



SOUTH BURNETT
REGIONAL COUNCIL

AGENDA

Infrastructure Standing Committee Meeting Wednesday, 6 April 2022

**I hereby give notice that a Meeting of the Infrastructure Standing
Committee will be held on:**

Date: Wednesday, 6 April 2022

Time: 9.00am

**Location: Warren Truss Chamber
45 Glendon Street
Kingaroy**

**Mark Pitt PSM
Chief Executive Officer**

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In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

- 1 OPENING**
- 2 LEAVE OF ABSENCE / APOLOGIES**
- 3 RECOGNITION OF TRADITIONAL OWNERS**
- 4 DECLARATION OF INTEREST**

5 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

5.1 MINUTES OF THE INFRASTRUCTURE STANDING COMMITTEE MEETING HELD ON 2 MARCH 2022

File Number: 6/4/2022

Author: Executive Assistant

Authoriser: Chief Executive Officer

OFFICER'S RECOMMENDATION

That the Minutes of the Infrastructure Standing Committee Meeting held on 2 March 2022 be received.

ATTACHMENTS

- 1. Minutes of the Infrastructure Standing Committee Meeting held on 2 March 2022**



MINUTES

Infrastructure Standing Committee Meeting

Wednesday, 2 March 2022

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**MINUTES OF SOUTH BURNETT REGIONAL COUNCIL
INFRASTRUCTURE STANDING COMMITTEE MEETING
HELD AT THE WARREN TRUSS CHAMBER, 45 GLENDON STREET, KINGAROY
ON WEDNESDAY, 2 MARCH 2022 AT 9.01AM**

PRESENT:**Councillors:**

Cr Brett Otto (Mayor), Cr Roz Frohloff, Cr Gavin Jones (Deputy Mayor), Cr Danita Potter, Cr Kirstie Schumacher, Cr Scott Henschen, Cr Kathy Duff

Council Officers:

Mark Pitt (Chief Executive Officer), Susan Jarvis (General Manager Finance & Corporate), Ged Brennan (Acting General Manager Infrastructure), Peter O'May (General Manager Community), Aaron Meehan (KTP Project Manager), James Darcy (Manager Infrastructure Planning), Tim Low (Manager Water and Wastewater), Kevin Searle (Manager Works), Kristy Champney (Personal Assistant Infrastructure), Leanne Petersen (Manager Property), Lynelle Paterson (Coordinator Executive Services), Bree Hunt (Executive Assistant)

1 OPENING

The Mayor opened the meeting with the Lords Prayer and welcomed all attendees and Cr Duff prayed for the farmers affected by the floods.

2 LEAVE OF ABSENCE / APOLOGIES

Nil

3 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Cr Duff acknowledged the traditional custodians of the land on which the meeting took place.

4 DECLARATION OF INTEREST

Nil

5 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**5.1 MINUTES OF THE INFRASTRUCTURE STANDING COMMITTEE MEETING HELD ON 2 FEBRUARY 2022**

COMMITTEE RESOLUTION 2022/130

Moved: Cr Scott Henschen

Seconded: Cr Kirstie Schumacher

That the Minutes of the Infrastructure Standing Committee Meeting held on 2 February 2022 be received.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

6 NOTICES OF MOTION

6.1 NOTICE OF MOTION - COUNCIL ROADSIDE SLASHING AND SPRAYING AUDIT

COMMITTEE RECOMMENDATION

Moved: Cr Brett Otto

Seconded: Cr Scott Henschen

That the committee recommend to Council that:

The South Burnett Regional Council commission an audit of Councils roadside slashing and spraying programs with a report to be furnished to the May 2022 Infrastructure Standing Committee Meeting.

In Favour: Crs Brett Otto, Scott Henschen and Kathy Duff

Against: Crs Roz Frohloff, Gavin Jones, Danita Potter and Kirstie Schumacher

LOST 3/4

6.2 NOTICE OF MOTION - WONDAI CHRISTMAS TREE

COMMITTEE RECOMMENDATION

Moved: Cr Kathy Duff

Seconded: Cr Roz Frohloff

That the Committee recommend to Council that:

The Wondai Christmas Tree infrastructure is installed at the Scott Street roundabout as part of the upgrades works.

COMMITTEE RESOLUTION 2022/131

Moved: Cr Scott Henschen

Seconded: Cr Roz Frohloff

That the matter lay on the table until the next Executive and Finance and Corporate Standing Committee Meeting.

In Favour: Crs Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher and Scott Henschen

Against: Crs Brett Otto and Kathy Duff

CARRIED 5/2

6.2.1 QUESTION ON NOTICE - WONDAI CHRISTMAS TREE CONSULTATION

Question on Notice from Cr Jones:

How many people were spoken to and asked on the consultation process for the christmas tree and the roundabout?

6.3 NOTICE OF MOTION - PLANTING TREES FOR THE QUEEN'S JUBILEE PROGRAM

COMMITTEE RESOLUTION 2022/132

Moved: Cr Kirstie Schumacher

Seconded: Cr Kathy Duff

That the Committee recommends to Council:

That South Burnett Regional Council express an interest to be a part of the Planting Trees for The Queen's Jubilee Program by writing and contacting the three Federal MP's The Hon. David Littleproud (Maranoa), The Hon. Ken O'Dowd (Flynn) and The Hon. Llew O'Brien (Wide Bay) from the electorates that cross the South Burnett. That South Burnett Regional Council 's Infrastructure and Community Departments work together with interested Councillors from across these electorates to develop a tree-planting program and discuss opportunities for an associated commemorative event and report back to Council with a project proposal.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0**Attendance:**

At 9:51 am, Cr Roz Frohloff left the meeting.

At 9:53 am, Cr Roz Frohloff returned to the meeting.

7 PORTFOLIO – ROADS & DRAINAGE**7.1 ROADS AND DRAINAGE PORTFOLIO REPORT**

COMMITTEE RESOLUTION 2022/133

Moved: Cr Gavin Jones

Seconded: Cr Scott Henschen

That Councillor Jones's Road and Drainage Portfolio Report to Council be received for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

7.1.1 BLACKBUTT CBD

COMMITTEE RESOLUTION 2022/134

Moved: Cr Brett Otto

Seconded: Cr Kirstie Schumacher

That the Committee recommends to Council:

That Coulson Street within the 60km zone be recognised and signed as Roy Emerson Way.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

7.1.2 QUESTION ON NOTICE – CORONATION PARK WONDAI

Question on Notice from Cr Brett Otto:

Is the works program for the camping grounds at Coronation Park Wondai, due to be completed in this current financial or calendar year?

Attendance:

At 10:23 am, Cr Kirstie Schumacher left the meeting.

At 10:23am, General Manager Community Peter O'May left the meeting.

At 10:23am, General Manager Community Peter O'May returned to the meeting.

At 10:25am, Cr Kirstie Schumacher returned to the meeting.

At 10:30am, General Manager Finance and Corporate Susan Jarvis left the meeting.

At 10:32am, General Manager Finance and Corporate Susan Jarvis returned to the meeting.

7.2 KINGAROY TRANSFORMATION PROJECT UPDATE

COMMITTEE RESOLUTION 2022/135

Moved: Cr Danita Potter

Seconded: Cr Gavin Jones

That Council note the attached Kingaroy Transformation Project Update report for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

7.2.1 QUESTION ON NOTICE – CBD MAINTENANCE

Question on Notice from Cr Kirstie Schumacher:

New infrastructure and new maintenance requirements. Are we regularly turning the irrigation system on and re-looking at our program in terms of interim CBD maintenance?

ADJOURN MORNING TEA

COMMITTEE RESOLUTION 2022/136

Moved: Cr Brett Otto

Seconded: Cr Scott Henschen

That the meeting adjourn for morning tea.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0**RESUME MEETING**

COMMITTEE RESOLUTION 2022/137

Moved: Cr Brett Otto

Seconded: Cr Scott Henschen

That the meeting resume at 11.17am.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0**7.3 APPLICATION FOR PERMANENT ROAD CLOSURE OF MCANTEE ROAD WINDERA WHICH ADJOINS LOT 49 MZ555 AND LOT 202 SP251979**

COMMITTEE RESOLUTION 2022/138

Moved: Cr Kathy Duff

Seconded: Cr Danita Potter

That the Committee recommends to Council:

1. That Council advise the applicant and the Department of Natural Resources and Mines that:
 - (a) It objects to the application for the permanent road closure of McAntee Road, Windera which adjoins Lot 49 MZ555 and Lot 202 SP251979 shown as in Attachment one (1). The reasons for this objection are as follows:
 - (i) The long-term usage of the sections of road reserve is unknown. The closure may affect any future interconnection of roads, any necessary future infrastructure, and any potential new development in the area.
 - (b) Should the Department of Natural Resources and Mines approve the proposed permanent road closure, that there be no cost to Council associated with the road closure.

2. Delegates authority under section 257 of the Local Government Act 2009 to the Chief Executive Officer or their delegate to finalise any and all matters associated with the application.
3. Executes, as road manager, form Part C '*Statement in relation to an application under the Land Act 1994 over State land*' for the proposed permanent road closure

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 11:23am, Chief Executive Officer Mark Pitt left the meeting.

At 11:35am, Chief Executive Officer Mark Pitt returned to the meeting.

7.4 KRATZMANN'S ROAD FLOODWAY WINDERA

COMMITTEE RESOLUTION 2022/139

Moved: Cr Danita Potter

Seconded: Cr Kirstie Schumacher

That Council note this report on Kratzmann's Road Floodway, Windera

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

7.4.1 KRATZMANN'S ROAD FLOODWAY WINDERA

COMMITTEE RESOLUTION 2022/140

Moved: Cr Kathy Duff

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That Council investigate the purchase of one set of solar powered portable traffic lights and liaise with the proponents of the Piggery Development at 592 Morgans Road, Windera regarding the operational costs of portable traffic lights and associated signage until completion of improvement works to the floodway on Kratzmann's Road, Windera.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 11:53 am, Cr Danita Potter left the meeting.

At 11:56 am, Cr Danita Potter returned to the meeting.

7.5 POTHOLE REPAIR METHODOLOGY

COMMITTEE RESOLUTION 2022/141

Moved: Cr Kathy Duff

Seconded: Cr Scott Henschen

That Council note this report on Pothole Repair Methodology.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

7.5.1 POTHOLE REPAIR METHODOLOGY

COMMITTEE RESOLUTION 2022/142

Moved: Cr Kathy Duff

Seconded: Cr Gavin Jones

That the Committee recommends to Council:

That as part of the upcoming 22/23 budget deliberations a report be brought to the capital expenditure budget committee meeting on the purchase of an additional flocon machine and an additional paveline machine.

That a report be brought to the Infrastructure operating expenditure Budget Committee Meeting outlining the budget required to resource an additional flocon machine and paveline machine with the staff and physical resources required to establish and extra pothole repair crew and align the programmed works so that the flocon and paveline tems work in conjunction.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

7.6 LRCI FUNDING ALLOCATION PHASE 3 2022

COMMITTEE RESOLUTION 2022/143

Moved: Cr Scott Henschen

Seconded: Cr Gavin Jones

That Council notes that analysis and compilation of the targeted works program is nearing completion and will be presented to the March General Council Meeting.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 12:13 pm, Cr Scott Henschen left the meeting.

At 12:14 pm, Cr Scott Henschen returned to the meeting.

At 12:15 pm, Cr Scott Henschen left the meeting.

8 PORTFOLIO - LDMG, WATER & WASTEWATER**8.1 LOCAL DISASTER MANAGEMENT, WATER AND WASTEWATER PORTFOLIO REPORT**

COMMITTEE RESOLUTION 2022/144

Moved: Cr Roz Frohloff

Seconded: Cr Scott Henschen

That Councillor Frohloff's Local Disaster Management, Water and Wastewater Portfolio report to Council be received for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher and Kathy Duff

Against: Nil

CARRIED 6/0

Attendance:

At 12:19 pm, Cr Scott Henschen returned to the meeting.

At 12:26 pm, Cr Danita Potter left the meeting.

At 12:28 pm, Cr Danita Potter returned to the meeting.

8.1.1 LOCAL DISASTER MANAGEMENT

COMMITTEE RESOLUTION 2022/145

Moved: Cr Kathy Duff

Seconded: Cr Roz Frohloff

That an update be brought back to the next Infrastructure Standing Committee on the debrief outcomes, flooding impact, customer contact process, community education/messaging and signage response.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

8.2 STORM DAMAGE TO MT WOOROLIN RESERVOIR ROOF

COMMITTEE RESOLUTION 2022/146

Moved: Cr Roz Frohloff

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That Council Officers call for tenders with two (2) options for;

- (i) Design and construct for existing roof replacement with Council providing the temporary bypass storage; and
- (ii) Design and construct for a new five (5) meg reservoir with separable portions for roof replacement on the damaged reservoir.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

9 QUESTIONS ON NOTICE

9.1 QUESTIONS ON NOTICE

COMMITTEE RESOLUTION 2022/147

Moved: Cr Kathy Duff

Seconded: Cr Gavin Jones

That the responses to the questions raised be received and noted.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

10 CONFIDENTIAL SECTION

11 CLOSURE OF MEETING

The Meeting closed at 12:47pm.

The minutes of this meeting were confirmed at the Infrastructure Standing Committee Meeting held on 6 April 2022.

.....
CHAIRPERSON

6 PORTFOLIO – ROADS & DRAINAGE

6.1 ROADS AND DRAINAGE PORTFOLIO REPORT

File Number: 06-04-22

Author: Councillor

Authoriser: Chief Executive Officer

PRECIS

Roads and Drainage Portfolio Report

SUMMARY

Councillor Jones presents his Roads and Drainage Portfolio to Council.

OFFICER'S RECOMMENDATION

That Councillor Jones's Road and Drainage Portfolio Report to Council be received for information.

BACKGROUND

N/A

ATTACHMENTS

1. Roads and Drainage Portfolio Report [!\[\]\(a43b62a38b6e2844e794f4301a08d3ba_img.jpg\) !\[\]\(6e4ee66e87e896673b3d048b72667243_img.jpg\)](#)

ROADS AND DRAINAGE PORTFOLIO REPORT

Current Design and Planning Projects

Key Projects

Name	Description	Status
Maidenwell Bunya Mountains Road, Wengenville	Detailed design for TMR	Design 80% complete – redesign requested by DTMR to fit new budget
Kumbia Streetscape, Kumbia	Rehabilitation of CBD	Design 30% complete
Glendon & Markwell Street Roundabout Upgrade, Kingaroy	Black Spot Funded project for safety enhancements to roundabout and intersection	Design 95% complete
George Street Car Park, Kingaroy	Detailed design of new car park to cater for Kingaroy CBD and Kingaroy to Kilkivan Rail Trail users	Design 30% complete – community consultation to be scheduled

Minor Projects

Name	Description	Status
Apex Park, Kingaroy	Car Park upgrade	Design 90% complete
Corndale Road, Memerambi	Detailed design of road widening	Design 10% complete
Kingaroy Hospital Entrance, Kingaroy	Detailed design for TMR	Design 95% complete

Current / Planned Works for April

As of 23 March 2022

Capital Works

Name	Description	Expected Start Date	Expected Completion Date	Budget Amount	Actual as at 24 March 2022
Blackbutt CBD	Blackbutt CBD update – attached.	February	June	\$1,605,000	\$230,812
Glendon Street/ Markwell Street Round-a-bout, Kingaroy	Round-a-bout construction at the intersection of Glendon and Markwell Streets.	April	June	\$353,000	
Kingaroy Transformation Project	Kingaroy CBD upgrade.	January 2021	October 2022	Refer to KTP report	
Kent Street, Wondai	Upgrade to school crossing and line marking.	May	June	\$73,500	\$ 18,538
Kumbia Road, Kumbia	Road widening and reconstruction from chainage 19.1km to 19.8km.	February	May	\$502,124	\$ 45,948
Memerambi Barkers Creek Road, Corndale	Upgrade a section from unsealed to sealed standard between chainage 14.5km to 15.5km.	November	April	\$864,000	\$299,064
Oliver Bond Street, Kingaroy	Extension of carpark, kerb and channel, and drainage.	February	April	\$245,000	\$ 75,890
Palmer Street East, Murgon	Renewal of kerb & channel between Perkins Street and Watt Street.	May	June	\$45,000	\$ 4,409

Patrol Grading

Locality	Description	Expected Start Date	Expected Completion Date
<p>Due to flood damage on the road network, the patrol grading program has been severely impacted as crews are prioritised onto emergency works, and inspections for restoration works are carried out. Undertaking the restoration inspections, prior to any patrol grading, is particularly important so that any eligible flood damage is not covered over without appropriate recording beforehand. Refer to Attachment 1 for a full flood damage report.</p>			

Roadside Slashing / Boom Mowing

Locality	Description	Expected Start Date	Expected Completion Date
Abbeywood	Cridlands Road, Basin Road	March	March
Ballogie	T H Burns Road	March	March
Booie	Redmans Road, Haydens Road, Mt Hope Road	March	March
Brigooda	Rankins Road	March	March
Bunya Mountains	Bunya Mountains Road	March	April
Chahpingah	Burra Burri Road	March	March
Corndale	Corndale Road	March	March
Ellesmere	Pauls Parade	March	March
Hivesville	Hivesville Township	March	March
Kingaroy	Kingaroy Cooyar Road, Geritz Road, Couchmans Road, Birt Road, Belair Drive, Booie Crawford Road, Bunya Highway, Kingaroy Barkers Creek Road	March	April
Kinleymore	Kinleymore School Road, Dionysius Road	March	March
Kumbia	Janetzki Street	March	March
Okeden	Old Proston Road	March	March
Proston	Okeden Road, Middle Road, Susan Court, Butler Drive	March	March
Speedwell	Okeden Byanda Road, Speedwell Road	March	March
Stalworth	Range Road, Speedwell Abbeywood Road, Back Creek Road, Stalworth Road, Proston Abbeywood Road	March	March
Taabinga	Aerodrome Road	March	March
Wigton	Gayndah Hivesville Road	March	March
Wondai	Wondai Proston Road	February	March

Spraying Program

Council has commenced a spraying program this month with the majority of state controlled roads completed to date. The spraying will continue for about another month to pick up the Council road network.

Completed Works for Noting – March

Design and Planning Projects

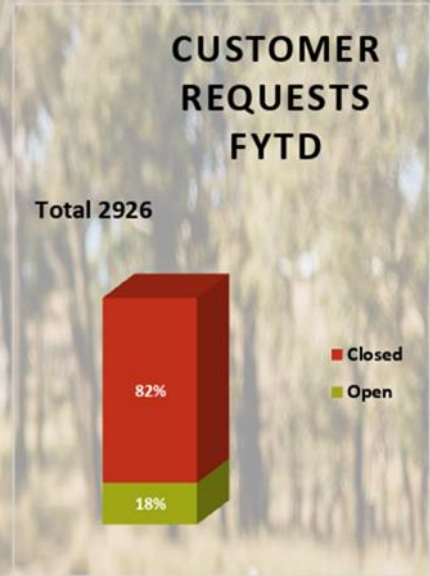
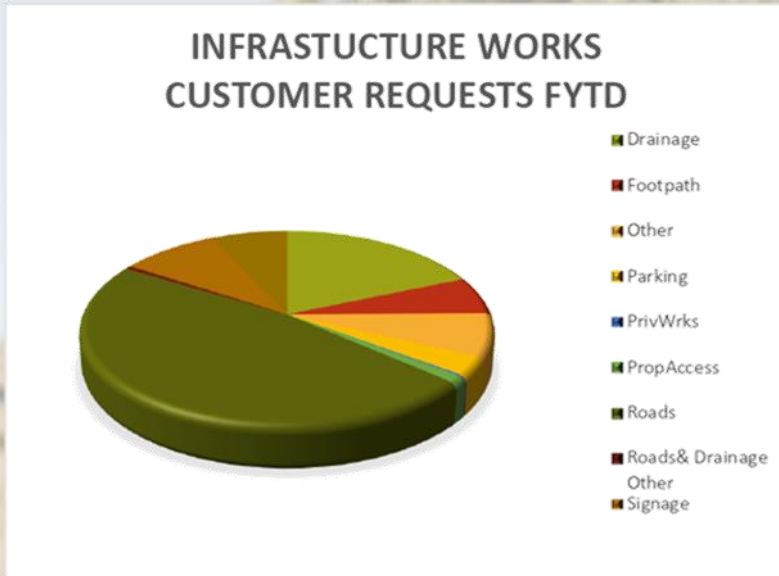
Name	Description	Status
Kingaroy Transformation Project, Kingaroy	Detailed design of shared space on Glendon St, rail trail head and bank gallery	Design 100% complete

Gravel Resheeting

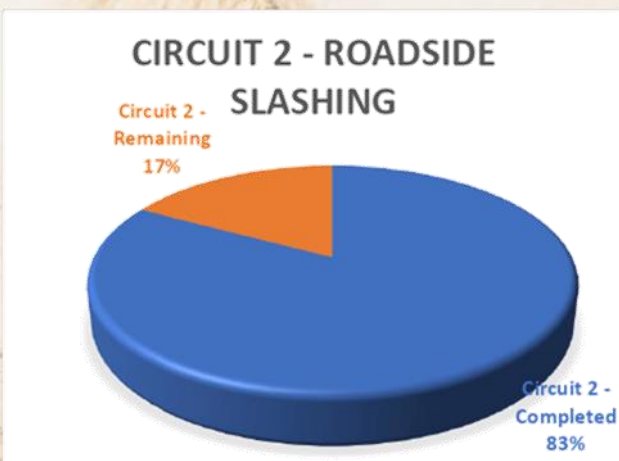
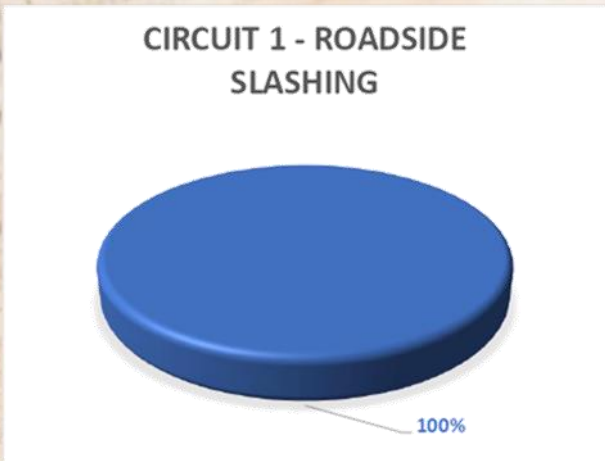
Name	Description	Expected Start Date	Expected Finish Date
Alice Creek Road	Gravel Resheet	February	March

Roadside Slashing

Locality	Description
Alice Creek	Glenclyffe Road
Booie	Burkes Road, Burtons Road, Hillsdale Road, Malar Road, Malar Road, Radunzs Road
Boondooma	Brownless Road, Krugers Road, Manar Road, Pincotts Road, West Boondooma Road
Brooklands	Brooklands Pimpimbudgee Road, Forest View Drive, Kumbia Road, Lord Street
Coolabunia	Barsbys Road, Coolabunia Road, Franklins Road, Mary Street, Peterson Drive, Reagon Road, Royles Road, Sommerfelds Lane, West Coolabunia Road
Durong	Aberdeen Avenue, Shellytop Road, Stubbs Armstrong Road, Swains Road, Woolletts Road
East Nanango	Diggings Road
Ellesmere	Acacia Drive, Gannon Road, Hilltop Drive, Lilian Avenue, Parker Road
Goodger	Goodger Gully Road, Goodger Kunioon Road
Haly Creek	Ellesmere Road
Hodgleigh	Bellbird Road, Semgreens Road
Kingaroy	Clark & Swendson Road, Edenvale North Road, Harris Road, Redmans Road
Kumbia	Stuart Street
Maidenwell	Beare Road, Coleman Road, Coomba Waterhole Road, King Road, Maidenwell Upper Yarraman Road, McConnell Road
Nanango	Finlay Road, Lanes Road
Pimpimbudgee	Middle Creek Cooyar Road, Tanduringie School Road
South Nanango	Booral Court, Elouera Drive, Weeronga Place
Taabinga	Edenvale South Road, Geoff Ralph Drive
Tarong	Devereux Drive, Norman Road, Raymond Road, Tanduringie Drive
Wengenville	Saddle Tree Creek Road



Roads and Drainage Other - includes Street furniture, animals, bridges, gates and grids.
Other - includes airports, buildings, council buildings, dams, economic development, mowing, disaster management, parks and gardens, rates valuation, telecoms, toilets, waste and weeds.



