

Bundaberg Regional Council Road Investment Strategy

Response to Community Submissions Report
June 2021



- Building Australia's best regional community

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1.0 Introduction

The Road Investment Strategy (the Strategy) aims to establish an evidence based, transparent, and repeatable approach to the long-term management of road assets across the Bundaberg Regional Council local government area. This will optimise Council's forward periodic maintenance and capital works programs to provide a high customer level of service that are aligned to intervention triggers and sound economic assessment.

The Strategy will allow Council to proactively manage the challenge of supporting sustainable growth, while planning for periodic maintenance and upgrade of existing infrastructure. It will also support the community to understand the strategy and how it impacts them, communicated through customer requests and fact sheets relating to the main types of capital upgrade works.

The Strategy has been designed to be a dynamic, living document that uses an economic based approach to prioritise future works in the areas of periodic maintenance and capital investment, whilst considering future development and renewal requirements. The long-term goal of the Strategy is to progressively improve current road asset management processes to:

- adopt a proactive rather than reactive approach to asset management, and in doing so achieve good value for money outcomes for the community;
- ensure an objective, transparent and consistent approach to prioritisation is applied based on demand;
- provide a better response to customer requests through a clearly defined service level framework;
- ensure appropriate risk management and asset performance is balanced with financial sustainability of the organisation; and
- focus on continual improvement of asset management practices.

2.0 Public Consultation Summary

Council completed public consultation on the Draft Bundaberg Regional Council Road Investment Strategy over a minimum 28-day period, which ran from Monday 15 March to Friday 16 April 2021. In response, a total of 13 submissions were received from the public. A detailed review of all submissions was undertaken, together with subsequent technical review of the Draft BRC Road Investment Strategy to confirm all items raised were appropriately addressed.

The Draft Bundaberg Regional Council Road Investment Strategy was made publicly available via Council's Bundaberg Now and www.ourbundabergregion.com.au webpages and social media posts. The following provides a summary of public consultation statistics:

- 6638 people reached on Facebook with 98 engagements (clicked on the link);
- 873 views on Bundaberg Now;
- 245 webpage visits on www.ourbundabergregion.com.au; and
- 75 Draft Bundaberg Regional Council Road Investment Strategy document downloads.

3.0 Community Submissions and Council’s Responses Summary

Thirteen submissions were received during the public consultation period. The key issues raised are summarised as follows:

- Requests to seal unsealed rural residential roads;
- Safety of road users including vulnerable road users (pedestrians and cyclists);
- Intersection treatments and their management;
- Prioritise road surface rehabilitation over new and upgraded roads;
- Environmental impacts and planting trees in the road corridors.

The community submissions received along with Council’s responses to these submissions are provided in Appendix A.

4.0 Strategy Updates

A detailed review of all submissions received, together with a subsequent review of the Draft BRC Road Investment Strategy was undertaken. The review concluded that the Draft BRC Road Investment Strategy appropriately addressed most items raised in submissions and only minor changes were required as detailed below.

DRAFT VERSION	ADDITIONS	FINAL VERSION
<p>Section 4.5 Our Levels of Service</p> <p>Sustainability Financial and environmental sustainability outcomes are improving</p> <ul style="list-style-type: none"> • Road investments are shown to reflect financial sustainability principles. • Road investment practices and options selected with intent to minimise carbon footprint where feasible 	<ul style="list-style-type: none"> • Ensuring the protection of rare and threatened species and prevention of land degradation through best practice vegetation management and erosion control. 	<p>Section 4.5 Our Levels of Service</p> <p>Sustainability Financial and environmental sustainability outcomes are improving</p> <ul style="list-style-type: none"> • Road investments are shown to reflect financial sustainability principles. • Road investment practices and options selected with intent to minimise carbon footprint where feasible • <i>Ensuring the protection of rare and threatened species and prevention of land degradation through best practice vegetation management and erosion control.</i>

