INFRASTRUCTURE COMMITTEE MEETING

AGENDA

4 NOVEMBER 2015

Your attendance is required at a meeting of the Infrastructure Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 4 November 2015 commencing at 3.00pm for transaction of the enclosed business.

ACTING CHIEF EXECUTIVE OFFICER
28 October 2015

Next Meeting Date: 02.12.15

Please note:

In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

TABLE OF CONTENTS

1 OPENING

2 PRESENT

Members Present:

Councillor A P Williams (Chairperson)
Councillor N K Fisher
Councillor C E Smith

In Attendance:

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

3 APOLOGIES AND LEAVE OF ABSENCE

The Mayor, Councillor Margaret Strelow has tendered her apology and will not be in attendance.

Councillor Stephen Schwarten has been granted leave of absence from 26 October 2015 to 6 November 2015 inclusive.

Councillor Greg Belz has been granted leave of absence from 3-5 November 2015 inclusive.

4 CONFIRMATION OF MINUTES

Minutes of the Infrastructure Committee held 7 October 2015

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**
Authorising Officer:	**Robert Holmes - Acting Chief Executive Officer**
Author:	**Robert Holmes - Acting Chief Executive Officer**

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 Date: 4 November 2015

Attachment No: 1

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
8 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	Site inspection carried out with Cr Fisher on 23rd October. U-turn movement at Vallis St appears to be the most immediate problem as well as damage to footpath in Diplock St arising from their deliveries. Solution for U-turns should be considered in the context of the future development of Dean St. Investigation into this will need to be outsourced.
5 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	The engineering consultants have completed their review and preliminary design for the regrading of the intersection to allow surface flows to continue down Denham Street. A report will be presented to Council in due course.
4 February 2015	Policy Update - Roadside Memorials Policy	THAT the policy not be adopted and that it be reviewed with a more 'user friendly' approach and referred back to the Committee.	Robert Holmes	18/02/2015	Revised policy to be presented to November Infrastructure Committee meeting.
8 April 2015	Diplock Street Local Area Traffic Management	THAT: 1. Option 1 for both the intersection of Diplock and Honour Streets and Diplock and Wooster Streets be proposed to the residents adjacent to these intersections for comment; and 2. Subject to the results of consultation with adjacent residents, Option 1 be implemented under the Traffic and Road Safety Minor Capital Works Program in conjunction with use of "Changed Traffic Conditions" at the intersection of Diplock and Wooster Streets.	Angus Russell	22/04/2015	Works were implemented. Council received complaints form a number of residents in relation to the changed priority of the Diplock/Wooster Street intersection. In October 2015, Council resolved that the configuration of the Diplock/Wooster Street intersection be reverted to its previous configuration (resolution form Infrastructure Committee - Business Outstanding).

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
8 April 2015	Traffic Management Treatments in Foster Street, Douglas Street and Middle Road Gracemere	THAT the matter be layed on the table pending a further report on issues raised by business and property owners in the area.	Angus Russell	22/04/2015	Officers require guidance from Council on what the further report needs to address.
8 April 2015	Dean Street U-Turn Facility at Vallis Street	1. THAT Option 2 be endorsed on the basis that it is the most cost effective solution that achieves the desired traffic safety improvements for the intersection of Dean and Vallis Streets; 2. THAT subject to the outcomes of consultation with adjacent businesses and residents, Option 2 be implemented under the Traffic and Road Safety Minor Capital Works Program; and 3. THAT the issue regarding semi-trailers accessing the IGA Supermarket loading dock be raised with representatives of the IGA Supermarket and they be requested to comply with the requirements of their development approvals.	Angus Russell	22/04/2015	Implementation has been deferred pending a new report to Council in relation to the feedback from consultation with property owners. Anticipate a report to Infrastructure Committee in November 2015.
3 June 2015	Traffic Problems - Glenmore State School Area	THAT a report outlining the issues impacting on traffic, especially school related, in the area bounded by Farm Street/Yaamba Road/Carlton Street and McLaughlin Street including an action plan to address the issues be prepared for Committee consideration. THAT Council write to Glenmore State Primary School requesting that they revisit their recent decision in respect of finishing times due to the impact this was having on traffic in the area.	Robert Holmes	17/06/2015	

