley) who come primarily to use the trail are estimated to spend \$1.08 million/year (\$215/person/visit with daily expenditure of around \$100). This does not count the other 50% of trail users who use the trail as a secondary purpose for their visit (Market Equity 2004).
- The economic impacts of the Bibbulmun Track (WA's long-distance walking track) have been studied over two periods (in 2003 and 2007/08). In 2003, the track was shown to have generated \$21 million of expenditure annually by track users, well in excess of its one-off construction costs of \$5 million (Colmar Brunton 2004). More recent figures show an increase in this amount (due to an increase in both users and how much time they spend on the track). The estimated expenditure in 2008 is around \$39 million annually (Colmar Brunton 2009). The 2007/08 study shows that the average day walker (some 70% of all users) is spending \$50-\$60/day, while those walking the track for 2-3 days are spending around \$200/visit. Those using the trail for 6 weeks or more, while small in number, are spending \$1,400/visit.
- The Murray to the Mountains Rail Trail in North East Victoria is one of the better-known rail trails in Australia. Research work undertaken over Easter 2006 (Beeton 2006) found that average daily expenditure was \$258/user/day. The bulk of this expenditure was on food and beverage (57% of daily expenditure which equates to \$147/user/day). Beeton applied accepted economic multipliers to these figures and calculated that the direct contribution to the local economy per user per day was in excess of \$480. (Recent follow-up work by Beeton (2009) made similar findings).

There is a possibility that a Hivesville Proston Rail Trail would attract a very small number of visitors who would drive from Brisbane primarily to undertake the trail given its relatively short length. The key market is likely to be existing visitors who extend their stay. If horse riders are permitted on the trail, this may be a key market for the trail. Under such a scenario (horse permitted), 500 extra visitors may come as new overnight visitors to the region primarily to do the trail. All their expenditure (over 2 days as the assumption is that they will be overnight visitors) can be attributed to the trail; if there was no trail they would not come. If 500 visitors came primarily to use the trail, this would inject an additional \$418,080/year into the economy (500 visitors spending \$213.03/day over 2 days).

Australians are increasingly looking for passive, non-organised recreation opportunities, often in natural or near-natural settings. Demand for this type of opportunity will only increase as the population ages. While walking remains the most popular of these activities (and is likely to remain so as the population ages), off-road cycling shows a growing and often unmet demand within the trails market. The Murgon Proston Rail Trail would provide experiences for a range of user groups in a series of markets that have been consistent over time – walking and bushwalking and cycling –

*or growing significantly – off road cycle touring. The trail would provide for both visitors and local people who participate in a range of activities. The potential expenditures may be quite significant based on trail user expenditures elsewhere.*

## **Attachments**

1. Murgon Proston Rail Trail Feasibility Study







Murgon Proston Rail Trail Feasibility Study

# MURGON PROSTON RAIL TRAIL FEASIBILITY STUDY

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Prepared for



Prepared by



December 2019

Mike Halliburton Associates and Transplan Pty Ltd

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Murgon Proston Rail Trail Feasibility Study

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Murgon Proston Rail Trail Feasibility Study

## EXECUTIVE SUMMARY

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The primary purpose of this Feasibility Study report is to provide to the South Burnett Regional Council an opinion on whether the development of a rail trail on the (currently) disused railway between Murgon and Proston is viable or not. The South Burnett Region is already home to two rail trails – the Kilkivan Kingaroy Rail Trail and the Brisbane Valley Rail Trail.

The 42 km railway corridor has been disused since the 1990s. The former railway corridor traverses a grazing and cropping land and links a number of towns, villages and localities – notably Murgon, Mondure, Hivesville and Proston. The line branches off the old Nanango-Theebine railway line. The section of that line between Kingaroy and Kilkivan has been turned into the successful Kingaroy Kilkivan Rail Trail under the management of South Burnett and Gympie Regional Councils. The former railway corridor traverses a grazing and cropping land and links a number of towns, villages and localities – notably Murgon, Mondure, Hivesville and Proston.



*The railway corridor exhibits some of the features that attract users including embankments (above) and cuttings (below).*



The South Burnett Regional Council commissioned Mike Halliburton Associates to prepare a Feasibility Study for a possible rail trail from Murgon to Proston. The project was funded by a grant from the Department of Transport and Main Roads under the Queensland Government's Queensland Cycling Action Plan project.

A rail trail is a multi-use recreation trail constructed on a disused railway corridor (public land) for non-motorised users. There are over 100 established rail trails in Australia, many of which are in Victoria and they attract thousands of visitors from all over Australia. Although rail trails

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Murgon Proston Rail Trail Feasibility Study

are extremely popular with all types of recreational cyclists, they are also very well used by walkers/hikers, horse riders (where permitted), joggers, trail runners, people in wheelchairs, people in mobility scooters (gophers), parents pushing prams, school groups, clubs and families. They are not simply for lycra-clad cyclists as claimed by many opponents. Rail trails also provide excellent venues for various events such as half-marathons, duathlons etc. The ever-increasing sales of electric bikes, and their growing use on recreation trails, needs also to be factored into future use of the trail.

Rail trails are not a new idea. They've been around for over 60 years in America where there are now 2,130 rail trails totalling 24,075 miles (38,000 kilometres). There are another 812 rail trail projects being planned and/or developed in the USA for a total of 8,684 miles (almost 14,000 kms).

There are many more in numerous other countries including Canada, England, Spain and New Zealand. Rail trails have become very popular across Australia over the last 30 years with numerous communities gaining benefit from the visitors they attract, and the money spent in local communities. The experience gained from over 100 rail trails throughout Australia enables reliable forecasts to be made of the visitors that can be expected on any proposed trail, the types of users the proposed rail trail will attract and the patterns of expenditure they make.

Numerous costs are involved in the conversion of a disused railway into a trail. These include the provision of a good trail surface, the installation of new bridges, new fencing, the provision of safe road crossings (both at-grade and grade-separated), trailhead facilities (including parking, picnic facilities, information signage), stock crossings (where the trail divides paddocks), and an assortment of signage.



*Long sections of the corridor are overgrown and would require clearing to enable a trail to be constructed.*

Murgon Proston Rail Trail Feasibility Study

Issues

In determining whether the proposed Murgon Proston Rail Trail is worthwhile and viable an assessment was made of a number of issues and opportunities. None of the issues that follow are insurmountable, though some are difficult.

- ✚ Much of the publicly owned railway corridor between Byee and Mondure in particular is in active use by adjoining landholders for cropping. In other areas the railway corridor is used by adjoining landowners for movement of vehicles.
- ✚ Construction costs of the 4 sections (Murgon-Byee; Byee-Mondure; Mondure-Hivesville; Hivesville-Proston) will vary between \$152,000/km and \$301,000/km. Total construction costs will be in excess of **\$7.6 million**; Murgon-Byee will cost in the order of \$1.96 million, Byee-Mondure in the order of \$2.272 million, Mondure-Hivesville in the order of \$1.392 million, and Hivesville-Proston in the order of \$2.041 million.
- ✚ The need to construct a large number of bridges or alternative waterways crossing will be expensive, given there are 26 bridges needed covering over 630 metres.
- ✚ The most expensive section to build is between Byee and Mondure section (costing over \$2.2 million for 7.55 km). Major cost items are rebuilding approximately 5 km of the trail where the original rail formation has been incorporated into surrounding farms, and the three required bridges.
- ✚ Road and road reserve options for Byee-Mondure section were investigated as alternative routes but using these roads will detract from the key appeal of a rail trail - a safe off-road option. In addition, there are a number of other matters associated with re-routing a rail trail a significant distance from the original alignment (including setting an undesirable precedent).



*Arrangements would need to be made to keep motor vehicles off the formation should a trail be constructed.*

- ✚ Landholder issues of significant concern are existing investments in centre pivot spraying and aerial spraying. Both of these present significant issues not present on many other rail trails in Australia which often travel through grazing country. Centre pivot spraying may or may not be an issue; whilst it may impact on the existing corridor, the consultants were unable to observe it in practice therefore it is difficult to assess its impact. Relocating the proposed trail away from the original railway corridor onto alternative routes (road-side or road reserves) does not obviate the dangers presented



#### Murgon Proston Rail Trail Feasibility Study

by aerial chemical spray drift (if this is a concern). All other issues raised by landholders have been satisfactorily addressed on other rail trail projects.

- ✦ The 3 sections from Murgon to Hivesville, particularly from Barlil siding to Kawl Kawl siding, are not particularly attractive for users, because they go alongside Silverleaf Road and/or go across flat uninteresting farming country which has been cleared, with no remaining railway infrastructure of any interest.
- ✦ The proposed trail does not really offer the opportunity to pass through towns and villages, but rather starts and finishes at a town. A total journey of 42 kms would be best served by some additional on-trail or near-trail commercial facilities.

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#### Opportunities

Rail trails also provide many notable opportunities. There are a number of specific elements within the area encompassed by the proposed trail route that provide opportunities and reasons for why a trail should be built:

- ✦ The western end (i.e. Hivesville to Proston) tends to be a little more varied and interesting – both topography and landscape.
- ✦ One of the major appeals of rail trails is the gentle gradient, suitable for all types of cyclists and walkers – as this one would be. This is the market that would be attracted to a rail trail.
- ✦ Development of the rail trail may provide a range of new business opportunities (or allow existing businesses to expand). The trail will make an actual connection between the towns and villages en route – one that reinforces historic connections.
- ✦ Provision of an additional off-road trail adds to the suite of tourist offerings in the region and encourages visitors to stay a little longer to go for a pleasant walk or ride. This rail trail may have the advantage of attracting horse riders.
- ✦ There are strong advocates within the communities who have expressed a desire to get more involved in ensuring the proposed rail trail gets developed; many of these people see significant benefits to Proston in particular.



*The old railway station grounds at Proston would make an excellent trailhead.*

Murgon Proston Rail Trail Feasibility Study

- ✦ The trail has the potential primarily to assist in keeping existing visitors longer in the area (particularly those already using the Kilkivan Kingaroy Rail Trail and/or the Brisbane Valley Rail Trail).
- ✦ Providing accommodation, food and beverages, supported and guided tours and equipment, are some of the businesses that have arisen along other trails.
- ✦ Trails can improve community connectivity and provide increasing recreational options for local people thus contributing to both physical and mental health of communities through which they pass.

A rail trail on the disused rail corridor between Murgon and Proston is technically feasible. The issues raised can be overcome with good design and the corridor remains in public ownership (though it has been extensively modified between Bye and Mondure in particular). However, it does not represent a significant return on investment. A rail trail developed on the disused railway corridor between Hivesville and Proston represents a better return on investment and would be a better option for South Burnett Regional Council to pursue (compared to a rail trail on the longer corridor).

The likely user numbers would not be significantly different (on a long trail as on a short trail) and there will be limited additional return on investment with a much more significant cost if the trail is built along the entire corridor.

Use scenarios and possible numbers of users means that, for an investment of a little over \$2 million (developing a rail trail from Hivesville to Proston), the South Burnett Regional Council will provide an opportunity for users to traverse another rail trail in the region with a slightly different appeal to the Kilkivan Kingaroy Rail Trail (undulating, good views, treed landscapes) with villages at either end.



*Much of the corridor is unfenced and vegetation has been removed.*



Murgon Proston Rail Trail Feasibility Study

## FEASIBILITY STATEMENT

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As noted above, a rail trail on the disused rail corridor between Murgon and Proston is technically feasible. The following feasibility statement applies to and summarises both the Murgon Proston Rail Trail and the shorter Hivesville to Proston Rail Trail proposals.

This Feasibility Study sought to answer several questions:

**Is there a viable trail route? Yes.** The entire corridor is still in public ownership, although the section between Bye and Mondure has been extensively modified, and many adjoining landowners have had unrestricted access to the public land within the corridor since the railway closed.

There will inevitably be disruptions to long established farming practices should either proposed rail trail (Murgon-Proston or Hivesville-Proston) be constructed. However, as is the case with many other successful rail trails developed in similar broadacre farming areas in Australia and overseas, there is a range of practical and viable solutions to each and every issue that adjoining landowners raise. The issues of centre pivot irrigation and aerial spraying do remain a potential concern should a trail proceed through areas under cropping (particularly between Bye and Mondure).

**Are there alternative uses for the corridor that will provide more value to the community? Are these alternative uses viable?** This question is difficult to answer definitively. Unlike some other railway corridor re-use proposals, there has been no proposal to run a tourist train along the disused railway corridor. The other alternative use is continuing to crop and graze the corridor as currently occurs.



*Nothing remains at the old railway siding at Gueena.*

**Will the trail provide a quality user experience (terrain/landscape/history)?** The answer is a case of **Yes and No**. The section of the railway corridor between Murgon and Hivesville, particularly from Barlil siding to Kawl Kawl siding is not particularly attractive for users. By way of contrast, the western end (i.e. Hivesville to Proston) tends to be a little more varied and interesting – both topography and landscape (though it does not feature much remaining railway infrastructure other than the station and grounds at Proston).

As with all disused railway corridors, the route (from Hivesville to Proston) passes through cuttings and along embankments, and over numerous culverts and creeks.

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## Murgon Proston Rail Trail Feasibility Study

**Is there a market for the proposed trail? The answer is a case of Yes and No.** It is unlikely that a large number of users are going to come from Brisbane or South East Queensland specifically or primarily to ride the Murgon Proston Rail Trail when they could come to the region and ride the Kilkivan Kingaroy Rail Trail or the Brisbane Valley Rail Trail. The proposed Murgon Proston Rail Trail does not offer a significant point of difference to encourage riding or walking the entire 42 km from Murgon to Proston. A rail trail developed between Hivesville and Proston will provide an opportunity for many users, already coming to the region to ride the Kilkivan Kingaroy Rail Trail to stay an extra day to ride a rail trail to Proston. Users may well approach the “challenge” of the two rail trails – the Kilkivan Kingaroy Rail Trail and a trail to Proston - by seeing that there is a relatively attractive rail trail linking Hivesville to Proston, it’s a good length for a one-way or out and back ride (13.4 km one way) and do that ride before they head back to SEQ after a weekend away. They are unlikely to be prepared to ride a significant distance through relatively uninteresting countryside (Murgon to Hivesville – almost 30 kms) before getting to the more interesting section after already having spent a day on the Kilkivan Kingaroy Rail Trail. A trail from Murgon to Proston is unlikely to add many new local users from Murgon as these residents already have easy access to the Kilkivan Kingaroy Rail Trail for exercise and recreational activities.

**Will the rail trail create any unmanageable or unmitigated impacts on adjoining landholders’ farming practices and lifestyles? A conditional no.** It is true that a rail trail is a different use to the historic use of the corridor (for trains) and adjoining landholders may have expectations of how the corridor will be used in the future. A rail trail probably was not one of their expectations and they have concerns (and in some cases outright opposition). However, the corridor remains publicly owned land and the issues and concerns raised by adjoining landholders have been satisfactorily addressed in the other rail trails round Australia (of which there are over 100). Evidence shows no long-term negative impacts on farming practices and lifestyles. However, a trail developed between Hivesville and Proston removes critical issues (centre pivot irrigation and aerial spraying) from consideration and limits the issues to normal issues associated with grazing lands. It is important to recognise landholder concerns and, if the trail proceeds, to work closely with them to address individual concerns and arrive at mutually agreed solutions.

**Are the local governments and key stakeholders supportive of the concept? The answer is unclear.** The South Burnett Regional Council (SBRC) has committed to undertaking the feasibility study with no formal commitments beyond that process.

**Are there supportive/strong advocates in the community? Yes.** There are strong advocates within the communities who have expressed a desire to get more involved in ensuring the proposed rail trail gets developed; many of these see significant benefits to Proston in particular. These people are very committed to ensuring that Proston thrives. Numerous other ‘Friends of’ groups on other rail trails volunteer to undertake a wide range of routine maintenance tasks – saving the trail manager time and expense. Unfortunately, one of the key groups advocating for the project has informed the consultants that they are in the process of shutting down and withdrew their offer to help maintain the corridor (an offer made in a written submission).



Murgon Proston Rail Trail Feasibility Study

**Is there a supportive community? Yes and no.** There is a very obvious schism in the communities along the trail between those who support and those who oppose – evidenced by the open house feel and the way people were eying off each other or referring to “the other parties”.

The majority of those who attended open houses who were not adjoining landholders were very supportive of the project and said they would use the trail if it were developed. Many of these could see a range of benefits to the region if the trail was developed. The adjoining landholders who attended the open houses had concerns with the proposal and raised a number of issues. Many appeared to be vehemently opposed to the proposal, whereas some could see that, if it were to proceed, acceptable solutions could be found to their issues. Other opponents were not adjoining landholders but objected to the proposal on a number of other grounds.

**Would the trail be value for money? Yes and no.** Trails repeatedly demonstrate that there are numerous benefits to be gained through their construction: economic benefits to the towns where they start and finish and those they pass through – a boost to businesses associated with the trail; social and physical health benefits; and a range of environmental and cultural benefits. The likely user numbers would not be significantly different on a long trail - Murgon to Proston as on a short trail – Hivesville to Proston and there will be limited additional return on investment with a much more significant cost if the trail is built along the entire corridor. User numbers in the order of 4,200/year would bring an economic benefit to the region of \$788,490/ year. The alternative (the original proposal of developing a rail trail along the corridor from Murgon to Proston) means spending in excess of \$7.6 million for a long trail which is unlikely to attract significantly more users than the shorter trail (between Hivesville and Proston).

**Is there a commitment to maintenance (“friends of ...” group or support network)? The answer is not known.** This Feasibility Study identifies likely maintenance costs. South Burnett Regional Council is concerned with providing ongoing maintenance for any proposed trail. The experience of other rail trails indicates that individuals and community groups will help to maintain sections of the trail. Initially, one community group expressed an interest in helping maintain the trail; unfortunately, in the course of the study, the consultants have been advised this group has dissolved and the offer to help maintain the trail was withdrawn.

**Will the trail provide a unique experience? Yes and no.** This proposal is for a relatively unique rail trail – one that is physically attached to an existing rail trail (the Kilkivan Kingaroy Rail Trail) and also within a relatively small geographic region encompassing two existing rail trails (the KKRT and the BVRT) and a linking trail (The Link Trail) that joins these two quite popular trails together. Would a rail trail add a significant number of users in a region which already has the two rail trails – one in very close proximity – to justify the investment that needs to be made in developing the rail trail? It is relatively unique to have two rail trails heading out from one point (Murgon) in two different directions, adding a marketing advantage. There are probably only two other rail trails in Australia with this feature – the Murray to the Mountains Rail Trail in Victoria and the Railway Reserve Heritage Trail in WA. However, this advantage is probably not enough to give the Murgon Proston Rail Trail a wider appeal given the other issues. A Hivesville-Proston Rail Trail could position itself as one of the rail trails that people could do over a long weekend basing themselves in Kingaroy, Murgon, Nanango or elsewhere in the region. This would be relatively unique – either rail trail on its own (Murgon-Proston or Hivesville-Proston) would not be unique.

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Murgon Proston Rail Trail Feasibility Study

**Is there a demonstrated benefit to trail users and, especially, the host communities? Yes.** This question has been answered partially in answers to other questions posed. The demonstrated benefits come in the form of economic and non-economic benefits that will accrue to both users and host communities (with the creation of a range of economic opportunities arising from the development of the rail trail). A trail between Hivesville and Proston would probably not be enough on its own to support new businesses in Proston but it is still a reasonable project to help existing businesses.

South Burnett Regional Council may also consider whether additional funding for rail trails could also be spent on the existing rail trails – both planning and infrastructure upgrades. The best value for Council may be in continuing master planning for, and continual improvement of, the existing Kilkivan Kingaroy Rail Trail and the Link Trail (and perhaps the BVRT). It is not clear whether the State Government’s rail trail funding program will cover these types of projects.



*It is possible that development of a trail between Hivesville and Proston may stimulate re-use of these old buildings.*

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#### Factors Supporting the Decision

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In formulating a decision about whether the proposed Rail Trail is feasible or not, due consideration has been given to a range of factors. A rail trail developed on the disused corridor between Hivesville and Proston would:

- ✦ provide, at 13.4 kms one way, a good “out and back” bike ride and perhaps a good “out and back” horse ride in one day and a long walk (or a simple one-way walk).
- ✦ represent a reasonable expenditure of capital and more importantly maintenance funds.
- ✦ tap into community sentiment expressed in Proston by those in favour who are keen to see Proston thrive not die. The proposed rail trail gives them a reasonable attraction to build on and to support some local businesses. The trail would probably not be enough on its own to support new businesses, but it is still a reasonable project to help existing businesses.

## Murgon Proston Rail Trail Feasibility Study

- ✦ give the community who volunteered to maintain the trail a more manageable project. Maintaining a 46 km trail is significantly different to maintaining a 13.4 km trail, particularly with the small number of people in this part of South Burnett Regional Council.
- ✦ avoid some of the major landholder issues.

The following comments apply to the recommended Hivesville to Proston Rail Trail.

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#### Costs

The costs of construction of the proposed Hivesville to Proston Rail Trail are an estimate of probable costs only. Accurate costs can only be determined, firstly, by the compilation of more detailed works lists accomplished through individual, detailed trail development plans for each section of the proposed rail trail and, secondly, via a tendering process.

The trail will cost in the order of **\$2.041 million** to construct.

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#### Business Case

It is always difficult to predict the economic impact of a new trail. Visitor numbers on the Bibbulmun Track (in WA) grew from 10,000 when the new alignment was first opened in 1997 to 137,000 in 2004 (*Colmar Brunton 2004*) to over 167,000 in 2008 (*Colmar Brunton 2009*) to over 300,00 in 2015 (*Hughes et al 2015*). This was on a trail that had existed in its entirety for many years but was substantially altered and reopened in 1997 (although new sections of it had been opened prior to its grand opening). Visitors included those on 'local trips', day trips and overnight or longer stays (including those who travelled from end to end).

With the right marketing, the trail will attract local users, day trippers and visitors. Under a relatively conservative scenario, the following outcomes are achievable.

- ✦ Local use – 700 local users/year is a reasonable expectation. This will result in an economic injection of \$1,530/year;
- ✦ Expansion of the existing day tripper market to the region. 1,000 new day trippers/year would inject \$147,870/year into the regional economy.
- ✦ With a new significant recreation attraction, some day-trippers may stay overnight, generating a new income stream. If the trail converted 500 day trippers into overnight visitors, this would inject an additional \$106,515/year into the regional economy.
- ✦ If 1,500 visitors stay an extra day to use the trail, an additional \$319,545/year would be injected into the regional economy.
- ✦ If 500 new visitors come to the region solely (or primarily) to do the trail, an additional \$213,030/year would be injected into the regional economy.

The total injection of dollars into the local economies from local, day trip and overnight visitors may be of the order of **\$788,490/ year** (under a range of conservative scenarios) from **4,200** users.

Complex economic analysis (beyond the scope of this project) is needed to determine how many jobs are likely to be created by such expenditure.



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Trail development offers a range of new business opportunities and the opportunity for existing businesses to extend their offerings. The trail has the potential to improve the sustainability of businesses reliant on tourism.

The trail construction process itself will provide an economic input to the region.

The trail will provide a number of less quantifiable benefits. These include:

- ✚ Health-related benefits to the wider community. A number of submissions and attendees at the open houses emphasised their own experiences with physical and mental health issues that have been partially addressed by being able to use the Kilkivan Kingaroy Rail Trail.
- ✚ Rail trails are an accessible form of recreation. Trail-based recreation is generally free, self-directed and available to all people, all day, every day. Good quality, accessible trails encourage physical activity and improved health.
- ✚ Quality recreational facilities, such as trail networks, can help create attractive places to live and visit – important in small regional communities looking to grow (or at least not die).
- ✚ Trails present a unique opportunity for education. People of all ages can learn more about nature, culture or history along trails. An added advantage of a rail trail is that it provides an opportunity for city to connect to country, in a way “bush” trails do not.
- ✚ Trails provide a number of environmental and cultural benefits including opportunities for the community to experience natural and cultural environments, increased community ownership which helps to preserve natural and cultural values, and opportunities for community participation in conservation and revegetation work.



*Development of a trail between Hivesville and Proston would help existing businesses in Proston.*

Murgon Proston Rail Trail Feasibility Study

## SECTION 1 – INTRODUCTION AND BACKGROUND

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### 1.1 The Purpose of this Feasibility Study Report

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The primary purpose of this Feasibility Study report is to provide to the South Burnett Regional Council an opinion on whether the development of a rail trail on the (currently) disused railway between Murgon and Proston is viable or not.

### 1.2 The Scope of Works

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The Feasibility Study will provide sufficient detail to determine whether a rail trail on the disused Murgon Proston rail corridor (a distance of some 42 kms) has merit. More refined and accurate cost estimates would be prepared by means of a detailed trail development plan (once the rail trail has been deemed feasible or not).

Feasibility is determined not just by the project costs but by an analysis of several factors.

In considering trail feasibility, the costs of construction need to be weighed against the benefits (direct and indirect) that such a trail brings.

### 1.3 The Feasibility Study Process

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One of the first phases in determining feasibility is examining the various factors that influence the practicality of building a trail along a disused railway. Some of these factors will make construction difficult, expensive and in one case impossible, while many of these factors will facilitate development of a rail trail. These factors can be grouped under “Issues” or “Opportunities”. Some issues that may impact negatively on the proposal can of course be resolved through design, negotiation or by the spending of funds to mitigate the problem.

This Feasibility Study sought to answer a number of critical questions:

- ✚ Is there a viable trail route (i.e. is a trail route physically possible)?
- ✚ Are there alternative uses for the corridor that will provide more value to the community? Are these alternative uses viable?
- ✚ Will the rail trail provide a quality user experience (terrain / landscape / history)?
- ✚ Is there a market for the proposed trail (i.e. local people and visitors who will be attracted to use it)?
- ✚ Will the rail trail create any unmanageable or unmitigated impacts on adjoining landholders’ farming practices and lifestyles?
- ✚ Are the local government and key stakeholders supportive of the concept?
- ✚ Are there supportive/strong advocates (in the community)?
- ✚ Is there a supportive community?
- ✚ Would the trail be value for money?
- ✚ Is there a commitment to the ongoing maintenance of the trail (“friends of ...” group or support network)?

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- ✚ Will the trail provide a unique experience?
- ✚ Is there a demonstrated benefit to trail users and, especially, the host communities?

In progressing this study, the following tasks were undertaken:

- ✚ An inception meeting, involving staff from the South Burnett Regional Council, and the consulting team.
- ✚ Field work to assess the entire disused railway corridor between Murgon and Proston. This fieldwork included an examination of all road crossings, the condition of the former railway corridor and many of the former bridge sites along the corridor (noting that all bridges appear to have been removed).
- ✚ Community consultation sessions (“Open Houses”) in each of the towns/villages through which the railway corridor passes – Murgon, Mondure, Hivesville and Proston.
- ✚ General observations made of the terrain and topography through which the railway corridor passes, an assessment made of the scenic qualities of the region, and observations made of the services available to potential trail users in the towns/villages,
- ✚ Fieldwork to enable observations and conclusions to be made of a range of factors that will assist in the determination of whether the rail trail is feasible.
- ✚ An examination of the expected construction and infrastructure works required along the corridor and the likely costs.
- ✚ An assessment of the likely visitor numbers, where they might come from, what they might spend and consequently an indication of the likely economic benefits of developing the trail.



*The Port Fairy to Warrnambool Rail Trail in Victoria offers peaceful riding through rural landscapes with outstanding views to the coast and to an extinct volcano (Tower Hill).*

#### 1.4 What is a Rail Trail?

A rail trail is a multi-use recreation trail constructed on a disused railway corridor (public land) for non-motorised recreation. There are over 100 established rail trails in Australia, the majority of which are in Victoria. South Australia, Western Australia, Queensland, Tasmania and the Northern Territory also have rail trails. In the South Burnett region, two rail trails have been established in recent years – the Brisbane Valley Rail Trail and the Kingaroy Kilkivan Rail Trail.



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### 1.5 Requirements for Successful Rail Trail Development

Rail trails are different from each other, but a number of characteristics often distinguish the good ones. These features are drawn from a number of published sources and the consultants' own extensive experience with rail trails.

- ✦ Many successful rail trails have accessibility to large population centres both for visitors and as a stimulus for local demand.
- ✦ There are existing or easily developed tourism infrastructure in or near townships along the rail trail - places to eat and drink, explore and stay.
- ✦ Good rail trails have some heritage infrastructure in place such as historic stations, bridges, tunnels, goods sheds, sidings, platforms, turntables, switches, signals, and distance posts. Rail trails elsewhere have utilised their railway history as part of their attraction. Remaining major elements of the railway infrastructure (formations, deep cuttings, high embankments, bridges, culverts) add significantly to the user's experience. Built and social heritage values are a critical part of the rail trail experience not often experienced on other types of recreational trails.
- ✦ A common feature is community and adjacent landholders' level of support for the project to move ahead. Many (though not all) adjacent landholders are initially suspicious of rail trails; they often become converts once a trail is built.
- ✦ A uniqueness of experience is often important – be it a stunning landscape with views to distant snow-capped mountains, adjoining land uses or special attractions (such as long timber bridges, railway tunnels or railway museums).
- ✦ Many of the good rail trails have a regional or state tourism significance (some have national and international significance). Significance is elevated where extensions are made to connect to services in towns. The best rail trails have natural terminuses in major centres or towns. Intermediate towns easily accessible along the trail are critical when a trail is long and an added bonus when the trail is short.
- ✦ The best rail trails are located in highly scenic surrounds, with spectacular views of the surrounding landscapes. These trails are often full of variety and interest. The best rail



*Rail trails often are routed along river valleys, where it was easy to build railways. This is the case for the Row River Rail Trail in Oregon USA, above. Rail trails usually cross numerous water courses and in the case of the Murgon Proston railway corridor 27 bridges were originally built between the two towns.*

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trails traverse places of cultural and natural history and conservation and provide opportunities to view birds, other wildlife and remnant vegetation.

- ✚ The good rail trails often provide opportunities for short, medium and long length rides and walks on the main trail. Having options is a bonus.
- ✚ Railway corridors can provide a great insight into the history of the region – both European settlement and Aboriginal use. Good interpretation will mark out an excellent trail. There are many good recreation trails (including rail trails) in Australia – few have good interpretation. Interpretation adds significantly to the user’s experience.
- ✚ In a similar vein, trails that emphasise local conditions – flora, fauna, history, construction materials, etc. - are very popular. Good interpretation will bring out this local flavour.
- ✚ Well-signed and mapped trails - both on the trail and easily available elsewhere - are more successful than those that are not.
- ✚ Informed, friendly and supportive locals make a user’s experience more pleasurable.
- ✚ The best rail trails offer a challenge, and they offer peace and solitude.
- ✚ A well-maintained trail and a strong community support network add to the user’s experience, primarily because the trail remains in good condition. Such a community network could include a committed and purpose-dedicated management committee, a strong “Friends of the Trail” group or even a full-time trail manager. Various rail trails in Australia feature at least some of these elements.

In addition, all rail trails have a number of positive features which mark them out as uniquely rail trails (as opposed to other recreational trails):

Some Facts About Rail Trails

- ✚ Rail trails are not something new.
- ✚ There are over 2,100 rail trails in the USA - totalling over 24,000 miles (that’s 38,000 kilometres!) - First one developed in the 1960s.
- ✚ There are rail trails in the United Kingdom, Canada, New Zealand, Spain, France, Germany, numerous other European countries (e.g. Latvia, Estonia) and other countries around the world.
- ✚ There are already 100 rail trails in Australia (30 in Victoria, 20 in WA, 20 in Tasmania, 15 in Queensland, 8 in SA, 3 in NSW and 2 in NT).
- ✚ First rail trail in Australia? Railway Reserves Heritage Trail in Mundaring, Western Australia. It was developed over 30 years ago.
- ✚ Rail trails are built along **publicly** owned disused railway corridors.
- ✚ Rail trails are for “non-motorsed” users - cyclists, walkers, runners, parents pushing prams, horse riders (sometimes), people in wheelchairs, fun runs and triathlons.
- ✚ Rail trails offer safe, flat routes away from dangerous roads and provide access into rural areas for people of all abilities.
- ✚ They traverse a variety of urban and rural landscapes including farms and paddocks, vineyards, forests and wetlands.



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- ✚ Rail trails are trails for people of all abilities and all types of bicycles. Good trails provide equity for people of many levels of fitness and equipment to gain access to the types of experience within the region.
- ✚ All rail trails are motor vehicle free i.e. safe for all types of trail users. Minimising the number of major road (at-grade) crossings adds to the experience. Trails rarely interrupted by road crossings appeal more than those which constantly cross roads – well marked and safe crossings where necessary add to the success.
- ✚ All railway formations (through cuttings and along embankments) provide a gentle gradient and sweeping bends, suitable for all types of cyclists, walkers, wheelchair and gopher users, and where appropriate, horse riders.
- ✚ All rail trails offer safety for users compared with urban shared pathways which have driveways, light poles, blind corners, poor sightlines, and are often ‘congested’ as users cannot see other users approaching due to poor sightlines.

Indeed, it is the comparative flatness and good sight lines offered by rail trails, coupled with a motor-vehicle-free walking and cycling environment, that rail trail users seek out. This type of experience cannot be provided in a road-side trail, as numerous opponents of rail trails often suggest.

Who Uses Rail Trails and Why?