Appendix A

Community Submissions
Received and Council's
Responses

Appendix A Community Submissions Received and Council's Responses

Submission	Submission Comments	Council Response	Reference to SMS
1	Planners need to listen to cyclists when planning cycling routes & sealing roads.	The Road Investment Strategy considers active travel demand when assessing capital road upgrades, particularly for the verge seal work type. Please also refer to Council's Active Transport Strategy 2020-2025 for additional cycle information.	4.3.1 Capital works *Urban Shoulder Sealing. Active Transport Strategy 2020-2025.
2	Good	Thank you for your positive feedback and for taking the time to read Council's Road Investment Strategy.	N/A
3	I am hoping that with the growth accelerating on the coast, helped along by the creation of new housing estates, the council will get on the front foot with some intersection management. The Elliott Heads/Innes Park intersection is already getting busy at peak times, with traffic backing up past the golf club entrance. This leads to driver frustration & the potential for risks being taken. The installation of a roundabout here would greatly reduce the traffic build up & help the smooth, continuous flow of traffic, and also help the intersection be prepared for the population growth. It is far better to be proactive than reactive, and by thinking ahead the disruption to local & tourist traffic flow will be minimal, compared to if this was constructed once the new estates are open & traffic becomes even heavier.	The Elliott Heads/Innes Park intersection is a State controlled intersection, managed by the Department of Transport and Main Roads (TMR). Council is currently working with TMR to develop a network wide approach to prioritise upgrade works on key infrastructure, including demands from population growth. Your feedback will be shared with the Department as part of that process.	4.1 Strategic Objectives *To understand and meet the demands of growth through the management of infrastructure investment, and in doing so, support the growth of local industry and the community. Bundaberg Transport Model.

Submission	Submission Comments	Council Response	Reference to SMS
4	<p>I am encouraged about safety for non-vehicle users. It should be a key area given the increased users of the roads, in particular the areas between Bundaberg and Bargara. As a daily user ummmm seeing too many near misses so I encourage a bike path along areas that separate the two forms, such as using a designated lane or old tram lines, or widening of Bargara Road.</p> <p>I'm not convinced that sealing unsealed roads should be priority. These networks will add significant costs and only benefit a minority in most cases.</p> <p>I feel the focus should be toward safety and traffic volumes for the tourist paths. For example, the amount of travellers, usually towing caravans, in Bargara has increased and they are using suburban roads as their routes, e.g. Holland St. This increases pressure on this system.</p>	<p>The Road Investment Strategy (RIS) considers active travel demand when assessing capital road upgrades, particularly for the verge seal work type. Please also refer to Council's Active Transport Strategy 2020-2025, for additional cycle information.</p> <p>The RIS considers all of Council's road assets and road users and prioritises various types of work utilising specific criteria.</p>	<p>4.1 Strategic Objectives *To understand and meet the demands of growth through the management of infrastructure investment, and in doing so, support the growth of local industry and the community.</p> <p>4.3.1 Capital works *Urban Shoulder Sealing.</p> <p>Active Transport Strategy 2020-2025.</p>
5	<p>I would like to see BRC come up with a plan to reduce the number of traffic lights in Bundaberg. There are a large number of roundabouts that work brilliantly, why does council keep putting lights in? Did you know that up to 20% of vehicle pollution in cities is from cars idling at traffic lights. There are a number of traffic lights in Bundaberg that I consider to be in ridiculous locations. Three I would like to mention are the lights on Mt. Perry Road North Bundaberg (near the BP), Bunnings, and Ring Road - Goodwood Road intersection. Whoever gave approval for lights at this intersection is an idiot. It is</p>	<p>The Road Investment Strategy identifies and prioritises intersection upgrades for consideration in capital works programs. Intersection upgrades are site specific and driven from a traffic demand and safety focus to provide a high level of customer service within budgetary constraints. Roundabouts can be a good intersection treatment for traffic flow and are provided where applicable but are not always the most appropriate solution when considering the best outcome for the community.</p> <p>Council is currently constructing the Back Windermere Road/Innes Park Road roundabout at Innes Park and have recently completed the Hughes Road/Watsons Road roundabout in Bargara.</p>	<p>3 Understanding the challenges *Level of service provided by the road network.</p> <p>4.1 Strategic Objectives *To manage the road network to ensure the safety and wellbeing of users.</p>