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
3 June 2015	Acquisition Of Land For Road Purposes - Razorback Road Moonmera	1. THAT Council Officers commence negotiations with the owners of Lot 7 SP220234 and Lot 1 MPH11262 to obtain land for road purposes from their properties generally in accordance with Drawings 2012-135-01 and 2012-135-02; and 2. THAT, if the owner has not signed and returned to Council an "Agreement to Acquire Land for Public Use Purposes" within 30 days of the date of this Council Resolution, then Council authorise the Chief Executive Officer to issue a Notice of Intention to Resume in accordance with Section 7 of the *Acquisition of Land Act 1967* for the resumption of land for road purposes from the owners of Lot 7 SP220234 and Lot 1 MPH11262 described as 'proposed road requirement' for the purposes of access, generally in accordance with Drawings 2012-135-01 and 2012-135-02.	Angus Russell	17/06/2015	Corridor acquisition process progressing through negotiation with property owners.
2 September 2015	Rockhampton CBD Translink Bus Station	THAT a report be prepared for Council's consideration including preferred options for the Translink Bus Station in the Rockhampton CBD.	Martin Crow	16/09/2015	
7 October 2015	Acquisition of Land for Road Corridor Purposes - Alexandra Street and Birkbeck Drive, Parkhurst	THAT the Chief Executive Officer be authorised to issue a Notice of Intention to Resume in accordance with section 7 of the Acquisition of Land Act 1967 for the resumption of land from the owners of Lots 1 and 4 on SP258300 described as "land requirement for road purposes" to extend the Alexandra Street road corridor, generally in accordance with Drawings 2014-184-01 and 2014-084-02.	Angus Russell	21/10/2015	Notice of Intention to Resume mailed on 26 October 2015.

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 OFFICERS' REPORTS

8.1 NAMING OF FLOODWAY AT STATION CREEK ON UPPER ULAM ROAD

File No:	**394**
Attachments:	**1. Asset Naming Request** **2. Map of Location of Asset to be Named**
Authorising Officer:	**Robert Holmes - General Manager Regional Services** **Martin Crow - Manager Engineering Services** **Angus Russell - Coordinator Strategic Infrastructure**
Author:	**Stuart Singer - Technical Officer**

SUMMARY

This report seeks to formalise the naming of a floodway and culvert infrastructure at Station Creek, 9.4km along Upper Ulam Road, Bajool.

OFFICER'S RECOMMENDATION

THAT the floodway and culvert infrastructure at Station Creek crossing at 9.4km along Upper Ulam Road be formally named "Kanes Crossing".

COMMENTARY

A request was received from the Bajool, Marmor and District Ratepayers Association seeking to name the Station Creek crossing "Kanes Crossing".

According to Association's letter of request, Alan Kane was a staunch community worker, supporter of the District and long term resident of the area. Mr Kane was also formerly a Forman for the Fitzroy Shire Council.

BACKGROUND

In December 2010 Mr Alan Kane lost his life while crossing the floodway at Station Creek, Upper Ulam Road. In 2014 the floodway was upgraded to a five cell box culvert structure with improvements to the road alignment on the approaches and installation of guardrail.

Under Council's Naming of Infrastructure Assets Policy, culverts or floodways are not specifically listed in the definitions for assets, however they would qualify as such under the definition of 'other road related infrastructure under the control of Council'.

PREVIOUS DECISIONS

There have been no previous decisions on this matter.

BUDGET IMPLICATIONS

The cost of signage is dependent on size and post footing requirements, but is estimated to be under $750 including installation.

POLICY IMPLICATIONS

The applicable policy is 'Naming of Infrastructure Assets'.

CONCLUSION

That Council formally name "Kanes Crossing".

NAMING OF FLOODWAY AT STATION CREEK ON UPPER ULAM ROAD

Asset Naming Request

Meeting Date: 4 November 2015

Attachment No: 1

BAJOOL, MARMOR & DISTRICT RATEPAYERS ASSOCIATION

C.E.O.

Rockhampton Regional Council,

ROCKHAMPTON Q.

Dear Sir,

At our recent Ratepayers meeting it was requested that we write to you requesting that the naming of the new Crossing at Upper Ulam be named "Kane's Crossing". As you are aware Mr. Alan Kane lost his life while attempting to cross this creek-Oakey Creek- during heavy rains.

Mr. Kane was a staunch community worker, supporter for this district, a long time resident who lived beside this creek and formerly a Foreman for the Fitzroy Shire Council. We believe that the district are planning to celebrate the commissioning of the crossing.

