



LATE ITEMS INFRASTRUCTURE COMMITTEE MEETING

AGENDA

2 SEPTEMBER 2015

Your attendance is required at a meeting of the Infrastructure Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 2 September 2015 commencing at 3:00pm for transaction of the enclosed business.

A handwritten signature in black ink, appearing to be the initials "C R" followed by a long horizontal stroke.

CHIEF EXECUTIVE OFFICER
31 August 2015

Next Meeting Date: 07.10.15

Please note:

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.

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8 OFFICERS' REPORTS

8.1 CYCLE NETWORK LOCAL GOVERNMENT GRANTS PROGRAM

File No: 5732

Attachments:

1. Program Guidelines
2. Upper Dawson Road Working Plan
3. North Street Concept Plan

Authorising Officer: Robert Holmes - General Manager Regional Services

Author: Martin Crow - Manager Engineering Services

SUMMARY

The Department of Transport and Main Roads have recently called for funding submissions under the Cycle Network Local Government Grants Program. Council Officers are proposing to submit several projects under this program.

OFFICER'S RECOMMENDATION

THAT Council

1. Endorse the submission of the following projects for round 1 of the Cycle Network Local Government Grants Program:
 - a. Upper Dawson Road between Nathan Street and Blackall Street
 - b. North Street between Canning Street and West Street; and
2. Agree to fund 50% of the project cost should a funding submission be successful.

COMMENTARY

Council adopted the Central Queensland Principal Cycle network Plan (CQPCNP) in June 2014. Since June 2015, Council Officers have been working with TMR and their consultants on three priority routes / areas. TMR's consultants were asked to look at gaps or deficiencies and make some recommendations in relation to the three priority routes or areas nominated by Council Officers. The three areas that were nominated form the spine of the cycle network in Rockhampton These areas are:

1. Norman Road and Moores Creek Road through to the Fitzroy River crossings.
2. North Street into Canning Street and into and along Upper Dawson Road; and
3. Cycle access on the three Fitzroy River crossings and the interconnectivity between them.

For the 2015/16 funding round, it is proposed to submit the following projects.

1. Upper Dawson Road between Nathan Street and Blackall street.

Upper Dawson Road is identified as a priority route in the CQPCNP. There is currently \$200,000 available in this year's budget to complete this work. It is proposed to continue the shared path on the western side of the road from the recently completed work north of Nathan Street through to Blackall Street. To facilitate this project, Council officers were originally looking at excavating and retaining the existing cutting to provide the width required however it has been established that most of the existing cutting and concrete wall are located on private property. Rather than proceed with a resumption process, Council officers are now looking at shifting the road to the east to create footpath width on the western side. Design working plans show this is a feasible solution and so preliminary designs and estimates are being completed. Working plans and estimates indicate that this project is likely to cost in the vicinity of \$400,000.

2. North Street between Canning Street and West Street.

North Street is identified as a priority route in the CQPCNP. There is \$330,000 in this year's budget to carry out some pavement repairs and asphalt reseal the pavement on the northern side of the street. During potholing to check pavement thicknesses it was noted that there does not appear to be any footing under the existing retaining wall for the median and the retaining wall is in poor condition in sections. This section of North Street is the only section of that street between Agnes Street and Bolsover Street that there is insufficient width to fit a cycle lane on both sides. The advice regarding the condition of the retaining wall indicates that Council may have to replace the retaining wall some time in the near future. This would present an opportunity to narrow the centre median to create enough room on the northern side of North Street to fit a cycle lane. This previously was not possible due to a large water main in the median that runs just behind the retaining wall however FRW are replacing the water main in this year's budget and relocating it to the kerb side. Preliminary designs have been completed and the preliminary estimate is \$1.30M to widen and overlay the road and construct a new retaining wall. Options to deliver this project include submitting an application for the whole project and deferring another project to fund the additional \$330,000 Council would need for their 50% share of the project or deliver the project in 2 stages of \$650K each over 2 years with Council utilizing the current budget in the 15/16 year and budgeting appropriately in the 16/17 year.

As the second round of this grants program is likely to be called in November 2015, further thought should be given to other projects on the CQPCNP that could be submitted. One project that was being promoted several years ago was the possibility of constructing a pedestrian and bicycle underpass on the Kerrigan Street leg of the Feez Street and Moores Creek Road roundabout. Preliminary plans were prepared with an indicated estimate of \$600,000 to carry out this work. The gap analysis work will also identify a number of constraints or non-complying infrastructure on the existing roads which may require rectification.

BACKGROUND

The Queensland Government recently announced the state-wide expansion of the Cycle Network Local Government Grants Program. The objective of the program is to work with local governments to deliver best practice, high quality and safe cycling infrastructure and facilities on principal cycle networks across Queensland. TMR have indicated that approximately \$2 Million is available in 2015/16 and a further \$15.2 Million is available in 2016/17. The grants program guidelines indicate that successful projects are to be started in the 2015/16 financial year and completed in the 2016/17 financial year.

Local governments that have formally endorsed a Principal Cycle Network Plan (PCNP) are eligible to apply for a 50 percent grant for the design and/or construction of high quality cycling infrastructure that contributes to the delivery of the principal cycle network. As the Central Queensland PCNP has been formally endorsed by Rockhampton Regional Council, Council will be eligible to apply for funding from the 2015-16 program.

Projects eligible for this funding include the detailed design and/or construction of:

- * On-road bike lanes
- * Off-road bikeways/veloways
- * Off-road shared paths
- * Bridges and underpasses
- * Bicycle crossing provisions
- * Mid-trip and end-of-trip facilities, and
- * Directional and route signage.

Applications close Friday 18 September 2015. Successful projects are to be announced in November 2015. At this time a second funding round will be called for the 2016/17 and 2017/18 financial years.

PREVIOUS DECISIONS

On the 4th June 2014, Council resolved that the Rockhampton sub-region section of the Central Queensland Principal Cycle Network Plan be endorsed.

BUDGET IMPLICATIONS

Indicative estimates indicate the Upper Dawson Road project will cost in the order of \$400,000. Council has \$200,000 available in the 2015/16 budget to fund it's 50% share of this project.

Indicative estimates indicate the North Street project will cost in the order of \$1,300,000. Council has \$330,000 available in the 2015/16 budget but would be required to find an additional \$320,000 in the 2016/17 capital budget to fund it's 50% share of this project

LEGAL IMPLICATIONS

Council will be required to enter into funding agreements with the State Government if funding submissions are successful.

CORPORATE/OPERATIONAL PLAN

The endorsement of the CQPCNP and the delivery of projects on the network supports Strategy 3 within the Community Plan: "A community that enjoys a range of strategically placed and integrated pedestrian and cycle paths".

