



# **INFRASTRUCTURE COMMITTEE MEETING**

## **AGENDA**

**3 SEPTEMBER 2014**

*Your attendance is required at a meeting of the Infrastructure Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 3 September 2014 commencing at 3.00pm for transaction of the enclosed business.*

A handwritten signature in black ink that reads "R Chessman".

**ACTING CHIEF EXECUTIVE OFFICER**  
26 August 2014

Next Meeting Date: 01.10.14

**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**

**2 PRESENT**

Members Present:

Acting Mayor, Councillor A P Williams (Chairperson)  
Councillor N K Fisher  
Councillor G A Belz  
Councillor C E Smith

In Attendance:

Mr E Pardon – Chief Executive Officer  
Mr R Holmes – General Manager Regional Services

**3 APOLOGIES AND LEAVE OF ABSENCE**

Leave of Absence for the meeting was previously granted to Mayor Margaret Strelow  
Councillor Stephen Schwarten tendered his apology and will not be in attendance.

**4 CONFIRMATION OF MINUTES**

Minutes of the Infrastructure Committee held 6 August 2014

**5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA**

## 6 BUSINESS OUTSTANDING

### 6.1 BUSINESS OUTSTANDING TABLE FOR INFRASTRUCTURE COMMITTEE

**File No:** 10097

**Attachments:** 1. **Business Outstanding Table for Infrastructure Committee Meeting**

**Responsible Officer:** Ross Cheesman - Acting Chief Executive Officer

**Author:** Ross Cheesman - Acting Chief Executive Officer

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#### **SUMMARY**

*The Business Outstanding table is used as a tool to monitor outstanding items resolved at previous Council or Committee Meetings. The current Business Outstanding table for the Infrastructure Committee is presented for Councillors' information.*

#### **OFFICER'S RECOMMENDATION**

THAT the Business Outstanding Table for the Infrastructure Committee be received.

# **BUSINESS OUTSTANDING TABLE FOR INFRASTRUCTURE COMMITTEE**

## **Business Outstanding Table for Infrastructure Committee Meeting**

**Meeting Date: 3 September 2014**

**Attachment No: 1**

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
08 May 2013	Vallis Street - Proposed Traffic and Parking changes	THAT the matter of proposed traffic and parking changes in Vallis Street, North Rockhampton lay on the table pending community consultation and return to the Infrastructure Committee Meeting in July 2013.	Martin Crow	01/02/2014	No response from IGA Management to date.
05 February 2014	Denham-West Street Area Stormwater Drainage	That a report be provided to this Committee with respect to a solution and costing for an upgraded stormwater drainage program in the Denham-West Street area to reduce the constant flash flooding and damage to businesses in the Denham-West Street area.	Martin Crow	12/02/2014	Draft technical report investigating several options has been completed but requires further investigation. Council report will be submitted when technical report is finalised.
30 April 2014	Notice of Motion - Councillor Stephen Schwarten - Kershaw Street Drainage Issue	<ol style="list-style-type: none"> <li>1. That a report on the drainage issues, and an update on previously proposed solutions for the Caribea Estate, be presented to the next Infrastructure Committee Meeting.</li> <li>2. That the existing stormwater system be investigated to ensure that there are no blockages and that it is operating at design capacity.</li> </ol>	Robert Holmes	14/05/2014	
02 July 2014	Potential Traffic Management Devices in Foster Street, Douglas Street and Middle Road Gracemere	That the matter lay on the table to return to the next Infrastructure Committee.	Bruce Russell	16/07/2014	
02 July 2014	Maloney Street Bus Set-Down Proposal	That the matter lay on the table pending a workshop to be held on this matter following which a report be returned to the Infrastructure Committee.	Martin Crow	16/07/2014	
02 July 2014	Potential Traffic Management Devices in Foster Street, Douglas Street and Middle Road Gracemere	That the matter lay on the table to return to the next Infrastructure Committee.	Bruce Russell	16/07/2014	



02 July 2014	Maloney Street Bus Set-Down Proposal	That the matter lay on the table pending a workshop to be held on this matter following which a report be returned to the Infrastructure Committee.	Martin Crow	16/07/2014	
06 August 2014	Business Outstanding Table for Infrastructure Committee	THAT the Business Outstanding Table for the Infrastructure Committee be received and the matter relating to Foster Street, Douglas Street and Middle Road, Gracemere be referred to a future Infrastructure Committee Meeting following a meeting between the Chairperson, divisional Councillor and relevant officers.	Robert Holmes	26/08/2014	

**6.2 POTENTIAL TRAFFIC MANAGEMENT DEVICES IN FOSTER STREET,  
DOUGLAS STREET AND MIDDLE ROAD GRACEMERE**

**File No:** 227  
**Attachments:** Nil  
**Authorising Officer:** Ross Cheesman - Acting Chief Executive Officer  
**Author:** Robert Holmes - General Manager Regional Services

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**SUMMARY**

*This matter was laid on the table at the Infrastructure Committee meeting on 2 July 2014 and is now due to be returned to the table to be dealt with.*

**OFFICER'S RECOMMENDATION**

THAT the report titled *Potential Traffic Management Devices in Foster Street, Douglas Street and Middle Road Gracemere* be lifted from the Table and considered at this meeting.

**BACKGROUND**

The original report presented to the 2 July 2014 Infrastructure Committee is presented in a subsequent item on this agenda for the Committee's consideration as is a copy of the letter received from Gracemere Industry Inc objecting to the proposed traffic management devices.

**6.3 TRAFFIC MANAGEMENT DEVICES****File No:** 227**Attachments:**

1. **Report to Infrastructure Committee 2 July 2014 - Potential Traffic Management Devices in Foster Street, Douglas Street and Middle Road Gracemere**
2. **Letter from Gracemere Industry Inc**

**Authorising Officer:** Ross Cheesman - Acting Chief Executive Officer**Author:** Robert Holmes - General Manager Regional Services

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**SUMMARY**

*In May 2013 Council resolved to consult with residents and property owners in the rural residential area to the west of the Gracemere Industrial Area about the need for Local Area Traffic Management and possible Local Area Traffic Management treatments and locations of these treatments. This report presents the findings of this consultation and gives recommendations on the installation of Local Area Traffic Management devices. This matter was laid on the Table at the July Infrastructure Committee and is now presented for further consideration at this meeting. A letter from Gracemere Industry Inc objecting to the traffic management devices is also submitted for consideration.*

**OFFICER'S RECOMMENDATION**

1. THAT Council receive the report titled *Potential Traffic Management Devices in Foster Street, Douglas Street and Middle Road Gracemere* and the attached *Community Engagement Report*;
2. THAT no traffic management devices be installed at Foster Street, Douglas Street or Middle Road (between Oxley Street and Stewart Street) as the 75% support required for a Local Area Traffic Management (LATM) device was not reached from the community survey;
3. THAT Council continue to regularly monitor traffic for possible speed violations and heavy vehicle misuses and notify the Queensland Police and the Department of Transport and Main Roads, as necessary, to take enforcement action.

**COMMENTARY**

In May 2013 Council resolved to consult with residents and property owners in the rural residential area to the west of the Gracemere Industrial Area about the need for Local Area Traffic Management and possible Local Area Traffic Management treatments and locations of these treatments.

A report was submitted to the 2 July 2014 Infrastructure Committee, and that report presented the findings of the consultation and provided recommendations on the installation of Local Area Traffic Management devices. This matter was laid on the Table at the July Infrastructure Committee and is now presented for further consideration at this meeting. A letter form Gracemere Industry Inc objecting to the traffic management devices is also submitted for consideration.

# **TRAFFIC MANAGEMENT DEVICES**

## **Report to Infrastructure Committee 2 July 2014 - Potential Traffic Management Devices in Foster Street, Douglas Street and Middle Road Gracemere**

**Meeting Date: 3 September 2014**

**Attachment No: 1**

**REPORT TO INFRASTRUCTURE COMMITTEE MEETING 3 JULY 2014****POTENTIAL TRAFFIC MANAGEMENT DEVICES IN FOSTER STREET, DOUGLAS STREET AND MIDDLE ROAD GRACEMERE**

<b>File No:</b>	<b>9718</b>
<b>Attachments:</b>	<b>1. Community Engagement Report - Potential Gracemere LATM</b>
<b>Authorising Officer:</b>	<b>Martin Crow - Manager Engineering Services Robert Holmes - General Manager Regional Services</b>
<b>Author:</b>	<b>Bruce Russell - Senior Infrastructure Planning Engineer Ruwan Weerakoon - Senior Infrastructure Planning Engineer</b>

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**SUMMARY**

*In May 2013 Council resolved to consult with residents and property owners in the rural residential area to the west of the Gracemere Industrial Area about the need for Local Area Traffic Management and possible Local Area Traffic Management treatments and locations of these treatments. This report presents the findings of this consultation and gives recommendations on the installation of Local Area Traffic Management devices.*

**OFFICER'S RECOMMENDATION**

1. THAT Council receive the report titled *Potential Traffic Management Devices in Foster Street, Douglas Street and Middle Road Gracemere* and the attached *Community Engagement Report*.
2. THAT no traffic management devices be installed at Foster Street, Douglas Street or Middle Road (between Oxley Street and Stewart Street) as the 75% support required for a Local Area Traffic Management (LATM) device was not reached from the community survey.
3. That Council continue to regularly monitor traffic for possible speed violations and heavy vehicle misuses and notify the Queensland Police and the Department of Transport and Main Roads, as necessary, to take enforcement action.

**COMMENTARY**

Following the implementation of new multi-combination vehicle (MCV) routes in the area, a number of community complaints have been received from residents about MCV route violations at the western end of Foster Street between Oxley Street and Stewart Street. In May 2013 Council resolved to undertake community engagement regarding the possible implementation of Local Area Traffic Management (LATM) devices.

The objective of the engagement was to fully understand the concerns of residents and property owners about the traffic in the area and determine whether they saw a need for the installation of traffic management devices. Council sought responses from the owners and tenants of 31 properties on Douglas Street, Middle Road, and Foster Street. Figure 1 below shows the properties that were targeted as part of the consultation.

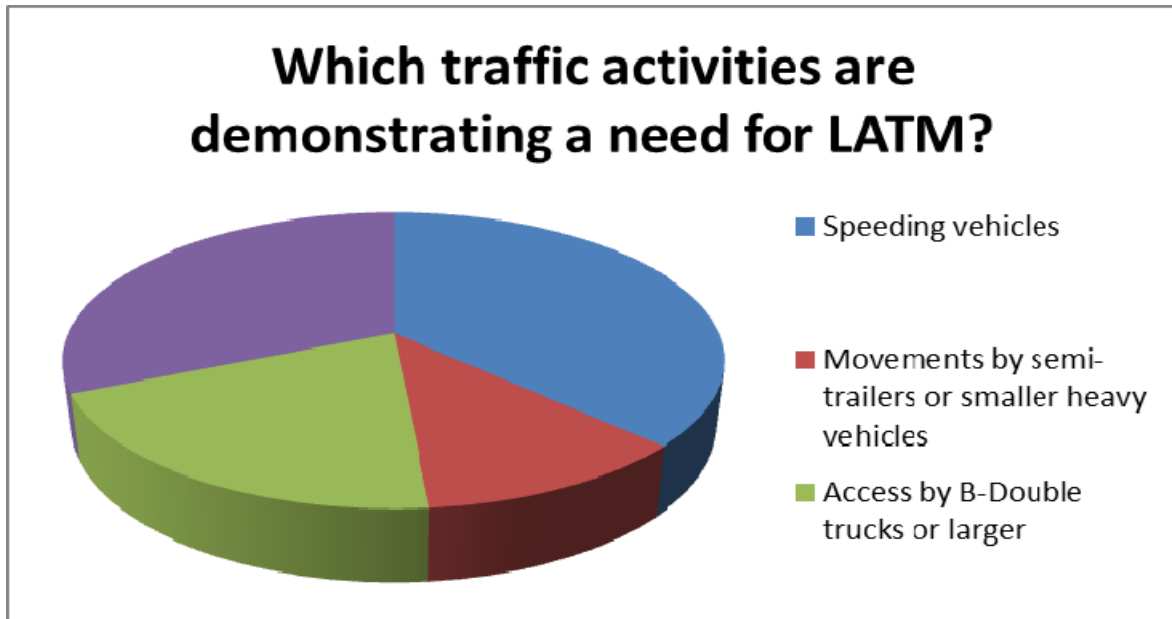


**Figure 1: Map of consultation area.**

A letter was sent to residents and property owners on 17 March 2014 outlining the issue and inviting them to book in a time for a one-on-one consultation. Only 14 people representing 16 properties took up that opportunity in the first instance. Council sent follow up letters and hard copy surveys to those remaining residents and owners in mid-April and follow up calls were made. Many of the residents contacted during the follow up remarked they did not respond because they had no real issues. While most were happy to talk, their responses were considerably varied. In total, 19 respondents completed the survey through one on one interviews, 4 completed the survey over the phone and 3 completed the survey in paper based copy.