Recent storm damage and flood response

The region was again impacted by heavy rain and flooding resulting in a third activation under the jointly funded Commonwealth – State Disaster Recovery Funding Arrangements (DRFA) following the South East Queensland Rainfall and Flooding, 22 February – 7 March 2022 (February Event).

Council crews completed all Emergency Works under the November Event in early March and will complete all Emergency Works under the January Event by Early April. The network is being reinspected under the February Event with all Emergency Works to be completed by late-May 2022.

So far, more than 480 sites have been identified as requiring Emergency Works from the February Event. In some instances these site have been repaired twice already following the previous events.

Two sub-contractor crews continue to clear blocked road culverts as part of the Immediate Reconstruction Works response.

The damage assessment phase to allow the long-term Restoration of Essential Public Assets (REPA) has commenced with a priority submission, containing 16 roads, having been recently lodged to the Queensland Reconstruction Authority (QRA).

Three Invitation to Offer's have been released to the market capturing the priority roads. The offers received are currently being evaluated with construction expected to commence following the Easter holidays.

Council has completed the additional RACAS road inspections to further capture evidence of damage across the network, which will support DRFA submissions. A review of data is underway to identify roads which will need to be reinspected due to the February Event.

The current Works capital program and some of the operational programs such as patrol grading are being impacted, and our team are working through appropriate delivery solutions to address this in conjunction with the flood damage task.



Blackbutt CBD Update

A significant milestone was achieved on Monday 21 March 2022 with the first section of the new kerb and channel constructed along Coulson Street Blackbutt. Works continue to progress as planned with the Blackbutt CBD Streetscape and Footpath Upgrade on track with the original program timelines for completion.

The new kerb and channel is now complete within the first zone of works along Coulson Street from the intersection of Muir Street and Coulson Street toward the frontage of Les Muller Park. The connection of new water services to businesses properties in this section of works were completed as planned 23Rd March 2022.

New seal and asphalt to be placed along the kerb and channel is scheduled to commence Friday 25th March and Monday 28th March 2022 weather permitting. The ability for vehicle access to property and business driveways will be impacted for a short period while these works occur. Council apologises for any inconvenience and will endeavour to keep impacted businesses and properties updated as these works progress.

Construction of the new concrete footpath areas and property stormwater connections in the first zone of works are scheduled to commence Monday 28th March 2022 weather permitting. These works will require alternative pedestrian pathways for businesses and properties access to be in place where required.

To maintain public safety some restrictions to vehicle parking and pedestrian access are expected, however these impacts will be limited and allow continual business access as construction progresses along Coulson Street. Construction noise is expected through the course of these works.

Site works and construction activity will be performed Monday to Friday – 6:30am – 5:00pm and Saturday – 7:00am - 5:00pm, with the project expecting to be completed by June 2022.

For further information regarding the project, please contact Council's Infrastructure team on (07) 4189 9100 or email info@southburnett.qld.gov.au.



6.2 MINUTES OF THE TRAFFIC ADVISORY COMMITTEE MEETING

File Number: 06-04-22
Author: Manager Infrastructure Planning
Authoriser: Chief Executive Officer

PRECIS

Minutes of the Traffic Advisory Committee Meeting held Tuesday, 22 March 2022.

SUMMARY

The minutes of the Traffic Advisory Committee Meeting held in Warren Truss Chambers, Kingaroy of the South Burnett Regional Council on Tuesday, 22 March 2022 are provided to note and consider.

OFFICER'S RECOMMENDATION

That Council receive and note the attached minutes and recommendations of the Traffic Advisory Committee held Tuesday, 22 March 2022.

BACKGROUND

N/A

ATTACHMENTS

1. **Traffic Advisory Committee Meeting Minutes** [↓](#) 



Traffic Advisory Committee Minutes

Infrastructure

Chair: Councillor Jones
Minutes: Stacey Wickson
Date: Tuesday 22 March 2022, 12pm
Venue: Warren Truss Chambers, Kingaroy.

Committee Attendance:

Michelle Hoffman (TMR Senior Safety Advisor), Kate Whyatt (SBRC Grad Engineer Maintenance), Cr Roz Frohloff (SBRC Councillor), Cody Granger (SBRC Engineer), James D’Arcy (SBRC Manager Infrastructure Planning), Andrew Goatham (TMR Senior Engineer), Stacey Wickson (SBRC Program Support Officer).

Agenda Item	Action Summary	Responsible Officer	Due Date
<i>Welcome and Apologies (Chair)</i>	Cr Frohloff chaired the meeting. All members welcomed. Apologies recorded. Meeting opened 12:44pm Apologies: Pawan Gautam, QPS Representatives, Cr Scott Henschen, Cr Gavin Jones	N/A	N/A
<i>Confirmation of previous minutes (Chair)</i>	Previous minutes of Tuesday 14 December 2022 were confirmed. Moved: Andrew Goatham Seconded: James D’Arcy Vote: Unanimous	N/A	N/A
	Action: Saint Mary’s Catholic School Zone discussion on parking signs/stop drop go zone <ul style="list-style-type: none"> - SBRC to discuss design outcomes - QPS to provide feedback of traffic behaviours after construction - Council completed road widening job - Kumbia OIC has requested change to signage to regulatory loading zone to assist with compliance - Signs to be implemented by SBRC 	SBRC	JUNE



Traffic Advisory Committee Minutes

Infrastructure

	<p>Status: Rollover to June TAC meeting - QPS to provide feedback on traffic behaviours and confirmation of implementation of loading zone signs by SBRC at next TAC</p>		
	<p>Action: Taabinga State School barber poles on highway school crossing (DTMR)</p> <ul style="list-style-type: none"> - DTMR to advise outcome of discussions held with Michelle Hoffman - Excessive barber poles at crossing are causing confusion for motorists - Legacy item from previous Council - Request to remove extra barber poles <p>Status: SBRC will remove excess barber poles as part of future TMR HRR project requiring road realignment.</p>	DTMR	CLOSED
	<p>Action: Memerambi Gordonbrook Road - Road Condition</p> <ul style="list-style-type: none"> - SBRC has received requests addressing rocks etc coming through road from heavy vehicle road usage. Ch11 from Bunya Hwy <p>Status: SBRC to address as part of RMPC contract</p>	DTMR	CLOSED
<i>Fatal Car Crashes</i>	<ul style="list-style-type: none"> - Discussions held surrounding recent car crashes in the South Burnett. 		
<i>General Business</i>	<p>Item 1 – SBRC request for high visibility electronic signage for one way on Tanduringie Bridge (Mayoral request)</p> <ul style="list-style-type: none"> - Request by Mayor Brett Otto to introduce vehicle activated signage to Tanduringie Bridge - Reduced speed signage has been installed on both directions - Main Roads completing business case on bridge currently - Bridge has had many near misses – no crash data to support - TMR funding and program priority for vehicle activated (VA) signs is reactive as funding is restricted <p>Status: TMR have noted request and due to no crash data to support, location is not currently a priority for funding and implementation.</p>	TMR	CLOSED
	<p>Item 2 – DTMR to discuss results of speed limit review at Wondai roundabout, Bunya Highway (Business from September 2021). SBRC - Wondai Roundabout – Christmas Tree</p> <p><u>Christmas Tree</u></p> <ul style="list-style-type: none"> - DTMR has concern regarding driver distraction of tree in roundabout 	DTMR/SBRC	Christmas Tree – JUNE Speed Limit Reduction - CLOSED



Traffic Advisory Committee Minutes

Infrastructure

	<p><u>Roundabout Speed Limit Reduction</u></p> <ul style="list-style-type: none"> - Risk assessment previously completed by TMR - No crash data to support speed limit reduction - Speed data has high compliance <p>Status: Christmas Tree - SBRC to issue formal letter to DTMR for response regarding Christmas tree location approval. Speed Limit Reduction – DTMR have completed risk assessment and have determined there will be no reduction to the speed limit on the roundabout - CLOSED</p>		
	<p>Item 3 – Speed limit review requested on Kumbia Road (Stuart River – Flagstone Creek)</p> <ul style="list-style-type: none"> - Kumbia Rd LRRS road - Tighter bends with single and dual lane <p>Status: SBRC to investigate and report back to future TAC meeting</p>	SBRC	OPEN
	<p>Item 4 – Discussion on revision of length of Kingaroy Barkers Creek Road speed limit change from 100km/hr to 80km/hr</p> <ul style="list-style-type: none"> - Straight from Tessmanns to Redmans is approx. 2km - Speed reduction is from Tessmanns to North Branch Road - TMR reviewed from Ch2.5 – 6.6 - 2 crashes on section of road with fatal, hazards close to the road - Ch6.6 – 8.5 reviewed 80km/hr – 2 additional crashes recorded in 5 years, no advisory speeds with curves - Ch8.5 – 16.998 – 6 crashes recorded in 5 years, alignment straightens out and does not warrant speed limit reduction due to single lane seal width - Ch17 – 22.5 reviewed to be 100km/hr - TMR speed review recommendation to install 80km/h zone from 0-8.5 - Install 80 ends signage between 16.998 to 22.30 <p>Status: TMR’s assessment and data supports the new speed zones. No further action required and response will be sent to customer - CLOSED</p>	DTMR	CLOSED
	<p>Item 5 – Discussion regarding reducing Pimpimbudgee residential area from 70km/hr zone to 60km/hr zone</p>	SBRC	CLOSED



Traffic Advisory Committee Minutes

Infrastructure

	<ul style="list-style-type: none"> - Customer request received from the mayor - Speed review conducted and result determines applied speed limit should be 80km/hr however SBRC has signed as 70km/hr - Existing high non-compliance of traffic at 80-85km/hr - Decreased speed limit would increase non-conformance <p>Status: Speed review conducted and result determines applied speed limit should be 80km/hr. As SBRC have signed area as 70km/hr, no further speed reductions will be made - CLOSED</p>		
	<p>Item 6 – Safety issues at pedestrian crossing – Henry Street (adjacent to the pool), Nanango</p> <ul style="list-style-type: none"> - DTMR received multiple customer request - TMR have monitored intersection and found no issues - Intersection has sufficient lighting - No recent crash data on crossing <p>Status: DTMR to issue response to their customer request - CLOSED</p>	DTMR	CLOSED
	<p>Item 7 – Request for high visibility signage at Winderah School on Murgon Gayndah Road</p> <ul style="list-style-type: none"> - Under new MUTCD guidelines 80km/hr school zone would possibly no longer meet requirements for high visibility signage <p>Status: To be discussed with QPS at next TAC Meeting</p>	QPS	JUNE
	<p>Item 8 – Discussion regarding Kratzmanns Road S-Bends and enforced speed limit solutions</p> <ul style="list-style-type: none"> - Winderah Creek runs through road, feedlots, piggeries etc - Single lane sealed road signed as 100km zone - 30km advisory through causeway <p>Status:</p>	QPS	JUNE
	<p>Item 9 – Discussion regarding verge near Phillips Street West, Burnett Highway, Nanango</p> <ul style="list-style-type: none"> - DTMR have received customer requests - Private access road close 	DTMR	JUNE



Traffic Advisory Committee Minutes

Infrastructure

	<ul style="list-style-type: none"> - Customer has requested guardrail to stop motorists using verge to access side road - Solution options discussed - Possibility of yellow plant to increase culvert <p>Status: Request for QPS to provide input into compliance issues to be discussed at June TAC</p>		
	<p>Item 10 – Discussion to reduce speed limit on Old Esk North Rd, Nanango with non-conformance</p> <ul style="list-style-type: none"> - Traffic counters have been in place and found most people conforming - SBRC advise to reduce speed to 70km/hr zone from 80 km/hr - DTMR requests signs at each end <p>Status: SBRC to reduce speed limit and install new signage</p>	SBRC	CLOSED
	<p>Item 11 – Notification of heavy vehicle decoupling Pound Street, Kingaroy</p> <ul style="list-style-type: none"> - Heavy vehicles de-coupling on Pound Street - SBRC to compile information booklet for operators for de-coupling operations - NHVR presence to be requested <p>Status: SBRC to discuss with TMR about de-coupling options for heavy vehicle users on highways in region</p>	SBRC/TMR	JUNE
<i>Report from Agencies</i>	<p>QPS</p> <ul style="list-style-type: none"> - Not present 	N/A	N/A
	<p>TMR Road Safety</p> <ul style="list-style-type: none"> - National Road Safety week coming up in last week May - Fatality free Friday – 27th May - Upcoming program and possible STIP funding to go towards upgrading school crossings under new MUTCD guidelines – next FY over 4 years 	N/A	N/A
	<p>TMR – Andrew Goatham</p> <ul style="list-style-type: none"> - Boobie Crawford Rd status to be discussed at another TAC meeting - Kingaroy Hospital entrance designs are progressing 	N/A	N/A
	<p>QAS</p>	N/A	N/A



Traffic Advisory Committee Minutes

Infrastructure

	- Not present		
<i>Further items for discussion</i>	<ul style="list-style-type: none"> - Nanango State School pedestrian crossing - Crossing supervisor has issue with cars not stopping when on road due to the opinion that the concrete median is splitting operations of the zone. - Look into line marking corrections to assist with motorist compliance with crossing supervisor directions - School to liaise with QPS about supporting safe school operations, particularly cars driving through occupied school crossings. 	DTMR	N/A
<i>Next Meeting</i>	Date: Tuesday, 14 June 2022 Location: Warren Truss Chambers, Kingaroy.	N/A	N/A
<i>Meeting Closed</i>	Meeting Closed: 2:31pm		

6.3 KINGAROY TRANSFORMATION PROJECT UPDATE

File Number: 06-04-22
Author: General Manager Infrastructure
Authoriser: Chief Executive Officer

PRECIS

Kingaroy Transformation Project Update

SUMMARY

At March's 2021 Infrastructure Standing Committee, it was requested that monthly updates on the Kingaroy Transformation Project be presented to future Infrastructure Standing Committees.

OFFICER'S RECOMMENDATION

That Council note the attached Kingaroy Transformation Project Update report for information.

BACKGROUND

Refer to the attached Kingaroy Transformation Project Update report.

ATTACHMENTS

1. Kingaroy Transformation Project Monthly Update [↓](#) 

KINGAROY TRANSFORMATION PROJECT UPDATE

Construction Progress and Budget Update

March has been a very productive month on the KTP project with major works in Kingaroy Street. Works have continued with the installation of communications, stormwater, water main and kerb infrastructure. Footpath construction has progressed well with the majority of new footpath now re-opened along with on-street parking. Works are commencing in Glendon Street with construction of underground infrastructure including stormwater, power and telecommunications and with concrete works expected in late April.





Map of Works



Alford Street (Youngman – Glendon) Construction Progress

Estimated Construction Progress											
% complete	10	20	30	40	50	60	70	80	90	100	
Site Establishment & Prelims'											
Provision for Traffic											
Demolition											
Environmental											
Project Support											
Stormwater Drainage											
Kerb and Channel											
Footpaths and Concrete works											
Earthworks											
Water & RW Water Main											
Pavements											
Surfacing & Line Marking											
Street Furniture											
Landscaping (Hard and Soft)											
Signage											
Traffic Signals / CCTV											
Electrical / Comms											
Telstra Pit replacement											
Street Lighting Relocation and Removal											
Feature Lighting											
Street Lighting											
Irrigation											

Alford Street (Glendon – Kingaroy) Construction Progress

Estimated Construction Progress											
% complete	10	20	30	40	50	60	70	80	90	100	
Site Establishment & Prelims'											
Provision for Traffic											
Demolition											
Environmental											
Project Support											
Stormwater Drainage											
Kerb and Channel											
Footpaths and Concrete works											
Earthworks											
Water & RW Water Main											
Pavements											
Surfacing & Line Marking											
Street Furniture											

Landscaping (Hard and Soft)										
Signage										
Traffic Signals / CCTV										
Electrical / Comms										
Telstra Pit replacement										
Street Lighting Relocation and Removal										
Feature Lighting										
Street Lighting										
Irrigation & Planting										

Haly Street (Youngman – Kingaroy) Construction Progress

Estimated Construction Progress										
% complete	10	20	30	40	50	60	70	80	90	100
Site Establishment & Prelims'										
Provision for Traffic										
Demolition										
Environmental										
Project Support										
Stormwater Drainage										
Kerb and Channel										
Footpaths and Concrete works										
Earthworks										
Water & RW Water Main										
Pavements										
Surfacing & Line Marking										
Street Furniture										
Landscaping (Hard and Soft)										
Signage										
Traffic Signals / CCTV										
Electrical / Comms										
Telstra Pit replacement										
Street Lighting Relocation and Removal										
Feature Lighting										
Street Lighting										
Irrigation										

Kingaroy Street (Alford – Haly) Construction Progress

Estimated Construction Progress										
% complete	10	20	30	40	50	60	70	80	90	100
Site Establishment & Prelims'										
Provision for Traffic										

Demolition										
Environmental										
Project Support										
Stormwater Drainage										
Kerb and Channel										
Footpaths and Concrete works										
Earthworks										
Water & RW Water Main										
Pavements										
Surfacing & Line Marking										
Street Furniture										
Landscaping (Hard and Soft)										
Signage										
Traffic Signals / CCTV										
Electrical / Comms										
Telstra Pit replacement										
Street Lighting Relocation and Removal										
Feature Lighting										
Street Lighting										
Irrigation										

Expenditure and Budget Summary

Current stage by stage expenditure to 10 March 2022 actuals and includes current estimated final cost (EFC) and budget is shown in the table below:

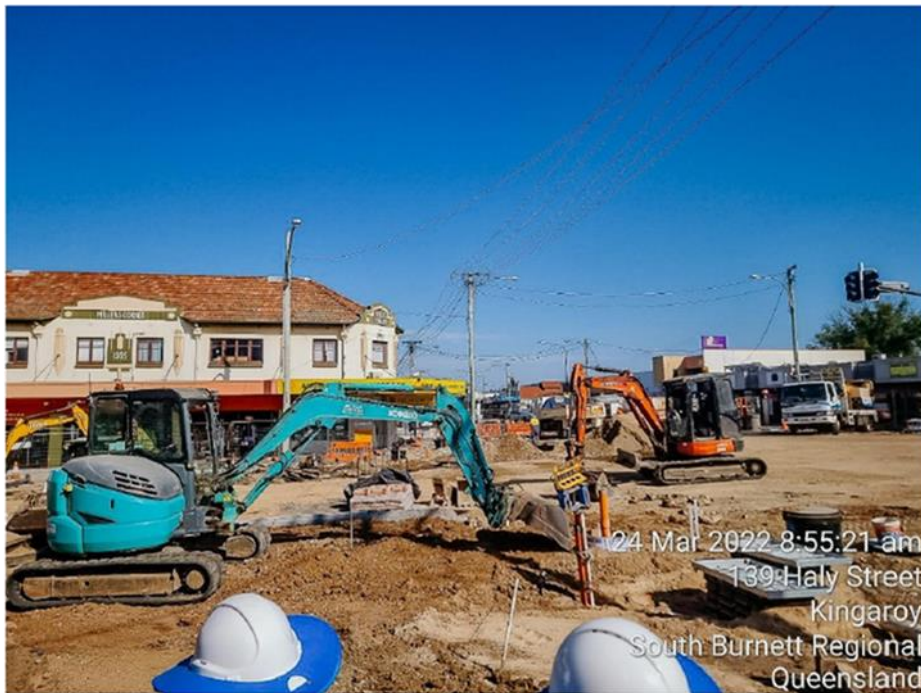
Item	1/2/3 Haly St - Youngman Glendon	4 Glendon inc Shared Zone	5 Kingaroy St - Haly to Alford	6 Alford St - Youngman Glendon to	7/8 Alford St - Glendon to Short	Totals
Expenditure						
Actual Exp	\$ 4,629,957.00	\$ 142,952.00	\$ 651,335.00	\$ 1,918,662.00	\$ 3,470,212.00	10,813,118.00
EFC	\$ 6,065,505.00	\$ 1,145,752.00	\$ 1,951,591.00	\$ 2,132,871.00	\$ 4,073,352.00	\$ 15,369,071.00
Budget						
Budget inc O/H	\$ 5,865,505.00	\$ 1,145,752.00	\$ 1,951,591.00	\$ 1,982,871.00	\$ 3,873,352.00	\$ 14,819,071.00
Conting'y	\$ 200,000.00			\$ 150,000.00	\$ 200,000.00	\$ 250,000.00
Total Budget #						\$ 15,629,000.00

the above budget includes DTMR corridor and allocation of \$1.689M, along with minor contributions of gravel re-use and shopping centre access.

Officers are currently completing the forecast for the completion of the KTP with request for quotes for 'fit out' works and engineering designs are being finalised for structures and electrical systems.

As mentioned in previous reports, there have also been price rises across the construction sector over the past six (6) months on materials and services. The past quarter showed significant rises on major items for construction including fuel, oil, concrete, steel, pvc and

copper. Officers are reviewing supply chain impacts as part of the forward forecast and program.