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	<p>interesting that the busiest intersection on the Ring Road is Bargara Road, which has a beautiful roundabout that works perfectly. I suggest that if council decided to put lights on this intersection there would be a revolt from Bargara residents. Come on council, change to a better environmental and traffic flow policy for future benefits to all! Roundabouts are great!</p>	<p>The Mt Perry Road/Walters Street and Bundaberg Ring Road/Goodwood Road signalised intersections are State controlled, managed by the Department of Transport and Main Roads (TMR).</p>	<p>4.3.1 Capital works *Intersection upgrades.</p>
6	<p>There is nothing in the strategy which mentions the environmental impact associated with construction of new roads, widening of roads or verge sealing. Council is strongly criticised for these impacts as tree removal is highly visible. An example is the sealing and widening of South Bingera Road which led to complaints to the Qld Minister for Environment due to the loss of many mature trees which were hundreds of years old.</p> <p>There is nothing in the strategy which mentions tree planting once new roads are constructed. Council has received requests for trees to be planted after roads are constructed but rarely does this happen. It's great to have the lovely roads but also good to see some leafy vegetation when you are driving. Council is apparently committed to the One Million Trees program at the highest level so should be mentioned in all long term strategic documents such as the road strategy.</p>	<p>Council is committed to providing both financially and environmentally sustainable road network outcomes for the community and Sustainability has been included as one of the Level of Service measures in the Road Investment Strategy to minimise the carbon footprint of roadworks. The installation of street trees is considered in urban street design where appropriate and where they are not considered to be a safety risk for road users.</p> <p>Tree planting following road construction is not specifically mentioned in the Strategy as this is enacted during project planning and development. However, additional commentary for vegetation management has been added to the Sustainability level of service in the final version.</p>	<p>3 Understanding the challenges *Outcomes - Sustainability.</p> <p>4.5 Our levels of service *Sustainability.</p>

Submission	Submission Comments	Council Response	Reference to SMS
7	<p>As long as the severe road or intersection surface are addressed first as there are several in need of a rebuild.</p>	<p>The Road Investment Strategy prioritises periodic maintenance works through the use of current road condition data and defined intervention triggers to provide optimal timing for works and a high customer level of service.</p>	<p>3 Understanding the challenges *Level of service provided by the road network.</p> <p>4.1 Strategic Objectives *To ensure that periodic maintenance of road assets is proactively managed to reduce risk, using current condition data and agreed levels of service.</p> <p>4.3 How we will deliver the strategy. 4.3.2 Periodic maintenance works.</p>
8	<p>Thank you for developing this progressive and institutive strategy. The feedback from xxxxx is great.</p> <p>However I would quickly like to take this opportunity to again raise concerns shared by many who live on Shelley St in Burnett Heads. They remain concerned about the level of dust on this road with motorist numbers increasing. On behalf of those residents I would again like to highlight it's need for sealing and appreciate any assistance or advice on a timeline can give to residents of Shelley Street.</p>	<p>The Road Investment Strategy (RIS) considers safety, traffic demand, vehicle types, population growth through census datasets and geometry when assessing the need to seal unsealed roads. Council is aware of the request to seal Shelley Street, Burnett Heads. This street has a low priority at a whole of network level when assessed against the above criteria and does not currently form part of any current or future programs of work.</p> <p>The RIS considers all of Council's road assets and road users and prioritises various types of work utilising specific criteria.</p> <p>Periodic maintenance of the unsealed road network is undertaken through the use of current road condition data and defined intervention triggers to provide optimal timing for works and a high customer level of service.</p>	<p>3 Understanding the challenges *Level of service provided by the road network.</p> <p>4.1 Strategic Objectives *To ensure that periodic maintenance of road assets is proactively managed to reduce risk, using current condition data and agreed levels of service.</p>

