



INFRASTRUCTURE COMMITTEE MEETING

AGENDA

19 APRIL 2022

Your attendance is required at an Infrastructure Committee meeting to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 19 April 2022 commencing at 9:00am for transaction of the enclosed business.

In line with section 277E of the Local Government Regulation 2012, it has been determined that it is not practicable for the public to attend Council meetings in person at the current time. Until further notice, Council meetings will instead be livestreamed online.

A handwritten signature in black ink, appearing to be "C. P.", is positioned above the printed name of the Chief Executive Officer.

CHIEF EXECUTIVE OFFICER
13 April 2022

Next Meeting Date: 17.05.22

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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1 OPENING

- 1.1 Acknowledgement of Country

2 PRESENT

Members Present:

The Mayor, Councillor A P Williams (Chairperson)
Deputy Mayor, Councillor N K Fisher
Councillor S Latcham
Councillor G D Mathers
Councillor C E Smith
Councillor C R Rutherford
Councillor M D Wickerson
Councillor D Kirkland

In Attendance:

Mr E Pardon – Chief Executive Officer
Mr P Kofod – General Manager Regional Services (Executive Officer)

3 APOLOGIES AND LEAVE OF ABSENCE

4 CONFIRMATION OF MINUTES

Minutes of the Infrastructure Committee meeting held 15 March 2022

5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

6 BUSINESS OUTSTANDING

Nil

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 OFFICERS' REPORTS

8.1 ROCKHAMPTON AIRPORT LEVEE FEASIBILITY STUDY

File No: 1743

Attachments:

1. **Appendix A Preferred Airport Levee Options for Preliminary Design and Preliminary Business Case**[↓](#)
2. **Appendix B 1%AEP Fitzroy River Flood Afflux Mapping for Preferred Airport Levee Options**[↓](#)

Authorising Officer: Martin Crow - Manager Infrastructure Planning
Peter Kofod - General Manager Regional Services

Author: Monishaa Prasad - Senior Infrastructure Planning Engineer - Floodplain Management

SUMMARY

Rockhampton Regional Council has engaged the consultant, GHD, to undertake a feasibility study to assess the viability of a flood mitigation levee for the Rockhampton Airport. This report provides a brief overview of the study activities to-date, to complement the consultant's presentation at the meeting.

OFFICER'S RECOMMENDATION

THAT this report, and the Airport Levee Feasibility Study presentation be received

COMMENTARY

Rockhampton Regional Council has engaged GHD to undertake a comprehensive feasibility study to determine the viability of an Airport Flood Levee to protect the Rockhampton airport precinct and surrounds from riverine flooding. The study outcomes will inform a preliminary business case for up to two shortlisted levee options, and the investigations have been advanced to a stage where a considered decision can be made about whether or not to proceed further to full business case with the recommended option(s).

This report, and the accompanying presentation by GHD seeks to acquaint Council with the work completed to-date for this project, and the two (2) shortlisted levee options that have been progressed to Preliminary Design and Preliminary Business Case.

BACKGROUND

Rockhampton airport is a key domestic travel and freight hub, employment node, and essential piece of regional and national economic infrastructure for Rockhampton, and the wider Central Queensland region it serves. In addition to regular passenger transport services, the airport supports the Australian Defence Force, Singapore Armed Forces and United States Military during training exercise and complements the ADF Defence Depot nearby at Western Street. General aviation activity is also a key feature of the airport's functions, as are the facilities and services of the RACQ CQ Rescue Helicopter and the Royal Flying Doctor Service.

Continued growth and expansion of the airport is forecast - thereby strengthening the future of the region's economy, whilst ensuring that tourism, defence, resources, and agricultural sectors have access to new and emerging markets. The ability to fully realize the airport's development potential is however, constrained by flooding impacts from the Fitzroy River.

During times of Fitzroy River flooding, the Rockhampton airport experiences lengthy closure times and significant recovery burden. The 2011 flood saw the closure of the airport for approximately 3 weeks (23 days). Since the 2011 floods, the Rockhampton airport has also been impacted by flooding in 2013, 2015 and 2017, with significant and cumulative impacts to the region's economy and reputation.

Project Rationale

As Rockhampton airport is an essential service provider to a wide range of stakeholders and users (including the Department of Defence), it is of paramount importance that the airport's infrastructure and operational capabilities maintain high levels of availability, reliability, and resilience – with any vulnerabilities to services identified and mitigated as part of a responsible business continuity plan.

A longlist optioneering and Investment Logic Mapping (ILM) process exploring various measures to alleviate flooding impacts within the airport precinct has concluded that a flood mitigation levee presents a reasonable mechanism for protecting the airport - a critical transport lifeline into Rockhampton - and enhancing it's serviceability, and ability to maintain critical functions and disaster response capability during times of flood. It may also assist with substantially mitigating the commercial and economic impacts of flooding in the protected area to support long-term development within the airport precinct.

The Airport Levee feasibility study presents a necessary first action step towards realising a flood levee to protect the airport precinct from riverine flooding.

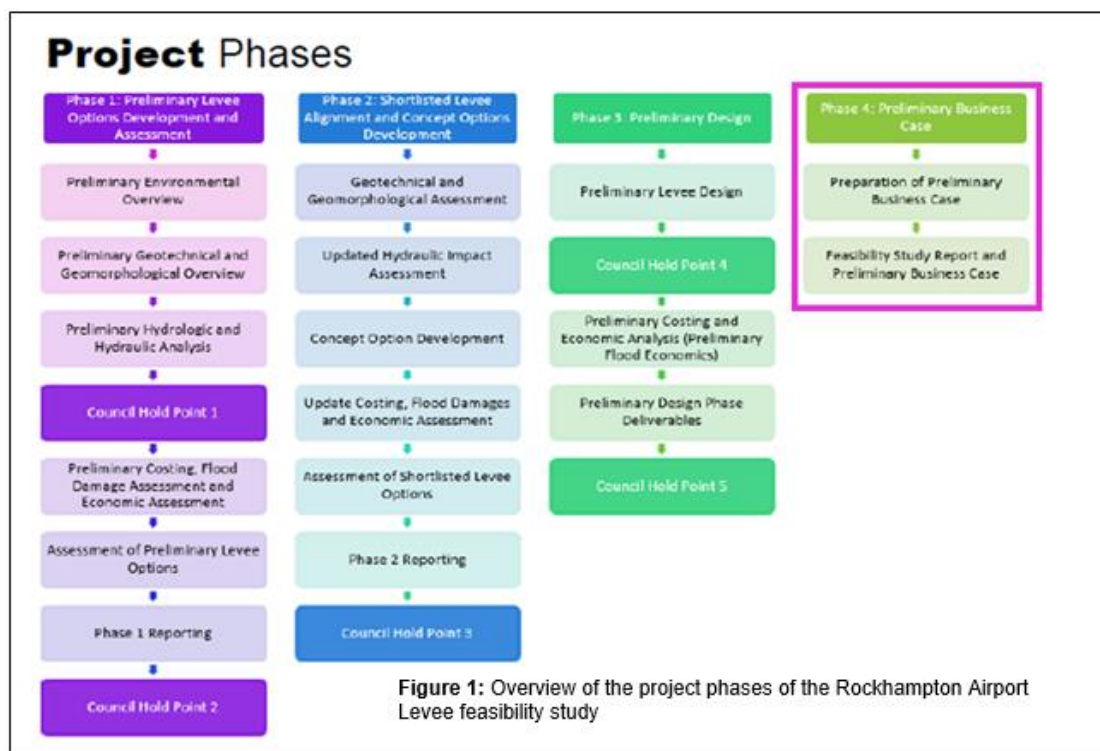
Feasibility Study Objective and Scope

The objective of the feasibility study is to determine the feasibility of an Airport Flood Levee with a 1% AEP flood immunity (and supporting infrastructure) to preserve the functionality of Rockhampton Airport and associated business precinct, and to protect the surrounding community during flood.

The final project deliverables will comprise a Feasibility Study and Preliminary (Stage 2 level) Business Case that has assessed the feasibility of a series of levee designs aimed at protecting the Rockhampton Airport Precinct and surrounding community from the 1% AEP regional Fitzroy River flood event.

Project Status

The project is currently finalising preliminary design and preliminary business case for the two shortlisted levee options. The following diagram (Figure 1) provides an overview of the project phases of this feasibility study, with the pink box highlighting the current status



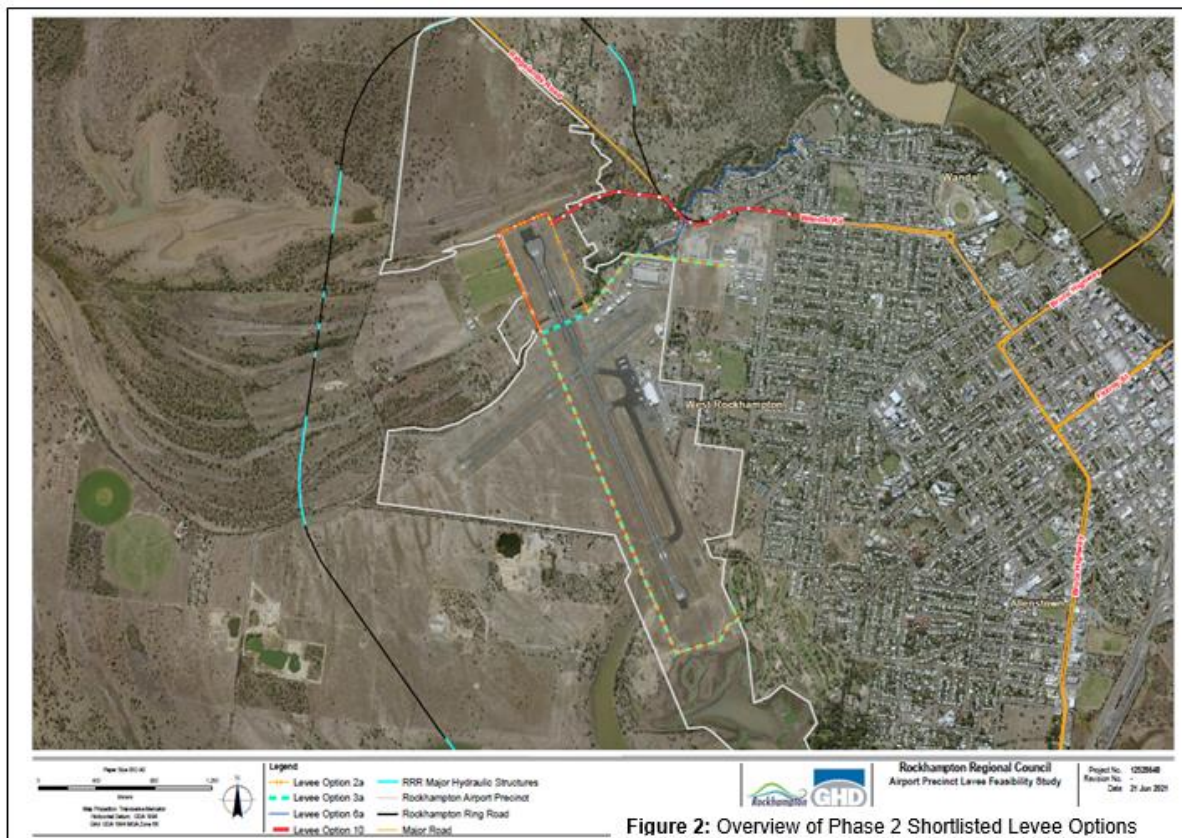
Shortlisting of Levee options for Preliminary Design and Business Case

Council commenced Phase 1 of the project with a suite of six (6) preliminary levee alignment options that sought to address the overarching project objectives of the feasibility study. These initial alignments were assessed in light of flood impacts, geotechnical constraints, environmental aspects, constructability, and flood damages. Two additional levee alignments were also assessed during this phase of investigation to streamline constructability issues and explore additional areas that could be protected. The supplementary levee options were derived from minor augmentations of the initial levee alignments.

The Phase 1 levee alignment options were taken through an MCA (Multi criteria assessment) process, and from this, four (4) levee alignment options were shortlisted for further evaluation in Phase 2. Figure 2 below shows an overview of the four shortlisted options that were further assessed in Phase 2. The options selected include two long runway options which encompass the full length of the main runway, and two short runway options which exclude a portion of the main runway north of Lion Creek.

None of the four options include maintaining access to the cross runway during times of flood; the cross runway is designed to be closed off via temporary levees being deployed prior to flood waters entering the airport precinct.

All levee options assessed have had varying benefits and dis-benefits, and the balance of these have been captured in the Phase 1 and Phase 2 Multi-criteria Analyses.



Selection of preferred Levee Alignments

Following the completion of detailed technical assessments and concept options development during Phase 2, an additional Multi-Criteria Assessment (MCA) process was undertaken to further shortlist the levee options from four to two preferred options to be taken forward to the next project phases of Preliminary Design and Business Case.

A second detailed MCA framework was developed with criteria and weightings to assess each of the preliminary levee options against the following five key themes:

- i) Constructability;
- ii) Flood Impact;
- iii) Social Impact;
- iv) Environment & Cultural Heritage; and
- v) Economics.

The outcomes of the detailed technical assessments and the Phase 2 MCA process identified Levee Option 3a and Levee Option 10 as the two best performing levee options to take forward for Preliminary Design (Phase 3), and Preliminary Business Case (Phase 4). Please refer to Appendix A for an overview of the final two preferred levee alignments, and Appendix B for a copy of the levee afflux maps for the 1%AEP Fitzroy River flood event for the 2 shortlisted options.

Levee design criteria informing the Preliminary Design

The two shortlisted levee options are being designed to have a 1%AEP flood immunity and will incorporate a nominal 600mm freeboard. The general levee arrangement shall comprise of a combination of earth levees, structural levees, temporary levee structures, gates, an emergency spillway, and other supporting drainage infrastructure including major or minor drainage channels, culvert crossings, and pump stations.

Levee option 10 will also include major hydraulic structures along Lion Creek. These aspects are being further refined as part of the Final preliminary design drawings, with additional design considerations being informed by technical assessments and best practice guidance. All assumptions are included in a Basis of Design report which forms part of the final documentation for this study.

Next Steps

As per the Project Phases outline provided in Figure 1 of this document, the following actions form the immediate next steps for this project:

- Finalisation of 100% preliminary design drawings, and feasibility study report
- Finalisation of Preliminary Business Case

BUDGET IMPLICATIONS

If Council wishes to support the progression of the Airport Levee feasibility study to future stages (including detailed design, detailed business case, and construction), this will likely necessitate a budget review, and the sourcing of suitable grant funding opportunities (Federal and State Government funded) and potential project delivery pathways to realise this critical infrastructure.

LEGISLATIVE CONTEXT

The *Economic Development Directions Statement for Queensland Airports (2013–2023)* has identified Rockhampton airport as a strategic airport for the support of defence functions (including allowing for the transport of military goods, equipment and personnel). The Federal government has also designated the airport as an alternate international airport. From a regional context, the *Central Queensland Regional Plan* has stated that 'opportunities for leveraging aviation infrastructure to boost economic growth include reducing the vulnerability of the region's economy to disruption resulting from flooding at airports. Further flood mitigation options, including the construction of levee banks, will need to be considered to minimise flooding disruptions at Rockhampton Airport'. The Rockhampton Airport Levee Feasibility study presents a potential avenue for achieving the strategic intent of the above Local, State, and National plans.

RISK ASSESSMENT

The Rockhampton Airport levee feasibility study seeks to address the existing flooding constraints to ensure that the serviceability and functionality of the airport is maintained (to the extent possible) during times of flood. There are risks posed by the current levee alignments in terms of flood afflux to the surrounding areas adjacent to the airport precinct, however, it is envisaged that these aspects can be rectified and managed in future project stages as the levee alignments undergo further refinement and augmentation.

CORPORATE/OPERATIONAL PLAN

The Rockhampton Airport Levee Feasibility Study corresponds to Corporate Plan outcome 1.1: Safe, accessible, reliable and sustainable infrastructure, and the 2021/2022 Operational Plan action 1.1.6 *'Undertake a study into the feasibility of a flood levee to protect the Rockhampton Airport'*.