Forward Program Update (Preliminary)

- | | |
|---|---|
| Works during week 4 th April- | <p>Haly Street and Kingaroy Street Intersection</p> <ul style="list-style-type: none"> - Reopening of intersection scheduled for 8th April following completion of major civil works - Dates for final asphalt resurfacing works to be confirmed subject to procurement constraints <p>Glendon Street (Alford to Haly)</p> <ul style="list-style-type: none"> - Early works on telecommunication, stormwater and demolition works |
| Works during week 11 th April- | <p>Haly Street and Kingaroy Street Intersection</p> <ul style="list-style-type: none"> - No significant construction works <p>Glendon Street (Alford to Haly)</p> <ul style="list-style-type: none"> - Full closure of a section of road between both Circular Place driveways for the installation of telecommunication, stormwater and demolition works |
| Works during Week 18 th April- | <p>Glendon Street (Alford to Haly)</p> <ul style="list-style-type: none"> - Full closure of a section of road between both Circular Place driveways for the |

installation of telecommunication,
stormwater and demolition works

Works during week 25th April-

Glendon Street (Alford to Haly)

- Closure of a section of road between Circular Place driveways for continued installation of services and commencement of footpath reinstatement
- Works adjacent to Glendon Street Café and The commercial pub to commence

Consultation and Communications Update

The KTP Team and Councillors have been out and about consulting with businesses in the KTP precinct with construction progress. Pedestrian and vehicle traffic has again increased within Kingaroy Street particularly as parking continues to be reinstated. A number of businesses have informed the team they are currently planning to update their frontage and are promoting the KTP in advertising their shop fronts to potential new businesses. Some businesses have raised the need to encourage shops to clean in front of their premises and the KTP team will distribute the self cleaning fact sheets over the coming weeks.



Visit from Minister Littleproud in late February

6.4 OPTIONS FOR DUST SUPPRESSION ON LANIGAN ROAD GLAN DEVON

File Number: 06-04-22

Author: Manager Works

Authoriser: Chief Executive Officer

PRECIS

Options for dust suppression on Lanigan Road, Glan Devon

SUMMARY

Council's Infrastructure Department has received a request for a report to be brought back to Standing Committee meeting regarding dust mitigation options for Lanigan Road, Glan Devon.

OFFICER'S RECOMMENDATION

That Council note this report.

BACKGROUND

Council received at the November General Council meeting a petition from residents on Lanigan Road, Glan Devon expressing concern regarding dust from the unsealed road. Council had previously prepared and considered a project to upgrade 1.1 kilometres of Lanigan Road to a sealed standard, which was presented for consideration during the 2021/22 Capital budget deliberations.

A letter was sent to the petitioners in October 2021, advising that the request for upgrade had been unsuccessful under Council's 2021/22 Capital Works program, however the project would be included in the proposed capital works program for consideration in future budget deliberations.

Council has received numerous requests across the region for upgrading unsealed roads to a sealed standard to address dust issues. Attachment A provides a list of the current requests within our region for upgrades due to dust issues.

Causes of dust – all unsealed roads will create dust. Factors that can affect the amount of dust include the weather conditions and season, amount of traffic as well as vehicle speed and type of vehicle, and road surface type.

Current level of service for unsealed roads – our current level of service for maintaining the unsealed road network is generally one patrol grade per annum. Targeted heavy formation grading in conjunction with the gravel resheeting asset renewal program is also undertaken.

Options for dust mitigation

There are various options for reducing dust, and some of the key differences relate to cost, effectiveness in dust reduction, and permanency. Apart from sealing a road, there are no known ways to eliminate dust emissions effectively on a long-term basis by using a single process or just one application of a dust suppressant.

There are a number of basic, low-cost options to reduce dust on an unsealed road including reduce the speed that you travel on an unsealed road and maintenance grading, up to higher cost solutions such as upgrading a road to a sealed standard. Various options are listed below.

Speed reduction – speed of a vehicle can have a significant influence on the amount of dust created on an unsealed road. This option is at the discretion and possible encouragement of the individual road user however. Installation of actual speed reduction signage for dust mitigation is not considered consistent with the Manual of Uniform Traffic Control Devices.

Wet grade – This is Council’s current service standard, with water being added to the road during the grading process and is used to assist with the pavement trimming and compaction task. The addition of water is generally not to target dust mitigation. The effect on dust reduction is short term with wet grading. The current annual patrol grading service not only focuses on the running surface of our unsealed roads, but also targets table drains, diversion drains, degreasing and clearing works.

Bitumen sealing – bitumen sealing a road is the best permanent way to address dust issues. Upgrading a road to bitumen seal standard is the most expensive upfront cost.

Pavement stabilisation – adding cementitious material (typically cement and lime) or foamed bitumen into a pavement is typically used for pavement strengthening and reducing water sensitivity in a pavement, but can also assist in reducing dust. It is relatively expensive and the effects of dust reduction are not permanent.

Dust suppressants – There are numerous products available that can be used to specifically target a reduction in dust on unsealed roads.

The more common products can be categorised into: surfactants (wetting agents), water attracting chlorides and salts, non-bituminous binders, petroleum-based binders, electro-chemical, polymers, and microbio binders. The most appropriate type of suppressant for use on a road would relate to each of the site conditions, particularly the pavement material properties.

Most dust suppressants are liquid and are applied to an unsealed pavement using a water truck. Blending the product into the pavement through wet mixing produces a more effective and longer lasting treatment than simply spraying the product onto the road surface. Periodic rejuvenation is required to ensure continued dust suppression.

It is common to find the use of dust suppressants on haul roads within mining operations for example that require a continual level of road surface maintenance and dust mitigation.

On Local Council roads, generally road authorities require a dust suppressant for a long term treatment. Typical periods of effectiveness are in the order of three (3) to six (6) months and require additional treatment thereafter.

As a guide to cost, it is estimated that the application of a proprietary dust suppressant would be in the order of four (4) times the current cost of patrol grading per treatment, assuming ripping and compaction required, approximately \$1000/km compared with \$4000/km.

Dust seal policy – Council may consider the creation and formal adoption of a Dust sealing policy, with prioritised consideration for individuals seeking a dust seal near their place of residence, contributing financially to part of the upgrade.

ATTACHMENTS

1. **Dust Seal Register**  
2. **Lanigan Road Image**  

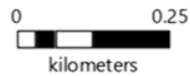


Dust Seal Register

Location	Road Hierarchy	Chainage start	Chainage End	Length (m)	Proposed Width (m)
Hodges Rd, Kingaroy		1270	1420	150	6
522 Smith Road	5A	5040	5290	250	6
491Mt McEuen Rd, MOUNT MCEUEN		4860	5190	330	4
92 Snowys Knob Road EAST NANANGO QLD 4615	5A	720	870	150	6
146 Scotts lane runnymede	5A	890	1225	335	6
174 Jacobsons Rd	5A	1480	1840	360	6
139 Ogilvie Road, BLACKBUTT SOUTH QLD 4314					6
Runnymede Estate Rd	5A	110	600	490	6
186 Boonenne Rd	5B	1750	1950	200	6
383 Smith Road	5A	3740	3940	200	6
32 Transmitter Rd	5A	5472	5592	120	6
228 Wallison Road	5B	2180	2350	170	6
13 Sanders Rd		80	290	210	4
195 Saddle Tree Creek Rd	5B	1860	2190	330	6
Cooper Ck Rd	5B	220	360	140	4
240 Birt Road	5A	2170	2670	500	6
2 Trace Street BROOKLANDS	9B	160	250	90	6
503 East Nanango Road	5A	4345	5100	755	6
219 Mount Hope Road	5B	3900	4120	220	6
Edenvale 5th Road	5A	0	525	525	6
Radunzs Rd		2585	3080	495	6
Woods Rd	5A	55	190	135	4
Muller St, Tingoorra		170	270	100	2
66 Gibson Road BENARKIN	5B	550	700	150	4
7 George Street North	9A	215	340	125	5
Janetski St, Kumbia		110	240	130	4
Borcharts Road	5C	800	950	150	4
25 Jarvis Rd, Ficks Crossing	5A	190	340	150	6
237 Beers Road - SILVERLEAF	5B	2270	2590	100	6
293 Nukku North Road		2800	2950	150	6
Swartz Road	5B	80	395	315	6
King St, Memerambi		50	460	410	10
Old Yarraman Rd		2345	3965	1620	6
297 Birt Road - Kingaroy	5A	2170	3780	1610	6
57 Earl Street, Memerambi	9B	625	760	135	5
Morris St, Blackbutt		285	775	490	8
Old Rifle Range Road, East Nanango		1675	2165	490	6
Lanigan Rd, Glan Devon		30	1200	1170	6
Grey St, Nanango	9B	0	960	960	6
Reedy Creek Road, Benair					



Lanigan Road



The information on this map was derived from digital databases on the Councils GIS. Care was taken in the preparation of this data however, council cannot accept responsibility for errors, omissions or positional accuracy. The information is provided on the basis that persons utilising the map will undertake responsibility for assessing the relevance and accuracy of its content.

6.5 UPDATE ON THE PROJECT DEVELOPMENT FOR TANDURINGIE CREEK BRIDGE ON KINGAROY COOYAR ROAD

File Number: 06-04-22
Author: Manager Infrastructure Planning
Authoriser: Chief Executive Officer

PRECIS

Update on the project development for Tanduringie Creek Bridge on Kingaroy Cooyar Rd

SUMMARY

The Department of Transport & Main Roads (TMR) are in the process of conducting a business case for the upgrading of the Tanduringie Creek bridge on Kingaroy Cooyar Road. A summary report has been forwarded to Council to update them on the progress on investigations.

OFFICER'S RECOMMENDATION

That Council note the report as presented.

FINANCIAL AND RESOURCE IMPLICATIONS

N/A

LINK TO CORPORATE/OPERATIONAL PLAN

PROVIDING KEY INFRASTRUCTURE FOR OUR TOWNS AND VILLAGES - Develop, renew and maintain community infrastructure through sound asset management principles

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

Discussions have been held between TMR and SBRC officers to advance the options analysis currently being completed by TMR and their consultants.

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

N/A

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

N/A

ASSET MANAGEMENT IMPLICATIONS

N/A

REPORT

Council officers have been in discussion with TMR representatives in relation to the project status of the Tanduringie Creek Bridge on Kingaroy Cooyar Road. TMR have been assessing the different elements of risk associated with its upgrade including drainage, external services, private property, project constructability and vegetation management. Nine (9) alignments have been considered through their analysis to offer the best value for money outcomes in seeking to reduce risk associated with the area.

The process does not guarantee that the project will be funded for detailed design or construction and is the subject of further budget consideration by the State.

ATTACHMENTS

Nil

6.6 KINGAROY ROUNDABOUT COST BENEFIT ANALYSIS OF ROUNDABOUT UPGRADE PROGRAM

File Number: 06-04-22

Author: Manager Infrastructure Planning

Authoriser: Chief Executive Officer

PRECIS

Kingaroy Roundabout – Cost Benefit Analysis of Roundabout Upgrade Program

SUMMARY

At the September Infrastructure Standing Committee meeting the following Notice of Motion was received:

That Council's Infrastructure team partner with the Parks and Gardens team to undertake a review of the ongoing maintenance needs, current aesthetics and condition of existing residential roundabouts in Kingaroy, and that the following items be bought back to the November Standing Committee Meeting:

- *A report with a cost benefit analysis detailing the resources, schedule and costs of the current mowing and maintenance program for these roundabouts verse the approximate costings and reduced maintenance needs should Council replace grassed areas with options such as thick ground cover plantings or concrete.*
- *A maintenance strategy to repaint, repair and refresh these roundabouts, with consideration for design options and elements that promote the liveability of Kingaroy, and maintain a focus on minimising ongoing maintenance costs.*
- *Options for how Council may consider these works as a project in upcoming Local Roads and Community Infrastructure or Works for Queensland funding programs or how Council may make provision in its current budget to make a start on the proposed maintenance strategy, with a view to progress these works over the next two years.*

Following consideration of the report at the December Infrastructure Standing Committee, the operational cost component of the report has been reviewed and the report is presented again for noting.

OFFICER'S RECOMMENDATION

That Council notes the report provided to assist Council in making future decisions regarding roundabout and median infrastructure with a strategic focus throughout the region.

BACKGROUND

Kingaroy has 14 roundabouts, consisting of approximately 4025m² of three different infill types: Concrete, grass, and landscaped. This cost benefit analysis looks at four scenarios where an existing grass infill roundabout is upgraded to the following infill types:

1. Grass Infill (with renewed K&C),
2. Landscaped with thick ground cover planting,
3. Landscape with thick ground cover and signature tree,
4. Concrete (patterned & coloured) infill.

Part 1 – Cost Benefit Analysis of current mowing and maintenance verses replacement of thick planting or concrete.

The required maintenance for each infill type and their associated costs are demonstrated below:

Infill Type	Maintenance activities	Yearly Maintenance (\$/m ² /yr.)	Yearly maintenance (14m roundabout)	Initial Capital Cost
Grass roundabout	Mowing, whipper snipping, weed removal and spraying	\$ 14.37	\$ 2,212.65	\$ 6,600.00
Landscaped roundabout	Weed removal, removal of dead stock, fertilisation	\$ 8.19	\$ 1,260.68	\$ 12,220.30
Landscaped w/ feature tree	Weed removal, removal of dead stock, fertilisation, tree maintenance	\$ 12.53	\$ 1,929.38	\$ 13,020.30
Concrete roundabout	High pressure cleaning, weed removal and spraying	\$ 5.83	\$ 897.74	\$ 34,308.85

Breakdown of Capital and Operational expenditure in Attachment 2.

Scenario –

To demonstrate the Cost Benefit Analysis (CBA) of different infill types, the Haly Street / First Avenue roundabout (grass infill, 14m diameter) has been used as an example to understand and conceptualise the full life costing of capital and operational when upgrading to the following infill types.

The maintenance activities and their associated costs have been noted and calculated in conjunction with the Parks & Gardens team and have been based on actual costs incurred.

Option One – Grass Only with renewed K&C (Shown as **Grass** in Figure 1 & 2);

Capital;

- Kerb and channel replacement (asset renewal)
\$6,600

Operational;

- Ongoing infill maintenance (mowing, traffic control, whipper snipping etc)
\$2,212.65 / year

Option Two – Landscaped (Shown as **Landscaped** in Figure 1 & 2):

Initial Capital;

- Kerb and channel replacement (asset renewal)
\$6,600
- Capital conversion of current grass infill asset to thick ground cover planting (soil replacement and planting)
\$3,620.30 approx.
- Installation of water service for timer irrigation (reduction in plant costs during maintenance)
\$1,040.30
- Automatic irrigation system to reduce operational cost

- \$2,000.00
- Ongoing replacement program for planting (every 5 years)
\$2,100 approx.

Operational;

- Continued ongoing infill maintenance (weed removal, fertilisation etc)
\$1260.68 / year

Option Three – Landscaped with Tree (Shown as **Landscaped w/ tree** in Figure 1 & 2):

Capital;

- Kerb and channel replacement (asset renewal)
\$6,600.00
- Capital conversion of current grass infill asset to 2-3m tree and thick ground cover planting (soil replacement and planting)
\$3,380.00
- Installation of water service for timer irrigation (instead of two employees with pod trailer)
\$1,040.30
- Automatic irrigation system to reduce operational cost
\$2,000.00
- Scheduled tree replacement (every 20 years)
\$500.00
- Scheduled replacement program for planting (every 5 years)
\$1,400.00

Operational;

Continued ongoing infill maintenance after conversion (weed removal, fertilisation etc)

\$1,929.38/year (higher cost compared to **Landscaped** option due to tree initiation)

Option Four – Coloured Concrete (Shown as **Concrete** in Figure 1 & 2):

Capital;

- Kerb and channel replacement (asset renewal)
\$6,600
- Capital conversion of current grass infill asset to patterned coloured concrete
\$27,708.85

Operational;

- Ongoing infill maintenance (high-pressured cleaning throughout the year)
\$263.60/year
- Continued ongoing infill maintenance after conversion (weed removal, weed spraying)
\$634.14/year

Cost Benefit Analysis

A model has been developed to calculate the long-term financial impacts of different infill types. The model demonstrates the initial capital costs and the ongoing operational costs per annum.

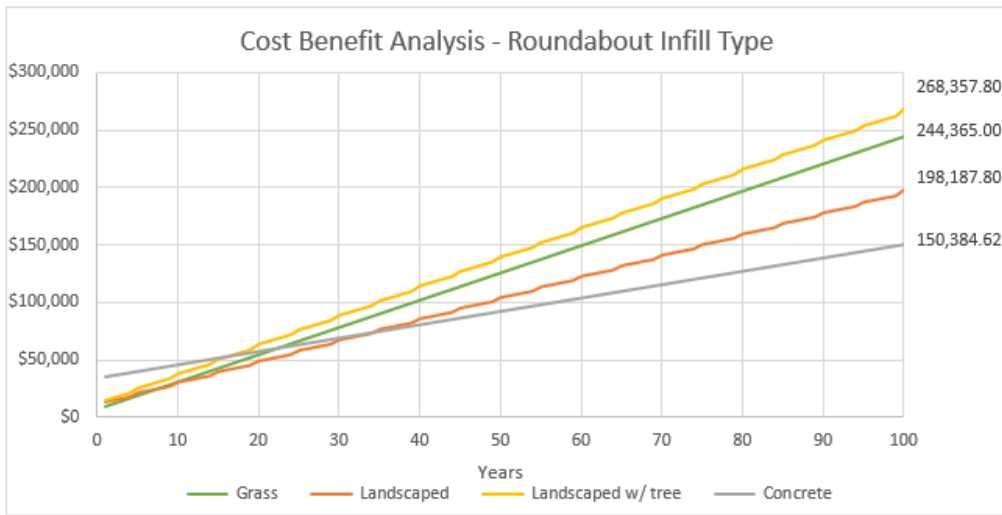


Figure 1 - Cost Benefit Analysis of Roundabout Infill Types – 100 years

The provided data (Figure 1 & 2) demonstrates that during the first 8 years, Option 1 (grass) is the lowest cost to Council due to the low initial capital cost. After Year 8, Option 2 (landscaped) is the lowest accumulative costs to Council due to the smaller operational costs compared to grass. Option 2 continues as the most efficient option until Year 34, even when renewing the plants every 5 years. After Year 34, Option 4 is the preferred option when comparing accumulative cost to Council due to it requiring the least frequent capital renewal costs and lowest yearly operational cost.

When comparing Option 1 (grass) to Option 4 (concrete), grass has a lower accumulated cost until Year 23. This is due to the much higher initial capital cost, when constructing a concrete infilled asset. Option 4 has a lower ongoing operational cost and without the high upfront capital cost this option would be most beneficial in terms of accumulative cost to Council.

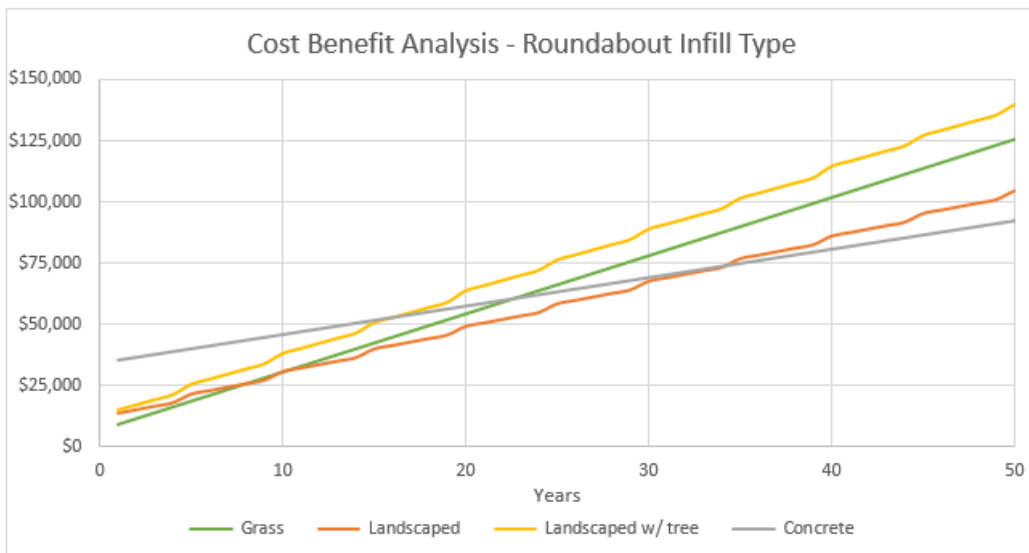


Figure 2 - Cost Benefit Analysis - Roundabout Infill Types - 50 years

The addition of a tree to a landscaped infill increases both capital and ongoing operation costs due to replacement requirement every 20 years and the more frequent attention at the early stages of life. When comparing Option 3 to all Options, landscaped w/ tree becomes the highest accumulative cost after Year 16.

When comparing Option 2 with Option 4, Option 2 has a lower accumulative cost until Year 34. This is due to the lower initial capital costs and relatively low operational cost. Option 4 (concrete infill) continues to be the lowest accumulative cost going forward. Although Option 4 has the lowest accumulative cost (after 34 years), it has the highest initial capital cost.

Part 2 – Maintenance Strategy to repaint, repair and refresh roundabouts with the main focus on minimising ongoing operation costs.

In reference to the Cost Benefit Analysis, to reduce long-term ongoing operational costs it is beneficial to focus on converting grass infilled medians to thick ground cover varieties. To ensure optimised maintenance costs, installing a water supply (to allow automatic watering of plants) will reduce operational costs and staff required substantially. Without a water service, two employees with a fleet vehicle and water pod trailer are required to maintain both Option 2 & 3.

Another observation outside of the scope of the CBA is the increased operational cost incurred when maintaining a grass roundabout with surrounding grass medians. Roundabouts require a higher level of service (more frequent mowing) due to the sight distance requirements compared to medians but are being maintained at the same frequency due to public perception of equal level of service; Haly Street / First Avenue example. If the roundabout was upgraded to Option 2, the reduced operational cost would flow on to surrounding grass infilled assets also by reducing the frequency of mowing.

When considering existing concrete infill assets, the current treatment is recommended to be renewed as required and not converted to another infill type due to the large capital costs.

Part 3 – Option for upcoming LRCI or W4Q funding programs to undertake the proposed infill upgrades

It is recommended that each project site is investigated on infrastructure condition and asset hierarchy to understand all contributing elements to a project estimate. The capital requirement to optimise asset renewal and links strategically with Council's corporate or operational plan will position Council with the best value for money outcomes for the community. Should this become a priority for Council and due to the quantity of competing projects of interest, then officers will be able to invest time into scoping up a cost associated with each individual location.

ATTACHMENTS

Nil

6.7 BRIDGES RENEWAL PROGRAM - BRIEF REPORT**File Number:** 06.04.2022**Author:** Senior Grants Audit Officer**Authoriser:** Chief Executive Officer**PRECIS**

Bridges Renewal Program (BRP)

SUMMARY

In response to a request from SBRC Mayor Brett Otto, a summary on the Bridges Renewal Program (BRP) along with the officer's recommendations is provided below.

On 10 November 2021, the Australian Government announced the opening of the Bridges Renewal Program (BRP) and the Heavy Vehicle Safety and Productivity Program (HVSPP) to new applications.