- ✚ Predominant user group is cyclists, ranging from elderly people, to baby boomers, young couples, family groups with children, Teenagers and young children.
- ✚ Walkers and horse riders are also attracted to rail trails, but in far lesser numbers.
- ✚ Rail trails appeal to individuals, to couples, and to groups. A significant proportion of trail users on the Otago Central Rail Trail (South Island, New Zealand) are groups (school groups, sporting clubs, work groups, service clubs, social clubs, Over 50's clubs and organised tour groups).
- ✚ Some use rail trails for team building, some use it for fitness training, others for a social club outing. Others cycle and walk a rail trail simply for the outstanding beauty and scenery that it provides.
- ✚ Users enjoy routes free from motor vehicles, routes that are away from the noise and smell of roads, and away from trucks and cars.
- ✚ All railway formations (through cuttings and along embankments) provide a gentle gradient and sweeping bends, suitable for all types of cyclists, walkers and horse riders.
- ✚ All rail trails offer safety for users compared with urban shared pathways which have driveways, light poles, blind corners and poor sightlines.
- ✚ Many users are attracted because of the railway heritage artifacts that remain (such as station buildings, bridges, turntables, signals and other signage, cuttings and embankments)

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### 1.6 The Murgon Proston Rail Trail Proposal

The proposed Murgon Proston Rail Trail is envisioned to follow the disused rail line from Murgon to Proston - a distance of some 42 kms. This would be a comfortable day bike ride for most potential users - family groups and leisure cyclists.

The proposed Murgon Proston Rail Trail would traverse through a combination of cropping and grazing country starting at Murgon and passing through the settlements of Mondure and Hivesville before finishing in Proston. The proposal was first mooted in 2018 and a community meeting was held in Proston to discuss the proposal. As is usually the case with such proposals, community opinion was divided between those who saw benefits to the settlements along the corridor and those (mostly adjoining landholders) who felt that such a project would significantly disrupt existing farming practices and lifestyles.

South Burnett Regional Council resolved to apply to the Department of Transport and Main Roads for funding under the Queensland Cycling Action Plan to prepare a feasibility study.

### 1.7 History of Rail Trails

While residents of the South Burnett Regional Council are more familiar with rail trails than many other communities in Queensland given the presence of two rail trails in the region (the Brisbane Valley Rail Trail and the Kilkivan Kingaroy Rail Trail) it is worth reflecting on the history of rail trails.

The rails-to-trails movement began in the USA in the mid-1960s. Local people came up with the idea to convert abandoned or unused rail corridors into public trails. Once the rail tracks were removed, people naturally walked along the old grades, socialising, exploring, discovering railroad relics, marvelling at the industrial facilities such as bridges, tunnels, abandoned mills, sidings, switches and whatever else they could find.

Today, nearly 60 years later, rail trails have made a significant mark in America, with around 100 million users per year travelling on 24,075 miles (over 38,000 kms) of trail on 2,131 rail trails. There is another 812 rail trail projects being planned and/or developed for a total of 8,684 miles (almost 14,000 kms)

In the UK, a number of disused rail corridors form part of the Sustrans long trail cycle network across mainland Britain – the rail trail movement is not as clearly articulated in the UK as it is in the USA or Australia.

In Australia, conversion of corridors to rail trails is a relatively recent phenomenon driven by the closure of many railways in the 1980s and 1990s (though rail closures have been occurring continuously since the end of the Second World War).

Rail trail conversions have proven most popular in Victoria. The Victorian Trails Strategy 2014-2024 reports that there are currently over 800 kilometres of rail trail in Victoria, while the Rail Trails Australia website lists over 30 rail trails throughout Victoria. Some listed are still under construction or require signage and/or publicity materials, though they are in use.

One of the best known of Victoria's rail trails is the Lilydale Warburton Rail Trail which is situated some 40km east of Melbourne (at the end of the suburban train line). This trail caters for all types of bikes, walking, horse riding and wheelchairs (for some segments) due to the outstanding surface material used. The trail passes wineries, cafes, pubs and restaurants along the Yarra River valley.

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The Murray to the Mountains Rail Trail, in northern Victoria, is the most developed of all Victorian rail trails with a sealed surface for its entire distance (97 kilometres). The trail follows the picturesque Ovens Valley and has views of Mt Buffalo and a good climb to historic Beechworth.

In South Australia, the Riesling Trail is perhaps the best-known rail trail. This trail is located in the Clare Valley, 130 km north-east of Adelaide. The trail passes numerous wineries and offers spectacular views from several points along the trail. The idea for the trail is attributed to local business people (winemakers) who saw the potential for the disused railway line from Riverton to Spalding that ran through their region. While the closure of the railway in the 1980's was regarded as a major loss to the area, the conversion of the former railway corridor into one of Australia's best-known trails has benefited local businesses, as well as users. Local people named the trail after the grape that is so celebrated in the Clare Valley. Several wineries have created picnic locations along the trail. There are more than 30 bed and breakfast cottages, several hotel/motels and caravan parks close to the rail trail, enabling users to turn a comfortable one-day bicycle ride into several days. The Coast to Vines Rail Trail (34 kms) continues this very popular South

Australian theme, connecting many of the vineyards of McLaren Vale. The trail offers scenic coast to hinterland views with spectacular vineyard vistas and changing landscapes.

Queensland currently offers Australia's longest rail trail. The 161 km Brisbane Valley Rail Trail (BVRT) follows the disused Brisbane Valley rail line. The BVRT winds its way up the Brisbane Valley, traversing farmland, forests, picturesque rural settings and country towns. The final section of the trail was opened in 2018. There are also rail trails linking Kingaroy and Kilkivan, and Atherton and Walkamin. The Imbil Brooloo Rail Trail in the Mary Valley of the Gympie Region was recently opened. There is a short rail trail in Yeppoon.

Current investigations looking at 7 rail trail proposals are being driven in part by the Queensland Government's commitment of \$14 million over 4 years in the Queensland Cycling Action Program (which is funding this report).

### The Brisbane Valley Rail Trail

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 "The Brisbane Valley Rail Trail is a tremendous asset for the Somerset region. The trail is a significant economic driver for Somerset, boosting businesses, accommodation providers and tourism operators and building on the region's reputation as a destination for adventure-based outdoor experiences." Somerset Mayor Graeme Lehmann (much of the trail runs through Somerset Regional Council)
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 The Brisbane Valley Rail Trail has been named Public Works Project of the Year (2019). Somerset Regional Council received the top award of Best Public Works Project (\$2 to \$5 million) for the 161km trail. The accolades were delivered at this year's Institute of Public Works Engineering Australasia Awards for Excellence.
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 "The BVRT is our biggest tourism driver and a really significant part of the Somerset economy," Somerset Mayor Graeme Lehmann



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*Above: The Lilydale Warburton Rail Trail (Victoria) is about an hour from the Melbourne CBD. This proximity helps attract over 100,000 users per year.*



*Above: The Riesling Trail is South Australia's premier rail trail, travelling through the very attractive wine-growing country of the Clare Valley.*



*Above: The Sidings Rail Trail (WA) makes the most of existing historic rail infrastructure. This trail has two elements – as well as being a rail trail in itself, it is part of the Munda Biddi Trail – the long-distance mountain bike trail between Perth and Albany.*



*Above: The Brisbane Valley Rail Trail (Qld) is now Australia's longest rail trail. It attracts users from South East Qld, one of Australia's fastest growing regions.*



*Above: The Fernleigh Track in Newcastle is exceedingly popular with a range of users. One of its key attractions is the Fernleigh Tunnel.*



*Above: The Murray to the Mountains Rail Trail is one of Australia's highest profile rail trails; users are spending around \$250/day while using the trail.*

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## SECTION 2 – THE CURRENT SITUATION

### 2.1 History of the Railway

At the turn of the 20th century, the railway line from Theebine reached Murgon (1903) and Kingaroy (1904). According to Wikipedia ([https://en.wikipedia.org/wiki/Proston\\_railway\\_line](https://en.wikipedia.org/wiki/Proston_railway_line)), construction of the Murgon to Proston line began in late 1915 but was delayed due to a shortage of rails. Construction work was suspended in 1920 for some two years, then recommenced and the line opened on 24 February 1923. Stops were established at Barlil, Byee, Gueena, Mondure, Kawl Kawl, Hivesville and Kinleymore en route to Proston.

A mixed service was provided three times a week and, between 1938 and 1964, a rail motor service operated to and from Gympie. The Proston timber mill and butter factory accessed the line until both closed and only spasmodic grain traffic continued until line closure. The thirty-kilometre section between Byee and Proston was closed on 25 January 1993 and from Barlil to Byee was suspended in May 1999.

The line branches off the old Nanango-Theebine railway line. The section of that line between Kingaroy and Kilkivan has been turned into the successful Kingaroy Kilkivan Rail Trail under the management of South Burnett and Gympie Regional Councils.

### 2.2 The Current Situation

The Queensland Government released its *Queensland Cycling Action Plan* in 2017 which committed to the investment of \$14 million over four years to develop and implement a program to deliver rail trails in partnership with local governments on state-owned disused rail corridors. This funding provided an impetus to examine a range of railway corridors which may have the opportunity to be converted to rail trails.

In mid 2019, South Burnett Regional Council sought funding under the Queensland Cycling Action Plan to commission a feasibility study on the proposed Murgon to Proston Rail Trail.



*Parts of the corridor - though used by vehicles for access - remain in good condition (above left) while other parts show no sign of the original formation (above right)*



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## SECTION 3 – COMMUNITY CONSULTATION

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Gauging the level of public, stakeholder and business support is important. It is also important to elicit any issues that people in the community may have about the project. Community consultation is extremely important in building the community understanding and support vital in delivering such a project.

Clearly, a project such as this demands extensive consideration of the desires of the 'community' surrounding the corridor. But exactly what is this community, and just whose desires should be considered.

The community is not just the local community (i.e. people living and working alongside the railway corridor), but also all of those people living in the wider region encompassing residents of South Burnett Regional Council. The needs and interests of visitors to the region also need to be considered as these numbers may be significant.

Despite the obvious advantages of a rail trail conversion, there are often opponents to the idea of turning the railway corridor into a multi-use trail. Neighbouring and nearby landowners, some of whom have farmed the publicly owned land for long periods, may be disturbed about the prospect of change to a situation that they have grown accustomed to. It is important to consider the issues that may be raised by adjoining landowners and investigate what options are available for resolving some of these concerns. Adjacent landowners are traditionally – and understandably – apprehensive about trails close to their properties. It is important that these concerns are seriously addressed before any trail conversion takes place. Many landowners resent having things imposed on them or feeling as if they have no say in what is happening around them. Many landowners are resistant to change of any sort, let alone one they perceive will have detrimental impacts on their lifestyle as well as on their farming operations. It needs to be appreciated that opposition will never completely cease – some people will never be convinced, despite a plethora of testimonials (indicating nothing but positive results from the trail) from people in very similar situations, including the experiences of those living by the Kilkivan Kingaroy Rail Trail.

Conversely, adjacent landowners who understand and support the reasons behind a trail, and who see that the trail is going to be well organised and efficiently managed, will prove to be extremely valuable partners in years to come. Indeed, some of them will take advantage of business opportunities offered by the rail trail project.

### 3.1 Inception Meeting

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An inception meeting was held on 26 August 2019 involving staff of the South Burnett Regional Council.

The following matters were discussed:

- ✚ The existing rail corridor between Murgon and Proston.
- ✚ The genesis of the project noting which organisations were advocating for the project and what public commentary there had been to date.
- ✚ Issues that had arisen in previous consultation notably a public meeting held in January 2019.

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- ✚ Discontinuities and encroachments along the former railway corridor and possible means of circumventing them.
- ✚ Clarification of the community consultation program notably the proposed Open Houses (locations, times, dates, booking venue for Council).
- ✚ Feedback from Council on some construction and operational matters relating to the existing Kilkivan Kingaroy Rail Trail of relevance to this proposal.

### 3.2 Initial Consultations

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As part of the consultation process, groups who initiated discussions of the project within the community were contacted prior to the Open Houses. Key points of discussion were:

- ✚ Economic benefits of the existing Kilkivan Kingaroy Rail Trail;
- ✚ Use rates and patterns of the existing rail trail;
- ✚ Aspects of the potential trail's development – whether it would cater for horses and how this might be done, potential surfacing, lack of bridges, ongoing maintenance and the potential involvement of community groups in that process, and associated facilities such as accommodation and user support services;
- ✚ Ongoing commercial activities in Proston of relevance; and
- ✚ Existing events on both KKRT, BVRT and the short section of trail out of Proston.

### 3.3 Community Consultation Events

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A series of Open Houses were arranged to discuss the proposed rail trail project with members of the community.

The dates and times of these sessions were:

- ✚ Tuesday 8 October – 8.30 am - Murgon (at Murgon Library)
- ✚ Tuesday 8 October – 10.30 am - Mondure (at Mondure Hall)
- ✚ Tuesday 8 October – 12.30 pm - Hivesville (at Memorial Park)
- ✚ Tuesday 8 October – 5.30 pm - Proston (at Proston Town Hall)

A meeting was also held with the Murgon and District Business Association prior to the Murgon Open House.

The Open Houses (or 'drop in' sessions) were designed to show the community what the rail trail might look like should it be built. The Open Houses were very "visual" – they included a display of the proposed rail trail using photos of the corridor as it currently is, together with artist's impressions of what it may look like after construction of the rail trail. The display also included photographs from other rail trails showing various types of surfacing, fencing, businesses servicing rail trail users, types of trail users and a range of infrastructure elements commonly seen along rail trails. The Open Houses were also designed to show (and discuss) solutions for perceived problems, drawing on successful rail trails elsewhere in Australia and New Zealand. These images helped to explain what a rail trail is, what it may look like, the potential impact on adjoining farms, and the solutions to commonly held issues.

Four images were prepared. These were:

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- ✚ Near Mondure – a section of the corridor passing through cropped land near Campbells Rd crossing – with a constructed trail;
- ✚ A missing bridge east of Kinleymore School Rd – with pre-fabricated bridge and double fencing on the approaches;
- ✚ A cutting near Proston - with a constructed trail; and
- ✚ An embankment near Proston - with a constructed trail and trail-edge delineators

Appendix 1 contains the “before” and “after” that were part of the visual display at the community consultation events.

Whilst formal attendance records were not kept, in excess of 50 people attended the Open Houses across the 4 venues. Just under half of those attending were adjoining landholders (noting the absence of formal records).

There were a number of conversations between Open House attendees and the consultants. The conversations were with both supporters and opponents of the rail trail proposal. Supporters’ comments were generally founded on their own experiences of the existing South Burnett rail trails (the BVRT and the KKRT) and centred around the following issues:

- ✚ The economic benefits of the existing trails in bringing users to the towns and villages along the way. Many expressed a view that the proposed trail could bring similar benefits to Proston in particular, noting recent developments in the town with the purchase of the row of shops by Proston Qld Ltd (while also noting the existing struggles of the towns and villages along the corridor).
- ✚ The number of events currently being run on the KKRT in particular was cited as one potential benefit and use of the proposed rail trail.
- ✚ Many noted the range of existing and possible new accommodation options that would arise from a rail trail – bed and breakfast facilities, cabins, camping facilities, caravan park.
- ✚ Some noted the community bus that is for use by Proston community which could be used as a trail user support service.
- ✚ Many noted the limited existing attractions in Proston (Boondooma Dam was mentioned as the main attraction) and felt the rail trail could be a real attraction for Proston, including an attraction for people from Chinchilla.
- ✚ The proactive community in Proston was related by those not from Proston. Members of the Proston community in support also noted that many of the people wanted Proston to thrive rather than die. The community members are also keen to be involved in trail maintenance.
- ✚ Some discussed design aspects of the trail and the available options:
  - Surfacing was discussed with some advocating for a sealed surface noting it was a key attraction of the existing rail trail from Murgon to Kingaroy, it enabled use by disabled people, made a better surface and reduced weed intrusion.
  - Use of the trail by horses was discussed and supported by many rail trail supporters. This would be a point of difference to other trails in the region. A



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- range of developments to attract horse riders was put forward – yards, hitching rails, stabling areas. Horse events could also be organised on the trail
- Supporters did note that many of the objections raised by landholders such as motorbikes, theft, trespass are similar to those that were raised before the KKRT was constructed and these have not been an issue now that the trail has opened. Some supporters also argued that if aerial spraying is such a hazardous activity (as put forward by opponents), it should be referred to the health authorities, rather than used to curtail reasonable recreational activities.
- ✚ There were some discussions around alternatives. For most in favour, the option was simply the Murgon to Proston Rail Trail or no rail trail. A complete trail would allow those without cars to ride to Murgon and would also facilitate children being able to ride to Murgon from Proston without relying on parents to take them by car and pick them up. “Going around” options were discussed by some people to avoid some of the very problematic sections between Bye and Mondure. Two people did raise the issue of developing a Hivesville to Proston Rail Trail, noting it would be a good distance (around 27 kms) for a return bike ride or a good one to two-day walk.

Opponents’ comments were around a number of key elements within three major headings:

- ✚ Farm management and disruption to farming practices;
- ✚ Non-farm management issues. These are generally concerns around safety, security, privacy, theft, trespass, noise, disturbance and a range of related issues; and
- ✚ Trail management. These are generally concerns around maintenance, and the behaviour of trail users in regard to littering, toileting and other issues.

There were a number of adjoining landholders who raised issues with the proposal but were not necessarily opposed to the project. Many of these concerns are what might be termed generic concerns – they have been raised in association with the many rail trails proposals across Australia. In many cases, satisfactory solutions have been found. Table 1 presents a range of problems generally raised (most were raised in the Open Houses) and some generic solutions. The table also notes which issues were specifically raised in the Open Houses or were relayed via letters.

Two farm management issues that were raised in the Open Houses which are not reflected in the table are:

- ✚ Centre-pivot irrigation systems and their use. Along the trail corridor between Bye and Mondure cotton and other crops are grown extensively and landholders are using centre-pivot irrigation systems – farmers claimed that they irrigate across the railway corridor. Re-configuring these is claimed to be a major expense. One landholder indicated he would not invest in extending his centre pivot irrigation system without certainty of access continuing.
- ✚ Aerial spraying and potential drift on an ongoing, frequent and unpredictable basis was raised as another issue. Farmers were concerned that their spraying regimes would be interrupted. This situation is not a situation found in southern Australia on most rail trails where adjoining agricultural landowners spray with more predictability and less frequency. Current practices mean that spraying is done on a “wake up and go” approach – planned for certain times but this can be altered by the prevailing weather

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patterns on the day of the spraying. The trail could not be closed in advance to allow for spraying on a predictable basis. It should be noted that a trail route using road links to go around some of these areas (as had been suggested) would present the same issue – the trail manager is promoting a trail that may be subject to aerial spray.

There were also claims at the Open Houses that at least two landholders had 99-year leases over parts of the corridor. This has not been verified by existing records.

Opponents (adjoining landholders and others) also questioned the likely economic benefits, claiming that businesses along the existing KKRT had not benefitted from the existing rail trail (it was claimed that existing business owners had been spoken to about this matter and indicated they had received no additional business from the trail). They were also sceptical a trail would attract the numbers of users being put forward by trail supporters.

The cost of bridges and the ongoing repair costs to the trail caused by flooding particularly in the lower sections around Mondure was raised by opponents.

It is reasonable to state, based on conversations with Open House attendees, that:

- ✦ The adjoining landholders who attended had concerns with the proposal and raised a number of issues. Many appeared to be vehemently opposed to the proposal, whereas some could see that, if it were to proceed, acceptable solutions could be found to their issues (this did not apply to all landholders – some did not believe that the issues would not arise despite the evidence from rail trails elsewhere). Other opponents were not adjoining landholders but objected to the proposal on a number of other grounds as noted above.
- ✦ The majority of those who attended who were not adjoining landholders were very supportive of the project and said they would use the trail if it were developed. Many of these could see a range of benefits to the region if the trail was developed.
- ✦ Support and opposition was spread across the Open Houses. The majority of those who attended the Murgon and Proston Open Houses were supportive of the project while the majority who attended the Mondure Open House were opposed. The Hivesville attendees were evenly split between the two positions. At Mondure, the majority of attendees were opposed to the project. However, many admitted that some (but not all) of their concerns had been addressed by the material on display and conversations with the consultants. In Proston, the majority were in favour of the project with many seeing it as a way of revitalising the town. Those opposed to the project were mostly adjoining landholders – again, some of their concerns were addressed to their satisfaction.
- ✦ There is a very obvious schism in the communities along the railway corridor between those who support and those who oppose – evidenced by the Open House feel and the way people were eying off each other or referring to “the other parties”. Supporters felt that it has been very unfair that criticism has been directed at local people by farmers opposed to the trail. Opponents felt that there was an issue about expressing opposition. One opponent said that more people were opposed than appeared at the Open Houses but did not want to come to the Open Houses for various reasons. One attendee questioned how - in considering some of the feasibility questions – the consultants can analyse and make recommendations based on a balance between concerns of landholders and the support of key stakeholders.



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It is not possible (nor is it fair to those who attended) to give some definitive comment on numbers opposed and supportive of the project.

### 3.4 Formal Submissions

A number of formal submissions were made by interested individuals and groups both prior to and after the Open Houses (it should be noted that trail supporters had actively garnered positive comment while the same level of action was not obvious from the trail opponents. These letters should be seen in that light). These are summarised below.

Supporters' comments (14 submissions) were generally founded on their own experiences of the existing South Burnett rail trails (the BVRT and the KKRT) and centred around the following issues:

- ✚ The economic benefits of the existing trails in bringing users (both visitors and locals) to the towns and villages along the way. Some letters spoke of their own experiences using rail trails elsewhere and the money they spend doing so. Many expressed a view that the proposed trail could bring similar benefits to Proston in particular.
- ✚ The number of events currently being run on the KKRT in particular as cited as one potential benefit and use of the proposed rail trail. These were cited both as an economic benefit to the towns and a way of bringing communities together.
- ✚ Many cited the health benefits of rail trails – physical, mental and “social”. Many submissions drew on their own experiences related to the health benefits of using the existing trails. The statistics showing the South Burnett Region has above-average percentage of people with health issues – notably obesity and diabetes – was raised by a large number of submissions.
- ✚ Off-road safety provided by a rail trail was cited in many submissions as a key part of the appeal of rail trails – the rail trails provide a safe place to learn to cycle and to develop cycling confidence.
- ✚ Some noted the community bus that is for use by Proston community which could be used as a trail user support service
- ✚ One submission indicated the group would be willing to assist in trail maintenance. Unfortunately, this group will formally dissolve in the near future and has withdrawn its “offer” for maintenance.
- ✚ Some highlighted possible connections to Boondooma Dam as part of a cycling adventure.
- ✚ Some supporting submissions challenged the comments made by landholders previously relating to biosecurity, spraying, theft, trespass.
- ✚ One submission suggested a “go around” option for dealing with farming practices between Byee and Mondure and for dealing with the missing bridge over Barambah Creek while others provided comments of a technical design nature relating to signage, surfacing, tree planting, horse use.

The one submission from an opponent cited the fact that many opponents could not attend the Open Houses but had raised with him a number of concerns. Again, these are addressed in Table 1 below. He cited a series of other objections:

- ✚ Doesn't believe there are enough positive benefit to warrant the expense of construction and maintenance and the disruption to farming practices;

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- Noted there was a petition against the trail;
- Noted Council's previous comments about being unable to afford the maintenance;
- Doesn't believe the local groups are strong enough to maintain and manage the project; and
- Cited the lack of shops in Proston as an issue.

### 3.5 Landowner Concerns and Solutions

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A number of what might be called generic issues and concerns were raised in both conversations at the 'Open Houses' and written feedback. It is likely that there are a number of other specific issues and concerns adjoining landholders in particular have that were not raised but may be covered in the table.

Table 1 presents a range of problems generally raised (most were raised in the Open Houses) and some generic solutions. The table is provided as guidance; it does not substitute for detailed discussions with adjoining landholders over problems and specific tailored solutions – this should be part of the next phase of work (preparation of a detailed development plan) if the project proceeds. There are also a range of relevant local notes in the table noting where these issues were raised and some relevant local solutions such as on the Brisbane Valley Rail Trail and the Kilkivan Kingaroy Rail Trail. As noted above, some issues are unique to this corridor and are not included in the table below.

This is not to say that the concerns raised by landowners in this case are not worthy of attention. In fact, quite the opposite is true, and the Feasibility Study has given considerable weight to some of the more problematic concerns raised (notably centre pivot irrigation and aerial spraying). Many of these concerns are legitimate and warrant careful consideration. This is not then so much a case of people raising unfounded issues – rather, it is a case of people raising issues that need to be resolved.

In addition to this table of 'issues' and 'solutions', the Murray Local Land Service (in NSW) prepared a *Strategic Risk Assessment – Biosecurity Risk Associated with Rail Trails* for the 21km Tumbarumba Rosewood Rail Trail – which is currently under construction.

This report is available from various sources, including the Murray Local Land Services. On its web site (<https://murray.lls.nsw.gov.au/biosecurity/disease-control/rail-trail-biosecurity-risk-assessment>), the Murray Local Land Services states:

*Murray Local Land Services staff were engaged to carry out this risk assessment as independent experts, and this is their independent view.*

*In completing this risk assessment, Local Land Services is not making a judgment on whether or not the proposal in question should proceed. The risk assessment is used by the proponent to engage with landholders as part of the development proposal.*

*This document can be used as a generic template when considering risks for rail trails or other similar developments. However, it has been specifically designed with the Tumbarumba-Rosewood Rail Trail in mind, and some of the risks and treatments may need to be modified accordingly.*

Whilst it has been prepared for NSW, many of the issues and solutions are relevant to Queensland.



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*Above and below: two styles of crossings on the Otago Central Rail Trail in New Zealand.*



*Below: the farmer alongside Port Fairy Warrnambool Rail Trail (in Victoria) has complete control over gates and opens them when he needs to move stock and machinery across the corridor.*



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<b>Table 1: Landowner Concerns and Solutions</b>	
<b>IMPACT / ISSUE / PROBLEM</b>	<b>SOLUTIONS SUCCESSFULLY USED ELSEWHERE / COMMENTS FROM EXPERIENCE ELSEWHERE</b>
<b>Impacts on adjoining land owners' lifestyles</b>	
<p><b>Crime - Trespassing, vandalism and theft.</b></p> <p>Landholders often express a range of concerns in regard to the issue of trespassing on to farmland, especially where the railway corridor is remote from farm buildings and public roads.</p> <p>The issue of theft in particular was raised by a number of adjoining landholders in open houses and formal submissions. Some claimed that there had been increases in theft once the KKRT was opened, particularly along the Murgon-Wondai section (this claim has been disputed by SBRC and others)</p>	<p><b>Comments</b></p> <p><i>Crime</i></p> <ul style="list-style-type: none"> <li>○ Numerous studies have concluded rail trails do not generate crime. Research and anecdotal evidence suggest conversion of rail trails tends to reduce crime by cleaning up the landscape and attracting people who use the trail for legitimate reasons such as recreation and transport.</li> <li>○ There have been no reports of trespassing, theft or vandalism on the Murray to the Mountains Rail Trail (Victoria) since the establishment of the trail. Similarly, the Collie to Darkan Rail Trail (Western Australia) has had no incidents of crime.</li> <li>○ The Clare Valley (South Australia) Riesling Trail has had 2 incidents along the trail in over 25 years of operation. One of these, a burglary, would have occurred regardless of whether the trail existed at the rear of the property. The other, an incident involving an unrestrained dog attacking stock in an adjoining paddock, is one that can be avoided by trail users following trail rules.</li> <li>○ The Linville-Blackbutt Rail Trail (part of the Brisbane Valley Rail Trail in South East Queensland) had 2 incidents with trail bike access in over 10 years, but these were easily dealt with by the local police.</li> <li>○ The Rails to Trails Conservancy work in the USA includes dozens of testimonials from law enforcement officers in a number of jurisdictions confirming that the expected/perceived crimes simply do not occur.</li> </ul> <p><b>Possible solutions</b></p> <p><i>Crime prevention</i></p> <ul style="list-style-type: none"> <li>○ Design solutions to minimise theft include installation of security (and additional) fencing and planting.</li> <li>○ Trail design can eliminate overgrown vegetation and tall shrubs that minimises hiding places and creates long sight lines.</li> </ul>

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	<ul style="list-style-type: none"> <li>○ Security lighting at trail heads and parking areas adds security.</li> <li>○ Emergency vehicle access helps increase user security.</li> <li>○ Keeping trail corridors clean and well-maintained increases sense of community ownership and ‘passive surveillance’ reducing minor crime such as litter, graffiti and vandalism.</li> <li>○ Plantings of tree-lined corridors along parts deemed ‘vulnerable’ by adjoining landowners could also provide a way of reminding trail users to stay on the trail – these provide a form of visual fence.</li> <li>○ Many trails have a signposted Code of Conduct as a means of reinforcing what is expected of trail users and highlighting inappropriate behaviour.</li> <li>○ Prohibiting motor vehicle use (by regulation and design) reduces property crime. Locked management access gates are a proven method of restricting access on to a trail. It is worth noting that the KKRT does not use these gates but rather uses another gating system and SBRC report no issues with motorbike use after a short time (there was some illegal use initially)</li> <li>○ Volunteer or professional trail patrols ranging from informal monthly clean-ups and maintenance crews to daily patrols.</li> <li>○ The trail construction would include the provision of appropriate signage and barriers. Signage (and appropriate barriers) would allow enforcement of trespassing rules as well as acting as a physical barrier.</li> </ul>
<p><b>Loss of privacy for adjoining landowners</b></p> <p>Often residences have been constructed in close proximity to the railway corridor. Landowners living near to or alongside the proposed rail trail anticipate that noise and reduction of privacy will occur. This was raised by one adjoining landholder at the Proston Open House.</p>	<p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Some effective design solutions are possible and have been used to good effect on other rail trail projects. Fencing and security screening are the obvious methods.</li> <li>○ Re-routing the trail off the formation away from the affected residence onto an adjacent road reserve or elsewhere in the rail corridor.</li> <li>○ Substantial additional vegetation planting to provide a visual barrier between the trail and the residence (while minimising ‘hiding’ places).</li> <li>○ Installation of screen fencing to obscure views of houses from the trail.</li> </ul>

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<p><b>Land value devaluation</b></p>	<p><b>Comment</b></p> <ul style="list-style-type: none"> <li>○ What empirical evidence exists comes from the USA (<i>American Trails website</i>). The evidence is that rail trails positively add value to properties along their route. Research and anecdotal evidence suggest conversion of rail trails tends to either have a positive impact or a neutral impact on land values. It is positive where land use is changing to more intensive uses (such as from rural production to rural living/rural residential). Single family residential property values along the Little Miami Scenic Trail (Ohio) were positively impacted by proximity to the trail (<i>Karadeniz 2008</i>). Properties along the Minuteman Bikeway and Nashua River Rail Trail (Massachusetts) sell for a higher proportion of the asking price and in about half the time that it took for houses in the general inventory (<i>Della Penna</i>). Properties near, but not immediately adjacent to the Burke Gilman Trail (Seattle) sold for an average premium of 6% while those immediately next to the trail sold for a minimal premium (around 0.5%). Neutral-to-positive expectations for property values were held by 87% of adjacent neighbours to the Luce Line Trail (Minnesota). In the same 1988 study, 56% of farm neighbours held that same view, as did 61% of suburban neighbours (<i>American Trails website</i>).</li> <li>○ The consultants are not aware of any documented evidence to suggest property values decrease.</li> <li>○ One submission noted that the presence of the KKRT was a deciding factor in their purchase of a house in Wondai.</li> </ul>
<p><b>Stress and concerns about the impacts of trails on farmers lifestyles and incomes</b></p> <p>An element of uncertainty in both the short-term (until a decision is made) or the long-term (from rail trail operations)</p>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>○ Any change is difficult and causes stress for many people, especially where it is a change to the way people have operated their businesses and lifestyles for many years.</li> <li>○ All public infrastructure projects create stress and concerns for those who will be negatively affected (or perceive they will be negatively affected). The experience in rail trail projects elsewhere is that the problems that adjoining landholders believe will occur do not occur. They are managed primarily by ongoing consultation and good design.</li> <li>○ One opponent reported that he had conversations with several other people alongside the corridor who did not attend because they were concerned by the rail trail and were concerned by the process.</li> </ul>



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	<p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Staging of the project so that landholders and the responsible committee can see how sections work and what problems and issues arise and then react accordingly in subsequent stages is one possible way to minimise the concerns of landholders (given that these concerns may be felt differently by different people in different parts of the corridor).</li> </ul>
<p><b>Impacts on farming practices</b></p>	
<p><b>Threat of fire</b> Landowners are often concerned about the possibility of increased fire risk along a rail trail with fires spreading unimpeded along the corridor and consider that additional fire protection will be required if the reserve is used for a rail trail. This was raised in the Open Houses.</p>	<p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Development of an effective fire management plan in close consultation with the local Rural Fire Service.</li> <li>○ Areas of the trail deemed high fire risk can have more active management controls.</li> <li>○ Trail closure during periods of fire bans – as occurs on other tracks in high fire areas. The Hume and Hovell Track (in southern NSW) is one example of the use of specific closures. Trails in fire-prone areas can be closed for the duration of the high fire risk season.</li> <li>○ Smoking can be prohibited on the trail. Councils can declare the public area a smoke-free zone, just as it can with other public areas. (Note: trail users are usually people interested in healthy pursuits and are therefore predominantly non-smokers).</li> <li>○ Development of the rail trail has a significant advantage in that it provides easy access for emergency vehicles and other vehicles (such as electricity maintenance vehicles) to locations that may otherwise be difficult to access.</li> </ul>
<p><b>Weeds</b> Who will remove weeds and who will keep them under control was a common issue raised in Open Houses. Noxious weeds brought in by trail users was raised as a possible issue</p>	<p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Preparation of a regularly reviewed Trail Management Plan covering all maintenance issues prepared in advance of construction.</li> <li>○ Focus of maintenance – erosion, vegetation regrowth, weed control and signage damage.</li> <li>○ Division of maintenance into regular inspections and simple repairs and once/twice yearly programs undertaking larger jobs such as vegetation control.</li> <li>○ Signage to indicate wheels and shoes must be clean and free of dirt and vegetable matter before entering the trail. Wash down areas for wheels and footwear at both ends of the trail to encourage “come clean, go clean” can be constructed if noxious weed spread is a high risk</li> </ul>