CONCLUSION

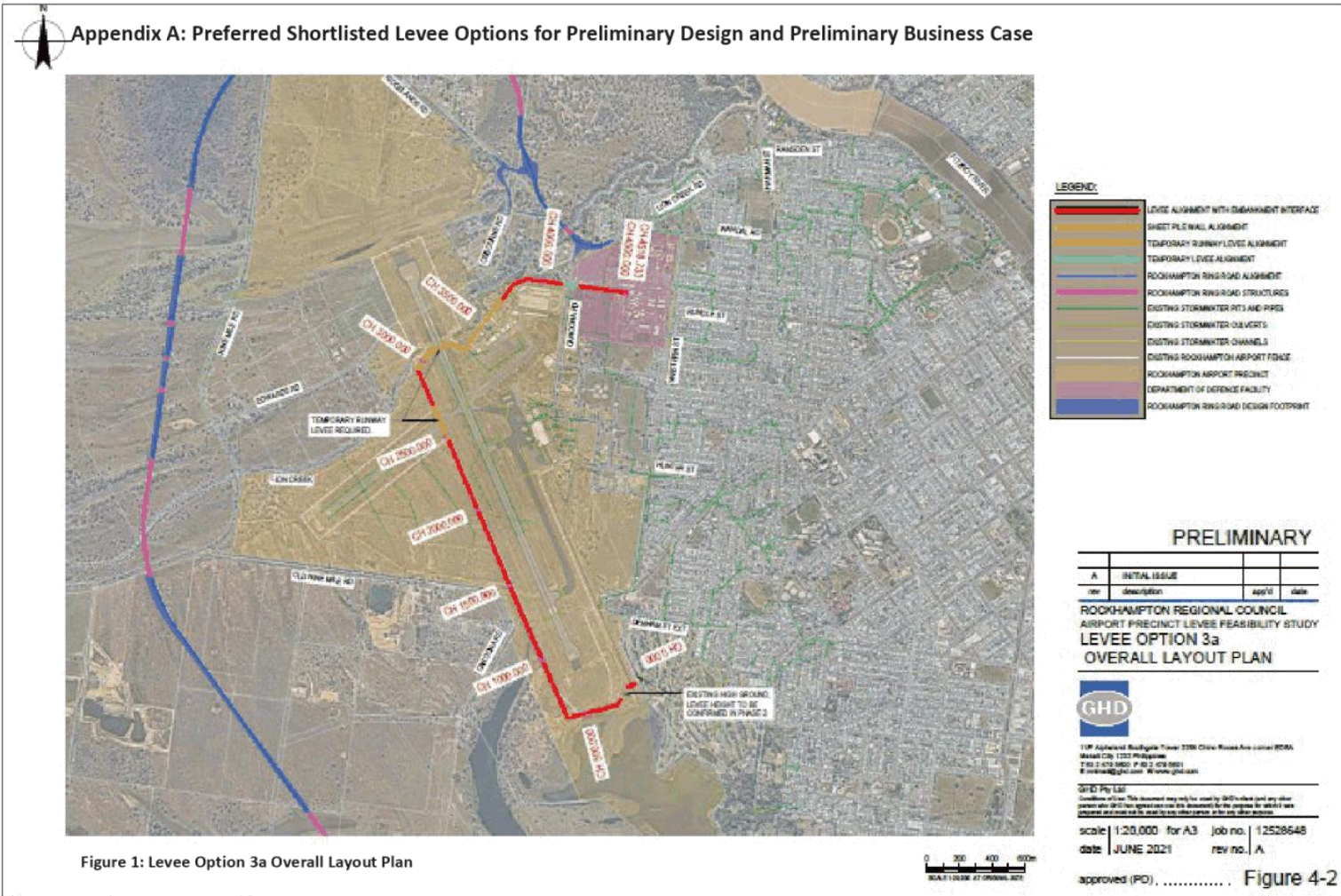
This report has provided an overview of the Rockhampton Airport Levee Feasibility Study, and the technical assessments and processes undertaken to-date to arrive at the two shortlisted levee options. The report complements the presentation by GHD at this meeting. The forthcoming Preliminary Business Case Report will be presented to Council in a subsequent meeting.

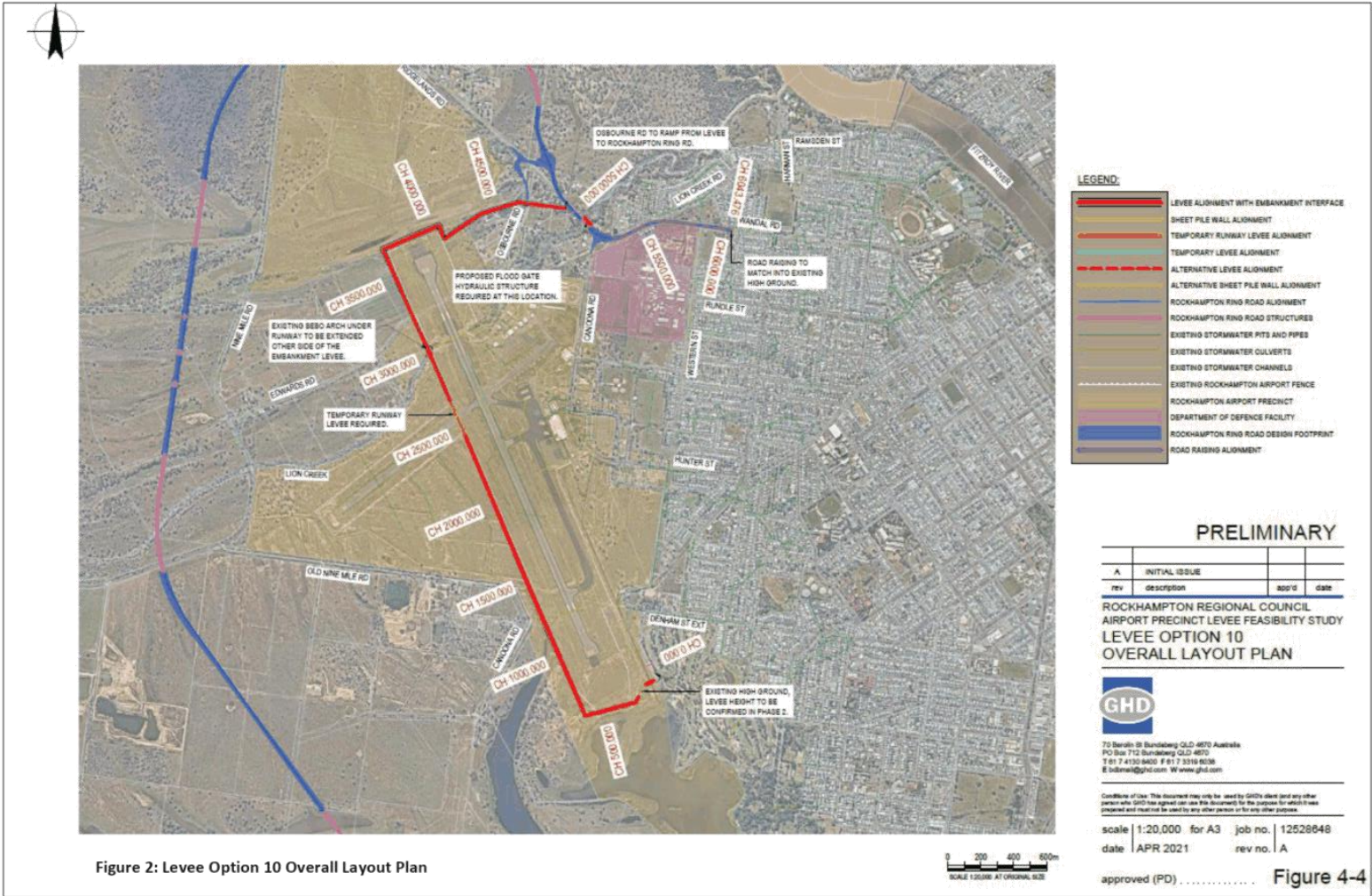
ROCKHAMPTON AIRPORT LEVEE FEASIBILITY STUDY

Appendix A Preferred Airport Levee Options for Preliminary Design and Preliminary Business Case

Meeting Date: 19 April 2022

Attachment No: 1





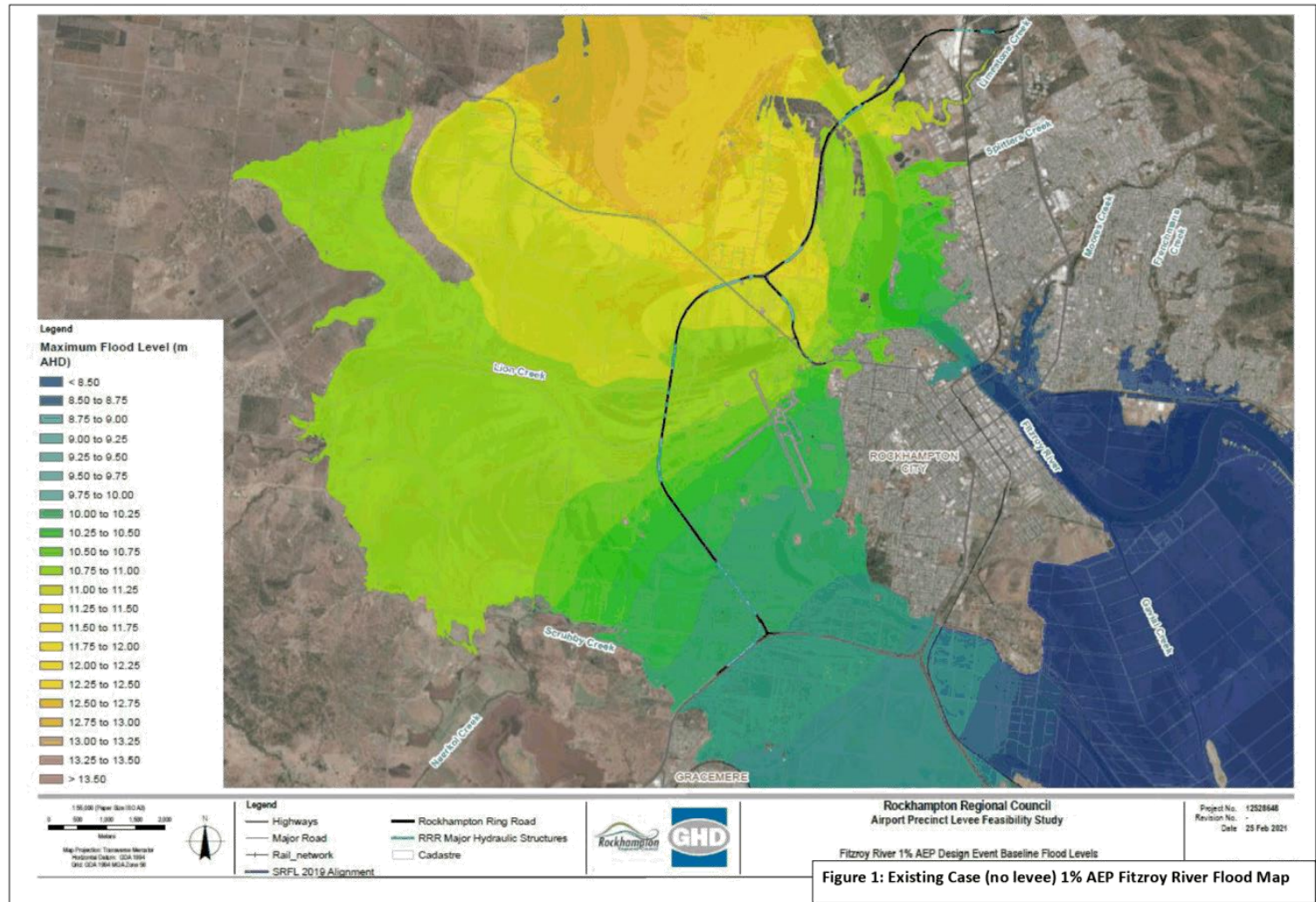
ROCKHAMPTON AIRPORT LEVEE FEASIBILITY STUDY

Appendix B 1%AEP Fitzroy River Flood Afflux Mapping for Preferred Airport Levee Options

Meeting Date: 19 April 2022

Attachment No: 2

Appendix B Flood Afflux Mapping for 1% AEP Fitzroy River Flooding Levee for preferred levee options



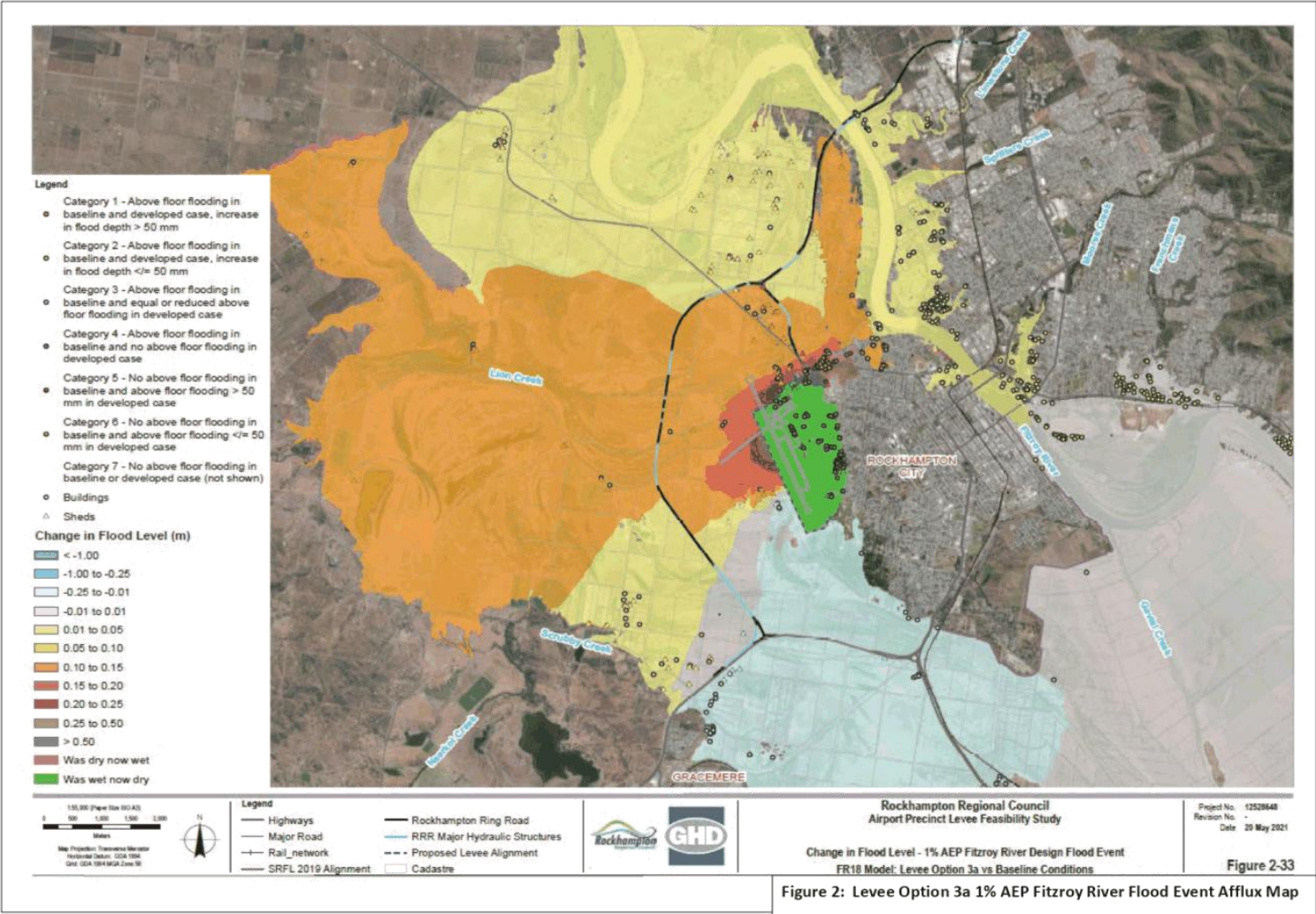
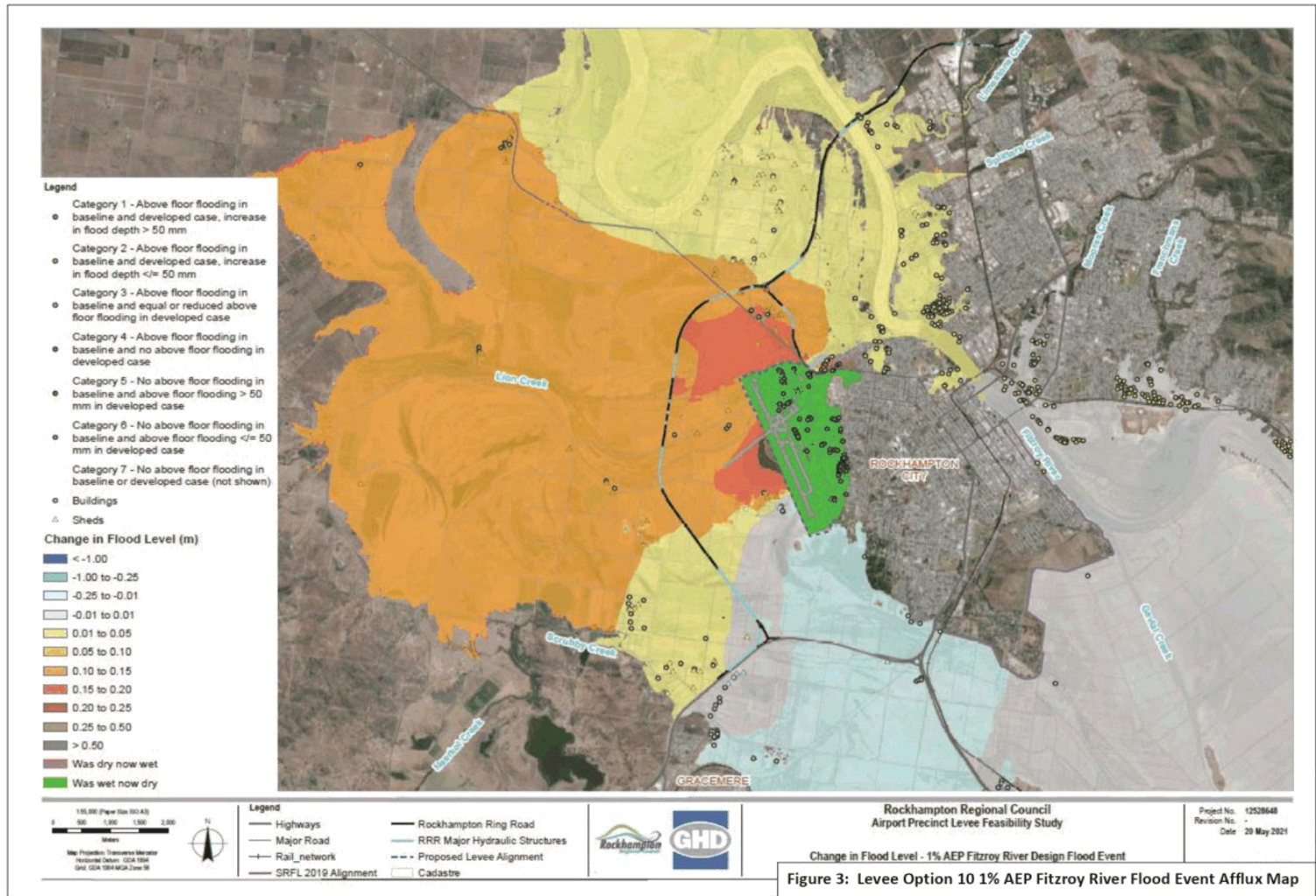


Figure 2: Levee Option 3a 1% AEP Fitzroy River Flood Event Afflux Map



8.2 WALKING AND CYCLING STRATEGY

File No: 14429

Attachments:

1. Rockhampton Regional Council Walking and Cycling Strategy [↓](#)
2. Consultation Report Summary [↓](#)
3. Consultation Report (Confidential)

Authorising Officer: Stuart Harvey - Coordinator Infrastructure Planning
Martin Crow - Manager Infrastructure Planning
Peter Kofod - General Manager Regional Services

Author: Jamie Meyer - Infrastructure Planning Engineer

SUMMARY

This report seeks endorsement of the Rockhampton Regional Council Walking and Cycling Strategy.