Established in 2015, the Bridges Renewal Program (BRP) is an Australian Government initiative to fund the upgrade and replacement of bridges to enhance access for local communities and facilitate higher productivity vehicle access. Established in 2009, the Heavy Vehicle Safety and Productivity Program (HVSPP) is an Australian Government initiative to fund infrastructure projects that improve the productivity and safety outcomes of heavy vehicle operations across Australia.

OFFICER'S RECOMMENDATION

That the committee recommend to Council:

That South Burnett Regional Council submit the following projects for the Bridges Renewal Program

BACKGROUND

On 14 March 2022, the Australian Government announced an additional funding of \$40 million for the Bridges Renewal Program (BRP). The BRP will receive an additional \$10 million per year over four years from 2022-23 to 2025-26. The Australian Government has committed total funding of nearly \$900 million for the period 2015-16 to 2025-26, with an ongoing commitment of \$85 million per year to the BRP.

Since the BRP first commenced in 2015, there have been five (5) previous funding rounds with the current round being the sixth round. For the HVSPP, since the program first commenced in 2009, seven (7) previous funding rounds have been undertaken.

The BRP and the HVSPP are complementary programs designed to provide funding to State, Territory and Local Governments for projects which will:

- upgrade and replace bridges to enhance access for local communities and facilitate higher productivity vehicle access (BRP) and;
- increase the productivity and safety of heavy vehicle operations (HVSPP).

Project Eligibility

As a local government entity that receives the Australian Government's Roads to Recovery funding, SBRC will be eligible to nominate projects for funding under both BRP and HVSP. The nominated project should meet all the eligibility requirements that are outlined in pages 4-5 of the attached guidelines document. To be an eligible project, projects must be an improvement to an existing road asset, and not maintenance. Improvement can include both upgrade and replacement of an existing asset.

Funding

The Australian Government will contribute up to 50% of the project costs for successful projects in urban areas and 80% of the cost of projects located in regional areas, in line with other projects under the Infrastructure Investment Program. The maximum Australian Government Funding per project is \$5,000,000.

Timelines

Up until now, both these programs (i.e., BRP and HVSP) invited applications separately through specified, time-limited funding rounds. For the current round of funding there have been improvements designed to make the programs more flexible and more responsive to community needs such as for example:

- Both programs will be open all the time and will run in parallel so applicants can access the right program, for the right project at the right time. Applications will be assessed on an ongoing basis and provided to the Minister at regular intervals for decision.
- Rural and regional projects can now apply for and receive an Australian Government Contribution of up to 80%.
- There are no limits on the number of projects that can be submitted by an applicant.
- A new strategic need criterion had been added to the assessment criteria allowing the programs to support applications that fit national and local strategic needs as they change over time.
- Submitting engineering reports with applications is now optional, rather than mandatory.
- Applications can include funding requests for eligible pre-construction activities. Successful applications that include approved pre-construction costs will have up to 36 months to complete delivery.

ATTACHMENTS

1. **Guidelines for Applicants - BRP and HVSP** [↓](#) 
2. **Guidelines for Successful Funding Recipients** [↓](#) 



Australian Government
Department of Infrastructure, Transport,
Regional Development and Communications

Guidelines for Applicants

Bridges Renewal Program

Heavy Vehicle Safety and Productivity Program

November 2021

Introduction

The Australian Government's Bridges Renewal Program (BRP) and Heavy Vehicle Safety and Productivity Program (HVSPP) are designed to provide funding to State, Territory and Local Governments for projects which will:

- upgrade and replace bridges to enhance access for local communities and facilitate higher productivity vehicle access (BRP) and;
- increase the productivity and safety of heavy vehicle operations (HVSPP).

These Guidelines outline the application process for the programs and contain the mandatory requirements for an application.

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1 About the Guidelines

These Guidelines outline the application process and contain the mandatory conditions for applicants for the BRP and HVSP.

These Guidelines must be read in conjunction with the [Guidelines for Successful Funding Recipients](#), which contains rules about how funded projects must be administered and delivered.

The programs are funded under the *National Land Transport Act 2014* (the Act). Applications approved for funding under the programs need to be delivered in compliance with the relevant sections of that Act.

Council applications that are approved will be administered under the National Partnership Agreement on Land Transport Infrastructure Projects and the related Notes on Administration, with payments and reporting through state and territory governments. More information can be found here: <https://investment.infrastructure.gov.au/resources/national-partnership-agreement/index.aspx>.

You can find a glossary of common terms at the end of the Guidelines.

1.1 About the Programs

Established in 2015, the Bridges Renewal Program (BRP) is an Australian Government initiative to fund the upgrade and replacement of bridges to enhance access for local communities and facilitate higher productivity vehicle access.

The Australian Government is providing more than \$760 million over the 10 years from 2015-16 to 2024-25, with an ongoing commitment of \$85 million per year from 2025-26.

Established in 2009, the Heavy Vehicle Safety and Productivity Program (HVSP) is an Australian Government initiative to fund infrastructure projects that improve the productivity and safety outcomes of heavy vehicle operations across Australia.

The Australian Government is providing \$607 million over the 13 years from 2013-14 to 2024-25, with an ongoing commitment \$65 million per year from 2025-26.

Up until now, these programs invited applications separately through specified, time-limited funding rounds. There have been five rounds under the BRP and seven under the HVSP.

1.2 What's new this time?

These Guidelines contain range of improvements from previous rounds. These improvements are designed to make the programs more flexible and more responsive to community needs. Changes include:

- Both programs will be open all the time and will run in parallel so applicants can access the right program, for the right project at the right time. Applications will be assessed on an ongoing basis and provided to the Minister at regular intervals for decision.
- Rural and regional projects can now apply for and receive an Australian Government Contribution of up to 80%.
- Applications can include funding requests for eligible pre-construction activities. Successful applications that include approved pre-construction costs will have up to 36 months to complete delivery.
- A new strategic need criterion had been added to the assessment criteria allowing the programs to support applications that fit national and local strategic needs as they change over time.
- There are no limits on the number of projects that can be submitted by an applicant.
- Submitting engineering reports with applications is now optional, rather than mandatory.
- Co-funding cannot come from other Australian Government sources.

1.3 Questions about the Programs

If you have questions in relation to the programs, please contact us by email:

- For BRP projects: bridgesrenewal@infrastructure.gov.au or;
- For HVSP projects to: HVSP@infrastructure.gov.au.

2 Application eligibility

The following section outlines the rules for eligibility of applications. Applications which do not meet the eligibility criteria will not be further assessed and are ineligible for funding.

2.1 Who can apply?

Applications can only be made by a state/territory government, or local government entities eligible for [Roads to Recovery](#) funding.

2.2 What projects are eligible?

To be eligible, the project must meet the following requirements:

Must be an improvement, not maintenance: The Australian Government will assist in funding important improvements to your community. Projects must be an improvement to an existing road asset. The programs support projects which improve existing publicly owned road assets.

Improvement is an overall test. Project outcomes are considered as a whole. For example, a culvert could replace a bridge, if the culvert improved access and maintenance.

Improvement can include both upgrade and replacement of an existing asset.

New: The programs are designed to support new projects, where construction is additional to applicants' existing program of works and which would not have been possible without funding support. Therefore projects must not have started. Applications should not be made for projects where tenders have been awarded, construction has already commenced or is likely to commence ahead of a decision being made on the application.

NB - Existing funded projects that are submitting an application as part of a changed scope, timeframe or cost are not required to meet the requirement that a project is new.

Accessible: - the programs aim to improve community access and productivity. Therefore applications should only be made for projects which are accessible to the public and associated with a public road. Projects where the final construction will be privately owned or located on a private road are ineligible.

Road based: - the primary purpose of each application must be to improve accessibility, safety and productivity of **road based** projects. The only non road-based elements which are eligible under the program are those which support the primary road based purpose. Examples of eligible non road based activities include:

- a road bridge project which includes a separate pedestrian bridge where the primary aim is to improve the road bridge
- a rest stop with functional elements such as toilets or shade areas.

Examples of ineligible non road based activities include:

- rail bridges, where the rail line passes over a roadway.
- improvement to livestock marshalling areas because they are not associated with a road.

Whole and Complete: - Related projects can be grouped for consideration where the total costs do not exceed the per project funding limit. This may include multiple construction elements where the combination enhances the overall outcome. For example, replacement of three bridges on a single route, which would enable the mass limit for the entire route to be increased would be deemed eligible as single project.

However, artificial divisions of a larger project to fit under the project funding limits will be deemed ineligible. For example, a project to seal a length of road cannot be sub-divided into smaller projects to seal two or more smaller sections of the same road.

One Program only: - A single project may only be submitted for funding under either the BRP or HVSP and cannot be submitted for both. Projects where bridge related components are less than 40% of the total project cost must be submitted under the HVSP. Projects where the bridge related components are more than 40% must be submitted under the BRP.

Technology trials and demonstration projects (HVSP only): - Projects that seeks to trial and demonstrate new approaches to transport, safety and productivity are eligible to apply under the HVSP. Technology can be installed on new or existing roads, and would not be subject to the requirement that the project is an improvement to an existing road asset. For example, the installing of Vehicle to Infrastructure technology could take place on a new road.

The following types of projects are **ineligible**:

- Projects where the majority of funding is not for road based transport.
- Inspections and structural assessments.
- Project which are for maintenance purposes.
- Design only projects.

2.3 Funding

The Australian Government will contribute up to 50% of the project costs for successful projects in urban areas and 80% of the cost of projects located in regional areas, in line with other projects under the Infrastructure Investment Program.

Information about what costs are eligible for funding are contained in the [Guidelines for Successful Funding Recipients](#):

Urban projects are those located in Major Cities of Australia, according to the Australian Statistical Geography Standard (<https://www.abs.gov.au/websitedbs/D3310114.nsf/home/remoteness+structure>).

Regional projects are those in any of the other remoteness categories (Inner Regional, Outer Regional, Remote and Very Remote).

The maximum Australian Government Funding per project is \$5,000,000.

A project can only be funded once under the programs. In circumstances where a previously funded project has been withdrawn, it is possible to reapply.

Applicants will be required to list all funding sources being used to meet their contribution. Co-contributions may be sourced from council, state, territory or private funding sources. Direct funding from Australian Government Programs may not be used as part of the co-contribution.

2.4 Timeframes

Noting these programs support new, small projects, applicants should be aware there are construction delivery timelines that successful funding recipients will be expected to adhere to.

Projects which include both design and construction must complete in the following timeframes:

- Funding agreements must be signed and returned within the period specified in the funding agreement.
- Design and planning approvals must complete within one year of the funding agreement being offered.

- Completion of construction and acceptance of a post-completion report must occur within **three** years of the funding agreement being offered.

Projects which are construction-only must be completed in the following time period:

- Funding agreements must be signed and returned within the period specified in the funding agreement.
- Completion of construction and acceptance of a post-completion report must occur within **two** years of the funding agreement being offered.

Failure to comply with timeframes is a breach of the funding conditions. For more information see 4.4 Non-compliance.

3 Application process

3.1 What you will need

All applications must be submitted on an application form with all mandatory items complete.

In completing the application you'll need the following:

- Basic information about the project.
- A project budget
- Traffic counts for the project location
- Evidence of co-contributions from other contributors (such a private organisations or other LGA's for joint applications)
- Engineering report (optional)
- Consultation summary (optional)
- Risk assessment or project timeline (optional)

Letters of support are not required and will not be considered in the application.

3.2 Submitting an application

All applications must be submitted through the Department's online portal. The Department may refuse to consider any application not received in this way.

More information about accessing the portal is available on the [programs resources page](#).

3.3 Acceptance of applications

The Department will accept applications from 10 November 2021. The Department will assess all applications as received. On a regular basis eligible applications which have been assessed by the Department as presenting value for money will be batched and provided to the Minister for decision.

3.4 Assessment of applications

The Department will assess applications as they are received.

Applications go through three stages:

1. Eligibility assessment;
2. Merit assessment;
3. Ministerial consideration.

3.4.1 Eligibility

All projects will be assessed for eligibility. Eligible projects must:

- Meet all of the requirements of these Guidelines, including applicant and funding requirements and;
- Contain in the application all mandatory information.

Ineligible applications will not proceed to the next stage of assessment.

The Department's decision on the eligibility of a project is final.

Applicants may re-submit an eligible application if the reason for ineligibility has been corrected.

3.4.2 Merits

The overarching consideration for the Merits Assessment is whether the project represents value for money in accordance with the *Public Governance, Performance and Accountability Act 2013*. In assessing whether the applications represent value for money, assessors will consider the extent to which the application meets the program objectives and how it performs against assessment criteria.

Eligible applications will be assessed by the Department against four criteria, weighted equally.

- 1. Structural improvements contributing to productivity and safety**
How your project improves the road to solve an identified problem, by for example, increasing load limits, improving safety, reducing detours or improving longevity.
- 2. Quantified benefits**
What economic and social benefits will result from the project, such as reduction in trip times, decreased injuries and fatalities or increased community access.
- 3. Construction readiness and risk**
The likelihood that the project will be delivered on time, scope and budget.
- 4. Strategic need (only applicable if the Minister has announced a strategic need)**
The Minister may announce that a particular feature of applications is a strategic need. In this case, projects will be assessed against how well they meet the strategic need. For example, if replacing timber bridges was considered a strategic need, projects to replace fully timber bridges would score higher than timber deck only replacement bridges. This criterion is designed to advantage those applications that meet the identified strategic need, while still allowing applications which don't meet the need to be considered.

For applications received from councils a fifth criterion applies.

- 5. State and territory input** and assessment of the four key assessment criteria listed above.

The Department may contact the applicant for additional information about an application during both the eligibility and merits assessment process. Any additional information provided by the applicant, will form part of the application and be considered during the merits assessment.

3.4.3 Ministerial Decision making

Upon completion of application assessments, the Department will make recommendations to the Minister on applications for funding.

The Minister or delegate will make the final decision on which projects are funded.

3.4.4 Notification of outcomes

Following the Minister's decision, the Department will contact all applicants to inform them of the outcome of their application.

Applicants may seek feedback on applications which were unsuccessful.

Further information about the rules that apply to funded projects can be found in the [Guidelines for Successful Funding Recipients](#).

Applications which are not approved by the Minister, but assessed as being value for money, may remain eligible for consideration by the Minister as and when further opportunities arise unless withdrawn by the applicant.

4 Administration

4.1 Amendment of the Guidelines

The Australian Government may amend these Guidelines from time to time. When this happens, applicants are expected to comply with the Guidelines in place at the time they apply. All Program Guidelines and changes will be communicated and published in timely fashion via the [Department's website](#).

4.2 Confidentiality

Information submitted by the applicant may be provided to other organisations for the purposes of assessment as outlined above. In addition, the details of successful projects will be made publicly available on the Department's website.

Information from applications may also be used for research and analysis purposes.

Applicants should identify any information submitted which they wish to be considered as confidential, supported by reasons for the request. The Australian Government reserves the right to accept or refuse a request to treat information as confidential. The *Privacy Act 1988* applies to the handling of personal information about individuals obtained in the course of the delivery of the programs.

4.3 Probity

It is important to the Australian Government that it avoids bias and the perception of bias and other probity issues in the operation of these programs.

Any information which would have a material impact on the decision to approve an application must be disclosed in your application. This includes any actual or perceived conflict of interest.

Failing to declare relevant information or making a false declaration on the application will make it ineligible.

4.4 Non-compliance

Non-compliance with any of the *Guidelines for Applicants* or *Guidelines for Successful Funding Recipients* will make that project ineligible for funding.

Applications for projects which have already been funded may have their funding withdrawn, and/or be required to repay funding already paid.

In exceptional circumstances the Department may choose to accept or recommend an application which would otherwise be ineligible.

5 Glossary

Term	Definition
Accountable Authority	See subsection 12(2) of the <i>Public Governance, Performance and Accountability Act 2013</i> (PGPA Act)
Applicant	The State, Territory or Local Government Authority that submits the application. Joint applications must have a single applicant that submits the application.
Application	A completed application form, and associated documents, requesting funding under the programs. When approved, applications become projects.
Bridge	For the purposes of this program a Bridge may be either a road bridge or a culvert. A road bridge is a structure that is designed to carry a road across an obstacle by spanning it. By comparison, a culvert is a structure designed to allow the passage of water under a road. A key engineering difference between a bridge and a culvert is that a bridge does not have a structural floor whereas a culvert does. (Definition taken from Austroads Engineering Guidelines to Bridge Asset Management – Guideline AP-G94-21)
Commencement Date	The expected start date for the project activity
Commonwealth	A Department of State, or a Parliamentary Department, or a listed entity or a corporate body established by a law of the Commonwealth. See subsections 10(1) and (2) of the <i>Public Governance, Performance and Accountability Act 2013</i> (PGPA Act).
Construction	Construction means actual on ground works at the project site and/or the fabrication of major components off site. In the case of natural disasters, clearance of damaged infrastructure is not being considered commencement of construction where it directly is related to remediation applications.
Design	The plans, specifications and other related materials which together provide the instructions for construction of the project.
Pre-construction	Activities which are not part of the design of a project, and do not lead to physical changes at the site towards completion, but are necessary to be undertaken before the project can proceed.
The Department	The Department of Infrastructure, Transport, Regional Development and Communications or its successors responsible for road transport infrastructure.
The Minister	The Minister is the Minister for Infrastructure, another portfolio Minister or a delegate of the Minister for Infrastructure.
The Programs	The Bridges Renewal Program and the Heavy Vehicle Safety and Productivity Program



Australian Government
Department of Infrastructure, Transport,
Regional Development and Communications

Guidelines for Successful Funding Recipients

Bridges Renewal Program

Heavy Vehicle Safety and Productivity Program

November 2021

Introduction

The Australian Government's Bridges Renewal Program (BRP) and Heavy Vehicle Safety and Productivity Program (HVSPP) are designed to provide funding to State, Territory and Local Governments for projects which will:

- upgrade and replace bridges to enhance access for local communities and facilitate higher productivity vehicle access (BRP) and;
- increase the productivity and safety of heavy vehicle operations (HVSPP).

These Guidelines have been prepared to support successful funding recipients/proponents with approved projects receiving funding under the programs. They outline the obligations that proponents must follow in their management of the project.

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1 About the Guidelines for Funding Recipients

This document outlines the rules you must follow in managing a project which is funded under the BRP or HVSP.

The document is written from the point of view of the Department. When you see the terms “you” or “your” this refers to the successful funding recipient, known as a proponent, either a Local Government Authority (council), State or Territory. When you see the terms “we”, “us” or “ours”, this refers to the Department. You can find a glossary of common terms at the end of the Guidelines.

1.1 Contacting the Department

If you have questions in relation to the Guidelines or programs, please contact us by email:

- For BRP projects: bridgesrenewal@infrastructure.gov.au or;
- For HVSP projects to: HVSP@infrastructure.gov.au.

2 Funding agreement

Projects submitted under the BRP and HVSP are assessed and considered for approval by the Minister (see the [Guidelines for Applicants](#)).

If the Minister has approved your project, we will send you a funding agreement. The agreement will detail your project name and scope, milestones, and contact information.

Your project name and scope must be specific enough that the major elements of the project are fixed, while still permitting flexibility to adjust minor details as needed as the project progresses. For example a project to seal a road would specify the length of road and width of seal, but not the depth of seal or precise start and end point. We will work with you to develop the project name and scope. Once returned within the timeframe specified in the agreement (the due date), we will consider your funding agreement, and if it is acceptable, advise you in writing that the project may commence.

If your funding agreement is not acceptable to us, i.e. because it is incomplete or is outside of our requirements, you may revise and resubmit it up until the due date.

If you do not provide an acceptable funding agreement by the due date, we may withdraw funding for your project.

2.1 Timing of Construction

2.1.1 Construction only projects

Construction can only commence after we have advised you in writing that the project can commence. Commencing construction before this time may result in the withdrawal of the funding offer or non-payment for costs incurred.

Commencement of construction must occur within 12 months of the date of the funding agreement.

Completion of construction must occur within 24 months of the date of the funding agreement.

Provision of an acceptable Post Completion report must occur within three months of completion of construction or funding attached to that milestone may not be paid.

2.1.2 Pre-construction design and construct projects

Pre-construction design costs are eligible under the program, so that proponents may, through better preparation, manage the costs, scope and timeframe of projects. Unlike construction only projects, you may commence design work prior to us advising you that the project can commence, but any work undertaken before this time will not be eligible for funding.

Completion of the design must have occurred within 12 months of the date of the funding agreement.

Following the pre-construction design stage, if the cost estimate for construction is within the budget approved for the project it can continue onto construction. If the estimated cost is higher or project scope has changed significantly, the proponent may either:

- bear any additional costs above the approved funding level;
- submit a formal variation/additional funding request
- reapply for the project to be funded as a construction only project or;
- withdraw the project, with funding paid only for the pre-construction design portion of the project.

Where the project proceeds to construction, commencement of construction must occur within 24 months of the date of the funding agreement.

Where the project proceeds to construction, completion of construction must occur within 36 months of the date of the funding agreement.

Provision of an acceptable Post Completion report must occur within three months of completion of construction.

3 Milestones

3.1 Milestone amounts

Payment will be made on the basis of achievement of milestones. Small projects (typically those with Australian Government (AG) funding of less than \$200,000) will have a single milestone, paid upon acceptance of the Post Completion Report.

Larger construction only projects will have three milestones, divided as follows:

Milestone	Amount
Commencement of construction	40% of AG funding
Completion of construction	40% of AG funding
Acceptance of Post Completion Report	20% of AG funding ¹

Your funding agreement will advise whether your project is considered a small or large project and whether one or three milestones is offered.

Projects including pre-construction design will have four milestones, as follows:

¹ See additional information at Financial Management in relation to the total costs payable.

Milestone	Amount
Completion of pre-construction design	AG share of actual design cost on expenditure basis (i.e. up to 50% or 80% of your actual costs depending on whether the project is urban or regional).
Commencement of construction	40% of AG share of estimated construction cost
Completion of construction	40% of AG share of estimated construction cost
Acceptance of Post Completion Report	20% of AG share of estimated construction cost ²

Other milestones or different split of milestones may be negotiated separately with us.

We may vary the milestone schedule (including the number and amount of milestones) as required. You may also request an amendment in writing to the milestone schedule at any time.

3.2 Achievement of milestones

Claims for milestones must be provided on the [form available from us](#). Additional guidance is available on the form.

All projects must provide evidence of erection of signage (see section 9.1) as part of their first construction milestone claim.

All milestone claims must be accompanied by evidence supporting the claim that the milestone has been achieved. We may accept or reject evidence provided or change the requirements for evidence at our discretion.

For completion of pre-construction design milestones the following information will be required:

- Evidence of the completion of design (e.g. samples of design drawings)
- Evidence supporting the expenditure incurred to develop the design
- An updated cost estimate for construction of the projects (see section 2.1.2)

Commencement of construction milestones must demonstrate that work has advanced towards completion of the project, such as earthworks, or ordering of pre-fabricated components.