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<p><b>Interactions between nervous livestock and trail users with dogs</b></p> <p>Farmers whose properties adjoin the corridor are often concerned at unrestrained dogs being allowed along the proposed rail trail and causing difficulties for their livestock.</p>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>○ It is well recognised that people walking dogs is a pastime with considerable physical and mental health benefits. On other rail trails, some sections of the trail (notably within the urban areas) permit this activity.</li> </ul> <p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ On other trails, dogs are usually either banned altogether, or trail users are required by regulation to keep their dogs on a lead at all times. The Trail Manager may ultimately decide to allow dogs (on leads) within the 'town' areas of the trail. This may be confined to Murgon and Proston if the trail proceeds.</li> <li>○ If the rail trail is declared 'dog free', Council's rangers could issue infringement notices and the offender can be fined.</li> </ul>
<p><b>Interactions between nervous livestock and trail users on horseback</b></p> <p>Farmers whose properties adjoin the corridor are often concerned at horses being allowed along the proposed rail trail, potentially bringing in weeds via faecal matter and a range of bacterial diseases and causing difficulties for their livestock. This was raised as an issue by a number of landholders in the open houses though only a few have horses in their own paddocks.</p>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>○ Rail trails around Australia vary on whether they permit horses. Of the trails listed as open on the Rail Trails Australia website, some 75% do not allow horses (for a range of reasons).</li> <li>○ The debate about whether horses carry weeds in faecal matter has been around for a number of years and is particularly topical in discussions about whether horses are allowed into national parks. There appears to be no agreed consensus (though some national parks managers are permitting horses).</li> </ul> <p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ This draft Feasibility Study makes no recommendations as to whether horses should be allowed on the trail. The impact on feasibility will be relatively low and it is more properly a decision for the community to make.</li> <li>○ If horses are to be allowed, a separate slashed bridle trail should be developed within the corridor. A cost for this has been included.</li> </ul>
<p><b>Interactions between trail users and stock – interference in farming practices.</b></p> <p>Some landholders were concerned about interference in farm practices by trail users who are not familiar with farming practices e.g.</p>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>○ This has not been an issue in other rail trails running through grazing country that the consultants are aware of.</li> <li>○ Existing signs for the KKRT alert users to the fact that the trail passes through farming areas.</li> </ul>



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<p>separation of calves and mothers or “spooking” of cattle by passing cyclists, particularly “new” cattle who are not used to people</p>	<p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Prevent contact between animals and people by using signage to indicate appropriate behaviour and warn of trespass and biosecurity obligations and risks. Signage to advise of appropriate behaviour when on the trail e.g. not making excessive noise that may frighten stock along the trail.</li> </ul>
<p><b>General biosecurity</b></p> <p>There are concerns that the use of rail reserve by trail users will increase the risk of contamination of livestock. This was raised by several landholders in the Open Houses.</p>	<ul style="list-style-type: none"> <li>○ Advice obtained by the proponents of the Great Victorian Rail Trail (in central Victoria) from the Department of Primary Industries (Victoria) was that a trail should not jeopardise the landowner’s ability to sign the National Vendors Declaration. The rail trail would be considered in the same way as any public thoroughfare would be. Farmers have no control over who uses and what is done on adjoining roads so they have ‘no knowledge’ unless they are notified (the Declaration specifies that “to the best of a farmers knowledge and from information they have control over that their livestock comply with the conditions on the declaration”). Trail users are no different to road users in that people may trespass onto private land but most are unlikely to cause significant damage, unless there is some malicious intent. Again, the farmer has to have some knowledge of this before the declaration is declared false. Cars and particularly tractors moving at high speed would disperse more dirt from roads and tracks than collective effort of numerous bikes (in particular).</li> <li>○ The NSW Government prepared guidelines for assessing rail trails (<i>Strategic Risk Assessment: Biosecurity Risks Associated with Rail Trails</i>) which included an assessment of the risk of trail users introducing exotic animal diseases as an unlikely risk with catastrophic consequences, giving it a high risk rating. The documents suggest that risk treatment options reduce likelihood and result in a low residual risk rating. The document identifies that current national border control and quarantine protocols are in place. Suggested solutions include providing bins which fully contain rubbish (or instructing people not to leave rubbish and why), provide information on the general biosecurity duty to which the general public must adhere, and using signage to prevent contact between people and animals. Information on the trail should also include biosecurity risks and responsibilities including warnings about food scraps, human waste,</li> </ul>

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	<p>soil, seeds, organisms and people who have been outside Australia in the last 7 days. The assessment also notes that trespass laws apply.</p> <ul style="list-style-type: none"> <li>○ The NSW Government document assesses the risk of trail users introducing non-endemic animal diseases as an unlikely risk with moderate consequences, giving it a medium risk rating. The documents suggest that risk treatment options reduce likelihood and result in a low residual risk rating. Solutions are similar to the risk of introducing exotic animal diseases and also includes signage to indicate wheels and shoes must be clean and free of dirt and vegetable matter before entering the trail. (Such facilities could be included at trailheads). Trailheads could also include wash down areas for bikes, prams, and footwear in high risk areas.</li> <li>○ The NSW Government document assesses the risk of trail users spreading established diseases between farms as an unlikely risk with moderate consequences, giving it a medium risk rating. The documents suggest that risk treatment options reduce likelihood and result in a low residual risk rating. Suggested solutions are as above.</li> <li>○ The NSW Government document also recommends that the trail proponent include in their emergency response plan a provision to close the trail during a disease emergency.</li> </ul>
<p><b>Chemical applications</b></p> <p>A number of farmers are concerned about the impacts on users of aerial spraying and on-ground spraying with associated spray drift (and their possible exposure to liability), given its frequency and unpredictability of time., Aerial chemical spraying is a regular farming practice that cannot be confined to a predictable timetable.</p>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>○ Farmers have the same obligations as any other chemical user in preventing drift and potentially causing damage to adjacent land.</li> <li>○ For other trails, this has not been an issue. On the Lilydale to Warburton Rail Trail, grapes and flower growers are in very close proximity to the trail – they are in fact tenants renting rail trail land. Spray drift has not been an issue of concern. The same applies to the Riesling Trail (again, most adjoining land owners are grape growers).</li> <li>○ However, this aerial spraying situation is not a situation found in southern Australia on most rail trails where adjoining agricultural landowners spray with more predictability and less frequency. Unfortunately, this means that solutions used elsewhere are not appropriate.</li> </ul>



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	<p><b>Possible solutions</b></p> <p>A number of solutions work well in areas where there are less frequent and more ‘predictable’ spraying patterns. The constant use of aerial spraying also presents a new challenge (many other rail trails adjoining areas where boom spraying is the principle means of application and is therefore under much tighter control by the user). They will not work as well in the environment around the Murgon-Proston rail corridor due to the more frequent and less predictable spraying timetables. It should be noted that a number of comments made at the open houses and submissions argued that if aerial spraying is such a hazardous activity, it should be referred to the health authorities, rather than used to curtail reasonable recreational activities</p> <ul style="list-style-type: none"> <li>○ It is anticipated that heavy use of the trail in the ‘agricultural sections’ of a trail would primarily be confined to weekends. Spraying ‘rosters’ agreed to between farmers and a management body could manage spraying and confine it, as much as possible, to weekdays. It is acknowledged that this is not always possible due to nature of ownership, on-site presence of farm owner/manager, and climatic factors; it is one solution.</li> <li>○ Notifications on trail literature (permanent and temporary – such as web sites) can spell out issues about spraying and indicate to users what they are likely to encounter at any time on the trail.</li> <li>○ Whether chemicals used in spraying are of such toxicity that incidental exposure for short periods on a one-off or irregular basis (the likelihood of exposure of trail users) will cause any long-term health effects is unknown.</li> </ul>
<p><b>Fencing of the corridor</b></p> <p>Farmers often believe that the rail trail project will result in them needing to pay for additional fencing. This was the major concern about fencing expressed at the Open Houses; some stated that adjoining landholders had to pay for fencing along the KKRT.</p>	<p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Fencing may be appropriate along railway corridor boundaries in some places and not in other places – this depends on a number of factors. Consultation with each adjoining landowner will be required.</li> <li>○ The cost of fencing, where required, should be a project cost. Adjoining landowners may wish to be receive remuneration should they wish to erect the fencing to their standards (rather than contractors).</li> </ul>

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<p>Farmers often believe fencing will cause problems with farming practices and not fencing will create havoc with livestock / trail user interactions &amp; liability.</p>	<ul style="list-style-type: none"> <li>○ Vegetation lines may also act as “visual” fences if appropriate.</li> <li>○ Replacement of fencing over time (as it wears out or gets damaged) would need to be part of the original agreement with adjoining landowners. Landowners in other projects have stated that they would not want to replace a fence that fell down (over time) as they would not originally want the fence and would not need the fence if the rail trail did not proceed.</li> </ul>
<p><b>Splitting of farm paddocks</b> Splitting properties and the resultant impact on farm practices (particularly getting stock to watering points).</p>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>○ There will be sections that ‘dissect’ properties or are used by the adjoining landholder. This was raised by landholders in the Open Houses; it was claimed that much of the corridor between Hivesville and Proston splits properties in half.</li> </ul> <p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ There are several options for dealing with “paddock splitting”. They involve providing fenced and gated crossing points for stock and machinery at appropriate locations as determined by the landholder and trail manager.</li> <li>○ Another option to deal with watering points issue is to provide watering points (new water tanks or similar) on both sides of the corridor for stock (these could be provided by the project construction budget).</li> <li>○ Access licences can be granted by the trail manager with use conditions set to minimise damage to the trail, to manage interactions with trail users, and to maintain farm practices and maintain/develop access. The locations for these should be noted in the trail development planning process as part of field work should the trail proceed. Some of the corridor close to Proston is already used for property access – this could be continued with good design if the trail proceeds.</li> </ul>
<p><b>Construction impacts on livestock</b> Timing of construction may have impacts on landholders use of certain paddocks for livestock at certain times of the livestock management cycle. This was not raised but may be an issue.</p>	<p><b>Possible solution</b></p> <ul style="list-style-type: none"> <li>○ Should the trail proceed, construction timing should be worked out and negotiated between the Project Manager and any relevant landholders to minimise disruption to livestock and cropping management.</li> </ul>



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<p><b>Contaminated land</b></p> <p>Some landholders indicated they had been denied the opportunity to buy railway land previously due to contamination issues.</p>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>○ In 1997, a study was undertaken for the SA Department of Recreation and Sport a health risk assessment of a rail corridor that was proposed for a rail trail. The work was undertaken to address risks to future trail users and construction workers and was carried out in accordance with the approach suggested in relevant guidelines at the time (<i>Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites</i>). Notable conclusions were that the indicative level of risk posed to future trail users by soil contamination along the former single track is anticipated to be negligible, that a precautionary approach was suggested for trail construction at former railway sidings due to a potential higher risk, arsenic was unlikely to pose a risk of severe effect from a single exposure to the highest level of contamination anticipated on the site, and construction activities were also unlikely to pose an occupational risk.</li> </ul>
<p><b>Impacts of trail users</b></p>	
<p><b>Management of litter and toilet waste</b></p>	<p><b>Comment</b></p> <ul style="list-style-type: none"> <li>○ Some landowners whose properties adjoin a former railway corridor expect high levels of litter.</li> <li>○ It has not been a problem elsewhere. The Lilydale Warburton Rail Trail (Victoria) is kept spotless, with little or no visible signs of litter. The Gippsland Plains Rail Trail was involved with Clean Up Australia Day, but their involvement was curtailed because they effectively had nothing to do. There was no litter to clean up. The Clare Valley Riesling Trail (in SA) is also litter-free.</li> <li>○ Litter is also not evident on the KKRT.</li> </ul> <p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Thoughtful placement of rubbish bins at trailheads on the trail.</li> <li>○ Regular maintenance patrols by council staff or volunteers, or the trail manager.</li> <li>○ While installation of composting toilets is one appropriate solution, these are costly and are generally recommended only where there are long stretches between towns.</li> </ul>

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<p><b>Farm safety</b></p> <p>Adjoining landholders can be concerned that farms are unsafe work places and people are being invited into such unsafe workplaces.</p>	<p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Good design and appropriate information (as discussed above) will discourage people from going off the trail onto farm property and thus placing themselves in dangerous work environments or in close proximity to unpredictable livestock.</li> <li>○ Particular attention to the trail design issues around sites where agricultural buildings are close to the rail trail (some of these solutions are discussed above in the section on crime prevention).</li> </ul>
<p><b>Trail Management issues</b></p>	
<p><b>Funding for construction</b></p> <p>A major concern for opponents to rail trails is “Who is going to pay for trail project?” How will it affect rates?</p>	<p><b>Comment</b></p> <ul style="list-style-type: none"> <li>○ Many Federal and State Government funding programs are available for tourism/recreation projects such as trails. Rail trails in Queensland are funded by a specific State Government program (discussed in Section 12). Numerous trails around Australia have been funded by major grants worth hundreds of thousands of dollars.</li> <li>○ Major companies, such as mining companies, have contributed to trail projects. For example, BHP Billiton has contributed \$200,000 towards the Camperdown-Timboon Rail Trail in Victoria.</li> <li>○ Volunteers and other low cost resources, including low risk prison crews, can be brought into trail construction and maintenance projects.</li> <li>○ Entire construction costs for trails are rarely borne by local government, therefore there is reduced impact on ratepayers for construction (even though ratepayers do benefit directly from trails, and indirectly by visitors spending in the community).</li> </ul>
<p><b>Liability – who is liable for the safety of users both on-trail and when they stray off-trail</b></p>	<p><b>Comment</b></p> <ul style="list-style-type: none"> <li>○ In recent years public liability has become a major issue right across the community. Trails are not immune from concerns related to liability, or from the resulting issues. Indeed, liability – who is liable and who will pay – is often raised as a potential ‘problem’ with rail trail projects.</li> </ul> <p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Primary project partners must take responsibility and ensure that their role is clear and unambiguous.</li> </ul>



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	<ul style="list-style-type: none"> <li>○ Management body takes liability responsibility along the full length of the trail regardless of ownership. Farmers do not carry any additional liability.</li> <li>○ Effective signposting at trailheads and access points indicating trail regulations and trail use rules and user responsibilities.</li> <li>○ In respect of farmers’ general insurance, this has not been an issue in other rail trails. Fire management plans address the possible fire risk increase, while reports of theft of property have been virtually non-existent (as noted above).</li> <li>○ Courts are increasingly ruling that people are responsible for their own actions, marking a different emphasis to that which occurred in the late 1990s/early 2000s when managing authorities were held responsible for inappropriate behaviour.</li> </ul>
<p><b>Unauthorised trail users</b></p> <p>There are often concerns over whether motor bikes would use the trail</p>	<p><b>Comments</b></p> <ul style="list-style-type: none"> <li>○ Unauthorised access to the trail by users of cars, motor bikes, etc, is often stated as one the major concerns of adjoining landowners (it is also a concern of potential trail users).</li> </ul> <p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Prohibit motor vehicle and motor bike use through motor vehicle exclusion barriers and effective signage at each road crossing</li> <li>○ On the Lilydale Warburton Rail Trail, as with other rail trails in Victoria, a standard gate configuration has been designed for use at all road crossings and trailheads. The design allows unimpeded access by walkers, cyclists, people in wheelchairs, etc. The design is such that motorbikes cannot squeeze past the gate posts of the narrow maze. Access by authorised vehicles, such as management vehicles, adjoining landowners (where needed) and emergency vehicles is gained through an adjoining (locked) management gate.</li> <li>○ Encourage reporting of vehicle/bike registration numbers of illegal users. Experience on the Murray to the Mountains Rail Trail was that motorbikes tended to use the same sections at the same time – enforcement was therefore relatively easy.</li> <li>○ There was some reports of illegal motorbike access on the KKRT in its early stage, but there has been no recent incidents.</li> </ul>

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<p><b>Ongoing maintenance costs</b></p> <p>Who is responsible, who will pay, what effect will it have on rates? This was a major issue raised at the Open Houses. Some opponents claim that the KKRT is not being well maintained and that adjoining grass is growing quite long causing a trail narrowing, encouraging snakes and causing a higher fire risk.</p>	<p><b>Comment</b></p> <ul style="list-style-type: none"> <li>○ There are often concerns about the capacity of Council to maintain the trail and how it is going to pay for the maintenance. Maintenance is an ongoing responsibility and necessary for a good trail and the costs do need to be met by an organisation (Council or other community groups) – whether it is in capital or human resources</li> </ul> <p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Preparation of a regularly reviewed Trail Management Plan covering all maintenance issues (including fencing) prepared in advance of construction is critical. The plan will provide a clear definition of who is responsible for what.</li> <li>○ Proper design and construction will minimise ongoing maintenance costs.</li> <li>○ Focus of maintenance – erosion, vegetation regrowth, weed control and signage damage.</li> <li>○ A clear definition of who is responsible for what.</li> <li>○ Division of maintenance into regular inspections and simple repairs and once/twice yearly programs undertaking larger jobs such as signage repairs, culvert cleaning or vegetation control.</li> <li>○ Hazard inspection program (to limit liability and to define maintenance activities).</li> </ul>
<p><b>Responsibility for policing trail</b></p> <p>Adjoining landowners are often concerned about undesirable people using the trail and causing a nuisance</p>	<p><b>Comment</b></p> <ul style="list-style-type: none"> <li>○ Rail trails do not attract undesirable people. Adjoining landowners need not be concerned about the typical trail users as they do not cause trouble. They are using the trail for a relaxing and enjoyable outing in an attractive environment, free of motor vehicles.</li> </ul> <p><b>Possible solutions</b></p> <ul style="list-style-type: none"> <li>○ Volunteer or professional trail patrols ranging from informal monthly clean-ups and maintenance crews to daily patrols.</li> <li>○ Preparation of a regularly reviewed Trail Management Plan contains a clear definition of who is responsible for what.</li> <li>○ Police and/or Council ranger patrols (including on bikes); or by trail manager on regular patrols.</li> </ul>

(This table is informed by the consultants’ own experiences and also draws upon a NSW Government document *Strategic Risk Assessment – Biosecurity Risks Associated with Rail Trails*).



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## SECTION 4 – ISSUES AND OPPORTUNITIES

### 4.1 Corridor Assessment

An initial informal assessment of the corridor was undertaken as part of the fieldwork and played a role in identifying issues and opportunities. The assessment is broken into sections matching to logical sections on the ground – between old stations and larger sidings. This assessment was carried out prior to the Open Houses – issues arose for each of the sections as a result of consultation which are not included in this initial assessment.

#### 4.1.1 Murgon-Byee (12.43kms)

(see Plan 1 in Appendix 2)

- ✚ 8 bridges - all missing.
- ✚ 6 road crossings.
- ✚ Double fencing remains along much of this section of the corridor.
- ✚ Country best described as grazing country; has some appeal.
- ✚ Much of the corridor is vegetated offering shade; some of the vegetation is attractive.
- ✚ Barlil siding – no evidence remains of its former use as a railway siding.
- ✚ Corridor runs for several kilometres alongside or close to Silverleaf Road.
- ✚ Meatworks building (abandoned) appears to be built over the corridor at Murgon.
- ✚ Trailhead at Murgon to be shared with KKRT Trailhead when built behind the hall – will include toilets and formal parking.
- ✚ No evidence of any station or siding buildings at Byee (or any other commercial or community activity). If trail proceeds, trailhead could be created near the silo or the old store.



*As with many of the small sidings on this corridor, no physical evidence of Byee siding remains.*

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4.1.2 Byee-Mondure (7.55kms)

(see Plan 1 in Appendix 2)

- ✚ 7 bridges - all missing. Two key bridges are over Barambah Creek (which would need to be quite high) and a low-level bridge immediately west of Campbells Rd over low lying country. Any structure at this latter location (bridge or embankment with culverts) would need to span over 65 metres.
- ✚ 3 road crossings.
- ✚ Limited fencing in place as much of the corridor has been cropped.
- ✚ Overall, the landscape is not very interesting in this section – flat, straight, unvegetated.
- ✚ Grazing does occur particularly west of Campbells Rd. Much of the corridor has been cropped and the formation has completely disappeared as farmers have extended cropping across the corridor and are also irrigating across the corridor.



*Much of the corridor does not provide attractive scenery or railway artefacts that rail trail users seek.*

- ✚ In summary, this is a very unappealing and difficult section for a range of reasons. There is the need for long, expensive bridges, several kilometres of the corridor is under cultivation and irrigation (via centre pivot irrigation systems), countryside is flat, uninteresting with no shade or vegetation, no facilities en-route, no railway heritage intact. There are distant views of low hills.
- ✚ The corridor on the eastern edge of Mondure has been used as a storage facility for timber and a range of other farming and domestic material.
- ✚ No evidence of Mondure siding remains. Station ground is reasonably clear apart from a number of old cars stored on site.

4.1.3 Mondure-Hivesville (8.87kms)

(see Plan 2 in Appendix 2)

- ✚ 7 bridges - all missing.
- ✚ 1 road crossing.
- ✚ Some fencing remains particularly where the corridor runs alongside Kawl Kawl Rd.



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- ✚ Last 1.5 km of corridor into Hivesville is windy and travels through hilly country up to Hivesville. Remainder is flat and straight and approximately half of the entire length runs alongside Kawl Kawl Road. Corridor is vegetated along road.
- ✚ Corridor passes through a mix of grazing (predominantly) and cropping.
- ✚ There are facilities in Hivesville (park, public toilets, hotel, service station). Park makes an ideal trailhead with 2 shelters, barbecue, shade seating and power. Toilet block is 150 metres from park.
- ✚ Only toilets in Mondure (associated with the tennis courts; not clear as to their accessibility).
- ✚ No evidence of Hivesville station or siding.
- ✚ Numerous old buildings in Hivesville (mostly closed and empty) make an attractive streetscape easily accessible from rail corridor.



*The rail corridor runs alongside Kawl Kawl Rd for a significant distance west of Mondure.*

4.1.4 Hivesville-Proston (13.41kms)

*(see Plan 2 in Appendix 2)*

- ✚ 5 bridges - all missing.
- ✚ 2 road crossings.
- ✚ Very limited fencing in place.
- ✚ Most scenic section of the corridor with undulating terrain, a well-vegetated corridor, cuttings and embankments, good views and remote from roads.
- ✚ Appears to be mostly grazing country (rather than intensive cropping).
- ✚ Towns at either end with facilities.
- ✚ 1 km or so of trail already constructed from Proston.
- ✚ Facilities at Hivesville as noted above.
- ✚ High level of facilities at Proston. Trailhead could easily be developed at old station grounds where there is already a number of features – parking, toilets, barbecues, picnic shelters, rubbish bins, exercise equipment, playground. Station in use as a men's

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shed. Station ground is immediately across road from commercial facilities – café, pub grocery store, post office.

- ✚ Ample opportunities at Proston station for more parking and signage.



*Cuttings and embankments are present on this section and one of the features rail trail users look for. It can be seen that the corridor is already in use for vehicle access. With good design, this access can be retained.*

## 4.2 Issues

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A project of this magnitude is not without a number of issues. Consideration has been given to the following:

- ✚ Tenure and land ownership;
- ✚ Landholder concerns and issues;
- ✚ Bridges;
- ✚ Fencing;
- ✚ Distances and services on the corridor;
- ✚ Aesthetics on the corridor;
- ✚ Alternative routes;
- ✚ Costs – construction and maintenance; and
- ✚ Stakeholder positions.

### 4.2.1 Tenure and Land Ownership

Advice from the Department of Transport and Main Roads was that the corridor is generally still intact i.e. still in public ownership. However, the old station in Proston was sold to South Burnett Regional Council and the turning angle in Murgon was recently sold. Information from Queensland Rail shows a number of occupational leases, licences or permits have been granted over parts of the corridor since it was closed. There were also claims at the Open Houses that at least two landholders had 99-year leases over parts of the corridor in the Mondure area. This has not been verified by existing records.

However, field investigations reveal that significant stretches of the corridor between Bye and Mondure in particular have been utilised by adjoining landholders (as noted in 4.1 above).



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Further west between Hivesville and Proston, the lack of fencing has meant that the corridor has effectively been subsumed into adjoining properties which appear to be primarily used for grazing. Some sections are used for farm or building access. Consequently, a change to the status quo will have considerable consequences for neighbouring farms along the corridor. However, the design of the trail (utilising specially designed gating systems and/or underpasses) can avoid some of these concerns, particularly in the parts of the corridor where grazing occurs. In addition, the fenced rail trail need not take up the entire 30 or 40 metre wide reserve – it can be fenced to a narrower width enabling the adjoining landowner to continue grazing the remainder (i.e. un-needed portion) of the railway corridor. The former railway corridor under cropping and irrigation presents a more difficult issue to deal with. If the trail proceeds, the trail manager (whichever entity is enacted) is likely to be given an overall lease for the corridor and will be required to deal with all activities. There is scope within the rail corridor to provide access for landholders so negotiated solutions are possible.

## 4.2.2 Landholder Concerns and Issues

As is the case with virtually all rail trail projects, adjacent landowners are, understandably, apprehensive about trails close to their properties. These concerns were fully expressed during the Open Houses (as discussed in Section 3). It is important that these concerns are seriously addressed before any trail conversion takes place. Issues that have been raised already during this project and others that may be raised in the future are included throughout this report.

As noted in Section 3, issues tend to centre around a number of key elements within three major headings:

- Farm management, disruption to farming practices and biosecurity concerns;
- Non-farm management issues. These are generally concerns around safety, security privacy, theft, trespass, noise, disturbance and a range of related issues; and
- Trail management. These are generally concerns around maintenance, and the behaviour of trail users in regard to littering, toileting and other issues.

However, as noted in Section 3, two farm management issues were raised in the Open Houses which are uncommon in other rail trail proposals:

- ✦ Centre-pivot irrigation systems and their use. Centre pivot spraying may or may not be an issue; whilst it may impact on the existing corridor, the consultants were unable to observe it in practice therefore it is difficult to assess its impact. Aerial spraying and potential drift on an ongoing, frequent and unpredictable basis was raised as another issue.

These are critical issues that potentially impinge upon the feasibility of a trail, “Go-arounds” – using alternative routes to avoid the corridor where it has been cropped – are not an ideal solution (discussed below in 4.2.7). There are costs and difficulties involved in either option – rebuilding the trail on the original alignment (expensive and with potentially significant impacts on existing farming practices – albeit it on publicly owned land) or re-routing the trail using either roads or road reserve (technical design issues, potential expense, loss of safety, and acceptability).

The aerial spraying issue is also of concern for both landholders and users. There are mixed community views on whether such spraying should be permitted, what impact it has on

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marketability of farm products, and what efforts and legal requirements farmers should take to control spray drift. Whatever the views of the community are on aerial spraying, it is an issue that must be contended with by trail users because it happens and there are no easy solutions.

**Should the trail proceed (in any form)**, detailed trail development planning is a critical phase of the project (beyond the scope of this project). One of the central elements in this phase would be one-on-one consultation with adjoining landholders to determine, in a cooperative manner, solutions to their particular issues. It is time-consuming but absolutely necessary. It is infinitely better to be proceeding with their support (or at least the absence of opposition) than it is to ride 'rough-shod' over these concerns.

Seeking local ideas and advice always helps forge a stronger relationship. Listing concerns and working together to find resolutions is a far more productive approach than creating confrontation.

It is the experience of the consultancy team that landholders will take the time to discuss the potential trail and the problems they envisage. When issues are discussed at the actual site where the perceived problem is, discussion of possible solutions with the landholders often reveals that the problem can be minimised or completely avoided.

Involving landholders in the process, over a period of time, will help avoid feelings of alienation or mistrust. Acknowledgment of the gravity of each issue, and a 'work together' approach is likely to be a good starting point. As with all neighbour issues, involvement over time goes a long way to building trust.

While rail trails are hugely popular and successful once they are open, during the development phase, trail proponents often have to answer a wide range of concerns that local residents may have about the impact of the proposed trail on their farming operations.

The presence of the Kilkivan Kingaroy Rail Trail should have placated some of the general concerns expressed by landholders in terms of negative issues: experience during the Open Houses seems to indicate that both sides are using the existing rail trail to support their case with proponents arguing that the perceived issues haven't arisen and the previously vocal opponents have gone largely quiet, while rail trail opponents point to issues they believe have occurred as a result of the rail trail's existence – theft was the issue most commonly cited during the Open Houses.

#### 4.2.3 Bridges

Bridges can be regarded as both an "issue" and an "opportunity". Bridges are one of the most obvious reminders of the heritage value of disused railways, one of the most significant attractions of trails along disused railways and also one of the costliest items in the development of trails on former railways. When operating as a railway there were 27 bridges along the corridor between Murgon and Proston, and several culverts. The length of these bridges ranged from 4 metres up to 67 metres. In total, the length of these bridges was in excess of 630 metres (according to Qld Rail Working plans). This includes a 37.2 m bridge over Barambah Creek and several long but low bridges over low-lying areas (the missing bridge immediately west of Campbells Rd for instance is over 67 m long). Bridges on this corridor (not all bridge sites were seen close up) appear to cross rivers and creeks, standing water, and waterways that have water in them at certain times.



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No bridges remain. Alternative means of crossing these waterways will need to be developed. Bypassing them using the road system was an option suggested for the bridges between Bye Road and Campbells Rd, which would mean bypassing the potentially most expensive bridge reconstruction – the crossing of Barambah Creek (the suggested bypass was advanced for a number of reasons, one of which was avoiding the need for a major new bridge). Table 2 presents general costings for alternative waterway crossings.



*Apart from the abutments, very little remains of the original bridges along the former railway corridor.*

**Table 2: General costings for alternative waterway crossings**

River and creek crossings	Unit costs	Comments
Concrete floodways/wash-overs	\$20,000 - \$30,000	These costs are for simple crossings.
Major concrete floodways	\$600,000 - \$800,000.	These were the costs of four concrete floodways recently built on the Brisbane Valley Rail Trail where significant bridges were washed away. It is acknowledged that no watercourses along the potential Rail Trail route where bridges have been removed or may be removed will carry similar volumes of water.
Concrete culverts	\$2,000/lineal metre installed (plus handrails where needed).	These costs are for simple crossings.
Pre-fabricated bridges (Landmark or similar)	\$4,000/lineal metre.	Costs will vary but this assumes there are a number to be installed and there are some economies of scale.

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Above: A low level timber bridge across a creek on the Kingaroy Kilkivan Rail Trail.



Above: A concrete floodway across a creek on the Kingaroy Kilkivan Rail Trail.



Above: A flooded waterway crossing on the Kingaroy Kilkivan Rail Trail.

Various options are available for waterway crossings, where the original bridge no longer exists. However, leaving a waterway crossing in a natural state (see photo at left) can lead to issues with trail useability.

4.2.4 Fencing

Much of the corridor is not fenced on either side – some of the more western sections are fenced on one side while some fencing is in place between Murgon and Bye. Fences may have been in place originally but removed when the railway ceased running – either deliberately or simply let fall into disrepair. Farmers have adopted their practices to suit, utilising unlimited access to and across Crown land. This is particularly the case between Bye and Mondure where farmers have incorporated the railway corridor into their paddocks in many instances and no fences remain. Other farmers who raise cattle indicated in the Open Houses that they regularly move livestock, machinery and vehicles across the corridor. Farmers often believe fencing will cause problems with farming practices and not fencing will create havoc with livestock/trail user interactions, liability etc. They also express a concern that a rail trail project will result in them needing to pay for the new fencing. Fencing of the corridor is one of the most important, and expensive, components to the future success of any rail trail. As a general rule, rail trails pass through a considerable amount of farmland, and it is critical that the entire rail trail corridor be fenced on both sides where it passes through farms. Fencing along a rail trail is required for several reasons:

- 🚧 To prevent unauthorised access onto the rail trail;
- 🚧 To prevent authorised trail users (cyclists, walkers, horse riders) from attaining access onto adjoining properties, and to prevent unauthorised trail users (trail bikes, etc.) from illegally trespassing onto private property;



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- ✚ To minimise disturbance of stock by trail users;
- ✚ To prevent encroachments by adjoining landholders;
- ✚ To delineate freehold (private property) from Crown land and to minimise encroachments and trespassing, unintended or otherwise;
- ✚ To prevent stock from straying (recognising that it is the landowner's responsibility to ensure stock does not stray); and
- ✚ To keep stock off the rail trail and away from trail users.