The total response for the consultation was 26 respondents out of 31 which represent an 83.8% response rate. Of those who responded, only 42.3% of respondents indicated that the installation of traffic management devices were the best solution. This is significantly less than the 75% support required for Local Area Traffic Management devices as per Council's Local Area Traffic Management Procedure (No. PRO.12.2).

Of the responses received by Council, there was not a general consensus on the activities that demonstrated the need for LATM devices. The three main activities that concerned residents were speeding vehicles, movements from B-Doubles or larger and movements from semi-trailers or smaller heavy vehicles. Figure 2 below shows the spread of responses from all respondents regarding the activities that, in their opinion, demonstrate the need for LATM devices.



**Figure 2: Respondents responses regarding activities demonstrating the need for LATM**

Speeding Vehicles

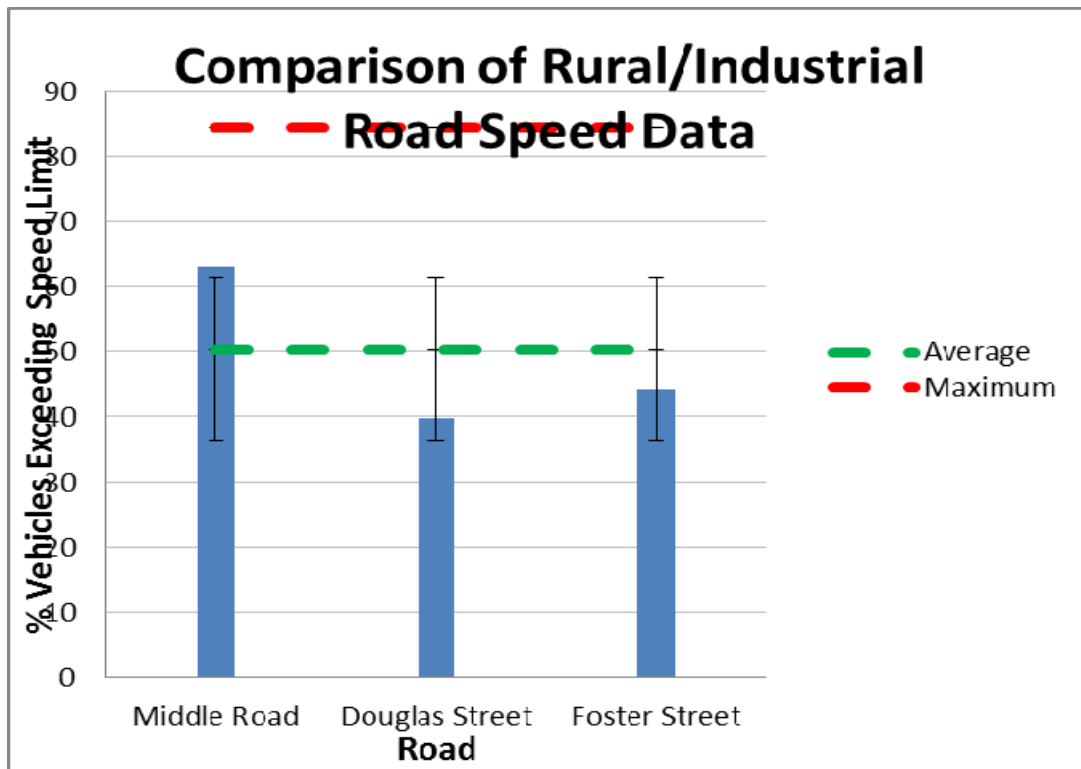
Speeding vehicles was the most prominent traffic issue identified by respondents. Traffic counters have been installed several times in Foster Street, Douglas Street and Middle Road to gain a reliable measure of traffic volumes and speeds in the area. A summary of the data collected is found in Table 1.

Road	Count Location	Count Date	Posted Speed (km/h)	% Vehicles Exceeding 10% of the Speed limit	85 <sup>th</sup> % Speed (km/h)
Foster St	Opposite 63 Foster St	7/05/14 – 13/06/14	60	29.2%	70.9
Douglas St	Opposite 53 Douglas St	21/05/14 – 13/06/14	60	26.1%	70.2
Middle Rd	Opposite 217 Middle Rd	21/05/14 – 13/06/14	60	44.7%	74.5

**Table 1: Speed Data for Foster St, Douglas St and Middle Road**

A percentage of vehicles exceeding the speed limit greater than 20% would be considered as high in a built-up urban environment, however in a rural or industrial area this is not considered excessive. Figure 3 compares the percentage of vehicles exceeding the speed limit on Foster Street, Douglas Street and Middle Road with 15 similar rural and industrial type roads in the region. The figure shows Foster Street and Douglas Street are slightly less than the average recorded for the region. Middle Road is slightly higher than the average however this is believed to be associated with the previous reduction in speed limit from 80 km/hr. The speed limit and speeding issues in Middle Road is also discussed in a separate Road Safety Audit report to the Infrastructure Committee.

The reasons for exceedance of the speed limit in these rural and industrial areas is mainly due to prevailing conditions of low traffic volumes, small numbers of property accesses, generally good road geometry and low levels of policing.



**Figure 3: Speed data comparison for rural/ industrial roads in Rockhampton Region against surveyed roads.**

Council receives a large number of customer requests relating to speeding vehicles every year. As speeding is a widespread issue, roads are generally monitored after a complaint and action is not taken until several complaints are made from residents.

The speed limit in Stewart Street was raised by several respondents in the survey as seen in the attached consultation report. There was a request to decrease the speed along Stewart Street to 60km/hr or 70km/hr. This matter has been reviewed as a part of the separate Road Safety Audit Report.

Access by B-Doubles or Larger

Since the alteration of the multi-combination vehicle routes in the Gracemere Industrial Area in May 2013, Council have received complaints that heavy vehicles are still disobeying the new routes and continuing to use Foster Street, Douglas Street and Middle Road as a multi-combination vehicle route. Part of the traffic data collected during counts includes vehicle class. This allows analysis of the percentage of B-Double or longer vehicles on these roads. This data is summarised in Table 2 below and it is evident that the volume of B-Double and longer vehicles using these roads is very low.

Road	Count Location	Count Date	% B-Double and Larger Vehicles
Foster St	Opposite 63 Foster St	7/05/14 – 13/06/14	0.4%
Douglas St	Opposite 53 Douglas St	21/05/14 – 13/06/14	0%
Middle Rd	Opposite 217 Middle Rd	21/05/14 – 13/06/14	0.02%

**Table 2: Percentage of B-Double and Larger Vehicles**

There is a common public misconception that a truck with a short trailer, known as a dog, is a B-double. The general rule enforced by Department of Transport and Main Roads is any vehicle larger than a 19m semi-trailer is required to adhere to the multi-combination vehicle



routes. There are cases where heavy vehicles larger than 19m can operate outside a multi-combination route however these are usually only if permitted by the road authority.

Movements of Semi-Trailers or Smaller Heavy Vehicles

Several respondents stated that a contributing issue to the need for LATM devices is the movement of semi-trailer and smaller heavy vehicles. Of those surveyed in the May consultations, one resident from Douglas Street, one resident from Stewart Street and two residents from Foster Street claimed that movements by semi-trailers or smaller heavy vehicles were a contributing factor to their request for LATM devices.

The *Guideline for Multi-Combination Vehicles in Queensland* (Version 11 July 2013) states that vehicles up to 19m are allowed to travel on any road in Queensland. Due to the close proximity to the Gracemere Industrial Area and rural nature of the area, heavy vehicles (up to 19m long) are more prevalent in Foster Street, Douglas Street and Middle Road.

Table 3 shows the proportion of commercial vehicles on each street, from the recent traffic counts performed in May-June.

Road	Count Location	Count Date	AADT	% Commercial Vehicles
Foster St	Opposite 63 Foster St	7/05/14 – 13/06/14	104.3	29.70%
Douglas St	Opposite 53 Douglas St	21/05/14 – 13/06/14	76.8	9.10%
Middle Rd	Opposite 217 Middle Rd	21/05/14 – 13/06/14	227.1	4.90%

**Table 3: Percentage of Commercial Vehicles (Including B-Double and Larger Vehicles)**

These values are not significantly different from other rural roads or roads adjacent to an industrial area in the Rockhampton Region.

Installation of Local Area Traffic Management Devices

As part of the Council resolution from May 2013 it was stipulated that Council prepare preliminary design and layouts for potential traffic management devices to reduce speeds and restrict any access by B-Double or longer vehicle configurations. Consultation with residents asked several questions about the respondent’s opinion of the purpose of traffic calming devices in the Gracemere area.

Survey participants were asked “Should a traffic management device be installed in your street the aim will be to restrict access by B-Double or larger vehicle configurations. Do you believe these vehicles are currently causing problems in your street?” Table 4 shows the responses to this question, and it is apparent that B-Double or larger vehicle configurations are not seen as the main cause of problems in each street.

This data combined with the data shown in Figure 2 indicate that majority of residents either do not see a need for LATM devices or see a need for LATM devices to slow passenger vehicles and restrict heavy vehicles up to 19m long.

Response	Response %	Response Count
Yes, they are the only types	0.0%	0
No, there is not a problem	61.5%	16
Yes, however other types of vehicles are causing problems too	26.9%	7
No, other types of vehicles are causing problems	11.5%	3

**Table 4: Response to Question: “Should a traffic management device be installed in your street the aim will be to restrict access by B-Double or larger vehicle configurations. Do you believe these vehicles are currently causing problems in your street?”**

When questioned about a possible location for traffic management devices in Foster Street, Douglas Street and Middle Road, 56.5% of respondents thought it should be installed closer to Stewart Street and 30.4% stated that LATM devices should be located closer to Oxley Street. 13% of respondents thought any LATM devices constructed should align with a property side boundary, however 0% of respondents stated that they would be happy to have a LATM device at the front of their property.

LATM devices installed to address the issue of speeding vehicles in Foster Street, Douglas Street and Middle Road would need to allow vehicles of up to 19m in length to travel along these roads. 46.2% of respondents indicated that traffic management devices may impact vehicles requiring access to properties in these streets. Furthermore, in line with the Department of Transport and Main Roads *Manual of Uniform Traffic Control Devices* (MUTCD), speed humps should not be installed in isolation but at a spacing of 80m to 120m.

Foster Street, Douglas Street and Middle Road all have a minimum seal and a deteriorating road condition. Due to these road conditions, the installation of any temporary traffic calming devices would prove problematic as the hold down bolts used to position the speed humps are not likely to grip into the road base. As a result, concrete footings would be required to be constructed before any temporary speed humps can be installed. This is likely to add significant labour and materials to the construction costs.

#### Recommendation

Council officers recommend that no further action be taken on the matter of LATM devices at this time. However, regular monitoring of heavy vehicle movements and speed should continue with violations reported to the relevant authority for enforcement action.

Overall, the percentage of B-Double or longer vehicles violating the MCV routes is less than 1% and the percentage of commercial vehicles on these streets is no greater than would be expected in any rural or industrial area.

The occurrence of vehicles exceeding the speed limit in this area is below the average percentage recorded for similar road types in the Rockhampton Region. The average volumes of traffic on Foster Street, Douglas Street and Middle Road are low at 104, 77 and 227 vehicles per day respectively.

In the comments from the public consultation, several respondents suggested that the money allocated to LATM devices would be better spent on improving the quality of the roads in the area.

#### **BACKGROUND**

Foster Street and Douglas Street conform approximately to the *Capricorn Municipal Development Guidelines* (CMDG) standard for a rural access standard. This road configuration has a 6.5m pavement width and is not required to be sealed under CMDG standards. This is due to the low volumes, of less than 150 vehicles per day, on these streets.

Foster Street and Douglas Street were sealed under the former Fitzroy Shire Council after 2003 as a maintenance response to several dust and corrugation complaints. Foster Street experiences a daily traffic volume of 104 vehicles per day with a peak hour volume of 9 vehicles per hour and Douglas Street has a daily traffic volume of 77 vehicles per day with a peak hour volume of 7 vehicles per hour.