Completion of construction milestones require evidence that the project is complete. Where there are very minor works remaining and the timeframe to complete these is extended, a completion milestone may be paid.

3.3 Payment of milestones to Local Government Authorities

Payments to Local Government Authorities will be managed through State and Territory governments under the National Partnership Agreement on Land Transport Infrastructure Projects and the related Notes on Administration. Appropriate funding arrangements (e.g. a separate deed) between Local Government Authorities and the relevant State/Territory government may also be required by your jurisdiction.

This means that payment will be made to the relevant State/Territory government, who, where projects are Local Government Authority led, will pass this payment onto you. They may have additional requirements before funding can be paid, such as the provision of an invoice.

² See additional information at Financial Management in relation to the total costs payable.

4 Funding amount

Your funding amount is contained within your funding agreement. This is a maximum amount and may not be increased except in accordance with section 7. It will be reduced where there are project savings (see section 4.2).

The percentage funded for the project is also fixed and will be contained in the funding agreement. For urban projects, the Australian Government percentage funded cannot exceed 50% of total project costs. For rural and regional projects, the Australian Government percentage funded cannot exceed 80% of total project costs.

In some situations, the approved Australian Government funding amount will be less than the maximum allowable percentage of total project costs. Where this is the case the percentage of Australian Government Contribution (AGC) funding will be maintained where cost savings are realised. This can only be varied with our agreement through the submission of a project variation form (available on our website).

The following scenario provides an example of how savings are managed in the case of projects which are funded at less than the allowable percentage amount:

Scenario

A proponent has an urban funded project with a total project cost of \$1,000,000.

The approved AGC is \$350,000 or 35% of total project costs - less than the maximum possible AG Contribution of \$500,000 or 50% of the total project cost in urban areas.

On completion it becomes clear the project has been delivered under budget for a total project cost of \$800,000.

The savings of \$200,000 are split between the AG and the proponent in the same percentage **that they contributed to the project**. That is, the AGC would be amended to \$280,000 (or 35%), while the proponent would meet the remaining \$520,000 (or 65%).

The proponent is not entitled to the full \$350,000 original AGC agreed even though this amount is under the maximum allowable percentage of 50% or \$400,000.

All funding amounts and claims for funding are GST exclusive.

Funding is paid in whole dollar amounts only. Cents will be ignored and are the responsibility of the proponent.

4.1 Projects over budget

All costs over the original project budget are the responsibility of the proponent. Where a project goes over budget, additional funds from the AG will not be provided, except in accordance with section 7.

4.2 Projects under budget

Where a project is completed under budget, the savings will be shared between the Australian Government and the proponent in the same percentage that they contributed to the project.

For example, a project funded on a 50/50% basis which comes in \$100,000 under budget would see the Australian Government contribution reduced by \$50,000.

The same project funded on a 25% (Australian Government)/75% (proponent) basis, would see the Australian Government contribution reduced by \$25,000.

5 Funding eligibility

The following section outlines costs which are and are not eligible for funding under the program. These lists are not intended to be exhaustive. Where you have doubt about the eligibility of costs, please contact us for advice.

5.1 What is eligible for funding

The following items are eligible for funding:

- Purchase of materials
- Labour hire
- Plant and equipment hire
- Construction activities
- Project management costs
- Labour costs for eligible work
- Ancillaries directly related to the project, such as insurance
- Land acquisition, but only in relation to the direct costs of acquiring the land

5.2 What is not eligible for funding

The following items are **not** eligible for funding:

- Maintenance – Activities and costs which contribute to the maintenance of an existing asset, rather than the improvement of an asset
- Approvals – Expenditure associated with seeking approval for the project, such as planning, waterways or environment
- Procurement – Costs relating to procurement. This only relates to costs of the procurement itself, not the goods involved. For example, in selecting a supplier for gravel, the costs of the gravel is eligible, but the cost of probity adviser for the tender would not be eligible.
- Preliminary items – this includes inspections, engineering assessments and other like activities

5.3 Specific funding eligibility issues

Pre-construction design costs

Design costs are eligible for funding for projects funded as design and construct. For construct-only projects, design costs are not eligible for funding. Design only projects are not eligible.

Internal costs

Proponents may include costs which are internal to the proponent, where those costs can be attributed to the project. For example, it is possible to claim the costs of a project manager already employed by a Local Government Authority, where the time spent by that person on the project can be identified. We may require you to provide evidence on how the claimed amount has been arrived at.

Internal costs which are ineligible include those not directly related to the project, such as training undertaken by members of the project team.

6 Regular and ad-hoc reporting

All proponents have obligations to report in a number of ways on the status of their project. We may change these obligations at any time. In addition, projects delivered by Local Governments Authorities may have additional obligations imposed on them by their State or Territory Government.

Where reporting requirements change, we will inform you in advance where possible.

6.1 Monthly reporting

For Local Government Authorities, you must provide monthly reports in the form and format required by your State or Territory Government, or in the absence of these requirements, by us.

For State and Territories, you must provide reporting in the form required by us.

Topics covered by the reporting will include progress on the project, risks, and finances.

6.2 Event based reporting

You must also tell us, as soon as practicable, before or after particular events happen. Failure to inform us of these events in a reasonable time may lead to withdrawal or cancellation of funding for the project.

Events that you must tell us about are:

- Change of senior personnel on the project, such as the project manager.
- Change to the funding sources for the project, such as the granting of further funding from other sources.
- Changes to the likely scope, timeframe or cost of the project (both increases and decreases). These must be approved by us (see section 7).
- Events that are likely to impact the delivery of the project (e.g. weather, natural disasters or project management issues).

If you are unsure whether you need to report an event for your project, please contact us.

7 Changes to projects

It is possible to vary the name, scope, timeframe and Australian Government funding for your project.

Changes to projects should be requested in writing at the time the need for change is identified.

Changes must be approved prior to work continuing. Where this does not happen funding for the project may be withdrawn.

Requests for changes to projects should be made on the electronic form available on our website.

These must be considered by a delegate, who has complete discretion to accept or reject your request.

Funds from completed, withdrawn or cancelled projects cannot be redirected to existing projects.

8 Withdrawal and Cancellation of projects

You may request to withdraw a project prior to a milestone payment being made. You should use the withdrawal form available from us. Withdrawing a project does not prevent you from submitting the same or a similar project at another time.

Where funding has already been paid you must repay that funding in order for the project to be withdrawn, rather than cancelled.

Where funding has already been paid, you may request that the project is cancelled. Where we agree that the project is cancelled, we will advise you what amount we will contribute to the project. The maximum amount we will contribute is: the amount of the funds already paid or our percentage of the expenditure already incurred, whichever is the lower amount..

Withdrawn or cancelled projects may be a factor in the assessment of future project applications.

9 Other project obligations

9.1 Approval and erection of signage

You must erect signage which recognises the Australian Government's contribution to the project. That signage must be compliant with the signage guidelines published by us (Available at: <https://investment.infrastructure.gov.au/resources/signage-guidelines.aspx>)

Do not erect any signage without approval that the proposed signage meets these requirements. Instructions on how to request approval are on the Infrastructure.gov.au website.

9.2 Procurement

You must procure all elements of the project through a competitive process, or seek a tender exemption from us on the form available.

You may combine the project with existing or new projects (including projects not funded through these programs) for the purpose of procurement.

9.3 Advise us of public events and media

You must provide us with advice of any events or communications in relation to this project, with as much advance notice as possible.

Media releases and other like material must be cleared by us prior to use to ensure that the Australian Government's contribution is recognised appropriately.

Events, including openings, must include an invitation for an Australian Government representative to participate.

9.4 Comply with relevant laws

In undertaking the project, you must comply with all relevant laws and rules for both the Commonwealth and your relevant jurisdiction(s) (your state or territory or local government). This includes, but is not limited to:

- *The National Land Transport Act 2014* (Cth)

- The National Partnership on Land Transport Infrastructure Projects (<https://federalfinancialrelations.gov.au/agreements/land-transport-infrastructure-projects-2019-2024>)
- The Notes on Administration for Land Transport Infrastructure Projects (<https://investment.infrastructure.gov.au/resources/national-partnership-agreement/>)
- Planning, Work Health and Safety and other legislation
- Relevant standards for building codes (e.g. AS(NZS) 5100:2017 or its successor for bridge construction).

9.5 Financial records

You must keep separate financial records for the project. We may inspect these records. We may also require you to have these records independently audited, at your own expense.

9.6 Other reporting obligations

We may also ask you for any of the following:

- Any other information in relation to the project
- To participate in audit, research and other activities
- To inspect records relating to the project, including financial records
- To inspect the project site

When requested you must fulfil the request in the specified time frame.

10 Administration

10.1 Additional conditions

We may apply additional conditions to your project. If we do so, we will notify you in writing.

10.2 Amendment of the Guidelines

We may amend these Guidelines from time to time. If we do, you must comply with the current Guidelines from the point they are current. Any changes will be communicated as soon as we are able.

10.3 Failure to comply

If you do not comply with any of the elements of these Guidelines we may take action. Actions we can take include, but are not limited to:

- Imposing additional conditions on your project
- Only making payments in arrears, rather than advance
- Adding additional milestones to the project
- Withdrawing funding for the project

11 Glossary

Term	Definition
Accountable Authority	See subsection 12(2) of the <i>Public Governance, Performance and Accountability Act 2013</i> (PGPA Act)
Australian Government Funding	The amount committed to the project by the Australian Government.
Bridge	<p>For the purposes of this program a Bridge may be either a road bridge or a culvert. A road bridge is a structure that is designed to carry a road across an obstacle by spanning it. By comparison, a culvert is a structure designed to allow the passage of water under a road. A key engineering difference between a bridge and a culvert is that a bridge does not have a structural floor whereas a culvert does.</p> <p>(Definition taken from Austroads Engineering Guidelines to Bridge Asset Management – Guideline AP-G94-21)</p>
Cancellation	A project is cancelled when you and us agree that the project will no longer go ahead. If funding has been paid and will not be repaid, then the project is cancelled. Cancellations can be initiated by either you or us.
Commencement Date	The expected start date for the project activity.
Commonwealth	A Department of State, or a Parliamentary Department, or a listed entity or a corporate body established by a law of the Commonwealth. See subsections 10(1) and (2) of the <i>Public Governance, Performance and Accountability Act 2013</i> (PGPA Act).
Construction	Construction means actual on ground works at the project site and/or the fabrication of major components off site. In the case of natural disasters, clearance of damaged infrastructure is not being considered commencement of construction where it directly is related to remediation proposals.
Funding agreement	An agreement between the proponent and the Department on the conditions to be adhered to in order to receive funding.
Proponent	The organisation which has applied for funding and is ultimately responsible for the delivery of the project.
The Department	The Department of Infrastructure, Transport, Regional Development and Communications or its successors responsible for road transport infrastructure.
The Minister	The Minister is the Minister for Infrastructure, another portfolio Minister or a delegate of the Minister for Infrastructure.
The Programs	The Bridges Renewal Program and the Heavy Vehicle Safety and Productivity Program

Term	Definition
We and us	The Department of Infrastructure, Transport, Regional Development and Communications or its successors responsible for road transport infrastructure.
Withdrawal	A project is withdrawn when you and us agree that the project will no longer go ahead. In order to be withdrawn, no funding must have been paid by us, or funding paid to date has been repaid. A withdrawal of the project can be initiated by either you or us.
You and yours	The proponent that applied for the project, whether that is a Local Government Authority, State or Territory.

6.8 APPLICATION FOR FUNDING UNDER THE RESOURCES COMMUNITY INFRASTRUCTURE FUND - ROUND 2

File Number: 06-04-2022

Author: Senior Grants Audit Officer

Authoriser: Chief Executive Officer

PRECIS

Application for funding under the Resources Community Infrastructure Fund – Round 2.

SUMMARY

That Council apply for funding under the Resources Community Infrastructure Fund – Round 2.

OFFICER'S RECOMMENDATION

That the Committee recommend to Council:

That Council nominate the Kingaroy Mental Health and Youth Hub for funding under the Resources Community Infrastructure Fund – Round 2 – minor infrastructure projects stream.

BACKGROUND

The \$100 million Resources Community Infrastructure Fund (the Fund) is a voluntary partnership between the Queensland Government and coal and mineral resources companies, through the Queensland Resources Council (QRC), that seeks to supplement existing resources industry investment in community infrastructure.

The Resources Community Infrastructure Fund (RCIF) is managed by the Queensland Department of State Development, Infrastructure, Local Government and Planning (DSDILGP), and funding will be distributed through a competitive application and assessment process across two (2) funding rounds. Successful projects for Round 1 were announced earlier in December 2021.

The Fund's objectives are to:

- Increase a Resource Community's access to services to meet that community's needs, maximise its potential or enhance community wellbeing and
- Enhance community safety, reduce social inequality or benefit disadvantaged communities and
- Supplement planned Community Infrastructure investment by the State and resources sector by delivering new projects as soon as possible that provide additional benefits to Queensland's Resource Communities.

Funding of approximately **\$53 million** (or the remaining unallocated funds) will be available under Round 2. The fund will be available to eligible communities to further develop their economic and social infrastructure to access services that meet resource community needs and maximise and enhance community wellbeing.

As a local government body, South Burnett Regional Council (SBRC) will be eligible to apply for funding from the Fund. Under the current Round 2 funding, there are two (2) broad project streams for which SBRC can nominate projects. The 2 project streams are:

- **Minor Infrastructure Projects** – Projects seeking funding of at least **\$100,000** (excluding GST) to a maximum of **\$1 million** (excluding GST).
- **Major Infrastructure Projects** – Projects seeking funding of over **\$1 million** (excluding GST) to a maximum of **\$8 million** (excluding GST).

Nominated Projects must be for the construction of Community Infrastructure which may include construction of new infrastructure as well as the upgrade, extension or replacement of existing infrastructure.

Projects that will only involve the repair, or ongoing maintenance of existing infrastructure are not eligible for funding. Infrastructure of the following types - for example: sewerage and water treatment or distribution and waste management, roads and stormwater/drainage, footpaths and cycleways are also not eligible for funding. Please refer to pages 7-8 of the attached guidelines document for the list of ineligible projects. Projects nominated for funding should also meet the eligible projects requirements detailed on page 7 of the attached guidelines document.

Council may seek funding for more than one project, but as mentioned in the attached guidelines document, consideration of the geographic distribution of projects may result in only one application per applicant being approved under Round 2. Council can apply for funding to reimburse **100 percent** of their eligible project costs up to the maximum funding threshold of **\$8 million** (excluding GST).

The closing date for submitting applications is 5pm, 27 April 2022. It is expected that approved projects should be able to commence construction within six (6) months of a Project Funding Agreement being executed. There is currently no allotted time frame for completing the project and this will be by negotiation should Council be successful in its funding application.

Please also note Projects intended to start construction before 1 August 2022 are ineligible for funding under Round 2. It is expected that successful projects will be announced in August 2022.

ATTACHMENTS

1. **Resources Community Infrastructure Fund - Round 2 - Applicant Guidelines** [↓](#) 

Resources Community Infrastructure Fund Round 2 Applicant Guidelines



The Department of State Development, Infrastructure, Local Government and Planning connects industries, businesses, communities and government (at all levels) to leverage regions' strengths to generate sustainable and enduring economic growth that supports well-planned, inclusive and resilient communities.

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Any references to legislation are not an interpretation of the law. They are to be used as a guide only. The information in this publication is general and does not take into account individual circumstances or situations. Where appropriate, independent legal advice should be sought.

Copies of this publication are available on our website at www.statedevelopment.qld.gov.au and further copies are available upon request.

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Resources Community Infrastructure Fund Round 2

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Department of State Development, Infrastructure, Local Government and Planning

Glossary

Term	Definition
Applicant	An Eligible Organisation submitting an application for funding under Round 2 of the Resources Community Infrastructure Fund.
Applicant Guidelines	These Resources Community Infrastructure Fund Round 2 Applicant Guidelines, as updated from time to time.
Application	An application (or relevant part of an application) made to the State for funding from the Fund and includes an Application Form and any other supporting or additional information in whatever form provided by the Applicant in connection with its enquiry or application to the Fund (including but not limited to its detailed project plan).
Approved Project	The Project scope of works approved for funding and as defined in a Project Funding Agreement.
Assessment Criteria	The criterion set out in section 4.4.1 of these Applicant Guidelines.
Benefits	The measurable improvement resulting from the delivery of the Approved Project
Community Infrastructure	Physical economic and social infrastructure which allows a Resource Community to access services to meet that community's needs, maximises its potential or enhances community wellbeing;
Construction Commencement or Commenced Construction	Construction is considered to commence when physical changes are made to the Project Site, or when works commence on another site (e.g. manufacture/fabrication of major project components in a factory) as agreed with the Department.
Construction Commencement Date	The date by which the Applicant intends to commence construction, or once a Project Funding Agreement is entered into, the date by which Construction Commencement must occur.
DSDILGP / the Department	The Queensland Department of State Development, Infrastructure, Local Government and Planning.
Eligible Organisations	An entity that meets the requirements set out in section 3.1.1 of these Applicant Guidelines.
Eligible Project Costs	Those set out in section 3.3 of these Applicant Guidelines.
Estimated Total Project Cost	The estimated total Project expenditure plus the contingency. A contingency of up to 15% of total Project expenditure may be included in the Estimated Total Project Cost.
Ineligible Organisation	An entity set out in section 3.1.2 of these Applicant Guidelines.
Ineligible Project Costs	Those set out in section 3.3.1 of these Applicant Guidelines.
The Fund	Resources Community Infrastructure Fund
Project Partner	Applicant's Project Partner/s required to deliver the Project and its outcomes.
Project	A Project includes the entire scope of works identified in the Application commencing from the Project Start Date through to Project completion, e.g. for a construction Project this may include relevant identified pre-construction activities (e.g. final design, tendering), all construction related activities and commissioning.
Project Funding Agreement	The agreement formed between the successful Applicant and the State that details the terms and conditions for payment of grant funding.

Department of State Development, Infrastructure, Local Government and Planning

Term	Definition
Project Infrastructure	The completed infrastructure that results from the delivery of an Approved Project.
Project Site	The land on which the Project Infrastructure is located.
Project Start Date	The anticipated date works forming part of the Project are expected to commence and from which Eligible Project Costs may be reimbursed. For Round 2, applicants should not schedule the commencement of any Project works prior to 1 August 2022. In any event, Project works should not commence prior to official notification of funding approval.
QRC	Queensland Resources Council Ltd ACN 050 486 952.
Resource Communities	Either: <ol style="list-style-type: none"> a) a community in Queensland that is located within 125 km of a significant operating coal or mineral mine and/or a significant existing coal or mineral operation or b) another community in Queensland that has a significant operating coal or mineral mine and/or a significant existing coal or mineral operation in close proximity, as demonstrated through the Application.
Coal and Mineral Resources	Has the same meaning as "minerals" as defined in section 6 of the Mineral Resources Act 1989 excluding "coal seam gas" as defined in section 318AC of the Mineral Resources Act 1989.
State	The State of Queensland



Department of State Development, Infrastructure, Local Government and Planning

1. About the Fund

The Resources Community Infrastructure Fund (the Fund) is a partnership between the Queensland Government and the resources industry that seeks to supplement existing resources industry investment in Community Infrastructure.

The \$100 million Fund represents a voluntary partnership between Coal and Mineral resource companies, (with nominations for the Advisory Committee coordinated through the QRC), and the Queensland Government. Coal and Mineral resource companies will be contributing \$70 million and the State contributing \$30 million over the life of the Fund.

The Fund is managed by the Department and funding will be distributed through a competitive application and assessment process across two funding rounds. These Applicant Guidelines relate to Round 2 only.

2. Fund overview

2.1. Fund objectives

The Fund objectives are to:

- (1) Increase a Resource Community's access to services to meet that community's needs, maximise its potential or enhance community wellbeing and
- (2) Enhance community safety, reduce social inequality or benefit disadvantaged communities and
- (3) Supplement planned Community Infrastructure investment by the State and resources sector by delivering new projects as soon as possible that provide additional benefits to Queensland's Resource Communities.

2.2. Funding Allocation

The Fund will distribute at least \$100 million to approved Community Infrastructure Projects.

Funding of approximately \$53 million (or the remaining unallocated funds) will be available under Round 2.

Funding will be allocated to Projects through two funding streams:

- » Minor Infrastructure Projects – Projects seeking funding of at least \$100,000 (excluding GST) to a maximum of \$1 million (excluding GST)
- » Major Infrastructure Projects – Projects seeking funding of over \$1 million (excluding GST) to a maximum of \$8 million (excluding GST).

Eighty percent of the available funding under Round 2 has been provisionally allocated for Major Infrastructure Projects, with the remaining 20 percent provisionally allocated for Minor Infrastructure Projects.

In allocating funding under Round 2, consideration will also be given to the geographic distribution of Projects over both rounds to ensure funding is distributed across Resource Communities. This may limit the number of Projects approved for any particular location.

Applicants may apply for funding to reimburse 100 percent of their Eligible Project Costs up to the maximum funding threshold of \$8 million (excluding GST). All Ineligible Project Costs must be met by the Applicant or a third-party contributor to the Project. Applications with Project costs that exceed the funding sought from the Fund must provide the State with evidence confirming it has sufficient funding (or has secured funding from a third party) to meet the Estimated Total Project Cost.

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3. Application requirements

3.1. Who can apply?

3.1.1. Eligible Organisations

To be eligible to apply for funding from the Fund an organisation must be:

- » a not-for-profit organisation that is a legal entity and:
 - is incorporated
 - has an active Australian Business Number (ABN)
 - is registered for the Goods and Services Tax (GST)
 - has not-for-profit objectives
 - has a bank account in the name of the legal entity
 - has been operating in Queensland for at least 12 months prior to the application closing date
 - for Major Infrastructure Projects, is registered with the Australian Charities and Not-for-profits Commission (ACNC).

OR

- » a local government body constituted under the Local Government Act 2009
- » Weipa Town Authority.

AND

- » will own and operate the Project Infrastructure that is the subject of the Eligible Project or
- » have a Project Partner that will own and/or operate the Project Infrastructure that is the subject of the Eligible Project.

3.1.2. Ineligible Organisations

The following entities are considered Ineligible Organisations under these Applicant Guidelines:

- » State and Federal Government agencies or entities
- » chambers of commerce, regional economic development organisations, remote area boards
- » proprietary limited or public companies limited by shares where the shareholders are individuals, trusts or companies or any other entities that trade for profit
- » individuals and sole traders
- » organisations or other entities trading for profit.

3.1.3. Partnership arrangements

Eligible Organisations may collaborate with other parties, including Ineligible Organisations, to deliver eligible Community Infrastructure Projects in Resource Communities. In such circumstances, the Eligible Organisation must submit the Application and will be the Project lead, and if successful, be responsible for entering into a Project Funding Agreement with the State and managing delivery of the Project.