CONCLUSION

With the endorsement of the CQPCNP in June 2014, Council is now in a position to submit applications to the Cycle Network Local Government Grants Program. Three priority routes have been identified and projects have been identified on these routes that meet the funding program guidelines. If all project submissions are successful, Council will need to source additional capital funds to meet their 50% funding obligations. A second round of funding will be announced towards the end of 2015. Council should consider which projects it may like to submit in that round.

CYCLE NETWORK LOCAL GOVERNMENT GRANTS PROGRAM

Program Guidelines

Meeting Date: 2 September 2015

Attachment No: 1

Department of Transport and Main Roads

Program Guidelines

Cycle Network Local Government Grants Program Guidelines



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Program Overview

The Queensland Government is committed to achieving the *Queensland Cycle Strategy 2011-2021* vision of 'more cycling, more often on safe, direct and connected routes'.

The Cycle Network Local Government Grants Program allows the Queensland Government to work closely with local governments to achieve this vision by delivering and improving principal cycle networks across Queensland.

To get more people cycling more often, cycling needs to be accessible and safe, with facilities that encourage new riders, women and children. The Cycle Network Local Government Grants Program supports local governments to deliver best practice, high quality and safe cycling infrastructure and facilities.

Ultimately, the program aims to contribute to the delivery of comprehensive and connected Principal Cycle Networks across Queensland.

Program Objectives

The objective of the Cycle Network Local Government Grants program is to support local governments in the delivery of cycling infrastructure projects that:

- deliver quality infrastructure which meets best practice design and construction standards
- complete missing links and/or remove barriers that present significant obstacles to cycling
- improve access to trip attractors
- contribute to the development of the principal cycle network
- anticipate and support future demand and use based on mode share targets.

Eligibility

All project applications must be jointly funded, with the grant providing a maximum of 50 percent of the total project cost. Projects must contribute directly to the delivery of the relevant regional Principal Cycle Network Plan and contribute to network outcomes by improving access to major trip attractors.

Projects considered eligible for Cycle Network Local Government Grant funding include:

- Delivery of cycling infrastructure, including but not limited to;
 - on-road facilities, including shoulder widening, line marking, lane and intersection reconfiguration and priority signalling
 - off-road shared paths
 - off-road exclusive use bikeways
 - crossing provisions including at-grade treatments, bridges or underpasses
 - mid-trip facilities and end-of-trip facilities
- Delivery of projects supporting cycling infrastructure, including but not limited to;
 - directional and route signage
 - lighting of cycle paths and bikeways

- data collection for the purposes of monitoring and reporting on the performance of cycling infrastructure.

- Preliminary and/or detailed design of any of the above.

Projects deemed ineligible for Cycle Network Local Government Grant funding include;

- Bicycle Awareness Zone (BAZ) treatments
- planning and/or concept plans
- local network strategies or plans
- land acquisitions (except as part of project construction)
- general road or non-cycling related upgrades
- projects that do not meet minimum standards set by Austroads.

How to Apply

To apply for funding:

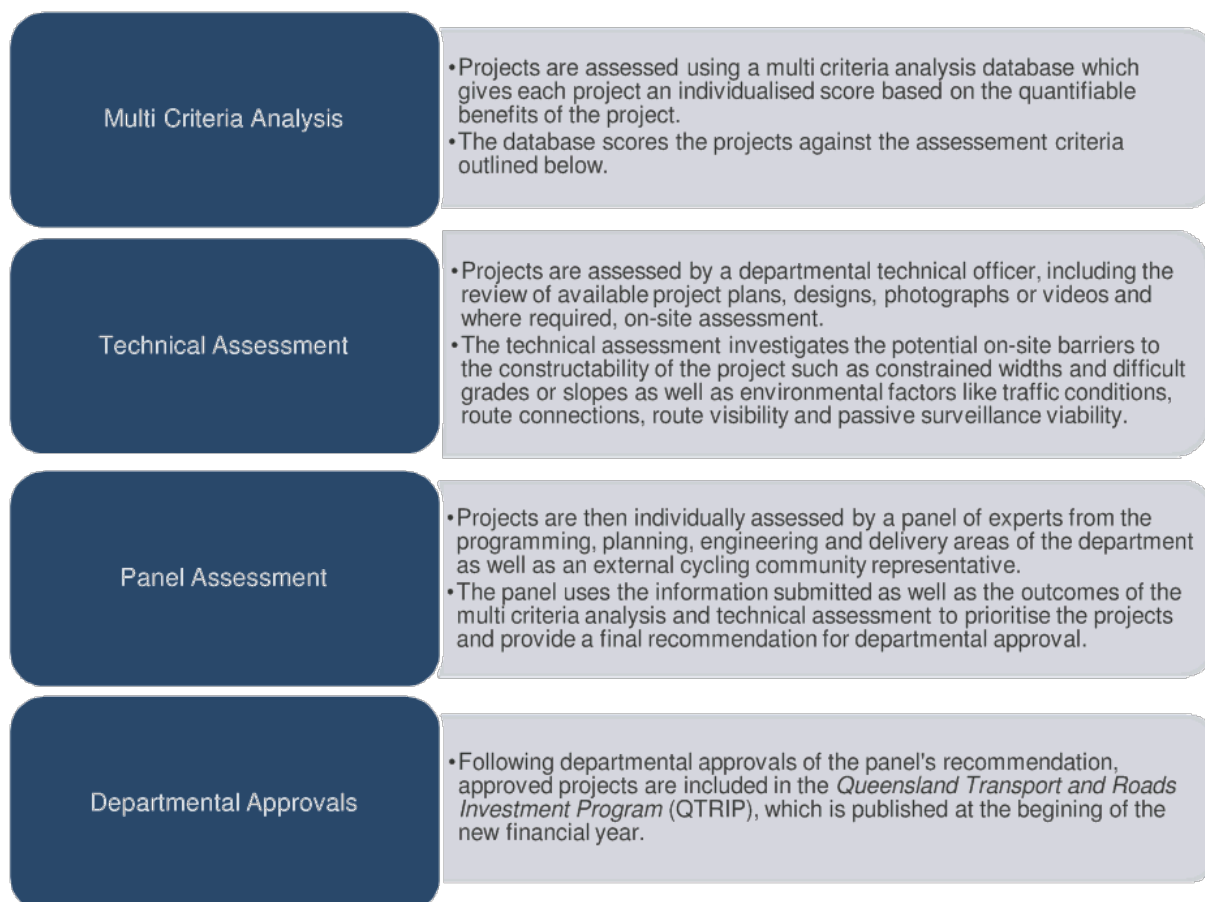
- thoroughly review the Program and Technical Guidelines
- complete an application form for each project, ensuring all aspects of the form are completed
- prepare all supporting documentation including:
 - maps showing the project context and land uses to be served
 - plans or designs, where possible
 - site photos or video footage along the length of the route in each direction. Photos/video should clearly show the following:
 - the proposed alignment of the project
 - constrained widths between any barriers such as fences, poles, trees or services
 - cross slope or longitudinal slope that may need retaining walls or earthworks and could affect constructability or cost
 - any drainage on, or near, the route that could require specific treatment
 - any potential issues for crime prevention through environmental design¹.
- submit application forms and supporting documents. Department of Transport and Main Roads (TMR) will supply application forms and submission details to council officers directly.