If the trail proceeds, consultation with each adjoining landowner will be required to tailor specific solutions. The cost of fencing, where required, should be negotiated with each individual landowner during the one-on-one consultation process. One of the options to maintain the corridor (as opposed to maintaining the actual trail) is to allow adjoining or adjacent landholders grazing or cropping permits over those parts of the corridor not required for a trail. The rail trail requires a 6-8 metre envelope incorporating the constructed trail on the railway formation and room for maintenance vehicles. As the original railway corridor is generally 30 – 40 metres wide, the excess corridor can be leased to adjoining landholders. This approach will minimise the reduction in land that they currently farm and enable stock or the landholder to 'maintain' the corridor outside of the fenced trail corridor (noting that some landholders already have crops or stock on the corridor). While this creates a capital cost, it has the potential to significantly reduce maintenance costs.

## 4.2.5 Distances and Services on the Corridor

One-way trails (or out-and-back trails) need an anchor at both ends to be attractive to users. The best one-way trails (including many rail trails) have natural terminuses in major centres or towns or pass through major towns. The proposed trail does not offer this opportunity given likely start and end points. While the trail is relatively short, there are only existing services at Murgon and Proston, with limited services at Hivesville. This is not to understate the opportunity for services to establish in response to the development of a rail trail. A total journey of 42 kms would be best served by some additional on-trail or near-trail commercial facilities – it is not a major issue but one worthy of consideration.

## 4.2.6 Aesthetics on the Corridor

As noted in the section-by-section assessment (Section 4.1), the corridor presents mixed aesthetics. The corridor from Murgon to Byee has some interesting elements with vegetated sections but has a significant portion running close to Silverleaf Road. In Victoria (the home of most of Australia's rail trails), rail trails do not run alongside roads for any significant proportion of their length. Approximately 12% of the Ballarat Skipton Rail Trail (57 kilometres) runs alongside roads (both major and minor), approximately 2% of the Port Fairy Warrnambool Rail Trail (37 kilometres) runs alongside roads (mostly minor roads), and 20% of the highly successful Lilydale Warburton Rail Trail (40 kilometres) runs alongside roads (mostly minor roads).

From Byee to Mondure, the landscape is not very interesting – flat with little vegetation – and the straight railway corridor runs through cleared cropping land. Alternative routes suggested use a variety of roads – this detracts from the safe appeal of rail trails while also not adding anything in terms of aesthetic appeal.

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The corridor from Mondure to Hivesville contains a mix of landscapes. The western-most 1.5 kilometres is windy and travels through hilly country up to Hivesville, while the remainder is flat and straight and approximately half of the entire length runs alongside Kawi Kawi Road. Only a thin band of vegetation separates the trail user from the quiet country road.

The most scenic section of the corridor runs from Hivesville to Proston with undulating terrain, a well-vegetated corridor, cuttings and embankments, good views and remote from roads.

## 4.2.7 Alternative Routes

The most significant encroachment on the existing corridor is the incorporation of the former corridor into cropping fields between Byee and Mondure. This is a significant encroachment and the remnants of the railway corridor have been completely removed i.e. the formation on which the railway would have been built is no longer in evidence. This is an issue raised in the Open Houses and which presents a significant hurdle to any trail being constructed (despite the fact that the land remains in public ownership). In addition, the corridor in this section goes over Barambah Creek and there is no bridge in place, necessitating expensive construction if the trail is to be located on the original alignment. One solution suggested during consultation is re-routing the trail in this section. Consultation and submissions suggested using a series of country roads to go around the area. Onsite examination revealed the possibility of using either the road reserve between Silverleaf Road and the properties where the rail corridor no longer exists or engaging in a land swap, allowing the farmer to continue to use the formation in return for access over a strip of land on the edge of Silverleaf Road (either by an easement or “purchase”). This option applies to the eastern end of this stretch of corridor. There are issues with both options. It is not desirable to pursue a course that takes the trail off the railway corridor. There are three significant reasons for this position:

- ✚ Taking the trail off the railway formation and corridor has the potential to detract from the experience. In this particular instance, the key issue is not travelling along the old rail formation (as there is no evidence) but the fact that the railway corridor provides a safe off-road cycle and walk experience - hence its appeal. While the country roads may be quiet, target groups for rail trails include families with young riders – not necessarily a group comfortable riding along high speed (albeit low volume) roads.
- ✚ Rail trail opponents (in a number of projects) often suggest taking the trail off the corridor and putting it alongside the road or somewhere else so that it does not impact directly on them (they have negative perceptions of the impacts of rail trails). This approach, if taken to its logical conclusion, can mean that very little of the rail trail ends up in the rail corridor as providing this “concession” for one landholder inevitably creates a precedent used by other landholders. This then significantly detracts from the rail trail experience. The development plan for the proposed rail trail from Wagga Wagga to Ladysmith in NSW has some 40% of the trail that is not on the rail corridor as the proponents have sought to mollify adjoining landholders – this is the logical conclusion of arranging for a trail to deviate off a corridor for one landholder. There are few grounds for not conceding to other landholder requests for deviations if concessions to one group are made. Deviations within the corridor – to take the trail the furthest possible distance from a house while staying within the legal boundaries of the railway corridor for example – are a minor issue; taking the trail a long way from the corridor is very different.



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- ✦ It is unknown whether the Queensland Government would countenance selling off any sections of disused railway line once the railway line is closed (if a proposal proceeds that far). A re-routing of the trail onto a road reserve may be seen as a form of public land privatisation if the landholder was permitted to continue their activities using the rail corridor.

The other option suggested was using the Silverleaf Road reserve or an envelope of private land immediately off the road to route the trail around the main problem area. Whilst this could be seen as an extension of minor re-routing within the corridor, there are practical issues. The first (eastern-most) section would be relatively easy; however, as the trail approaches Campbells Rd, there are a range of existing drainage issues to deal with if a trail is to be constructed, notably the presence of a large roadside spoon drain. This approach also sends users onto the Campbell Road bridge over Barambah Creek which is quite narrow and potentially dangerous – again, not the preferred approach for family cyclists.

Re-routing the trail (whichever option is chosen) has the risk of detracting significantly from its appeal as a safe, off-road trail.

#### 4.2.8 Costs – Construction and Maintenance

Costs – both capital and maintenance – are a major consideration in any public infrastructure project. These need to be offset against a range of benefits – both economic and non-economic. Broad cost estimates are a part of this project, but reliable and detailed cost estimates would be prepared as part of any future trail development plan (which would involve a complete traverse of the entire corridor by foot or vehicle). However, the Council needs to have some understanding of the possible construction and maintenance costs.

It is acknowledged that the section of the Kilkivan Kingaroy Rail Trail within South Burnett Regional Council was constructed for a relatively low cost (\$32,000/km). However, this is an example that has not been replicated elsewhere in trail construction and therefore represents both an outstanding achievement and an outlier in terms of average construction costs. Such a low unit cost is unlikely to be replicated.

Without preparing detailed works lists for the entire rail corridor, construction costs would vary between **\$152,000/km** and **\$157,00/km** for the sections between Murgon and Byee, Mondure and Hivesville and Hivesville and Proston. However, building a trail between Byee and Mondure is likely to cost in excess of **\$300,000/km** (for a 7.55 km section). The two factors here are the need to rebuild a formation and a trail (as opposed to developing a trail on the actual existing formation) as the original railway formation has been removed, and the need to build 3 bridges totalling 132 metres, including a significant bridge over Barambah Creek. Total construction costs will be in excess of **\$7.6 million**; Murgon-Byee will cost in the order of \$1.96 million, Byee-Mondure in the order of \$2.272 million, Mondure-Hivesville in the order of \$1.392 million, and Hivesville-Proston in the order of \$2.041 million.

Ongoing trail maintenance is a crucial component of an effective management program – yet it is often neglected until too late. Countless quality trails have literally disappeared because no one planned a maintenance program, and no one wanted to fund even essential ongoing repairs. It is therefore essential that funds be set aside in yearly budgets for maintenance of this trail - to ensure user safety and enjoyment, and to minimise liability risks for land managers (maintenance is discussed in more detail in Section 11).

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Resourcing a maintenance program is crucial, and funds will be required on an ongoing basis to enable this essential maintenance. It would be short sighted to go ahead and build the Murgon Proston Rail Trail and then balk at the demands of managing and maintaining it.

Evidence of actual trail maintenance costs for individual items along a rail trail, or any trail for that matter, are scarce. Advice from South Burnett Regional Council is that maintenance costs are around \$500/km/year. This seems to be a variation on other costs available in the research and may reflect a number of factors, notably the use of a sealed surface and the early life of the trail as early life maintenance costs tend to be very limited.

The biggest maintenance costs involved are obviously maintenance of the items that initially cost the most to install – surfacing and bridges.

Whilst it is impossible to provide an estimate of ongoing maintenance at this stage, an allowance of **\$2,000 - \$3,000/km/year** is not an unreasonable basis on which to work (see Section 11 for further discussion).

The other critical element in this particular corridor is the ongoing flooding issues particularly around Barambah Creek. This was raised in the Open Houses and does not seem to be a matter of dispute. Consequently, replacement of trail sections and bridges may need to be attended to more frequently on the flatter rail trail sections between Bye and Hivesville in particular. This will have a cost implication. Allowances should always be built into maintenance budgets for replacement costs after major climatic events – notably floods, storms and fire.

#### 4.2.9 Stakeholder Positions

While management arrangements for Queensland rail trails are not set to a standard model, there is no doubt that Local Governments are and will be a key player in ongoing management. Local Governments have the most significant role in managing the Kilkivan Kingaroy Rail Trail, the Atherton Tablelands Rail Trail, the Capricorn Coast Pineapple Rail Trail (Yeppoon), and Mary to the Bay Rail Trail (Hervey Bay) and key roles in the management of the Brisbane Valley Rail Trail. It is likely that this will continue into the future – community support is critical and vital to a rail trail's success, but Local Governments' role will be a key success factor (or otherwise).

In examining discussions within South Burnett Regional Council, there appear to be general concerns about trail costs - both construction and more particularly maintenance. While the Council supports this study, its continuing support for a rail trail is partially dependent on the outcomes of the study and a clear articulation of costs and benefits.

The community groups that have come forward prior to this study and in the course of the study have indicated a very strong support for the proposal and some have expressed a strong interest in contributing to maintenance.

The Open Houses have been discussed in Section 3, and the strong split in community opinion was noted. Adjoining landholders as a group do not all oppose the project but objections are held quite strongly.

#### 4.4 Opportunities

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Rail trails also provide several notable opportunities. There are a number of specific elements within the area encompassed by the proposed trail route that provide opportunities and reasons for why a trail should be built.



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- ✦ **Appealing landscapes and infrastructure.** As noted above, the landscape varies along the corridor. Whilst some is flat and relatively uninteresting, the western end tends to be a little more varied. No infrastructure could be seen along the corridor – whilst it does not mean none exists, its absence is notable from the accessible sections.
- ✦ **Topography of the route.** One of the major appeals of rail trails is the gentle gradient, suitable for all types of cyclists and walkers. This is the market that would be attracted to a rail trail. The corridor is reasonably flat (having been constructed originally for steam locomotives mostly along river and creek valleys).
- ✦ **Connections between towns.** Taking trail users through towns will provide new business opportunities for service providers. Presently, there are limited or no opportunities for potential trail users to get accommodation, food and drink, and other services at the towns and villages through which the proposed rail trail will pass. Development of the rail trail may provide a range of new business opportunities (or allow existing businesses to expand). The trail will make an actual connection between the towns and villages en route – one that reinforces historic connections.
- ✦ **Broadening the recreation offerings.** Provision of an additional off-road trail adds to the list of tourist offerings in the region and encourages visitors to stay a little longer to go for a pleasant walk or ride. A new nature-based attraction has the power to retain those visitors for longer, spending money and generating business opportunities. A rail trail would add yet another outdoor recreation activity for cyclists, walkers and horse riders. This rail trail may have the advantage of attracting horse riders who cannot use the existing Kilkivan Kingaroy Rail Trail within the South Burnett Regional Council. The key question is whether this rail trail will add a significant number of users in a region which already has two rail trails – one in very close proximity – to justify the investments that need to be made.
- ✦ **Community support.** There are strong advocates within the communities who have expressed a desire to get more involved in ensuring the proposed rail trail gets developed; many of these are at the western end of the corridor and see significant benefits to Proston in particular. These people are very committed to ensuring that Proston thrives. Numerous other 'Friends of' groups on other rail trails volunteer to undertake a wide range of routine maintenance tasks – saving the trail manager time and expense. As noted above though, opposition is also high.
- ✦ **Attracting new visitors who spend money.** A trail such as the proposed Murgon Proston Rail Trail will provide a number of opportunities. A trail such as this has the potential primarily to assist in keeping existing visitors longer in the area (particularly those already using the Kilkivan Kingaroy Rail Trail and/or the Brisbane Valley Rail Trail). A trail will create opportunities to build on existing industries and enterprises of the area. Australians are increasingly looking for passive, non-organised recreation opportunities, often in natural or near-natural settings. Demand for this type of opportunity will only increase as the population ages. While walking remains the most popular of these activities (and is likely to remain so as the population ages), off-road cycling shows a growing and often unmet demand within the trails market. The advent of e-bikes will only accelerate the popularity of cycling on trails. The rail trail would provide for both visitors and local people who participate in a range of activities. A number of high-profile trails in Australia and New Zealand provide examples of user

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numbers that can be achieved on tracks and trails (a product within nature-based tourism). Users are attracted to trails that are both 'known' or advertised in some way and offer a range of facilities such as signage and interpretation, parking, toilets and water.

- ✚ **Business development.** There is a range of business opportunities for private sector investors arising from the potential development of a rail trail. Providing accommodation, food and beverages, supported and guided tours and equipment, are some of the businesses that have arisen along other trails. Such services add significantly to the user's enjoyment if done properly. A 2015 user survey of the Otago Central Rail Trail reported that ratings for package operators have consistently improved over time and were rated 9.5 out of a possible 10 in 2015. There is no doubt that this contributed to visitors rating their overall rail trail experience at 9.0 out of a possible 10. The Otago Central Rail Trail website (see <http://www.otagoctrailtrail.co.nz/tour-operators/>) currently lists 15 'tour planners' who can provide all your transport, bike hire and accommodation booking needs.
- ✚ **Non-monetary benefits.** Trails can improve community connectivity and provide increasing recreational options for local people thus contributing to both physical and mental health of communities through which they pass. One of the attendees at the Open Houses indicated the trail would benefit them as they would not have to do round-trips to Murgon on the weekends to support children's sporting and other activities.

#### 4.5 Issues and Opportunities – a Summary

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In summary, there are a number of key issues with the railway corridor under consideration for conversion to a rail trail.

- ✚ Much of the corridor between Byee and Mondure in particular is in active use by adjoining landholders for cropping either as a primary activity or as a secondary activity providing stock feed.
- ✚ The 4 sections (Murgon-Byee; Byee-Mondure; Mondure-Hivesville; Hivesville-Proston) will vary in costs between \$152,000/km and \$301,000/km (a total cost in excess of \$7.6 million).
- ✚ The need to construct a large number of bridges or alternative waterways crossing will be expensive, given there are 26 bridges needed (one original bridge has been replaced by culverts previously) covering over 630 metres.
- ✚ The most expensive section to build is between Byee and Mondure section (7.55 km). Major cost items are rebuilding approximately 5 km of the trail where the original rail formation has been totally removed and the rail corridor has been incorporated into surrounding farms, and the three required bridges.
- ✚ Road and road reserve options for Byee-Mondure section were investigated as alternative routes but this will detract from the key appeal of a rail trail - a safe off-road option. In addition, there are a number of other matters associated with re-routing a rail trail a significant distance from the original alignment.



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- ✦ Other landholder issues of potentially significant concern are existing investments in centre pivot spraying and aerial spraying. Both of these present significant issues not present on many other rail trails in Australia which often travel through grazing country. A few rail trails do traverse areas where sprays are used on a relatively predictable basis, notably on vineyards and flower farms (which have different spray regimes and practices to those along this corridor).
- ✦ The 3 sections from Murgon to Hivesville, particularly from Barlil siding to Kawl Kawl siding, are not particularly attractive for users, because they go alongside Silverleaf Road and/or go across flat uninteresting farming country which has been cleared, with no remaining railway infrastructure of any interest.
- ✦ The proposed trail does not really offer the opportunity to pass through towns and villages, but rather starts and finishes at a town. While the trail is relatively short, there are only existing services at Murgon and Proston, with limited services at Hivesville. This is not to understate the opportunity for services to establish in response to the development of a rail trail. A total journey of 42 kms would be best served by some additional on-trail or near-trail commercial facilities.

The proposed rail trail also provide several potential opportunities.

- ✦ Notwithstanding the less interesting parts of the corridor along the “flatlands”, the western end tends to be a little more varied and interesting – both topography and landscape.
- ✦ One of the major appeals of rail trails is the gentle gradient, suitable for all types of cyclists and walkers. This is the market that would be attracted to a rail trail.
- ✦ Development of the rail trail may provide a range of new business opportunities (or allow existing businesses to expand). The trail will make an actual connection between the towns and villages en route – one that reinforces historic connections.
- ✦ Provision of an additional off-road trail adds to the list of tourist offerings in the region and encourages visitors to stay a little longer to go for a pleasant walk or ride. This rail trail may have the advantage of attracting horse riders. The key question is whether this rail trail will add a significant number of users in a region which already has two rail trails – one in very close proximity – to justify the investments that need to be made.
- ✦ There are strong advocates within the communities who have expressed a desire to get more involved in ensuring the proposed rail trail gets developed; many of these are at the western end of the corridor and see significant benefits to Proston in particular.
- ✦ A trail such as the proposed Murgon Proston Rail Trail has the potential primarily to assist in keeping existing visitors longer in the area (particularly those already using the Kilkivan Kingaroy Rail Trail and/or the Brisbane Valley Rail Trail).
- ✦ Providing accommodation, food and beverages, supported and guided tours and equipment, are some of the businesses that have arisen along other trails. Such services add significantly to the user’s enjoyment if done properly.
- ✦ Trails can improve community connectivity and provide increasing recreational options for local people thus contributing to both physical and mental health of communities through which they pass.

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## SECTION 5 - VISITOR MARKET AND NEEDS ANALYSIS

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### 5.1 Introduction

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A trail such as the proposed Murgon Proston Rail Trail will provide a number of opportunities generally associated with recreation trails. These opportunities will be provided in general regardless of the trail's length.

As noted in Section 4, a trail such as this has the potential primarily to assist in keeping existing visitors longer in the area (particularly those already using the Kilkivan Kingaroy Rail Trail and/or the Brisbane Valley Rail Trail). A trail will create opportunities to build on existing industries and enterprises of the area. Australians are increasingly looking for passive, non-organised recreation opportunities, often in natural or near-natural settings. Demand for this type of opportunity will only increase as the population ages. While walking remains the most popular of these activities (and is likely to remain so as the population ages), off-road cycling shows a growing and often unmet demand within the trails market. The proposed Murgon Proston Rail Trail would provide experiences for a range of user groups in a series of markets that have been consistent over time – walking and bushwalking and cycling – or growing significantly – off road cycle touring. The trail would provide for both visitors and local people who participate in a range of activities. A number of high-profile trails in Australia and New Zealand provide examples of user numbers that can be achieved on tracks and trails (a product within nature-based tourism). Users are attracted to developed trails that are both 'known' or advertised in some way and offer a range of facilities such as signage and interpretation, parking, toilets and water.

### 5.2 General Visitor Trends

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Regional destinations offer key experiences for what Australians are seeking from their holidays. While Australian travellers do not have one typical destination in mind when they think about regional travel, there are some experiences common to everybody's idea of what is on offer in regional Australia (note the research was done for NSW tourism bodies but findings are applicable across Australia).

- ✚ The millennials age group seeks authentic and genuine travel experiences, together with a variety of active and passive ways to enjoy them. For older millennials, in the 25-34 age group, travel is about rejuvenation and search for self. Through travel, this group seeks to recover from work and is a way of getting away from responsibilities of everyday life. They feel the need for regular breaks to sustain and keep themselves going and seek out relaxing experiences that they can't have at home. For regional destinations to attract millennials, they need to offer something unique and have basic, yet sophisticated experiences. This could include nature-based experiences, as well as country food and wine. Short breaks in regional Australia currently offer millennials an opportunity to relax and reflect, often with friends. Importantly, in this context, rest and relaxation does not mean just passive experiences, but rather experiences that promote discovery, rejuvenation and an opportunity to forget about routine life, and these can include very active pursuits. (*Attracting millennials to Regional NSW Tourism Research Australia, 2017(a)*)

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- ✚ At the opposite end of the age range, the over 55s is one of most powerful age groups in Australia in terms of financial capability and life expectancy is increasing. In a recent survey of Australians aged over 55 years, 96% of respondents took at least one leisure trip within Australia in the past 12 months, and the percentage of respondents who took two and three leisure trips was 26% and 23% respectively. This age group preferred domestic travel to international travel. According to the survey, the most important reasons for over 55s taking overnight leisure trips are spending time with family and friends, getting away from daily routine, having fun, spending time with partner and to relax mentally. (*Over 55s travel to NSW Destination NSW, May 2015*). Personal observation of users of both the Wondai and Wooroolin free 24 hr caravan stops show a high percentage of these users, many of whom have push bikes on the back of their vans (this is discussed further on).
- ✚ The fifties are the new demographic for travel brands – more people are choosing to travel earlier than retirement to enjoy the more active or immersive experiences that destinations have to offer. This is one of the key demographics for rail trails.
- ✚ For families, domestic travel offers an opportunity to have a break from normal routine, to reconnect and open the lines of communication between adults and children without time pressures. Ease and convenience are the key drivers for domestic travel by families in Australia, and they are looking for destinations that are relaxed and easy with beautiful surroundings, preferably only a few hours' drive from home. (*NSW Family Travel Market Destination NSW, June 2015*). Destinations that offer relaxation, novelty, outdoor activities, arts and heritage sites are appealing to families. However, family travellers seek destinations for relaxation more than non-family travellers. Family travellers seek holidays offering experiences that are authentic, different to normal and which create positive memories. The future of family tourism lies in catering for the increasing diversity of the family market. It includes offering opportunities for relaxation as well as activities that help create happy memories that appeal to the different ages of travellers in diverse family group structures. (*Schänzel and Yeoman, 2015*). This market (particularly the 35-54 age group) is higher yield and is continuing to show positive growth.

### 5.3 General Visitor Numbers

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Available figures for the South Burnett region show that the region which the rail corridor traverses hosted 178,000 domestic overnight visitors (staying 3 nights on average) and 402,000 domestic day trippers in 2017. 3,000 international visitors also came to the region (for a total of 583,000 million visitors). Holidaying and visiting friends and relatives made up the highest percentage of purpose of visit (77% of domestic overnight visitors came for these two reasons) (*Tourism Research Australia, 2017(b)*).

The short break market (1-3 days) has been a predominant market for domestic tourism for some time and it remains a key market for visitors to the region. People on short breaks often look for a trail experience as part of their holiday.

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South Burnett Regional Council has undertaken recent counts of caravans within the two free camps adjacent to the rail trail as local residents had noticed increasing numbers of caravanners as the opening of the trail grew closer. There were 1,650 caravans in the 7 months from June 2018 to December 2018 with numbers peaking at 401 (August) and 426 (September). In the first 7 months of 2019, Council recorded 1,721 caravans (with over 300 caravans in each of May, June and July).

## 5.4 Trail User Numbers

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### 5.4.1 Visitors

Recreation trails provide an important piece of tourism infrastructure and provide experiences in the nature-based tourism market and particularly the adventure tourism market. Nature-based tourism is estimated to be growing at 10-30% per annum – a significant growth market to target (*Victorian Nature-based Tourism Strategy 2008-2012*).

Visitors most likely to participate in cycling or walking activities are 'nature visitors'. According to Tourism Research Australia (TRA), the majority of nature visitors in Australia are domestic visitors rather than international visitors.

Research reports that Australians have participated in a broad range of nature-based activities as part of their overnight travel over the last year (2017). This includes:

- ✚ An increase of 12% to 10.8 million visitors to national parks;
- ✚ More people undertaking bushwalking, which grew by 9% to 11.3 million; and
- ✚ Growth of 12% in water-based activities and sports, up to 3.4 million visitors.

There has also been an increase in the number of domestic overnight travellers who connect with local communities, in particular through attending festivals, events and fairs, which grew by 14% to around 3.4 million across Australia (*Destination Country and Outback NSW's Destination Management Plan 2018-2020*).

Not all nature visitors are interested in the types of activities undertaken on tracks and trails, however Tourism Research Australia estimates that 51% of domestic overnight nature visitors take part in bushwalking / rainforest walks, whilst 39% of domestic day visitors and 37% of international visitors enjoy this type of activity (*TRA Snapshots 2009*).

A number of high-profile trails in Australia and New Zealand provide examples of user numbers that can be achieved on tracks and trails (a product within nature-based tourism).

- ✚ Use of the Bibbulmun Track (WA's long-distance walking track linking Perth and Albany) increased from 10,000 in 1998 to 35,000 in 1999-2000 to 137,500 in 2003 (*Colmar Brunton 2004*) to over 167,000 in 2008 (*Colmar Brunton 2009*). In 2015, it was used by over 300,000 people (*Hughes et al 2015*). 79% of 2007/08 users came to the track specifically to use the track. The Bibbulmun Track offers a wide range of experiences, from a gentle stroll to enjoy the peace and beauty of the natural environment, to an epic eight-week adventure. The trail offers a diversity of accommodation – users can enjoy a wilderness experience by camping out, they can join a guided group, a tour, or they can do it in comfort by staying in the towns along the Track and enjoying day walks in the area (*Bibbulmun Track Foundation website*).



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- ✚ The Munda Biddi Trail is WA's off-road cycle touring equivalent of the Bibbulmun Track. Running from Perth to Albany (a distance of 1,088 km), it attracts 21,000 users per year (*Munda Biddi Website*).
- ✚ The Great Ocean Walk in Victoria attracts 100,000 visitors per year (*pers com Parks Victoria*).
- ✚ The Wilsons Promontory Walk (Victoria) attracts some 60,000 visitors/year (*pers com Parks Victoria*).
- ✚ The Murray to the Mountain Rail Trail (Victoria) attracts almost 60,000 annual visitor days in 2010 (*SGS Economics and Planning 2011*)
- ✚ The Otago Central Rail Trail (NZ) offers a 3-day cycle or 5 day walk experience covering 150 kms. In 2011, over 14,000 users traverse the entire length each year, with the most popular section attracting over 20,000 users. In 2015, almost 15,000 users rode the trail from end to end. Cyclists undertaking the complete journey often do so in 3 days, while walkers take 5 days. A number of tour operators offer a "guided" service for cyclists in particular, allowing users to spend all day riding between accommodation options carrying only what they need for a day and their gear is transported from accommodation place to accommodation place (*Central Otago District Council 2011 and 2015*).
- ✚ In the first 6 months of 2019, 17,000 people used the most popular section of the Brisbane Valley Rail Trail, Australia's longest rail trail (*Gatton, Lockyer and Brisbane Valley Star 29/7/19*).
- ✚ Data from Colac Otway Shire (Victoria) shows that the total usage on monitored sections of the Old Beechy Rail Trail for 2013 (excluding Beech Forest) was 23,368. This does not include data for the Colac section of the trail, as monitors were not installed at that location.
- ✚ In the first quarter of 2014, the Great Victorian Rail Trail (a 134 km rail trail between Tallarook and Mansfield) had 27,500 users pass through trail counters. This figure is unlikely to represent total numbers of users as some users would have travelled past more than one counter, but it does represent significant trail usage.
- ✚ Recent counts (2011-2013) for South Australia's Riesling Trail (a 34 km rail trail in the Clare Valley) show 40,000 people passing through 4 trail counters each year.
- ✚ Locally, South Burnett Regional Council has recorded that some 8% of caravans at Wondai and Wooroolin (adjacent to the Kilkivan Kingaroy Rail Trail) have been carrying bikes on the back of their vehicles – many of these are likely to have used the rail trail at some point in their stay. Counters on the trail (though experiencing some technical difficulties) have recorded an average of between 1,200 users/month (at Crawford) and 1,600 users/month (at Wondai) in 2018 (2019 data has been beset with some difficulties). This is a significant number over a year (noting that many will be users who have gone through both counters).

## 5.4.2 Local Users

Tourism numbers are important. However, it is important not to overlook the contribution of local residents to the success of a trail. It is likely that many of the users of the KKRT are local

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people – many people at the Open Houses and in formal letters shared their own experiences of using the trail regularly and the consultants noted a number of people on the trail every day during fieldwork.

In 2001, the Mundaring Shire (in Western Australia) trail network was used by over 200,000 people (*Jessop and Bruce 2001*), having grown from a low base when the network was first fully opened. Only 10% of these users were locals (residents of Mundaring Shire) with many other users drawn from the Perth metropolitan area. The total annual visits (people generally use trails more than once a year) were a staggering 2.454 million visits annually, with local residents accounting for 63% of these visits. Their expenditure on the trail was also significant. While the individual value was low (i.e. expenditure per person per visit), the cumulative economic impact was significant. Local trail users spent an average of \$1.44 per visit to the trails in the Shire. This injected a further \$2.23 million into the local economy annually. The same local trail users spent an additional \$2.62 per visit outside the Shire, adding a further \$4.05 million to the total State economic benefit.

Along the proposed route, Murgon's population is 2,378 (2016 Census). The rest of the localities are quite small with Proston recording the highest 2016 population of 379 (*ABS 2016 Census Quickstats*).

## 5.5 Trail User Characteristics

### 5.5.1 Broad Trends

A number of broad trends are influencing the way people participate in outdoor recreation:

- Increased demand for informal recreation (as opposed to formally organised sport);
- Increased demand for access and contact with the natural environment associated with urban to rural residential shift;
- Increased visitation to natural areas as an escape from modern lifestyles;
- Increased awareness and concern for health, with obesity and stress on the rise;
- Increased use of technology to support outdoor recreation (e.g. geocaching, Strava, EveryTrail, Trailforks); and
- Increased computer-based leisure including the internet.

In general, the population are making increased 'lifestyle' choices that associate with greater access and contact with the natural environment. This includes aspects of urban to rural residential drift ('sea change' and 'tree change'), increased demand for open space (parks, recreation trails etc.) in urban developments, and increasing demands for recreational time in the outdoors (changing work patterns and day trips from home).

Two other trends have also driven higher outdoor recreation participation - increasing health and environmental awareness and increasing affluence and expectations of recreation.

People are becoming increasingly concerned about their health, with conditions such as obesity and stress on the rise. This, combined with society's growing environmental awareness, has facilitated a growth in visitation to natural areas. A term referred to as 'returning to nature', where people feel the desire to become reconnected to their natural environments from which they can escape their modern lifestyles.



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As individuals become more affluent, the proportion of income spent on goods and leisure increases. As people spend more money on outdoor recreation and associated equipment, an increase in outdoor recreation activities, previously offered by commercial operators, has been observed. As such, a diversification for natural areas offering unique experiences and higher levels of infrastructure are often in demand.

## 5.5.2 What Do People Do on a Trail?

## 5.5.2.1 An Overall View

The Department of National Parks, Sport and Racing conducted the Queensland Sport, Exercise and Recreation Survey Adults (QSERSA) in 2015. Unfortunately, the survey results lumped the South Burnett Region in with a large number of Councils in “Central” including Bundaberg, Gladstone, Central Highlands and Longreach meaning that information for regional levels is of little meaning. The State-wide results provide more reliable data.

The survey indicated that:

- ✚ Any walking activity is the most popular activity participated in by 63% of respondents.
- ✚ Bushwalking was participated in by 14% of respondents.
- ✚ Mountain biking (specifically) was participated in by 3% of respondents while a further 9% participated in leisure cycling (not on-road cycling).
- ✚ Horse riding and equestrian events was participated in by 2% of respondents.

These numbers are somewhat different (in terms of returning lower participant numbers) to other surveys conducted over the last 20 years both in South East Queensland and other locations. A number of earlier survey-based studies are available which together give a consistent indication of participation levels relevant to trails-related outdoor recreation activities. These studies come from South East Queensland (1998, 2001 and 2007), South Australia (Adelaide and Adelaide Hills, and *Market Equity 2004*), and the ACT. Table 3 provides a summary of the relevant participation rates.

**Table 3: Participation Rates in Outdoor Recreation Activities**

Study	Walking	Cycling	Horse riding
SE Qld (1998)	60%	25%	7%
SE Qld (2001)	50%	26%	7%
SE Qld (2007)	35%	29%	7%
South Australia	59%	26%	*
SA – Market Equity	69%	29%	*
ACT	73%	58%	*

\* no horse riding trails were considered in these surveys

The figures for participation show the percentage of the population for the town or region who had participated at least once in walking, cycling or horse riding in the previous 12 months. All studies used large samples. (A number of other outdoor-related activities such as bird watching, canoeing and scuba diving were included as possible responses – this is why the

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figures do not add up to 100%). The ACT study included a large number of school-aged children, which may explain the higher participation rates, particularly for cycling. The very extensive Canberra bike path network may also have contributed to the high participation in cycling. The point of most significance in these figures is the relative proportion or level of participation for each of the three activities.

## 5.5.2.2 Walking

Clearly walking is the most popular trail related activity and is in fact one of the most popular outdoor activities amongst all Australians. It is likely to remain so as the population ages. Walking continues to be the most popular activity for people aged over 34 (*ERASS 2010*). Bushwalking continues to be a relatively popular activity.