Middle Road conforms approximately to a Rural Minor Collector standard under the CMDG guidelines and has a 6.0m seal and approximately an 8m pavement width. Middle Road has a daily traffic volume of 227 vehicles per day with a peak hour volume of 20 vehicles per hour.

The Gracemere Overpass project was opened on the 27 May 2013, providing a Multi-combination vehicle route over the Capricorn Highway. Earlier in May 2013 Council resolved to alter the multi-combination vehicle routes in the Gracemere Industrial Area after the completion of the Gracemere Overpass project to remove the existing B-double routes in Foster Street and Douglas Street between Oxley Street and Stewart Street.

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In October 2013, a series of signs were installed at the end of the MCV routes indicating the end of the B-Double or Road Train Route. Since then Council has continued to receive complaints regarding heavy vehicles disobeying the proposed MCV routes and further reports of speeding vehicles.

The *Manual of Uniform Traffic Control Devices* (MUTCD) Part 15 Section 3.2 indicates that Local Area Traffic Management Schemes can only be applied where the speed limit is 50 km/h or less and are generally only applied in urban areas. The 50 km/h threshold is likely to relate to potential damage to vehicles at higher speeds. Local Area Traffic Management Schemes can include speed humps, spaced at between 80 and 120 metres, and horizontal displacement treatments such as chicanes or slow points spaced at around 300 metres. In all instances, these traffic calming devices need to be lit and appropriately signed.

### **PREVIOUS DECISIONS**

As a result of the Gracemere Industrial Area Traffic Survey, on 12 May 2013 Council made a resolution on the following matters:

1. THAT Council adopt the proposed multi-combination vehicle routes identified as Option A in the Gracemere Industrial Area Truck and Heavy Vehicle Survey and attached to this report.
2. THAT Council adopt the proposed speed limits in the Gracemere Industrial Area Truck and Heavy Vehicle Survey and attached to this report, with localised speed zones around any approved traffic management devices with the exception of Stewart Street and a further report be presented.
3. THAT Council include the construction of a crushed granite pedestrian pathway on the eastern side of Stewart Street from Somerset Road to Boongary Road at an estimated cost of \$75,000 in the 2013-14 capital budget.
4. THAT Council prepare preliminary design and conceptual layouts of potential traffic management devices at the western end of Foster Street, Douglas Street and Middle Road, that seek to reduce speeds and restrict any access by B-Double or longer vehicle configurations.
5. THAT Council **consult with property owners on the need and preferred location of these devices, on the basis of the preliminary design and conceptual layouts.**
6. THAT Council allocate \$150,000 in its 2013-14 capital budget for works associated with this matter.
7. THAT a review of the stop signs of Macquarie Street and Middle Road be conducted.

### **BUDGET IMPLICATIONS**

After the Gracemere Industrial Area Traffic Survey report was presented to council, a Council resolution was moved to allocate \$150,000 in the 2013-14 capital budget for works associated with traffic management devices in the western end of Foster Street, Douglas Street and Middle Road.

The cost of the installation of traffic management devices can range from \$15,000 to more than \$100,000 depending of the treatment type, available lighting and other design consideration.

### **RISK ASSESSMENT**

There is a risk that any one of the safety issues identified in the public consultation could cause an incident.

### **CORPORATE/OPERATIONAL PLAN**

3.1.1 Consult on, advocate, plan, deliver and maintain a range of safe urban and rural public infrastructure appropriate to the Region's needs, both present and into the future.

**CONCLUSION**

Foster Street, Douglas Street and Middle Road have relatively low levels of traffic of between 75 and 230 vehicles per day. Between Oxley and Stewart Street they generally function as rural access roads.

The public consultation has shown there is a wide variation of views on heavy vehicles and speeding within the area bounded by Stewart Street, Somerset Road, Oxley Street and Middle Road. The results indicate there is insufficient support for the installation of traffic management devices to restrict B-Doubles and larger vehicles. There was some agreement the prevailing traffic speed is of concern, however the figures do not indicate the problem is sufficiently higher than the average exceedance elsewhere to warrant LATM installations in the three rural access roads at this time.

The recommendations are now presented to Council for consideration and adoption.



**Potential Traffic Management Devices  
in Gracemere**

Community Engagement Report

**May 2014**

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**Background**

Rockhampton Regional Council has recently undertaken community consultation with property owners on Foster Street, Douglas Street, and Middle Road, Gracemere in regards to potential installation of Traffic Management Devices in their streets. The intent of these devices is to reduce speeds and physically restrict access by B-Doubles or longer vehicle configurations in the above mentioned streets. Community consultation was undertaken as a result of a Council resolution on 12 May 2013 depicting:

*THAT Council prepare preliminary design and conceptual layouts of potential traffic management devices at the western end of Foster Street, Douglas Street and Middle Road, that seek to reduce speeds and restrict any access by B-Double or longer vehicle configurations.*

*THAT Council consult with property owners on the need and preferred location of these devices, on the basis of preliminary design and conceptual layouts.*

Moved by: Mayor Strelow  
 Seconded by: Councillor Fisher

The objective of the engagement was to determine whether property owners saw a need for the installation of traffic management devices at the western end of Foster Street, Douglas Street and Middle Road in accordance with Council's Local Area Traffic Management Procedure (No.PRO.12.2).

**Target Audience**

The target audience for the consultation was property owners located on the western end of Foster Street, Douglas Street, and Middle Road, Gracemere. The red border in the map below depicts the 31 targeted properties.



### Executive Summary

A letter was sent to all affected residents and property owners on 17 March 2014 outlining the issue and inviting them to book in a time for a one-on-one consultation. As a result, 14 property owners booked in a time and took part in a one-on-one consultation with Council officers, and either Councillor Tony Williams or Councillor Ellen Smith during late March and early April.

Council sent follow up letters and hard copy surveys to those remaining residents who did not book in a consultation session in mid-April and follow up calls were made. A further six surveys were completed through the initial follow up actions. Additional follow up actions were carried out in early May to as there were indication that some had not responded due to the Easter break, resulting in a further 6 survey responses. Upon finalisation of the consultation, 19 respondents completed the survey through one on one interviews, 4 completed the survey over the phone and 3 completed the survey in paper based copy.

Total response for the consultation was 26 respondents out of 31 which represent an 83.8% response rate. When considering the statistical confidence, this represents a 95% confidence level with a confidence interval 7.5 (based on the remaining Regional population of approx 80,000).

### Main Messages from respondents

- The 75% support required for a Local Area Traffic Management (LATM) device was not reached.
  - 42.3% of all respondents indicated that the installation of a traffic management device is the best solution.
- There is a mixed response to what traffic activities demonstrate the need for traffic management devices in the area.
  - Speed is a concern for residents in the identified area
    - 13 out of 31 respondents indicated speeding as the traffic activity requiring the need for potential installation of traffic management devices in the respondent's street last year.
    - 13 out of 31 respondents indicated speeding is still occurring in the respondent's street.
  - However, 11 out of 31 respondents indicated that they did not see a need for traffic management devices.
- B-Double or larger vehicles are not believed to be causing traffic problems.
  - 61.5% of all respondents indicated that they do not believe B-Double or larger vehicles are causing the problems in their street.
  -
- Should a traffic management device be installed, the majority believe it should be delayed until after forecasted road works and just over half of respondents indicated it should be located closer to Stewart Street.
  - 56.5% of all respondents indicated that they believe a traffic management device should be located closer to Stewart Street.
  - 80.8% of all respondents indicated that should a traffic management device be installed it should be delayed until forecasted road works are completed.
- Many respondents supplied additional comments in relation to the survey.



**Survey - Overall Responses**

**Question 1** - In 2013, Council resolved to consult with property owners on the need and preferred location of potential traffic management devices at the western end of Foster Street, Douglas Street and Middle Road to reduce speeds and restrict access by B-Double or longer vehicle configurations.

**What traffic activities demonstrated the need for potential installation devices in your street last year?** (Multiple choice – more than one option could be selected)

	Response %	Response Count
Speeding vehicles	50.0%	13
Movements by semi-trailers or smaller heavy vehicles	7.7%	2
Access by B-Double trucks or larger	26.9%	7
None, I did not see a need	42.3%	11
Other (please specify)		5
<ul style="list-style-type: none"> <li>Vehicles using street as racetrack and testing.</li> <li>80km/hr Stewart Street. Street isn't wide enough for heavy vehicle (B-Double. 40m wide affects shed.</li> <li>I did not see a need.</li> <li>Owner has not noticed an increase in activities in the past 1-2 years (between Oxley St and Stewart St).</li> <li>Vehicles from 45 Douglas St using Street as racetrack and vehicle testing.</li> </ul>		

**Question 2 – Which traffic activities are still occurring in your street?**

(Multiple choice – more than one option could be selected)

	Response %	Response Count
Speeding vehicles	50.0%	13
Movements by semi-trailers or smaller heavy vehicles	15.4%	4
Access by B-Double trucks or larger	26.9%	7
None, I do not see a need	42.3%	11
Other (please specify)		6
<ul style="list-style-type: none"> <li>Owner notes a few speeding vehicles from time to time but not a significant issue.</li> <li>Speed along Stewart St is still an issue (70km/hr)</li> <li>Prime movers driving backwards and forwards to hitch up or leave their trailers at the truck yards in the industrial area.</li> <li>Irregular hooning</li> <li>Increase in traffic since overpass.</li> </ul>		

**Question 3 – How frequently do these traffic activities occur?**

	Response %	Response Count
Less frequently this year	38.5%	10
The same as last year	19.2%	5
More frequently this year	11.5%	3
Occur irregularly or not at all	30.8%	8
Other (please specify)		3
<ul style="list-style-type: none"> <li>Foster St is used by many large trucks and trailers as a convenient short cut to access the west and/or to fuel up at the Caltex Service Station on corner of Somerset Rd and Macquarie St.</li> <li>Less since routes implemented.</li> </ul>		

**Question 4 – What hours of the day do these traffic activities occur?**

	Response %	Response Count
During the day	11.5%	3
Late at night/early morning	26.9%	7
Both	38.5%	10
They do not occur	23.1%	6
Comments:		6
<ul style="list-style-type: none"> <li>Trucks - late at night/early morning.</li> <li>Irregular - speeding.</li> <li>All this heavy vehicle traffic use this street 24/7. The noise of big engines, air and exhaust breaks is deafening. Also diesel and exhaust fumes are definitely an unpleasant pollutant for residents.</li> <li>Mostly 5-7am out and 3-5pm back in.</li> <li>Early morning, late afternoon servo traffic.</li> <li>Trucks - late at night/early morning.</li> </ul>		

**Question 5 – Do you believe there was an increase in these activities during the time of works on Somerset Road?**

	Response %	Response Count
Yes	53.8%	14
No	46.2%	12

**Question 6 – Should a traffic management device be installed in your street, the aim will be to restrict access by B-Double or larger vehicle configurations. Do you believe these vehicles are currently causing the problems in your street?**

	Response %	Response Count
Yes, they are the only types	0.0%	0
No, there is not a problem	61.5%	16
Yes, however other types of vehicles are causing problems too	26.9%	7
No, other types of vehicles are causing problems	11.5%	3
Other (please specify)		5
<ul style="list-style-type: none"> <li>Semi-trailers and smaller heavy vehicles</li> <li>If road was wider, not much of issue (sealed)</li> <li>Semi-trailers at intersection. They are slowing down. Not really a problem.</li> <li>Large anti-elated (sp) low-loaders of up to 40-50 wheels carrying large machinery. Gravel and soil trucks and trailers - tankers - scrap metal trucks - cattle trucks - prime movers.</li> <li>If road was sealed wider, issue is not a problem.</li> </ul>		

**Question 7 – Should a traffic management device be installed in your street, where do you believe it should be situated?**

	Response %	Response Count
Closer to Stewart Street	56.5%	13
Aligned with a property side boundary	13.0%	3
Closer to Oxley Street	30.4%	7
In front of my property	0.0%	0
Other (please specify)		8
<ul style="list-style-type: none"> <li>Entry statement preferred treatment.</li> </ul>		

<ul style="list-style-type: none"> <li>Having a traffic management device close to these two streets will prevent trucks entering the residential street, which is what residents, such as ourselves, want done as drivers are only using this road as a convenient shortcut, all day - every day! Wording on road signs should be changed to include all large trucks.</li> </ul>
<ul style="list-style-type: none"> <li>Can turn at Cedar Street</li> </ul>
<ul style="list-style-type: none"> <li>Between 30 and the corner. Long speed hump. Better use of money.</li> </ul>
<ul style="list-style-type: none"> <li>Definitely not in front of our property! This is a rural residential area. Trucks, tractors, school buses, work buses and others need to use Middle Road. We also need clear access to our property,</li> </ul>
<ul style="list-style-type: none"> <li>ALL of the above</li> </ul>

