

**GUIDELINES ON ARRANGEMENTS FOR
INFRASTRUCTURE EXTERNAL TO STATE
GOVERNMENT SITES AND NON-STATE SCHOOLS**

December 1997

CONTENTS

1.0	BACKGROUND AND DEFINITIONS	...3
1.1	Introduction	...3
1.2	Background	...3
1.3	State Government Policy	...4
1.4	Operational Guidelines	...5
1.5	Policy Eligibility	...5
1.6	Definitions	...6
1.7	Acknowledgment	...9
2.0	PLANNING CONTEXT	...10
2.1	Background	...10
2.2	Strategic Planning focus for Community Infrastructure	...10
2.3	State Government	...11
2.4	Sequenced Development	...11
2.5	Local Government Planning	...11
2.6	New asset Delivery Solution	...12
2.7	Private Sector Involvement	...13
APPENDIX A	OPERATIONAL GUIDELINES	...14

1. BACKGROUND AND DEFINITION

1.1 INTRODUCTION

This document summarises the background to the differences between State and Local Governments concerning responsibilities for infrastructure external to State Government sites and non-State school sites, and sets out the Policy adopted by the State Government on the matter. It also provides operational guidelines for the provision and funding of the relevant infrastructure in accordance with the policy, as well as guidelines for effective co-operation between the two levels of government in the planning and implementation of community infrastructure projects.

1.2 BACKGROUND

Community Infrastructure is defined in the *Integrated Planning Act 1997* and includes educational facilities, hospitals and institutions, development infrastructure items, and correctional facilities to name a few. This term has been adopted for these Guidelines to maintain consistency.

The State Government has the responsibility to provide community infrastructure to meet the needs generated by population growth and associated development. This infrastructure serves to contribute to the fabric of society, positively affect property values and local economic activity, and may encourage the development of adjacent areas.

Certain community infrastructure of a local nature, such as water supply and sewerage, parks and gardens and local roads, is the responsibility of Local Government by particular legislation.

In this way, the State and Local Governments act in partnership to provide and enhance services for communities.

Long standing practices of responsibility of provision of facilities have generally been as follows:

- the State Government was responsible for the construction of State facilities including onsite official, visitor and staff parking and where applicable, client and student parking; and
- the Local Government was responsible for the co-ordination of the infrastructure that relates to development within its boundaries and for the provision and maintenance of services such as water supply, sewerage, drainage and traffic management external to State Government sites.

However, these areas of responsibility have not always been as distinct as this. Over recent years, issues developed in relation to the provision and funding of infrastructure external to State Government sites due to a lack of clear guidelines. It is recognised by both State and Local Government that there is a need to work together to provide the necessary infrastructure to service the people of Queensland.

The State provides contributions towards Local Government transport infrastructure, drainage, water, and sewerage headworks and other community facilities through a number of annual grants and subsidies.

The intent of developing arrangements on subsidies for external infrastructure to State Government sites and non-State schools was to help the Local Governments in relation to the consultation, early agreement on what external infrastructure is required, timing and the cost to finance the infrastructure. The underlying principle is to have early consultation and discussions between the Local Government and the State Government agency or non-State school which can lead to better planning options for community infrastructure and possibly reduce long term costs.

It has been through this recognition and the development and adoption by State Government of a Policy on external infrastructure and headworks (for non-State schools), that the following Guidelines have been prepared.

1.3 STATE GOVERNMENT POLICY

In November 1996, the State Government adopted a policy, effective from that date, in relation to funding requirements for external infrastructure to State Government sites and non-State schools. The Policy applies to projects completed after 11 November 1996, in respect of State Government sites, and for projects approved for funding after 30 June 1997 in respect of non-State schools, and is as follows:

- i. To provide of a 50% subsidy to Local Governments for the cost of construction of other infrastructure external to State Government sites, excluding headworks with funding to be part of individual State Government agencies budgets;
- ii. No contributions will be made by the State Government for headworks unless such works are for the sole use of a particular site;
- iii. Continuation of the current arrangements (as detailed in the Main Roads SafeST program) for the provision of passenger pick-up and set-down areas at existing schools;
- iv. To provide a 50% subsidy to Local Governments for the cost of construction of passenger pick-up and set-down areas at new schools with funding to be administered by Department of Education;
- v. To provide a 50% subsidy in relation to:
 - cost of construction of other infrastructure external to non-State schools; and
 - non-State schools' headworks contribution costs.