## 5.5.2.3 Off-Road Cycling

Unfortunately, none of the surveys distinguish between cycling generally and off-road cycling (both off-road cycle touring and traditional mountain biking). Off-road cycle touring and mountain biking is a rapidly growing recreational pursuit around Australia, and there is growing usage of non-urban areas for this activity. Cycle tourism is a growing market within the Australian tourism sector, particularly within the nature-based tourism segment. Available research demonstrates that cycle tourism has the potential to make an active contribution towards the economic revitalisation of regional Australia as well as improve quality of life for its residents (*Victoria's Cycle Tourism Action Plan 2011-2015*). Cycle tourism is a growing market. NSW received 520,000 cycling visitors in 2007 who stayed an average of 5.1 nights (*New Zealand Cycleway Market Research 2009*). In 2010, Australia recorded approximately 258,000 international overnight visitors who participated in cycling (*Victoria's Cycle Tourism Action Plan 2011-2015*). Domestic overnight visitors who participate in cycling on their trip stay longer and do more while on holiday when compared with other tourists, making them a stronger source of income for regional communities.

Mountain biking underwent a tremendous increase through the 1990's. It has been one of the 'boom' recreational pastimes of the last two decades. Cross-country mountain biking (the oldest type of mountain biking) remains the most popular type of mountain biking activity. It can be undertaken in a variety of places and terrains, from management trails to shared trails to purpose-built single track.

The *Kosciuszko National Park Cycling Strategy (draft version 2016)* identified that mountain bike riders can be broadly divided into core and non-core riders:

- ✚ Core mountain bikers tend to be more experienced riders who may differentiate into one or more different genres. They tend to have high levels of mountain bike participation, are high spenders on gear and equipment, are willing to travel to mountain biking destinations and have a high likelihood of participating in competitive events.
- ✚ Non-core mountain bikers include novices, families seeking safe enjoyable places to ride away from cars, school groups (often guided by tour operators), off-road bike tourers (from rail trails to trails in steeper and more difficult terrain) and people seeking a different outdoor experience or adventure (such as undertaking a guided experience or hiring a bike while on holiday).



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The Mawson Trail in South Australia was primarily designed for off-road cycle touring, and the 1,000km Munda Biddi Trail in WA is designed exclusively for off-road cycle touring. These projects indicate a growing demand for cycle trails, as does the popularity of rail trails in Victoria. Over the last 10 years, much of the trail planning and building activity across Australia has focussed on mountain bike trails, either within reserves or in specifically prepared mountain bike parks (such as the Forrest Mountain Bike Trails in Victoria's Otway Region). The SEQ Regional Trails Strategy (*Qld Outdoor Recreation Federation 2007*) also noted a strong demand for cycling in younger age groups (less than 30 years old). Work by Market Equity (2004) for the South Australian Office of Recreation and Sport adds to the body of evidence on the popularity of cycling, particularly on rail trails. Market Equity's survey of five trails in South Australia (interviewing 933 trail users) included the Riesling Trail (a rail trail); the percentage of trail users that were cyclists was quite high at 65% (compared to an average of 29% of cyclists across the five trails).

Many of the cycle touring trips would be confined to bitumen (quiet back country roads etc.) but a significant portion may be interested in an off-road cycling experience. The *New Zealand Cycleway Market Research (2009)* found that, in general, international cycle tourists want easy multi-day trips with good supporting services or events. The holidays can also be location-based and utilise nearby trail networks. Domestic cycle tourists and recreational riders are not primarily focused on cycling but on the broader experience. This group is likely to be older or consist of families rather than single visitors or couples. Both markets are looking for easy access to safe and traffic-free trails. Trail gradient is a critical factor in successfully designing a trail for a specific market or type of rider. For a large portion of the location-based cycling and cycling holiday market, average trail gradients of 2-3 degrees are required (this explains the popularity of rail trails for this market). The proposed rail trail provides gradients of this small magnitude and thus has the potential to be a successful trail product in this market.



*Above: a variety of users are encountered on the Otago Central Rail Trail, including many from Australia.*

#### 5.5.2.4 Horse Riding

Horse riding is an activity by a relatively small number of participants (around 7% of outdoor recreation activities). Horse riding demand can also be highly localised – certain localities attract residents who are horse riders. A rail trail could offer this opportunity (as it does in some other locations – some 25% of rail trails in Australia allow horse riding).

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In summary, the proposed Murgon Proston Rail Trail would provide experiences for a range of user groups in a series of markets that have been consistent over time – walking and bushwalking and cycling – or growing significantly – off road cycle touring. The trail may also provide for horse riding if Council and the community determines to go that way – differentiating it from (the South Burnett part of) the Kilkivan Kingaroy Rail Trail. The trail would provide for both visitors and local people who participate in a range of activities

## 5.5.3 How Long Do People Spend on a Trail?

If fully developed, the proposed Murgon Proston Rail Trail would be a rail trail of just over 42 kilometres.

Long rail trails are relatively rare in Australia and New Zealand, with the Brisbane Valley Rail Trail the longest in Australia at 161 kilometres. A few rail trails in Victoria, Queensland and Western Australia are in the 80-100 kilometres range, while most rail trails across Australia are less than 50 kilometres and can be cycled (at least) in a day or less.

### 5.6 How Much Do Trail Users Spend?

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Successful trails are already attracting large numbers of visitors and they are spending reasonable amounts of money both in the local economies and in the broader economy. The following figures provide a snapshot of expenditures from a range of trails to demonstrate user expenditures.

- ✚ The Mundaring Trails Network, 1 hour from the Perth CBD, injected some **\$12.62 million** into the local economy and a **further \$15.21 million** into the State economy annually. Local residents spent \$4.06/visit to the network and visitors (primarily day users) spent \$23.71/visit. The key is that the total number of trips on the trails studied was a staggering 2.454 million visits annually (*Jessop and Bruce 2001*).
- ✚ Users of South Australia's Riesling Trail (a 35 km rail trail in the Clare Valley) who come primarily to use the trail are estimated to spend **\$1.08 million/year** (\$215/person/visit with daily expenditure of around \$100). This does not count the other 50% of trail users who use the trail as a secondary purpose for their visit (*Market Equity 2004*).
- ✚ The economic impacts of the Bibbulmun Track (WA's long-distance walking track) have been studied over two periods (in 2003 and 2007/08). In 2003, the track was shown to have generated **\$21 million** of expenditure **annually** by track users, well in excess of its one-off construction costs of \$5 million (*Colmar Brunton 2004*). More recent figures show an increase in this amount (due to an increase in both users and how much time they spend on the track). The estimated expenditure in 2008 is around **\$39 million annually** (*Colmar Brunton 2009*). The 2007/08 study shows that the average day walker (some 70% of all users) is spending \$50-\$60/day, while those walking the track for 2-3 days are spending around \$200/visit. Those using the trail for 6 weeks or more, while small in number, are spending \$1,400/visit.
- ✚ The Murray to the Mountains Rail Trail in North East Victoria is one of the better-known rail trails in Australia. Research work undertaken over Easter 2006 (*Beeton 2006*) found that average daily expenditure was **\$258/user/day**. The bulk of this expenditure was on food and beverage (57% of daily expenditure which equates to \$147/user/day). Beeton applied accepted economic multipliers to these figures and calculated that the direct contribution to the local economy per user per day was in excess of \$480. (Recent follow-up work by Beeton (2009) made similar findings).



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- Users of New Zealand's Otago Central Rail Trail are spending **\$NZ 177/day** with the average length of stay in the region of 3.8 days. There is a range of expenditures – users doing the whole trail spend \$NZ 166/day while those doing part of the trail spend \$NZ 247/day. The trail created 81 direct jobs and a total of 102 jobs. Accommodation derives 41-48% of the benefit, followed by food and consumables. The trail is contributing some \$3.55 million directly to New Zealand Gross Domestic Product (GDP) and \$5.2 million in total (*Otago Central Rail Trail User Survey 2014/2015*).



*The Otago Central Rail Trail on the South Island of New Zealand is an outstanding success, stimulating the establishment of 15 - 20 tour operators that provide logistical support. The rail trail has also stimulated private developments including chalet accommodation at Wedderburn, developed by the owners of an adjoining farming property.*

- Users of New Zealand's Hauraki Rail Trail are spending around \$5 million/year using the trail. Visitors are spending an average of \$172 per trip, and 50 full time positions had been created because of the trail.

(<https://www.stuff.co.nz/travel/destinations/nz/94123407/hauraki-rail-trail-contributes-millions-to-local-economy>)

There is a range of business opportunities for private sector investors arising from the potential development of a rail trail. Providing accommodation, food and beverages, supported and guided tours, and equipment, are some of the businesses that have arisen along other trails.

It is important to understand how trail users spend their money. Trail users spend money before coming to a trail and in towns and villages along the way. The expenditure data shown below represents an amalgam of existing research data on visitor expenditure related to rail trail. There are a number of specifically rail and cycle trails-related research projects on user expenditures. These are:

- An Economic Analysis of Rail Trails in Victoria, Australia (*Beeton 2003*);
- Regional Communities and Cycling: The Case of The Murray To the Mountains Rail Trail, Victoria, Australia (*Beeton 2006*);
- Cycling in Regional Communities: A Longitudinal Study of the Murray to the Mountains Rail Trail, Victoria, Australia (*Beeton 2009*);
- Trails Research Project (South Australia) (*Market Equity 2004*);
- Nga Haeranga – The New Zealand Cycle Trail Evaluation Report (*NZ Ministry of Business, Innovation and Employment 2013*); and
- Otago Central Rail Trail User Survey 2010/11 (*Central Otago District Council 2011*).

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Reviewing the expenditure data from these 6 studies allows an understanding of average expenditure patterns of trail users for overnight trail users. Table 4 shows average amount spent by trail users and the broad sectors in which they spend their money (average expenditure per sector is drawn from most of the studies listed above – not all provided detailed data. The data was collected at different times and noted in different currencies. The figures below represent averages converted to 2018 Australian dollars).

**Table 4: Trail user expenditure by category for overnight visitors (rail and cycle trails)**

(Overnight users include those staying 1 night or more in the region to use a specific trail)

Sector	Average expenditure/day
Accommodation	\$52.99
Food and beverage	\$82.10
Transport	\$23.37
Retail	\$34.38
Other (including cycle maintenance)	\$20.19
<b>TOTAL</b>	<b>\$213.03</b>

Accommodation expenses range from \$37/day to \$145/day (in 2018 dollars). Data on trail expenditure from the Otago Central Rail Trail (2011) shows that total expenditure was just over NZ\$580 per person per trip covering people doing both part of the trail and the whole trail), with the largest component of expenditure for package expenses (including accommodation). Separate information on accommodation was provided by only a few users who spent an average of NZ\$60/day. A New Zealand study found that users spent an average of NZ\$43/person/night across four trails on off-trail accommodation options only (NZ Ministry of Business, Innovation and Employment 2013).

The most recent research data from the Murray to the Mountains Rail Trail (Beeton 2009) shows 45% of users spent between \$51 and \$150/night on accommodation. It is worth noting that almost half of the trail users of the Murray to the Mountains Rail Trail listed their employment status as professional (e.g. doctors, lawyers, managers); trail users come from across the economic spectrum but there are many who are potentially high yield visitors.

Table 5 shows average amount spent by trail users on day trips and the broad sectors in which they spend their money. The research is drawn from the above 6 studies as well as:

- 📄 Use and Users of the Appalachian Trail: A Source Book (Manning et al 2000);
- 📄 Bibbulmun Track User Research Report (Colmar Brunton 2009); and
- 📄 Bibbulmun Track User Survey Report 2014-15 (Hughes et al 2015).

The data was collected at different times and noted in different currencies. Average expenditure per sector is drawn from most of the studies listed above – not all provided detailed data. The figures below represent averages converted to 2018 Australian dollars.



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**Table 5: Trail user expenditure by category for day-trippers (day tripper expenditure was only available for some of the studies)**

Sector	Average expenditure/day
Accommodation	\$0
Food and beverage	\$56.48
Transport	\$27.41
Retail	\$38.76
Other (including cycle maintenance)	\$25.22
<b>TOTAL</b>	<b>\$147.87</b>

### 5.7 What Types of Businesses Serve Rail Trail Users?

A rail trail generally offers the opportunity for existing businesses to expand and new businesses in this sector (and other sectors) to develop, employing more people in the region. Identifying specific business opportunities along a trail that may take years to develop is not a simple task. Some success stories from other trails are worth considering.

#### 5.7.1 Equipment Hire

While many visitors will bring bikes, some will not and a business opportunity presents itself to address this market. A number of cycle hire, cycle repair and guided cycle tour businesses are accredited businesses under the Munda Biddi Trail Foundation's *Cycle Friendly Business* program. These businesses offer a range of services along the length of the trail and pay an annual subscription fee to remain in the accredited program.

#### 5.7.2 Supported Tour Opportunities

Cycle tourism is a growing market. Domestic overnight visitors who participate in cycling on their trip stay longer and do more while on holiday when compared with other tourists, making them a stronger source of income for regional communities. Many of the cycle touring trips would be confined to bitumen (quiet back country roads etc.) but a significant portion may be interested in an off-road cycling experience. International visitors participating in cycling spend \$NZ3,800/person/visit while in New Zealand compared with the average of \$NZ2,500/person/visit for all other categories of international visitor. 22% of cycle tourists spend more than \$NZ5,000/person/visit (*Nga Haeranga – The New Zealand Cycle Trail Evaluation Report 2013*).

A number of private providers offer supported activities on a number of trails – both walking and cycling. Out There Cycling offers supported cycling packages on the Brisbane Valley Rail Trail. The BVRT 3 Day cycle tour allows the rider enough time to explore the local towns and to enjoy the countryside at a relaxed pace. The tour can be experienced in a tent at selected camping areas or in a Hotel/Motel along the way. Users can choose to carry their own gear on the bikes or chose to have the gear transferred to the next stop. This company also offers a bus shuttle service encompassing both the Brisbane Valley Rail Trail and the Kilkivan Kingaroy Rail Trail (see <http://www.outtherecycling.com.au>). Tour de Vines – a cycling company – offers

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various cycling tours on Australian rail trails (as well as other cycle touring opportunities in Australia and overseas) (see <http://tourdevines.com.au/cycling-tours/cycling-tours-australia>).

Supported tour opportunities are offered on Otago Central Rail Trail where some 10% of visitors take advantage of this service. A recent survey by the Otago Central Rail Trail Trust showed that total expenditure was \$NZ472.61 per person per trip along the rail trail. The largest component of expenditure is on package expenses (as it was in 2008/2009 when a previous survey was carried out). 'Off the Rails' is one such bicycle tour company that offers premium, eco-friendly and fully supported bike tours. The company offers various tours including accommodation, bike hire and guided sightseeing activities. All tours include transfers, care of all luggage during the tour and meals, providing a fully inclusive cycling experience. A key to its success is its ease of planning/organising for visitors – once the tour is booked in, they do not have to think about anything else. (SGS Economics and Planning and Quantum 2012)

Qualitative research done by SGS Economics and Planning and Quantum (2012) (focusing on Victoria's north east) indicates respondents wanting activities and experiences that are easy to organise – the 'facilitated' experience, which would complement the existing scenic and safe trails through iconic rural villages. Facilitated itineraries would seek to emulate the best facilitated road cycling experiences in Europe, including the provision of regional interpretation, food and wine. The report noted that the North East's Rail Trail is a key asset for the region, providing infrastructure from which a cycling experience could be leveraged.

NSW research (*Destination Country and Outback NSW's Destination Management Plan 2018*) notes a global trend that tourism activities such as tours are finally coming into their own. However, the focus is on small-scale, immersive and locally curated activities. This is particularly important in relation to Indigenous and nature-based tourism.

The length of the proposed Murgon Proston Rail Trail may warrant the development of businesses offering supported tours. Alternatively, and perhaps more likely, it will provide a boost to businesses such as Out There Cycling which is already operating in the region and has an enviable reputation. The rail trail could be packaged with other walk and mountain bike trails and other outdoor recreation experiences in the region to provide opportunities for supported tours – again, a tour opportunity that Out There Cycling already offers.

#### 5.7.3 Guided Walking/Cycle Touring

This facility provides an even greater level of support for trail users; all "traversing" is done with the accompaniment of a knowledgeable guide (as well as the provision of all necessary equipment).

This type of service is offered on the Great Ocean Walk (e.g. Bothfeet Walking Lodge and Tours). Internationally renowned adventure company World Expeditions offer a 7-day guided and supported hike along the Bibbulmun Track. One of the key features of these packages is that users simply pay just one flat fee for their entire holiday.

#### 5.7.4 Off-trail Accommodation

There is some opportunity to provide users with off-trail accommodation of varying qualities (adding to the existing stock of options) as the trail passes private property. Riesling Trail Cottages and Riesling Trail Bush Cottages provide self-contained accommodation adjacent to South Australia's famous Riesling Trail through the Clare Valley. When these were first



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constructed, the owner was often asked “How close are your cottages to the wineries”; over time, the more common enquiry became “how close are the cottages to the rail trail”.

#### 5.7.5 Food and Beverages

As noted above, food and beverages are one of the key business sectors that benefit from trail user’s expenditure. Available research does not indicate the types of food and beverages trail users consume; anecdotal evidence would suggest that most bike riders drink coffee – a high profit item. But the research cited above does indicate the levels of expenditure on this type of item. Some of the best evidence is anecdotal. For example, one cafe on New Zealand’s Hauraki Rail Trail was told to expect 35,000 patrons in the first year but actually got about 120,000 patrons through the door. The cafe had to increase staff from two to a summer staffing of 15



*Several accommodation establishments are clearly benefiting for locating close to the Riesling Trail, resulting in economic benefits to the businesses and a bigger range of accommodation options cyclists and walkers using the trail.*

(<https://www.stuff.co.nz/travel/destinations/nz/94123407/hauraki-rail-trail-contributes-millions-to-local-economy>)

#### 5.7.6 Supporting Existing Businesses

A trail increases the opportunities offered to existing businesses that currently provide relevant services to provide such services on a more regular basis. These types of examples are critical economic opportunities to diversify and solidify the sub-region’s economic base. In New Zealand across four recreation trails subject to detailed research (*New Zealand Ministry of Business, Innovation and Employment 2013*), 1 in 5 businesses surveyed reported that they had either expanded their services (e.g. added capacity) or added new services since the trail opened in their region. These ranged from provision of cycle tours to cellar door tasting sessions, but were commonly in the provision of accommodation, transport or shuttles, or cycle hire. There was anecdotal evidence that trails have been beneficial for existing businesses either by absorption of existing excess capacity or by spreading the risk through the diversification of product.

On the Hauraki Rail Trail in New Zealand, one in seven businesses along the trail have adjusted their offerings to meet the needs of cycle trail users

(<https://www.stuff.co.nz/travel/destinations/nz/94123407/hauraki-rail-trail-contributes-millions-to-local-economy>).

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## 5.8 Conclusion

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Australians are increasingly looking for passive, non-organised recreation opportunities, often in natural or near-natural settings. Demand for this type of opportunity will only increase as the population ages. While walking remains the most popular of these activities (and is likely to remain so as the population ages), off-road cycling shows a growing and often unmet demand within the trails market.

The Murgon Proston Rail Trail would provide experiences for a range of user groups in a series of markets that have been consistent over time – walking and bushwalking and cycling – or growing significantly – off road cycle touring. The trail would provide for both visitors and local people who participate in a range of activities. The potential expenditures may be quite significant based on trail user expenditures elsewhere.

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## SECTION 6 – GENERAL OBSERVATIONS AND CONCLUSIONS

There is no doubt that rail trails are popular both within the South Burnett region and more generally across Australia. However, it is important to consider whether the economic and non-economic returns will outweigh the costs of fully developing a rail trail along the entire Murgon Proston corridor – both actual construction and maintenance costs and what will be significant disruptions to existing farming practices (albeit on publicly owned land) and other non-quantifiable costs, particularly to adjoining landholders. A rail trail is a piece of publicly owned infrastructure that needs to provide some benefit to the communities through which it passes as well as to the wider community (whether this is the region or the State). This consideration needs to be given at a strategic level prior to a more detailed examination of actual likely costs and benefits of the proposal (or some version of the proposal). Section 1 set out a series of questions for the feasibility study to answer. These were:

- ✚ Is there a viable trail route (i.e. is a trail route physically possible)?
- ✚ Are there alternative uses for the corridor that will provide more value to the community? Are these alternative uses viable?
- ✚ Will the rail trail provide a quality user experience (terrain / landscape / history)?
- ✚ Is there a market for the proposed trail (i.e. local people and visitors who will be attracted to use it)?
- ✚ Will the rail trail create any unmanageable or unmitigated impacts on adjoining landholders' farming practices and lifestyles?
- ✚ Are the local government and key stakeholders supportive of the concept?
- ✚ Are there supportive/strong advocates (in the community)?
- ✚ Is there a supportive community?
- ✚ Would the trail be value for money?
- ✚ Is there a commitment to the ongoing maintenance of the trail ("friends of ..." group or support network)?
- ✚ Will the trail provide a unique experience?
- ✚ Is there a demonstrated benefit to trail users and, especially, the host communities?

In addition, this proposal is for a relatively unique rail trail – one that is physically attached to an existing rail trail (the Kilkivan Kingaroy Rail Trail) and also within a relatively small geographic region encompassing two existing rail trails (the KKRT and the BVRT) and a linking trail (The Link Trail) that joins these two quite popular trails together. An important additional question is whether this rail trail will add a significant number of users in a region which already has the two rail trails – one in very close proximity – to justify the investment that needs to be made in developing the rail trail.

In Section 4, the issues and opportunities were reviewed. In summary:

- ✚ Much of the publicly owned railway corridor between Byee and Mondure in particular is in active use by adjoining landholders for cropping either as a primary activity or as a secondary activity providing stock feed.

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- ✦ Construction costs of the 4 sections (Murgon-Byee; Byee-Mondure; Mondure-Hivesville; Hivesville-Proston) will vary between \$152,000/km and \$301,000/km (a total cost in excess of \$7.6 million).
- ✦ The need to construct a large number of bridges or alternative waterways crossing will be expensive, given there are 26 bridges needed covering over 630 metres.
- ✦ The most expensive section to build is between Byee and Mondure section (7.55 km). Major cost items are rebuilding approximately 5 km of the trail where the original rail formation has been incorporated into surrounding farms, and the three required bridges.
- ✦ Road and road reserve options for Byee-Mondure section were investigated as alternative routes but using these roads will detract from the key appeal of a rail trail – a safe off-road option. In addition, there are a number of other matters associated with re-routing a rail trail a significant distance from the original alignment (including setting an undesirable precedent).
- ✦ Landholder issues of potential significant concern are existing investments in centre pivot spraying and aerial spraying. Both of these present significant issues not present on many other rail trails in Australia which often travel through grazing country. Centre pivot spraying may or may not be an issue; whilst it may impact on the existing corridor, the consultants were unable to observe it in practice therefore it is difficult to assess its impact. Relocating the proposed trail away from the original railway corridor onto alternative routes (road-side or road reserves) does not obviate the dangers presented by aerial chemical spray drift (if this is a concern). All other issues raised by landholders have been satisfactorily addressed on other rail trail projects.
- ✦ The 3 sections from Murgon to Hivesville, particularly from Barlil siding to Kawl Kawl siding, are not particularly attractive for users, because they go alongside Silverleaf Road and/or go across flat uninteresting farming country which has been cleared, with no remaining railway infrastructure of any interest.
- ✦ The proposed trail does not really offer the opportunity to pass through towns and villages, but rather starts and finishes at a town. A total journey of 42 kms would be best served by some additional on-trail or near-trail commercial facilities.

The proposed rail trail also provides several potential opportunities.

- ✦ The western end (i.e. Hivesville to Proston) tends to be a little more varied and interesting – both topography and landscape.
- ✦ One of the major appeals of rail trails is the gentle gradient, suitable for all types of cyclists and walkers – as this one would be. This is the market that would be attracted to a rail trail.
- ✦ Development of the rail trail may provide a range of new business opportunities (or allow existing businesses to expand). The trail will make an actual connection between the towns and villages en route – one that reinforces historic connections.
- ✦ Provision of an additional off-road trail adds to the suite of tourist offerings in the region and encourages visitors to stay a little longer to go for a pleasant walk or ride. This rail trail may have the advantage of attracting horse riders.



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- ✦ There are strong advocates within the communities who have expressed a desire to get more involved in ensuring the proposed rail trail gets developed; many of these people see significant benefits to Proston in particular.
- ✦ The trail has the potential primarily to assist in keeping existing visitors longer in the area (particularly those already using the Kilkivan Kingaroy Rail Trail and/or the Brisbane Valley Rail Trail).
- ✦ Providing accommodation, food and beverages, supported and guided tours and equipment, are some of the businesses that have arisen along other trails.
- ✦ Trails can improve community connectivity and provide increasing recreational options for local people thus contributing to both physical and mental health of communities through which they pass.

Section 8 examines in detail likely user numbers for the rail trail if it is to be developed only between Hivesville and Proston (13.4km). This approach (a shorter rail trail) is taken as it is felt that it is unlikely that a large number of users are going to come from Brisbane or South East Queensland specifically or primarily to ride the Murgon Proston Rail Trail (given the factors noted above about attractiveness of the corridor and the absence of services) when they could come to the region and ride the Kilkivan Kingaroy Rail Trail or the Brisbane Valley Rail Trail, both of which pass through more interesting and varied countryside. The proposed Murgon Proston Rail Trail does not offer a significant point of difference to encourage riding or walking the entire 42 km from Murgon to Proston. The more likely scenario for many users is that they will come to the region to ride the Kilkivan Kingaroy Rail Trail – perhaps riding the South Burnett section in 1 day – then stay an extra day to ride a rail trail to Proston. Users are unlikely to ride or walk from Kingaroy to Proston in one day - some will but many will not. If these are the primary users i.e. those who stay an extra day to ride a trail to Proston, their expenditure will necessarily be smaller (because they are “add-on days” rather than new users). Users may well approach the “challenge” of the two rail trails – the KKRT and a trail to Proston – by seeing that there is a relatively attractive rail trail linking Hivesville to Proston, it’s a good length for a one-way or out and back ride or walk (13.4 km one way) and do that ride before they head back to SEQ after a weekend away. They are unlikely to be prepared to ride a significant distance through relatively uninteresting countryside (Murgon to Hivesville – almost 30 kms) before getting to the more interesting section after already having spent a day on the KKRT.

In terms of local users, fully developing the trail along the entire corridor would “add” Murgon’s population to the trail’s local catchment (within 20 minutes of the trail); however, the trail is unlikely to add many new users as residents of Murgon already have easy access to the KKRT for exercise and recreational activities.

Whilst the business case has not been prepared for the whole corridor, the likely user numbers would not be significantly different (on a long trail as on a short trail) for these reasons and there will be limited additional return on investment with a much more significant cost if the trail is built along the entire corridor.

Use scenarios and possible numbers of users means that, for an investment of a little over \$2 million (developing a rail trail from Hivesville to Proston), the South Burnett Regional Council will provide an opportunity for users to traverse another rail trail in the region with a slightly different appeal to the KKRT (undulating, good views, treed landscapes) with towns at either end. The alternative (the original proposal of developing a rail trail along the corridor from

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Murgon to Proston) means spending in excess of \$7.6 million for a long trail which is unlikely to attract significantly more users than the shorter trail (between Hivesville and Proston).

One comment made at the open houses (by a supporter) was that it would be unique to have two rail trails heading out from one point (Murgon) in two different directions, adding a marketing advantage. There are probably only two other rail trails in Australia with this feature – the Murray to the Mountains Rail Trail in Victoria and the Railway Reserve Heritage Trail in WA. However, this advantage is probably not enough to give the Murgon Proston Rail Trail a wider appeal given the other issues. In NSW, the approach being taken by advocates is for rail trails to be “nested” – i.e. several trails in a similar place in the State (for example the Eastern Riverina Rail Trails) allowing the region to be packaged as providing a number of individual rail trails not necessarily physically linked but in the same general geographic location. This nesting allows visitors from Sydney and Canberra (the main population centres nearby) to do 2 or more of the rail trails on offer over a normal or long weekend without having to travel too far between each one. This is where a Hivesville-Proston Rail Trail could position itself - as one of the rail trails that people could do over a long weekend basing themselves in Kingaroy, Murgon, Nanango or elsewhere in the region.

A rail trail between Proston and Hivesville would:

- ✚ Provide, at 13.4 kms one way, a good “out and back” bike ride and perhaps a good “out and back” horse ride in one day and a long walk (or a simple one-way walk).
- ✚ Represent a reasonable expenditure of capital and more importantly maintenance funds.
- ✚ Tap into community sentiment expressed in Proston by those in favour who are keen to see Proston thrive not die. The proposed rail trail gives them a reasonable attraction to build on and to support some local businesses. The trail would probably not be enough on its own to support new businesses but it is still a reasonable project to help existing businesses. A rail trail along the entire corridor is unlikely to deliver many more users (compared to a shorter trail) and consequently more user expenditure.
- ✚ Give the community who volunteered to maintain the trail a more manageable project. Maintaining a 46 km trail is significantly different to maintaining a 13.4 km trail, particularly with the small number of people in this part of South Burnett Regional Council.
- ✚ Avoid some of the major landholder issues.

South Burnett Regional Council may also consider whether additional funding for rail trails could also be spent on the existing rail trails – both planning and infrastructure upgrades. The best value for Council may be in continuing master planning for, and continual improvement of, the existing Kilkivan Kingaroy Rail Trail and the Link Trail (and perhaps the BVRT). It is not clear whether the State Government’s rail trail funding program will cover these types of projects.



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## SECTION 7 – ESTIMATES OF PROBABLE COSTS

The following section is presented for the Hivesville to Proston section of the proposed rail trail only as discussed in Section 6. (The same unit costs were used to broadly identify the costs for each of the potential trail sections referred to in Sections 4 and 6).

### 7.1 Basis of Cost Estimates

The investigations undertaken during the fieldwork associated with this project and the consultation carried out enable a reasonable indication of the work required to bring about the development of the proposed Hivesville Proston Rail Trail project.

The costs of construction of the proposed rail trail is an estimate of probable costs only. Accurate costs can only be determined, firstly, by the compilation of more detailed works lists accomplished through individual, detailed trail development plans for each section of the proposed rail trail and, secondly, via a tendering process.

The costs for development of the trail (bridges, trail construction, etc) are based on conditions likely to be encountered during construction. As accurate measurements have not been made, it is not possible to be precise in quantifying costs. It is only after detailed trail development plans are prepared (including a full traverse of the corridor) that more definite quantities and costs can be provided.

For the purposes of determining costs for this Feasibility Study, the per unit construction rates have been included in the tables, along with an estimate of the total length or quantity.

**Table 6: Cost Estimates Hivesville to Proston Rail Trail (13.4 km)**

Activity	Unit	Qty	Rate	\$
Allowance for minimal to moderate clearing of corridor between Hivesville and Proston	metres	13,400	\$3	\$40,200
Erection of fencing along corridor:				
• double fencing (allowance)	metres	11,200	\$20	\$224,000
• single fencing (allowance)	metres	1,000	\$10	\$10,000
• no fencing	metres	1,200	\$0	\$0
Allowance for cleaning of, and earthworks around, pipe and box culverts under railway embankment	units	5	\$400 (average)	\$2,000
Allowance for installation of new pre-fabricated bridges	metres	85 (5 bridges)	\$4,000	\$340,000

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Allowance for delineator posts, guard rails or barrier fencing on high embankments				\$10,000
Allowance for gravelling of trail to 2.5m wide, compacted to 150mm thickness	Lineal metres	13,400	\$60	\$804,000
Allowance for purchase and installation of miscellaneous signage (directional / distance, warning, etiquette, private property, no trespassing, emergency etc)	metre	13,400	\$2	\$26,800
Allowance for construction of road crossings at major roads		2	\$11,500	\$23,000
Allowance for construction of road crossings at minor roads and driveways		4	\$2,820	\$11,280
Allowance for retain/renovate/repaint railway signage and significant railway heritage infrastructure (signs, signals, switches)		0	-	\$5,000
Allowance for rehabilitation of drainage through cuttings	metre	200	\$25	\$5,000
Allowance for trailside bench seats and trailside shelters		3	\$3,000	\$9,000
Allowance for removal of cross fences	unit	10	\$300	\$3,000
Allowance for installation of new structures at property boundaries	unit	5	\$4,000	\$20,000
Allowance for installation of stock crossings (grids, gates, etc) to permit stock/machinery to cross from one side of corridor to the other	unit	5	\$4,000	\$20,000
Allowance for slashing bridle trail alongside main trail (if horses are to be permitted)	metres	13,400	\$0.50	\$6,700
Allowance for preparation and installation of interpretive signage	unit	3	\$4,000	\$12,000

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Allowance for Trail Directional Markers (incorporating emergency markers) to be placed along trail every 1 km.	Ea.		\$600	\$7,800
Allowance for landowner requests (e.g. fencing and vegetation screening)				\$5,000
Allowance for cable locators and traffic management				\$10,000
Allowance for weed spraying before/during construction				\$5,000
Allowance for surveying of property boundaries/fencing alignment	Per/km	13km	\$3,000	\$39,000
Hivesville trailhead facilities:				
• Install map panel	units	1	\$5,500	\$5,500
• Directional signage to trailhead from regional and local roads	units	2	\$600	\$1,200
• Install roadside "Trailhead" signage on local roads	units	1	\$1,600	\$1,600
• Install picnic shelter and table		0	\$8,000	\$0
• Install bike parking rails	set	1	\$1,000	\$1,000
Proston trailhead facilities:				
• Install map panel	units	1	\$5,500	\$5,000
• Directional signage to trailhead from regional and local roads	units	4	\$600	\$2,400
• Install roadside "Trailhead" signage on local roads	units	2	\$1,600	\$3,200
• Install picnic shelter and table		0	\$8,000	\$0
• Install bike parking rails	set	1	\$1,000	\$1,000
• Horse facilities – yards, hitching rails, water trough	allowance			\$7,000
<i>Sub-total (includes horse trail provision – surfacing and facilities)</i>				<i>\$1,666,680</i>

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Approvals, permits, applications, designs, specifications, engineering assessment of timber bridges	%	2.5	\$41,665
Contingency amount	%	15.0	\$250,000
Project management	%	5.0	\$83,335
<b>Total (not incl GST)</b>			<b>\$2,041,680</b>

## Notes

1. Much of the corridor has only light regrowth and grasses have been controlled by stock grazing on the corridor.
2. Trail construction. Construction includes light rolling, covering with road base, levelling, trimming, shaping and compacting: \$60/lineal metre (for 2.5m trail width). Building lesser quality trails leads to significant maintenance bills in the future and also has the potential to deter users.
3. The recommendation is that fencing on the corridor will be built to allow for a 6 – 8 metre wide trail corridor. In most cases, new fencing will therefore be required. The costings reflect this.
4. An allowance has been made for slashing a bridle trail alongside main trail (if horses are to be permitted).
5. The estimates set out in the table above are an indication only and have been based on conditions observed from many areas along the railway corridor. A more reliable estimate of costs can only be provided following a complete traverse of the corridor, as would be done in the preparation of a detailed trail development plan.
6. These broad estimates of probable costs are based on contractors' rates. Costs can be considerably reduced through use of in-kind contributions from the Council, use of volunteers for various tasks, use of prison crews (for construction tasks), etc.
7. The estimates of probable costs above are based on recent relevant construction costs from other trail projects. Real-life costs will depend on a number of factors, including the state of the economy, the extent of 'advertising' of construction tenders, the availability and competitiveness of contractors, the rise and fall in materials costs, the choice of materials used in construction and final design details. Tenders submitted by construction contractors may vary significantly from the estimated costs in the table contained within this report.
8. Estimated costs are as at November 2019. An additional 3.5% should be added to each individual total per year compounded.