If you have any queries or issues regarding the application/submission process please contact tmr.cycle.grants@tmr.qld.gov.au.

¹ See section 4.6 (page 20) of the *Crime Prevention through Environmental Design (CPTED) Guidelines for Queensland, Part B: Implementation Guide* (www.police.qld.gov.au/programs/cscp/safetyPublic) for a detailed checklist of issues to be highlighted in photographs/video.

Assessment Process

Project applications are prioritised through a rigorous assessment process in order to ensure a fair allocation of funding. The assessment process is detailed below.



Assessment Criteria

Project applications are individually scored against six key selection criteria to determine a rank based on the project's quantifiable benefits. The initial project rank can be altered following the technical and panel assessment processes, which acknowledges the aspects of a project that are less quantifiable.

Go/ No Go Assessment

The three requirements listed below can be used by local governments as a quick means of determining if your project will be eligible for funding through the Cycle Network Local Government Grants Program. Projects that do not meet the three requirements listed below will most likely be ineligible for funding or result in a low project ranking.

Go/No Go Assessment:

- Does the project fall on a Principal Cycle Network Plan route?

- Does the project meet the program’s standards² for cycling infrastructure?
- Is the project a detailed design and/or construction project?

1. Connectivity

Improved regional cycle network connectivity is a key goal of the program. Projects will be evaluated against how well they contribute to connecting communities to [trip attractors](#) like public transport facilities, areas of employment, educational facilities, retail and service hubs, sporting and recreational facilities.

2. Demand

Projects are expected to provide facilities that are designed to adequately meet projected use for the foreseeable future (10 years) and have sufficient capacity for volumes at peak periods. Projects will be evaluated on their anticipated use and community support. Considerations include the population around the project location, the project’s potential for creating additional active transport trips in the catchment area and the amount of public/community and political demand for the project.

3. Network Enhancement

The purpose of the program is to contribute to and accelerate the delivery of principal cycle networks. Projects will be evaluated against their contribution to the delivery of the relevant Principal Cycle Network and connections to other local and/or regional cycling infrastructure. Projects will also be evaluated against their contribution to addressing barriers in the network. Barrier categories are shown in the table below.

Barrier Category	Example of barrier type
Critical	A bridge crossing over a river or creek
Major	A bridge crossing over a road
Moderate	Improvements to intersections or end-of-trip facilities
Minor	Providing road crossings, signage and/or security improvements

4. Safety

Projects must comply with the design standards defined for bicycles in the *Austroroads Guide to Road Design* and any other requirements specified by the department or negotiated with funding recipients. Program specific requirements and supplementary guidance to the *Austroroads Guide to Road Design* is outlined in the 2016-17 Technical Guidelines.

Crime Prevention through Environmental Design (CPTED) is a method of using the built environment, space and design to maximise the personal security and safety of facility users. To minimise the opportunities for crime to occur, the department also supports the inclusion of lighting and CCTV as part of a project.

Projects will be assessed on the extent to which the project improves safety and security by complying with all applicable regulations and standards³, reducing road/path user conflicts, addressing unsafe sites and incorporating CCTV, lighting, signage and/or other safety improvements.

² The standard for an on-road facility is 1.2m wide or greater and for an off-road facility is 3.0m wide or greater. More information on the program’s specific technical requirements is available in the Technical Guidelines.

³ Please see the 2016-17 Technical Guidelines for more information on design guides and standards that must be complied with.

5. Cost Effectiveness

Project cost effectiveness will be carefully assessed to ensure the available funding delivers infrastructure that is cost effective and strategically prioritised. Project ranks will be quantified by cost versus population, as well as considerations such as expected travel time savings, generation of additional cycling trips, strategic delivery (that is, delivering facilities in conjunction with other major projects and/or facilities that provide alternatives that would incur a greater expense).

6. Strategic Importance

The strategic importance of a project will be assessed considering the overall positive impact of the project on the cycle network.

Projects on the principal cycle network that fit into one of the following categories identified in the *Queensland Cycle Strategy 2011-2021* will also be considered as a priority for funding:

- Connect To – facilities within a 5km radius of key public transport stations and stops
- Complete 5 – facilities on Principal Routes within a 5km radius of key centres
- Educated Ways – facilities within a 3km radius of schools, universities and TAFEs.

Criteria Weighting

The aims of the program criteria, along with their measures and weightings are summarised below.

Criteria	Weighting	Measure	Aim
Connectivity	12%	Number of trip attractors served along a route per kilometre.	Higher number of trip attractors indicates higher potential demand.
	12%	Diversity of trip attractors served along a route.	Indicates whether a route will serve various types of users.
Demand	12%	Total population within a 500m radius of a route.	Identifies potential demand for a route.
Network Enhancement	12%	Contribution to the regional's principal cycle network.	Measures opportunities to fill missing links and complete routes and corridors.
	12%	Addresses a major barrier to cycling.	Measures the impact of the project on major physical barriers.
Safety	10%	Creates or contributes to a safer and more secure environment for cyclists.	Aims for a high quality corridor with no/limited driveway crossings, desirable widths of 4m or a protected bike lane as the safest form of cycle infrastructure with the greatest opportunity to encourage cycling.
			Lighting and signage will improve the safety and usability of the network.
Cost Effectiveness	10%	Project cost divided by the population served by the route.	Produce a cost effective outcome.
Strategic Importance	20%	Weighs the project against current strategic priorities of both the department and council.	Ensures that infrastructure is delivered where it will have the most positive impact on the principal cycle network.

Successful Projects

The annual Cycle Network Local Government Grants Program allocation is announced through the publication of the *Queensland Transport and Roads Investment Program (QTRIP)* which is released at the beginning of the financial year. Projects are listed individually in QTRIP on the local network under the relevant TMR region.