OFFICER'S RECOMMENDATION

THAT Council adopts the Rockhampton Regional Council Walking and Cycling Strategy 2021 – 2031.

COMMENTARY

The Rockhampton Regional Councils' Walking and Cycling Strategy (the Strategy) has been developed to encourage people of all ages and abilities to walk and cycle as their preferred form of transport and recreation. The Strategy provides a framework for the planning and delivery of a safe, accessible, comfortable and connected walking and cycling network and developing initiatives to encourage people to walk or cycle more often.

The Strategy is set over a 10 year period and outlines initiatives and projects to be undertaken to achieve the goal of more people walking and cycling in the Rockhampton Region. Five broad priorities were identified and a list of actions to achieve those priorities have been developed into an action plan. The five priorities are:

1. Encouraging walking and cycling
 - Develop marketing and implementation strategies to educate the community on the benefits of walking and cycling.
 - Work with schools, community and advocacy groups to encourage kids to walk or cycle to school.
 - Support and promote walking and cycling events, and walking and cycling tourism within the region.
2. Planning walking and cycling communities
 - Review design guidelines and planning scheme to ensure best practice walking and cycling design, infrastructure and facilities is incorporated.
 - Work with internal departments, government departments and community groups to share future planning and identify opportunities to collaborate.
 - Review walking and cycling networks and identify opportunities for interconnectivity.
 - Prepare a 10 year capital works program to deliver pathway and cycling infrastructure and facilities.
3. Developing safe and connected networks
 - Develop a regular inspection and maintenance program to ensure existing infrastructure is fit for purpose.

- Identify gaps and close loops in the existing pathway network and investigate opportunities to improve accessibility through safe intersection crossings and traffic calming measures.
 - Incorporate Crime Prevention through Environmental Design (CPTED) principles to help provide a safe network.
4. Developing comfortable and accessible networks
- Create a comfortable walking and cycling environment by investigating key locations for trip facilities such as seating, water fountains, showers, bike storage.
 - Develop programs to plant trees for shade and to implement walking and cycling wayfinding signage.
 - Review design guidelines to ensure accessibility compliance is incorporated into design standards.
5. Easy access to information
- Provide easy access to resources for walkers and cyclists such as mapping, route planning, key destinations and attractions.

Community consultation on the draft Strategy was open from 22 November to 12 December 2021 through Council's online engagement portal. The public were invited to provide feedback through:

- Media release
- Social media
- Letters to people who completed previous walking and cycling surveys
- Letters to specific stakeholder groups who were included in the strategy development

A total of 52 people provided feedback by responding to a series of questions about the Strategy. An engagement report is included as attachment 2 and attachment 3. The following provides a summary of the questions and feedback received:

Question	Yes	No
1. Overall, are you happy with the Walking and Cycling Strategy?	70%	30%
2. Do you think the Strategy will help achieve RRC's goal of getting more people walking and cycling?	83%	17%
3. Do you think the Strategy focuses on the right priorities and actions?	85%	15%
4. Do you think that this is an achievable strategy for RRC over the next 10 years?	85%	15%
5. Do you feel there is something missing from the Strategy?	58%	42%

While the results suggest that the vast majority of people support the Strategy, the results also indicate that some elements of the strategy may need further review. Those that provided a "No" response for questions 1 to 4 and "Yes" to question 5 were asked to provide more feedback. This feedback was grouped into common themes and is provided below with the course of action taken.

Feedback	Action
E-scooters and other rideables should be included in the strategy	Acknowledged. Section 6.1.2.1 and action 3.9 have been included in the strategy
The strategy doesn't include defined targets or time frames for actions to be delivered	The strategy actions provide broad time frames ie short-term (1-2 years), medium-term (3-4 years) and long-term (5+ years). The draft strategy provided during consultation did not specify the years for each time frame. These have now been included in the strategy on page 25 at the start of the list of actions.
Details of specific projects should be included	No action taken. The intention of this strategy is to be an overarching framework of how we plan to get more people walking and cycling. Specific details of projects will be established once the actions are worked through.
General comments on where pathways and cycle lanes should be provided	Noted but no action taken. The intention of this strategy is to be an overarching framework of how we plan to get more people walking and cycling. Specific locations for pathways or cycle lanes and delivery time frames will be progressed through Priority 2: Planning walking and cycling communities; and Priority 3: Developing safe and connected networks actions.
People are too lazy and the strategy will only benefit those already active	No action taken. A number of actions have been developed that aim to address this issue particularly through Priority 1: Encouraging walking and cycling.
Work with Livingstone Shire Council to develop the Rockhampton to Yeppoon rail trail	Noted but no action taken. The intention of this strategy is to be an overarching framework of how we plan to get more people walking and cycling. Specific details of projects will be established once the actions are worked through. However investigation into Rail Trails is specifically mentioned and can be delivered through Action Item 2.16.
Focus on routes to schools	No action taken. This is acknowledged and has been mentioned throughout the strategy with specific action item 3.3.
Educate motorists on how to share the road	No action taken. This is acknowledged and has been addressed in the strategy specifically through action item 1.1.

The Strategy has now been updated based on community feedback. A final copy of the Walking and Cycling Strategy has been included in this report for Council adoption (Attachment 1).

Officers will schedule some further workshops with Council to discuss progress on some of the key action items identified in the Strategy. Work on some of these action items has been occurring concurrently with the final consultation phase of the Walking and Cycling Strategy.

BACKGROUND

The pathway and cycling networks are an important part of the overall transportation system and also provide opportunities for recreational and leisure activities. With an increasing focus on healthier, more active lifestyles, greater emphasis will be placed on the provision of pedestrian and cycling infrastructure.

Council's 2018 Satisfaction and Importance Survey results indicate that the community considers footpath and cycleway facilities the equal third most important type of infrastructure and ninth in the Ten Most Important Council Service, Facilities and Infrastructure. These same results however also indicate that Council is not meeting the community's expectations in this regard.

This response was also reflected in Council's recent Sport, Parks, Active Recreation and Community (SPARC) Strategy community consultation. Consultation was undertaken to better understand what the community wants for the region's public parks, sport and recreational areas. The community response was that walking, swimming and cycling were the top three active recreation activities and that walking and cycling paths were the most important sport and recreational facilities.

To develop a clear understanding of what the community currently does and where Council should focus in order to increase walking and cycling use in the region, community consultation was undertaken in 2020 through cycling participation surveys, a walking and cycling survey and stakeholder engagement.

Stakeholder workshops were undertaken where the results of the community consultation were discussed and opportunities and challenges were identified. Stakeholders included Council departments, Transport and Main Roads, Cycle4life, 10,000 Steps, Department of Sport and Recreation, Queensland Walks and Bicycle Queensland. During the workshops, broad priorities were identified to address the challenges and capitalise on the opportunities. These were later refined into key priorities and an action plan developed that includes short, medium and long term actions to achieve the goal of more people walking and cycling.

PREVIOUS DECISIONS

Council Officers provided an update on the Strategy at a workshop on 1 December 2020, which outlined the purpose of the strategy, provided a summary of community and stakeholder consultation outcomes and the next steps moving forward.

BUDGET IMPLICATIONS

There is no set annual budget for the provision of pathway and cycling facilities. To achieve our goal of more people walking and cycling, a sustained commitment will be required to fund walking and cycling initiatives, infrastructure and facilities.

CORPORATE/OPERATIONAL PLAN

1.4 Healthy living and active lifestyles

1.1.1 Create community connectivity through the construction of walking circuits and missing links in footpaths.

CONCLUSION

Council plays an important role in planning and delivering safe, accessible and appealing facilities for pedestrians and cyclists and by encouraging people to walk or cycle more often. The Walking and Cycling Strategy provides a framework to enable Council to do this.

WALKING AND CYCLING STRATEGY

Rockhampton Regional Council Walking and Cycling Strategy

Meeting Date: 19 April 2022

Attachment No: 1



WALKING AND CYCLING STRATEGY

2021-2031





Rockhampton Regional Council acknowledges the traditional custodians of the land which is now known as the Rockhampton Region - the Darumbal People, the Gaangalu Nation People and Barada Kabalbara Yetimarala People - and pay respects to their Elders past, present and emerging.

We also acknowledge the Torres Strait Islander people whose land is in the Torres Strait but who live and work on Aboriginal land.

Photograph by Fletcher Dean, winner of the 'Budding Young Photographer' category in the 2020 RRC Nature Photo Competition



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MAYOR'S MESSAGE

Tony Williams
Mayor

I heard once that the Romans had a phrase that translated roughly to: 'it is solved by walking'.

It's an idea that stuck with me. That the best way to work through a problem is to walk through it, to put one foot in front of the other and let your mind solve it or move on. Any cyclist will tell you that a few kilometres on a bike can do the same.

This phrase came to me recently when I was thinking about this strategy, because one thing these pages show is that there are a lot of bigger problems that are solved by walking, or solved by cycling.

It's no secret that our society is getting more sedentary, and that this is having an impact on our health. It has been shown that people move more when the environment around them encourages activity, and is accessible to everybody.

Walking and cycling solves more than health issues. More people lacing up their shoes and walking to work means fewer people stuck in cars at lights. More people hopping on a bike and riding to school means less traffic around our kids at drop-off and pick-up times.

More connections – between parks and suburbs and schools and shops – means just that. More connections. Between students who walk the same way home from school, or joggers who see each other at the same time every day, or cyclists who all meet for a Sunday morning ride.

The pages of this strategy do more than show the problems that walking and cycling solve – they show how we plan to solve them. It's a plan that we made not only by looking at the research and the gaps in the infrastructure we already have, but also by talking to the people in our community who use the paths and cycling lanes we build - or who don't, but would like to if only there were more.

This strategy maps out our path forward for the next 10 years. It's a plan for the projects that will connect our community and help us to move more, and to move better. It's a plan that will help to solve some problems through walking and cycling.

1.0 INTRODUCTION

The Rockhampton Regional Council's Walking and Cycling Strategy has been developed to encourage people of all ages and abilities to walk and cycle as their preferred form of transport and recreation.

'Active transport' is the term given to non-motorised forms of transport including physical activities such as walking and cycling. Apart from the obvious health benefits, the more people who participate in active transport, the fewer vehicles will be on our roads resulting in less congestion and less pollution.

Walking and cycling are also popular recreational activities. They offer a fun, relaxing and inexpensive form of physical activity that people of all ages can enjoy. Including recreational routes within the active transport network will help deliver a more integrated network.

Increasingly, walking and cycling will help to maintain and improve our lifestyle, health and wellbeing and contribute to the sustainability of the region. Council plays an important role in planning and delivering safe, accessible and appealing facilities for pedestrians and cyclists and by encouraging people to walk or cycle more often.



2.0 PURPOSE

The purpose of the Walking and Cycling Strategy is to provide a framework for the planning and delivery of a safe, accessible, comfortable and connected walking and cycling network, as well as to develop initiatives to encourage people to walk or cycle more often.

The strategy is set over a 10 year period and outlines initiatives and projects to be undertaken to achieve the target vision for Walking and Cycling in the Rockhampton Region. The vision will be achieved through a series of high level priorities and by undertaking the action items identified for each priority. These action items are allocated short, medium and long term timeframes for delivery.



THE STRATEGY AIMS TO:

- Integrate into the Planning Scheme and Local Government Infrastructure Plan;
- Identify opportunities to improve network safety, connectivity and accessibility;
- Provide continuity and consistency with State strategies and the Principle Cycle Network Plan, State road networks and local road hierarchies;
- Develop processes within Council that will ensure walking and cycling are considered as part of transport and recreational planning activities;
- Identifying funding initiatives through Federal and State strategies;
- Develop a consultative approach to planning, development and maintenance with internal and external parties.

3.0 THE BENEFITS OF WALKING AND CYCLING



Planning at many levels aims to increase the number of people who walk or cycle. These initiatives will help build a healthier, more sustainable, and more vibrant region. With 40% of adults and 54% of children in Queensland not getting enough physical activity and 25% of children and 66% of adults overweight or obese¹, walking and cycling offers a practical and affordable way to undertake regular exercise and help reduce the burden on our health system.

With most facilities within a 5km radius of our homes, choosing to decrease our dependency on motor vehicles by walking or cycling, where facilities allow, is a great way to travel. Walking and cycling also offers an attractive, low cost mode of transport for those without a motor vehicle. As well as being an enjoyable and healthy way to get around, walking and cycling helps reduce carbon emissions, traffic congestion and plays an integral role in a sustainable transport network.

On average, every \$1 invested in walking interventions returns almost \$13 in economic benefits² and every \$1 invested in cycling infrastructure returns almost \$5 economic benefits³.

Walking and cycling are also pleasant recreational activities. Providing attractive recreational pathways or trails can encourage physical activity within the local community and enhance the region's tourism appeal benefiting the local economy. Providing connections to open space attractors such as parks, playgrounds and natural features will enhance the network and increase the appeal of the recreational routes.

As part of Councils proposed Sport, Parks, Active Recreation and Community (SPARC) Strategy, community consultation was undertaken to better understand what the community wanted for the regions public parks, sport and recreational areas. The community response was that walking and cycling were two of the top three recreational activities and that walking and cycling paths were the most important sport and recreational facilities.

1. State of Queensland (Queensland Health) 2020, The health of Queenslanders 2020. Report of the Chief Health Officer Queensland, Brisbane
2. State of Queensland (Department of Transport and Main Roads) 2019, Queensland Walking Strategy 2019–2029
3. State of Queensland (Department of Transport and Main Roads) 2017, Queensland Cycling Strategy 2017–2027

4.0 ALIGNMENT WITH PLANNING AND POLICY

Involvement from all levels of government is required in the planning and delivery of walking and cycling infrastructure. Partnerships with State and Federal governments will ensure an integrated and coordinated approach to providing active transport and recreational networks.

The Queensland Government has developed a number of strategies to get more people walking and cycling. Through the Queensland Cycling Strategy 2017–2027, the State Government is taking action to ensure that, as the population grows, people are supported to choose cycling as a convenient, enjoyable and healthy way to travel and socialise. The top priorities identified in the 10 year vision are:

- Building and connecting infrastructure to grow participation;
- Encouraging more people to ride;
- Sharing our roads and public spaces;
- Powering the economy; and
- Using research and data in decision making.

The State Government has also developed the Queensland Walking Strategy 2019–2029 to enable people of all ages and abilities to be able to walk safely and comfortably, when and where they choose. The strategy identifies four priorities for walking:

- Planning for walkable communities and places;
- Building connected, comfortable and safe walking environments for all;
- Encouraging more people to walk as part of their 'everyday'; and
- Working together to deliver for walking.

With most of the walking and cycling network under local government ownership, Council plays an integral role in supporting and delivering the actions of these strategies.

The Walking and Cycling Strategy supports the Rockhampton Regional Council Corporate Plan 2017-2022 outcomes of "safe, accessible, reliable and sustainable infrastructure and facilities" and "healthy living and active lifestyles"; and the Operational Plan 2021-2022 action "create community connectivity through the construction of walking circuits and missing links in footpaths".

The Strategy also assists in achieving strategic outcomes of the Rockhampton Region Planning Scheme 2015, which sets out Rockhampton Regional Council's intention for the future development in the planning scheme area, over the next twenty years. One of the strategic intents listed under the Access and Mobility theme of the strategic framework is to encourage and support active living in centres by providing for integrated walking, cycling, and public transport infrastructure to support a progressive reduction in car dependency.