### Fencing

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New fencing has been costed along much of the corridor. The new fencing will be required in accordance with the proposition that the rail trail requires a narrower corridor (perhaps 6 – 8 metres wide) than the original 30 - 40 metre wide railway corridor. This new fencing along the narrower corridor allows the adjoining landowners to graze their stock within the 'unnecessary' section of the publicly owned (former) railway corridor. Although the corridor is proposed to be fenced, these cost estimates allow for ample stock and machinery crossing points of the corridor to enable farmers and their stock to cross the (former and to-be-fenced) rail trail corridor without the necessity of opening and closing gates. The stock crossings will be open 24/7.



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## SECTION 8 – THE BUSINESS CASE

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*The following section is presented for the Hivesville to Proston section of the proposed rail trail only (as discussed in Section 6).*

### 8.1 Introduction

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It is always difficult to predict the economic impact of a new trail. Visitor numbers on the Bibbulmun Track (in WA) grew from 10,000 when the new alignment was first opened in 1997 to 137,000 in 2004 (*Colmar Brunton 2004*) to over 167,000 in 2008 (*Colmar Brunton 2009*) to over 300,00 in 2015 (*Hughes et al 2015*). This was on a trail that had existed in its entirety for many years but was substantially altered and reopened in 1997 (although new sections of it had been opened prior to its grand opening). Visitors included those on 'local trips', day trips and overnight or longer stays (including those who travelled from end to end).

A dramatic increase in visitor numbers such as experienced by the Bibbulmun Track can be attributed to very good marketing of the track. The economic impact of the proposed trail is primarily dependent on the extent to which the trail is marketed and promoted. The Bibbulmun Track Foundation markets the trail, organises events and organises guided experiences of the track – its role in marketing and promotion has been critical to the track's success.

A trail will bring additional tourists and keep them longer in the area. Other possible benefits from developing the trail include:

- Improvements to community connectivity;
- Increasing recreational options for local people; and
- Creating opportunities to build on existing industries and enterprises of the area.

A trail such as the proposed rail trail will have attraction to visitors – day trippers and overnight visitors. However, it will also add to the stock of existing trails for local people – people who live in villages within easy reach of the trail. Some of these people will use the trail for exercise – these 'back gate' users may not be significant in terms of expenditure, but they are significant in terms of numbers as they would use the trail many times each year.

### 8.2 Visitor Markets

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Visitor trends and markets were discussed in detail in Section 5. Key trends and markets to be considered bear re-iteration.

#### 8.2.1 General Visitor Trends

Tourism Research Australia and Destination NSW have undertaken research on a number of visitor markets relevant to rail trails. The most relevant general observation was that regional destinations offer key experiences for what Australians are seeking from their holidays.

- The millennials age group seeks authentic and genuine travel experiences, together with a variety of active and passive ways to enjoy them. This could include nature-based experiences, as well as country food and wine (*Tourism Research Australia, 2017(a)*).

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- ✚ The over 55s is one of most powerful age groups in Australia in terms of financial capability and life expectancy is increasing. This group travels and prefers domestic travel to international travel. (*Destination NSW, May 2015*).
- ✚ More people (over 55) are choosing to travel earlier than retirement to enjoy the more active or immersive experiences that destinations have to offer. This is one of the key demographics for rail trails.
- ✚ Ease and convenience are the key drivers for domestic travel by families in Australia, and they are looking for destinations that are relaxed and easy with beautiful surroundings, preferably only a few hours' drive from home. (*Destination NSW, June 2015*).

#### 8.2.2 General Visitor Numbers

The South Burnett region hosted 178,000 domestic overnight visitors (staying 3 nights on average) and 402,000 domestic day trippers in 2017. 3,000 international visitors also came to the region (for a total of 583,000 million visitors).

### 8.3 Visiting Trail Users

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There is no doubt from available evidence that recreation trails attract visitors who may come to a region specifically to do a trail. For example, in 2004, 50% of visitors to South Australia's Riesling Trail came to the Clare Valley specifically to walk or ride the trail – the other 50% used the trail as a secondary activity to their trip to the Clare Valley.

#### 8.3.1 Visiting Trail Users – Predicting User Numbers

What is a reasonable forecast for trail user numbers given some existing visitors will stay longer to experience the trail, and some will come to the region as new visitors simply to use the trail? Nature visitors who participate in the types of activities undertaken on tracks and trails provide a pointer to the market potential for a trail such as the proposed rail trail. Tourism Research Australia estimates that 51% of domestic overnight nature visitors take part in bushwalking / rainforest walks, whilst 39% of domestic day visitors and 37% of international visitors enjoy this type of activity. While the proposed trail does not necessarily provide a bushwalking experience, it does provide an opportunity for nature visitors.

##### 8.3.1.1 Projected User Scenarios - Day Trip Usage

Any trail has the potential to add to the number of day trippers – a significant market for a rail trail.

The Mundaring Shire trail network (in WA) is just under 1 hour from the Perth CBD. In the Mundaring case, 180,000 visitors (from outside the Shire) make over 900,000 visits/year (an average of 5 visits/person). The majority of these visitors come from Greater Perth (a population of 1.5 million at that time) and are day trippers. Some 12% of Perth residents visit the trail network.

Market Equity's research in South Australia shows that a significant percentage of cyclists on surveyed trails are more prepared than walkers to travel to use a trail (36% of cyclists interviewed on the five trails were non-locals) (*Market Equity 2004*).

The Lilydale Warburton Rail Trail provides a reasonable 'shadow' market for making some estimates. The trail attracts a large number of day trippers, with 100,000 of the 105,000 annual



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visitors being day trippers (some 3% of the day tripper market to the Yarra Valley and Ranges). The trailhead at Lilydale is 40 minutes by car from Central Melbourne and an hour by train. It is very well positioned for day trippers. The Trail is in an established tourism area – the Yarra Valley and Ranges – with a wide range of tourist infrastructure and attractions. In 2013, the Yarra Valley and Ranges region attracted 663,000 domestic overnight visitors and 3.1 million day trippers. The Yarra Valley and Ranges are very attractive natural environments, another positive factor attracting trail users.

Expenditure is also quite significant. Day tripper expenditure (based on a number of studies) is \$147.87/day with \$47.32 (or 32%) of this spent on food and beverage – most of which is likely to be spent in the region.

The calculations below assume that 2 hours is a reasonable distance for people to travel (each way) to undertake a day trip.

The trail end points (Hivesville and Proston) are not within 2 hours of any major metropolitan areas. However, Kingaroy, Nanango, Gayndah, Munduberra, Gympie and Chinchilla are the centres within 2 hours of the rail trail. The population within 2 hrs of the rail trail is 44,499 (based on 2016 Census).

A trail developed along the old railway corridor between Hivesville and Proston may attract in the order of **1,000** additional day trippers/year (specifically to use the trail). This number represents:

- Around 0.25% of the existing day tripper market to the South Burnett Region; and
- A little over 2% of the population within 2 hours of the trail.

Increasing day trippers to the region by 1,000/year will result in an injection of some \$147,870 into the local economies per year (based on the average figures of \$147.87).

These percentage shares appear low, but it is important in considering the potential user numbers that Kingaroy, Nanango and Gympie all have easy access to existing rail trails while there is a rail trail proposed linking Gayndah and Munduberra. This number is achievable if horse riding is permitted along the trail as it provides a different opportunity in the region (the Kingaroy-Murgon section of the KKRT does not permit horses).

#### 8.3.1.2 Projected User Scenarios - Converting Day Trips to Overnight Trips

Trail development may also turn day trippers into overnight trippers with consequent rise in economic benefits. The trail provides an additional activity for visitors – an overnight stay will give visitors time to walk or ride the trail in addition to their other activities. Overnight visitors to trails are spending an average of \$213.03/person/day (as discussed in Section 5.6).

The likely scenario would be that some visitors to the region will turn day trips into overnight stays if a trail is provided as an additional activity.

If the trail converted **500** day trippers into overnight visitors, this would inject an additional \$106,515/year into the economy based on overnight visitor expenditure of \$213.03/day. If they stay overnight to undertake the trail journey, they would undertake other activities as well over the course of their stay. The benefit of the 2<sup>nd</sup> or subsequent day's stay cannot be attributed to the trail.

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This number represents around 0.3% of the existing overnight visitor market to the entire region. Given the nature of this trail, the key market will be those who add it to an existing stay in the region - shorter rail trails tend to be an “add-on” to existing activities.

## 8.3.1.3 Projected User Scenarios - Encouraging Existing Overnight Visitors to Stay Longer

An additional facility will encourage visitors to extend their stay to allow an extra day to use the trail. The trail could be included in a package of outdoor recreation opportunities and this is likely to attract users. A trail would be a good inclusion in a package with other tourist attractions. Such a package makes an appealing weekend away or an incentive to stay a day or two longer. This will be a key market for this trail. As noted in Section 6, the likely scenario for many users is that they will come to the region to ride the Kilkivan Kingaroy Rail Trail (or the BVRT or the Link Trail) then stay an extra day to ride a rail trail to Proston. Users may well approach the “challenge” of the two rail trails – the KKRT and a trail to Proston by seeing that there is a relatively attractive rail trail linking Hivesville to Proston, it’s a good length for a one-way or out and back ride or walk (13.4 km one way) and do that ride before they head back to SEQ after a weekend away.

Good marketing of such a package would mean that overnight stays in the region would increase accordingly. This has a significant impact on economic benefits, as people who stay overnight spend considerably more than those who come for a day only.

If **1,500** visitors stay an extra day to use the trail, this would inject an additional \$319,545/year into the economy based on overnight visitor expenditure of \$213.03/day. Additional expenditure as a result of their overnight stay – primarily but not only accommodation – can be attributed to the trail. This number represents just under 1% of the existing overnight visitor market to the region.

## 8.3.1.4 Projected User Scenarios - Attracting New Overnight Visitors

There is a possibility that a Hivesville Proston Rail Trail would attract a very small number of visitors who would drive from Brisbane primarily to undertake the trail given its relatively short length. As stated above, the key market is likely to be existing visitors who extend their stay. If horse riders are permitted on the trail, this may be a key market for the trail. Under such a scenario (horse permitted), 500 extra visitors may come as new overnight visitors to the region primarily to do the trail.

All their expenditure (over 2 days as the assumption is that they will be overnight visitors) can be attributed to the trail; if there was no trail they would not come.

If **500** visitors came primarily to use the trail, this would inject an additional \$418,080/year into the economy (500 visitors spending \$213.03/day over 2 days).

There are a number of other rail trails being investigated for the Wide Bay Burnett region (Bundaberg Gin Gin Rail Trail, the Boyne Burnett Inland Rail Trail and the completion of the Mary to Bay Rail Trail from Maryborough to Hervey Bay). The Kilkivan Kingaroy Rail Trail has been constructed with some possible extensions being discussed. The Imbil Brooloo Rail Trail has also recently been constructed. It is reasonable to consider that there is a real possibility of packaging up a number of these trails (existing and proposed) and providing a Wide Bay Burnett Rail Trail experience over a number of days. This would attract new visitors from Greater Brisbane (and perhaps other States) and provide significant economic benefits for the region. Many of the world’s longer trails offer supported and guided experiences opening up



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trails to people who may previously have not considered doing a trail activity. Such similar packages can be offered in the region.

In summary, possible visitor numbers are shown in Table 7 (the numbers assume the trail is open to horse riders).

**Table 7: Hivesville Proston Trail  
Possible Visitor Numbers and Associated Expenditure: A Summary**

Category	Predicted visitor numbers/year	Predicted expenditure/year
New day trippers	1,000	\$147,870
Day trippers converting to overnight stays	500	\$106,515
Overnight stays being extended by a day to use the trail	1,500	\$319,545
Attracting new overnight visitors	500	\$213,030
<b>Total visitor numbers</b>	<b>3,500</b>	<b>\$786,960</b>

How do these figures compare to what is happening on other trails in Australia? Research figures are limited and tend to focus on iconic trails – the Bibbulmun Track (300,000/yr) and the Munda Biddi Trail (21,000/yr) in Western Australia, and the Great Ocean Walk (100,000/yr) and the Wilsons Promontory Walk (60,000/yr) in Victoria.

Other less iconic trails also provide available research:

- ✚ Recent trail counters on South Australia's Riesling Trail show that over 40,000 people passed through 4 trail counters each year. While this does not necessarily translate to 40,000 users (as many would pass more than one counter), it suggests significant number of users. This trail is 2 hrs from Adelaide in the renowned tourist area of the Clare Valley (with very limited local population).
- ✚ Over 23,000 users passed through counters on the Old Beechy Rail Trail (Victoria) in 2013. Again, this does not necessarily translate as over 23,000 users, but it gives an indication of use rates.
- ✚ Around 27,500 users passed through counters on the Great Victorian Rail Trail in the first quarter (January-March) of 2014. Again, this does not necessarily translate as 27,500 users, but it gives an indication of use rates.
- ✚ Average monthly figures for 2018 on the Kilkivan Kingaroy Rail Trail are between 1,200 and 1,600 users. Again, this does not necessarily translate as between 14,000 and 19,000 annual users, but it gives an indication of use rates.

There may be additional people who use the trail as part of their visit to the region. While they add to the total number of trail users, their expenditure cannot be counted in any economic analysis of the trail's benefit as the presence of the trail is not the primary attraction for these

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visitors. As noted above, 50% of visitors to South Australia's Riesling Trail came to the Clare Valley specifically to walk or ride the trail – the other 50% used the trail as a secondary activity to their trip to the Clare Valley. The economic contribution of the latter 50% is not counted as an economic benefit of the trail.

The predicted user numbers represent a likely outcome once the trail is established. As noted above, marketing and promotion of the trail will be a key element in realising these numbers – users just don't magically appear once a trail is built. Such marketing and promotion require the commitment of resources – human and financial. Use will build over time – even with good marketing and promotion. The available evidence is limited and tends to show that trail use starts slowly but grows very quickly at some point - the Bibbulmun Track for example grew from 10,000 in 1997 to 137,000 in 2003 to 167,000 in 2007 to over 300,000 in 2015.

#### 8.4 Local Trail Users

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Every regional trail is a local trail. Therefore, it is important not to overlook the contribution of local residents to the success of a trail. In 2001, the Mundaring Shire trail network was used by over 200,000 people (*Jessop and Bruce 2001*), having grown from a low base when the network was first fully opened. Only 10% of these users were locals (residents of Mundaring Shire) with many other users drawn from the Perth metropolitan area. The total annual visits (people generally use trails more than once a year) were a staggering 2.454 million visits annually, with local residents accounting for 63% of these visits. The average number of trips per year per local resident was 75 (compared to the 5-20 trips used in the following forecasts). It is difficult to know how far people will travel to take advantage of a local recreation facility. 20 minutes travel is a reasonable figure to estimate the "local catchment" of a trail.

##### 8.4.1 Local Trail Users – Predicting User Numbers

There are two villages (Proston and Hivesville) and several smaller localities within 20 minutes of the Rail Trail. The combined population of these areas is of the order of 700 people (*2016 Census Quickstats*). Murgon is over 20 minutes from Hivesville; in addition, local use of a rail trail for Murgon residents is focussed on the KKRT.

Three possible scenarios can be used in calculating likely local user numbers. These are:

- ✚ A low/low scenario - 5% of the combined population within 20 minutes of the trail making 5 visits/year to the trail.
- ✚ A medium/medium scenario - 10% of the combined population making 10 visits/year to the trail.
- ✚ A high/high scenario - 20% of the combined population making 20 visits/year to the trail.

The next step is to estimate total trip numbers. In the Mundaring study, the average number of trips per year per local resident was 75. Table 8 provides three visitation scenarios taking a far more conservative approach compared to the actual visitation rate coming from the Mundaring study.



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**Table 8: Hivesville to Proston Rail Trail Potential Annual Visits by residents**  
(Population within close proximity to the trail – 700)

Category	Low trail usage: 5% of residents	Medium trail usage: 10% of residents	High trail usage: 20% of residents
Low (5 visits/yr)	175	350	700
Medium (10 visits/yr)	350	700	1,400
High (20 visits/yr)	700	1,400	2,800

Local users also spend money while using trails. Expenditure per trip by local residents is always lower than for visitors, as locals are closer to home and more likely to either take all that they need or come home to eat and drink following a trail visit. The expenditure figures from the Mundaring study (\$1.44/person/trip in the Shire – mainly food and drink) are a legitimate base to work from (and have been converted to 2018 dollars - \$2.19/person/trip).

Using this figure in combination with visitation scenarios generated in Table 8 gives a range of expenditure estimates. Table 9 shows a simplified set of three scenarios: low usage / low number of trips, medium usage / medium number of trips, and high usage / high number of trips.

**Table 9: Potential Total annual expenditure in the vicinity of the trail by residents**  
(low, medium and high refer to the use rates developed in Table 8 above)

Use Scenario	# of person visits	Total spent (\$)
Low/low	175	\$385
Medium/medium	700	\$1,530
High/high	2,800	\$6,130

What is the likely scenario for local trail users? The Mundaring figures show 63% of the local population making an average of 75 trips/year.

Given these figures, it would seem the medium/medium scenario of 700 person visits/year (i.e. 10% of the 'local' population using the trail for 10 visits per year) is a reasonable, if very conservative, scenario to adopt (conservative when compared with the Mundaring data). Such visitor numbers would inject **\$1,530/year** into the local economy. Due to the small local population, direct economic benefits flowing from local trail use will be relatively low.

#### 8.4.2 Local Trail Users – How Long Will They Spend on a Trail

The evidence is that most trail users spend up to 4 hours on a trail (walking or cycling). However, local people using the trail as part of an exercise regime are likely to have different

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time use patterns. The most recent national *Exercise, Recreation and Sport Survey (2010)* shows that those who regularly exercise do so for between 2 and 5 hours/week and the median number of exercise “events” was 1.6 times/week. It is reasonable to assume (for the purposes of calculating potential hours of exercise on the trail) that each use will be for 1 hour.

Using this assumption and combining it with the forecast user numbers, it is likely that there will be 700 additional hours of additional physical activity in the local communities who can access the Hivesville to Proston Rail Trail.

### 8.5 Projected User Scenarios - Summary

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With the right marketing, the trail will attract local users, day trippers and visitors. Under a relatively conservative scenario, the following outcomes are achievable.

- ✦ Local use – 700 local users/year is a reasonable expectation. This will result in an economic injection of \$1,530/year;
- ✦ Expansion of the existing day tripper market to the region. 1,000 new day trippers/year would inject \$147,870/year into the regional economy.
- ✦ With a new significant recreation attraction, some day-trippers may stay overnight, generating a new income stream. If the trail converted 500 day trippers into overnight visitors, this would inject an additional \$106,515/year into the regional economy.
- ✦ If 1,500 visitors stay an extra day to use the trail, an additional \$319,545/year would be injected into the regional economy.
- ✦ If 500 new visitors come to the region solely (or primarily) to do the trail, an additional \$213,030/year would be injected into the regional economy.

The total injection of dollars into the local economies from local, day trip and overnight visitors may be of the order of **\$788,490/ year** (under a range of conservative scenarios) from **4,200** users.

Complex economic analysis (beyond the scope of this project) is needed to determine how many jobs are likely to be created by such expenditure.

It should be emphasised that user and visitor numbers will not necessarily be realised in the first years of operation if the trail proceeds. It also should be noted that these numbers may grow as the overall visitor numbers grow.

### 8.6 Business Benefits

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The completion of a trail would not simply provide an injection of funds to stabilise and grow existing and new businesses (as discussed in Section 5). The psychological impact on businesses can also be very important. Work done for the Riesling Trail included some qualitative research using focus groups consisting of business operators (*Market Equity 2004*). The key responses included:

- ✦ A belief amongst business providers that the trail contributes to economic activity in the region.



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- ✚ The trail is seen to attract a variety of visitor types to the region, with wine as well as non-wine interests.
- ✚ The trail is seen as highly important to businesses in the area. Businesses were passionate about the trail and believed it contributed to their businesses as well as helping to position the area as an authentic leisure holiday destination. The exact impact in measurable terms could not be clearly ascertained, as it is so intrinsically linked to businesses in the region, but there was a definite opinion that the Clare Valley would not be the same without the trail and that it had contributed to business formation as well as business growth.

Trail development offers a range of new business opportunities and the opportunity for existing businesses to extend their offerings.

It should also be noted that the trail construction process itself will provide an economic input to the region. The size of this benefit is beyond the scope of this report, but it can be quite significant.

### 8.7 Non-economic Benefits

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There are a range of non-economic benefits accruing to local and wider communities from trail construction and use.

#### 8.7.1 Health Related Economic Benefits to the Wider Economy

- ✚ Data from the USA indicates that every \$1 of funds spent on recreational trails yield direct medical benefits of \$2.94 (*Wang et al 2005*).
- ✚ The trail will encourage people to exercise – the economic benefit to society of getting an inactive person to walk or cycle is between \$5,000 and \$7,000/year. The economic benefit to society of getting an active person to walk or cycle is between \$850 and \$2,550/year (*Institute of Transport Economics 2002*). Increasing recreational options for local communities will aid overall community wellbeing.
- ✚ Participation in trail activities can improve physical and mental health, assisting with disease prevention particularly cardiovascular, musculoskeletal, respiratory, nervous and endocrine systems as well as reducing obesity, hypertension, depression and anxiety. The obesity epidemic alone is now estimated to cost Australia \$1.3 billion/year (*Australian Bicycle Council*). One heart attack is estimated to cost in the vicinity of \$400,000 in direct and indirect costs.

#### 8.7.2 Quantifiable Benefits to Individual Residents

There are a number of benefits that accrue to residents of the region from a trail development over and above those that accrue to the regional economy (and therefore a select number of people) and to the wider economy (health benefits in particular).

- ✚ Medical research has shown that 1 hour of moderate exercise can add more than 1 extra hour of high-quality life to an individual.
- ✚ Cycling and walking as recreation activities can be cheaper than alternative forms of exercise such as gym classes. Yearly memberships to gyms are around \$600 in many instances – the cost of a good hybrid bike, which has a life of more than one year.

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### 8.7.3 Non-quantifiable Benefits to the Community and to Individuals

There are a number of unquantifiable benefits to individuals and the community. These are listed here so that a complete picture of benefits can be considered when weighed up against project costs. It is difficult to cost them for a range of reasons.

#### 8.7.3.1 Health and Wellbeing

Rail trails are an accessible form of recreation. Trail-based recreation is generally free, self-directed and available to all people, all day, every day. Good quality, accessible trails encourage physical activity and improved health. Increasing recreational options for local communities will aid overall community wellbeing.

Physical activity has also been shown to improve mental health and help relieve stress. The economic cost of mental illness is high in Australia - estimated to be approximately \$20 billion per year.

People can use trails in a variety of ways, depending on their abilities and preferences. Physical health benefits are discussed above. Social health benefits include:

- ✚ Trail activities facilitate participation and social interaction between a diversity of community members, age groups, individuals and families e.g. community walking groups, voluntary trail maintenance and conservation work;
- ✚ Market Equity (2004), in its report on trails in South Australia, found that using trails to get a sense of well-being (95% of survey respondents) and using trails as a means to unwind and relax (91% of respondents) were the two main drivers getting people out on recreation trails. The psychological health benefits of trails remain under-estimated;
- ✚ Trails can offer a wide range of opportunities to a diverse group of people. Depending upon design, trails can accommodate the elderly, people with disabilities or satisfy those seeking challenging adventures and a sense of achievement;
- ✚ Participation in trail activities has a relatively low cost to participants;
- ✚ Trails can introduce participants to other recreational and participation offerings in the community; and
- ✚ Trails help to connect people and places and to develop community pride.

A recent media report (<https://www.canberratimes.com.au/story/6192225/canberra-doctors-could-prescribe-patients-time-outside/>) promoted the idea of "green scripts". The article suggests that, the ACT Government is working with the medical profession to determine the outcomes of a doctor "ordering" a patient to spend time outdoors with an ACT park ranger. So-called "green scripts" could be a new way to treat heart disease, high blood pressure, obesity and mental health issues. A representative of the ACT Government is quoted as saying that green scripts had been a hit in New Zealand. He also noted that, in the United States, the Golden Gate National Parks Conservancy in San Francisco had been running its similar "Park Rx" program for 10 years.

A number of submissions and attendees at the open houses emphasised their own experiences with physical and mental health issues that have been partially addressed by being able to use the Kilkivan Kīngaroy Rail Trail.

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## 8.7.3.2 Liveability

Quality recreational facilities, such as trail networks, can help create attractive places to live and visit – important in small regional communities looking to grow (or at least not die). Walking and cycling are relatively cheap modes of transport. Trails also provide a low impact means of travelling through the landscapes and play an important role in connecting people with nature.

Local users of the trail will enjoy social interaction within the community and with greater social interaction, the social capital of the area may be boosted. There are a number of benefits of enhanced social capital. It improves the capacity for people to trust others (*ABS 2012 cited in SGS 2013*). This strengthens the social cohesion in a community as it provides the opportunity for socially isolated individuals to integrate into the community. Greater social capital also facilitates networking, thus creating more efficient economic networks.

Trail projects help build partnerships among private companies, landowners, and local government. Each trail contains elements of local character and regional influence, and reflects the hard work, enthusiasm, and commitment of individuals, organisations and elected officials. In addition, when residents are encouraged to become involved in a trail project, they feel more connected to the community (*Warren 1998 cited in SGS 2013*).

## 8.7.3.3 Education

Trails present a unique opportunity for education. People of all ages can learn more about nature, culture or history along trails. Of particular importance, trails provide firsthand experience that educate users about the importance of the natural environment and respect for nature by leading users into a natural classroom. An added advantage of a rail trail is that it provides an opportunity for city to connect to country, in a way “bush” trails do not. Education of users about railway history is also a paramount consideration in trail development.

Enhanced, active education along trails is achieved through the use of comprehensive trail guides and signage to encourage awareness of the natural, cultural and historical attributes of the trail.

Trails have the power to connect users to their heritage by preserving historic places and by providing access to them. They can give people a sense of place and an understanding of the enormity of past events.

## 8.7.3.4 Environmental and Cultural Benefits

Trails provide a number of environmental and cultural benefits. These include:

- 📌 Opportunities for the community to experience natural and cultural environments;
- 📌 Protection of the adjacent environments by localising impacts and facilitating management of visitation effects;
- 📌 Educational and interpretive opportunities and increased environmental and cultural awareness and appreciation;
- 📌 Increased community ownership which helps to preserve natural and cultural values; and
- 📌 Opportunities for community participation in conservation and revegetation work.

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## 8.8 Summary

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The Hivesville Proston Rail Trail will provide a number of benefits to residents and businesses of the region. Some of these are quantifiable.

Increased visitor numbers in the order of 3,500 visitors will inject around \$786,000 into the region's economy each year. Local use rates of around 700 people/year will add a small amount to the direct economic benefit. These figures represent an injection of money into the local economy, which will ensure that the construction investment and ongoing maintenance costs are "paid off" over time.

The proposed trail offers a range of other significant benefits to these communities that cannot be quantified but are equally important to consider when assessing the project's merits. These are:

- ✚ The trail offers the opportunity for existing businesses to extend their offerings. The trail has the potential to improve the sustainability of businesses reliant on tourism.
- ✚ The trail will encourage visitors to stay a little longer when visiting the region by offering another activity.
- ✚ Increasing recreational options for local communities will aid overall community wellbeing, and in the long-term reduce health costs (a saving to the State Government).
- ✚ A trail will provide firsthand experience that educate users about the importance of the natural environment and respect for nature by leading users into a natural classroom and connect the city to the bush.

In economic analysis, it is important to consider the opportunity cost of investment – the cost (foregone opportunity) of money invested in one project rather than in another. Much of the money that will be spent on this project, should it proceed, is likely to be sourced from specific grants for tourism and/or recreation projects. In fact, primary funding would come from the Queensland Government's Cycling Action Plan – a fund set up specifically for rail trail development. It will not be available for other types of projects – there is, in a sense, limited opportunity cost for funds, though funds for this project could be spent on similar projects elsewhere with a different set of costs and benefits. It should also be noted that this assessment is limited to the merits or otherwise of this proposal. It does not make any recommendations as to whether South Burnett Regional Council or its communities would be economically better off if money spent on this trail is spent on other trail opportunities within the South Burnett region.

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## SECTION 9 - FEASIBILITY STATEMENT

### 9.1 The Statement

A rail trail on the disused rail corridor between Murgon and Proston is technically feasible. The issues raised can be overcome with good design and the corridor remains in public ownership (though it has been extensively modified between Byee and Mondure in particular). However, it does not represent a significant return on investment for reasons outlined in Section 6. A rail trail developed on the disused railway corridor between Hivesville and Proston represents a better return on investment. The following feasibility statement applies to and summarises both these proposals.

This Feasibility Study sought to answer several questions:

**Is there a viable trail route? Yes.** As is the case for the vast majority of disused railways in Queensland, the entire corridor is still in public ownership. Although the section between Byee and Mondure has been extensively modified, and many adjoining landowners have had unrestricted access to the public land within the corridor since the railway closed, the land remains in public ownership.

Some adjoining landowners have erected fences alongside, and across, the corridor and stock have had unlimited access to much of the corridor for grazing purposes in the western sections in particular. There will inevitably be disruptions to long established farming practices should either proposed rail trail (Murgon-Proston or Hivesville-Proston) be constructed.

However, as is the case with many other successful rail trails developed in similar broadacre farming areas in Australia and overseas, there is a range of practical and viable solutions to each and every issue that adjoining landowners raise. The issues of centre pivot irrigation and aerial spraying do remain a potential concern should a trail proceed through areas under cropping (particularly between Byee and Mondure).

**Are there alternative uses for the corridor that will provide more value to the community? Are these alternative uses viable?** This question is difficult to answer definitively.

Unlike some other railway corridor re-use proposals, there has been no proposal to run a tourist train along the disused railway corridor. The other alternative use is continuing to crop and graze the corridor as currently occurs.

**Will the trail provide a quality user experience (terrain/landscape/history)? The answer is a case of yes and no.** The section of the railway corridor between Murgon and Hivesville, particularly from Barlil siding to Kawl Kawl siding is not particularly attractive for users, because it goes alongside Silverleaf Road and/or goes across flat, relatively uninteresting farming country which has been cleared, with no remaining railway infrastructure of any interest. By way of contrast, the western end (i.e. Hivesville to Proston) tends to be a little more varied and interesting – both topography and landscape (though it does not feature much remaining railway infrastructure other than the station and grounds at Proston).

As with all disused railway corridors, the route (from Hivesville to Proston) passes through cuttings and along embankments, and over numerous culverts and creeks.

Interpretation of the cultural and natural values of the area will add to the user's experience.