The subsidy is to be administered by the Department of Education through the Capital Assistance Scheme for non-State schools;

- vi. That current arrangements continue in relation to other State Government programs including public housing, where the State Government provides and funds all infrastructure to its developments; and

- vii. To form a Working Group to be co-ordinated by the Department of Public Works and Housing and the Department of Local Government and Planning, with representatives from State and Local Governments to develop supporting guidelines for the operation of the Government's Policy.

1.4 OPERATIONAL GUIDELINES

To implement this policy, operational guidelines for the provision of infrastructure external to State Government sites and non-State schools are included in Appendix A.

The Guidelines contain flexible standards for the provision of infrastructure, cost sharing arrangements, project cost review and billing procedures, and consultation protocols during the planning and construction phases for the provision of the infrastructure.

These guidelines were prepared by a Working Group comprising State and Local Government representatives, as required by the Policy. These Guidelines will be reviewed on a regular basis, to ensure that the Guidelines remain current. The initial review will be within 12 months from the date of publication and will be carried out by the Working Group.

1.5 POLICY ELIGIBILITY

1.5.1 State Government Sites

The Policy and operational guidelines apply only to State Government sites where any works on the site generate the need for new or improved external infrastructure. The responsibility for any ongoing maintenance on the external infrastructure provided will be retained by the relevant Local Government.

Subsidy for external infrastructure under this Policy shall not be available if there have been other agreements made between the State Government and a Local Government prior to the Policy being endorsed in November 1996.

Under the Policy, current arrangements in relation to other State Government programs including public housing, where the State provides and funds all infrastructure to its developments, are to be continued.

1.5.2 Non-State Schools

The Policy and operational guidelines apply to non-State school sites where any works on the site generate the need for new or improved external infrastructure or headworks contributions.

The responsibility for any ongoing maintenance on the external infrastructure provided will be retained by the relevant Local Government.

1.6 DEFINITIONS

The following definitions apply to the Policy and these Guidelines:

1.6.1 State Government Sites

State Government sites in terms of these guidelines are those used for the purpose of constructing Government buildings for State Developments excluding universities, commercial activities, public housing and Queensland railways.

1.6.2 Non-State Schools

For the purpose of these Guidelines, non-State schools refer to those schools categorised (at least provisionally) as ‘schools in receipt of a subsidy’ (*Section 72(1)(b) of the Education (General Provisions) Act 1989*) and affiliated with an approved Capital Assistance Authority (CAA) under Section 7 of the *Education (Capital Assistance) Act, 1993* and are subject to eligibility criteria determined by the CAA.

1.6.3 External Infrastructure

External Infrastructure are those external services and facilities that are generated as part of:

- a development on a new site of a State community infrastructure or non-State school; or
- substantial redevelopment of an existing State community infrastructure or non-State school;

and is managed and maintained by Local Government.

The external infrastructure generally falls into one of the following categories:

- Services,
- Transport, and
- Streetscape

and are further detailed in section A5.

1.6.3.1 Services

The provision of the following external infrastructure should always be agreed upon through a process of consultation and negotiation between the State Government agency and Local Government during the preliminary project planning phase.

A range of services will be required to support the development and operation of State Government sites and non-State schools, relating to:

- water supply;
- sewerage;
- stormwater;
- drainage; and
- fire service mains.

The provision/cost of these items would generally be determined on an as needs basis.

Inclusive in the cost of providing such services should be the fees associated with connecting new services infrastructure to the existing adjacent service network.

1.6.3.2 Transport

A range of transport related infrastructure will be required to:

- satisfy the demands of the facility itself;
- maintain operational efficiency on the surrounding transport system; and
- maintain appropriate levels of safety.

The following items may fall within this category and may include but not be limited to:

- car parking external to the site;
- passenger pick-up and set-down areas (including private vehicles, buses and taxis);
- bicycle storage areas (more likely to be internal);
- acceleration / deceleration lanes;
- road widening;
- bus stops, bus lay-bys and bus shelters;
- busway stations (for major facilities located on the Regional Busway Network);
- footpaths and footpath widenings;
- pedestrian crossing facilities;
- bicycle paths;
- intersection channelisation;
- roundabouts;
- traffic signals;
- signing;

-
- noise attenuation structures (eg. timber fences) external to the site;
 - line marking; and
 - lighting.