**Question 8 – Should a traffic management device be installed in your street, do you believe installation should be delayed until forecasted road works in your area are complete?**

	Response %	Response Count
Yes	80.8%	21
No	19.2%	4
Comments:		3
<ul style="list-style-type: none"> <li>We are not aware of any forecasted road works.</li> </ul>		
<ul style="list-style-type: none"> <li>Traffic from industrial doesn't impact here. So traffic management wouldn't be impacted by works.</li> </ul>		
<ul style="list-style-type: none"> <li>There will, no doubt, be an increase of trucks down Foster St during the proposed road works, but once finished, all trucks should then use the designated route down Somerset Rd and be denied access to these residential streets at all times.</li> </ul>		
<ul style="list-style-type: none"> <li>We do not believe a traffic management device is necessary at any time.</li> </ul>		

**Question 9 – Should a traffic management device be installed in your street, will any impact be made to vehicles requiring access to your property?**

	Response %	Response Count
Yes	46.2%	12
No	53.8%	14
Comments:		9
<ul style="list-style-type: none"> <li>Horse floats etc</li> </ul>		
<ul style="list-style-type: none"> <li>Horse float usage and tandem tipper.</li> </ul>		
<ul style="list-style-type: none"> <li>Not if it is installed at one end only of street (Stewart and Douglas)</li> </ul>		
<ul style="list-style-type: none"> <li>Long horse floats and trailers.</li> </ul>		
<ul style="list-style-type: none"> <li>Traffic management devices will only impact those residents who are currently operating businesses with trucks in a residential area, or want to continue parking working trucks in a private property in the residential area.</li> </ul>		
<ul style="list-style-type: none"> <li>Low loader to property. Slow point will stop it.</li> </ul>		
<ul style="list-style-type: none"> <li>We, living on a rural residential property, we own 14m long vehicle which we use regularly and this proposal would impact greatly on us.</li> </ul>		
<ul style="list-style-type: none"> <li>Has gooseneck trailer however he realises larger vehicles [for eg. renovation trucks] will need access so his trailer probably won't be affected.</li> </ul>		
<ul style="list-style-type: none"> <li>Not if it's positioned to give good clearance from gates</li> </ul>		

**Question 10 – Do you believe the installation of a traffic management device in your street is the best solution to the problem?**

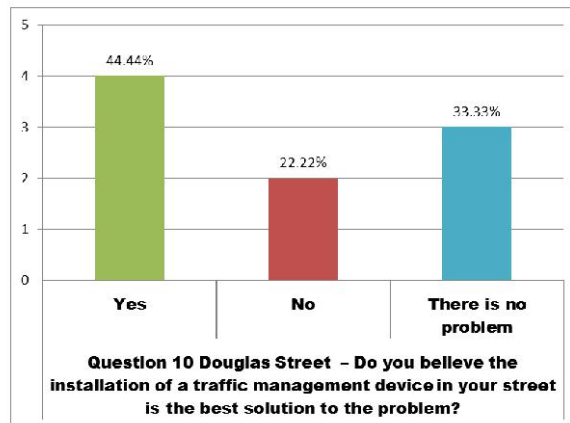
	Response %	Response Count
Yes	42.3%	11
No	23.1%	6
There is no problem	34.6%	9
Comments:		4
<ul style="list-style-type: none"> <li>• The installation of entry statement would stop B-Doubles.</li> <li>• Money needs to be spent on road maintenance and upgrades.</li> <li>• No (Speeding) (No for slow point). Long speed hump would solve problems, allow access but stop speeding.</li> <li>• Spend the money elsewhere, improve the condition of the road.</li> </ul>		

*Break down of Question 10 responses by street groupings:*

**Douglas Street**

**Question 10 – Do you believe the installation of a traffic management device in your street is the best solution to the problem?**

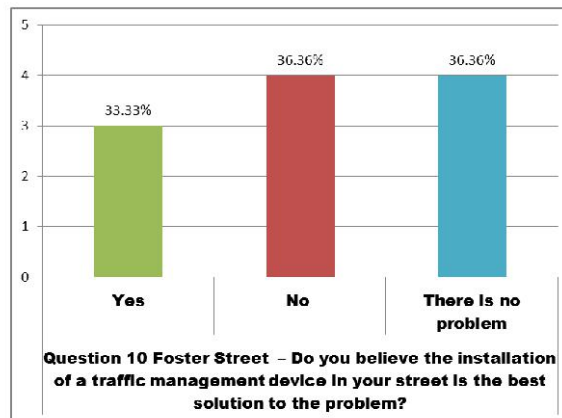
	Response %	Response Count
Yes	44.44%	4
No	22.22%	2
There is no problem	33.33%	3



**Foster Street**

**Question 10 – Do you believe the installation of a traffic management device in your street is the best solution to the problem?**

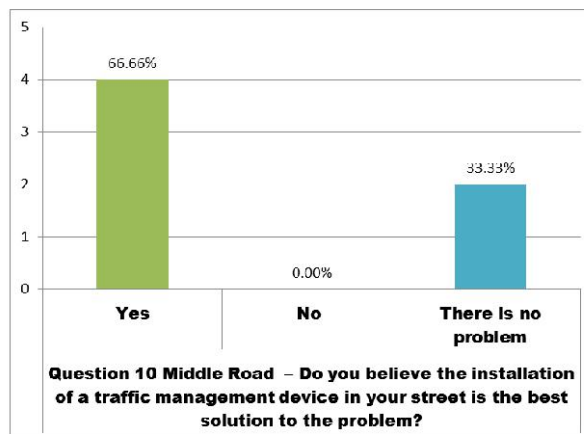
	Response %	Response Count
Yes	33.33%	3
No	36.36%	4
There is no problem	36.36%	4



**Middle Road**

**Question 10 – Do you believe the installation of a traffic management device in your street is the best solution to the problem?**

	Response %	Response Count
Yes	66.66%	4
No	0%	0
There is no problem	33.33%	2



Question 11 – Do you have any other comments or suggestions?

- Wider road although road is reasonable at present; not too many shoulder problems.
- Occasional speeding from young people in adjacent property. Potholes on shoulder of the road. Dirt on road at Macquarie / Douglas intersection. 60km sign missing Middle Road should be fixed (Capricorn to Macquarie).
- No issues. The reason no consultation was requested was there was no perceived problem that needed to be addressed.
- \*Picture was drawn\*. Traffic management device suggestions. Small concrete island with KEEP LEFT sign at each end. On Douglas Street and the Stewart Street end.
- Uniforms in same place in each street - keep pathway - 60km/ph speed on Stewart St
- Stress a 70km/hr speed zone on Stewart Street. Ideally 60km/hr.
- Move signs to other side of intersection.
- The property is vacant and owners lives elsewhere. It is an investment property. Overall response was 'don't want any traffic devices' but questionnaire not answered.
- The trucks that comes down the residential end of Foster St do so because it is a convenient shortcut for the drivers. They have no need what so ever as they have their designated truck route on Somerset Rd. This street is not suitable for heavy vehicle traffic, having a narrow bitumen strip with a thin dirt verge. It is unsafe having such big trucks coming down the road as sometimes speeds well over the safe level, not to mention the noise and fumes from the exhausts and diesel. The wording on the signs should include other large trucks, well only B-doubles. A physical detour such as the one in Port Curtis is needed at the junction of Foster and Stewart St and Oxley St so as to physically deter large trucks as the signs alone are and will be ignored by drivers.
- Low loaders - large ones with dolly - Speed (trucks) \*Mentioned company names\*.
- Long extended speed hump - still allow heavies. Works on Foster/Macquarie intersection should be closed to allow quicker construction, rather than 1 lane.
- The response was received on 22/4/14 after returning from leave. He has noticed no change in traffic in the past 1-2 years outside his property. Yes, there are speeding vehicles from time to time and the occasional heavy vehicles, but no significant or noticeable change. The biggest change in traffic has been the increase in volume in Middle Road up to Macquarie Street where most traffic turns right into GIA.
- Comer Macquarie and Middle Road intersection - on Macquarie St (Johnson leg) - often pothole and slippery bitumen Maintenance issue.
- Kangaroo sign on Middle Rd - both ends - near Oxley & Stewart. Stop signs - swap Middle/Macquarie.
- Against footpath construction.
- Keep pathing in Stewart St - Uniform location in each street - 60kph in Stewart St.

# **TRAFFIC MANAGEMENT DEVICES**

## **Letter from Gracemere Industry Inc**

**Meeting Date: 3 September 2014**

**Attachment No: 2**

6044612 - 19/08/2014

**GATEWAY TO THE WEST**

Secretary : Louise Ward 0428 633 657

PO Box 534  
Gracemere 4702

Web: [www.gracemereindustry.com](http://www.gracemereindustry.com)29<sup>th</sup> July 2014

Mr. Evan Pardon  
CEO  
Rockhampton Regional Council  
**ROCKHAMPTON 4700**

Rockhampton Regional Council	
File No: 227	Doc No:
Links:	
13 AUG 2014	
Action Officer: CROW, M.	
2.	3.
4.	
Retention 480 V.H. 30 Yrs 15	

Dear Mr Pardon,

At our last meeting of GI Inc, members voiced their concerns about the proposed Traffic Management Devices planned for Foster & Douglas Streets and Middle Roads. Members voted unanimously that a letter be written to the Council objecting to the installation of any traffic management devices in the above mentioned streets on the following grounds :

1. This sets a dangerous precedent for Council. Any resident anywhere who objects to having trucks and heavy vehicles travelling through their street can point to the example set out here for only a small handful of people.
2. Precinct K allows people to garage one truck at their residence – this will preclude those residents from accessing their property with their own vehicle. This may create an issue for Council as those residents who do bring in their own vehicle would be disadvantaged and may take action to be compensated for lack of access to their own property.
3. By restricting access on these through-roads, there is no alternative route to most businesses if Somerset / Macquarie Street intersections were blocked by an accident, road works or in the event of an emergency.
4. By restricting access you also restrict access to Fire / Rescue Vehicles / Council Rubbish collection / Recycling Collection / Road Maintenance teams / Water delivery vehicles and deliveries of landscaping materials / concrete / removalist vans / furniture delivery.
5. The cost of installing the traffic management devices is not warranted considering the request to prevent trucks in the streets, is one by a very small minority of people.



6044612 - 19/08/2014

-2-

6. No one wants the traffic management devices outside their own property and those up on Stewart Street are on an approved B-double route in any case so there is no point putting any devices at that intersection.
  
7. The talk is of traffic devices being installed at the Stewart Street end of the 3 streets. This will no doubt cause the residents affected to avoid the traffic management devices if they exit via Stewart Street and will push these light vehicles into the industrial area to mix in with the heavy transport. This is not a desired outcome.
  
8. In the event that a large truck ends up in any of these streets, there IS NOWHERE for them to turn around and this will restrict their legal access.

Our members have refrained from using these streets with their vehicles but the residents need to understand that the legalities of the road usage precludes B Doubles and Road Trains ONLY not other delivery vehicles.



Louise Ward  
Secretary  
GRACEMERE INDUSTRY INC.

cc. Mayor Margaret Strelow  
  
Councillor Ellen Smith.  
  
Councillor Tony Williams  
  
Martin Crowe  
  
Angus Russell emailed  
  
Rick Palmer emailed

**7 PUBLIC FORUMS/DEPUTATIONS**

Nil

**8 OFFICERS' REPORTS**

Nil

## 9 STRATEGIC REPORTS

### 9.1 ENGINEERING SERVICES MONTHLY OPERATIONS REPORT - SEPTEMBER 2014

**File No:** 7028  
**Attachments:** 1. Engineering Monthly Report 31072014  
**Authorising Officer:** Robert Holmes - General Manager Regional Services  
**Author:** Martin Crow - Manager Engineering Services

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#### SUMMARY

*This report outlines Engineering Services Monthly Operations Report for the period to the end of July 2014.*

#### OFFICER'S RECOMMENDATION

THAT the Engineering Services Monthly Operations Report for September 2014 report be received.

#### COMMENTARY

The Engineering Services Section submits a monthly operations report outlining issues faced by the Section and performance against nominated service level criteria.

Due to the reporting timeframes and agenda requirements of the Infrastructure Committee, the statistics utilised in the reports will lag the committee meeting dates by approximately one (1) month.