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**Is there a market for the proposed trail? The answer is a case of Yes and No.** It is unlikely that a large number of users are going to come from Brisbane or South East Queensland specifically or primarily to ride the Murgon Proston Rail Trail (given the factors noted above about attractiveness of the corridor and the absence of services) when they could come to the region and ride the Kilkivan Kingaroy Rail Trail (KKRT) or the Brisbane Valley Rail Trail, both of which pass through more interesting and varied countryside. The proposed Murgon Proston Rail Trail does not offer a significant point of difference to encourage riding or walking the entire 42 km from Murgon to Proston. A rail trail developed between Hivesville and Proston will provide an opportunity for many users, already coming to the region to ride the Kilkivan Kingaroy Rail Trail to stay an extra day to ride a rail trail to Proston. Users may well approach the “challenge” of the two rail trails – KKRT and a trail to Proston by seeing that there is a relatively attractive rail trail linking Hivesville to Proston, it’s a good length for a one-way or out and back ride (13.4 km one way) and do that ride before they head back to SEQ after a weekend away. They are unlikely to be prepared to ride a significant distance through relatively uninteresting countryside (Murgon to Hivesville – almost 30 kms) before getting to the more interesting section after already having spent a day on the KKRT. A trail from Murgon to Proston is unlikely to add many new local users from Murgon as these residents already have easy access to the KKRT for exercise and recreational activities.

**Will the rail trail create any unmanageable or unmitigated impacts on adjoining landholders’ farming practices and lifestyles? A conditional no.** It is true that a rail trail is a different use to the historic use of the corridor (for trains) and adjoining landholders may have expectations of how the corridor will be used in the future. A rail trail probably was not one of their expectations and they have concerns (and in some cases outright opposition). However, the corridor remains publicly owned land and the issues and concerns raised by adjoining landholders have been satisfactorily addressed in the other rail trails round Australia (of which there are over 100). Evidence shows no long-term negative impacts on farming practices and lifestyles. In consultation, adjoining landholders raised specific local issues (in addition to the range of usual concerns) – notably concerns over the ability to continue centre pivot irrigation and aerial spraying. It is believed that these issues can be satisfactorily addressed, managed or mitigated if the trail proceeds. However, a trail developed between Hivesville and Proston removes these issues from consideration and limits the issues to normal issues associated with grazing lands. It is important to recognise landholder concerns and, if the trail proceeds, to work closely with them to address individual concerns and arrive at mutually agreed solutions.

**Are the local governments and key stakeholders supportive of the concept? The answer is unclear.** The South Burnett Regional Council (SBRC) has committed to undertaking the feasibility study with no formal commitments beyond that process.

**Are there supportive/strong advocates in the community? Yes.** There are strong advocates within the communities who have expressed a desire to get more involved in ensuring the proposed rail trail gets developed; many of these are at the western end of the corridor and see significant benefits to Proston in particular. These people are very committed to ensuring that Proston thrives. Numerous other ‘Friends of’ groups on other rail trails volunteer to undertake a wide range of routine maintenance tasks – saving the trail manager time and expense. Unfortunately, one of the key groups advocating for the project has informed the consultants that they are in the process of shutting down and withdrew their offer to help maintain the corridor (an offer made in a written submission).



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**Is there a supportive community? Yes and no.** There is a very obvious schism in the communities along the trail between those who support and those who oppose – evidenced by the Open House feel and the way people were eying off each other or referring to “the other parties”. Supporters felt that it has been very unfair that criticism has been directed at local people by farmers opposed to the trail. Opponents felt that there was an issue about expressing opposition. One opponent said that more people were opposed than appeared at the Open Houses but did not want to come to the Open Houses for various reasons. The majority of those who attended Open Houses who were not adjoining landholders were very supportive of the project and said they would use the trail if it were developed. Many of these could see a range of benefits to the region if the trail was developed.

The adjoining landholders who attended the Open Houses had concerns with the proposal and raised a number of issues. Many appeared to be vehemently opposed to the proposal, whereas some could see that, if it were to proceed, acceptable solutions could be found to their issues. Other opponents were not adjoining landholders but objected to the proposal on a number of other grounds.

In summary, the mix of opinions is typical of most rail trail proposals (and in fact most infrastructure projects). There are some within the community who fear that problems may arise and are somewhat opposed to the prospect of a change to the norm. There are also some who have genuine concerns about a project but are open to potential solutions if engaged correctly – for example, by one on one consultation as part of a trail development (or construction) plan.

**Would the trail be value for money? Yes and no.** Trails repeatedly demonstrate that there are numerous benefits to be gained through their construction: economic benefits to the towns where they start and finish and those they pass through – a boost to businesses associated with the trail; social and physical health benefits; and a range of environmental and cultural benefits. The likely user numbers would not be significantly different on a long trail - Murgon to Proston as on a short trail – Hivesville to Proston and there will be limited additional return on investment with a much more significant cost if the trail is built along the entire corridor. Use scenarios and possible numbers of users means that, for an investment of a little over \$2 million (developing a rail trail from Hivesville to Proston), the South Burnett Regional Council will provide an opportunity for users to traverse another rail trail in the region with a slightly different appeal to the KKRT (undulating, good views, treed landscapes) with towns at either end. User numbers in the order of 4,200/year would bring an economic benefit to the region of \$788,490/ year. The alternative (the original proposal of developing a rail trail along the corridor from Murgon to Proston) means spending in excess of \$7.6 million for a long trail which is unlikely to attract significantly more users than the shorter trail (between Hivesville and Proston).

**Is there a commitment to maintenance (“friends of ...” group or support network)?** This has not been explored in any detail. This Feasibility Study identifies likely maintenance costs. South Burnett Regional Council is concerned with providing ongoing maintenance for any proposed trail. The experience of other rail trails indicates that individuals and community groups (such as Landcare groups, school groups, service clubs, etc) will help to maintain sections of the trail, or areas through which the trail would pass. Initially, one community group expressed an interest in helping maintain the trail; unfortunately, in the course of the study, the consultants have been advised this group has dissolved and the offer to help maintain the trail was withdrawn.

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**Will the trail provide a unique experience? Yes and no.** This proposal is for a relatively unique rail trail – one that is physically attached to an existing rail trail (the Kilkivan Kingaroy Rail Trail) and also within a relatively small geographic region encompassing two existing rail trails (the KKRT and the BVRT) and a linking trail (The Link Trail) that joins these two quite popular trails together. Would a rail trail add a significant number of users in a region which already has the two rail trails – one in very close proximity – to justify the investment that needs to be made in developing the rail trail? It is relatively unique to have two rail trails heading out from one point (Murgon) in two different directions, adding a marketing advantage. There are probably only two other rail trails in Australia with this feature – the Murray to the Mountains Rail Trail in Victoria and the Railway Reserve Heritage Trail in WA. However, this advantage is probably not enough to give the Murgon Proston Rail Trail a wider appeal given the other issues. In NSW, the approach being taken by advocates is for rail trails to be “nested” – i.e. several trails in a similar place in the State (for example the Eastern Riverina Rail Trails in NSW) allowing the region to be packaged as providing a number of individual rail trails not necessarily physically linked but in the same general geographic location. This nesting allows visitors from Sydney and Canberra (the main population centres nearby) to do 2 or more of the rail trails on offer over a normal or long weekend without having to travel too far between each one. This is where a Hivesville-Proston Rail Trail could position itself - as one of the rail trails that people could do over a long weekend basing themselves in Kingaroy, Murgon, Nanango or elsewhere in the region. This would be relatively unique – either rail trail on its own (Murgon-Proston or Hivesville-Proston) would not be unique.

**Is there a demonstrated benefit to trail users and, especially, the host communities? Yes.** This question has been answered partially in answers to other questions posed. The demonstrated benefits come in the form of economic and non-economic benefits that will accrue to both users and host communities (with the creation of a range of economic opportunities arising from the development of the rail trail). A trail between Hivesville and Proston would probably not be enough on its own to support new businesses in Proston but it is still a reasonable project to help existing businesses.

## 9.2 Conclusion

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A rail trail on the disused rail corridor between Murgon and Proston is technically feasible. The issues raised can be overcome with good design and the corridor remains in public ownership (though it has been extensively modified between Bye and Mondure in particular). However, it does not represent a significant return on investment. A rail trail developed on the disused railway corridor between Hivesville and Proston represents a better return on investment and would be a better option for South Burnett Regional Council to pursue (compared to a rail trail on the longer corridor).

South Burnett Regional Council may also consider whether additional funding for rail trails could also be spent on the existing rail trails – both planning and infrastructure upgrades. The best value for Council may be in continuing master planning for, and continual improvement of, the existing Kilkivan Kingaroy Rail Trail and the Link Trail (and perhaps the BVRT). It is not clear whether the State Government’s rail trail funding program will cover these types of projects.



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### 9.3 Factors Supporting the Decision

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In formulating a decision about whether the proposed Rail Trail is feasible or not, due consideration has been given to a range of factors. A rail trail developed on the disused corridor between Hivesville and Proston would:

- ✚ provide, at 13.4 kms one way, a good “out and back” bike ride and perhaps a good “out and back” horse ride in one day and a long walk (or a simple one-way walk).
- ✚ represent a reasonable expenditure of capital and more importantly maintenance funds.
- ✚ tap into community sentiment expressed in Proston by those in favour who are keen to see Proston thrive not die. The proposed rail trail gives them a reasonable attraction to build on and to support some local businesses. The trail would probably not be enough on its own to support new businesses but still a reasonable project to help existing businesses. A rail trail along the entire corridor is unlikely to deliver many more users (compared to a shorter trail) and consequently more user expenditure.
- ✚ give the community who volunteered to maintain the trail a more manageable project. Maintaining a 46 km trail is significantly different to maintaining a 13.4 km trail, particularly with the small number of people in this part of South Burnett Regional Council.
- ✚ avoid some of the major landholder issues.

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## SECTION 10 – PROJECT IMPLEMENTATION

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This Feasibility Study is one of the initial steps in the development of the proposed Murgon Proston Rail Trail. The fieldwork and other investigations carried out in the study have revealed a number of tasks that will need to be undertaken to progress the proposed trail (from Hivesville to Proston only) through to fruition. However, as noted in Section 6, South Burnett Regional Council should also continue master planning for, and continual improvement of, the existing Kilkivan Kingaroy Rail Trail and the Link Trail.

**The following advice is provided so that if and when Council determines to pursue the development of a Hivesville Proston Rail Trail, there is a clear pathway laid out for project implementation.**

### 10.1 Who Should Drive the Project?

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The South Burnett Regional Council has been the primary driver of this phase of work (with funding provided by the Department of Transport and Main Roads). The Council has taken a pro-active role in facilitating this Feasibility Study and should be commended for being prepared to carry primary responsibility through this process.

There are a number of tasks that need completion at this early stage to ensure the project's success. These include:

- ✚ Preparation of a detailed trail development plan; and
- ✚ Sourcing funds for future development of the rail trail.

These primary tasks are critical to the project's eventual success and will require human and financial resources.

It is therefore recommended that the South Burnett Regional Council continue to take the lead role in the next phase of the project, working in conjunction with relevant State Government agencies to implement the development of the Hivesville Proston Rail Trail. Following consideration of this Feasibility Study, the Council will have developed a more detailed understanding of many of the issues and opportunities and are ideally placed to continue to facilitate future stages.

### 10.2 Further Investigations Required

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A number of further investigations are needed before further work on constructing any section or all of the trail is undertaken.

#### 10.2.1 Detailed Trail Design (Trail Development Plan)

This project is a feasibility study examining the merit and physical constraints of establishing a trail on the disused railway corridor between Murgon and Proston. By necessity, indicative costs and possible solutions are included. It does not provide detailed trail development planning that seeks out solutions to all specific issues, nor does it articulate detailed design solutions. It does however provide broad estimates of probable costs, based on an examination of numerous parts of the former railway corridor that identifies likely works required (clearing, trail construction, bridges, drainage, signage, etc).

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With respect to individual trail planning, there are two basic elements:

- ✦ Individual Trail Feasibility Study – establishes whether a trail route is viable; refines potential alternative trail routes; identifies issues/challenges to trail development; identifies the possible market for the trail; broadly identifies costs; provides feasibility statement on the practicalities of developing the trail; and
- ✦ Trail Development Plan – identifies precise route of proposed trail; identifies construction techniques and materials; provides reliable cost estimates and detailed works lists; identifies signage requirements and costs; provides trail inspection and maintenance schedules.

Following the establishment of trail feasibility and the preparation of a detailed trail development plan, trail construction can begin. This process ensures a maximum return on public (and private) investment in trail development work. Far too often, people leap to construct trails without any idea of who uses them, why, when, how much it is going to cost, how to market a trail etc. The result is often trails that are underused and eventually “return to the bush”.

<b>State or Regional Trails Master Plan</b>	<b>Local Government Trails Master Plan</b>	<b>Individual Trail Feasibility Study</b>	<b>Trail Development Plan</b>	<b>Trail Construction</b>	<b>Trail Maintenance</b>
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*The Murgon Proston Rail Trail project is at the “feasibility” stage of the trail planning and development spectrum. Further detailed trail planning will be required for the rail trail once it has been demonstrated that it is feasible and therefore worth proceeding with.*

The preparation of a detailed trail development plan will deliver a high quality, locally focussed and well-managed and maintained trail for use by residents and visitors.

If the decision to proceed is taken, the preparation of a trail development plan is the next logical step. This would include onsite consultation with adjoining landholders.

10.2.2 Sourcing Funding

Once the decision is taken to proceed with the implementation of the proposed rail trail, it will be prudent to start the process of finding construction funding. All funding sources available at that time will need to be identified and funding applications prepared as soon as possible. (Funding programs often change and are subject to review – current funding programs are discussed in Section 12).

**10.3 Trail Construction Stages**

Development of trails can often be staged so that parts of trails are developed in line with available funding sources. It is often not possible to open the full length of a trail simultaneously as significant physical, financial; community and institutional work needs to be undertaken. This is the case in many recreational trails around Australia. It has not detracted from their utility or the enjoyment of them by users; however, there is a need to be conscious



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of how stages are marketed. Promotional material needs to clearly articulate what sections are open and what this means for users.

A staged approach to planning and development is often the best approach as it better suits the capacity of the entity charged with delivering the project. Trails can take up to 10 years to develop from initial planning stages. The “new” Bibbulmun Track in WA was some 4 years in the detailed planning and construction. This was a significant trail project with backing by the State Government – it stands out as a track planned and built relatively quickly. Other rail trail projects provide better illustrations of a realistic timeframe. A Feasibility Study for the Great Victorian Rail Trail was prepared in 2004; the trail opened in 2012. Interestingly, this trail was completely developed in one stage as the result of a large Commonwealth Government grant after the tragic Black Saturday bushfires in 2009. The Port Fairy Warrnambool Rail Trail (a 37km trail) was subject to various studies and plans from 2002; it was opened in 2010 – again all in one stage.

However, if the Council determines to proceed with trail construction, a trail developed between Hivesville and Proston should be built in one stage – given the relatively short distance and the lack of facilities between the two centres which could be developed as trailheads.

#### 10.4 Environmental Issues

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A number of key environmental issues have been identified. These include:

- ✚ Clearing of regrowth vegetation along the corridor, and the need for clearing permits and the possible future need for offset re-vegetation. This is likely to be minimal given the nature of the corridor, but a broad feasibility study cannot completely rule out the need for such work.
- ✚ The potential for the spread of weeds (and pathogens) during the construction phase and, potentially, through usage of the trail.
- ✚ Contamination of soils as a result of the operations of the railway and the manner in which former bridges were constructed and maintained.
- ✚ The potential for sedimentation of watercourses as a result of trail construction.

In addition, care will need to be taken in the ongoing maintenance of the proposed rail trail to ensure weeds and pathogens are not unwittingly spread by maintenance machinery. Ongoing clearing at the sides of the rail trail will be required to keep the trail corridor at acceptable widths.

The means of ensuring these issues are dealt with would be more fully considered in the next phase of this project – the detailed Trail Development Plan – should it proceed to that stage.



## SECTION 11 -TRAIL MANAGEMENT

### 11.1 Introduction

Once a decision is taken to proceed with the development of the proposed rail trail between Hivesville and Proston, decisions will need to be made about the management regime that will be put in place to manage and maintain the rail trail. A serious commitment to long term management by the trail's proponents will be required, particularly as there is likely to be a significant investment of Government funds.

Ongoing management of the construction program and operation of the trail will be crucial in achieving sustainable and well-used facilities. Options are available for future management of the trail.

**It is acknowledged that South Burnett Regional Council currently manages (or jointly manages) two rail trails and one link trail as part of a rail trail package. Council will have its own views on the best management practices and structures to use. What follows is provided as a series of best practice notes, which may be useful to South Burnett Regional Council in its ongoing management of rail trails (whether this rail trail proceeds or not).**

### 11.2 Common Elements of Good Management

While legislative regimes differ, the operations of many trails across the country are marked by a common set of features. Some common characteristics about all aspects of operation are discussed below.

### 11.3 Types of Management Structure

There are three primary ways a rail trail (or indeed any trail) can be managed:

- ✚ Local Government as sole manager – e.g. Railway Reserves Heritage Trail, WA and the newly developed Tumbarumba Rosewood Rail Trail in NSW.
- ✚ Local Government as lead player in partnership with other stakeholders (State Government and community) – e.g. Murray to the Mountains, Victoria.
- ✚ Local Government as a player in the management structure – e.g. Great Southern Rail Trail Victoria; Riesling Trail, SA.

Each of the three models has its advantages and disadvantages.

Rail trails where a single Council manages a rail trail are often managed as a recreation asset of the Council, no different from a range of other assets. This has the advantage of simplicity but has no community ownership and buy-in and treats a rail trail as similar to swimming pool or park – assets provided simply for the local community with no outside appeal (bearing in mind that these rail trails will attract visitors).

Trails where Local Government is the lead player in partnership with other stakeholders is the most common approach used in Victoria. A strong argument for this model is community ownership. Those involved in a number of trails strongly put forward the view that community involvement needs to be significant and meaningful. If this does not occur, people will say "It's Council's problem, why doesn't Council fix it?". The other advantages of this model are

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summed up by contrasting it with experiences of trail managers where the Local Government is involved simply as a player.

Those involved in management of the two trails where Councils are involved as simply a player (option 3) believe that Councils should play a much stronger role for various reasons:

- ✚ A rail trail project needs solid and proper support from the responsible Council on an ongoing basis and preferably from the project commencement. There is a concern that a long-term vision for the trail is missing. Such long-term views are often (though not always) located within a Council rather than outside a Council structure.
- ✚ The project is a community resource (as evidenced by the large number of local people using the trail), therefore the community should contribute to the trail (including through the Council).
- ✚ One of the challenges for one of the Committees is the process of renewal and that many of the Committee members have been on the Committee since inception (in the late 1990s) and new blood is needed. If a trail sits “within the Council” i.e. is driven or at least strongly supported within the Council, the institution can take a trail through these times of transition much easier than can a community-based model.
- ✚ Council should have a significant responsibility in the trail’s management – it should be responsible for seeking funds, for involving the community in a meaningful way and for keeping the project going when community involvement drops (as it inevitably will at times). Many significant funding programs are open only to Local Governments (rather than community groups). The funding for this Study is one such example.

The Great Southern Rail Trail (Gippsland, Victoria) was entirely community driven; proponents believe that there was, and there continues to be, a need to engage a range of individuals, organisations and governments – this is a lot easier if the project is driven by the community rather than by Government. One issue that has arisen (though not with rail trails but on other recreational assets) is the sense of proprietorial ownership that can occur when a community group is the sole manager. This has both advantages and disadvantages, but it has been the experience of Local Governments (often around showgrounds) that such proprietorial ownership can lead to management difficulties when changes are required.

The model which is the preferred model for rail trail management across Australia (i.e. the one that is the most common) is one where the Local Government or Governments has a lead role in partnership with other stakeholders.

#### 11.4 Committees of Management

A formal Committee of Management could be established as a way of getting community ownership; this is the established process in Victoria and has been successful in managing a number of rail trails. In Victoria, Committees of Management under the Crown Land (Reserves) Act have a number of powers and duties:

##### *Powers*

- ✚ Managing the reserve;
- ✚ Undertaking works and improvements;
- ✚ Using workers;
- ✚ Deriving income;



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- ✚ Spending, borrowing and investing;
- ✚ Controlling users;
- ✚ Entering into legal proceedings; and
- ✚ Granting tenancies (licences, leases, permits)

#### *Duties*

- ✚ Financial records and auditing;
- ✚ Reporting – financial, annual, performance;
- ✚ Liability insurance – duty of care;
- ✚ Duties as an employer;
- ✚ Council rates (payable by occupiers under lease, licence and tenancies – commercial and agricultural); and
- ✚ Responsibilities under Freedom of Information and Ombudsman requirements.

Committees of Management have traditionally absorbed the responsibility for pursuing the development of a rail trail including the preparation of concept plans and business plans.

Any committee set up to run the trail should have a similar set of powers and duties.

#### 11.5 Skill Sets

At a general level, skill sets that would be useful for the committee to have as a whole include:

- ✚ Leadership skills – critical to hold the committee together, to inspire and motivate, to advocate to a wider audience and to maintain focus on a long-term vision;
- ✚ Community skills – the skills to motivate community and volunteer efforts;
- ✚ Business skills – skills to understand and tap into locally based businesses – the capacity to communicate to businesses in ways that garner their support;
- ✚ Entrepreneurial skills – a business-like approach to running a trail is critical;
- ✚ Administrative skills – expertise and knowledge of government grants, and how to apply for them. General administration skills are also critical;
- ✚ Environmental/scientific skills – understanding of native flora and fauna and wider environmental issues. The ability to communicate these to a wider audience is desirable;
- ✚ Engineering skills – the capacity to understand design and construction of all manner of trail infrastructure;
- ✚ Governmental skills – the ability to liaise with and understand government departments and politicians; and
- ✚ Users – it is essential that the Committee understand the needs and requirements of various targeted user groups.

These 'selection criteria' needs to be considered in selecting committee members. Project initiation skills are important in the early stages whereas ongoing management skills are more appropriate once the trail is established.

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## 11.6 Trail Maintenance

Ongoing trail maintenance is a crucial component of an effective management program – yet it is often neglected until too late. Countless quality trails have literally disappeared because no one planned a maintenance programme, and no one wanted to fund even essential ongoing repairs. It is therefore essential that funds be set aside in yearly budgets for maintenance of this trail (if it proceeds) - to ensure user safety and enjoyment, and to minimise liability risks for land managers.

### 11.6.1 A Trail Maintenance Plan

Ongoing maintenance costs can be minimised by building a trail well in the first place. A well-constructed trail surface will last considerably longer than a poorly built trail. Signs, gates, posts and bollards installed in substantial footings stand less risk of being stolen or damaged. Well designed, built well and thoughtfully placed management access gates and trail user gates will keep motor vehicles and motorised trail bikes off the trail with a consequent lesser need for surface repairs. Trail furniture (such as seats, trail directional marker posts and interpretation) should be installed (during the construction/upgrading process) in substantial footings sufficient to withstand high winds and theft. These should require minimal ongoing maintenance.

Building good trails in the first place is the very best way of minimising future problems and costs. As a second line of defence, a clear and concise Management Plan with a regular maintenance program written into it will aid significantly in managing ongoing resource demands.

The goals of a Trail Maintenance Plan are to:

- ✦ Ensure that trail users continue to experience safe and enjoyable conditions;
- ✦ Guard against the deterioration of trail infrastructure, thereby maintaining the investment made on behalf of the community;
- ✦ Minimise the trail manager's exposure to potential public liability claims arising from incidents which may occur along the trail; and
- ✦ Set in place a management process to cover most foreseeable risks.

Most minor repairs (bridges, fences and gates) are largely labour intensive rather than capital expensive. Calamitous events such as fire or flood will naturally generate significant rebuilding activity and consequent costs. These events are generally unmanageable and should simply be accepted as part of the longer-term reality of trail management.

Resourcing a maintenance program is crucial, and funds will be required on an ongoing basis to enable this essential maintenance. This matter should be addressed in the preparation of the maintenance plan. It would be short sighted to go ahead and build the rail trail and then balk at the demands of managing and maintaining it.

### 11.6.2 Public Liability and Risk Management

It is prudent that the trail manager is aware that – whether or not visitors are actively encouraged to come to the rail trail – they carry a significant duty of care towards those visitors accessing the trail. The maintenance of a quality trail is therefore critical from this perspective. Legislative changes across Australia have reduced the number of small claims against land managers. However, liability generally rests with the land managers and hence, every attempt

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should be made to minimise the risk of accident or injury to trail users (and therefore the risk of legal action).

While public liability is certainly an issue for all land managers, it is not a reason to turn away from providing safe, sustainable and enjoyable resources. It is simply a mechanism by which to recognise the responsibilities inherent in managing natural and built resources. Dealing with a perceived liability threat is not about totally removing that threat – it is about doing all that is manifestly possible to provide safe access opportunities for visitors, thereby minimising the risk of liability claims.

A formal Hazard Inspection process is crucial in the ongoing maintenance plan. Not only will this define maintenance required and/or management decisions to be addressed, it is vital in ensuring safe conditions and therefore in dealing with any liability claim which may arise in the future. Courts are strongly swayed by evidence of a clear and functional program, and a regular series of reports, with follow-up actions, will go a long way to mitigating responsibility for injuries. Further, clearly defined ‘User Responsibility’ statements in brochures, maps, policy documents, plans and public places will assist this process.

11.6.3 Trail Maintenance Activities

**It is acknowledged that South Burnett Regional Council will already have in place a regime for rail trails under its control – the following notes are simply provided for information. The discussion that follows provides general guidance for the development of maintenance plans should the rail trail proceed. It is not a substitute for specific maintenance plans for a trail. It should be considered as additional advice to any existing maintenance plans for the existing rail trail.**

Maintenance on the rail trail should be divided between regular inspections and simple repairs, a one (or two) person job, and quarterly programs undertaking larger jobs such as significant signage repairs or weed / vegetation control. A range of basic machinery, tools and equipment will be required for this work. At the core of any trail maintenance program is an inspection program. The relevant



*Volunteers organised by the Committee of Management at a busy bee to undertake maintenance work along the rail trail near Port Fairy in western Victoria.*

Australian Standards sets out the basis for frequency of trail inspections. It only covers walking tracks and provides for inspections every 30 days (or less) for Class 1 trails, every 90 days for Class 2 trails, and annually for Class 3-6 trails. This sets the minimum standard for inspections and is a guide only. What the Australian Standards do not include but should include is an inspection of any trail after significant weather events such as storms, fire, floods, and high winds in addition to the regular inspection program. The trail should have its own maintenance plan that may, for particular



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reasons, have more frequent inspections. Particular needs should be recognised in an individual trail maintenance plan.

Clear records of each activity/inspection will be kept by the body with responsibility for maintenance. Pro-formas serve to maximise user safety and minimise liability risks. It will also provide a valuable record of works undertaken and make for efficient use of maintenance resources over time.

In general, Maintenance Plans are based around regular inspections, at which time simple maintenance activities should take place concurrently (Table 10 provides a broad outline of activities). More time-consuming maintenance activities should take place every six months, while detailed Hazard Inspections should occur annually. Further, the capacity to respond immediately to random incoming reports of hazards or major infrastructure failures should be built into the Plans.

The presence of trees along some sections of the trail means that time will be spent removing damaged and fallen trees and branches in the aftermath of a storm.

One of the most frequent maintenance tasks will be attending to fallen branches and limbs, repairing trail surfaces, replacing stolen or damaged signs (including road signs), clearing culverts and under bridges and ensuring gates and fences are functioning as intended.

**Table 10: Key Elements for a Trail Maintenance Program**

Activity	Notes
Check, repair or replace all trail signage, esp. road-crossings and directional markers	<p>Particular attention needs to be given to signs at road crossings or junctions. Each crossing should be carefully checked to ensure that all signage is present, and that all signs are clearly visible. Particular attention must be given to ensuring that "Trail Crossing ahead" signs (on roadside at approach to trail crossing) are not obscured by overhanging vegetation.</p> <p>Each trailhead should be carefully checked to ensure that all signage is present, and that all signs are clearly visible and legible. An inventory of locations needs to be prepared to assist in regular maintenance.</p> <p>Interpretive panels should be checked for damage and cleaned if necessary. If damage is too great, replacement is essential. An inventory of locations needs to be prepared to assist in regular maintenance.</p>
Check and cut-back overhanging or intruding vegetation	<p>Undergrowth vegetation grows quickly, and over time will continue to intrude into the trail 'corridor'. Such intruding vegetation will need to be cut back to provide clear and safe passage for trail users.</p> <p>Care will be taken to ensure that sharp ends are not left protruding into the trail as these can harm trail users. It should be noted that trailside vegetation hangs lower when wet, and allowances should be made for this when</p>



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	<p>assessing whether or not to prune. "Blow-downs" - trees or limbs that have fallen across the trail - will be cleared as a part of this process. Sight lines must be kept clear either side of road crossings as a part of this process, to ensure that users can clearly see a safe distance either way at road crossings.</p>
<p>Check condition of trail surface for erosion (or other) damage and arrange repairs if necessary; trim off regrowth vegetation</p>	<p>Some of the trail sections will require regular surface maintenance, though this should be minimal as the rail formation was originally constructed with drainage a major consideration. Primary focus will be on erosion damage caused by water flowing down or across the trail and by illegal motor vehicle and trail bike use. This must be repaired as soon as it is noted, or it will get worse, quickly.</p> <p>Earthen surfaces may need to be topped up after heavy storms, though good design will minimise such washouts.</p>
<p>Check and clear drains</p>	<p>Drainage maintenance is critical. Drains need to be checked and cleared once or twice/year and after heavy rainfall events. Regular maintenance especially after heavy rainfall is essential.</p> <p>Most maintenance will involve clearing of material from silted up or blocked drains.</p> <p>Any scouring out of table drains should be stabilised as soon as possible.</p> <p>Drain blockages should be cleared as urgent priority.</p> <p>Silt traps at culvert discharges or entry points should be cleared regularly.</p> <p>Drains through cuttings will require attention, though care during construction of trail (through cuttings) will minimise ongoing maintenance requirements.</p>
<p>Check structural stability of built structures such as trailside furniture, bridges, interpretive signage, interpretive shelters</p>	<p>Visual inspection is appropriate though detailed inspection should follow storm events.</p>
<p>Maintain all non-slip surfaces</p>	<p>Maintenance on these surfaces is critical to prevent build-up of conditions that can lead to deterioration. Leaf blowing, sweeping, gurneying and the application of algaecide are all appropriate techniques. The appropriate technique and efficiency will be subject to site conditions.</p>

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Undertake Hazard Inspection and prepare Hazard Inspection Report	This should be done annually
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11.6.4 Maintenance Costs

Maintenance costs are a major consideration in any public infrastructure project. These need to be offset against a range of benefits – both economic and non-economic. Detailed costings are not part of this project, but the Council needs to have some understanding of the possible maintenance costs. The following presents a broad discussion on costs informed by other projects and real-life rail trail costs.

Estimating the cost of maintaining a trail is difficult due to the unpredictability of events such as wild fires, ferocious storms, occasional flooding and malicious damage. Heavy rains and the subsequent runoff can cause considerable damage to trail infrastructure – especially if drainage is not attended to well during the construction of the trail. Deliberate and wilful damage and vandalism can also contribute significantly to the need for ongoing maintenance and replacement of infrastructure. Volunteers can be organised (through a coordinated program) to carry out much of the work at a limited cost to the trail manager.

According to a report prepared by the Rail to Trails Conservancy in the USA (*Rail Trail Maintenance and Operation – Ensuring the Future of Your Trails – A Survey of 100 Rail Trails, July 2005*), the cost to maintain trails is hard to determine. The report provides two general answers for why it is difficult to estimate maintenance costs. First, the trail may be part of a larger budget for a single park or even an entire parks and recreation department. Specific costs for the trail aren't separated out. Second, small trail groups, though run by competent and extremely dedicated volunteers, tend to be 'seat-of-the-pants' operations. Maintenance is done "as needed," funds are raised "as needed," and the people are volunteering because they love the trail, not because they love doing administrative tasks like budgeting.

Evidence of actual trail maintenance costs for individual items along a rail trail, or any trail for that matter, are scarce. However, the activities of a strong Committee of Management and an effective volunteer maintenance program can **significantly** reduce the maintenance burden on a local government. As noted in Section 4, the community groups that have come forward prior to this study and in the course of the study have expressed a strong interest in contributing to maintenance. Unfortunately, in one instance, one of the community groups has folded (between the open houses and preparation of this report) and has subsequently withdrawn its "offer" of maintenance (noting that its submission said that, if required, it could assist in any maintenance regime).

Advice from South Burnett Regional Council is that maintenance costs for its section of the Kilkivan Kingaroy Rail Trail are around \$500/km/year. This seems to be a significant variation on other costs available in the research and may reflect a number of factors, notably the use of a sealed surface and the early life of the trail - early life maintenance costs tend to be very limited.

In Victoria, the Murrindindi Shire Council manages and maintains approximately 85% of the (134km) Great Victorian Rail Trail. It spends around \$2,000/km on maintenance activities each year. Anecdotal information indicates that initial construction issues necessitate an increased



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level of maintenance of the trail surface (and drainage through cuttings). A higher level of (initial) construction quality (i.e. better trail surfacing and better drainage through cuttings) would mean less ongoing maintenance. At present there is no “Friends of” group to undertake some of this maintenance (and lessen the cost burden of maintenance).

Maintenance responsibility does appear to significantly affect cost. Approximately 60% of the surveyed trails reporting costs were maintained primarily by a government agency, implying paid staff and/or contractors. The other 40% of trails were primarily maintained by a non-profit or volunteer organisation. Annual costs for government-run trails were just over \$US2,000/mile (\$US1,250/km). This is not much more than the overall average of \$US1,500/mile (\$US940/km), but it nearly triples the average for volunteer-run trails of just under \$US700/mile (\$US440/km).