1.6.3.3 Streetscaping

Typically, a range of streetscaping elements are negotiated for the external street treatment related to the development. The streetscaping elements include both hard and soft landscape treatment, such as:

- footpath treatments (eg. walkway / cycleway and turf);
- trees and other planting;
- mounding and planting beds;
- irrigation systems;
- street furniture (eg. seats and shelters);
- disability access;
- features enhancing personal safety;
- signage; and
- lighting.

1.6.4 Headworks

The term refers to water supply, sewerage headworks and stormwater drainage and apply to the non-State schools 50% subsidy arrangement.

In deriving the water supply and sewerage headworks charges, Local Government will include different items of infrastructure. However, these generally include the following:

- Water Supply
 - source of supply (dams etc.);
 - mains from source of supply to treatment plants and reservoirs;
 - treatment works;
 - reservoirs; and
 - major trunk distribution mains.
- Sewerage
 - major trunk sewers, rising mains and pumping stations;
 - treatment works; and
 - disposal after treatment.
- Stormwater drainage

1.7 ACKNOWLEDGMENT

These Guidelines have been developed over a period of time by the joint efforts of all the participants of the Interdepartmental Working Group which was represented by:

- Local Government Association of Queensland
- Gold Coast City Council
- Pine Rivers Shire Council
- Department of the Premier and Cabinet
- Education Queensland
- Queensland Health
- The Queensland Police Service
- Department of Local Government and Planning
- Queensland Corrective Services
- Department of Emergency Services
- Department of Justice
- Main Roads
- Queensland Transport
- Department of Training and Industrial Relations
- Queensland Treasury
- Department of Public Works and Housing

The time and effort put in by all the participants to develop a workable document is appreciated.

2. PLANNING CONTEXT

2.1 BACKGROUND

Community infrastructure is required for the smooth running of a modern society such as roads, railways, water supply and sewerage. Community infrastructure also includes schools, hospitals, police and other services. The State and Local Governments and in some instances the community directly contribute to the provision of such infrastructure.

2.2 STRATEGIC PLANNING FOCUS FOR COMMUNITY INFRASTRUCTURE

It is recognised that a key focus to providing community infrastructure is co-ordinated planning and early consultation at State, Regional or Local level. The State Government has recognised the need for a more co-ordinated whole-of-Government approach to providing community infrastructure throughout Queensland.

A number of State Strategies including the State Strategic Plan and the Economic Development Strategy have been developed and are being implemented by Government. Other strategic positions are currently being researched and Policies developed. Identified below are the various State processes that are being developed which focus on co-ordination of infrastructure facilities.

The Government has introduced a new Planning legislation, known as the *Integrated Planning Act 1997(IPA)*. This legislation focuses on achieving efficient, cost effective and equitably funded provision of infrastructure through co-ordinated planning for State and Local Government infrastructure with land use planning.

As State Government is required to maintain a high level of essential services to the community and at the same time be responsive to changing social, political and economic developments, the principles of Strategic Asset Management best practice are being applied. For example, State Government agencies are aligning their physical assets with service demand. This changing environment is characterised by increasing demand for services, greater sophistication in community expectations, and increasing demand for program accountability and value for money. Queensland Government agencies are required, via the Financial Management Standard 1997 for Asset Management, to annually develop their Physical Asset Strategic Plans, a financial management framework that links program management and accrual accounting with a focus on physical asset management. This is in keeping with strategic asset management best practice.

At a regional level, both the State and Local Governments are involved in co-ordinating future planning outcomes through projects such as SEQ2001, FNQ2010, Wide Bay Burnett 2020, Cape York Peninsula Land Use Strategy (CYPLUS), Integrated Regional Transport Plan for SE Queensland, and the various other Regional Frameworks for Growth Management.

The non-State schools contribute to the co-ordination of school facilities via the Queensland Schools Intersector Planning Forum which recognises the strategies and plans identified above.

2.3 STATE GOVERNMENT PROJECT PLANNING AND CO-ORDINATION

As the Strategic Planning processes are developed and implemented, it is essential that State Government agencies and Local Governments work together through consultation to meet planning objectives. This may include investigating suitable sites and identifying appropriate external infrastructure that would be required as part of a State project.

Consultation between the relevant State Government agency and the Local Government at the early stages of the State Government asset planning process and capital works process needs to take place. Consultation should not be limited to the relevant State Government agency and Local Government. It should also include other bodies or agencies whose facilities may be impacted by a proposal, such as Transport, Main Roads and Education.