Submission	Submission Comments	Council Response	Reference to SMS
			<p>4.3 How we will deliver the strategy.</p> <p>4.3.1 Capital works *Sealing of unsealed roads.</p> <p>4.3.2 Periodic maintenance works.</p> <p>4.3.3 How are the needs of the network prioritised.</p> <p>4.4 Spotlight on key improvement areas *Sealing of unsealed roads.</p>
9	<p>I am delighted to note the following: In your Overview, one of your aims is to provide a better response to customer requests In the need for a strategy, one of your actions will be to manage the road network with consideration to community wellbeing. In understanding the challenges I would like to thank you for responding to my request for an upgrade on our road (Bakers Road, South Kolan) Strategic Objectives 1. I appreciate one of your objectives being to manage the road network to ensure safety and wellbeing of users as our road can be dangerous with slippery gravel and soggy patches in the rain plus the effect of regular and heavy vehicles driving down Bakers Road to Platypus Park can deteriorate the surface of the road.</p>	<p>Periodic maintenance of the unsealed road network is undertaken through the use of current road condition data and defined intervention triggers to provide optimal timing for works and a high customer level of service. Maintaining the surface of the road network is rated with the highest priority.</p> <p>The Road Investment Strategy considers safety, traffic demand, vehicle types, population growth through census datasets and geometry when assessing the need to seal unsealed roads. Bakers Road has a low priority at a whole of network level when assessed against the above criteria and does not currently form part of any current or future programs of work.</p>	<p>3 Understanding the challenges *Level of service provided by the road network.</p> <p>4.1 Strategic Objectives *To ensure that periodic maintenance of road assets is proactively managed to reduce risk, using current condition data and agreed levels of service.</p> <p>4.3 How we will deliver the strategy. 4.3.1 Capital works *Sealing of unsealed roads.</p>

Submission	Submission Comments	Council Response	Reference to SMS
	<p>2. To achieve a high level of community satisfaction would be a definite positive if our dirt road could be sealed after living here for 32 years</p> <p>Capital Works</p> <p>An absolute asset for my family would be the sealing of an unsealed road, providing us with a more consistent surface to drive and not have the need for regular tyre upgrades and frequent services.</p>		<p>4.3.2 Periodic maintenance works.</p> <p>4.3.3 How are the needs of the network prioritised.</p> <p>4.4 Spotlight on key improvement areas</p> <p>*Sealing of unsealed roads.</p>
10	<p>Really, the first priority for council should be to seal residential gravel roads, and bring those residents into the 21st century. I have lived on Lakeview Drive, Alloway for nearly twenty years and am still waiting. Our property and adjacent properties are zoned Rural Residential, yet we still have to put up with a gravel road. I believe council is under the impression that it is just some isolated rural backwater and that the road and the residents don't really matter, and I quote "Lakeview Drive is a rural unsealed road in a rural area." (Council correspondence xxxxx). The only true part in that statement is the unsealed road. It is not just a rural road and it is not just a rural area. We are only 17klm from that CBD and as mentioned previously my rates states that it is Rural Residential , and as such we deserve the same as any residential area- a sealed road. The dust is horrendous, the wear and tear on tyres and vehicles is horrendous and gravel fragments flying off from passing traffic are a serious health and safety hazard, which I have</p>	<p>The Road Investment Strategy (RIS) considers safety, traffic demand, vehicle types, population growth through census datasets and geometry when assessing the need to seal unsealed roads. Council is aware of the request to seal Lakeview Drive, Alloway. This road has a low priority at a whole of network level when assessed against the above criteria and does not currently form part of any current or future programs of work.</p> <p>The RIS considers all of Council's road assets and road users and prioritises various types of work utilising specific criteria.</p> <p>Periodic maintenance of the unsealed road network is undertaken through the use of current road condition data and defined intervention triggers to provide optimal timing for works and a high customer level of service.</p>	<p>3 Understanding the challenges</p> <p>*Level of service provided by the road network.</p> <p>4.1 Strategic Objectives</p> <p>*To ensure that periodic maintenance of road assets is proactively managed to reduce risk, using current condition data and agreed levels of service.</p> <p>4.3 How we will deliver the strategy.</p> <p>4.3.1 Capital works</p> <p>*Sealing of unsealed roads.</p> <p>4.3.2 Periodic maintenance works.</p> <p>4.3.3 How are the needs of the network prioritised.</p>