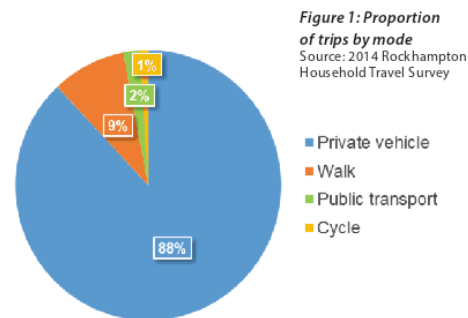
The Strategy will inform future reviews and development of the Planning Scheme to ensure best practice standards and inclusive design for walking and cycling facilities are included for people of all ages and abilities. This will provide guidance to both Council and developers in the planning, design and construction of walking and cycling infrastructure and facilities.

The development industry builds a significant proportion of the walking and cycling network each year. Integrating best practice principles and inclusive design into the Planning Scheme and collaborating with developers so there is a clear understanding of Council's vision and expectations, will ensure new developments provide appropriate walking and cycling infrastructure and facilities.



5.0 OUR CONTEXT

5.1 HOW WE TRAVEL



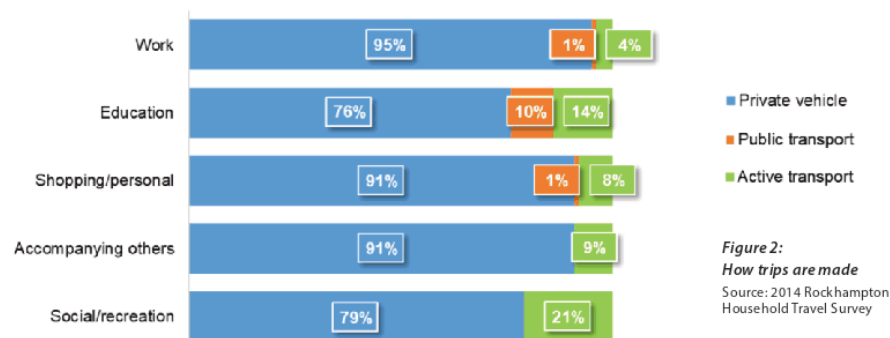
A survey undertaken in 2014 by the Department of Transport and Main Roads into household travel in the region indicated 10% of all trips were by walking or cycling. Of these trips 1% of people chose to travel by bike and 9% of people travelled by walking.

This proportion of trips made by active transport is consistent with other regions in Queensland. In fact Rockhampton Region's share of travel by active transport was higher than Gladstone (7.4%), Mackay (8%) and Townsville (8%).

The survey also showed that the proportion of trips made by active transport was highest for social/recreational purposes (21%), followed by education (14%). The survey showed public transport usage is low in the region with only 2% of all trips made by this mode. The vast majority of those trips were for educational purposes.

Although trips made by public transport and active transport were high for education, they are markedly lower than other regional centres such as Gladstone, Bundaberg and Mackay. Household travel data for those centres show the proportion of education trips made by public transport were between 14%-18% and between 22%-24% were made by active transport.

A key focus of this strategy will be targeting children and encouraging them to walk or cycle more often. Encouraging kids to walk or cycle from an early age can help them develop healthy habits for life. Providing safe accessible infrastructure to encourage kids to walk or cycle to school, coupled with educational programs to promote healthy active living, will help kids develop these habits.



5.2 OUR EXISTING NETWORKS

There are many reasons why people are not already choosing to walk or cycle, however deficiencies in the existing infrastructure is considered a significant reason why, and this Strategy aims to address this by providing the necessary infrastructure and facilities to encourage more walking and cycling.

The existing walking and cycling networks consist of on-road and off-road facilities. Off-road facilities include approximately 230km of footpaths and pathways of varying widths. On-road facilities consist of approximately 60km of cycling lanes spread across both Council controlled and State controlled roads. The following table provides a breakdown of the existing networks.

Table 1: Existing walking and cycling network

Off-road			On-road*		
Path width	Length (km)	% of total network	Road authority	Length (km)	% of total network
1.2m or less	98	43%	RRC	40	67%
1.3m to 1.7m	39	17%	TMR	20	33%
1.8m to 2.5m	58	25%			
>2.5m	33	15%			
Total	228	100%		60	100%

*Marked on-road cycling lanes

As the above breakdown shows, there is a wide range of pathway widths across the network. Approximately 40% of existing pathways have widths of 1.8m or greater and 55% of existing pathways have widths of 1.5m or greater. Generally widths of 1.2m are considered the desirable minimum where pedestrian volumes are very low or at constrained locations. Council, where possible, will construct new pathways with a minimum width of 1.5m to allow better movement of people, particularly those with mobility devices or prams.

The existing networks are mapped in Council's GIS mapping database which is updated as new network links are completed. The mapping database is a key tool for identifying missing links within the networks and prioritising future works.

5.3 WHAT WE'VE ACHIEVED IN THE LAST 5 YEARS

20KM+
OF NEW FOOTPATHS

7KM
ON-ROAD CYCLING LANES

\$12M
TOTAL INVESTMENT
\$7M FOOTPATHS
\$5M ON-ROAD CYCLING

Through combined contributions from Rockhampton Regional Council, the State and Federal Governments and developers, a total investment of over \$12M has been made to the walking and cycling networks over the past five years.





ROCKHAMPTON REGIONAL COUNCIL

6.0 UNDERSTANDING OUR COMMUNITY'S BEHAVIOURS & NEEDS

To ensure the strategy delivers the right outcomes, it is important to understand the community's current walking and cycling behaviours and understand what will facilitate residents to walk and cycle more. Residents, community groups and other stakeholders were consulted to inform the strategy. Previous surveys and consultation findings were also reviewed to develop an understanding of the community's behaviours and needs.

Consultation for the strategy included:

- ➔ Undertaking a Walking and Cycling community survey.
- ➔ Undertaking the 2020 Local Government Cycling Participation Survey (LGCPs) and reviewing the 2015 Local Government Cycling Participation Survey.
- ➔ Reviewing the former Sport, Parks, Active Recreation and Community (SPARC) Strategy consultation results.
- ➔ Workshops with:
 - Internal Council departments
 - 10,000 Steps
 - Queensland Walks
 - Bicycle Queensland
 - Cycle for life
 - Heart Foundation walking
 - Department of Transport and Main Roads
 - Department of Housing and Public Works (Sport and Recreation)

13

WALKING AND CYCLING STRATEGY



6.1 WALKING AND CYCLING SURVEYS

The Local Government Cycling Participation Survey (LGCPs) was undertaken in both 2015 and 2020. The LGCPs provides data on both cycling participation and the rider's perceptions of comfort while riding in the region, changes in cycling facilities, barriers to riding and priorities for council to consider in improving cycling conditions. The LGCPs is a telephone-based survey that surveyed 337 random households containing 957 individuals in 2015 and 435 random households containing 928 individuals in 2020. Information on cycling participation for all household members was captured, including children. Rider's perceptions of comfort were only recorded from randomly chosen household members aged 15 years and over.

As the LGCPs only captures cycling data, RRC has also undertaken a Walking and Cycling survey to collect data on walking and further data on cycling. The survey was undertaken online and was open between 2 September and 23 September 2020 on RRC's engagement website. Questions again focused on participation and asked respondents what and where infrastructure should be provided, barriers to walking and cycling and priorities for council to consider in improving walking and cycling conditions. A total of 202 responses were received. Of those, 3% of respondents were aged between 10 and 24 years old, 69% were aged between 25 and 49 years old and 28% were aged 50 years and over.

6.1.1 KEY CYCLING FINDINGS

Cycling for recreation or exercise was by far the most popular reason for cycling with approximately 90% of respondents across all surveys indicating they did so.

Just under 75% of respondents (LGCPs) indicated they were not interested in riding for transport purposes.

Most of those who had ridden at least once in the past year and were aged 15 or over, indicated they felt comfortable or very comfortable (61%) doing so (LGCPs).

The vast majority of cyclists would prefer a route that is longer and more indirect, but has better cycling infrastructure, roads with less traffic and flatter grades.

Over the last five years there has been a 20% increase in cyclists that had ridden in the past week, a 15% increase in those that had ridden in the last month and a 7% increase in those that had ridden in the past year.

In general, cycling participation rates increased across all age groups, with those age 17 years or under having the highest participation rates.

Approximately 80% of Walking and Cycling survey respondents would like to travel by bike more than they do now.

Cyclists want more off-road paths, more recreational routes and better connections to schools.

Riders were most comfortable riding on an off-road path with 75% saying they felt comfortable or very comfortable. Approximately 55% felt comfortable or very comfortable riding on a major urban or suburban street with on-road bicycle lanes and only 22% felt comfortable riding on a major urban or suburban street without bicycle lanes (Walking and Cycling survey).

6.1.1.1 TYPES OF CYCLISTS

Research work in Portland, Oregon by Roger Geller (Bicycle Coordinator Portland Office of Transportation) identified a new typology of cyclists entitled "Four Types of Cyclists". Based on research and experience Geller identified four types of cyclists.

Geller's work was focussed on Cycling for Transportation as opposed to cycling for recreation but in Rockhampton it is believed that these classifications largely still apply for both transportation and recreational purposes.



STRONG AND FEARLESS

Will ride under almost any road conditions with limited or no cycling infrastructure. Riding is a strong part of their identity.



ENTHUSED AND CONFIDENT

Willing to ride on road with traffic, but prefer to do so with dedicated facilities.



INTERESTED BUT CONCERNED

May be willing to ride if dedicated bicycle infrastructure is in place. They are curious about riding and would like to ride more but are afraid to do so.



NO WAY NO HOW

Not interested in riding a bike, for reasons of topography, inability, or a complete lack of interest.

As part of the Local Government Cycling Participation Survey in 2020 a question was asked to understand the participants' willingness to cycle as a means of transportation. Of the participants surveyed just under three quarters of respondents indicated they were not interested in riding for transport, with almost all of the remainder being interested but not actively doing so. Around 2% identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes that avoid traffic. None of the sample identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).

It is worth noting that the survey used sample of 928 residents from 435 homes so is not considered to be comprehensive, but provides a general understanding of what typology residents fall into.

Two key findings have been taken from this survey information;

1. A majority of people interested in cycling are not confident and would seek dedicated cycling infrastructure to further encourage them to cycle for transportation;
2. There are a large number of residents who are currently not interested in cycling. However this is not to say that they would never ride. There is opportunity for Rockhampton Regional Council to try and encourage some of these people to ride.

Through provision of infrastructure for those who are "interested and concerned" there may be instances where those who are not interested may change their mind and consider cycling for transportation. However the focus will remain on tailoring the network to the "interested and concerned" group.

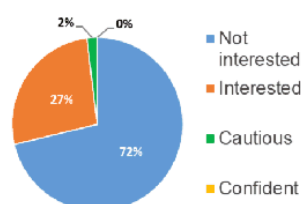
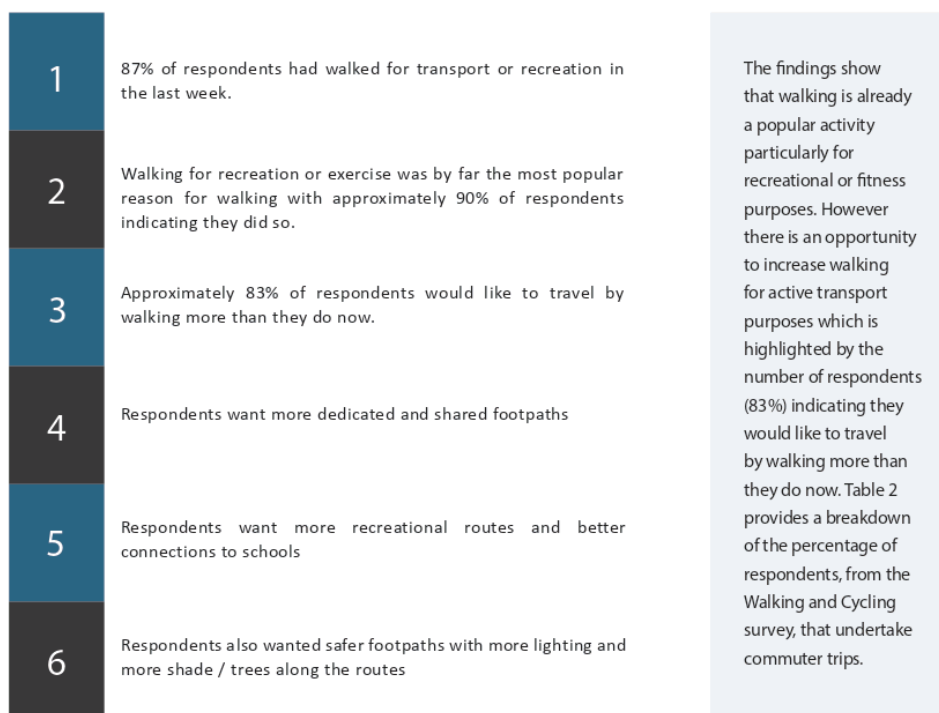


Figure 3: Willingness to consider cycling for transport (LGCPS)

6.1.2 KEY WALKING FINDINGS



The breakdown shows that walking to the shops was the most common purpose for commuting by walking, with just over a quarter of respondents doing so. In contrast, walking to public transport comprised of just 4% of commuter trips. There is potential to increase both public transport patronage and walking by ensuring connections are provided to bus stops in the urban centres. By ensuring safe and accessible access to bus stops, people may be more inclined to walk and use public transport.

Focus will also be on improving or providing more pathways within school and tertiary education catchments. This is particularly important around primary schools as it will provide a safer environment for vulnerable pedestrians and cyclists. Whilst the survey results show 11% of respondents walked to school, it is probable that the numbers may be higher. This is due to the fact that only 3% of respondents were aged between 10 and 24 years old and none were aged 9 years or under. It is likely the survey captured mostly parents or guardians who accompanied their child to school and did not fully capture children that walked alone.

Table 2: Percentage of respondents undertaking commuter trips

Purpose of trip	Percentage of respondents
Walk to public transport	4%
Visit friends/relatives	12%
Walk to shops	27%
Walk to school	11%
Walk to work	9%

6.1.2.1 TYPES OF PEDESTRIANS

Everyone is a pedestrian at some point, whether by walking from the car to work or simply by taking a stroll around the neighbourhood. Pedestrians cover a diverse group of people from young kids to the elderly, and those with disabilities or mobility impairment.

A pedestrian is defined as someone who walks, runs, or uses a:

- wheeled recreational device - such as rollerblades, skateboards, roller skates and foot scooters.
- personal mobility devices or rideables - such as e-scooters, e-skateboards.
- motorised mobility device - such as wheelchairs, motorised mobility scooters and electric wheelchairs.

These user groups may have differing needs, however they all require footpaths that are safe, accessible and connected. Vulnerable user groups in particular need footpaths that are well maintained, level and functional. Vulnerable users include children, people with mobility disabilities or impairment and the elderly.

Special consideration should be given to areas where higher numbers of vulnerable users may be present such as around schools, aged care facilities and nursing homes and community facilities (including libraries, parks, neighbourhood centres).

This may include consideration of path widths, regular seating or rest stops, provision of safe road crossings and smooth surfaces and ensuring facilities are accessibility compliant.

6.1.2.1.1 PERSONAL MOBILITY DEVICES OR RIDEABLES

Personal mobility devices or rideables refer to a range of small, electric powered devices with one or more wheels and a maximum speed of 25 km/h. Some common devices include e-scooters, e-skateboards and segways.

These devices are becoming increasingly popular with a variety of shapes and sizes emerging. Rideables are fast becoming an attractive alternate to more conventional modes of transport due to their affordability and convenience. They offer a more sustainable form of transport; reducing car trips, pollution and congestion and can be used in conjunction with walking and public transport.

In Queensland, rideables are treated as pedestrians and must use paths wherever possible. This introduces challenges where these devices interact with other path users, especially when rideables are capable of travelling at speeds higher than most other path users.

The operation of rideables is regulated by the Queensland Government, and non-compliance is enforced by the Queensland Police Service. However local councils can place restrictions on when and where these devices can be used through local laws and policy. Rockhampton Regional Council will be proactive in its management of these devices and work with ride share operators and other stakeholders to ensure the best outcomes for all path users.



7.0 VISION

Based on consultation outcomes and workshops a vision for the Walking and Cycling Strategy was developed. This vision encapsulates the intent for the network and will be underpinned by key priority items to assist with achieving the vision. The vision for Rockhampton Regional Councils' Walking and Cycling Strategy:

"To support active and healthy lifestyles by creating a safe, accessible, comfortable and connected pathway and cycle network which will attract people of all ages and abilities to walk and cycle for transport and recreation."

8.0 OUR TARGET

Through implementation of the Walking and Cycling Strategy, Rockhampton Regional Council aims to provide the necessary infrastructure and programs to enable an increase in active transport usage by 50% by 2031 in line with the following table. Whilst this represents a modest total share of transport journeys it is considered that increasing by 50% is an achievable outcome over the life of the strategy. This mode share will targeted towards the "interested but concerned" type of cyclists in the region and a general increase in uptake for pedestrians choosing to walk.

Table 3: Active Transport Usage

Transport mode	Projected share of all transport journeys in Rockhampton Region (%)		
	2021	2026	2031
Walking	9	10.5	12
Cycling	1	2	3
Total Active Transport	10	12.5	15

In 2031 this will represent approximately 39,000 active transport trips, consisting of 31,197 walking and 7799 cycling trips per day.