Following the release of QTRIP, councils will be notified regarding the outcome of the assessment process and the next steps for successful project applications. There are several requirements which must be met in order to receive funding, the following information details these requirements and the relevant associated processes.

Funding Agreement

Successful applicants are required to enter into a legally binding Funding Agreement with the Queensland Government before commencing the project and making claims for payment. The Funding Agreement must be signed in duplicate by an authorised officer and one copy returned to TMR.

The Funding Agreement includes various clauses regarding the requirements of TMR and council. The major responsibilities for councils receiving funding through the Cycle Network Local Government Grants Program are outlined below.

Project Works Schedule

Within fourteen (14) days of execution of the Funding Agreement a Project Works Schedule for each project must be lodged with TMR. The schedule should outline, as accurately as possible, the forecast delivery dates of project milestones, including design plan submission, start and completion of construction.

Eligible Costs

Funding provided through the Cycle Network Local Government Grants program is strictly for expenditure on direct costs incurred by council in the delivery of the approved project scope detailed in the executed Funding Agreement.

Projects must be jointly funded between TMR and council, with a maximum of 50% funding from the Cycle Network Local Government Grants Program. Councils (excluding Aboriginal and Torres Strait Islander (ATSI) communities) should not match the grant amount with funding from other state government programs.

Project actual expenditure must be reported at the completion of the project before the final payment will be made and any savings are to be shared equally. Requests for additional project funding may be considered through a variation request application process.

Payment Claims

Projects will be funded over two financial years, with the first and second milestones payable in year one and the third milestone payable in year two.

The milestone requirements and payment schedule is outlined below:

Milestone 1 (50%)	<ul style="list-style-type: none"> • A first payment of 50% of the approved grant funding will be payable for each project following the execution of the Funding Agreement in Year 1.
Milestone 2 (25%)	<ul style="list-style-type: none"> • A second payment of 25% of the approved grant funding will be payable for each project in Year 1 upon commencement of project works, following approval of project design plans. • For projects not including construction, the second payment is payable upon commencement of design works. • It should be noted that failing to commence an approved project within the relevant funding financial year without an approved timing variation could result in termination of the agreement (clause 14.1a of the Funding Agreement).
Milestone 3 (25%)	<ul style="list-style-type: none"> • A final payment of 25% of the approved grant funding, less any unexpended funds* will be payable for each project in Year 2 upon successful completion of the project in accordance with the following: <ul style="list-style-type: none"> • a final project report, schedule of expenses and photographs having been submitted • project completed in accordance with the terms of the funding agreement • the project has been approved as complete by an authorised officer of the department. • If a funding recipient does not comply with these requirements for an approved project, the final 25% may be withheld until all relevant reporting is submitted. <p>*Unexpended funds means those funds paid or payable to the funding recipient, which are not required to successfully complete an approved project.</p>

Reporting and Evaluation

To ensure effective management of the Cycle Network Local Government Grants Program across Queensland, councils are required to comply with the following reporting requirements:

- **Project Progress Reports**
 - Councils are required to submit a monthly project progress report on all active projects
 - The progress report must be submitted within fourteen (14) days of receiving the request from TMR
 - The report will collect information regarding the project status, expected milestone delivery date changes and project risks or issues.

- **Final Project Reports**
 - Councils are required to submit a final project report for each project at completion
 - The final project report must be submitted within thirty (30) days of completion of the relevant project
 - The report template must be completed, signed and submitted to tmr.cycle.grants@tmr.qld.gov.au with the following attachments:
 - a summarised project expenditure report showing the final cost of the project
 - for projects covering design only, copies of the design plans should be submitted to TMR prior to project completion for comment and/or approval
 - for construction projects, [photographic evidence](#) of the constructed facility, meaning photographs or video of the project which clearly show the final delivered facility. See [Attachment 2](#) for a photo evidence checklist. Please note that TMR reserves the right to audit construction project quality and conformance to the Funding Agreement and if necessary request changes.

Project Variations

Unforeseen circumstances can, on occasion, result in changes to the deliverability of projects as originally outlined in the Funding Agreement. When this occurs councils are able to apply for a project variation which will be assessed and actioned as appropriate. For further information on variation processes or to discuss potential options, please contact tmr.cycle.grants@tmr.qld.gov.au.

The table below outlines the assessment/approval methods for various types of project variations:

Council Steps	Assessment/Approval Process
Milestone Date Variation (if able to deliver within Years 1 & 2)	
<ul style="list-style-type: none"> • Submit an updated Project Works Schedule via email, with a brief but thorough explanation of the reason/s for the delay. • Note: early delivery needs only to be reported through the monthly project progress report. 	<ul style="list-style-type: none"> • An email confirming approval of the updated Project Works Schedule will be sent back to council. • The schedule changes will be recorded.
Timing Variation (if unable to deliver the project within Years 1 & 2)	
<ul style="list-style-type: none"> • Submit a signed letter to Director (Cycling Programs) formally requesting a project extension. • The letter should outline why the project has been significantly delayed as well as clarifying council's commitment to the new delivery timeframe. • Attach to the letter an updated Project Works Schedule. 	<ul style="list-style-type: none"> • The request will be evaluated against program and budget commitments. • If approved, a letter formally approving the new delivery timeframe will be sent to council. • If not approved, TMR will move to terminate the project. In most cases, expended funding is required to be returned to TMR.

<p>Project Scope Variation (includes change of alignment, width, length, and so on)</p>	
<ul style="list-style-type: none"> • Submit a completed project variation application form. • Include as much detailed information as possible regarding why the scope must change. • Clearly outline the proposed new project description as compared to the original description. • Attach any relevant designs, maps, photographs, or other documentation. 	<ul style="list-style-type: none"> • The request will be evaluated against the program requirements and aims. • If approved, duplicate copies of a Substitute Schedule 3 with new project details will be signed and sent to council for signature. The substituted schedule is sufficient evidence of a Funding Agreement variation. • If not approved, TMR will negotiate with council regarding options, which may include a different alignment, design, etc. Alternatively it may be concluded that council withdraw the project, with some or all of the expended funding to be returned to TMR.
<p>Project Cost Variation</p>	
<ul style="list-style-type: none"> • Submit a completed project variation application form. • Include as much detailed information as possible regarding why the project cost has changed. • Note: project savings should be highlighted through the monthly project progress report and must be reflected in the final claim. 	<ul style="list-style-type: none"> • The request will be evaluated against the program requirements and aims and available funding. • If approved, duplicate copies of a Substitute Schedule 3 with new project details will be signed and sent to council for signature. The substituted schedule is sufficient evidence of a Funding Agreement variation. • If not approved, council may proceed without additional funding or withdraw the project, with some or all of the expended funding to be returned to TMR.
<p>Project Withdrawal</p>	
<ul style="list-style-type: none"> • Send an email to TMR formally withdrawing the project. • Include reason/s for the withdrawal and any alternative or future plans council may have relating to the project. 	<ul style="list-style-type: none"> • Council will be required to return any TMR funds already paid to council. • TMR will raise and submit an invoice to council for the return of these funds.