If multiple Eligible Organisations are involved, one of the Eligible Organisations will be responsible for submitting the Application as the Project lead, and if successful, entering into a Project Funding Agreement with the State and managing delivery of the Project.

If an Eligible Organisation is working with a Project Partner that will own and/or operate the Project Infrastructure that is the subject of the Eligible Project, the Eligible Organisation will be responsible for submitting the Application as the Project lead, and if successful, entering into a Project Funding Agreement with the State and managing delivery of the Project.

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3.2. What will be funded?

Applications must be for the construction of Community Infrastructure in a Resource Community, as defined in these Applicant Guidelines.

Eligible Organisations may seek funding for more than one Project. Each Project requires submission of a separate Application.

If submitting more than one Application, Applicants should consider their capability to deliver multiple Projects at the same time. Applicants should also consider the priority of each Project against the Assessment Criteria, noting the potential oversubscription of Round 2. Oversubscription and consideration of the geographic distribution of projects may result in only one Application per Applicant being approved under Round 2.

It is expected that Approved Projects should be able to Commence Construction within six months of a Project Funding Agreement being executed.

3.2.1. Eligible Projects

Eligible Projects must:

- » be for the construction of Community Infrastructure which may include construction of new infrastructure as well as the upgrade, extension or replacement of existing infrastructure
- » be located in Queensland
- » be located in a Resource Community
- » be seeking funding within the following ranges:
 - for a Major Infrastructure Project – over \$1 million up to and including \$8 million
 - for a Minor Infrastructure Project - \$100,000 up to and including \$1 million

3.2.2. Ineligible Projects

Projects that are not eligible for funding under the Fund include:

- » Projects (including pre-construction activities) that have already Commenced Construction or been completed at the time of submission of the Application
- » Projects where Construction Commencement is planned to occur prior to 1 August 2022
- » Projects that will only involve the repair, or routine or ongoing maintenance of existing infrastructure
- » infrastructure of the following types:
 - sewerage and water treatment or distribution and waste management
 - roads and stormwater/drainage
 - footpaths and cycleways
 - walking tracks (except where such a project will provide tourist facilities)
 - town centre works including beautification, car parks, public ablution facilities
 - parks and gardens
- » state infrastructure projects that would usually be funded through the normal business of Queensland Government agencies
- » Projects or assets that are owned in anyway by resource companies participating in the Fund unless prior written approval is provided by the Department
- » Projects that will contribute to any pre-existing commitment or contribution, made by the Queensland Government or a resources company participating in the Fund, to a Resource Community or a local government of a Resource Community
- » Projects that have 100 percent of project funding approved through another funding program in Queensland, or by the Commonwealth

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- » non-construction projects, including but not limited to feasibility studies, business cases, mapping, and research activities, or projects that include or require feasibility studies, planning studies, conceptual design and business case development
- » multiple projects that are not interdependent but have been submitted in a single Application.

3.3. Eligible Project Costs

Eligible Organisations whose Applications are approved for funding will be responsible for all Ineligible Project Costs and any Eligible Project Costs over and above the approved funding amount. Eligible Organisations approved for funding will also be responsible for meeting any Project cost increases that occur over the course of delivering an Approved Project.

Approved funding may only be applied towards 'Eligible Project Costs'.

Eligible Project Costs that relate to an Approved Project include the following:

- » construction costs including:
 - all site works required as part of the construction
 - the costs of construction-related labour, materials, equipment hire
- » detailed design, i.e. production of final 'For Construction' designs or equivalent
- » costs of conducting a tender for the approved works
- » project management costs including remuneration of the Eligible Organisation's technical, professional and/or administrative staff for time directly related to managing the construction of approved works (for example the salary of a project manager for the Approved Project), but excluding executive duties and overhead charges
- » purchase and installation of fixed plant and equipment required to fully commission the infrastructure.

Note: It is expected costs directly associated with the Project's actual construction will represent the majority of the Estimated Total Project Cost.

3.3.1. Ineligible Project Costs

Ineligible Project Costs include:

- » costs incurred prior to the Project Start Date identified in the signed Project Funding Agreement, including any otherwise Eligible Project Costs
- » feasibility studies, planning studies, business cases
- » conceptual design
- » legal expenses
- » temporary works, other than those required to enable completion of the Approved Project
- » official opening expenses (including permanent signage)
- » ongoing costs for administration, operation, maintenance or engineering
- » remuneration of employees for work not directly related to the Approved Project
- » overhead charges for internal costs of the Eligible Organisation, e.g. stores, plant and equipment
- » portable assets e.g. computers, furniture, desks, whitegoods.

The above list identifies the most common examples of ineligible costs and is not intended to be comprehensive and other expenses not included in the above list will be considered by the State on a case by case basis.

For the avoidance of doubt, all Ineligible Project Costs, and any costs over and above the funding sought must be met by an Applicant or third-party contribution. Applicants are required to demonstrate sufficient funding contributions to meet the Estimated Total Project Cost as identified in the Application.

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4. How will applications be assessed?

4.1. Advisory Committee

An Advisory Committee has been established to ensure the needs of Resources Communities across the state will be properly considered when making funding recommendations.

Committee members have a broad mix of skills and experience in mining logistics, regional, remote and Indigenous communities, regional and remote health and public administration.

4.2. Assessment process

Applications will be assessed on a competitive basis relative to the merit of other Applications eligible for funding. The process will be undertaken as follows:

- (a) Eligibility check – once Applications have been received, they will be checked for eligibility and only Applications that have been made by Eligible Organisations that are for Eligible Projects will proceed to further assessment.
- (b) Application assessment – assessment of the Application against the Assessment Criteria and moderation of Applications will be undertaken by the Department. The assessment process may include consultation with other relevant Queensland government agencies. Applications and assessments will be provided to the Advisory Committee for their consideration.

In conjunction with Applications being assessed against the Assessment Criteria, due diligence and probity checks may also be undertaken by the Department. Assessment and the level of due diligence undertaken will be commensurate with the quantum of assistance sought, the assessed risk for the Project to meet the Fund's objectives and the potential Benefits of the proposed Project.

- (c) Selection and recommendation – once the Advisory Committee has determined the potential successful Applications, their recommendations will be compiled for consideration and approval of the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympics Infrastructure.

4.3. Approval process

On receipt of recommendations from the Advisory Committee, the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympics Infrastructure will determine and approve the Projects which will receive allocations from the Fund.

4.4. Assessment Criteria

Applications from Eligible Organisations for Eligible Projects will be assessed against the following criteria to determine the relative merit of each Project.

Priority may be given to Projects in Resource Communities more significantly affected by resource sector activity. Priority may also be given to Projects based on their geographic location to ensure funding is distributed across Resource Communities.

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4.4.1. Criterion

Funding Objective	Assessment Criteria	Weighting
One and Two	<p>Project Demand</p> <p>How well the Application demonstrates demand for the Project by describing how the Project will:</p> <ul style="list-style-type: none"> • increase access to services that meet the Resource Community's needs • maximise the Resource Community's potential for economic development and improved liveability • enhance community's wellbeing, including through <ul style="list-style-type: none"> - enhancing community safety or - reducing social inequality or - benefiting disadvantaged communities. 	40%
Three	<p>Project delivery</p> <p>How well the Application demonstrates:</p> <ul style="list-style-type: none"> • The Project will assist in addressing the identified demand. • The Project Infrastructure is the most appropriate option to address the identified demand. • The readiness of the Project to commence construction and how quickly the Project will be delivered. • The Applicant, its Project Partners (if relevant), and preferred contractors, have the capacity, capability and track record to deliver the Community Infrastructure Project within the identified budget and timeframes. • The extent to which the Project has stakeholder and community support. • There is adequate financing arrangements in place to complete and deliver the Project. 	30%
	<p>Project benefits and value for money</p> <p>How well the Application demonstrates:</p> <ul style="list-style-type: none"> • The Project will provide new or additional benefits to the Resource Community. • The Project's benefits and number of expected beneficiaries are commensurate to the amount of funding sought and Estimated Total Project Cost. • The Project will support employment, including consideration of employment for First Nations peoples, during construction and after Project completion. • The Applicant's or third-party financial or in-kind contributions to the Project. • The Applicant has the capacity to fund the ongoing operational and maintenance costs of over the life of the Project Infrastructure and costs of relevant service delivery. 	30%

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5. Application process

5.1. Key dates

Key dates will be published on the Fund website. All dates are indicative and any changes to dates will be noted on the Fund website. Eligible Organisations should check the Fund website for updates.

Applications and all supporting documentation must be received by the Application closing date and time, however the Department, may, at its discretion, accept or reject late Applications as set out in the Terms and Conditions.

5.2. How to apply

Applications and all required supporting documentation, must be received by the identified closing date.

Applicant requests to change its Application after the closing date will not be accepted and the Department is under no obligation to allow an Applicant to provide any additional information. However, if an Applicant discovers an error after submitting its Application, please contact the department immediately on (07) 3452 7377 or via email on rcif@dSDLGP.qld.gov.au.

The Applicant's Chief Executive or equivalent is responsible for ensuring that the Application is complete and accurate.

5.2.1. How to submit an Application

Eligible Organisations submitting an Application will be required to complete an Application Form and submit to the Department using the online grants system, SmartyGrants. Applicants must ensure they have:

- » included any identified supporting documentation (evidence) that supports statements made in the Application (unless web addresses are provided in your responses)
- » read and accepted the Applicant acknowledgement prior to submitting the Application (refer to section 8.8 of the Terms and Conditions in these Applicant Guidelines) and
- » assigned a priority to each Application submitted.

Applicants will be notified in writing of the outcome of the assessment of their Application.

5.2.2. Evidence and supporting information

Eligible Organisations will be expected to provide substantive documentary evidence to support statements made in their Applications. Evidence should be directly relevant to the Project.

For supporting evidence to be considered it should be properly referenced in responses provided with the Application. References to evidence should include the document name or attachment number, and the section or page numbers. Failure to properly reference supporting evidence may result in supporting evidence not being considered during assessment.

For more information on using evidence to support an Application, please refer to the relevant guidance material provided by the Department.

5.2.3. Application assistance

Enquiries are to be directed to the department via email at rcif@dSDLGP.qld.gov.au.

Resources to assist you with your Application are available from www.statedevelopment.qld.gov.au/rcif and include:

- » Application form (including checklist and guidance)
- » Frequently Asked Questions (FAQs)

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- » Fact Sheet: Evidence to support Application.

If you have any questions after reading the resources, email rcif@dsdilgp.qld.gov.au.

The Department's regional officers are also available to assist Eligible Organisations identify projects that may be eligible.

Regional officers will not be involved in the assessment of Applications from Applicants within their regions or in the selection of successful Projects, and provision of support by a regional officer is not an indication that an Application will be successful or that funding will be provided. Applicants acknowledge that they must form their own views as to the content and submission of their Application and cannot rely on any assistance provided by regional officers or the Department as being support of their Application by the Department.

Contact information for the office that services each region is available at <https://www.statedevelopment.qld.gov.au/about-us/contact-us>.

Please note that any question, request for clarification or request for further information from any Applicant that does not contain confidential or personal information and any relevant responses may be provided by the State to all or any other Applicants.

The State has absolute discretion in determining whether it will disclose the question, request for clarification or request for further information and any response.

Further details about Conditions of Funding are set out below and in section 9.

6. Approved construction Projects

Eligible Organisations that are approved for funding will be required to ensure that the resulting Project Infrastructure continues in operation or use, as per its intended purpose at the time of application, for a period of time that may be up to 10 years after Project completion.

6.1. Confirmation of ownership of the Project Site

In certain circumstances, a Project may be approved for funding where the Applicant will not:

- » own the Project Site upon which the Project Infrastructure will be built
- » operate the resulting Project Infrastructure.

In these cases, the Applicant must obtain and must maintain all relevant permissions or agreements in order to ensure that:

- » the Applicant has the right to access the Project Site in order to construct, operate and maintain the proposed Project Infrastructure
 - Evidence that right to access the Project Site in order to construct, operate and maintain the proposed Project Infrastructure has been agreed in-principle must first be provided with submission of an Application. A formal agreement for the right to access the Project Site in order to construct, operate and maintain the proposed Project Infrastructure is required prior to entering a Project Funding Agreement, or as a condition of obtaining funding under a Project Funding Agreement.
- » the Project Infrastructure will be operated in accordance with its intended purpose at the time of Application for a period of up to 10 years following Project completion.
 - Evidence that ongoing operation of the Project Infrastructure following Project completion has been agreed in-principle must first be provided with submission of an Application. A formal agreement for the operation of the Project Infrastructure for a period of time following Project completion (to be negotiated with the Department) is required prior to entering a Project Funding Agreement, or as a condition of obtaining funding under a Project Funding Agreement.

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6.2. Local industry content

The Queensland Government is committed to maximising local content through greater participation of capable local industry in major government procurements.

To the extent possible, procurement undertaken for all Approved Projects should meet the intent of the Queensland Procurement Policy.

In addition, Approved Projects that have total Queensland Government funding contributions greater than \$2.5 million (exclusive of GST) are subject to the Queensland Government's Charter for Local Content. To fulfil the Charter, successful Applicants whose Approved Projects meet the above criteria will be required to provide details about how they have applied the Charter's principles and submit a Project Outcome Report on completion of the Approved Project. This will be detailed further in the Project Funding Agreement.

More information is available at: <https://www.statedevelopment.qld.gov.au/industry/industry-support/qld-charter-for-local-content>.

In many regions, your local economic development body will have established relationships with the local resource operations and also extensive experience in working to maximise local content opportunities in their community. For contact details and more information, please see <https://www.qcln.com.au/>

6.3. Project savings

Funding will be provided to reimburse the successful Applicants for actual Eligible Project Costs of the Approved Project that have been incurred. If actual total Project costs at Project completion are less than the Estimated Total Project Cost (as identified in the Project Funding Agreement), the difference between these two amounts will be considered Project savings.

If an Approved Project has contributions from the Applicant or a third party, Project savings will be apportioned between the contributors and the State as per the ratio of the approved funds to the Estimated Total Project Cost. Approved funding for the Project may therefore be reduced by the State by the amount of Project savings apportioned to the Fund. Should the Applicant have received milestone payments that exceed the relevant share of total Project costs after savings are apportioned, the Applicant will be required to refund the relevant amount to the Department.

6.4. Project evaluation

All Approved Projects will be monitored and evaluated by the Department to ensure the Fund is achieving its objectives.

Successful Applicants must comply with the reporting and audit obligations outlined in these Applicant guidelines and the Project Funding Agreement.

7. Communications

7.1. Communications with the media

All media enquiries or public announcements relating to the Fund will be coordinated and handled by the Department's media team.

Where possible, all media and communications about Projects will be undertaken jointly with successful Applicants. You will be required to:

- » seek and obtain the Department's approval before making public statements, or contacting or responding to the media, regarding successful or unsuccessful Applications through the Fund
- » provide the Department with adequate notice of any proposed media event, as advised to successful Applicants and

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- » provide any proposed media or public statement to the Department for approval prior to its release as well as making any changes or amendments to the form, content or manner reasonably requested by the Department.

7.2. Confidentiality

The State will maintain controls in relation to the management of confidential information provided by Applicants and all internal documentation produced in relation to the administration of the Fund. Applicants should specifically mark any information the Applicant considers to be confidential.

Applicants must keep confidential any dealings with the Department about their Application, including any funding offered, but may make disclosures to advisors who are under an obligation of confidentiality or if required by law.

The State reserves the right to publicly disclose the names of Applicants, general information about Projects and the funding provided and details about the anticipated economic outcomes and Benefits of the Project to the State. The State may also disclose confidential information of, or provided by, the Applicant:

- » if required to be disclosed by law;
- » to its advisors, consultants and contractors;
- » to any government agency;
- » to comply with or meet applicable standards of accountability of public money or established government policies, procedures or protocols.

7.3. Compliments and complaints

If an Applicant has any feedback or concerns about the outcome of their Application, you are invited to provide your feedback in writing by contacting the Department as follows:

Phone, online or in person through the [Queensland Government portal](#)

Email: complaints@dsdmip.qld.gov.au

Correspondence:

Director, Ethics

Department of State Development, Infrastructure, Local Government and Planning

PO Box 15009, City East Qld 4002

An overview of the Department's compliments and complaints process is available at [Compliments and complaints](#).

7.4. Contact details

Enquiries about the Fund can be directed to the Department of State Development, Infrastructure, Local Government and Planning via email at rcif@dasilgp.qld.gov.au.

General information on the Fund is available at www.statedevelopment.qld.gov.au/rcif.

Except as expressly permitted in these Applicant Guidelines, Applicants must not contact the State, its associates, any Queensland Government agency or any of the State's advisers with a view to providing or obtaining information in respect of any part of the assessment process, or their Application for their proposed Project or attempting to support or enhance their prospect of their Application being successful.

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8. Terms and conditions

8.1. Reservation of rights

Despite any provision of these Applicant Guidelines to the contrary, the State reserves the right to administer the Fund and conduct the process for the assessment and approval of Applications to the Fund in such manner as it thinks fit, in its absolute discretion.

Without limiting the above paragraph, the State retains all rights and powers to make all decisions and actions in order to achieve the Fund's objectives and the State reserves the right, in its absolute discretion and at any time, to:

- (i) change the structure, procedures, nature, scope or timing of, or alter the terms of participation in the application process or overall Fund (including submission and compliance of Applications), where in such circumstances notice will be provided to Applicants on the Fund website;
- (ii) consider or accept, or refuse to consider or accept, any Application which is lodged other than in accordance with these Applicant Guidelines, or is lodged after the relevant date for lodgement, or which does not contain the information required by these Applicant Guidelines or is otherwise non-conforming in any respect;
- (iii) vary or amend the eligibility or Assessment Criteria;
- (iv) take into account any information from its own and other sources (including other Government agencies and other advisors);
- (v) accept or reject any Application, having regard to these Application Guidelines, the eligibility criteria, the Assessment Criteria or any other item, matter or thing which the State considers relevant, including the limitations on the funds available for the Fund;
- (vi) give preference by allocating weighting to any one or more of the eligibility criteria or Assessment Criteria over other criteria;
- (vii) seek clarifications or additional information from or provide clarifications or additional information to any Applicant, or to negotiate or deal with or seek presentations or interviews from any Applicant;
- (viii) conduct due diligence investigations in respect of any Applicant and subject Applications to due diligence, technical, financial and economic appraisals;
- (ix) require an Applicant to clarify or substantiate any claims, assumptions or commitment contained in an Application or provide any additional information;
- (x) terminate the further participation of any Applicant in the application process;
- (xi) terminate or reinstate the Fund or any process in the Fund;
- (xii) not proceed with the Fund in the manner outlined in these Applicant Guidelines, or at all;
- (xiii) allow the withdrawal or addition of an Applicant after the closing date; and
- (xiv) take such other action as it considers in its absolute discretion appropriate in relation to the Fund processes.

Where, under these Applicant Guidelines, it is stated that the State may exercise a right or discretion or perform any act or omit to perform any act, then unless stated otherwise the State may do so at its sole and absolute discretion and will not be required to act, or be restrained from acting, in any way or for any reason nor to take into account the interests of any third party (including an Applicant).

If the State does exercise any of its rights under these Applicant Guidelines, the State may inform any or all of the Applicants. The State will not, however, be required under any obligation to do so.

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8.2. Relationship

The State's obligations in connection with the application process are limited to those expressly stated in these Applicant Guidelines.

Subject to clause 8.7, no contractual or legal relationship exists between the State and an Applicant in connection with the Fund, these Applicant Guidelines or the application process or any stage of the Fund.

An Applicant, or its representatives:

- (i) has no authority or power, and must not purport to have the authority or power to bind the State, or make representations on behalf of the State;
- (ii) must not hold itself out or engage in any conduct or make any representation which may suggest to any person that the Applicant is for any purpose an employee, agent, partner or joint venturer with the State; and
- (iii) must not represent to any person that the State is a party to the proposed Project other than as a potential funder, subject to the competitive application process detailed in these Applicant Guidelines.

8.3. Participation at Applicant's cost

Each Applicant participates in the application process at its own cost and risk.

To the extent permitted by law, no Applicant will have any claim of any kind whatsoever against the State (whether in contract, tort (including negligence), equity, under statute or otherwise) arising from or in connection with:

- (i) any costs, expenses, losses or liabilities suffered or incurred by the Applicant in preparing and submitting its Application (including any amendments, requests for further information by the State, attendance at meetings or involvement in discussions) or otherwise in connection with the Fund;
- (ii) the State at any time exercising or failing to exercise, in its absolute discretion, any rights it has under or in connection with the Fund; or
- (iii) any of the matters or things relevant to its Application or the Fund in respect of which the Applicant must satisfy itself under these Applicant Guidelines.

Without limiting the above paragraph, if the State cancels or varies the Fund at any time or does not select any Applicant following its assessment of the Applications, or does (or fails to do) any other thing referred to under clause 8.1 of these Applicant Guidelines, no Applicant will have any claim against the State arising from or in connection with any costs, expenses, losses or liabilities incurred by the Applicant in preparing and submitting its Application or otherwise in connection with or in relation to (whether directly or indirectly) the Fund.

8.4. Applicant to make own enquires

These Applicant Guidelines have been prepared to give potential Applicants background information in relation to the Fund, and do not contain all of the information that Applicants may require in reaching decisions in relation to whether or not to submit an Application. Applicants must form their own views as to what information is relevant to such decisions.

Applicants must make their own independent investigations of the information contained or referred to in these Applicant Guidelines. Applicants must obtain their own independent legal, financial, tax and other advice in relation to information in these Applicant Guidelines, or otherwise made available to them, during the application process.

The State accepts no responsibility whether arising from negligence or otherwise (except a liability that cannot lawfully be excluded) for any reliance placed upon the information provided by it in connection with the Fund or interpretations placed on that information by Applicants.

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8.5. Intellectual property

Any intellectual property rights that may exist in an Application will remain the property of an Applicant or the rightful owner of those intellectual property rights. Any part of an Application considered to contain intellectual property rights should be clearly identified by an Applicant.

The Applicant grants to the State (and will ensure relevant third parties grant) a non-exclusive, royalty free and irrevocable licence to use and reproduce the intellectual property for the purpose of administering the Fund.

8.6. Privacy

In this section, **Personal Information** has the meaning given to that term in the *Information Privacy Act 2009* (Qld).

Personal Information provided by Applicants may, in the course of and for the purposes of assessment of the Application, be disclosed to the State's associates (including other government agencies), advisors, consultants and contractors, and project stakeholders. Personal Information may also be disclosed where required for purposes associated with undertaking assessment of the Application, including due diligence enquiries.

If any Applicant collects or has access to any Personal Information in connection with its Application or the Program, the Applicant must comply, in relation to that Personal Information:

- (a) (as if it were the State) with the Information Privacy Principles in the *Information Privacy Act 2009* (Qld); and
- (b) with all reasonable directions of the State.