# **ENGINEERING SERVICES MONTHLY OPERATIONS REPORT - SEPTEMBER 2014**

## **Engineering Monthly Report**

**Meeting Date: 3 September 2014**

**Attachment No: 1**

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**MONTHLY OPERATIONS REPORT**  
**ENGINEERING SECTION**  
**Period Ended 31 JULY 2014**

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**VARIATIONS, ISSUES AND INNOVATIONS**

***Innovations***

*Design Services are working closely with the GIS Unit on the implementation of improved as-constructed data capture for Regional Services capital projects.*

*Infrastructure Operations and Strategic Infrastructure are working on improving information provided to customers through the Flood Search process. The goal is to automate this process in the future.*

***Improvements / Deterioration in Levels of Services or Cost Drivers***

*Current levels of service are in the process of being documented and will be discussed with senior management prior to putting forward to Council for endorsement.*

*The Graduate Engineer in the Infrastructure Operations Unit has recently resigned. Recruitment is currently underway to replace this person. As a result, our ability to respond to customer requests, primarily in the traffic and road safety area is impacted and delays in investigation and response to issues is to be expected.*

*Support Services continue to address a backlog of administration tasks generated in the first 5 months post de-amalgamation. This has required the recruitment of an additional temporary administration Officer. A business case is to be resubmitted to seek a permanent position to allow the timely completion of all tasks for the Civil Operations and Engineering Services Sections.*

*Strategic Infrastructure personnel continue to be absorbed by the South Rockhampton Flood Levee, Local Creek Catchment and the proposed Planning Scheme projects. Two of the Senior Infrastructure Planning Engineers are on extended leave at present. Additional consultant work or a temporary appointment may be required to backfill this capacity.*

*Design Services personnel are fully allocated to the Regional Services capital program. A number of projects will have to be referred to consultants to be able to complete the capital works design program.*

**LINKAGES TO OPERATIONAL PLAN**

**1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS**

The response times for completing the predominant customer requests in the reporting period for 31 July 2014 are as below:

	Balance B/F	Completed in Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Work Orders Issued	Under Long Term Investigation	Avg W/O Issue Time (days) 12 months	Completion Standard (days)	Avg Completion Time (days) Current Mth	Avg Completion Time (days) 6 Months	Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)
			Received	Completed									
Abandoned Vehicles	8	1	4	0	11	4	0	21.96	28	0.00	15.56	72.50	35.50
Rural Property Addressing (Existing)	0	0	2	2	0	0	0	10.43	28	6.00	9.10	9.96	6.00
Urban Addressing (General)	1	1	6	3	3	0	0	24.63	28	5.67	6.63	8.02	6.39
Rural Property Addressing (New )	1	1	2	1	1	0	0	0.00	28	13.00	13.73	10.86	8.05
Development - Dust	1	1	0	0	0	0	0	0.00	14	0.00	15.75	25.40	4.50
Development - Erosion	0	0	0	0	0	0	0	0.00	14	0.00	25.00	16.00	13.00
Disaster Management - SES	2	0	1	0	3	0	0	0.00	1	0.00	2.00	6.50	3.00
Development - Miscellaneous	3	0	3	1	5	0	0	0.15	14	10.00	10.13	21.17	5.00
Development - Noise (Subdiv/Ops Works)	0	0	0	0	0	0	0	0.00	14	0.00	10.00	12.33	6.20
Development - Drainage	4	2	1	0	3	0	0	0.00	14	0.00	22.33	18.43	1.40
Engineering - General Enquiry	0	3	8	7	8	0	0	9.77	14	2.29	15.31	11.91	5.32
Flood Management Creeks/Rivers	0	0	72	58	14	0	1	0.00	10	2.17	2.17	2.17	2.34
Heavy Vehicles (Not related to MTCE)	0	0	0	0	0	0	0	0.00	28	0.00	0.00	2.17	2.17
Infra. Operations Unit - General Enq	5	4	11	7	5	0	0	50.33	14	3.86	8.23	14.92	7.77
IOU- Water and Sewer (to FRW)	0	0	0	0	0	0	0	0.00	14	0.00	0.00	9.67	3.50
Petition (Infra Use Only)	1	0	1	1	1	0	0	0.00	1	12.00	12.00	11.00	135.00
Roundabout/Medians (Not related to MTCE)	1	0	0	0	1	0	0	0.00	28	0.00	0.00	0.00	0.00
Speed Limits/Traffic Volumes (Not MTCE)	5	0	1	1	5	0	0	15.34	28	1.00	15.33	12.84	13.65
Signs & Lines (New Request - not existing)	6	8	22	4	46	1	0	93.23	28	3.25	23.41	22.81	15.45
Traffic Signals (Stop Light) (Not MTCE)	1	0	0	0	1	0	0	0.00	28	0.00	1.00	6.50	6.50
Traffic Counts	0	0	0	0	0	0	0	0.00	28	0.00	2.00	12.67	9.00

***Comments & Additional Information***

The Engineering figures are accurate with the exception of the four columns highlight in blue. The figures shown in Completion Standard (days) are incorrect as they do not represent any Service Standard timeframe of when requests are completed. These figures have been captured from the Priority Escalation timeframe, example: Priority 3 – 14 days. To date, Engineering Services have not adopted Service Levels for their Request Codes. The Priority Escalation timeframes are only used as a notification reminder process. Service Levels for Engineering Services are to be identified in the future.

When Engineering Service Levels are identified and adopted they will be set up in Pathways under Estimated Duration Maintenance parameter.

**Priority Escalation**

This function allows the Actioning Officer and/or Responsible Officer of the Request to receive an e-mail message each time the Priority is escalated. These Priority escalations are notification / reminders to action the request and not necessarily to complete the request.

**Estimated Duration Maintenance**

The Estimated Duration Maintenance form displays the Estimated Duration Maintenance Timeframe (or Service Level) for Request Types ie. Minutes, Hours, Days, Weeks and Years.



**2. COMPLIANCE WITH STATUTORY AND REGULATORY REQUIREMENTS INCLUDING SAFETY, RISK AND OTHER LEGISLATIVE MATTERS**

**Safety Statistics**

The safety statistics for the reporting period are:

	FIRST QUARTER		
	July	Aug	Sept
<b>Number of Lost Time Injuries</b>	0		
<b>Number of Days Lost Due to Injury</b>	0		
<b>Total Number of Incidents Reported</b>	0		
<b>Number of Incomplete Hazard Inspections</b>	1		

**Risk Management Summary**

Example from Section Risk Register (excludes risks accepted/ALARP)

Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
Inability of Engineering Services to provide or maintain adequate levels of service for infrastructure planning, development assessment and infrastructure design resulting in reduced productivity, inadequate infrastructure, risk to the general public and workers and financial loss for Council.	High 4	<ol style="list-style-type: none"> <li>Undertake staffing level review and business planning for Engineering Services.</li> <li>Improve focus on professional development and training (including graduate development program) by management implementing appropriate training and development plans and staff completing them.</li> </ol>	31/1/15	10%	T&D plans implemented in Design Services. Other units will look at when time becomes available.
Breach of the Professional Engineers Act resulting in installation of unsafe infrastructure or infrastructure that does not meet legislative requirements causing the following	High 4	<ol style="list-style-type: none"> <li>Make RPEQ qualification mandatory for some positions in the future.</li> <li>Request technical staff to obtain their RPEQ if possible.</li> </ol>	31/12/16	10%	Has been included as identified training for some in performance appraisals.

Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Complete	Comments
possible impacts to Council: Service delivery delays; negative financial impacts; possible serious harm to public/workers; and reputation tarnished.					
Inadequate Developer Contributions for Infrastructure resulting in a cost impost on ratepayers and reduction in funds available for other projects.	High 4	<ol style="list-style-type: none"> <li>1. Further assessment &amp; refinement of existing adopted charges resolution to ensure adequacy and accuracy.</li> <li>2. Council adoption of SPA compliant Priority Infrastructure Plan (PIP).</li> </ol>	31/12/14	80%	Draft LGIP released with draft planning scheme.
Failure to maintain accuracy and value of the forward works program and adequately provide for the annual capital program resulting in projects nominated for delivery being deferred to accommodate increased costs within annual capital program and the Long Term Financial Strategy (LTFS).	High 4	<ol style="list-style-type: none"> <li>1. Continued refinement of forward works program.</li> <li>2. Development of indicative estimating tool.</li> <li>3. Develop Network specific prioritisation processes.</li> </ol>	1/7/16	50%	FWP further developed each year at budget time. Future design and concept budget included in capital budget.
Inadvertent non-compliance with design requirements or legislative requirements leading to in installation of inappropriate or unsafe infrastructure, or infrastructure that does not meet technical standards resulting in legal action against	High 5	Improved focus on professional development & training by completing and implementing appropriate training and development plans.	1/7/15	70%	T&D plans implemented in Design Services.

Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Complete	Comments
Council and / or Loss or Damage to natural /cultural assets.					
Identified Disaster Mitigation Strategies not actioned resulting in increased impact/effect of disaster events on the community and potential for increased costs to Council in recovery & restoration costs.	High 5	1. Forward works program to be developed for disaster mitigation strategies to be submitted through Council's project evaluation and management system (PEMS) process, and for Natural Disaster Relief and Recovery Arrangements (NDRRA) funding applications.  2. Annual review and report on implementation of disaster mitigation strategies	1/7/15	50%	Action has stalled due to competing priorities for DMO.
Lack of trained personnel to operate the Disaster Coordination Centre in event of a disaster resulting in inefficient Local Disaster Coordination Centre (LDCC) operations which could lead to inefficient decision making resulting in harm to the community, major financial losses, damage to reputation and a lack of community confidence in the Local Disaster Management Group's (LDMG) ability to respond to and recover from disaster events.	High 5	1. Develop information package on roles and responsibilities and remuneration etc to assist with recruitment drive.  2. Educate managerial staff as to their responsibilities under the Disaster management policy.  3. Consider implications of sourcing volunteer staff from outside of Council.	1/7/15	20%	Additional information provided to encourage volunteers. Other issues have stalled due to competing priorities for DMO.

Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
<p>Reduced SES capability to respond during a disaster event, would require either a greater response from Council (which is unlikely given our resource levels) or a lesser response to the event, resulting in: community expectations unable to be met; a negative financial impact and reputational damage to Council.</p>	<p>High 5</p>	<p>Implement MOU with EMQ regarding shared management responsibilities for the SES, supported with appropriate funding and training.</p>	<p>1/7/15</p>	<p>50%</p>	<p>Action has stalled due to restructure of Emergency Services at a State Level.</p>
<p>Failure to document and implement disaster management policy, framework and arrangements, appropriate to our region resulting in: a lack of leadership and poor decision making in disaster events; major financial losses; damage to reputation; potential increased effects of a disaster event upon the community; and potential loss of funding opportunity (NDRRA).</p>	<p>High 4</p>	<ol style="list-style-type: none"> <li>1. Identify LDMG members that require training in disaster management arrangements.</li> <li>2. Review Disaster Management Policy and seek commitment from Council departments.</li> </ol>	<p>1/7/15</p>	<p>20%</p>	<p>Key Council members of LDMG have received some training.</p>

**Legislative Compliance & Standards**

All applicable legislative and compliance standards have been met.

**3. ACHIEVEMENT OF CAPITAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME**

The following abbreviations have been used within the table below:

<i>GIA</i>	<i>Gracemere Industrial Area</i>
<i>SRFL</i>	<i>South Rockhampton Flood Levee</i>

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
<b>ENGINEERING SERVICES CAPITAL WORKS PROGRAM</b>					
<b>Costs as at 15/8/14.</b>					
Gracemere Industrial Area Planning	1/7/14	30/6/15	Not Started	\$50,000	\$0
Comment: Project Progress will depend on level of activity in GIA.					
Preliminary design and concepts	1/7/14	30/6/15	Not Started	\$150,000	\$0
Comment: Budget to allow progression of preliminary designs and estimates for future year works.					
Flood Valves North Rockhampton	1/7/14	30/6/15	Not Started	\$100,000	\$0
Comment: Project awaiting finalization of SRFL project. Budget likely to be transferred to Civil Operations for delivery.					