By State Government agencies following the planning process and consulting early, and with Local Governments preparing Infrastructure Plans, external infrastructure required to support the construction of new State facilities can be readily identified and budgeted for by all the parties involved.

The *Integrated Planning Act 1997* applies to the State and agencies may identify sites for community infrastructure within Planning Schemes.

2.4 SEQUENCED DEVELOPMENTS

The IPA requires the provision of “Benchmarked Development Sequences” (BDS) in some circumstances. The State and Local Governments prepare BDS’s in partnership. BDS’s will be part of a planning scheme and will reflect a least cost path of development in terms of infrastructure costs. All infrastructure providers will be required to have regard for the preferred sequence of development or else pay for the additional costs of providing infrastructure to their “out of sequence” development.

Under the Policy for external infrastructure, the subsidy payable on “out of sequence” development will remain at 50% of the costs.

2.5 LOCAL GOVERNMENT PLANNING

Local Government is facing the same demands for fiscal constraint, improved levels of service and better management of its affairs as is State Government, and similar methods of management are being implemented.

Local Government land use planning will continue to be enabled by the *Local Government (Planning and Environment) Act 1990* until the IPA takes effect on 30 March 1998. Existing planning schemes will continue as transitional planning schemes under the IPA for up to five years.

Local Governments develop policies to serve the needs of the Local community and include policies ranging from traffic management to managing environmental impacts, and from drainage control to provisions for cyclists and pedestrians.

Local Governments identify infrastructure services as part of the IPA requirements for infrastructure plans which will most effectively meet the needs of the community.

While formal Council approval of State projects may not be required, a closer working relationship between State Government agencies and Local Governments maintains the spirit of these Guidelines. Consultation at the earliest possible time is desirable, so that the project can be properly integrated into the planning of the surrounding local community, and provides the opportunity for appropriate costings to be identified and allocated by all the parties concerned.

Typical issues to be considered as part of the planning process include:

- housing density;
- traffic planning;
- car parking requirements;
- bicycle and pedestrian corridors to link in with local schemes;
- park linkages;
- open space for conjunctive use by schools and Local Government for playing fields;
- erosion control during bulk earthworks and subsequent operation of the site;
- tree preservation policies;
- proximity to existing services;
- flood mitigation works; and
- stormwater quality and quantity management.

2.6 NEW ASSET DELIVERY SOLUTIONS

The challenge for State Government is to ensure that community expectations for services are matched with an efficient use of limited resources. This has led to an increasing emphasis on identifying and understanding the core business of Government and its agencies which impacts on State Government physical assets. Options that can be and are being addressed include:

- shared Facilities;
- joint Ventures;
- leasing arrangements including leasing space in complexes suitable to provide various community facilities;
- sharing sporting ovals (Local Government and Education);
- alternative methods to deliver services including new technologies; and
- privatising parts of ancillary services, that is focusing on core activities and passing other works to private developers, such as car parking linked to a State Community facility to be privately run and owned by private developers, eg build own operate and transfer (BOOT) schemes.

2.7 PRIVATE SECTOR INVOLVEMENT

As State Government agencies focus on the separation of their service or infrastructure purchaser and service or infrastructure provider roles, private sector involvement in the delivery and on-going management of community infrastructure is expected to increase. A Policy Framework has been adopted by the Government for *Private Sector Involvement in Public Infrastructure and Service Delivery* which became effective from 1 October 1997.

APPENDIX A

**SUBSIDY ARRANGEMENTS FOR INFRASTRUCTURE
EXTERNAL TO STATE GOVERNMENT SITES AND NON-STATE
SCHOOLS**

OPERATIONAL GUIDELINES

CONTENTS

A.1	Introduction	...16
A.2	Timing	...16
A.3	Funding and Billing	...16
A.4	Non-State Schools	...17
A.5	External Infrastructure	...19

A1. INTRODUCTION

These Operational Guidelines for the provision of infrastructure external to State Government sites and non-State schools contain the following information:

- consultation processes;
- design standards;
- cost sharing arrangements;
- project and cost review procedures; and
- billing arrangements.

They form part of the document *Guidelines on Arrangements for Infrastructure External to State Government Sites and Non-State Schools (1997)*, and should be read in conjunction with that document.