Acknowledgment of the State

Councils are required to acknowledge the Queensland Government contribution to any project receiving funding through the Cycle Network Local Government Grants Program. Acknowledgement should be made in all media releases, announcements, events and on-site signage.

- **Media Opportunities**

TMR should be notified of any planned media events, opportunities or statement releases a minimum of fourteen (14) days prior to the event. Notification should also include the provision of any relevant event materials, including draft statements, run sheets, site maps and so on.

- **Signage**

Approved projects are required to have on-site signage, in accordance with corporate templates provided by TMR, installed no later than thirty (30) days prior to the commencement of construction work. This signage should remain on-site for a minimum of one year after the completion of the construction works, unless otherwise agreed by the department.

The corporate signage template is provided in [Attachment 3](#).

Privacy and confidentiality

The use and disclosure of information provided by applicants for the program is regulated by the relevant provisions and penalties of the *Right to Information Act 2009* and the *Information Privacy Act 2009* and the general laws of the state of Queensland.

The information contained in applications will be regarded as private and confidential and will be treated as such by the department. This is subject to the operational need to provide applications to assessors and any statutory or legal requirements to provide information to the Parliament and other organisations, for audit, law enforcement, investigate or other purpose.

As part of the assessment of an application, the department may need to consult with, and provide material from the application to, other government agencies or bodies, other organisations and/or relevant individuals, in order to substantiate any claims or statement made in the application form, or to otherwise assist in the assessment of the application. If this occurs, the department will endeavour to ensure that the parties who are consulted observe appropriate confidentiality provisions.

Following approval of an application, the broad details of an application may be placed online via the TMR website. In addition, regular updates will be provided on project implementation and progress.

Definitions and Interpretation

For the purposes of these Guidelines, "local government" is defined to include any Queensland local government authority, or any entity governing or managing a local government area in accordance with legislation such as the *Commonwealth Aluminium Corporation Pty Limited Agreement (Weipa Town Area) Regulation 1994* or other similar governance protocols.

Attachment 1 – Trip Attractor Definitions

The number and diversity of trip attractors along or connecting to a proposed project will determine the potential/expected demand and connectivity benefits of the project. The following table defines the categories of trip attractors assessed through this program.

Attractor Type	Definition	Examples
HIGH LEVEL ATTRACTOR		
Principal Activity Centres	Principal Activity Centres serve catchments of sub-regional significance and accommodate key concentrations of employment. They also serve business, major and convenience retail, and service uses. These centres provide a secondary administrative focus, accommodating regional offices of government and regionally significant health, education, cultural and entertainment facilities. Typically, these centres comprise key nodes in the regional public transport system and are serviced by multimodal public transport.	<ul style="list-style-type: none"> - Central Business District - Hub for regional business, retail and services - Regionally significant health, education, cultural and entertainment facilities - Key regional employment areas
Specialist Activity Centres	As precincts of regional economic significance, these centres provide a primary focus for specialised economic activity, employment and/or education, rather than having a retail function.	<ul style="list-style-type: none"> - Airports/bases - Universities/TAFEs - Major Ports - Hospitals and/or logistics
Transit Oriented Developments	Transit oriented developments are medium to high-density mixed-use precincts focused around mass transit, such as rail or bus transit systems. These developments are likely to coincide with Principal and Major Activity Centres.	
Schools	All primary and secondary schools and colleges located in Queensland are potential cycle trip attractors.	
MEDIUM LEVEL ATTRACTOR		
Public Transport Nodes	Public transport nodes refer to passenger railway stations, ferry terminals, major bus stations and interchanges. These public transit stations provide the opportunity to create multimodal transport nodes. Note: individual bus stops are not considered public transport nodes.	<ul style="list-style-type: none"> - Rail stations - Bus stations or interchanges - Ferry terminals
Local Activity Centres	Local Activity Centres are not regionally significant, but important trip attractors at the local level. Individual or isolated trip attractors, such as corner stores, unless of significant size, are not Local Activity Centres.	<ul style="list-style-type: none"> - Retail and service precincts - Local specialist centres - Cultural & entertainment hubs - Business centres
Industrial Activity Centres	These centres are hubs for a range of value-adding industrial activities occurring within the region. Industrial Activity Centres have high concentrations of employment.	
LOW LEVEL ATTRACTOR		
Recreation Centres	Recreation Centres, such as parks and sports facilities in local communities, are potential trip attractors.	

Attachment 2 – Photographic Evidence Checklist

To assist with the final technical completion approval of construction projects, councils are required to submit photographic or video evidence of the completed project.

A video walk/ride through of the facility is preferred, however photographs will also be accepted. The following checklist provides guidance on the shots (photo or video) that should be included with the Final Project Report.

<p>1. Facility Width</p> <ul style="list-style-type: none"> - photo of tape measure or trundle wheel at typical width - photo of measurement location <p>*Repeat for narrowest width and each section of different width *Repeat for width between handrails and bollards</p>	<input type="checkbox"/>
<p>2. Direction</p> <ul style="list-style-type: none"> - photo of approach, looking in direction of travel - photo of departure, looking in direction of travel <p>*Repeat for each direction of bicycle lane, for each section of road or side road involved *Repeat for each transition between facility type</p>	<input type="checkbox"/>
<p>3. Signage</p> <ul style="list-style-type: none"> - all wayfinding/directional signage - regulatory and warning signage relating to the facility - location of each sign post 	<input type="checkbox"/>
4. All intersections or junctions with other paths or roadways	<input type="checkbox"/>
5. Concrete joints (for off-road facilities)	<input type="checkbox"/>
6. Kerb ramps and tactile pavement markings	<input type="checkbox"/>
<p>7. Any facility restrictions or furnishings, including but not limited to;</p> <ul style="list-style-type: none"> - bollards - fences within 1 metre of the facility - poles - rubbish bins - seat - trees, shrubs, gardens bordering the facility, etc. 	<input type="checkbox"/>
8. Aerial photograph of the extent of the project, if possible.	<input type="checkbox"/>

Attachment 3 – Signage Template

Approved projects are required to have on-site signage, in accordance with corporate templates provided by the department, installed no later than thirty days prior to the commencement of construction work. This signage should remain on-site for a minimum of one year after the completion of the construction works, unless otherwise agreed by the department.