8.7. Law

These Applicant Guidelines are governed by the laws applicable in Queensland.

8.8. Acceptance

By submitting an Application, each Applicant:

- (a) warrants to the State that the information contained in its Application is accurate and complete as at the date on which it is submitted and not by omission misleading, and may be relied on by the State in assessing the Application and determining whether or not to provide funding to the Applicant under the Fund;
- (b) undertakes to promptly advise the State if the Applicant becomes aware of any change in circumstances which causes the information contained in its Application to become inaccurate or incomplete in a material respect;
- (c) acknowledges that the State will rely on the above warranty and undertaking when evaluating the Application;
- (d) acknowledges that the State may elect to remove an Application at any stage as a result of material changes to the information presented in its Application;
- (e) acknowledges that the State may suffer loss or damage if the Applicant breaches the above warranty and undertaking; and
- (f) is taken to have accepted these Applicant Guidelines, including these Terms and conditions.

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9. Conditions of funding

9.1. Project Funding Agreement

Successful Applicants will be required to execute a Project Funding Agreement with the State.

The State has no obligation to provide Project funding to an Applicant until a Project Funding Agreement has been properly executed by the Applicant and the State. Any financial or other commitments in relation to a Project made by an Applicant (or project partner) prior to a Project Funding Agreement being properly entered into by the parties is at the sole risk of the Applicant (or project partner, as relevant).

The Project Funding Agreement will set out the arrangements for payment of funding to a successful Applicant in accordance with a Milestone Schedule.

9.1.1. Tax

Grants may be treated as assessable income for taxation purposes. The State does not provide advice to Applicants and recommends that Applicants seek independent professional advice on their tax obligations.

9.2. Funding acknowledgement

Applicants that are successful through the Fund are required to appropriately acknowledge the contribution as advised by the Department.

This includes acknowledgement of funding in all publicly made statements, website, other appropriate promotional materials and documentation.

Proposed media announcements or other publicly made statements are to be provided in draft form for approval prior to release.

9.3. Project Reporting

9.3.1. Progress and completion reporting

The Project Funding Agreement will specify requirements for the submission of progress reports and a Project completion report. Templates for these reports will be provided by the Department.

9.3.2. Project Benefits reporting

To fully capture how the Fund is contributing to Resource Communities, successful Applicants will be required to report on Project Benefits which may include economic, social and environmental Benefits. Ongoing Benefits monitoring requirements following Project completion may also be required.





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6.9 POTHOLE REPAIR PROGRAM

File Number: 06-04-22

Author: Manager Works

Authoriser: Chief Executive Officer

PRECIS

Pothole Repair Program

SUMMARY

That a report be brought back to the Executive and Finance & Corporate Standing Committee Meeting in April with a plan to restructure the pothole repair program with alignment of the Flocon and Paveline team operations.

OFFICER'S RECOMMENDATION

That Council note this report.

BACKGROUND

Council has requested a report considering the alignment of the Flocon machine and the two (2) Paveline machines used for sealed road maintenance.

In previous reports to Council there has been information provided around the different functions of the machines, the types of repairs that they perform and proposed improvements in the programming of sealed road maintenance work. These reports are attached for Councillor's reference.

The most significant improvement identified in the previous reports is the proposed "zonal" work allocation and programming system. Essentially the region has been divided up into 14 separate work zones. The aim is to operate the machines on a prioritised program within a zone in a rotational manner to ensure wherever possible that all identified, high priority potholes are repaired within each zone before the machines move to the next zone. The two (2) paveline machines would work on different zone circuits. This relatively new methodology is ready to be trialled. It is expected that this will provide greater opportunity for interaction between the paveline and flocon crews as there is a desire to complete all of the defects within each of the zones prior to moving to the next zone.

The approach seeks to minimise the amount of reactive, unprioritised works that the crews undertake and will assist in management of the recorded and prioritised safety defects across the region. The program will also make allowances for unprogrammed reactive works.

The November 2021 Council report indicated that the zonal system trial was commencing however the region has since felt the impact of three (3) consecutive flooding events that has seen the crews undertaking emergency pavement works continuously since that time. Consequently trial of the proposed zonal system was unavoidably postponed until the completion of emergency works.

In reviewing the work methodology of the flocon and paveline machines, and as part of the development of an efficient and cost effective program of works, the scenario of using a flocon and paveline machine continuously following one another along each road or street as they undertake work was considered. The two (2) machines correct different defects, and on each road or street there will be different quantities of defects to be repaired. This means that one (1) machine will almost always complete programmed works on a road first and will essentially be stood down waiting for the other machine to complete their tasks before attending to the next road or street. This methodology is unproductive and not a satisfactory operation outcome.

When considering the entire defect list across our region at any time there will be high priority defects that require the flocon truck's attention, and there will also be high priority defects that require the paveline truck's attention. These two (2) sets of defects for each of the trucks won't necessarily line up on the same road or street in terms of their priority ranking and equal work quantities. An example

of this would be having the combined paveline and flocon on one (1) road working on high priority paveline defects and low priority flocon defects. This will essentially mean that high priority defects that the flocon would be normally allocated to on a different road in another part of the region would go unattended.

There is an intention to recommence the zonal system trial, pending completion of our emergency flood damage work, as previously reported to Council. Breaking the region into smaller work areas in which to inspect and identify the defects, to program for their completion, and to allocate resources within each of the zones ensures the crews aren't constrained to the same road or street necessarily. However there is a focus on completing all of the priority defects within the particular zone prior to moving to the next zone ensuring both the paveline and flocon machines are utilised to full capacity meeting customer expectation with completion of all priority works in a particular area within an acceptable timeframe.

ATTACHMENTS

1. **Pothole Methodology** [↓](#) 
2. **Works Maintenance Management Project Update** [↓](#) 

7.5 POTHOLE REPAIR METHODOLOGY**File Number:** 02-03-22**Author:** Manager Works**Authoriser:** Chief Executive Officer**PRECIS**

Pothole Repair Methodology

SUMMARY

Council's Infrastructure Department has received a request to provide information in relation to pothole repair methodology and programming, particularly relating to Cherbourg Road, Edward Street, Wondai and Wattle Camp Road, Wattle Camp.

OFFICER'S RECOMMENDATION

That Council note this report on Pothole Repair Methodology.

BACKGROUND**Pothole Identification and Prioritisation**

South Burnett Regional Council operates a mobile road maintenance management system called Reflect. Road inspectors are tasked to undertake inspections that are either routine or identified through customer requests. An inspection is carried out and defects are recorded into Reflect with set parameters. The identification, and prioritisation of potholes is included within this system. Reflect sorts the defects based on priorities, which are centred around risk management and road safety.

Pothole defects are sorted into location (road) and by severity (priority). Once pothole defects are sorted, they are identified with a unique identifier for inclusion within a works order to repair them.

Potholes are recorded and prioritised with inputs such as posted road speed limits; road traffic counts; pothole diameter; pothole depth and given a priority rating. Pothole priority details are included within the Transport Asset Maintenance Management Plan (TAMMP).

Priority 1 potholes are the highest priority potholes, usually reserved for large, deep potholes on high speed (>60KPH) and high traffic roads. Other potholes are given a lower priority, using a risk management based approach with guidelines contained within TAMMP.

Pothole Repair type

SBRC operates two (2) distinct types of road maintenance machines.

The Flocon machine provides a heated tray for the provision of standard "cold mix" asphalt. This is generally used for the repair of deeper potholes >40mm deep. Cold Mix asphalt can be used for shallow holes <40mm, but can be less effective due to the diameter of the aggregates contained within the mix. The Flocon machines are able to carry approximately 3-5 tonne of material for patching repairs, before having to return to the region's central depot, Kingaroy, to replenish materials for further repairs.

The Paveline machine delivers a mix of bitumen emulsion (emulsion is a mix of bitumen and water) and aggregate under air pressure to fill potholes generally <40mm deep. This method can be used for deeper holes >40mm, but can be less effective as the repair needs to be "layered" and the mix takes some time to fully harden and the repair can distort under traffic. The SBRC Paveline machines can carry 7-8 tonne of material, before requiring top up materials, located at the Kingaroy depot.

Pothole Repair Methodology

SBRC has been divided into 14 separate work zones. The road maintenance process aims to operate the road maintenance machines in a rotational manner to ensure wherever possible that all identified, high priority potholes are repaired within each zone before the machine moves to the next zone. This is a relatively new methodology that is currently being trialled. There are some instances where an isolated pothole is reported or identified, warranting a reactive repair. Generally, these type of repairs are undertaken with minimal plant and (typically a ute, staff member/s and cold mix) resources outside of the program and are only isolated repairs.

Wet or extreme dry weather conditions have an impact on the development of potholes in a sealed surface. Often crews attend roads and undertake patching repairs to an area, only to have another location break out under traffic due to the ingress of water to the surrounding pavement.

Occasionally, some shallow potholes may be left by the flocon on lower priority repairs for attention by the follow up paveline machine, or vice versa. This will ensure that the most appropriate methodology for pothole repair is applied where possible - keeping in mind road user safety and other factors.

This has been recently instanced at Cherbourg Road. This road is included within the 21/22 roads resealing program whereby some potholes had been repaired by the Paveline machine. Other road defects within this road were identified to be located within the zones that were to be repaired by a follow up hot asphalt corrector course, and/or within a road failure which required a dig out – thus they were temporarily left as they were until the planned road maintenance was applied.

Other instances were Wattle Camp Road and Edward Street, Wondai.

Wattle Camp Road often has isolated patches break out under traffic, requiring repair. A few instances, through customer request, has seen staff respond to large potholes in the wheel path, with the potential to cause a road safety issue. Other recorded pothole defects along the road were then repaired as part of the program for the Flocon.

In the case of Edward Street, Wondai, the crew attended this street to undertake defect repairs with the Flocon. Recorded safety defects were addressed by the team, with obvious signs of significant seal deterioration in the same area. Unfortunately, it appears some lower priority shallow seal defects located near the kerb and channel on the northern end of the street were left unrepaired. Council crews continue to attend to priority works across the region, with recent weather events increasing the amount of defects on the local Council and State controlled network.



Bitumen Resealing Cherbourg Road following various maintenance repairs.



Edward Street, Wondai pot hole repairs, this street is being proposed for LRCI 3 funding.

ATTACHMENTS

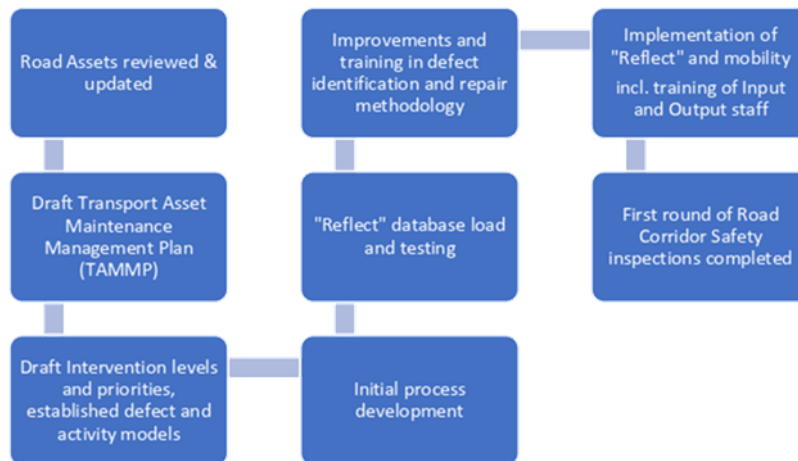
Nil

Works Maintenance Management Project update (Oct 2021)

Council continues the implementation of the maintenance management system for transport assets. A maintenance management approach has been an operational plan objective for Council and looks to combine a risk and asset management approach to inspections, defect management, repair methodology, and customer requests.

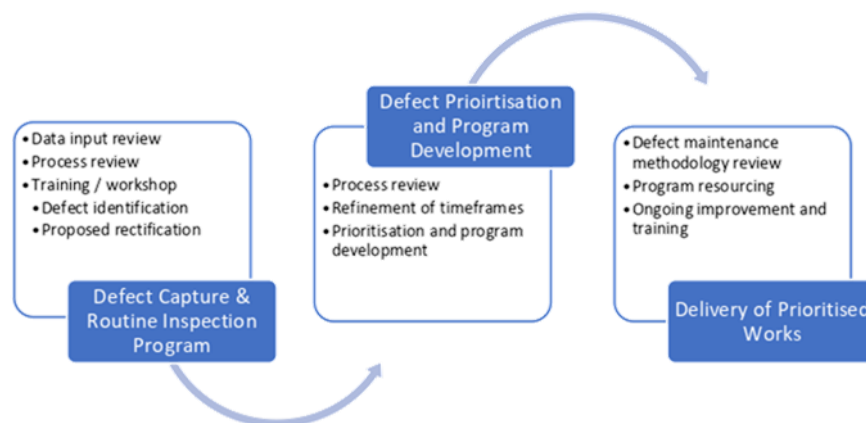
Key System Implementation Milestones Completed

Several significant key tasks have been completed as follows:



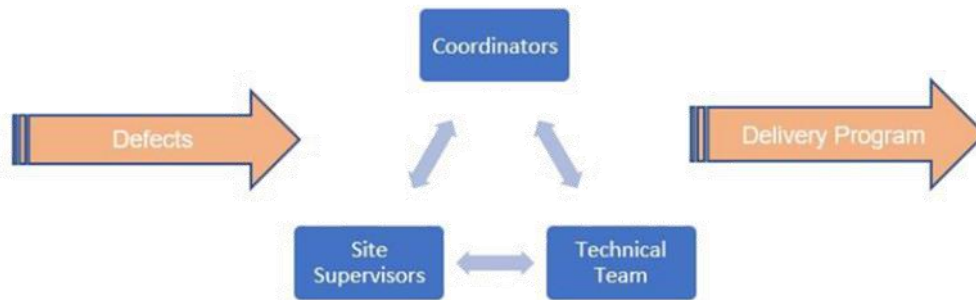
Current Implementation Focus

Since the initial implementation of the software, officers continue to work on improvement of data quality and the development of prioritised delivery programs. Reviewing of the inputs and outputs in the software is required to ensure the management objectives are met in programming the delivery. Key elements of the implementation will assist in the ongoing improvement of the maintenance management system.



As part of the ongoing improvement and implementation of the system, the teams are participating in review workshops and training to improve processes and data quality to inform and assist in prioritisation of the maintenance delivery programs.

Joint team meetings are held for programming the repair of priority defects within a zonal approach to work towards efficient delivery of the program.



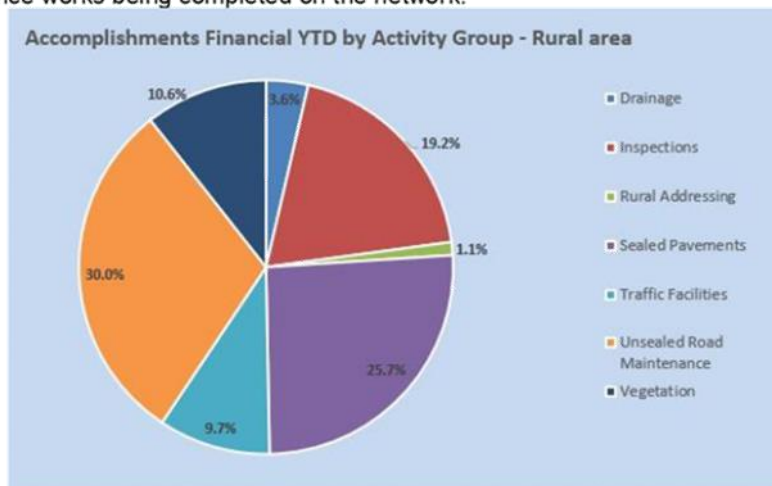
Along with priority safety defects, the team look at some lower priority defects raised through inspection of customer requests, to decide if these fit into the current budget and within the immediate priority driven program of works.

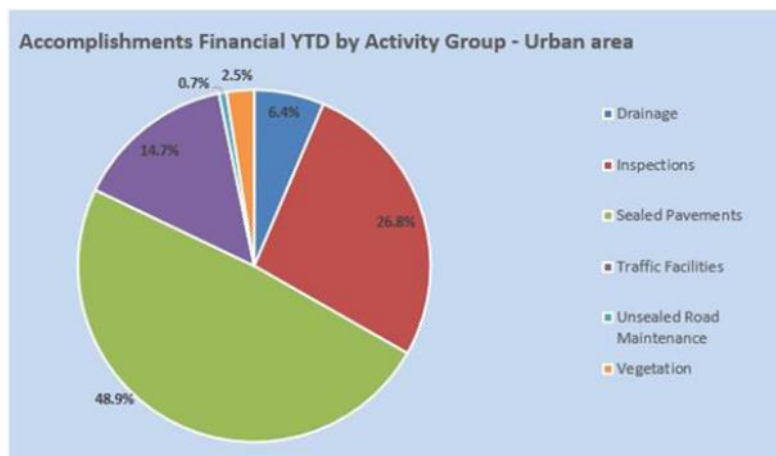
Defect Priorities

Safety Defects		Asset Maintenance Defects		
Defects > 60 km/hr	Defects ≤ 60 km/hr	Reactive Maintenance	Preventative Maintenance	Miscellaneous & Aesthetic
P1	P2	P3	P4	P5

Improvements in Knowledge of Our Network

Using our new mobile software solution, reports are being generated to gain information on maintenance works being completed on the network.





The two previous charts show the financial year to date accomplishments logged by the maintenance teams in both the rural and urban networks. Over time we will have access to better asset maintenance data to enable better maintenance decisions.

Sealed Road Surface improvements

A recent workshop for our technical and front line sealed maintenance teams enabled a review of the sealed surface patching products and repair methodology. The workshop was facilitated with the assistance of experts from Fulton Hogan and highlighted that the procedure that SBRC has currently, requires minor updating to assist in achieving the methodology and use of different products that can be selected for patching repairs. The workshop provided the team an opportunity to review the current processes, understand the science behind the products that are being used and upskill and adopt an accepted procedure to increase the longevity of the maintenance repairs.

The teams have been trialling commercial quantities of a cold mix product branded EZY street asphalt over the past few months. The product does not contain volatiles normally found in conventional cold mix to keep the material loose and workable for up to three months. This can lead to, in some circumstances, the failure of patching repairs. The trial product is engineered to become a longer lasting repair. Understanding the situations where the products can be used, assists in managing costs and may achieve a more enduring repair in some circumstances. Often pavement surrounding the area can fail, whilst the pothole repair remains intact. Issues such as product shelf life and cost versus benefit are being assessed to attain the most effective and appropriate repair of sealed surface defects on the network. As the EZY Street product is more expensive than conventional cold mix, officers are currently working to finalise a revised mix to lower the diesel content in the conventional mix to improve its cost effectiveness and resilience.

The patching teams have recently commenced working through a zonal program, which sees the trucks operate on a draft prioritised program within a zone before moving on to the next zone. This approach will seek to minimise the amount of reactive, unprioritised works that the crews attend to and will assist in management of the recorded and prioritised safety defects across the region. The program will make allowances for unprogrammed reactive works. The program is in its infancy and like any implementation, will require fine tuning as they work around the region.

Toowoomba Regional Council Road Maintenance Practices

As per Roads and Drainage Committee resolution 2021/15 SBRC staff contacted Toowoomba Regional Council to investigate TRC sealed road maintenance practices, technologies and systems.

TRC practices – Toowoomba Regional Council advised that they use cold mix asphalt and emulsion/aggregate mix for regional areas, and hot asphalt for pothole patching in the City area. This is the same practice as used by SBRC other than SBRC does not have daily access to hot mix plants, and thus does not use hot mix asphalt on a regular basis.

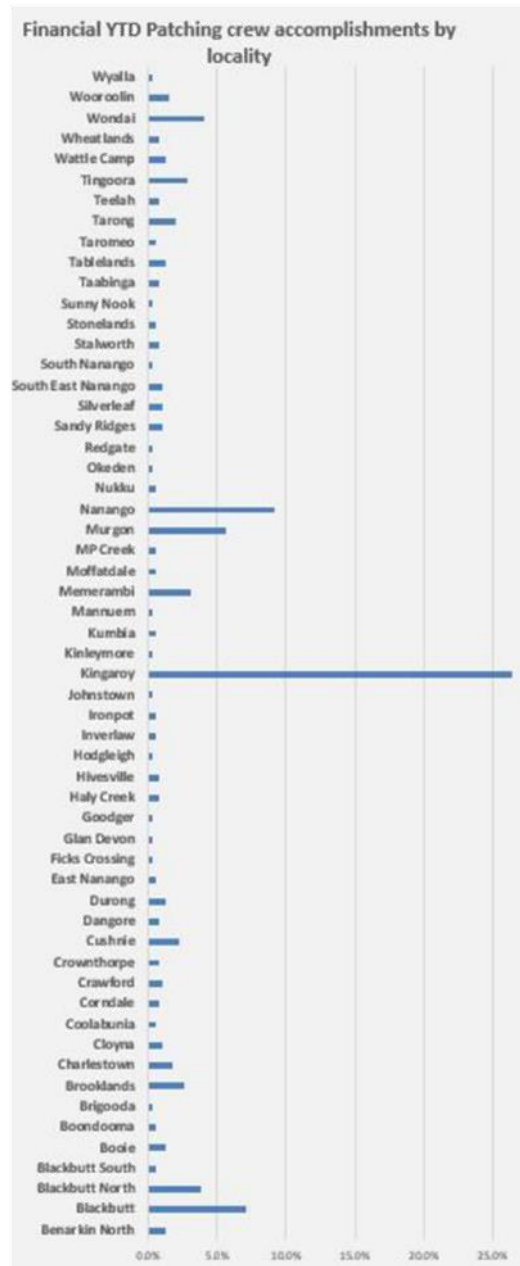
TRC advised that they have approximately 3,000 kilometres of sealed roads within their network, and own 1 x Jet patcher, 2 x pave lines, and 6 x Flocon trucks. TRC has approximately 140 front line sealed road maintenance staff.

In comparison, SBRC has 1,400 kilometres of sealed road network, maintained by 2 x pave lines, and 1 x Flocon truck. SBRC has approximately 30 front line sealed road maintenance staff.

TRC has bobcat profilers and asphalt attachments for the placement of asphalt patches. SBRC has none of these machines due to the distance from asphalt plants with SBRC, and the working time for hot asphalt restricting this practice to locations nearby the plant.

TRC systems – Road inspectors (7) inspect the road network in a “zonal” manner to meet the inspection hierarchy-frequency requirements. SBRC has 2 inspectors. Once the road defects have been recorded, TRC has 3 x schedulers/planners who liaise with the TRC Works Coordinator to program the work. The work is prioritised and allocated to work crews again on a zonal/work type manner. This is similar to the system currently in the process of being implemented by SBRC.