Sections A2 and A3 of these guidelines refer to State Government sites, while the application of the policy to non-State schools is considered in section A4. Section A5 covers the details of External Infrastructure.

A2. TIMING

Timing of projects by State Government agencies and the Local Government budget process should where possible coincide, to assist in the better planning and funding for external infrastructure. The timing should also be in accordance with other planning requirements for designated land as set out in the *Integrated Planning Act 1997*.

With respect to timing of project related issues, project timelines need to be identified and key milestones agreed, to ensure that the Local Government and State Government agency or non-State school work together so that the external infrastructure and the project run within the allocated time.

A3. FUNDING AND BILLING (State Projects)

A3.1 COST SHARING ARRANGEMENTS

Refer to section 1.5 Policy Eligibility.

In accordance with the Policy, the State Government will provide **in total a 50% subsidy** to Local Governments for the construction of external infrastructure (as defined in Section 1.6 of the Guidelines) to State Government sites.

For **passenger pick-up/set-down areas, associated roadworks, and bike and footways serving existing schools**, the current arrangement for funding by Main Roads under the SafeST program will continue. For new schools, the Policy outlined in Section 1.5 will apply.

A3.2 PROJECT AND COST REVIEW

At the design stage of a project, the Local Government shall design and document the required works and submit cost estimates (including a bill of quantities and a schedule of rates) to the relevant State Government agency seeking agreement on the total cost of the external infrastructure project. All costs shall be detailed including design, survey, geotechnical investigations, project supervision, and administration.

As the State Government and Local Government will each be required to provide 50% of the cost of the relevant works, early discussions on the project will be required to allow the related costs to be identified and incorporated into the total project costs and budget processes. Where more than one State Government agency is contributing to the provision of the same external infrastructure, the total subsidy by the State Government will remain at 50%.

Prior to the commencement of construction of a project, the Local Government shall review the timing and cost estimates of the works, and confirm these with the relevant State Government agency. Local Government and the relevant State Government agency shall be required to consult on the final design and cost of the infrastructure.

Similarly if variations are identified during the construction of the external infrastructure, agreement should be reached with the relevant State Government agency.

A3.3 BILLING PROCEDURES

Subject to any specific agreements for particular cases, subsidy will be paid in arrears by the relevant State Government agency upon presentation by the Local Government of a claim and evidence of expenditure. A progress payment may be claimed when expenditure reaches half of the approved total cost (including any variations if identified and agreed to between the parties).

A4. NON-STATE SCHOOLS

Non-State schools are required to fund the investigation, design and construction of relevant infrastructure external to their site, in accordance with the conditions and requirements of any formal approval process of the relevant Local Government. The non-State schools are also required to pay headworks contributions as levied by the Local Government as part of any development application.

Education Queensland shall administer the 50% Policy subsidy for external infrastructure and headworks contributions for non-State school projects through the Capital Assistance Scheme. This requires set down areas at new schools, external infrastructure and headworks contributions to be excluded from project costs when allocations are determined in the Capital Assistance Scheme.

For external infrastructure and headworks other than passenger pick-up and set-down areas for new non-State schools, the Local Government shall be responsible for the operation and maintenance of the constructed external infrastructure and headworks.

The provision of passenger pick-up and set-down areas for new non-State schools may be a development condition set by the Local Government. The non-State school shall organise and fund the design and construction of the facility to the Local Government's normal design requirements. Construction shall be to the Local Government's satisfaction. In this situation, the Policy should be administered so that the 50% subsidy is paid to the non-State schools and not the Local Governments for the cost of construction of the passenger pick-up and set-down areas at new schools.

In some instances, circumstances may dictate that set down areas should be located within non-State school grounds. This would need to be negotiated with the Local Government as would responsibility for the ongoing maintenance, liability and insurance of the passenger pick-up and set-down facilities.

A5. EXTERNAL INFRASTRUCTURE

As covered in Section 1.6.3 of the Guidelines for external infrastructure, the following are examples of the infrastructure which require consultation. The tables also highlight some of the roles and responsibilities of all those involved in the provision of community infrastructure, these should remain flexible to enable the best possible outcomes to take place.