#### 4. ACHIEVEMENT OF OPERATIONAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

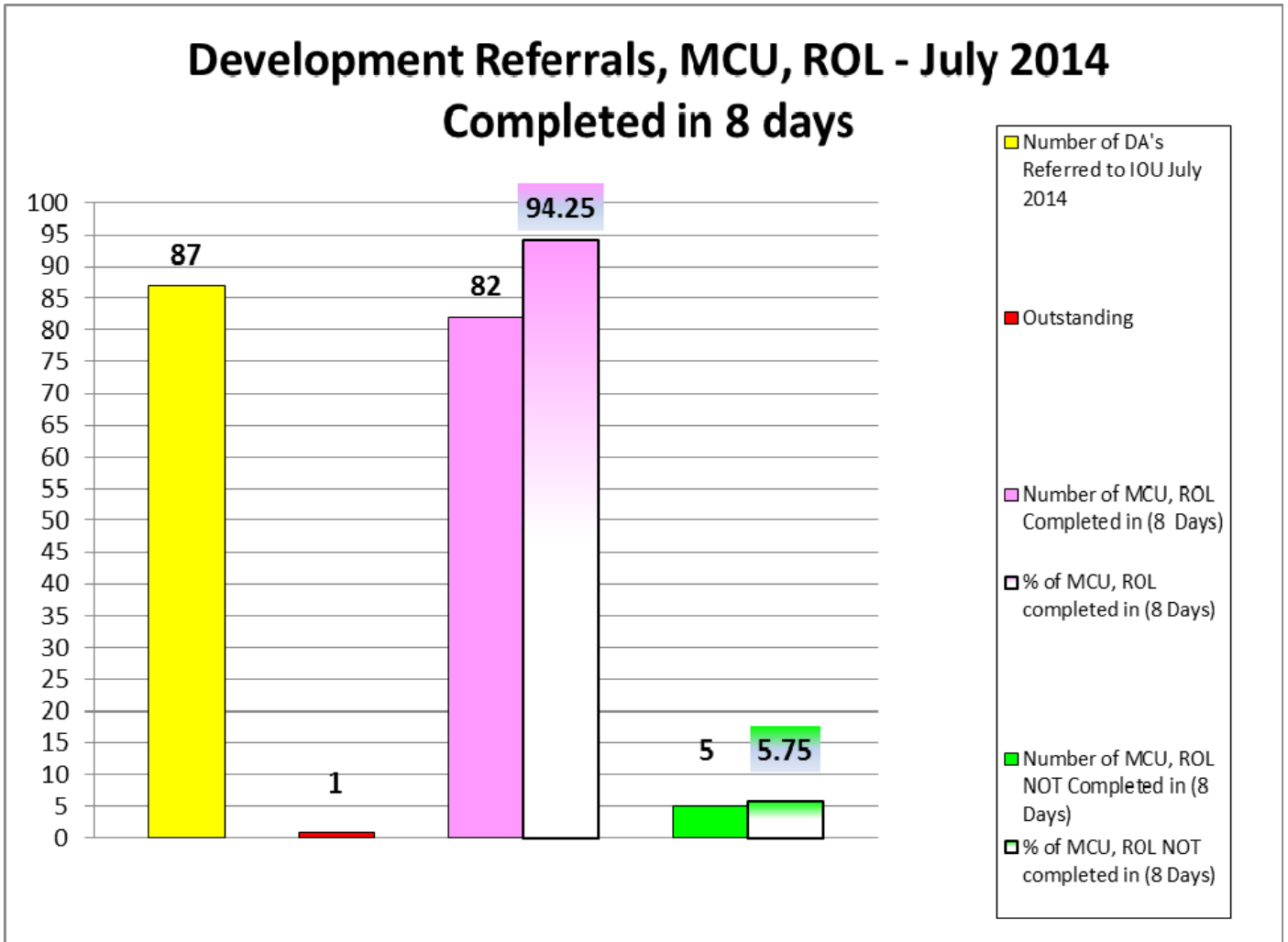
As at period ended 15 July 2014 – 13% of year elapsed.

Project	Revised Budget	Actual (incl. committals)	% budget expended	Explanation
<b>Traffic / Transport Planning Consultancy Budget</b>	\$150,000	\$0	0%	<i>Will be utilized to update the 2008 Rockhampton traffic study in conjunction with TMR area wide transport study.</i>
<b>Stormwater Drainage Planning Consultancy Budget</b>	\$200,000	\$38,475	19%	<i>Will be utilised for continuation and refinement of Local Creek catchment works and commencement of risk assessment and planning arising out of this project.</i>
<b>Roads Alliance Consultancy Budget</b>	\$50,000	\$46,236	92%	<i>Technical and administrative support for Rockhampton Regional Roads and Transport Group.</i>
<b>Resumptions of Land / easements</b>	\$200,000	\$9,237	5%	<i>Utilised acquisition of land / easements for existing infrastructure or projects in future years.</i>
<b>Disaster Management Consultancy Budget</b>	\$50,000	\$0	0%	<i>Update of Flood Hazard Mapping as a result of 2014 modelling.</i>

#### 5. DELIVERY OF SERVICES AND ACTIVITIES IN ACCORDANCE WITH COUNCIL'S ADOPTED SERVICE LEVELS

Service Delivery Standard	Target	Current Performance
<b>Development MCU, ROL Completed in 8 days</b> (Graph 1 below)	100%	94.25%
<b>Development Operational Works Completed in 7 days</b> (Graph 2 below)	100%	60.29%

**Graph 1**                      **MCU – Material Change of Use**  
**ROL – Reconfiguration of Lot**

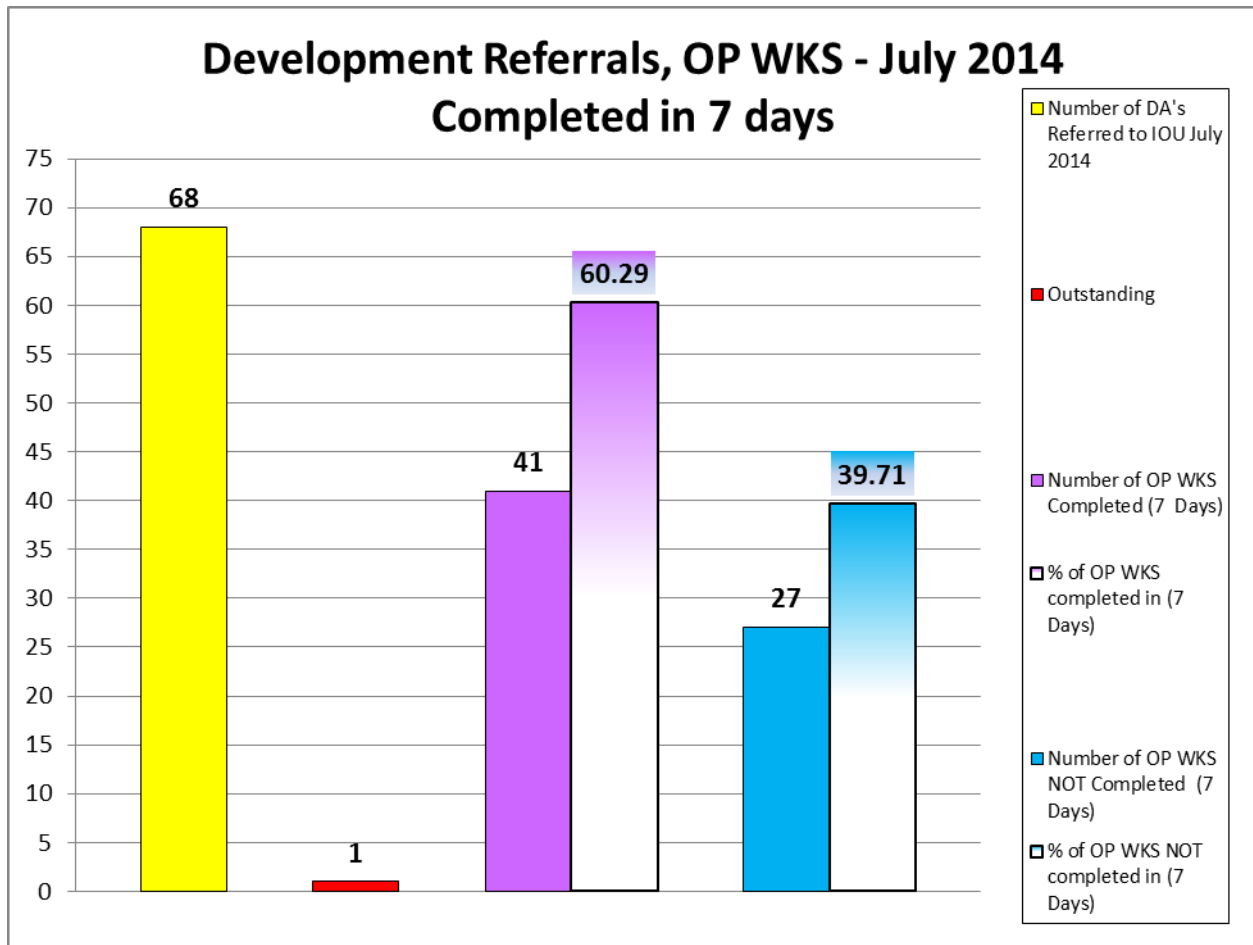


**Comments**

Of the five (5) MCU, ROL referrals that were not completed in the required timeframe of 8 days,

1. One referral received late in July is due for completion in August.
2. Two referrals were approved extension periods,
3. One referral required additional information from the applicant.

**Graph 2 OP WKS – Operational Works**



**Comments**

Of the 27 OP WKS referrals that were not completed in the required timeframe of 7 days,

1. Ten referrals received late in July are due for completion in August
2. One referral required additional information from the applicant.



EOM General Ledger - ENGINEERING SERVICES Operational Only



As At End Of July

Report Run: 19-Aug-2014 10:27:00 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget \$	Revised Budget \$	Commit + Actual \$	Variance %	On target 8.3% of Year Gone
<b>ENGINEERING SERVICES</b>					
<i>Engineering Services</i>					
Revenues	0	0	(769)	0%	✓
Expenses	425,750	0	29,689	7%	✓
Transfer / Overhead Allocation	(425,750)	0	0	0%	✗
<b>Total Unit: Engineering Services</b>	<b>0</b>	<b>0</b>	<b>28,920</b>	<b>0%</b>	<b>✗</b>
<i>Infrastructure Projects</i>					
Expenses	0	0	1,034	0%	✗
Transfer / Overhead Allocation	0	0	(1,470)	0%	✓
<b>Total Unit: Infrastructure Projects</b>	<b>0</b>	<b>0</b>	<b>(436)</b>	<b>0%</b>	<b>✓</b>
<i>Design Services</i>					
Expenses	652,100	0	47,355	7%	✓
Transfer / Overhead Allocation	115,000	0	2,030	2%	✓
<b>Total Unit: Design Services</b>	<b>767,100</b>	<b>0</b>	<b>49,386</b>	<b>6%</b>	<b>✓</b>
<i>Strategic Infrastructure</i>					
Revenues	(8,000)	0	(4,500)	56%	✓
Expenses	1,895,750	0	112,697	6%	✓
Transfer / Overhead Allocation	(90,000)	0	(14,022)	16%	✓
<b>Total Unit: Strategic Infrastructure</b>	<b>1,797,750</b>	<b>0</b>	<b>94,175</b>	<b>5%</b>	<b>✓</b>
<i>Infrastructure Operations</i>					
Revenues	(35,000)	0	0	0%	✗
Expenses	1,169,000	0	77,467	7%	✓
Transfer / Overhead Allocation	(331,000)	0	(25,532)	8%	✗
<b>Total Unit: Infrastructure Operations</b>	<b>803,000</b>	<b>0</b>	<b>51,935</b>	<b>6%</b>	<b>✓</b>
<i>Disaster Management</i>					
Revenues	(89,000)	0	(4,906)	6%	✗
Expenses	281,750	0	22,839	8%	✓
Transfer / Overhead Allocation	239,750	0	12,790	5%	✓
<b>Total Unit: Disaster Management</b>	<b>432,500</b>	<b>0</b>	<b>30,723</b>	<b>7%</b>	<b>✓</b>
<b>Total Section: ENGINEERING SERVICES</b>	<b>3,800,350</b>	<b>0</b>	<b>254,702</b>	<b>7%</b>	<b>✓</b>
<b>Grand Total:</b>	<b>3,800,350</b>	<b>0</b>	<b>254,702</b>	<b>7%</b>	<b>✓</b>

**9.2 CIVIL OPERATIONS MONTHLY OPERATIONS REPORT - SEPTEMBER 2014**

**File No:** 7028  
**Attachments:** 1. Monthly Operations Report - Civil Operations  
31 July 2014  
**Authorising Officer:** Robert Holmes - General Manager Regional Services  
**Author:** Russell Collins - Manager Civil Operations

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**SUMMARY**

*This report outlines Civil Operations Monthly Operations Report and also Works Program of planned projects for the months of August – September 2014.*

**OFFICER'S RECOMMENDATION**

THAT the Civil Operations Monthly Operations Report for September 2014 report be received.