There will be numerous items that will require ongoing attention and maintenance. Fencing and gates should be installed (during the construction process) in substantial concrete footings sufficient to withstand removal by 4WD vehicles. Trail furniture (such as seats, signage, trail directional marker posts and interpretation) should be also installed in substantial concrete footings. These should require minimal ongoing maintenance.

The most frequent maintenance task will be attending to signage. Replacing stolen or damaged trail signage may be required, but how much time spent on this task is guesswork.

The biggest maintenance costs involved are obviously maintenance of the items that initially cost the most to install: the trail surface itself (due to erosion from stormwater runoff and usage – especially misuse by unauthorised users such as trail bike riders) and maintenance of bridges.

It is difficult estimating the costs involved in maintaining a trail until every last bridge and other infrastructure items have been installed.

As stated earlier, ongoing maintenance can be minimised by building a trail well in the first place. This means the better the initial trail surface, the lower will be the ongoing maintenance of that trail surface.

A similar situation applies to bridges. Pre-fabricated bridges will require little or no maintenance for many years.

Table 11 presents a very preliminary estimate of maintenance costs for a trail from Hivesville to Proston.



*Local schools, and other groups such as service clubs maintain sections of the Port Fairy to Warrnambool Rail Trail in Victoria.*



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**Table 11: Estimate of Maintenance Costs – Hivesville to Proston (13.4km)**

<b>Task</b>	<b>Frequency / note</b>	<b>Possible Costs</b>
Inspect and check trailhead facilities and infrastructure	2 trailheads at average repairs of \$500 per site.	\$1,000
Trail surface - allowance for incidental repairs to, and upgrading of, gravel trail surface.	Allowance of 2% of replacement cost (i.e. 2% of \$804,000).	\$16,080
Check side vegetation growth and overhead vegetation and cut back where required. Clearing of fallen trees and branches.	Allowance of 3 person days per 10km section per year (@ \$500/day).	\$2,250
Slashing of trail environs to reduce weeds and fire load/risk. (See Note 1)	Timing dependent on seasonal growth patterns. Allowance for up to 5 times per year.	\$1,750
Inspection and routine maintenance of bridges. Check for obstructions and clearing under bridges.	Allowance of \$1,000 per year per bridge	\$5,000
Check and clear culverts.	Allowance of 10 hours for checking and cleaning.	\$1,000
Check road crossings. Replace damaged and/or missing signs and undertake other tasks: <ul style="list-style-type: none"> <li>- Give Way signs</li> <li>- Road Ahead signs</li> <li>- Trail Crossing warning signs</li> <li>- Road name signs</li> <li>- Regulatory signs</li> <li>- Check sight distances and clear vegetation if necessary</li> </ul>	6 crossings (major and minor) at average repairs of \$200 per crossing	\$1,200
Inspection of and allowance for replacement of trail directional marker logo/arrow plates and trail kilometre posts (incorporating Emergency Markers)	2 replacements per 10km section per year (i.e. 3 replacements @ \$400 ea.).	\$1,200

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Allowance for repairs to trailside furniture and occasional replacements (when required).	Inspection and minor repairs every 6 months. 1 replacement per year.	\$1,000
Check miscellaneous signs along trail (e.g. Road Ahead, Give Way, trail name, distance signs, "No Trespassing", bridge load signs, etc).	5 replacements per 10km section per year (i.e. 8 signs @ \$200 ea.).	\$1,600
Check management access gates and fences at road crossings. Make repairs where necessary.	Allowance of \$1,000 per year for repairs.	\$1,000
Check operation of stock crossings (fences, gates and grids).	Allowance for minor repairs (5 @ \$100 ea.)	\$500
Check interpretation along trail for damage and structural stability.	Allowance for replacement of 1 panel per year.	\$1,000
Inspection of rail trail (3 times/year).	Allowance for 3 inspection trips per year	\$1,500
Preparation of annual Hazard Inspection Report.	1 person days @ \$1,000/day.	\$1,000
		<b>\$37,080 excl GST (per annum)</b>

This equates to a rate of approximately \$2,767/kilometre/yr.

**Note 1:** The necessity to slash could be much reduced if the rail trail is located within a narrower, fenced corridor and adjoining landowners graze stock within that part of the corridor deemed 'surplus to requirements'. Slashing costs are based on the fencing option whereby the corridor is fully fenced (resulting in a 6m wide trailway). Any other options will mean higher maintenance costs.

**Note 2:** Use of volunteers would substantially reduce maintenance costs.

**Note 3:** Reporting of routine maintenance requirements by trail users will obviate need for many scheduled inspections.

**Note 4:** Appointment of a Trail Manager, with responsibility for regular inspections of entire trail, will substantially reduce need for unscheduled and expensive maintenance.

The following are relevant notes in considering this table.

- ✚ The general costs are on the high side of figures that have been obtained in research (noting the caveats in the report about very limited available data). It is a conservative estimate.
- ✚ Good asset management practice suggests money be put aside every year for maintenance, even though much of it will not be spent in the first 5-10 years as there will be limited need for maintenance. The dollar figure/km/yr is an "end-case scenario".
- ✚ Costings are at full commercial rates (but of course this would be far less if volunteers are involved). US evidence suggests significant savings using volunteer maintenance



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(trails maintained by volunteers costs one-third of those maintained by Government entities).

- ✚ The maintenance estimate provided in the report is an estimate only based upon certain design parameters and construction standards.
- ✚ A significant portion of any maintenance budget for any trail is surface repair. There will be very limited need for surface repairs in the first 5 years.
- ✚ Bridge maintenance is also a significant maintenance cost. Bridges are even less likely to need repair for the first 5 years (or even 10 years) of a trail's life. Prefabricated bridges will require little or no maintenance for many years. However, after perhaps a decade of use they will require more and more maintenance of decking timbers (if used) and more scrutiny of fixings (depending on what materials are used for decking). Prefabricated bridges require less maintenance over time.
- ✚ Maintenance on these two critical elements (surface and bridges) is even less likely to be needed in the first 5-10 years if the trail is built well in the first place. The key message is 'spend more on construction and spend less on maintenance'.
- ✚ The likely maintenance costs in the first few years of a trail's life will focus on sign damage and inspections.

## 11.6.5 Reducing Maintenance Costs

Using volunteers is the key element in reducing the maintenance costs. Volunteers could undertake much of the ongoing maintenance of the trail if a volunteer maintenance program is arranged. It should be ensured that whoever is charged with ongoing responsibility for managing the trails has genuine and specific trail knowledge. It is not sufficient to be a skilled gardener, conservationist or environmental scientist. If training is required to bring staff knowledge levels up to a high standard, this should be seen as a priority to be undertaken early in the construction process. Trail skills are better learned over a longer time, with hands-on practice, than in short briefing sessions.

- ✚ The Munda Biddi Trail Foundation assists with planning, developing, marketing and maintaining the trail. It enlists paid memberships, enrolls and manages volunteers, holds trail and community events, and provides information and resources to enhance the quality of the trail experience. **Over 85% of that trail is maintained by volunteers.**
- ✚ Activities of the Friends of the Lilydale to Warburton Rail Trail include revegetation, weed eradication, protection of remnant species, and building and restoration work.
- ✚ Parklands Albury Wodonga a community-based, not for profit organisation focused on undertaking the conservation of "bush parks" in and around Albury-Wodonga from an ecological perspective, whilst allowing sympathetic recreational access. One of the Group's projects is managing and maintaining the High Country Rail Trail.

The Bibbulmun Track is Western Australia's premier long-distance walking track. The Track's success can be put down in large part to the efforts of the Bibbulmun Track Foundation. The Bibbulmun Track Foundation is probably the most successful 'Friends of' Group in Australia, with a paid-up membership in excess of 2,100 (in a number of categories).

The Foundation is not the track manager – this job is done by the Department of Parks and Wildlife (DPAW). The Foundation is a not-for-profit community-based organisation established

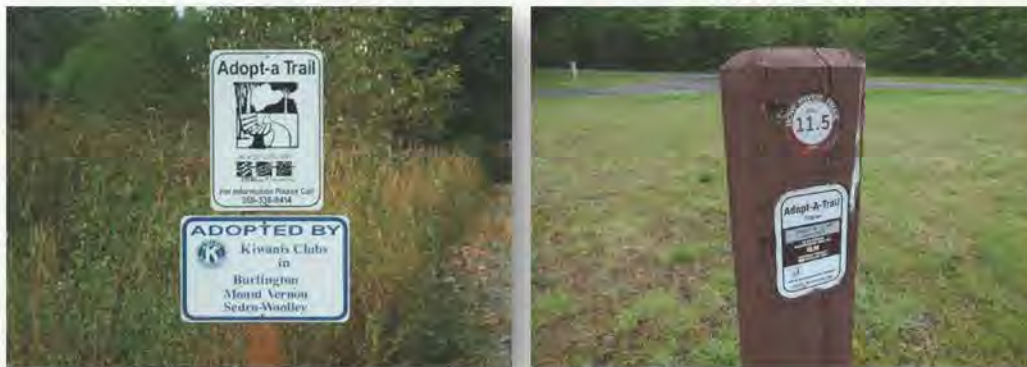


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to provide support for the management, maintenance and marketing of the Bibbulmun Track. The Foundation encourages community participation, ownership and education, develops opportunities for tourism, employment and training, advocates the protection of natural and historical values of the Track, attracts funds and other resources, and promotes the track as accessible to all.

Corporate sponsorship has made possible its “Eyes on the Ground” maintenance volunteer program – volunteers adopt a section of the track and ensure it remains well maintained. **Approximately 780km (80%) of the Track is “managed” in this way by volunteers** – a Herculean effort in this time-poor modern environment. They carry out basic maintenance activities such as pruning, clearing minor obstacles, replacing trail markers and keeping campsites clean and report regularly on conditions likely to affect walkers or the long-term future of the Track itself to the track manager. The maintenance volunteers have developed the same sense of ownership of ‘their’ section of Track. There are also office and field activity volunteers.

The Foundation has a number of corporate sponsors and also receives funding from the Lotterywest Trails Grants Program (WA Lotteries). Importantly, the Foundation has developed a number of paying events on the Track to support its ongoing work.



*Trail managers and “Friends of...” groups often arrange ‘Adopt-a-Trail’ programs to ensure the rail trail is well maintained – by volunteers. In the USA it is common for each section (or kilometre) of a trail to be assigned to, or ‘adopted’ by, a volunteer.*

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## SECTION 12 – RESOURCES AND FUNDING OPPORTUNITIES

*(Note: Funding programs do change; the information presented in this report is current at the time of writing).*

Once the decision is taken to proceed, one of the first tasks will be to seek development funding. All funding sources available at that time will need to be identified and funding applications prepared as soon as possible, and dedicated resources made available. The Commonwealth and State Governments regularly review funding programs (particularly before and after elections); such decisions make the need to review this section at the time of seeking grants critical.

### 12.1 Commonwealth Government

The \$841.6 million Building Better Regions Fund (BBRF) supports the Australian Government's commitment to create jobs, drive economic growth and build stronger regional communities into the future. This includes a further \$200 million for a fourth round of the program which is anticipated to open in the second half of 2019 (at the time of writing, the program has not opened).

There are two streams of funding available under the program – Infrastructure Projects Stream and Community Investment Streams. The Infrastructure Projects stream is the most relevant as it supports projects which involve the construction of new infrastructure, or the upgrade or extension of existing infrastructure that provide economic and social benefits to regional and remote areas. It provides grants between \$20,000 and \$10 million. For most projects grant funding will be up to 50 per cent or up to 75 per cent of eligible project costs. Project location will determine the percentage of grant funding. Local Governments are eligible for the funds. Projects must be completed by December 2021.

Outdoor recreation generally and trail projects specifically have been funded by this program in past years. It has funded a large number of walk and cycle trails, and mountain bike trails and mountain bike "destinations" across the country. Of direct relevance to this project, the program has funded a number of rail trail initiatives. These are:

- ✚ Somerset Regional Council (Queensland) received \$1.4 million to complete the Brisbane Valley Rail Trail.
- ✚ Alpine Shire Council (Vic) received \$1.3 million for the Great Valley Trail project completes the shared trail between Bright and Harrietteville. The 14 kilometre trail will link the end of the Murray to Mountains Rail Trail at Bright with Victoria's Alpine Region.
- ✚ Parklands Albury Wodonga Limited (Vic) received \$91,000 for completing the Shelley to Tallangatta Rail Trail. The project involves restoring a collapsed section of a historic trestle bridge and graveling a section of the rail trail.

Funding grants under this program are also quite significant. Two trail projects provide good examples:

- ✚ East Gippsland Shire Council (Vic) received \$1.5 million for the first stage of the Omeo Mountain Bike Destination Project including funds for design and construction of mountain bike tracks.

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- Yarra Ranges Shire Council (Vic) received \$3 million for the construction of 100 kilometres of mountain bike trails on the hills surrounding the town of Warburton.

Infrastructure activities are not eligible for the Community Investments Stream.

In February 2018, the Commonwealth Government committed \$6.5 million to the Northern Rivers Rail Trail through the Regional Jobs and Investment Program. Unfortunately, that program was only available to selected regions and the Murgon Proston Rail Trail is not in one of those regions (in addition, the program does not appear to be operational at the time of writing)

## 12.2 Queensland Government

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The main current source of funding will come from the Queensland Cycling Action Plan and program (which has funded this study). The program commits the State Government to investing \$14 million over four years to develop and implement a program to develop, deliver and manage rail trails in partnership with local governments on state-owned disused rail corridors across the state.

Other programs may also provide funding (though the amounts are likely to be small).

The Department of Local Government, Racing and Multicultural Affairs manages the \$600 million Works for Queensland (W4Q) program which supports regional Councils to undertake job-creating maintenance and minor infrastructure projects. An additional \$200 million has been approved to extend the W4Q program until 2020–21. The allocation is to be spent on job-creating maintenance and minor infrastructure projects relating to assets owned or controlled by local governments. This program was used to fund the development of the Imbil Brooloo Rail Trail (Gympie Regional Council) and will be used to fund surface upgrading on the section of the Kingaroy Kilkivan Rail Trail in Gympie Regional Council.

Sport and Recreation Services offers a number of programs for planning and infrastructure development. These change over time – if the Council determines to proceed, review of what relevant programs are available should be undertaken.

## 12.3 Private Sponsorship

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Sponsorship is big business – and very competitive. Two main options exist: either negotiate with local/national corporate entities which have a geographical and social connection with the area through which a trail passes or go after the ‘big’ players for big projects. Many large companies have formalised sponsorship programs.

Elsewhere in Australia, funding for trail development has been received from a number of major (and minor local) companies.

- Alcoa has been a major contributor to Western Australia’s two premier long-distance tracks – the Bibbulmun Track (walk) and the Munda Biddi Trail (mountain bike).
- BHP Billiton provided over \$200,000 for the Coast to Crater Rail Trail in western Victoria to help construction.
- GlaskoSmithKline Australia has donated \$10,000 to the development of the Warrnambool to Port Fairy rail trail project to encourage employees to combine their physical exercise with commuting to work. GSK has stated “We are proud to contribute to the establishment of the Port Fairy rail trail through our Community Partnerships



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Program. We see this project as being of benefit not only to our own employees, but also to the local community as a whole.”

Significant sums can be gained if benefits can be proven. Any company with an operation within the region would appear to be a potential sponsor.

Companies are looking to be good local citizens and being associated with a positive asset such as a trail can be good for business. Companies should be approached with the message that such a project will bring a number of benefits to the region. Any approaches to corporate sponsors should focus on a main message that trails and the company products provide an alliance of healthy sustainable living and healthy sustainable products and sustainable economic opportunities (if such a link exists).

Corporate entities are looking to make community commitments in a number of ways other than direct funding. The Macquarie Bank Foundation looks to supply time and expertise as well as funding. Many other banks have both a competitive grants program and a volunteer scheme that provides paid volunteer leave to every employee. Organisations such as the ANZ and National Banks also look for community development options for their staff e.g. corporate team building days are held on a trail. It is important to note that, when considering these options, there are often exclusivity provisions around such programmes.

What is important in dealing with potential corporate sponsors is to have:

- a clear trail development plan (the next stage of work should the trail proceed);
- a well-developed message;
- clear pointers as to what and where their engagement might be; and
- a clear indication of how they might benefit from their involvement.

## 12.4 Other Trail Funding Resources

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### 12.4.1 The Heart Foundation

The Heart Foundation Local Government Awards are held each year to acknowledge projects and initiatives that local councils and organisations are delivering in their communities to promote and improve heart health. While not a significant source of funds, there is a \$5,000 prize for the overall winner and a \$2,000 prize for each State winner. The award also offers positive promotional opportunities. The award is for Local Governments rather than community-based organisations; this does provide a “hook” for councils to become involved in a trail project.

The Murray to the Mountains Rail Trail has won the Best Overall project. Lake Fred Tritton, an artificial lake in Richmond Shire (Qld) with a significant walk trail constructed around its edges, won the Best Overall project and the Recreation Infrastructure Project in 2004. The Peninsular Pathlinks Program, a program to develop 77 kilometres of new trails and walkways in the 42 communities in the Mornington Peninsula Shire (Victoria) won the Best Overall project and the Recreation Infrastructure Project in 2005. For further details, the Heart Foundation’s website is [www.heartfoundation.com.au](http://www.heartfoundation.com.au).

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#### 12.4.2 Work for the Dole

Schemes to provide meaningful work experience and some training for long-term unemployed are provided under the Work for the dole scheme. The program generally only supplies labour – the host agency is responsible for tools, materials, technical supervision etc.

#### 12.4.3 Conservation Volunteers Australia

Conservation Volunteers Australia provides small crews of volunteers, with a supervisor, to undertake environmental activities. Teams of between five and eight people work for one to two weeks. An administration fee is imposed by CVA. Materials, tools and technical supervision need to be provided by the host agency. CVA has been involved in trails project elsewhere in Australia – they were heavily involved in construction of a new walking track around the base of Mt Tibrogargan in the Glasshouse Mountains in South East Queensland. This trail is of the highest quality and is a testimony to their skills as trail builders.

#### 12.4.4 Prison Crews

Crews of minimum-security inmates have worked extensively in trail construction in Western Australia in the last 15 years. In the Northern Territory, NSW and Queensland, prison crews have been successfully used recently on trail and park projects.

For example, Gympie Regional Council has partnered with Gympie Probation and Parole to help maintain the station yards of the Mary Valley Rattler. The hours committed and the dollar value of those hours are not insignificant. In 2013/14, community service workers attached to Gympie Probation and Parole contributed a total of 6,917 community service hours (valued at over \$150,000) to volunteer community groups, Council initiatives, church groups and sporting clubs across the Gympie region by community service workers.

The labour supplied by inmates goes directly towards each community organisations' and Councils' goals, while the inmates gain an opportunity to develop positive work habits, self-discipline and pro-social behaviours within a working environment.

#### 12.4.5 Volunteers

Volunteers are often the last thought-of resource but are often the most effective. Many trails are only built – and then kept alive – by volunteer input.

There is also a growing network of trail advocates whose experience is extremely worthwhile. Concerns have been expressed in a number of forums (including popular media) about getting volunteers in a time when people have very busy lifestyles. This is acknowledged; however, the Bibbulmun Track in Western Australia provides an encouraging lesson (where some 80% of the 1,000km trail is maintained by volunteers).

Volunteer labour can also be used in innovative ways to benefit a number of community sectors. The Lilydale Warburton Rail Trail (Victoria) needed bridge construction and put out a public tender for the work. The tender was won by the local branch of the Country Fire Authority, which needed a new fire engine. Labour in bridge construction was "swapped" for a new fire engine.

In the Open Houses, some members of the Proston community indicated a willingness to be involved in ongoing maintenance, and the formal submission of the Covert Creek Community Development and Social Club indicated willingness to be involved in ongoing trail maintenance activities (but the latest advice received is that the Club is disbanding).

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#### 12.4.6 Philanthropy

There are a number of philanthropic organisations in Australia (though not in the same numbers as the USA). The brief has not permitted time to extensively research all these.

The Macquarie Bank Foundation currently contributes more than \$2.5 million a year in community grants. Its core areas include the health care and research, the environment and the arts (trails can address each of these core areas).

The Ian Potter Foundation has a number of interests, including environment and conservation (details can be found at [www.ianpotter.org.au](http://www.ianpotter.org.au)). Its' Environment and Conservation program supports small projects that combine elements of biodiversity and ecology preservation, volunteerism and community education. A trail development could fall within this mandate.

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APPENDIX 1

ARTISTS IMPRESSIONS

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*Above/Below: Artist's impression of rail trail constructed through cutting.*



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*Above/Below: Artist's impression of rail trail constructed along embankment.*



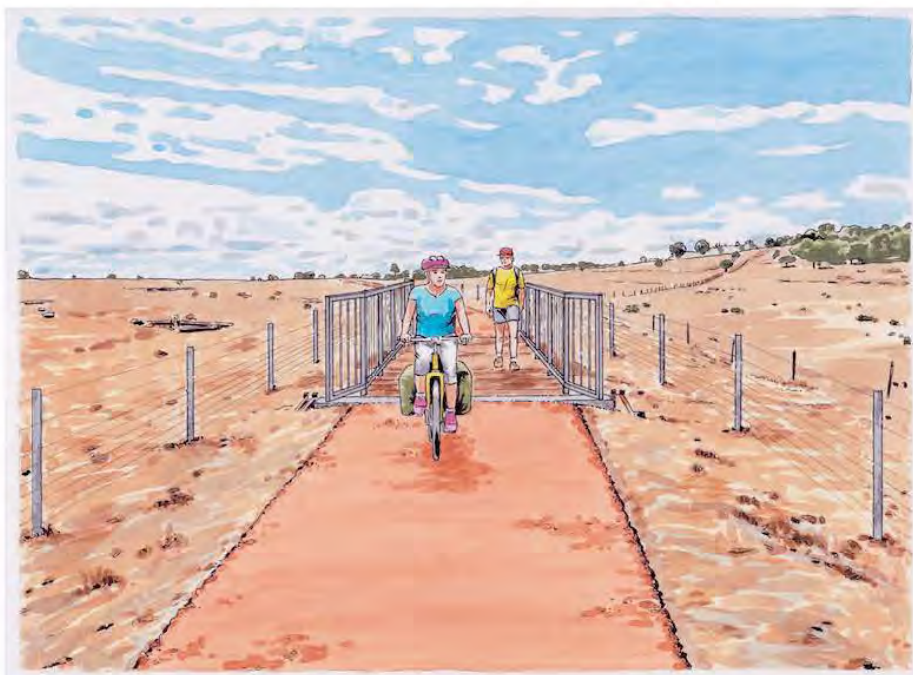
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*Above/Below: Artist's impression of a reconstructed bridge on the rail trail.*



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*Above/Below: Artist's impression of the rail trail passing through uninteresting landscape.*



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APPENDIX 2

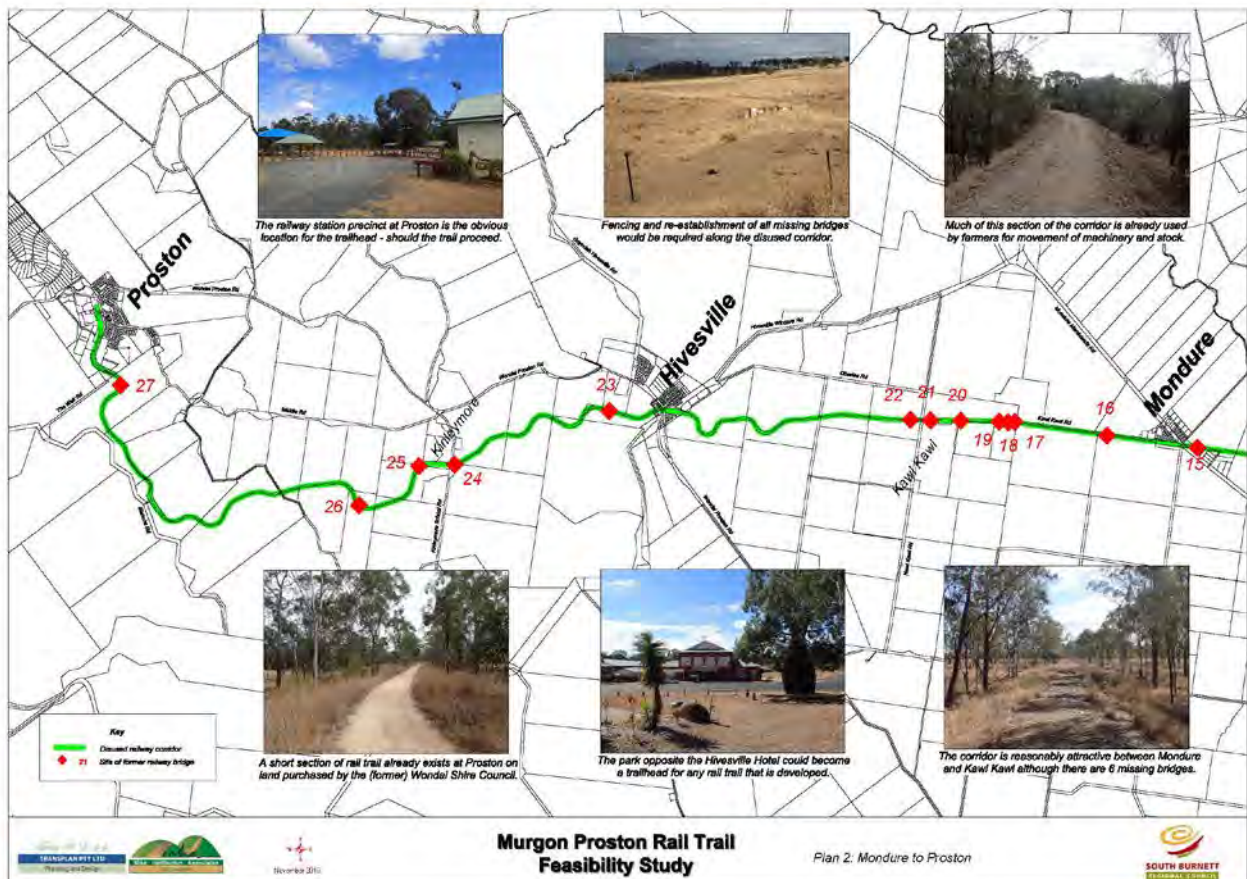
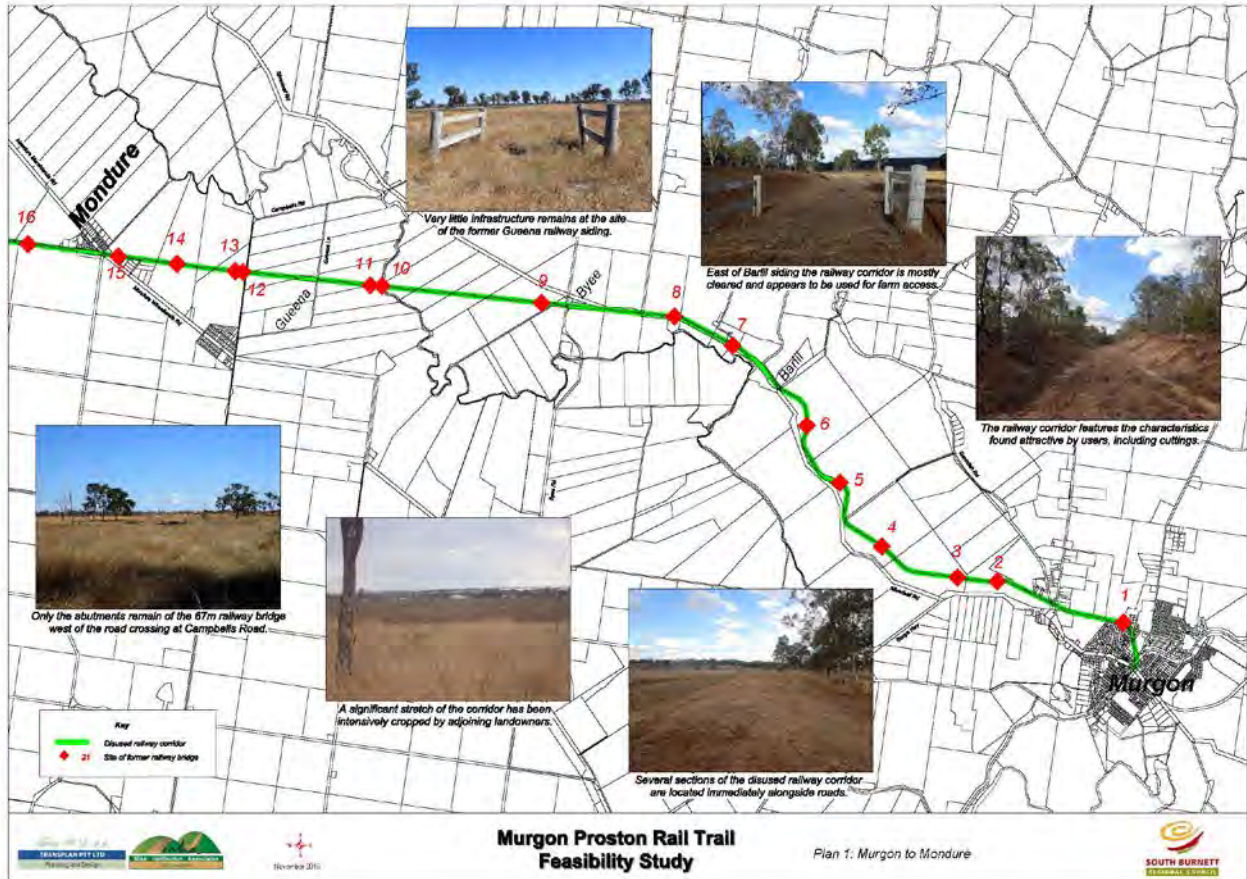
PLANS OF MURGON – PROSTON CORRIDOR

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**10.2.2 NRM&P - 2655291 - Rogers Drive Kingaroy Landscape Design - Approval to substitute the species approved for planting within the Rogers Drive**

**Document Information**

**ECM ID 2655291**

**Author Manager Natural Resources and Parks**

**Endorsed  
By General Manager Community**

**Date 7 January 2020**

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**Précis**

Application to the Department of Transport and Main Roads for approval to substitute the species approved for planting within the Rogers Drive.

**Summary**

The Department of Transport and Main Roads approved the construction of a roundabout in Rogers Drive, which is now complete. The plant species that was also approved for this works have not been available in Queensland therefore the previous transport and local climatic conditions significantly affected the success of the project.

Council officers have reviewed the landscape design and will provide a suggested alternative list of species for the centre of the roundabout for the Department of Transport and Main Roads to consider. The suggested species will be a mixture of low shrubs that already are known to adapt and handle local conditions and be resilient to the unique conditions that are experienced in median and roundabouts across the region.

**Officer's Recommendation**

That Council approve officers to negotiate with the Department of Transport and Main Roads for approval to substitute the species approved for planting within the roundabout to a more locally successful hardy shrub to ensure minimal maintenance.

**Financial and Resource Implications**

The funding for the construction, which includes the landscaping of the Rogers Drive roundabout, is approved and provided by the Department of Transport and Main Roads. This funding is only available up until the end of the 2019 -20 financial year and is sufficient to finalise the project.

The post construction and maintenance costs after the 2019-20 financial year for Rogers Drive roundabout will be funded through the annual RMPC contract between the Department of Transport and Main Roads and the South Burnett Regional Council.

## **Link to Corporate/Operational Plan**

INF1.1 - Provide and maintain road infrastructure in accordance with sustainable asset management practices

INF1.3 - Provide and maintain other Council owned infrastructure to meet community needs in accordance with asset management practices.

## **Communication/Consultation (Internal/External)**

The Rogers Drive roundabout is a project approved and funded by the Department of Transport and Main Roads in conjunction with feedback and technical support provided by the South Burnett Regional Council

## **Legal Implications (Statutory Basis, Legal Risks)**

Nil

## **Policy/Local Law/Delegation Implications**

Nil

## **Asset Management Implications**

Nil. The project construction is funded by the Department of Transport and Main Roads and any future maintenance is also externally funded through Councils RMPC contract with the Department.

## **Report**

The Department of Transport and Main Roads provided the project funding for the construction and landscaping of the Rogers Drive roundabout. The physical construction of the road infrastructure is now completed. The previous landscaping works in accordance with the approved landscaping plan that followed has not been successful as the species were not available within a similar climatic region to Kingaroy; this combined with the significant transport distances has limited the success of the project to date.

Council officers are seeking to work with the Department of Transport and Main Roads in providing substitute species for the centre of the roundabout for their approval. The species that are being suggested to TMR are primarily eremophila, dietes, helichrysum and tulbaghia and a single crape myrtle within the roundabout and are known to handle the local climatic conditions and low growing to enable the necessary traffic vision requirements when using the roundabout.

In addition to the project there are also two species approved for an avenue on the approach and departure to the Rogers Drive roundabout that is approved as part of the project. These two species are *Tristaniopsis laurina* for the open areas and *Brachychiton bidwillii* around overhead power lines. Council officers are also proposing to request that TMR provide the approval to substitute the *Brachychiton bidwillii* (Little Kurrajong) with *Buckinghamia celsissima* (Ivory curl) which will provide a more appealing structure.