A5.1 SERVICES

TYPE	DEFINITIONS	ROLES AND RESPONSIBILITIES
Water Supply Connection	<p>Connecting a property to the Local Government's water supply reticulation main.</p> <p>This applies where:</p> <ul style="list-style-type: none"> • no water service passes the site; or • only where there is a clear need for the existing service to be upgraded. <p>The pipe, isolating valve, water meter and fittings connecting the property to the Local Government's water reticulation mains shall be provided and installed by the Local Government, unless otherwise agreed between the parties, and funded by the relevant State Government agency as a project cost and shall attract no subsidy.</p>	<p>The service is owned and operated by the Local Government. Construction of the service can be undertaken in one of two ways, whichever option is preferred as the best delivery option, by way of:</p> <ol style="list-style-type: none"> 1. construction by the Local Government, or 2. by a contractor who is carrying out works for a State Government agency and the project was tendered as part of the overall project.
Sewerage Connection	<p>Conveys sewage from the property to the Local Government sewerage system.</p> <p>This applies where:</p> <ul style="list-style-type: none"> • no sewerage system passes the site; or 	<p>Where the Local Government constructs the services, then the relevant State Government agency is to provide a 50% subsidy for the provision of the service.</p> <p>However, where a contractor for a State Government agency has constructed the service, then the Local Government will pay for 50% of the external infrastructure provided.</p> <p>Continued over page.....</p>

<p>Stormwater Drainage</p>	<p>Local Government may require stormwater to be discharged to its stormwater drainage.</p> <p>The Policy applies to that part of the service external to the site where:</p>	<p>Where works are to be provided for a State Government agency by a contractor, then the works are to be designed and constructed to the normal engineering standards of the Local Government, to its satisfaction. The tapping of the Local Government's systems shall be under its supervision.</p> <p>In the case of non-State schools where they pay for the external infrastructure costs, the 50% subsidy is not paid to the Local Government.</p>
<p>Upgrade of Fire Service Mains</p>	<p>Upgrade of fire service mains external to the site, is the augmentation of the existing Local Government's water system that is required to provide an enhanced fire fighting service to existing sites. It does not include booster pumps or storage reservoirs required for fire fighting purposes.</p>	<p>Local Government</p> <ul style="list-style-type: none"> to design, document, construct, and maintain the infrastructure, provided that the Local Government believes that the existing water supply system is within a reasonable distance of the site. <p>State Government and non-State school</p> <ul style="list-style-type: none"> to provide alternative means of providing an adequate fire service to the site if it is excessively distant from the existing water supply system.

A5.2 TRANSPORT

The following are examples of the infrastructure which require consultation. The table also highlights some of the roles and responsibilities of all those involved in the provision of community infrastructure, which should remain flexible to enable the best possible outcome to take place.

TYPE	DEFINITIONS	ROLES AND RESPONSIBILITIES
Pick-Up/Set-Down Areas	<p>Areas of public roadway providing short-term parking for bus and motor vehicles for the purpose of conveying students to and from new or existing schools.</p> <p>Standards for the design and construction shall be those used by the Local Government for bus and vehicle parking.</p>	<p>Local Government</p> <ul style="list-style-type: none"> • to determine the number of spaces required, after receiving advice from the relevant education authority of the projected enrolment and bus services for a new school; and • to design, document, construct, and maintain the infrastructure. <p>Local Government and State Government agency or non-State school to consult on the final design and cost of the infrastructure.</p>

		<p>external infrastructure provided.</p> <p>Where works are to be provided for a State Government agency by a contractor, then the works are to be designed and constructed to the normal engineering standards of the Local Government, to its satisfaction.</p> <p>In the case of non-State schools where they pay for the external infrastructure costs, the 50% subsidy is not paid to the Local Government.</p>
Roadworks	<p>This refers only to roads that are under the control of a Local Government. Any roadworks required to be provided to service a State Government site that is associated with a road under the control of Main Roads is the responsibility of that department.</p> <p>Standards for the design and construction shall be those used by the Local Government.</p> <p>Any extension to an existing road required to service a new site.</p> <p>If necessary a traffic report may be required.</p>	<p>Local Government</p> <ul style="list-style-type: none"> to design, document, construct, and maintain the infrastructure, having due regard to a traffic report provided by the relevant State Government agency. <p>State Government</p> <ul style="list-style-type: none"> to acquire any properties required for the roadworks, at its own expense; to prepare a traffic report if required. <p>Local Government and State Government agency or non-State school to consult on the final design and cost of the infrastructure.</p>
Road Widening	<p>Any widening of the carriageway in the immediate vicinity of the site required to service the site.</p>	<p>Construction of the facility can be undertaken in one of two ways, whichever option is preferred as the best delivery option, by way of:</p>
Traffic Island Breaks	<p>Any breaks in existing traffic islands or median strips required to facilitate access to a site, including new storage lanes for turning traffic.</p>	<p>1. construction by the Local Government, or</p>