9.0 WALKING AND CYCLING FACILITIES



Rockhampton Regional Council aims to provide high quality walking and cycling infrastructure and services that match the needs of our diverse community both now and into the future. This Strategy will bring the focus on maintaining and improving existing facilities and providing new facilities to deliver a safe, accessible, comfortable and connected walking and cycling network.

The walking and cycling networks consist of on-road facilities, off-road facilities, on-trip facilities and end-of-trip facilities, examples of each are provided in the following table.

Table 4: Walking and cycling facility types

Facility type	User	Facility Description
On-road	Cyclists	Bicycle lanes, wide marked shoulders and wide kerbside lanes.
Off-road	Pedestrians and Cyclists	Footpaths, Shared pathways
On-trip	Pedestrians and Cyclists	Way finding signage, water fountain, shade, lighting and passive surveillance.
End-of-trip	Pedestrians and Cyclists	Secure bicycle parking, lockers, showers, lighting

The type of walking infrastructure provided in the region may vary depending on likely use and relevant attractors and generators nearby. There may be footpaths of varying widths, with varying degrees of ancillary infrastructure, shared use paths and shade. Where there is existing footpath already constructed and it is not to standard, it shall remain as is and be identified for replacement to the higher standard at a future date. In general, the priority will be to have a complete footpath network before further consideration be made to upgrading existing footpaths to wider configurations.

The type of bicycle infrastructure provided in the region can vary from dedicated lanes, wide shoulders or shared off road pathways. The provision of cycling facilities largely involves retrofitting existing road infrastructure with methods such as re-line marking traffic/parking lanes, installing pavement symbols, sealing road shoulders and indenting car parking. It may not always be feasible to provide dedicated bicycles lanes on existing roads due to factors such as available road width, on-street parking and other site constraints. However, where practical, other treatments may be implemented such as line marking traffic lane edge lines, construction of off road shared pathways or installation of Bicycle Awareness Zone (BAZ) pavement symbols.

10.0 WALKING AND CYCLING INITIATIVES

The Walking and Cycling Strategy will also include Walking and cycling initiatives in addition to the provision of infrastructure. These initiatives will be aimed at increasing education, awareness and encouraging increased uptake of Walking and cycling within the region. It is not envisaged that Council will be the lead agency driving these initiatives but will provide more of a supportive/facilitative role with these activities. Council will look to other agencies; DTMR, Department of Sport and Recreation, 10,000 Steps, and sporting/community groups to take the lead on these activities. However Council acknowledge that they have a role to play in increasing walking and cycling awareness, and uptake in these modes of transport.

11.0 PEDESTRIAN AND CYCLIST PRINCIPLES

Our goal is to provide pedestrians and cyclists with infrastructure and facilities that will still be with us in decades to come. In order to do so, we need to build the right facilities for the future now.

In general, pedestrians and cyclists both require infrastructure that is:

- *Safe*
- *Accessible*
- *Comfortable*
- *Connected*

11.1 SAFE

Pedestrians and cyclists of all ages and abilities should feel safe using the walking and cycling networks. Consideration should be given to the following elements in the establishment of safe active transport.

- Crime Prevention through Environmental Design (CPTED) principles can help provide a safe network particularly where pathways are separated or located away from the road network.
- Sufficient widths should be provided to meet the needs of all users and adequate storage or refuge facilities should be incorporated into on-road networks.
- Signage and pavement marking should be used to highlight shared use paths or on-road cycling lanes.
- Adequate lighting should be provided to ensure users feel safe at night.

11.2 ACCESSIBLE

The network should be accessible by people of all ages and abilities and follow a logical layout making it obvious to navigate even for inexperienced users or visitors by:

- Installing clear and simple signage that will help users find their way and get to where they want to go.
- Providing an accessible network that will ensure roads can be crossed easily and safely and appropriate facilities are provided for impaired users.

11.3 COMFORTABLE

Creating a comfortable walking and cycling environment is important to encourage people to use the facilities and support healthy, active living by ensuring:

- Surfaces of pathways and cycling lanes are clean, well maintained and free of obstructions.
- Appropriate widths are used to avoid conflict between pedestrians and cyclists and cater for impaired mobility users.
- Adequate lighting is provided to ensure users feel safe at night.
- Shade and other on trip facilities such as wayfinding signage, seating and watering points are implemented to provide a more attractive and enticing environment.

11.4 CONNECTED

A connected network of walking and cycling routes will allow a more effective and convenient form of transport and recreational use. Routes should be integrated to provide direct and easy access to destinations. The strategy aims to provide better connections by:

- Ensuring routes are as continuous as practicable, linking key destinations and facilities and avoid ending in isolation.
- Identifying gaps and completing links in the existing networks.



12.0 PRIORITIES AND ACTIONS

Based on community consultation and stakeholder engagement, priorities and actions were developed to achieve the vision. Five broad priorities were identified and a list of actions to achieve those priorities have been developed into an action plan. Each action has been allocated a timing of short-term (1-2 years), medium-term (3-4 years) or long-term (5+ years).

1

Encouraging walking and cycling

- Develop marketing and implementation strategies to educate the community on the benefits of walking and cycling.
- Work with schools, community and advocacy groups to encourage kids to walk or cycle to school.
- Support and promote walking and cycling events, and walking and cycling tourism within the region.

2

Planning walking and cycling communities

- Review design guidelines and planning scheme to ensure best practice walking and cycling design, infrastructure and facilities is incorporated.
- Work with internal departments, government departments and community groups to share future planning and identify opportunities to collaborate.
- Review walking and cycling networks and identify opportunities for interconnectivity
- Prepare a 10 year capital works program to deliver pathway and cycling infrastructure and facilities.

3

Developing safe and connected networks

- Develop a regular inspection and maintenance program to ensure existing infrastructure is fit for purpose.
- Identify gaps and close loops in the existing pathway network and investigate opportunities to improve accessibility through safe intersection crossings and traffic calming measures.
- Incorporate Crime Prevention through Environmental Design (CPTED) principles to help provide a safe network.

4

Developing comfortable and accessible networks

- Create a comfortable walking and cycling environment by investigating key locations for trip facilities such as seating, water fountains, showers, bike storage.
- Develop a programs to plant trees for shade and to implement walking and cycling wayfinding signage.
- Review design guidelines to ensure accessibility compliance is incorporated into design standards.

5

Easy access to information

- Provide easy access to resources for walkers and cyclists such as mapping, route planning, key destinations and attractions.

PRIORITY ONE:**ENCOURAGING WALKING AND CYCLING**

Council will undertake initiatives and activities to promote and encourage Walking and cycling. Walking and cycling is a viable alternative to other modes of transport and also a great form of recreational exercise. These initiatives are anticipated to be delivered through education and promotional programs within the community in collaboration with other lead agencies. This will include actions to enhance understanding of road safety, actions to encourage young people to walk and cycle, and actions to promote walking and cycling as part of everyday life.

Open discussion and promotion of Walking and cycling will attempt to normalise it as a regular mode of transport rather than as an infrequent alternative. Specific focus will be on young people; if walking and cycling is part of their lifestyle from a young age, they are more likely to continue to walk and cycle into their adult life.

Priority one: Encouraging walking and cycling			
Actions		Purpose	Timing
1.1	Develop marketing and implementation strategies to educate the community on the benefits of walking and cycling and support strategies on how to safely share the road and pathways.	<ul style="list-style-type: none"> Improve the safety and behaviours of users Raise awareness for both motorists and cyclists of their responsibilities when sharing the road Raise awareness for pedestrians and cyclists of their responsibilities when sharing the pathways Strategies may include developing information fact sheets, media campaigns and events Raise awareness of the health, social, economic and environmental benefits of walking and cycling. This may include developing information fact sheets, media campaigns and events 	Medium-term
1.2	Support schools, community and advocacy groups to develop programs that encourage kids to walk or cycle to school.	<ul style="list-style-type: none"> Encouraging kids to walk or cycle from an early age can help them develop healthy habits for life Identify barriers discouraging walking and cycling Programs in other local governments have shown an increase in kids walking and cycling to school and a decrease in car trips to school The program may include road safety sessions, bike skills training, school travel route maps 	Long-term
1.3	Support and promote walking and cycling events and tourism in the region e.g. "Ride to work" day, Family rides or walks, competitions.	<ul style="list-style-type: none"> Raise awareness of walking and cycling Can help introduce members of community to walking or cycling and build confidence in a safe, encouraging environment Attract visitors to the region 	Ongoing
1.4	Promote and encourage the use of new walking and cycling facilities and infrastructure	<ul style="list-style-type: none"> Raise awareness of new walking and cycling facilities Promote the benefits of walking and cycling 	Immediate
1.5	Continue to work with all levels of government and other organisations and groups to promote and encourage walking and cycling as everyday options	<ul style="list-style-type: none"> Building partnerships will help achieve the shared goal of more people walking and cycling 	Ongoing

PRIORITY TWO:**PLANNING WALKING AND CYCLING COMMUNITIES**

The Planning of Walking and Cycling communities is a large component of the Walking and Cycling Strategy. This priority will involve the provision of infrastructure now and into the future through both Council and private development projects. The priority item will consider both the design of future footpaths and cycling infrastructure and the construction of this infrastructure, ensuring that what is designed and built meets the guiding principles highlighted in Section 11. There are two significant considerations in this priority item; one is the provision of walking and cycling infrastructure in developed areas and the other is ensuring new developments contain adequate walking and cycling infrastructure. Council will be responsible for the provision of infrastructure in developed areas, addressing existing issues and gaps in the network. Private development will be responsible for ensuring that any new development contains walking and cycling infrastructure that meets the community's expectations. This priority item will seek to confirm funding allocations and grants to fund and address key areas identified for walking and cycling infrastructure.

Priority two: Planning walking and cycling communities			
Actions		Purpose	Timing
2.1	Ensure that roads that undergo resealing or resurfacing work incorporate on-road cycle facilities as appropriate.	<ul style="list-style-type: none"> A cost effective and pragmatic way to progressively expand and complete gaps in the on-road network 	Immediate
2.2	Continue to actively seek funding opportunities through State and Federal Government initiatives to assist delivery of walking and cycling infrastructure.	<ul style="list-style-type: none"> Securing external funding will help deliver initiatives, infrastructure and facilities sooner 	Ongoing
2.3	Review Capricorn Municipal Design Guidelines (CMDG) to ensure best practice walking and cycling infrastructure and facilities are provided and consideration given to users of all ages and abilities	<ul style="list-style-type: none"> Ensure CMDG is regularly updated to reflect best practice standards and inclusive design This will provide guidance to both Council and developers in the planning, design and construction of walking and cycling infrastructure and facilities Determine and incorporate the standards and the type and level of infrastructure and facilities to be provided for the pathway hierarchy 	Ongoing
2.4	Ensure best practice principles for walking and cycling are included in the next review of the Planning Scheme	<ul style="list-style-type: none"> Ensure Planning Scheme reflects best practice standards and inclusive design This will provide guidance to both Council and developers in the planning, design and construction of walking and cycling infrastructure and facilities 	Immediate
2.5	Ensure walking and cycling requirements are considered in all Council projects from planning to implementation	<ul style="list-style-type: none"> Foster a "whole of council" approach, where all council departments consider walking and cycling infrastructure and facilities as part of planning, design and delivery Develop processes to regularly monitor, review and report the progress being made 	Ongoing

PRIORITY TWO CONTINUED:**PLANNING WALKING AND CYCLING COMMUNITIES**

Priority two continued: Planning walking and cycling communities			
Actions		Purpose	Timing
2.6	Ensure walking and cycling infrastructure and facilities are provided in new sub-divisions and developments	<ul style="list-style-type: none"> The development industry delivers a significant proportion of the walking and cycling network Regularly updating the CMDG and Planning Scheme to reflect best practice principles and inclusive design will ensure developers deliver appropriate infrastructure and facilities Collaborate with developers so there is a clear understanding of Council's vision and expectations 	Immediate
2.7	Develop a pathway hierarchy to determine the function and design and provision guidelines for different types of pathways	<ul style="list-style-type: none"> A pathway hierarchy will be developed to determine the standards and the type and level of infrastructure and facilities to be provided for each pathway type Pathways will be classified by the function they serve within the network 	Short-term
2.8	Develop and undertake a pedestrian and cyclist count program to quantify use of routes and infrastructure	<ul style="list-style-type: none"> Collect data to understand current walking and cycling behaviour, patterns and volumes Provide information to support future planning and decision making Measure progress in achieving our vision 	Ongoing
2.9	Continue to meet with the cycling reference group to discuss cycling related matters	<ul style="list-style-type: none"> Provides a forum for local cycling groups to raise concerns or issues with Council and DTMR Encourages collaboration between local cycling groups, Council and DTMR in the planning and delivery of cycling infrastructure and facilities 	Ongoing
2.10	Establish a "walking reference group" as a forum for the community to discuss walking related matters	<ul style="list-style-type: none"> Provides a forum for local walking groups to raise concerns or issues with Council and DTMR Encourages collaboration between local walking groups, Council and DTMR in the planning and delivery of walking infrastructure and facilities 	Short-term
2.11	Commit to funding the planning and delivery of walking and cycling initiatives, infrastructure and facilities through annual capital budget allocations	<ul style="list-style-type: none"> To achieve our vision, a commitment will be made to fund walking and cycling initiatives, infrastructure and facilities 	Ongoing
2.12	Prepare and deliver a 10 year capital works program to deliver new walking and cycling infrastructure and facilities	<ul style="list-style-type: none"> Identify a prioritised list of projects to be undertaken annually based on walking and cycling annual capital budget Includes pathways, on-road cycling lanes, line marking, signage, lighting and trip facilities 	Short-term

PRIORITY TWO CONTINUED: PLANNING WALKING AND CYCLING COMMUNITIES

Priority two continued: Planning walking and cycling communities			
Actions		Purpose	Timing
2.14	Continue to work with State Government and community to review and update the Principle Cycle Network Plan and Priority Route Maps	<ul style="list-style-type: none"> Collaborate with the community and State Government to identify and review the core commuter cycling routes in the region Collaborate with the community and State Government on the planning and delivery of cycling infrastructure and facilities on the Principle Cycle Network A Council endorsed PCNP ensures Council is eligible to apply for State Government funding 	Ongoing
2.15	Work with Internal Departments, Government Departments and community groups to share future planning and identify opportunities to collaborate.	<ul style="list-style-type: none"> Building partnerships will help achieve the shared goal of more people walking and cycling 	Ongoing
2.16	Undertake planning and feasibility for regional recreational walking and cycling facilities (Rail Trail, the Common masterplan etc)	<ul style="list-style-type: none"> Investigate opportunities for regional recreational walking and cycling facilities for locals and visitors alike Create significant recreational destinations that increase the regions tourism appeal 	Ongoing

CASE STUDY: BICYCLE REFERENCE GROUP

In 2014, representatives from Council and the cycling community came together to form the Bicycle Reference Group. The group was formed with a view to enhance cycling in the region and now includes representatives from Department of Transport and Main Roads (TMR). The group meets biannually and takes a collaborative approach to share information and discuss cycling related issues in the region. The meetings provide Council and TMR a forum to discuss policies, strategies and projects that may impact cyclists and provides the cycling groups with an opportunity to deliver feedback. Cycling groups in turn raise matters around safety, facilities, infrastructure and general cycling awareness.

Cycle4Life Rockhampton is an informal, mixed social cycling group. Peter, from Cycle4life, says:

"We have had a productive relationship with the Rockhampton Regional Council via the Bicycle Reference Group. A number of improvements to existing roads and pathways have been made, including signage, pathway extensions and connections, installation of safety mirrors, and installation of bicycle maintenance stands.

We have had input into a variety of Rockhampton Regional Council projects at our meetings, and the group has facilitated a number of meetings with TMR about other road projects in the area.

The Group has been valuable to us as we seek to promote the benefits of cycling for our membership, and for the community at large".

PRIORITY THREE:**DEVELOPING SAFE AND CONNECTED NETWORKS**

The development of safe and connected networks is a key priority and complements the two previous priority items. The focus is on aligning our Walking and cycling infrastructure with the Safe Systems approach. This involves a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. The four elements of the system are: Safe roads and roadsides, safe speeds, safe vehicles and safe road users. The particular focus areas from this system is Safe Speeds and Safe roads and roadsides. Safety is considered as a big barrier to walking and cycling in the region. Sometimes this is a perceived issue however Council will continue to make the existing and future infrastructure safer for vulnerable road users. The other element of this priority item is to improve connectivity along the network. This incorporates missing links along the Walking and cycling network, but also focusses on improving connections to key locations (Schools, Educational facilities, and the Public Transport network).