**COMMENTARY**

The Civil Operations Section submits a monthly report outlining the details of the programmed works for the upcoming month to assist Council's Executives and Councillors when they receive enquiries from their constituents in relation to road and associated road reserve works.

**BACKGROUND**

In July, 226 customer requests were received and of those 132 requests were completed. A total of 302 requests were completed for July and those received in previous months.

In July there were 196 requests for inspections received with 199 inspections completed in the month; 270 works orders were issued for staff to conduct action, with 355 works orders being completed in July.

**BUDGET IMPLICATIONS**

All works specified in this report are included in Council's current approved budget.

**LEGISLATIVE CONTEXT**

All works outlined in this report will be conducted in a manner to comply with all legislation.

**STAFFING IMPLICATIONS**

The works specified in this report have been programmed whilst taking into consideration current staffing levels.

**RISK ASSESSMENT**

Civil Operations Section's staff conduct a risk assessment of their job site before work commences to ensure they have identified assessed and controlled any possible hazards to ensure the safety of themselves and others.

**CONCLUSION**

This report outlines the planned works program and the customer requests received for Civil Operations, Urban and Rural Operations Capital Projects Report Financial Year to Date and are for the information of Councillors.

**CIVIL OPERATIONS MONTHLY  
OPERATIONS REPORT -  
SEPTEMBER 2014**

**Monthly Operations Report -  
Civil Operations 31 July 2014**

**Meeting Date: 3 September 2014**

**Attachment No: 1**

**MONTHLY OPERATIONS REPORT**  
**CIVIL OPERATIONS SECTION**  
**31 July 2014**

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**VARIATIONS, ISSUES AND INNOVATIONS**

***Innovations***

**Lime Stabilisation of Subgrades**

The use of Lime Stabilisation has been investigated for use in Foster Street. Lime stabilising the subgrade will significantly increase the subgrade strength from CBR 3 to CBR 20, this results in a 250mm reduction of pavement and a cost saving of \$70,000.

***Improvements / Deterioration in Levels of Services or Cost Drivers***

**Stabilising Agents for Unsealed Roads**

The use of stabilising agents for unsealed roads is currently being investigated with the aim of reducing dust and extending the time before a regrade is required.

**1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS**

The response times for completing the predominant customer requests in the reporting period for *Civil Operations* are as below:



**All Monthly Requests (Priority 3)  
Civil Operations 'Traffic Light' report  
July 2014**

	Balance B/F	Completed In Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Work Orders Issued	Under Long Term Investigation	Avg W/O Issue Time (days) 12 months	Completion Standard (days)	Avg Completion Time (days) Current Mth	Avg Completion Time (days) 6 Months	Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)
			Received	Completed									
Property Accesses	9	3	6	6	6	0	0	17.81	14	● 2.17	● 9.85	● 9.03	6.41
Bridge Vandalism (Asset)	0	0	0	0	0	0	0	0.00	14	● 0.00	● 0.00	● 0.00	0.00
Bridge Maintenance (Asset)	1	1	1	0	1	1	0	10.29	14	● 0.00	● 3.50	● 29.50	28.00
Bum Off Advice - Reduction Burning	0	0	2	1	1	0	0	0.00	5	● 3.00	● 6.83	● 4.00	1.71
Bus Stops, Seating, Bus Shelters (Asset)	3	2	1	0	2	1	0	16.18	14	● 0.00	● 32.57	● 38.89	44.00
Drainage Miscellaneous (Asset)	16	11	8	3	10	2	0	11.08	14	● 5.33	● 30.35	● 34.71	32.56
Drainage Inundation (Flooding Issues) (Asset)	6	1	0	0	5	0	0	10.23	14	● 0.00	● 18.14	● 32.01	30.02
Drainage Kerb & Chanel (Asset)	14	4	11	6	15	3	0	9.40	14	● 8.50	● 29.75	● 31.65	32.24
Drainage Gully Pits (Asset)	4	3	1	0	2	1	0	-2.36	14	● 0.00	● 31.89	● 36.50	30.70
Drainage Pipes and Culverts (Asset)	10	4	3	0	9	1	0	-3.39	14	● 0.00	● 18.00	● 31.08	36.34
Drainage Vandalism (Asset)	0	0	0	0	0	0	0	0.00	14	● 0.00	● 0.00	● 0.00	0.00
Grading Unsealed Road Maintenance (Asset)	29	15	12	8	18	4	0	3.79	14	● 3.75	● 22.75	● 42.84	42.12
Guard Rails (Asset)	2	1	1	1	1	0	0	15.96	14	● 22.00	● 49.33	● 43.14	49.63
Guide Post (Asset)	1	1	0	0	0	0	0	7.76	14	● 0.00	● 22.00	● 64.33	73.20
Illegal Dumping (INFRA ONLY - CSO TO USE NULIT)	1	1	2	1	1	1	0	13.74	14	● 10.00	● 11.32	● 18.24	17.03
Infrastructure - General Enquiry	8	7	22	13	10	0	2	26.08	2	● 4.08	● 9.28	● 10.21	6.44
Miscellaneous Road Issues (Asset)	70	38	47	31	48	4	1	7.37	14	● 2.84	● 18.67	● 27.40	24.84
Footpath & Off-Road Cycle Ways Maint. (Asset)	29	14	19	7	27	2	0	8.46	14	● 8.14	● 18.50	● 32.34	30.34
Potholes - Sealed Roads (Asset)	29	23	39	25	20	7	0	1.62	14	● 7.04	● 12.88	● 19.29	18.51
Railway Crossings (Asset)	0	0	0	0	0	0	0	0.00	14	● 0.00	● 0.00	● 0.00	0.00
Rural Roadside Vegetation Slashing (Asset)	3	1	1	1	2	0	0	5.61	14	● 22.00	● 7.93	● 11.18	13.35
Signs & Lines (Already Existing) - (Asset)	49	33	30	16	30	3	1	6.22	14	● 7.38	● 26.75	● 33.64	31.48
Street Lighting - Other (Asset)	4	3	0	0	1	0	0	39.44	14	● 0.00	● 18.81	● 17.95	15.76
Street Lighting - Maintenance (Asset)	1	1	2	2	0	0	0	1.98	14	● 1.50	● 15.32	● 23.54	22.20
Street Sweeping - (Asset)	5	3	12	7	7	1	0	9.48	14	● 4.71	● 19.66	● 20.58	18.41
Traffic Lights (Asset)	0	0	6	4	2	2	0	6.06	14	● 0.75	● 5.00	● 19.31	17.27

***Comments & Additional Information***

The Civil Operations figures are accurate with the exception of the four columns highlight in blue. The figures shown in Completion Standard (days) are incorrect as they do not represent any Service Standard timeframe of when requests are completed. These figures have been captured from the Priority Escalation timeframe, example: Priority 3–14 days. To date, Civil Operations have not adopted Service Levels for their Child Request Codes. The Priority Escalation timeframes are only used as a notification reminder process. Service Levels for Civil Operations are to be identified in the future.

When Civil Operations Service Levels are identified and adopted they will be set up in Pathways under Estimated Duration Maintenance parameter,

**Priority Escalation**

This function allows the Actioning Officer and/or Responsible Officer of the Request to receive an e-mail message each time the Priority is escalated. These Priority escalations are notification / reminders to action the request and not necessarily to complete the request.

**Estimated Duration Maintenance**

The Estimated Duration Maintenance form displays the Estimated Duration Maintenance Timeframe (or Service Level) for Request Types ie. Minutes, Hours, Days, Weeks and Years.

## **2. COMPLIANCE WITH STATUTORY AND REGULATORY REQUIREMENTS INCLUDING SAFETY, RISK AND OTHER LEGISLATIVE MATTERS**

### ***Safety Statistics***

The safety statistics for the reporting period are:

	FIRST QUARTER		
	July	Aug	Sept
<b>Number of Lost Time Injuries</b>	1		
<b>Number of Days Lost Due to Injury</b>	27		
<b>Total Number of Incidents Reported</b>	4		
<b>Number of Incomplete Hazard Inspections</b>	3		

### ***Risk Management Summary***

Example from Section Risk Register (excludes risks accepted/ALARP)

<b>Risk</b>	<b>Current Risk Rating</b>	<b>Future Control &amp; Risk Treatment Plans</b>	<b>Due Date</b>	<b>% Completed</b>	<b>Comments</b>
Budget overrun (Capital Projects) resulting in inability to complete project to specification impacting on end user/fit for purpose, seeing corporate/operational plan objectives not being addressed and Council's credibility with the community being impacted.	Very High 2	<p>1. (2) Design Services to design high risk projects prior to drafting budget to provide design estimates. Apply cost indexation to design estimates to update estimate to proposed budget period.</p> <p>2. (2) Coordinators Urban and Rural Operations to prepare estimates for new projects and the Manager Civil Operations to review estimates.</p> <p>3. Project management framework including project plans to be implemented.</p>	30/06/2015	8%	All high risk projects being scoped, designed and design estimates being checked by Co-Ordinator and Works Engineers.

Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
Increased input costs not factored in to budgets thus resulting in inability to fully complete stated work programs.	High 4			8%	Material costs and plant costs regularly updated in estimates.
Failure of operation asset condition (roads, drainage, etc) leading to: injury or death of public/staff; damage to property/equipment - resulting in legal outcomes, financial impacts and negative publicity for Council.	Very High 2	(1) Fine tune and review the ongoing Civil Operation asset condition inspections, which are conducted in conjunction with Council's Asset Management Unit for assets, facilities & major projects. (Note - Civil Operations inspect rural roads but the Asset Management Unit inspect urban roads)	28/02/2015	8%	Rural roads being regularly inspected. Use of RACAS inspection system to commence in September, 2014
"Unacceptable response times on maintenance call outs resulting in low community confidence." "	Moderate 5			8%	Callout escalates until a response from a Council officer is obtained.
Interruption to program of works resulting in non-achievement of corporate targets and reduction in service delivery. (This includes Capital Works program)	Moderate 5	Project management framework/tool to provide a robust and prioritised forward works program.	30/06/2014	80%	Three Forward Works Program completed for years up to 2016/2017
Contamination of land and waterways from inappropriate work practices / procedures.	Moderate 6			8%	All fuel trailers have spill kits. In field maintenance and fuelling kept to the minimum



Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
					possible to reduce risk of contamination by hydrocarbons.
Landslip and/or rocks on road along Pilbeam Drive at Mt Archer - poses a threat to safety of road users resulting in public liability.	High 5			8%	Regular inspections are done after significant rain events

**Legislative Compliance & Standards**

**3. ACHIEVEMENT OF CAPITAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME**

The following abbreviations have been used within the table below:

<i>RWC</i>	<i>Rural West Control</i>
<i>UCC</i>	<i>Urban Central Control</i>
<i>UWC</i>	<i>Urban West Control</i>

<i>BDG</i>	<i>Bridges</i>	<i>RC</i>	<i>Reconstruction</i>	<i>TM</i>	<i>Traffic Management</i>
<i>BR</i>	<i>Boat Ramps</i>	<i>RF</i>	<i>Road Furniture</i>	<i>AS</i>	<i>Asphalt Seal</i>
<i>FP</i>	<i>Footpaths</i>	<i>RS</i>	<i>Reseal</i>	<i>LA</i>	<i>Land Acquisition</i>
<i>GR</i>	<i>Gravel Re-sheet</i>	<i>SW</i>	<i>Stormwater</i>	<i>SL</i>	<i>Street Lighting</i>
<i>NC</i>	<i>New Construction</i>	<i>TL</i>	<i>Traffic Lights</i>		