The Queensland Government has strict guidelines around the use of the Queensland Government logo; please refer to the [Queensland Coat of Arms Style Guide](#) which is located at www.qld.gov.au.

(Council branding applied to sign)

One line project title here

Completion: Date here

Cost: \$XX million

Enquiries: 1800 000 000 or website

(Please ensure no logo is more visually dominant than another)



Proudly funded and supported by the Queensland Government



(This is the preferred position of the Queensland Government logo)

Queensland Government

Attachment 4 – Resources

Documents to consider when identifying and developing cycling infrastructure project proposals include:

- [Principal Cycle Network Plans](#)

Projects submitted should contribute directly to the delivery of the relevant regional Principal Cycle Network Plan.

Find your Principal Cycle Network Plan and if applicable, associated priority routes map at www.tmr.qld.gov.au.

- [Queensland Manual of Uniform Traffic Control Devices, Part 9 Bicycle Facilities](#)

This document contains the design of, and the methods, standards and procedures in relation to every sign, signal, marking, light or device, installed on a road.

- [Austroads Guide to Road Design, Austroads Guide to Traffic Management and Austroads Guide to Road Safety](#) (Austroads 2010).

These documents provide guidance for road designers and other practitioners on the design of paths for safe and efficient walking and cycling.

Austroads publications are available at www.austroads.com.au.

- [Technical Information for Cycling](#)

The department has developed a series of notes to assist planners and engineers provide cycling in their area. The notes are available at www.tmr.qld.gov.au.

- [Crime Prevention through Environmental Design – Guidelines for Queensland](#)

The CPTED guidelines considers design and use, identifies which aspects of the physical environment affect the behaviour of people and then uses these factors to allow for the most productive use of space while reducing the opportunity of crime.

Part B Implementation Guide is available at www.police.qld.gov.au/programs/cscp/safetyPublic.

- [Queensland Cycle Strategy 2011-21](#)

Projects submitted should contribute to the Queensland Cycle Strategy 2011-2021 priority areas for action: building safe, direct and connected cycle networks; growing a cycling culture; creating cycle-friendly communities; and developing a cycling economy.

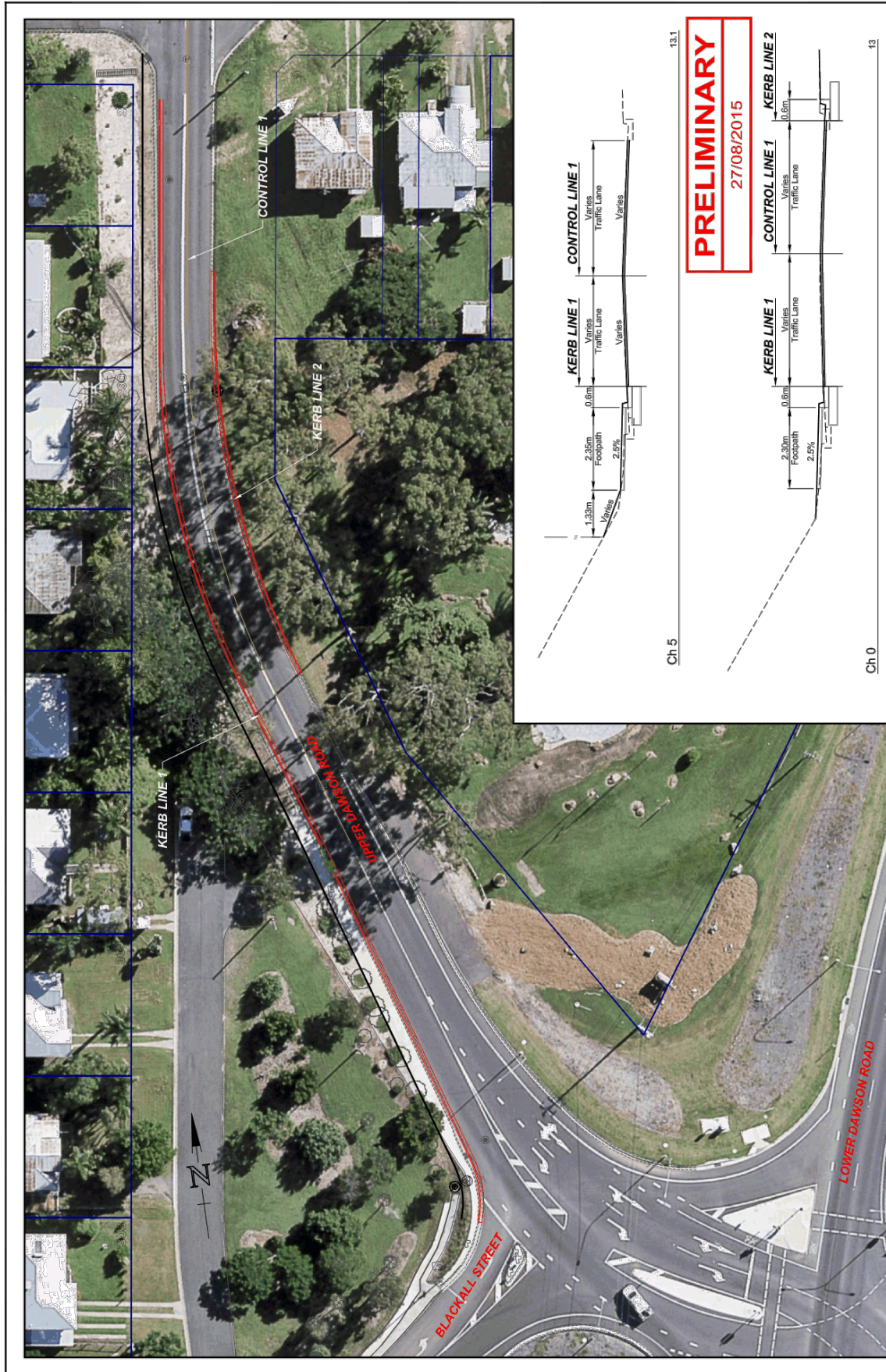
The Queensland Cycle Strategy 2011-2021 is available at www.tmr.qld.gov.au.