Priority three: Developing safe and connected networks			
Actions		Purpose	Timing
3.1	Develop and implement a regular inspection and maintenance program to ensure existing infrastructure is fit for purpose e.g. pathway sweeping, vegetation clearance, fixing trip hazards.	<ul style="list-style-type: none"> To provide and maintain a satisfactory level of service for users of all abilities Provide safe and accessible facilities that encourages walking and cycling 	Short-term
3.2	Undertake a review of bus stop connections and identify deficiencies in the network	<ul style="list-style-type: none"> Most journeys by bus will start and end by walking Providing safe, convenient and attractive connections to and from bus stops will encourage more people to use public transport 	Short-term
3.3	Undertake a review of school/educational institution connections and identify deficiencies in the network	<ul style="list-style-type: none"> Providing safe, convenient and attractive connections to and from school will encourage more kids to walk and cycle Encouraging kids to walk or cycle from an early age can help them develop healthy habits for life 	Short-term
3.4	Identify gaps and close loops in the existing pathway network	<ul style="list-style-type: none"> Completing gaps and closing loops will help build a more connected network 	Ongoing
3.5	Investigate opportunities to improve accessibility through safe intersection crossings	<ul style="list-style-type: none"> Identify and improve "blackspot" crossings Provide road crossings in safe locations where people naturally want to walk Design pedestrian crossings to provide ease of movement, especially for people with disabilities and vulnerable road users. 	Long-term

PRIORITY THREE CONTINUED: DEVELOPING SAFE AND CONNECTED NETWORKS

Priority three continued: Developing safe and connected networks		
Actions	Purpose	Timing
3.6 Investigate the use of reduced speed limits and local area traffic management (LATM) in identified locations to support safer walking and cycling.	<ul style="list-style-type: none"> Reducing vehicle speed limits also reduces the risk of serious injury to pedestrians or cyclists if struck by a vehicle Lower speeds and traffic calming measures will create safer walking and cycling environments and encourage more people to walk or cycle 	Long-term
3.7 Incorporate Crime Prevention through Environmental Design (CPTED) principles to help provide a safe network particularly where pathways are separated or located away from the road network.	<ul style="list-style-type: none"> The principles of CPTED help achieve a built environment that lessens or prevents incidents of crimes against people or property eg passive surveillance, lighting, way finding, predictable routes Create a safer, more comfortable walking and cycling environment to encourage more people to walk or cycle 	Ongoing
3.8 Undertake planning and investigate walking and cycling routes that may require lighting and provide lighting as required	<ul style="list-style-type: none"> Achieves one of the principles of CPTED to help create a safer, more comfortable walking and cycling environment during night-time 	Short-term
3.9 Manage and monitor the operation of personal mobility devices or rideables (such as e-scooters) and work with ride share operators to ensure the best outcomes for all path users	<ul style="list-style-type: none"> Ensure a safe and functional transport network for all users Support a more sustainable form of transport that helps reduce car dependency, pollution and congestion 	Ongoing

CASE STUDY: VICTORIA PARADE AND QUAY STREET PEDESTRIAN PRECINCT

In 2015 Rockhampton Regional Council undertook the design and construction of the Quay Street riverside precinct. This project redeveloped the former Quay Street into a shared zone for pedestrian and cyclists and created a mixed use space and recreational hub for businesses, locals and visitors. The project involved the removal of the kerb and channel construction to provide a carriageway that is level with existing shared use footpaths either side of the road. The speed limit was lowered to 20km/hr to allow pedestrians and cyclists to have equal priority with vehicular traffic. This project introduced LATM through the raising of the road link to the footpath level and the reduction of speed. By creating a lower speed environment, this project has encouraged the dominance of pedestrians and cyclists in this location. This project also connected to existing shared use footpaths along Victoria parade and Raymond Huish Drive to provide a 2.2km walk along the Fitzroy River waterfront.

PRIORITY FOUR:**DEVELOPING COMFORTABLE AND ACCESSIBLE NETWORKS**

A major focus of the Walking and Cycling Strategy is the provision of comfortable and accessible infrastructure to encourage and promote Walking and Cycling within the region. Through public consultation, one of the major barriers to walking and cycling was considered the hot weather and amenity around walking and cycling infrastructure. Whilst Council cannot control the weather, we can ensure that infrastructure is provided to help provide relief during hot weather and improve the user experience along key routes. This can be provided through provision of shade trees, signage, on-trip facilities and end of trip facilities. Another key aspect of this priority is providing infrastructure for people with mobility impairments. Council want to build and cultivate a walking and cycling culture that all users of all mobility types can use. This includes ensuring new walking and cycling infrastructure is designed and constructed to the relevant Australian Standards for mobility and access.

Priority four: Developing comfortable and accessible networks			
Actions		Purpose	Timing
4.1	Identify key locations for on-trip facilities (eg seating and water fountains) and develop program to deliver facilities	<ul style="list-style-type: none"> Provides a more comfortable and enjoyable experience for all users particularly through summer months Will help attract a wider range of users by providing opportunities to rest and refresh 	Short-term
4.2	Identify key locations for end-of-trip facilities (eg showers and secure bicycle storage)	<ul style="list-style-type: none"> Providing facilities to shower and change will help encourage more people to walk and cycle as a form of transport particularly for journeys to work Secure, convenient facilities should be provided for cyclists to store bikes and personal effects 	Short-term
4.3	Consider incorporating end-of-trip facilities as part of new community centres and developments	<ul style="list-style-type: none"> Incorporating end-of-trip facilities in the planning and design of new community centres and developments will enable efficient and cost effective delivery 	Ongoing
4.4	Incorporate trip facility requirements (including street trees) into CMDG and planning scheme	<ul style="list-style-type: none"> This will provide guidance to both Council and developers in the planning, design and construction of trip facilities Determine and incorporate the type and level of infrastructure and facilities to be provided Ensure Planning Scheme reflects best practice in streetscape design 	Medium-term
4.5	Develop and deliver a program to plant shade trees along existing pathways and streetscapes	<ul style="list-style-type: none"> Provides a more comfortable and enjoyable experience for all users particularly through summer months Prioritise tree planting in streetscapes that link high pedestrian movement areas (linkages to open space, parks, commercial areas etc) 	Short-term
4.6	Ensure maximum pedestrian comfort within areas of high pedestrian movement such as commercial areas.	<ul style="list-style-type: none"> Ensure Planning Scheme regulates suitable built form outcomes (such as awnings) within commercial areas to maximise pedestrian comfort and encourage pedestrian activity. 	Short-term

PRIORITY FOUR CONTINUED:**DEVELOPING COMFORTABLE AND ACCESSIBLE NETWORKS**

Priority four continued: Developing comfortable and accessible networks			
Actions		Purpose	Timing
4.7	Develop and deliver a program to implement walking and cycling wayfinding signage	<ul style="list-style-type: none"> Installing clear and simple signage will help users navigate the network, particularly for inexperienced users and visitors Good directional signage will help users find their way and get to where they want to go 	Medium-term
4.8	Audit key centres to identify access and mobility issues and develop a program of works to rectify issues.	<ul style="list-style-type: none"> Progressively upgrade non-compliant infrastructure to build a more safe and accessible walking and cycling network 	Medium-term
4.9	Ensure new facilities are compliant with relevant standards to cater for all users	<ul style="list-style-type: none"> Adopt inclusive design principles to build a more safe and accessible walking and cycling network for users of all abilities 	Ongoing
4.10	Review CMDG to ensure accessibility compliance is incorporated into design standards	<ul style="list-style-type: none"> This will provide guidance to both Council and developers in the planning, design and construction of accessibility compliant infrastructure and facilities 	Medium-term

CASE STUDY: CBD STREETSCAPE PROJECT

In 2017 Council undertook a significant CBD Revitalisation Planning exercise with a vision to breathe life into the struggling CBD through key redevelopment projects, infrastructure projects, and land use planning tools. A key outcome of this project was the development of a CBD Streetscape Design Manual. This manual is intended to operate as a guiding framework for the implementation of a high quality public realm environment for the CBD of Rockhampton. The streets of the city perform a critical function and have the capacity to enhance the everyday experience of people. The approach and design of these key public assets is fundamental to creating a high quality, successful and thriving urban environment for the people of Rockhampton. It aimed to illustrate streetscape design typologies to improve public realm and user experience in the CBD and identified the soft (shade and amenity) and hard (paving treatments, kerb design, etc.) infrastructure requirements for these various typologies. The principles applied to the designs were based around:

- Putting people first.
- Improving liveability
- Improving activation
- Maintaining existing kerb and channel
- Increasing canopy cover
- Delivering vibrancy and colour.

The resulting streetscape designs were pedestrian centric and embodied the principles of improved comfort, amenity and safety to encourage pedestrian and cyclist movements within the CBD space. Council has delivered some of these CBD streetscapes through the Riverbank development with a view to continue these when funds permit.

PRIORITY FIVE:**EASY ACCESS TO INFORMATION**

The final priority identified in the strategy is easy access to information. Throughout the development of the walking and cycling strategy it became evident that Council has already built a significant network of walking and cycling infrastructure within the region. Although there are identified deficiencies with this network (gaps in the network, changes in standards etc.) there is quite a comprehensive network that already exists. However it is not obvious to residents where the infrastructure is and there is little information to inform them of possible walking and cycling routes in the region. Council has committed to providing more information on the walking and cycling infrastructure, walking and cycling routes and routes for mobility impaired people. The easy access to this information is aimed to increase awareness of the network and promote its use for transport and recreational purposes.

Priority five: Easy access to information			
Actions		Purpose	Timing
5.1	Develop a page on the Council website with information for walkers and cyclists	<ul style="list-style-type: none"> Provide walkers and cyclists with easy access to information such as maps, route planning, key destinations, road rules, new facilities, safety information, events. 	Short-term
5.2	Develop print brochures for walking and cycling in the region with route information and key destinations and attractions	<ul style="list-style-type: none"> Print brochures will provide an alternative format to the online material and can be distributed to information centres, community centres, schools etc 	Medium-term
5.3	Identify and promote safe routes in the Rockhampton CBD suitable for road users with access and mobility impairments.	<ul style="list-style-type: none"> To provide safe and accessible walking and cycling network routes as Council progressively upgrades non-compliant infrastructure 	Medium-term



13.0 FUNDING AND DELIVERY



To achieve our vision, a sustained commitment will be required to fund walking and cycling initiatives, infrastructure and facilities. Identified actions will be funded through Council's operational and capital budgets, however Council will actively seek funding opportunities through State and Federal Government initiatives to help achieve the goals and objectives of the strategy.

13.1 CAPITAL WORKS PROGRAM

Development of the capital works program for walking and cycling infrastructure will utilise a prioritisation method. By utilising an agreed prioritisation method the portion and total allocation of funding to each project in the capital works program can then be based on a transparent process.

Indicative costs for each Action Item have been provided in the action plan with many of the identified actions expected to be undertaken through existing operational budgets. A ten year capital works program will be prepared to prioritise and allocate funding for walking and cycling infrastructure projects. These cost estimates will be indicative only and provide an estimate based on preliminary assessment for each project. The full scoping of works may involve a change to the treatment applied as the preliminary design may not be fully achievable within the site constraints. As a result a detailed scope of works and detailed cost estimates will be undertaken prior to construction.

The proposed program and budgetary allocations may be subject to change as Council undertakes regular reviews of project priorities and budgetary constraints.



14.0 ENGAGE, MONITOR AND REVIEW



Having established actions and targets for encouraging walking and cycling in the region it is important that Council develop processes to regularly monitor, review and report the progress being made.

To ensure that Council continue to deliver on the actions identified in the Walking and Cycling Strategy Action plan, Council propose to create an internal reference group consisting of various internal departments of Council who have been allocated responsibilities in the Action Plan. This group will meet 6 monthly to discuss progress on the action items identified. This ensures that walking and cycling remains front of mind for all projects and that the Walking and Cycling Strategy does not become a document on a shelf. It is also proposed to report to Council on a yearly basis to report progress of the Walking and Cycling Strategy and quantify improvements to walking and cycling patronage, where possible.

Council has sought and continues to seek feedback from the community, advocacy groups and other interested bodies in the development of this Strategy and acknowledges that as the end user they have an integral part to play in the continued utilisation, growth and development of walking and cycling infrastructure. Council already has a regular forum with local cycling groups and will continue to use this as a conduit for community input into the Strategy. As part of this Strategy, Council is also proposing to create a similar forum for Pedestrians and Walkers to achieve the similar outcomes for our footpath network.

Council will continue to work in conjunction with the development industry in the region to increase opportunities for better walking and cycling outcomes. As this sector is responsible for the construction of a significant portion of all walking and cycling infrastructure each year a collaborative approach rather than an enforced compliance approach will provide better outcomes for all parties.

15.0 BIBLIOGRAPHY

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WALKING
AND CYCLING
STRATEGY



WALKING AND CYCLING STRATEGY

Consultation Report Summary

Meeting Date: 19 April 2022

Attachment No: 2

Project Report

01 November 2021 - 01 January 2022

Engage Rockhampton Region Draft Walking and Cycling Strategy



Visitors Summary



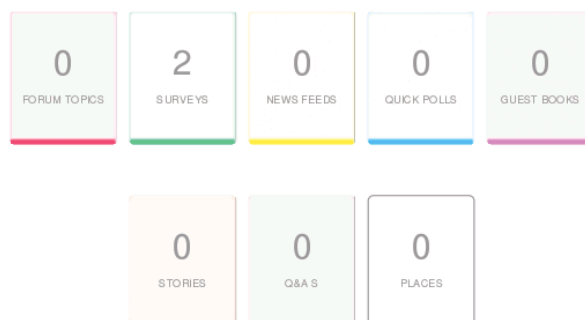
Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
371	43	
NEW REGISTRATIONS		
30		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
52	200	329

Aware Participants	329	Engaged Participants	52
Aware Actions Performed	Participants	Engaged Actions Performed	Registered Unverified Anonymous
Visited a Project or Tool Page	329	Contributed on Forums	0 0 0
Informed Participants	200	Participated in Surveys	52 0 0
Informed Actions Performed	Participants	Contributed to Newsfeeds	0 0 0
Viewed a video	0	Participated in Quick Polls	0 0 0
Viewed a photo	0	Posted on Guestbooks	0 0 0
Downloaded a document	49	Contributed to Stories	0 0 0
Visited the Key Dates page	0	Asked Questions	0 0 0
Visited an FAQ list Page	0	Placed Pins on Places	0 0 0
Visited Instagram Page	0	Contributed to Ideas	0 0 0
Visited Multiple Project Pages	140		
Contributed to a tool (engaged)	52		

Engage Rockhampton Region : Summary Report for 01 November 2021 to 01 January 2022

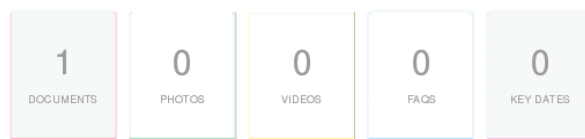
ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	CLOSED - Draft Walking and Cycling Strategy	Archived	166	52	0	0
Survey Tool	CLOSED - Walking and Cycling survey	Archived	4	0	0	0

Engage Rockhampton Region : Summary Report for 01 November 2021 to 01 January 2022

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Draft Walking and Cycling Strategy	48	54
Document	deleted document from	1	1

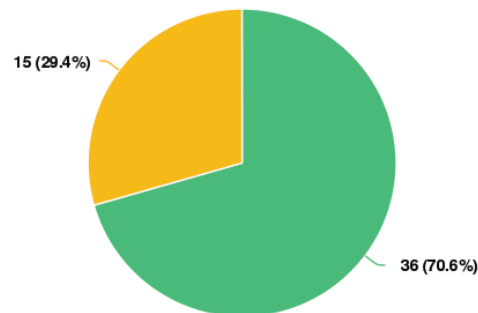
Engage Rockhampton Region : Summary Report for 01 November 2021 to 01 January 2022

ENGAGEMENT TOOL: SURVEY TOOL

CLOSED - Draft Walking and Cycling Strategy

Visitors	166	Contributors	52	CONTRIBUTIONS	52
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Overall, are you happy with the Walking and Cycling Strategy?



Question options

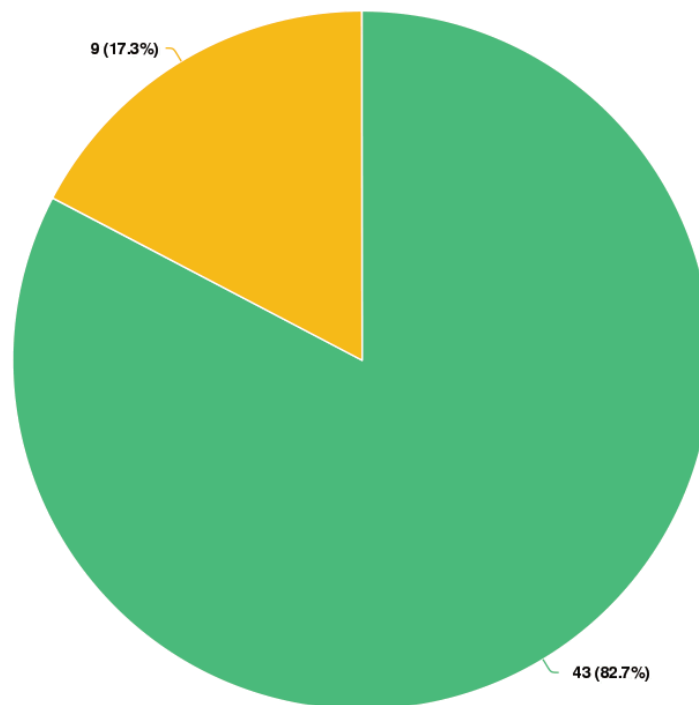
☒ Yes ☐ No - if no, why not?

Optional question (51 response(s), 1 skipped)

Question type: Radio Button Question

Engage Rockhampton Region : Summary Report for 01 November 2021 to 01 January 2022

Do you think the Strategy will help achieve RRC's goal of getting more people walking and cycling?