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	<p>advised council about but nothing has been done. I can't walk around or play with my grandchildren in the front yard because of the dust and flying gravel chips, which is dangerous and a disgrace really.</p> <p>This road is used by a number of families on a daily basis for work and/or school drop offs and pick-ups, and by employees from a large Macadamia farm, also "Amber Ranch" holds a major rodeo once a year and a number of smaller carnival events on Sunday afternoons throughout the year, and continually we have to suffer from the effects of all that traffic.</p> <p>I have pointed out to council before that I can name quite a number of roads that are similar- short, no through roads with only a half dozen or so residences, yet they have sealed roads and we don't, and they don't get anywhere near as much traffic as we do. It's just bizarre and amounts to nothing short of discrimination and an unjust distribution of funds.</p> <p>I understand that Rates are spread across a number of areas, with some benefits to all ratepayers, e.g. the library, public parks etc, but I also believe that some of your rates should be returned to upgrade and improve services in your local community. E.g. Bargara has a wonderful foreshore for their residents, Burnett Heads has had a recent upgrade to its' streetscape, the roads around Thabeban have had their roads re-sealed! How is it that they can get their roads re-sealed a number of times, and we can't get ours done once. That doesn't sound like a</p>		<p>4.4 Spotlight on key improvement areas</p> <p>*Sealing of unsealed roads.</p>

Submission	Submission Comments	Council Response	Reference to SMS
	<p>very equitable way of allocating funds, it appears more like discrimination. And how is it that none of my rates are returned to upgrade and improve services in my local community. I and my neighbours have been paying rates for 20 odd years or more and in that time zero percent of our rates has been spent on improvements to our lifestyle, whilst everybody else gets something. We have been subsidising improvements and upgrades for everybody else whilst getting nothing ourselves. It's about time other ratepayers went without something for a change, so we can live just like them- On A Sealed Road!!!</p> <p>Furthermore, the rates we have all paid over all that time would have been more than enough, and council should understand that if the road is sealed the value would increase, rates would increase and the council would eventually get their expenditure returned. After all, the longer you leave it, the more expensive it will be! I would consider it a very good investment for the future of our environment.</p>		
11	<p>Myself and my neighbours desperately appeal to have Shelley Street and Moores Road, Burnett Heads sealed. The dust infiltrating our home and lungs is extremely uncomfortable with the continual cleaning at an overwhelming level. With these two roads being gravel, they are a magnet for hoons - many have rolled and ended up in the ditch or fishtailed out of control - it is a fatality waiting to happen. This has been an ongoing issue with Council</p>	<p>The Road Investment Strategy (RIS) considers safety, traffic demand, vehicle types, population growth through census datasets and geometry when assessing the need to seal unsealed roads. Council is aware of the request to seal Shelley Street, Burnett Heads and has logged this request.</p> <p>The RIS considers all of Council's road assets and road users and prioritises various types of work utilising specific criteria.</p>	<p>3 Understanding the challenges *Level of service provided by the road network</p> <p>4.1 Strategic Objectives *To ensure that periodic maintenance of road assets is proactively managed to</p>