Project	Start Date	Expected Completion Date	Status 31 July 2014	Adopted Budget + Carry Over	Total inc Committals
<b>RURAL OPERATIONS WEST</b>				\$	\$
RWC-Annual Reseal Program				400,000	0
RWC-BDG-Mount Hopeful Road Ch 0.4km				0	4,496
RWC-BDG-Rosewood Road-Neerkol Creek				500,000	13,001
RWC-BR-Gavial Creek Bridge Deck Upgr	02/06/2014	18/07/2014	100% complete	0	2,890
RWC-BR-Stanwell Waroula Road-Deep Cr	11/03/2014	12/09/2014	80% completed	225,000	32,842
RWC-BR-River Street				150,000	0
RWC-GR- Cranston Road Alton Downs Ch	13/06/2014	11/07/2014	100% complete	25,200	25,085
RWC-GR- Glenroy Road Ch 13.35-13.75	02/06/2014	31/07/2014	100% complete	72,000	71,738
RWC-GR- Limestone Rd Limestone					8,246
RWC-GR- Marble Ridge Road Ch 0.74-1.	13/06/2014	18/07/2014	100% complete	8,000	7,620
RWC-GR- Sheldrake Road Alton Downs C	13/06/2014	31/07/2014	100% complete	6,000	5,721
RWC-GR-Mogilno Road Midgee Ch 0.73-2	13/06/2014	11/07/2014	100% complete	5,000	4,243
RWC-GR-Rosewood Rd Ch24.2-25 26.5-27				0	91,872
RWC-Heavy Vehicle Detour-Louisa Creek CH	13/06/2014	11/07/2014	100% complete	1,000	587
RWC-Heavy Vehicle Detour-Sand Creek Brid	13/06/2014	11/07/2014	100% complete	3,000	2,813
RWC-NC-Blackspot-Razorback Road	14/02/2014	15/08/2014	90% Completed	220,000	194,031
RWC-NC-Bruce Street - Bajool				45,000	0
RWC-NC-Clem Clark Rd				50,000	0

Project	Start Date	Expected Completion Date	Status 31 July 2014	Adopted Budget + Carry Over	Total inc Committals
RWC-NC-Hunt Road Alton Downs-Bitumen seal floodway				0	51,459
RWC-NC-John Street - Bajool				115,000	0
RWC-NC-Laurel Bank Rd Bitumen Seal Sheehan intersection					31,344
RWC-NC-Renewal of Unsealed Road Grav				735,000	0
RWC-NC-Renewal of Unsealed Road Grav				1,175,000	0
RWC-NC-Roopes Crossing floodway upgr				115,000	0
RWC-RC-Chapman Lane-Ch 0.0 to Ch 0.2				25,000	0
RWC-RC-Glenroy Rd-Ch 19.878 to Ch 21				200,000	0
RWC-RC-McKenzie Rd-Ch 4.392 to Ch 5.				150,000	0
RWC-RC-Nicholson Road-Ch 4.0 to Ch 4				150,000	0
RWC-RC-Stanwell/Waroula Rd-Ch 19.8 t				240,000	0
RWC-RC-Westacott St-Toonda St to Ch				80,000	0
RWC-RF-Signage & GP upgrades				25,000	850
RWC-RS-High Street Bajool Ch 0.03 to					12
RWC-RS-Leydens Hill Rd Mt Morgan					12
RWC-RS-Riverslea Road Formation Wide				100,000	0
RWC-RS-Upper Ulam Rd Bajool Ch 4.29					24
RWC-SW- Kabra Road-Ch 3.5 to Ch 3.6				200,000	0
RWC-SW- Razorback Road-Ch 0.6				50,000	0
RWC-SW-Alton Downs Nine Mile Road-Ch				50,000	0
RWC-SW-Fernvale Road-Ch 0.1				35,000	0
RWC-SW-Glenroy Road-Ch 22.62				40,000	0
RWC-SW-Glenroy Road-Ch 9.84				70,000	0
RWC-SW-Harding Road-Ch 5.92				25,000	0
RWC-SW-Kabra Road-Ch 1.94				65,000	0
RWC-SW-South Yaamba Road-Ch 5.56	02/06/2014	31/07/2014	100% complete	5,000	4,173
				<b>5,360,200</b>	<b>553,059</b>

Project	Start Date	Expected Completion Date	Status 31 July 2014	Adopted Budget + Carry Over	Total inc Committals
<b>URBAN OPERATIONS CENTRAL</b>					
UCC-ALL-Preproject planning and desi				300,000	6560
UCC-AS-Annual Reseal Program				4,382,955	152112
UCC-AS-Murray lane-Cambridge St to A				65,000	0
UCC-AS-Talford St-Denham St to Fitzr	21/07/2014	15/08/2014	Started		9360
UCC-BDG-High St Bridge Upgrade				30,000	982
UCC-BR-Bridge Rehabilitation				150,000	0
UCC-Bus Stop Program				100,000	115
UCC-FP-Alma Street-Archer St to Camb	12/08/2014	22/08/2014	Not Started	40,000	5,940
UCC-FP-Berserker St- High St to Leam	15/05/2014	11/07/2014	100% Completed	19,000	16,488
UCC-FP-Bruigom Street-Moores Creek R				0	64
UCC-FP-Geordie St-Pritchard St to Mc				48,500	0
UCC-FP-Kerrigan St-Frenchmans creek	06/08/2014	26/08/2014		85,000	0
UCC-FP-Main Street-Alexandra St to W				147,000	0
UCC-FP-Moyle St-Kerrigan Street to P				85,000	0
UCC-FP-Moyle Street-Park frontage				33,000	0
UCC-FP-Thozet Road-Lilley Ave to Zer				20,000	0
UCC-FP-Upper Dawson Road-King St to				100,000	0
UCC-LA-Land acquisition costs associ				100,000	1,818
UCC-NC- Kent and Denham Street				850,000	7,299
UCC-NC-Dean Street-High Street Inter	03/03/2014	08/08/2014	95% completed	445,000	312,969
UCC-NC-Haynes St-Richardson Rd Inter				20,000	508
UCC-NC-Lion Creek Rd/Huish Dr Int				50,000	0

Project	Start Date	Expected Completion Date	Status 31 July 2014	Adopted Budget + Carry Over	Total inc Committals
UCC-NC-Reynolds Street				92,000	46
UCC-PM-RPMs on 60 kmh roads				60,000	0
UCC-RC- Thompson Street-MacAlister S				740,000	19,090
UCC-RC-Alick Street-Glenmore Road to				485,000	908
UCC-RC-Archer St				25,000	303
UCC-RC-Archer Street-Canning Street	18/08/2014	20/11/2014		490,000	208
UCC-RC-Archer Street-Murray Street t	28/04/2014	15/08/2014	95% completed	230,000	177,626
UCC-RC-Bevis St-Wandal Rd to Cavell				186,415	0
UCC-RC-Campbell Street_Denham Street to	21/07/2014	03/10/2014	Started	820,000	4,962
UCC-RC-Cavell Street-New Exhibition				545,000	788
UCC-RC-Dee St-Stenhouse St to Lakes				240,000	0
UCC-RC-Edward St-Painswick St to Arm				311,580	0
UCC-RC-Eldon Street-High St to Clift				162,707	0
UCC-RC-Glenmore Road-Rail crossing t				300,000	5,053
UCC-RC-Kent Street-Albert Street to				828,590	13,771
UCC-RC-Linett Street-Bernard Street				370,000	0
UCC-RC-Lion Creek Rd (service)-New E	18/08/2014	09/09/2014		178,875	0
UCC-RC-Lion Creek Rd-Hamilton Ave to				49,140	0
UCC-RC-Musgrave Street-Outside centr				50,000	
UCC-RC-North Street-Campbell Street	28/03/2014	01/08/2014	98% completed	370,000	389,678
UCC-RC-North Street-Canning Street t				330,000	0
UCC-RC-Oakley St-Wandal Rd to Dibden				350,000	0
UCC-RC-Parnell St-Upper Dawson Rd to				225,000	0
UCC-RC-Quay Street-Derby to William				177,000	0
UCC-RC-Quay Street-Fitzroy St to Den				1,400,000	0
UCC-RC-Thozet Road-Dempsay St to Elp				315,000	114,828

Project	Start Date	Expected Completion Date	Status 31 July 2014	Adopted Budget + Carry Over	Total inc Committals
UCC-RF-Enhanced School Zone Signage - ap				0	697
UCC-RF-Replace guardrail at various			50% completed	37,000	19,190
UCC-RS-Road Safety Minor Works Progr				60,000	0
UCC-SL-Street Lighting Improvement P				60,000	0
UCC-SW-Dean Street-Rodboro Street				380,000	921
UCC-SW-Harrow Street-Number 2/4				250,000	0
UCC-SW-Harrow Street-Number 60				200,000	0
UCC-SW-Highway Street-Renshaw St to				50,000	0
UCC-SW-Jardine Park Backflow Prevent				25,000	0
UCC-SW-Miles Street-14 Miles Street				215,000	
UCC-SW-Oakley Street-Dibden Street t				445,000	0
UCC-SW-Park Street Stage 2-Glenmore	21/03/2014	04/07/2014	100% Completed	10,000	3,341
UCC-SW-Parris Street-Number 20/24				40,000	0
UCC-SW-Replace Stormwater Inlets				55,000	0
UCC-SW-Rigalsford Park Levy Banks				50,000	0
UCC-SW-Rockonia Road-Thozet Creek Cu				0	9,245
UCC-SW-Stack Street Stg1 Drainage Sc				500,000	0
UCC-SW-Stamford Street-No 88				100,000	0
UCC-TL-Dean Street_Kerrigan Street Inter	20/05/2014	15/06/2014	95% completed	25,000	2,883
UCC-TM-East Street-Fitzroy St to Arc				150,000	0
UCC-TM-Fitzroy Street_Murray Street Inte	28/03/2014	15/08/2014	95% completed	150,000	59,652
UCC-TM-Pilbeam Dr				6,500	
UCC-TM-Thozet Road & Rockonia Road				260,000	152
				<b>23,853,217</b>	<b>1,481,616</b>

Project	Start Date	Expected Completion Date	Status 31 July 2014	Adopted Budget + Carry Over	Total inc Committals
<b>URBAN WEST OPERATIONS</b>					
UWC-Annual Reseal Program				575,000	0
UWC-FP_ Stewart Street - Somerset Road to Bo				75,000	0
UWC-FP-Johnson Rd-Warra Pl to School				71,000	0
UWC-FP-Lawrie St-Ranger St to Platte				20,000	0
UWC-NC-Cornes Lane				105,000	46
UWC-NC-Dee Lane				65,000	46
UWC-NC-Foster Street-Macquarie Stree	12/05/2014	30/10/2014	30% completed	2,361,000	298,719
UWC-NC-Middle Road-Capricorn Street				2,000,000	345
UWC-SL-Street Lighting Improvement P				45,000	0
UWC-SW- East Street Mount Morgan-Wor				100,000	0
UWC-SW-11 River Street_ Project Numb	12/08/2014	02/09/2014		90,000	3,283
UWC-SW-22 River Street-River St to D				80,000	2,795
UWC-SW-Byrnes Parade-No. 29 to No. 3				40,000	0
UWC-SW-Replace Stormwater Inlets				35,000	52
UWC-TM-Gracemere Industrial Area				150,000	0
				<b>5,812,000</b>	<b>305,287</b>
<b>Totals</b>				<b>35,025,417</b>	<b>2,339,962</b>

Projects which do have a Start Date assigned are yet to commence in the 2014.2015 Financial Year.

**4. ACHIEVEMENT OF OPERATIONAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME**

As at period ended 31 July 2014 12% of year elapsed.

Project	Revised Budget	Actual (incl. committals)	% budget expended	Explanation
See Item 3				

**5. DELIVERY OF SERVICES AND ACTIVITIES IN ACCORDANCE WITH COUNCIL'S ADOPTED SERVICE LEVELS**

Service Delivery Standard	Target	Current Performance
<i>Customer Request / Conquest Inspections</i> (finalised within 14 working days) (received 196 inspections with 7 inspection outside the standard)	100%	96.4%
<i>Actionable Communication</i> addressed (within 10 working days)	100%	Approx. 95%, report to be compiled
<i>Acknowledge Road Reserve Applications</i> (finalised within 5 days)	100%	Approx. 95%, report to be compiled



**FINANCIAL MATTERS**

Civil Operations	Adopted Budget	Period Ending 31st July, 2014				Comments
		Revenue	Committal + Actual	% Spent	% of year	
Urban Capital	\$ 22,384,762.00		\$ 1,698,954.00	7.59%	8.30%	
Urban Maintenance	\$ 6,345,200.00		\$ 283,837.00	4.47%	8.30%	
Rural Capital	\$ 4,560,000.00		\$ 530,895.00	11.64%	8.30%	
Rural Maintenance	\$ 3,897,000.00		\$ 396,448.00	10.17%	8.30%	A temporary flood crew has been shut down. Other crews to be diverted to Flood Repairs to take pressure off the maintenance Budget.
TMR-RMPC	\$ 450,000.00		\$ 1,376.00	0.31%	8.30%	
Private Works	\$ 856,000.00		\$ 189,055.00	22.09%	8.30%	Main Roads jobs
Works Other Units	\$ 6,000,000.00		\$ 856,000.00	14.27%	8.30%	Mostly Landfill Construction

**10 NOTICES OF MOTION**

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 CLOSURE OF MEETING**