Question options

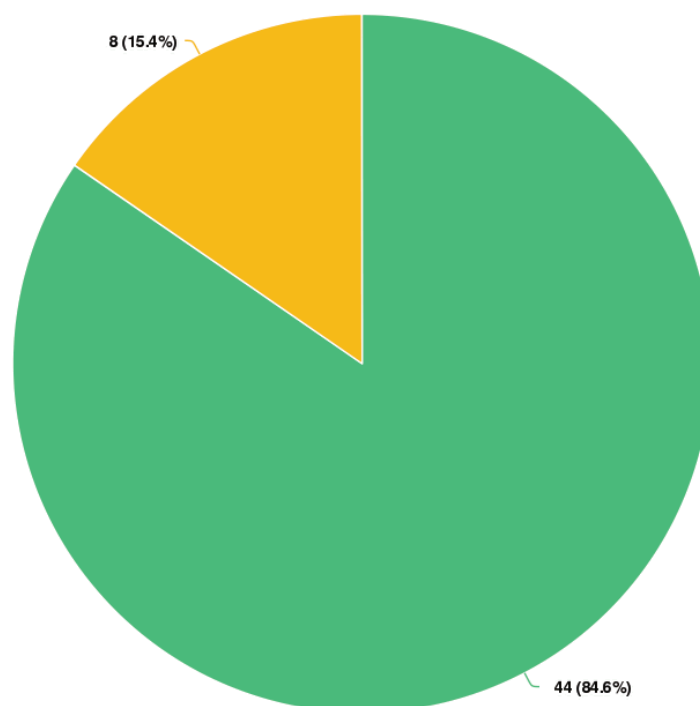
☒ Yes ☐ No - if no, why not?

Optional question (52 response(s), 0 skipped)

Question type: Radio Button Question

Engage Rockhampton Region : Summary Report for 01 November 2021 to 01 January 2022

Do you think the Strategy focuses on the right priorities and actions?



Question options

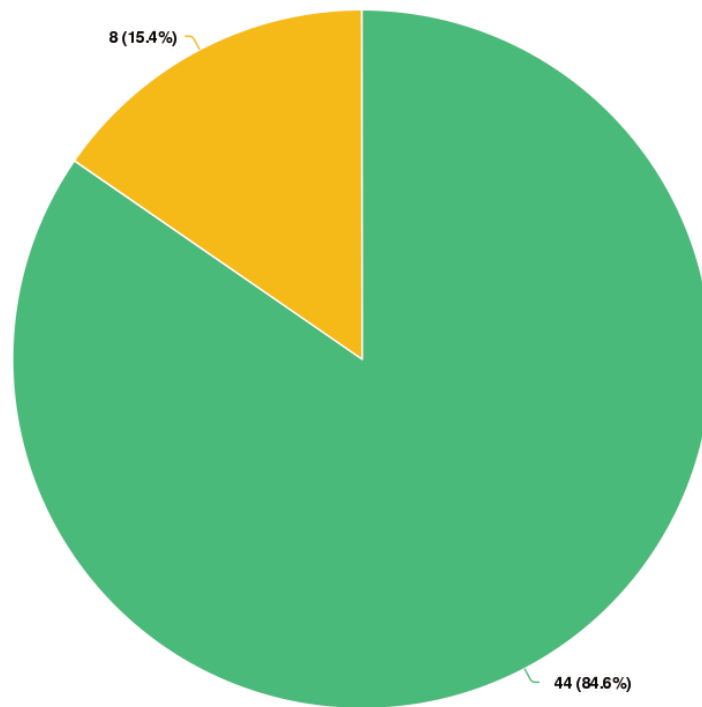
☒ Yes ☐ No - if no, why not?

Optional question (52 response(s), 0 skipped)

Question type: Radio Button Question

Engage Rockhampton Region : Summary Report for 01 November 2021 to 01 January 2022

Do you think that this is an achievable strategy for RRC over the next 10 years?



Question options

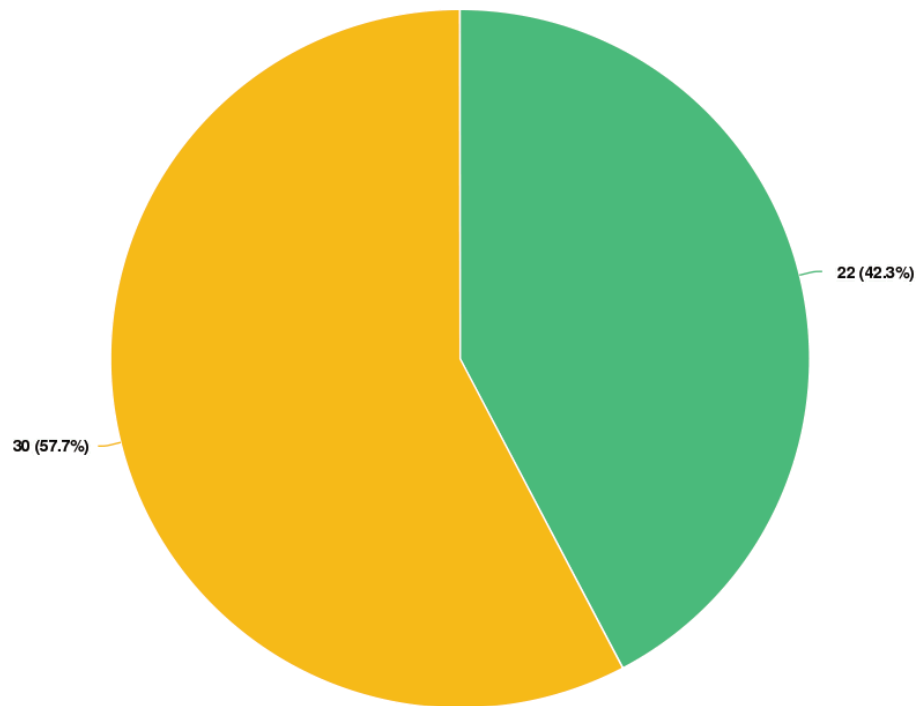
☒ Yes ☐ No - if not, why not?

Optional question (52 response(s), 0 skipped)

Question type: Radio Button Question

Engage Rockhampton Region : Summary Report for 01 November 2021 to 01 January 2022

Do you feel there is something missing from the Strategy?



Question options

☐ No ☐ Yes – if yes, please detail what this may be?

Optional question (52 response(s), 0 skipped)

Question type: Radio Button Question

8.3 MOUNT MORGAN RAIL TRAIL FEASIBILITY STUDY - SECOND ROUND OF CONSULTATION

File No: 14498
Attachments: Nil
Authorising Officer: Martin Crow - Manager Infrastructure Planning
Peter Kofod - General Manager Regional Services
Author: Jamie Meyer - Infrastructure Planning Engineer

SUMMARY

Preliminary drawings have been completed as part of the Mount Morgan Rail Trail Feasibility Study. The preliminary drawings will be made available for the second round of public consultation planned to commence Monday 25 April 2022.

OFFICER'S RECOMMENDATION

THAT Council undertake public consultation on the preliminary drawings for the Mount Morgan Rail Trail.

COMMENTARY

Preliminary drawings for the proposed rail trail have been completed as part of the Mount Morgan Rail Trail Feasibility Study. The preliminary drawings include:

- Final rail trail alignment
- Typical cross sections
- Proposed trail surfaces
- Typical details for infrastructure such as bollards, gates, seating, waterway and road crossings
- Earthworks and drainage
- Indicative locations for seating, lookouts, toilets and trail heads

Feedback from the first round of consultation has helped shape the design. This included finalising the trail alignment, indicative locations for rest stops or seating, details of trail access/gating and parking.

The preliminary drawings provide sufficient detail that enable a cost estimate of works to be used to determine the feasibility of the project.

A second round of consultation is proposed to give the community an opportunity to provide feedback which will be used to inform future detailed design if the rail trail were to progress.

The consultation is planned to commence Monday 25 April and close on Sunday 15 May 2022 and will be available through Council's Engage website. Letters will be sent to adjacent land owners and key stakeholders advising them of the upcoming consultation. A public notice is proposed to be included in the next edition of the Mount Morgan Argus, expected to be published Wednesday 27 April 2022. A media release will also be prepared to inform the wider community.

Due to their number and size, the preliminary drawings have been made available to Council for their information separate to this report.

BACKGROUND

Council has received funding through the 2020-21 Rail Trail Local Government Grants Program (RTLGG) to undertake a feasibility study for the provision of a multi-use trail along the existing vacant Mount Morgan rail corridor. The rail trail is proposed to begin at the existing Mount Morgan railway station located in Railway Parade, Mount Morgan and finish at Cedric Archer Park, Gracemere.

The proposed rail trail will provide a recreational route for cyclists, walkers and potentially horse riders and cover a distance in excess of 25km. The rail trail provides tourism and recreational benefits by connecting the townships of Mount Morgan and Gracemere. The trail forms part of the Advance Mount Morgan Strategy and will integrate with and provide benefit to other projects at various stages of planning and development.

PREVIOUS DECISIONS

On 15 March 2022, Infrastructure Committee received the Mount Morgan Rail Trail Feasibility Study – Consultation Outcomes report. This report provided the outcomes of the first round of public consultation undertaken from 16 August to 3 September 2021.

BUDGET IMPLICATIONS

The cost associated with public consultation is currently funded in Council's 2021-22 Operational Budget.

CONCLUSION

It is recommended that Council commence the second round of public consultation to give the community an opportunity to provide feedback on the preliminary design. The period of consultation will run from Monday 25 April 2022 to Sunday 15 May 2022.

8.4 CAPITAL PROJECT REPORT - MARCH 2022

File No: 7028
Attachments: 1. Capital Project Dashboard Report for March 2022 [↓](#)
Authorising Officer: Peter Kofod - General Manager Regional Services
Author: Andrew Collins - Manager Project Delivery

SUMMARY

Monthly status reports on all projects currently managed by the Project Delivery unit.

OFFICER'S RECOMMENDATION

THAT the Project Delivery Monthly Report for March 2022 be received.

COMMENTARY

The Project Delivery section submits a monthly project report outlining the status of capital projects managed by the Unit.

The following projects are reported on for the month of March 2022.

- Hail Damage Insurance Claim
- Mount Morgan Water Security
- Alliance Maintenance Facility
- RMoA / Cultural Precinct
- Botanic Gardens & Zoo Redevelopment
- Glenmore Water Treatment Plant Upgrade
- Gracemere & South Rockhampton STP Strategy
- Glenmore Water Treatment Plant Solar Farm
- Hockey Redevelopment (Flood mitigation works)
- Mount Morgan Pool
- North Rockhampton Sewage Treatment Plant Upgrade
- Riverbank Boardwalk
- Rockhampton Airport Security and Screening Upgrade / Solar
- Rockhampton Airport Parking

CAPITAL PROJECT REPORT – MARCH 2022

Capital Project Dashboard Report for March 2022

Meeting Date: 19 April 2022

Attachment No: 1



Regional Services – Project Delivery

Monthly Dashboard Update

Reporting Period: February 2022

Scope

Deliver the annual capital works program, achieving a capital program within 95% of the budget.

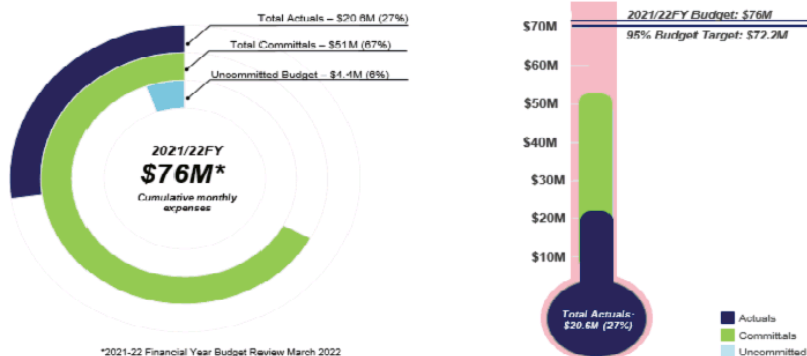
Ensure the delivery of infrastructure projects meet objectives set out in the 2021/22 Operational Plan.

Traffic Light Reporting

Item	Last Month	This Month	Comments
Scope	A	A	Remaining scope of East Street links is deferred. Replacement parking equipment.
Budget	G	G	No current budget issues.
Schedule	R	R	Glenmore Solar Farm, contract termination has impacted project delivery times.

2021/22FY Summary

2021/22 Monthly Status Reporting



Status Overview

Key Milestones & Deliverables This Month (March)

- RMoA Cultural Precinct Activation Works**
East Street links walls rendered and temp lighting installed.
- Mt Morgan Water Security**
Business case being finalised.
- Alliance Maintenance Facility**
Separable portion 1 (landside works complete, works underway airside with culverts installed).
- GWTP Solar Farm**
Civil works package complete, security fence adjustments to finalise.
- Botanic Gardens & Zoo Redevelopment**
Design development in progress. Playground D&C tender underway.
- North Rockhampton Sewage Treatment Plant**
Contract awarded, preliminaries, pre establishment activities underway.

Three Month Horizon

April	May	June
<ul style="list-style-type: none"> Mt Morgan Water Security Business Case final review. Alliance Maintenance Facility Greater site works (airside) underway. North Rockhampton Sewage Treatment Plant Pre start activities. Hail Damage Insurance Claim Tenders close for Landfill roof. Glenmore Water Treatment Plant Site works underway. Botanic Gardens & Zoo Redevelopment Design development continues. Playground design development. Riverbank Boardwalk Construction to commence post Rocky Nats. 	<ul style="list-style-type: none"> Alliance Maintenance Facility Greater site works continue. North Rockhampton Sewage Treatment Plant Site establishment. Mt Morgan Pool Designer engaged / development underway. Riverbank Boardwalk Construction continuing. 	<ul style="list-style-type: none"> Mt Morgan Pool Design development. Glenmore Water Treatment Plant Redevelopment works continues. Alliance Maintenance Facility Site civil and hangar works continue. North Rockhampton Sewage Treatment Plant Site works underway.

Regional Services – Project Delivery

Monthly Dashboard Update

Reporting Period: February 2022



Project Name	Current Status	Monthly Update		
		Scope	Budget	Schedule
Hail Damage Insurance Claim	Construction	G	G	G
				<p>Dooley Street Depot Roof replacements now 100% completed.</p> <p>North Rockhampton Library & Elfin House Childcare centre are scheduled to start works on the 6th of May.</p> <p>Victoria Park Shade structures are awarded, works currently being scheduled.</p> <p>152 Lakes Creek Road landfill site is out to tender.</p> <p>Kershaw Gardens Precinct and Depot is out to tender.</p>
Mt Morgan Water Security	Business Case	G	G	G
				<p>Preliminary Evaluation (PE) has been completed and submitted to council. Work is underway on finalising the Business Case. Final review version anticipated to be delivered to Council in May 2022.</p>
Alliance Maintenance Facility	Construction	G	G	G
				<p>Work on the landside and including the structural platform for the hangar (separable portion 1) has been completed. This has allowed work to commence on the Hangar construction.</p> <p>Works is now well underway on the airside civil portion of the project. Culvert installation is around 40% complete, subgrade preparation well underway including sub soil drainage installation.</p> <p>Milestone 1 funding of \$3.75M has been received.</p> <p>Milestone 2 report and claim for \$7.5M against the funding grant has been lodged.</p>
Rockhampton Museum of Art /Cultural Precinct Activation Works (East Street Links, Quay Lane Reconstruction)	Design & Construction	A	G	A
				<p>Work on East Street links continues. The masonry walls to the shared common wall with 121 East Street have been rendered and painted. CCTV and permanent lighting installation will begin mid-May. The balance of cladding to the brick common wall with 121 East Street will commence after Easter.</p> <p>The paved cross over to Quay Lane is currently being designed.</p> <p>The current building support structures (braces and stays) are temporary in nature. Structural / architectural frame treatment in the link currently deferred.</p>



Regional Services – Project Delivery

Monthly Dashboard Update

Reporting Period: February 2022

Project Name	Current Status	Monthly Update			
		Scope	Budget	Schedule	
Botanic Gardens & Zoo Redevelopment	Design	G	G	G	<p>Package 2: Project on-track. Activities completed within the month include submission of the 50% detail design by the architect; and detailed review of the submission by the project team; and the independent peer review. Update to be provided at the Committee meeting in May.</p> <p>Package 3: Project on-track. Activities completed within the month include endorsement and finalisation of the concept design. The contractor has ordered all materials for the works to improve project certainty on price and schedule.</p>
Glenmore Water Treatment Plant Upgrade	Design & Construction	G	G	G	<p>Design is anticipated to be completed at the end of April.</p> <p>Site establishment (sheds / site facilities) complete.</p> <p>Demolition/decommissioning works commenced on site March 2022. Lime feeders have been decommissioned and removed.</p>
Gracemere & South Rockhampton STP Strategy	Strategic Assessment	G	G	G	Currently developing the infrastructure implementation program for both the short and long term strategies. This program will be presented to the Infrastructure Committee in May.
Glenmore Water Treatment Plant Solar Farm	Design & Construction	G	G	R	The current contract for the Design and Construction of the solar farm has been terminated. Council now working through the termination contractual process and re-delivery strategy. The Civil Works Package component is now nearing completion with the balance of adjustment to security fencing to be completed.
Hockey Redevelopment (Flood Mitigation Works, Defect Works)	Construction	G	G	A	Works is scheduled to be completed late April 2022 due to delays of supply of flood pump. All earth works and associated infrastructure works are completed and site has been handed over to Rockhampton Hockey. Pumps installation is the only outstanding works.
Mt Morgan Pool	Preliminary Evaluation	G	G	G	<p>\$4.5M approved grant from Resources Community Infrastructure Fund. Funding agreement still to be received.</p> <p>Concept design and performance specification brief has been developed and tenders called, closing at the end of April 2022.</p>

Regional Services – Project Delivery
Monthly Dashboard Update
Reporting Period: February 2022



Project Name	Current Status	Monthly Update			
		Scope	Budget	Schedule	
North Rockhampton Sewage Treatment Plant Upgrade	Construction	G	G	G	Land acquisition from Rockhampton Jockey Club – Process still to be finalised. Project development and environmental approvals currently under assessment. Letter of Award has been issued to Haslin Construction Pty Ltd, pre establishment works underway. Prestart meeting planned for 20 April and site establishment late April to early May 2022.
Riverbank Boardwalk	Construction	G	G	G	Contract awarded, works scheduled to start on 27 th April 2022, post Rocky Nats and completed in September in time for the various festivals from this date.
Rockhampton Airport Security and Screening Upgrade / Solar	Design & Construction	A	G	G	<p>UV cleaning module being installed into x-ray lanes.</p> <p>Project on-track. Defect rectification ongoing.</p> <p>The new parking equipment anticipated to arrive on site early July 2022.</p> <p>Design of solar system for terminal is continuing and application to Ergon for connection approval for Airport and tenants solar applications has been submitted.</p>

8.5 FITZROY BARRAGE NORTHERN BANK FISH LADDER

File No: 5338
Attachments: 1. Draft Letter of Intent [↓](#)
Authorising Officer: Peter Kofod - General Manager Regional Services
Author: Martin Crow - Manager Infrastructure Planning

SUMMARY

Rockhampton Regional Council has been approached by Sunwater to collaborate on the construction of a fish ladder on the northern banks of the Fitzroy Barrage.