Acceleration and Deceleration Lane	Additional traffic lanes at the entrance to a site required by vehicles accessing a site to accelerate to or decelerate from highway speed.	Where the Local Government constructs the facility, then the relevant State Government agency is to provide a 50% subsidy for the provision of the facility. Continued...
Footpaths and Footpath Widenings	Additional paving in the footpath in the immediate vicinity of a site.	However, where a contractor for a State Government agency has constructed the facility, then the Local Government will pay for
External Parking	Additional public parking required to service a site, that is located in land dedicated as road reserve or private property as agreed between the relevant State Government agency and the Local Government.	50% of the external infrastructure provided. In the case of non-State schools where they pay for the external infrastructure costs, the 50% subsidy is not paid to the Local Government.
Signing	Additional statutory and advisory road signs required as a result of the construction of a site.	Where works are to be provided for a State Government agency by a contractor, then the works are to be
Landscaping	New landscaping in a median strip and on the footpath in the immediate vicinity of a site.	designed and constructed to the normal engineering standards of the Local Government, to its satisfaction.
Traffic Signals	Generally, traffic signals at an intersection would incorporate controls for both vehicular and pedestrian movements, whereas, signals at mid-block locations would usually cater for pedestrian movements only (pedestrian activated traffic signals). Guidelines (warrants) for the installation of traffic signals are prescribed in the Manual of Uniform Traffic Control Devices.	Local Government <ul style="list-style-type: none"> to design, document, construct, and maintain the infrastructure, having due regard to a traffic report provided by the relevant State Government department or non-State school. State Government and non-State schools <ul style="list-style-type: none"> to prepare a traffic report, if required.

<p>Road Safety Audits</p>	<p>Road Safety Audits are formal examinations of an existing or future road or traffic project, or any project which interacts with road users, in which an independent, qualified examiner looks at the project's accident potential and safety performance. (AUSTROADS Road Safety Audit - SAA HB43-1994).</p>	<p>Local Government</p> <ul style="list-style-type: none"> • to receive and comment on an Audit, as necessary Main Roads and Queensland Transport. <p>State Government and non-State school</p> <ul style="list-style-type: none"> • to undertake a safety audit of the proposed roadworks, if required. <p>This to be the result of consultation and negotiation between the parties involved.</p>
---------------------------	---	---

A5.3 STREETSCAPE

The following are examples of the infrastructure which require consultation. The table also highlights some of the roles and responsibilities of all those involved in the provision of community infrastructure, these should remain flexible to enable the best possible outcome to take place.

TYPE	DEFINITIONS	ROLES AND RESPONSIBILITIES
Footpath treatments	This includes walkways, cycleways, turf and any other associated surface treatments.	Local Government to design, construct and maintain a range of streetscape elements external to the site.
Planting	Trees and shrubs as specified in a landscape plan.	State Government
Landscape Works	Typically includes mounding, planting beds, edging, planting, turf and irrigation systems.	<ul style="list-style-type: none"> to provide a range of streetscaping elements as negotiated with the Local Government for the external treatment of the works associated with the development.
Street Furniture	Includes seats, shelters and bins, lighting and signage.	Local Government and State Government agency or non-State school to consult on the final design, element requirements and cost of the infrastructure.
Disability Access	As required	Construction of the facility can be undertaken in one of two ways, whichever option is preferred as the best delivery option, by way of:

<p>Features enhancing personal safety</p>	<p>These features would also be addressed under Street Furniture.</p>	<ol style="list-style-type: none"> 1. construction by the Local Government, or 2. by a contractor who is carrying out works for a State Government agency and the project was tendered as part of the overall project. <p>Where the Local Government constructs the facilities, then the relevant State Government agency is to provide a 50% subsidy for the provision of the facility.</p> <p>However, where a contractor for a State Government agency has constructed the facility, then the Local Government will pay for 50% of the external infrastructure provided.</p> <p>In the case of non-State schools where they pay for the external infrastructure costs, the 50% subsidy is not paid to the Local Government.</p>
---	---	--