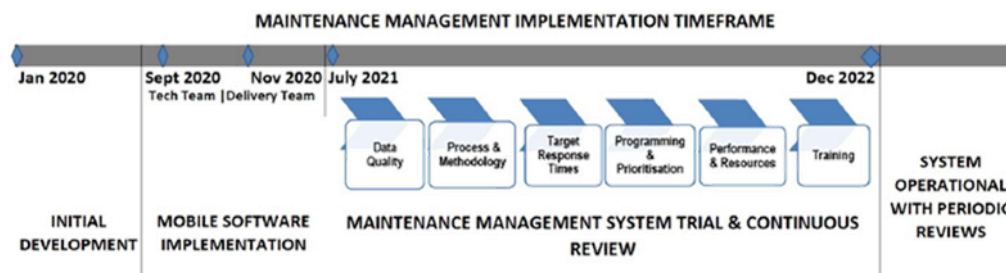
Overall, the practices and technologies at both Councils are similar in nature, particularly once the recently implemented “zonal” work allocation and programming of sealed roads maintenance works is bedded in at SBRC. There are differences in materials (TRC has access to hot mix – SBRC is trialling EZY street asphalt), and TRC uses Tech1 and SBRC has “Reflect”. However, it is the systems at TRC which appear to be proportionally better



resourced than currently exist at SBRC, particularly in the planning-scheduling functions. This item has previously been identified and is part of the current Works structure review taking place to improve the delivery of the sealed road maintenance function.

System Trial and Full Implementation

The introduction of a maintenance management system has commenced this financial year with a soft implementation on sealed roads. Trialling the system will allow Council to build a quality backlog to better understand its' network, improve efficiency of works and decision making, improve customer service and generally make the network safer for road users.



The system will continue to be implemented with data and process reviews to improve accuracy along with establishment of target response times and budget needs until fully operational. The implementation of the maintenance management system is expected to undergo some reviews and changes to further develop the system. Overall the project has seen significant implementation, which is largely thanks to the dedication and belief of our staff to see the benefits in the improvements being made.

7 PORTFOLIO - LDMG, WATER & WASTEWATER**7.1 LOCAL DISASTER MANAGEMENT, WATER AND WASTEWATER PORTFOLIO REPORT****File Number:** 06-04-22**Author:** Manager Water & Wastewater**Authoriser:** Chief Executive Officer**PRECIS**

Local Disaster Management, Water and Wastewater Portfolio Report

SUMMARY

That Council note the Local Disaster Management, Water and Wastewater Portfolio Report.

OFFICER'S RECOMMENDATION

That the Local Disaster Management, Water and Wastewater Portfolio report to Council be received for information.

BACKGROUND

N/A

ATTACHMENTS

1. Local Disaster Management Water and Wastewater Portfolio Report [↓](#) 

LOCAL DISASTER MANAGEMENT GROUP UPDATE

Disaster Activation

South Burnett region was declared a disaster area for the third time and again activated with the financial assistance packages available under Disaster Recovery Funding Arrangements (DRFA) as a result South East Queensland Rainfall and Flooding, 22 February – 7 March 2022.

With the support of the Queensland Government and Queensland Reconstruction Authority (QRA) Council was activated for support across areas of disaster operations, reconstruction of essential assets, along with specialist support for primary producers, small businesses and not-for-profit organisations.

Local Government Area	Counter Disaster Operations	Essential Services Safety and Reconnection Scheme	Personal Hardship Assistance Scheme	Reconstruction of Essential Public Assets	Freight Subsidies for Primary Producer	Disaster Assistance Loans for:			Disaster Assistance (Essential Working Capital) Loans Scheme for:		
						Not-for-Profit Orgs	Primary Producer	Small Business	Not-for-Profit Orgs	Primary Producer	Small Business
South Burnett Regional Council	✓ Activated 27/02/22			✓ Activated 27/02/22	✓ Activated 05/03/22	✓ Activated 05/03/22	✓ Activated 05/03/22	✓ Activated 05/03/22	✓ Activated 05/03/22	✓ Activated 05/03/22	✓ Activated 05/03/22

Our South Burnett Local Disaster Recovery is currently holding weekly meetings with agencies including:

- QRA
- National Recovery & Resilience Agency
- Dept of Communities
- Services Australia
- Queensland Government Departments including DSDMIP, DSDILGP, DAF, QRIDA, Qld Health,
- Kingaroy Shopping World
- Agforce
- Qld Farmers Wide Bay Burnett
- BIEDO
- Rural & Small Business Counselling Financial Service, and other local based Counselling and support services

The Recovery Team is scheduling four community events to raise funds for those affected by the recent floods and with proceeds going to BlazeAid. In addition, there is currently four events being planned for support agencies to meet with farmers and community members to provide advice in regards to funding/grants available along with counselling services with a focus on mental health and support.

On Sunday 20 March 2022, South Burnett Regional Council elected members and the Disaster Management/Recovery Team were privileged to receive a “flying” visit from Major-General Jake Ellwood, the newly appointed State Recovery Coordinator and Brendan Moon CEO, Queensland Reconstruction Authority.

Council’s discussions focused on support to our community wellbeing particularly mental health in the South Burnett, together with the impact on primary producers and our farmers who have now been impacted the third time in a matter of months. Also discussed were future resilience projects to assist our community becoming more resilient into the future.

Since this visit, the State Recovery Coordinator has organised for Disaster Relief Australia and ADF padres and chaplains to visit the South Burnett. These support services have arranged for an arial impact assessment and report to understand the damage and how much work is required to assist BlazeAid with repairs to farmers fences. The ADF Padre and chaplain were tasked to compile a

report of current counselling services and providers in the region and see what further services could assist the Burnett not only for this recovery event but future events.

LDMG Debrief

The South Burnett Local Disaster Management Group (LDMG) held a debrief at their quarterly meeting on 3 March 2022. With the third activation of the South Burnett area in the past 4 months, the debrief key highlights are summarised:

The LDMG members cooperated exceptionally well over the event and worked diligently to solve issues as a team.

Signage review of process and resources to be undertaken (further information below).

Need to reinforce that in case of emergency or assistance required – the community should always contact 000 or the SES.

Strong messages from the Queensland Government in relation to not to drive in flood waters, a number of incidents occurred across the region where drivers drove into water.

Department of Education – need centralisation of all principals for public and private schools.

There is a need to create central lists for after hours access to medication from pharmacies.

Guardian Training for other agency departments including Police QFES staff.

Develop process to distribute Guardian passwords at the start of an event particularly to relieving staff.

Develop distribution contact list to agencies.

Trigger point for Call Centre to be activated – Customer contact process review.

Disaster Management e-mail/calendar to be created – disaster@sbrc.qld.gov.au.

Investigation into further developing intelligence of bridge deck levels and timeframes of creek rises in partnership with BOM and Cherbourg.

Staff resource planning at start of disaster for 48 – 72 hours.

Review distribution of information to elected members when LDMG activated.

Customer contact process

Peak Services are Council's after-hours provider for customer contact and there are a number of factors considered:

1. If on-call officers are inundated and start missing calls from Peak Services, these calls are escalated to management and senior management by Peak Services.
2. If the Local Disaster Management Group moves to "Stand Up" the Local Disaster Coordinator can commence operation of "Local Disaster Coordination Centre" if Peak Services is inundated with calls and extensive delays or if the Local Disaster Coordinator believes it is critical to the operation of the LDMG during an event.

Diversion of phones can occur back to Council's day-time mode and set up call centre staff to take calls if rain event is occurring after-hours.

Resource planning occurs to ensure we have Loggers / Taskers / Council Liaison Officers / LDMG staff at the beginning of a foreseeable event.

Its noted by the LDMG that a call centre is not to replace emergency calls or requests for assistance that would normally go to agencies directly.

Community education/messaging

Media Release - Emergency Alerts

Media Release If it's flooded – forget it

Media release - Ongoing changing conditions in these situations

Media Release – Bridge Inspections following flood

Media release - perception of signage rules and driver responsibility / what lays under water

Messaging around emergency numbers – 4189 9100 or 000 or SES

Preloaded approved templates will be set up for future

Saved media releases into the operation in G:drive

Signage response

Review road closures and map processes and protocols

1. Review of maps – trouble spots, access issues. Maps with exact location of signage to be kept in each vehicle.
2. Stocktake of available signage for required closures per location.
3. Confirm signage locations (worst case) and required numbers.
4. Review and define a process for Road Closures due to flooding/water over road.
5. Define process for confirmation of actual complete road closure i.e. signs and placement, locations and drop-down signs if required.
6. Signage review and signs ordered to be increased as required.

Other DM Business

The Bunya Mountains Disaster Management Sub Group meeting was postponed from Friday 1 April 2022 and has been rescheduled to 22 April 2022.

Vaccination clinics were held at Kingaroy Town Hall from 17th to 20th March 2022 and at Murgon Town Hall from 25th to 27th March 2022. 1st, 2nd, boosters and children vaccinations were available at these clinics.

WATER & WASTEWATER BRANCH PORTFOLIO REPORT

The following are current/planned works
 Updated as of 24/03/2022

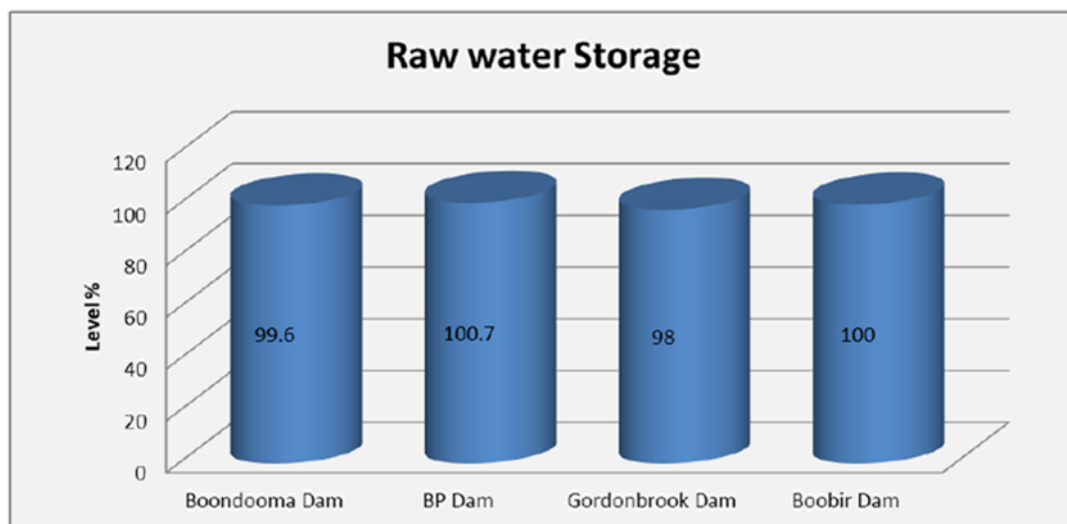
Capital Works 21/22 and Current Water Main Replacements

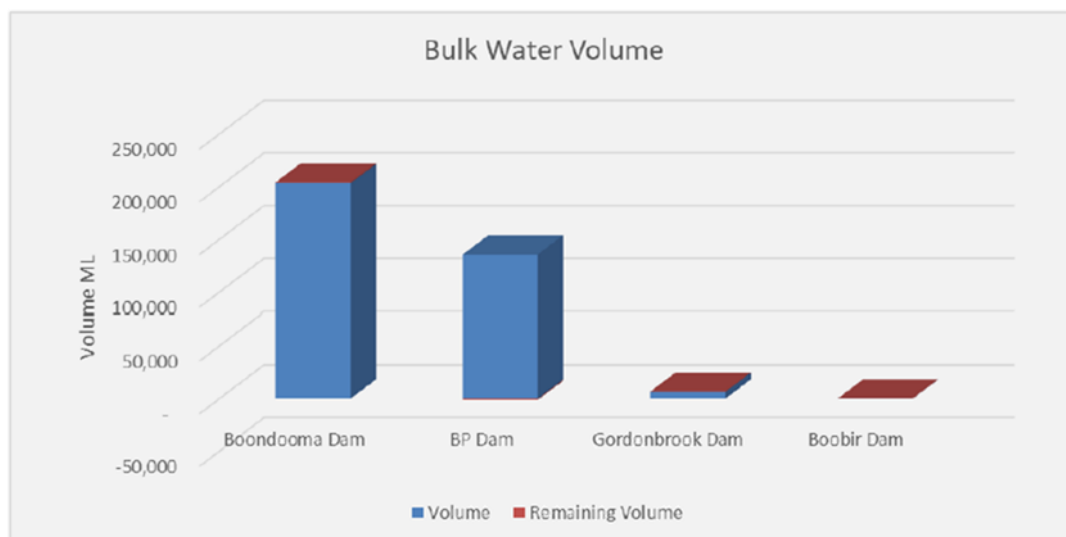
Name	Description	Expected Start	Expected Completion	Budget Amount	Actual
SCADA and Cyber Security Updates	Replace existing SCADA to regionalise system	July 2021	June 2022	\$350000	\$134971
KTP - Kingaroy (Alford - Haly St) WMR	water main replacement.	Jan 2022	April 2022	\$317000	\$149544

All other 21/22 CapEx works are under planning or awaiting tender approval.

Restriction & Dam Levels at 24/03/2022

All towns remain on level three (3) Water Restrictions.





Sunwater supply scheme	Water storage	Schemes supplied	FSL (m)	Current level	FS Volume (ML)	Current Volume (ML)	Current capacity (%)	High Priority water Allocation	Medium Priority Allocation
Boyne River & Tarong	Boondooma Dam	Boondooma Scheme, Proston Rural scheme, Kingaroy, Blackbutt	280.4	280.36	204,200	203,404	99.6	100%	100%
Barker Barambah	BP Dam	Wondai, Murgon	307.36	307.34	134,900	135,844	100.7	100%	100%
	Gordonbrook Dam	Kingaroy	391.5	391.47	6,800	6,466	98	N/A	N/A
	Boobir Dam	Blackbutt	434	434	170	170	100	N/A	N/A

Key Highlights

SBRC had advanced in the Building our Regions Funding (BOR) application process and are now preparing the detailed design.

Provision of the Off-stream Storage would significantly reduce risk associated with the need to use 100% Gordonbrook sourced water in periods when Boondooma supplies are offline.

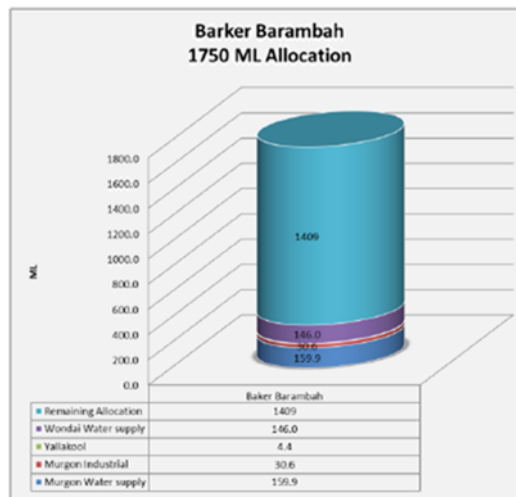
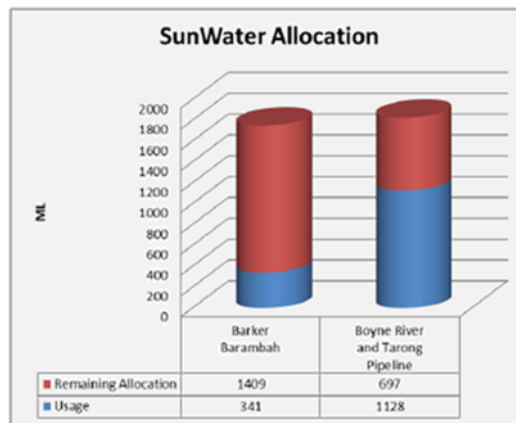
Council continues to monitor water storage throughout the region. Current levels as at 24/3/2022 are:

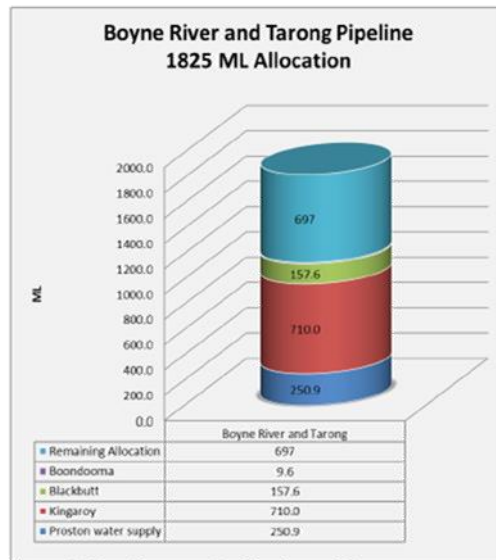
- Boondooma 96.6%.
- BP Dam 100.7%
- Gordonbrook Dam 98%.
- Boobir Dam 100%.

Water Allocations and Financial Year Consumption

Recorded at 24/3/2022

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	159.9	1400	1205.1	86%	27%
	Murgon Industrial	30.6				
	Yallakool	4.4				
	Wondai Water supply	146.0	350	203.965	58%	
	Sub Total	341	1750	1409	81%	
Boyne River and Tarong Pipeline	Proston water supply	250.9	500	249.1	50%	
	Kingaroy	710.0	1110	400.0	36%	
	Blackbutt	157.6	200	42.4	21%	
	Boondooma	9.6	15	5.4	36%	
		Sub Total	1128	1825	697	38%

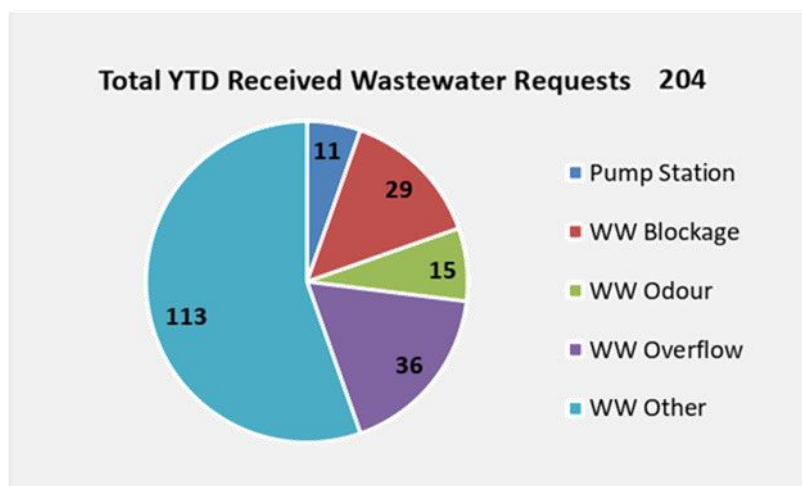


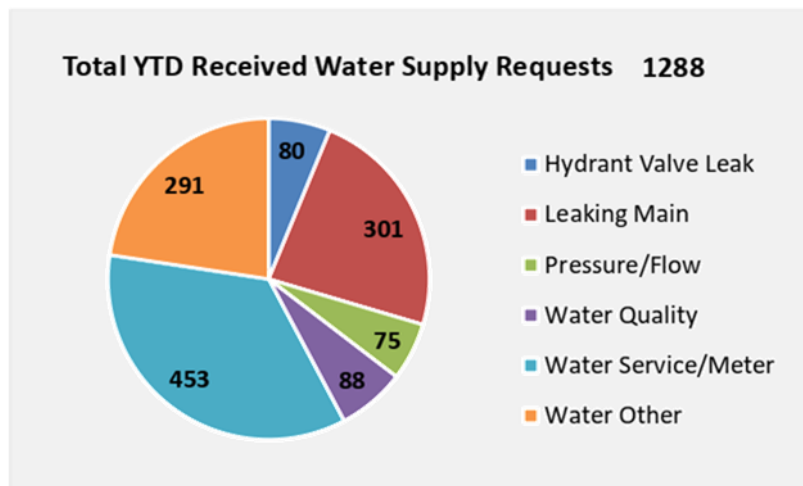


*Annual allocations are for the financial year

Reactive Work - Financial Year to Date

Town	Sewer Blockages	Other Sewer Issues	Water Main Breaks	Other water issues
Kingaroy	20	37	19	454
Murgon	1	10	5	22
Wondai	1	7	5	21
Nanango	2	17	26	131
Blackbutt	0	1	2	37
Proston	0	1	2	3
Proston Rural	NA	NA	7	6
Kumbia	NA	NA	0	14
Wooroolin	NA	NA	2	13





8 QUESTIONS ON NOTICE

8.1 QUESTIONS ON NOTICE

File Number: 02-03-22

Author: Personal Assistant Infrastructure

Authoriser: Chief Executive Officer

The following questions on notice were received at the January General Council meeting and the March Infrastructure Standing Committee Meeting.

Questions

1. Where are we situated with Foggy's Quarry at Nanango. Are we close to operating that gravel pit?
2. How many people were spoken to and asked on the consultation process for the christmas tree and the roundabout?
3. New infrastructure and new maintenance requirements. Are we regularly turning the irrigation system on and re-looking at our program in terms of interim CBD maintenance?

Responses

1. Responses are contained in the attachments of the report.

RECOMMENDATION

That the responses to the questions raised be received and noted.

ATTACHMENTS

1. **April Question on Notice Responses** [!\[\]\(8355073e142dc50a1ca12e74a2b70822_img.jpg\)](#) 

Infrastructure's Questions on Notice

(Q1) Question on Notice from Cr Jones

Where are we situated with Foggy's Quarry at Nanango. Are we close to operating that gravel pit?

Council officers are currently working on the environmental reports, to be submitted to the Department of Environment and Science. Once submitted we are looking at 3–4-month timeframe for approvals. Timeframe is looking like being operational towards the end of this calendar year.

(Q2) Question on Notice from Cr Jones

How many people were spoken to and asked on the consultation process for the christmas tree and the roundabout?

An exact number of community members surveyed is unable to be noted as some conversations were held with residents who declined to fill in a feedback form. Majority of community members consulted during the engagement sessions held in Wondai were asked their preference of the Christmas tree location and to document that preference on their completed feedback form. During the period of consultation a total of 104 completed feedback forms were received and of those, a total of 24 documented their Christmas tree location preference (Coronation Park – 18, Roundabout – 6). For the residents who declined to fill in a feedback form, a tally was recorded of preference (Coronation Park – 20, Roundabout – 0)

(Q3) Question on Notice from Cr Schumacher

New infrastructure and new maintenance requirements. Are we regularly turning the irrigation system on and re-looking at our program in terms of interim CBD maintenance?

Infrastructure and Parks and Gardens teams have met to review the garden maintenance within the Kingaroy CBD. The parks teams have continued to schedule regular watering with the irrigation systems, however the performance of the plants has been affected in some cases due to excessive rainfall then dry periods. In regards to ongoing maintenance, the parks team will provide four (4) to six (6) hours per week to maintain gardens on a rotational basis. Further plans for street cleaning proposals will be brought to future community standing committee.

9 CONFIDENTIAL SECTION

10 CLOSURE OF MEETING