OFFICER'S RECOMMENDATION

THAT Council:

1. Support the ongoing discussions between Council and Sunwater in relation to the proposal to establish a fish ladder on the northern bank of the Fitzroy Barrage; and
2. Support the issuing of a letter of intent to Sunwater indicating the collaborative discussions held to date with Council and Council's support for continued discussions around the proposal to establish a fish ladder on the northern bank of the Fitzroy Barrage.

COMMENTARY

Council Officers have been meeting regularly with representatives of Sunwater to explore the proposal to establish a fish ladder on the northern bank of the Fitzroy Barrage. To date Council Officers have not identified any particular issue that would prevent Council from supporting this however discussions are ongoing.

Despite the existence of two fish ladders on the southern bank of the Barrage, the Barrage is still seen as a barrier to fish migration and there would be ecological benefits in establishing a further fish ladder on the northern bank.

Issues raised to date by Council Officers that are required to be addressed in the Offset Delivery Plan include the following:

- a) The fish ladder is not to impact on Council's water security.
- b) The fish ladder is not to impact the structural integrity of the Barrage.
- c) The fish ladder is not to impede the operations or maintenance of the Barrage.
- d) The fish ladder is to be future proofed to allow for a possible raising of the Barrage.
- e) Site security is to form part of the design process to prevent unauthorised access to the fish ladder.

If the project were to proceed, Council Officers have indicated to Sunwater that the design, construction and commissioning of the fish ladder will be the responsibility of Sunwater with the future operations and maintenance of the fish ladder being conducted by Council. Ownership of the fish ladder is still being discussed and this, along with the costs associated with the operations and maintenance are proposed to be captured in a commercial arrangement between Council and Sunwater. The detail of what this agreement might look like between Council and Sunwater is currently being developed.

To date the discussions between Sunwater and Council have been quite collaborative and the issuing of a letter of intent is supported at Officer level. The proposed letter of intent to Sunwater has been included in the attachments. The letter of intent does not bind Council at this point in time. For the project to proceed, Council will be required to enter into a commercial arrangement with Sunwater, most likely through a deed of agreement and also agree to the offset delivery plan to be submitted to DAF.

BACKGROUND

As part of the approvals process for the Rookwood Weir there is a requirement that fish habitat lost from the construction of the weir and the flooding of the upstream impoundment is compensated through a Fishway offset delivery plan.

This offset delivery plan initially identified the construction of a fishway at Tartrus Weir as the best approach to mitigate the impacts of Rookwood Weir, however cost considerations at that site have meant that consideration of other options needs to be undertaken. To this end, investigations have commenced into the provision of additional fish passage at the Fitzroy Barrage to provide for the offset required at Rookwood Weir.

Sunwater approached Council in November 2021 to gauge Council's level of interest in establishing a fish ladder on the northern bank of the Fitzroy Barrage. A working group was established to explore the proposal and this working group has been meeting regularly since that time. The proposed location of the fish ladder is shown below.



Sunwater have approached the Department of Agriculture and Fisheries (DAF) regarding the possible relocation of the fishway offsets from Tartrus Weir to the Fitzroy Barrage. DAF have shown some reluctance based on Council having rejected a similar proposal in 2018/19.

Consequently Sunwater have requested a Letter of Intent from Council to demonstrate that Council are considering the proposal and have been in discussions with Sunwater in relation to a fish ladder on the northern bank of the Barrage.

BUDGET IMPLICATIONS

There are no immediate budget implications arising from this report. Future budget impacts, if any, will be dependent on the arrangements entered into by Council and Sunwater to facilitate the project.

CONCLUSION

This report has provided an overview of the approach made by Sunwater to establish a fish ladder on the northern bank of the Barrage and the discussions held to date. A Letter of Intent from Council to Sunwater will demonstrate that Council are considering the proposal and confirm that discussions are being undertaken. The issuing of a letter of intent is supported at Officer level and is not seen to bind Council to the project at this point in time.

FITZROY BARRAGE NORTHERN BANK FISH LADDER

Draft Letter of Intent

Meeting Date: 19 April 2022

Attachment No: 1

(TO BE PREPARED ON ROCKHAMPTON REGIONAL COUNCIL LETTERHEAD)

Mark Cope
Project Manager, Rookwood Weir
Sunwater Limited
515 St Pauls Terrace
Fortitude Valley QLD 4006

Dear Sir,

Fitzroy Barrage – Northern Fish Ladder Proposal

Rockhampton Regional Council (**RRC**) provides this letter to demonstrate the ongoing progress made with Sunwater Limited (**Sunwater**) to establish a new fish passage structure on the northern bank of the Fitzroy Barrage.

Over the past five months, RRC and Sunwater have conducted regularly scheduled meetings to discuss the fish passage operation in context of the offset requirements for a fish passage due to the impact of Rookwood Weir.

This includes having established a working group to develop the technical detail of the project and collaboratively working together to develop an offset delivery plan, design standards and a formal agreement to deliver the offsets.

It is understood that the Department of Agriculture and Fisheries (DAF) are seeking to establish the level of support for this project within RRC. RRC are happy to advise that this project is being developed collaboratively with Sunwater and is agreeable for Sunwater to use this letter to demonstrate Council's support to DAF for continued discussions regarding the proposal.

It is important to note however, that this project is contingent on the proposed fish passage not having a critical impact on the region's water security and the successful completion of discussions with regards to the offset delivery plan and commercial arrangements on terms that are satisfactory to RRC.

Regards

Rockhampton Regional Council CEO

8.6 COASTAL AND ESTUARINE RISK MITIGATION PROGRAM FUNDING SUBMISSION

File No: 12534, 1864
Attachments: 1. Letter from DES-Coastal and Estuarine Risk Mitigation Program 22-23 [↓](#)
Authorising Officer: Peter Kofod - General Manager Regional Services
Author: Martin Crow - Manager Infrastructure Planning

SUMMARY

Rockhampton Regional Council has been approached by the Department of Environment and Science seeking nominations of expressions of interest for projects under the Federal Government's Coastal and Estuarine Risk Management Program.

OFFICER'S RECOMMENDATION

THAT Council support the submission of an expression of interest to the State Government under the Federal Government's Coastal and Estuarine Risk Management Program for the technical studies and business case for the Barrage Raising Project at an estimated cost of \$750,000 and seeking a 50% contribution from the Federal Government.

COMMENTARY

The Barrage Raising Project proposes to increase the height of the Barrage gates by 0.5m thereby increasing the storage volume of the Barrage and improving Council's water security. The project has been progressing in the background for a number of years with a number of studies completed and detailed design nearing completion.

In order to progress this project to completion however, there are a number of additional studies and approvals required to satisfy the State Government regulator under the Water Plan (Fitzroy Basin) 2011.

The drivers for this project to date have revolved around improving security for Council's Fitzroy Barrage water allocation. Climate risk is identified but not actively pursued as a reason to progress this project however an examination of the potential risks associated with climate change indicates that the proposed Barrage raising should be pursued on this front as well.

The three elements of climate change that are of most concern to the Barrage operations include sea level rise, increased average temperatures in the region and longer and more frequent droughts.

Sea level rise projections for the region indicate that under a high emissions scenario, the sea level may rise by 130mm by 2030 and 650mm by 2090. At present, the top of the Barrage gates sit approximately 20mm to 50mm above the highest astronomical tide (HAT) in the river. Although HAT events are rare, the consequences of passing saltwater into the raw water storage are high for the treatment processes for urban water supply and for irrigators. As sea levels rise, the risk of saltwater ingress into the Barrage pool increases. This risk can be mitigated for a number of years by the proposed Barrage Raising Project.

The indications around increased average temperatures resulting in increased consumption and longer and more frequent droughts resulting in changed flow regimes support the need to have sufficient storage and possibly increased capacity within the river system.

It is proposed to submit an Expression of Interest to the State Government to complete the remaining studies and business case for the Barrage Raising Project under the Coastal and Estuarine Risk Mitigation Program (CERMP). The expression of interest is proposed to indicate a budget estimate of \$750,000 with a 50% contribution from Council.

BACKGROUND

On 13 February 2022, the Minister for Emergency Management and National Recovery and Resilience, Senator the Hon Bridget McKenzie, announced that \$50 million in funding from the Emergency Response Fund will be allocated to the Coastal and Estuarine Risk Mitigation Program (CERMP).

The \$50 million CERMP in the 2022-23 financial year will help assist communities to mitigate disasters relating to coastal hazards. Areas of focus for the Program include planning, including local and regional risk assessments and mapping, business case development and preparation of community focused regional coastal management programs.

The CERMP opened for applications on Tuesday 8 March and will close on Friday 17 June 2022. Only Australian State or Territory governments are eligible to apply for funding however interested applicants with eligible projects (e.g. local governments) can submit projects through the state or territory government.

The State Government contacted Council in early April 2022 proposing a 2 stage process involving expressions of interest to be submitted by 22nd April 2022 and then selected proponents will be invited to provide a full submission for inclusion in the State's submission due on 17th June 2022.

BUDGET IMPLICATIONS

The Barrage Raising project is currently funded in the Fitzroy River Water Capital Budget to a value of approximately \$1 million over the next 2 to 3 years. This budget amount will be required to fund all the necessary approvals, construction and commissioning of the project. A detailed design estimate is to be completed once the detail design is completed. Additional studies to support the approvals process for the project could cost in the order of \$750,000. If the funding submission were successful, the funds would support the successful implementation of this project.

CONCLUSION

The drivers for the Barrage Raising Project to date have revolved around improving security for Council's Fitzroy Barrage water allocation. An examination of the potential risks associated with climate change indicates that the proposed Barrage raising should be pursued on this front as well. External funding would support the successful implementation of this project.

COASTAL AND ESTUARINE RISK MITIGATION PROGRAM FUNDING SUBMISSION

Letter from DES-Coastal and Estuarine Risk Mitigation Program 22-23

Meeting Date: 19 April 2022

Attachment No: 1



Department of
Environment and Science

Our Ref: CTS 0546/22

5 April 2022

Mr Evan Pardon
Chief Executive Officer
Rockhampton Regional Council
PO Box 1860
ROCKHAMPTON QLD 4700

CEO@rrc.qld.gov.au

Dear Local Government colleagues

The Australian Government has made available \$50 million (Australia wide) through the new Coastal and Estuarine Risk Mitigation Program (CERMP) <https://recovery.gov.au/coastal-and-estuarine-risk-mitigation-program-22-23> which is open to State and Territory governments only. The Queensland Government is looking to partner with local government to submit projects for funding under CERMP.

Coastal and estuarine hazards, such as storm tides, sea erosion and climate change sea level rise threaten a diverse set of social, natural and cultural assets, including public and private property and valued recreational and tourist areas, with flow-on social, environmental and economic impacts.

Local government plays a key role in protecting their communities from coastal hazards. Through the QCoast₂₁₀₀ program many councils have invested in understanding the risks to their communities and developed a Coastal Hazard Adaptation Strategy (CHAS) to guide future actions.

The Queensland Government, through the Department of Environment and Science (department) is inviting funding proposals from councils on projects that meet the CERMP guidelines. These projects must be completed within 3 years.

The CERMP guidelines require a single overarching application from the Queensland Government encompassing all projects and an identification of up to ten prioritised projects. A panel made up of the department, QFES and the Queensland Reconstruction Authority may shortlist submitted projects from councils that best meet the guideline and project eligibility requirements.

Eligible project activities include:

- 1) Adaptation and resilience actions, including investment in grey infrastructure and green/blue infrastructure (which includes nature-based solutions) to:
 - protect physical coastal and estuarine cultural heritage, including that of Indigenous Australians;
 - reduce erosion and inundation risks to critical infrastructure, and natural and cultural assets in the coastal zone;
 - reduce exposure or vulnerability to climate change and disruption from coastal and estuarine natural hazards; and/or
 - reduce coastal and estuarine hazard risk to public assets.

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Version: 1, Version Date: 06/04/2022

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ABN 46 640 294 485

- 2) Planning, including:
 - local and regional disaster risk and vulnerability assessments and mapping;
 - business case development;
 - economic analyses to identify sustainable, equitable and efficient funding models to implement coastal and estuarine adaptation initiatives; and/or
 - preparation of community focussed regional and/or integrated coastal zone management programs.
- 3) Investment in monitoring infrastructure and activities to understand the coastal and estuarine zone over time, including investigations on coastal processes, to inform future action to manage coastal and estuarine hazards

Projects that include any of the following attributes may be rated more highly by the department:

1. implements adaptation actions identified in an endorsed CHAS or Queensland Emergency Risk Management Framework (QERMF) risk assessment
2. demonstrates innovative and cost-effective solutions to coastal hazards
3. emphasises nature-based solutions that preserve the natural character and processes of the coast
4. are well developed or 'shovel ready' and have council support
5. benefits other councils across the State through joint projects, shared learnings or actions that can inform or provide leading practice examples for other councils
6. leverages CERMP funding through partnerships, joint projects or high co-contributions

Such projects could include nature-based solutions such as beach nourishment, dune rehabilitation, mangrove restoration, stabilisation of degraded estuarine and tidal riverine coasts and watershed management (refer United Nations Office for Disaster Risk Reduction Words into Action Guide: Nature-based Solutions for Disaster Risk Reduction <https://www.undrr.org/words-action-nature-based-solutions-disaster-risk-reduction>).

The department is seeking applications for projects up to a maximum of \$2 million. However, applications above this amount may be considered based on their merits. Councils will be required to make a minimum 25% contribution.

If you have a potential project for this program, please provide a brief one-page summary for consideration by **Friday 22 April 2022**.

If the project is supported, you will be asked to submit a detailed proposal. If you require further information then please contact Mr Sel Sultmann, Principal Coastal Scientist at coastal.support@des.qld.gov.au or phone 3330 5768.

Yours sincerely



Geoff Robson
Executive Director
Environmental Policy and Planning

9 NOTICES OF MOTION

Nil

10 QUESTIONS ON NOTICE

Nil

11 URGENT BUSINESS/QUESTIONS

Urgent Business is a provision in the Agenda for members to raise questions or matters of a genuinely urgent or emergent nature, that are not a change to Council Policy and can not be delayed until the next scheduled Council or Committee Meeting.

12 CLOSED SESSION

In accordance with the provisions of section 254J(3) of the *Local Government Regulation 2012*, a local government may resolve to close a meeting to the public to discuss confidential items, such that its Councillors or members consider it necessary to close the meeting.

RECOMMENDATION

THAT the meeting be closed to the public to discuss the following items, which are considered confidential in accordance with section 254J(3) of the *Local Government Regulation 2012*, for the reasons indicated.

13.1 Recyclables Processing Service Contract Update

In accordance with section 254J(3)(g) of the *Local Government Regulation 2012* it is considered necessary to close the meeting to discuss negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

13 CONFIDENTIAL REPORTS

13.1 RECYCLABLES PROCESSING SERVICE CONTRACT UPDATE

File No: 1857

Attachments: Nil

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: Michael O'Keeffe - Manager Rockhampton Regional Waste and Recycling

In accordance with section 254J(3)(g) of the *Local Government Regulation 2012* it is considered necessary to close the meeting to discuss negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

SUMMARY

The purpose of this report is to provide Council with an update on the recyclable processing services.

14 CLOSURE OF MEETING