CYCLE NETWORK LOCAL GOVERNMENT GRANTS PROGRAM

Upper Dawson Road Working Plan

Meeting Date: 2 September 2015

Attachment No: 2



Surveyor: NPS Date: 28/04/15 Scale: 1:500 Zone: 56 EPA Ref: 2016-015-00-000 XREF: 2016-018-00-000 Ave. Plan:	Drawn: JTB Date: 12/08/15 Scale: 1:500 Zone: 56 EPA Ref: 2016-015-00-000 XREF: 2016-018-00-000 Ave. Plan:	Checked: [] Examined: [] Recomm: []	Design: [] BDD: [] AUG 15	APPROVAL RPEQ No. [] DATE []	MANAGER ENGINEERING SERVICES
AMENDMENTS DESCRIPTION APPR. DATE 0 5m PLAN FULL SIZE A3 SCALE: 1:500 ORIGINAL ISSUE				Project No. 2016-018-015 SHEET No. of [] Job No. C:\DWG\15	
UPPER DAWSON ROAD NATHAN STREET TO BLACKALL STREET (THE RANGE) ROADWORKS CONSTRUCTION OVERALL LAYOUT PLAN					

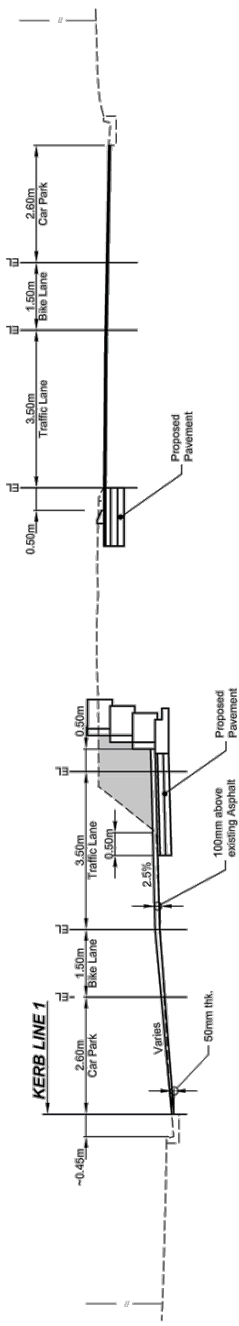
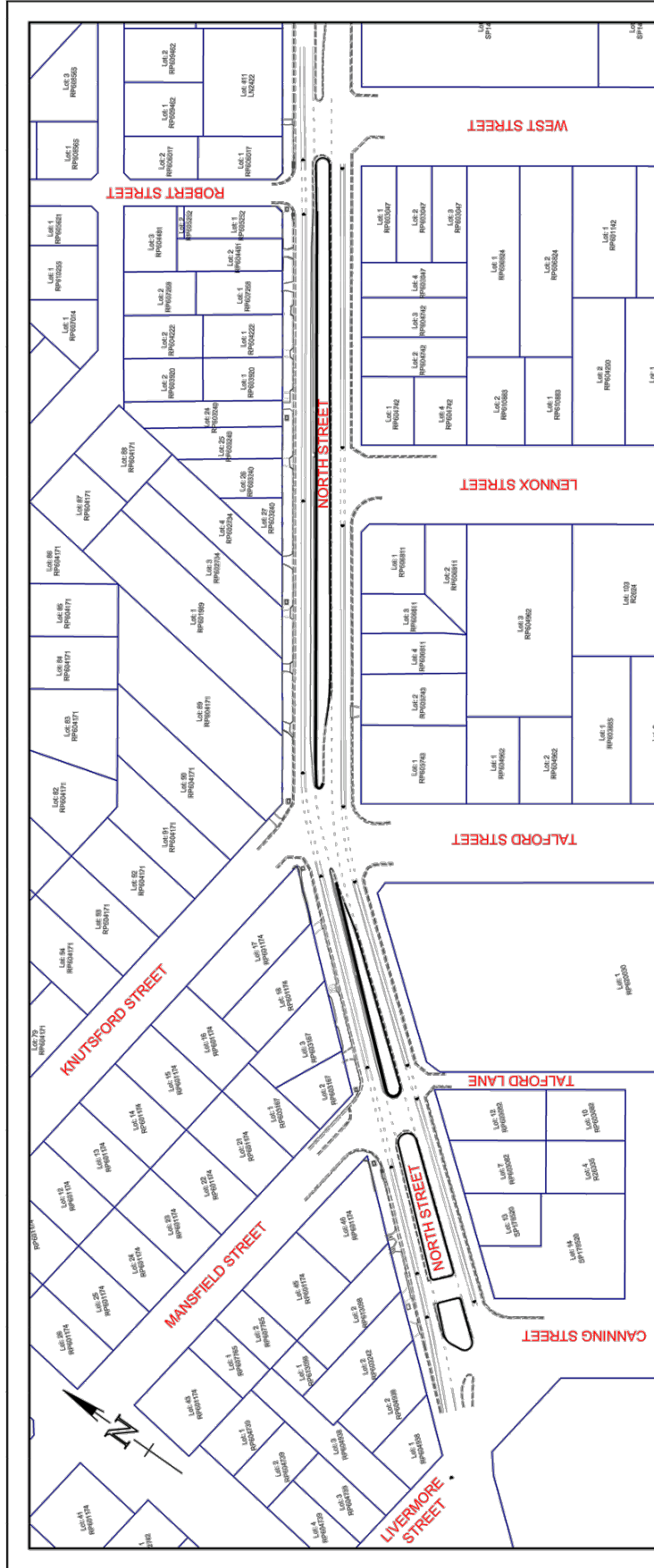
CYCLE NETWORK LOCAL GOVERNMENT GRANTS PROGRAM

North Street Concept Plan

Meeting Date: 2 September 2015

Attachment No: 3

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CONCEPT
21/08/2015

Drawn By: 2015-151-01 Sheet No. 1 of Job No: C-101248 A	NORTH STREET CANNING STREET TO ROBERTS STREET (THE RANGE) ROADWORKS CONSTRUCTION OVERALL LAYOUT PLAN	Approved: _____ DATE: _____ RPEQ No: _____ MANAGER ENGINEERING SERVICES	Designed: _____ Checked: _____ Examined: _____ Formed: _____	AUG 15 Rockhampton Regional Council	AMENDMENTS DESCRIPTION APPR'D DATE NOT TO SCALE FULL A3 SIZE
SCALES: _____ DATE: _____ Drawn By: _____ Checked By: _____ Examined By: _____ Formed By: _____ File Ref: 2015-151-01.dwg XREF: 2015-151-00.dwg Area: _____					

8.2 MOUNT MORGAN MINE REPROCESSING TRANSPORT ROUTES

File No: 8054
Attachments: 1. Correspondence from Charlton Earthmoving
Authorising Officer: Evan Pardon - Chief Executive Officer
Author: Robert Holmes - General Manager Regional Services

SUMMARY

Council has received a request for support from Charlton Earthmoving, on behalf of Carbine Resources to have the refusal of their Mass permit application by the National Heavy Vehicle Regulator (NHVR) reversed (see Attachment 1). This permit is seeking a concessional mass limit of 57.5 tons (PBS Level 2) as opposed to the 50.5 tons (PBS Level 1) that they are currently permitted to operate at. Effectively this is a payload gain of 7 ton per truck. The proposed haulage is for approximately 250,000 ton of pyrite per year and would require 7,575 trucks (15,150 movements) at Level 1 load limits or 6,157 trucks (12,314 movements) at Level 2 load limits. Council Officers met with Charlton Earthmoving and Mini Excavation representatives on Friday 28 August to discuss this matter and Council direction is now sought on its acceptance or otherwise of this level of operation on Council roads.