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	<p>for decades and with traffic increasingly becoming heavier, these problems will only worsen.</p>	<p>Periodic maintenance of the unsealed road network is undertaken through the use of current road condition data and defined intervention triggers to provide optimal timing for works and a high customer level of service.</p>	<p>reduce risk, using current condition data and agreed levels of service.</p> <p>4.3 How we will deliver the strategy</p> <p>4.3.1 Capital works *Sealing of unsealed roads</p> <p>4.3.2 Periodic maintenance works</p> <p>4.3.3 How are the needs of the network prioritised</p> <p>4.4 Spotlight on key improvement areas *Sealing of unsealed roads.</p>
12	<p>Unsealed roads - in the year 2021 still so many unsealed roads where most other councils around us have sealed rural roads even if they are one lane seal. Bundaberg council should look at doing a low cost two coat seal 3 metres to 6 metres wide say in the golden triangle area [Bundaberg to Gin Gin to Childers] even a single lane seal will also reduce maintenance costs reduce dust problems reduce rutting & corrugations & generally make roads safer for everyone especially during harvest seasons with increased traffic & heavier vehicles after these roads are done should look at further out in the shire. and all roads staying unsealed should have better</p>	<p>The Road Investment Strategy (RIS) considers safety, traffic demand, vehicle types, population growth through census datasets and geometry when assessing the need to seal unsealed roads. In this way the network investment can be equitable based on demand across the region but also produces sealed roads where traffic demand is highest.</p> <p>The RIS considers all of Council's road assets and road users and prioritises various types of works utilising specific criteria.</p> <p>Periodic maintenance of the unsealed road network is undertaken through the use of current road condition data and defined intervention triggers to provide optimal timing for works and a high customer level of service. Your feedback on</p>	<p>3 Understanding the challenges *Level of service provided by the road network.</p> <p>4.1 Strategic Objectives *To ensure that periodic maintenance of road assets is proactively managed to reduce risk, using current condition data and agreed levels of service.</p>

Submission	Submission Comments	Council Response	Reference to SMS
	<p>drainage like more tail out drains so water can run of and away from road better.</p>	<p>drainage improvements is noted and will be further considered as part of maintenance planning.</p>	<p>4.3 How we will deliver the strategy. 4.3.1 Capital works. *Sealing of unsealed roads. 4.3.2 Periodic maintenance works. 4.3.3 How are the needs of the network prioritised. 4.4 Spotlight on key improvement areas *Sealing of unsealed roads.</p>
13	<p>I would like consideration for Shelley Street, Mon Repos to be sealed in the very near future. Reasons are that with increased traffic the dust issues are extreme for the seventeen residents living on the Street and for neighbouring residents. The Street is the access for the community to The Turtle Trail walking paths plus access to Mon Repos Beach and Starkey's Beach. The Street is an emergency access to Bargara. Property values on the Street average over the million dollar price bracket, Residents pay rates averaging \$6500 annually towards sealed road contributions. A sealed Street is an expectation in a residential area with this degree of community use.</p>	<p>The Road Investment Strategy (RIS) considers safety, traffic demand, vehicle types, population growth through census datasets and geometry when assessing the need to seal unsealed roads. Council is aware of the request to seal Shelley Street, Burnett Heads. This street has a low priority at a whole of network level when assessed against the above criteria and does not currently form part of any current or future programs of work.</p> <p>The RIS considers all of Council's road assets and road users and prioritises various types of works utilising specific criteria.</p> <p>Periodic maintenance of the unsealed road network is undertaken through the use of current road condition data and defined intervention triggers to provide optimal timing for works and a high customer level of service.</p>	<p>3 Understanding the challenges *Level of service provided by the road network. 4.1 Strategic Objectives *To ensure that periodic maintenance of road assets is proactively managed to reduce risk, using current condition data and agreed levels of service. 4.3 How we will deliver the strategy. 4.3.1 Capital works *Sealing of unsealed roads.</p>

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			<p>4.3.2 Periodic maintenance works.</p> <p>4.3.3 How are the needs of the network prioritised.</p> <p>4.4 Spotlight on key improvement areas</p> <p>*Sealing of unsealed roads.</p>