OFFICER'S RECOMMENDATION

THAT Council agree to the use of Council roads as outlined in this report subject to the proponents entering in to a satisfactory Road Use Agreement that is to address asset protection/maintenance matters and road safety and intersection impacts.

BACKGROUND

Council has received a request for support from Charlton Earthmoving, on behalf of Carbine Resources, to have the refusal of their Mass permit application by the National Heavy Vehicle Regulator (NHVR) reversed (see Attachment 1). This permit would allow the trucks of Mini Excavations from Gladstone to operate on Gordon Lane, Burnett Highway, Razorback Road and Poison Creek Road with a concessional mass limit of 57.5 tons (PBS Level 2) as opposed to the 50.5 tons (PBS Level 1) that they are currently permitted to operate at. Effectively this is a payload gain of 7 ton per truck. The proposed haulage is for approximately 250,000 ton of pyrite per year and would require 7,575 trucks (15,150 movements) at Level 1 load limits or 6,157 trucks (12,314 movements) at level 2 load limits.

Council Officers met with Charlton Earthmoving and Mini Excavation representatives on Friday 28 August to discuss this matter.

COMMENTARY

Following the receipt of the NHVR application, Council consented to the use of Gordon Lane, the Razorback Road and Poison Creek Road for the PBS Level 2 use for a period of 12 months in May; however, TMR refused access for PBS Level 2 for the portion of the Burnett Hwy between Gordon lane and the Razorback turnoff. The applicant then sought to amend the application to bypass the Burnett Hwy portion by using Council's Baree Road which runs parallel to the Highway. Council refused access to Baree Road as this road is effectively a dust seal for the residents that front the road. Baree Road is essentially an access street with limited pavement and is not suitable for heavy vehicle use. It should be noted that when Council Officers approved use of the Council roads, they were under the impression that the approval was for a single truck which would have minimal impact. The permit application did not have any information with regard to the particulars of the trucks or number of trucks seeking approval. There was no specific information linking the application to the proposed works at the mine.

As mentioned previously, the NHVR applications do not identify the volume of heavy vehicle traffic proposed only the type of heavy vehicle to be used. This proposal adds between 12,000 and 15,000 heavy vehicles per year to Council roads depending on whether the

trucks operate at 50.5 tonnes or 57.5 tonnes as requested. These volumes of heavy vehicles will impact on the pavements and warrants a closer examination of road safety and intersection impacts. This would ordinarily be done by a Traffic Impact Assessment triggered through the development approval process or in certain cases related to mining leases, through the notifiable road use provisions of the Mineral Resources Act. Discussions with Officers from TMR support the view that the notifiable road use provisions do apply; however, confirmation from DNRM has not been received. In the absence of critical information with regard to traffic and pavement impacts, it is difficult to provide unconditional support for the proposal either at the Level 1 or Level 2 load limits.

According to Mini Excavations current permit conditions, they can only operate at the Level 2 higher mass limits on roads that are as-of-right approved B- Double routes. It is not clear whether it is an absolute pre-requisite that all roads have to be B-Double routes to allow PBS Level 2 access but that is how the permit reads. Discussions held with TMR to date support this view. As it stands, Gordon Lane and the Razorback are not as-of-right routes and therefore should not have been approved for the PBS Level 2 use. TMR have specifically excluded the section of the Burnett Hwy between the Dee River in Mt Morgan, down the range and through to the Poison Creek turnoff from road train or B-Double use. Council may be approached to approve Razorback and Gordon lane as as-of-right B-Double routes to facilitate the level 2 application. It is unlikely that these roads are suitable for B-Double use.

It is considered that should Council wish to continue indicating support for this project, from a roads perspective it should be conditional on the roads not being required to be approved as as-of-right B-Double routes and on the proponents and/or the State Government entering into an agreement satisfactory to Council with regard to the use of Council roads.

MOUNT MORGAN MINE REPROCESSING TRANSPORT ROUTES

Correspondence from Charlton Earthmoving

Meeting Date: 2 September 2015

Attachment No: 1

Charlton Doblo
Managing Director

Mob: 0418 758 094
Ph: (07) 4974 1358
Email: charltondoblo@optusnet.com.au



Dear

Mayor Strelow, fellow Councillors & CEO

I am site operations manager for Carbine Resources which are at present rapidly developing the Mt. Morgan Mine reprocessing project as per our addressing of full Council in their May general meeting where Pat Walta and myself bought the Rockhampton Regional Councillors and the wider community up to date in where things are heading and what stage of development we are situated at.

I would like to call on full council's help which was offered at the said meeting in regards to advancing the start up process of our project. Our issue is that road access from site to the port of Gladstone has been denied for a PBR rating on a very small section of our planned route. We are looking at transporting approximately 250,000 tonnes of pyrite per year which equates to approximately 7,575 trucks per year at a payload of 33 tonnes, which we can do now under current regulations or 6,157 trucks per year at a payload of 40.6 tonnes this is an increase of 1, 400 trucks per year without the grant for a PBR exemption on the road access which adds 20% to haulage costs.

All details of the refusal of access under PBR loadings with the ramifications of this refusal are within the attached letter from Mini Excavation Gladstone who are our preferred contractor. We only have until the 7th of September to finalise our appeal.

I am hoping that myself and a representative of Mini Excavations could meet with Council either onsite or at the Rockhampton Chambers to gain support along with the state member for the zone in which Mt. Morgan lies Mr. Jim Pierce whom I will be sending a similar letter of request.

As stated in the May meeting the Mt. Morgan reprocessing project will have huge benefits for the Central Queensland area in jobs and community support and development along with huge environmental benefits to the water catchments to the Dee and Fitzroy rivers.

Kind Regards.

Charlton Doblo

Site Operations Manager