Hoping you will give this serious consideration

Many thanks

Fay McCamley

Secretary

24.10.14

NAMING OF FLOODWAY AT STATION CREEK ON UPPER ULAM ROAD

Map of Location of Asset to be Named

Meeting Date: 4 November 2015

Attachment No: 2


N
Any data within this area is not being updated as of 1/1/2014 due to deamalgamation.
RRC are no longer the custodians of this data.
It is to be used for internal purposes only and NOT to be provided externally.
Any requests for current LSC information need to be directed to Livingstone Shire Council.
Allen Rd
Tipson L
Halfpenny Rd
Cherryfield Rd
J Pierce Rd
Hunt Rd
Tea Tree Rd
Burnett Hwy
Kime Rd
Iver Rd
Georges Rd
McEvoy Rd
Casuarina Rd
Mogilno Rd
Comino Rd
Bruce Hwy
Bouldercombe
Webb Rd
Aremby Rd
Bob's Creek Rd
Dee Rd
Truelson Rd
Upper Ulam Rd
Galvin Rd
Dee River
JOB SITE
Bajool
Archer Rd
Limestone Rd
Goodsall Rd
A Pierce Rd
Six Mile Rd
Bull Frog L
Ulam Connection Rd
South Ulam Rd
Nine Mile Rd
Mount Hopeful Rd
Kirk Rd
78,667 at A3.
Rockhampton Regional Council
Printed from Geko on 7/07/2014

8.2 NAMING OF TWO UN-NAMED ROADS 1.9KM AND 5.8KM ALONG OAKEY CREEK ROAD, OAKEY CREEK

File No: 394

Attachments:
1. Map location of Roads to be Named
2. Road Naming Submissions (included in Confidential)
3. Assessment criteria and results (included in Confidential)
4. Survey Plans

Authorising Officer: Robert Holmes - General Manager Regional Services
Martin Crow - Manager Engineering Services
Angus Russell - Coordinator Strategic Infrastructure

Author: Stuart Singer - Technical Officer

SUMMARY

This report recommends the naming of two un-named roads, 1.9km and 5.8km along Oakey Creek Road, Oakey Creek.

OFFICER'S RECOMMENDATION

THAT the un-named road 1.9km along Oakey Creek Road be named 'Halberstater Road' and the un-named road 5.8km along Oakey Creek Road be named 'Hick Road'.

COMMENTARY

Council's Naming of Infrastructure Assets Policy and Procedure has been applied to the un-named roads shown in Attachment 1. Three submissions were received, one of which nominated three names, and the others submitted one name each. Two submissions had the same name nominated. These submissions are included in Attachment 2 (included as Confidential for Privacy reasons).

An assessment panel consisting of Council Regional Services officers was established to evaluate the nominated road names. The nominations have been considered and graded against the criteria set out in the Naming of Infrastructure Assets Procedure.

The following table lists the names proposed, the number of nominations receives for each, the assessment panels scoring and the resulting rank. Attachment 3 contains full assessment criteria and scoring (included as Confidential for Privacy reasons).

Proposed Name	Nominations	Score	Rank
Halberstater Road	1	40	1
Hick Road	2	38	2
Hinz Road	1	37	3
Copper Mine Road	1	36	4

The submission for 'Halberstater Road' ranked highest against the assessment criteria.

According to the nominator, the Halberstaters were early settlers in the area and are long term property owners in the vicinity of the road 1.9km along Oakey Creek Road (Refer Attachment 4). Mr Jack Halberstater owned the abattoir along Smalls Road, Mount Morgan and owned several butcher shops and a service station in Mount Morgan.

The submission for 'Hick Road' ranked second against the assessment criteria.

According to the nominator, the Hicks were early settlers in the area dating back to the establishment of the copper mine in the eighteen hundreds.

Albert Hick was described as having a long association with the area, serving on the Mount Morgan Council and the Sale Yards Board for Mount Morgan, Fitzroy and Rockhampton Regions. Property was registered to Albert Hick (relation to the nominated Albert Hick) in the vicinity of the road 5.8km along Oakey Creek Road. (Refer Attachment 4).

There is currently a Hick Street in Norman Gardens and a Hicks Close in Gracemere. These names are in different localities with different post codes and should not cause confusion. There is currently a Copper Hills Road off Oakey Creek Road which may cause confusion with the Copper Mine Road option as this is within the same locality.

There are no reserved names on the Unallocated Road Names Register for the locality of Oakey Creek.

The assessment panel also recognised the proximity of the un-named roads to the original properties affiliated with the Halberstater and Hick families. This would provide some recognition for the early settlement of the Oakey Creek area by the Halberstater and Hick family and their descendants.

BACKGROUND

In early 2015 Council officers were made aware of two Council maintained roads off Oakey Creek Road that were un-named

In accordance with Council's Naming of Infrastructure Assets Policy, nominations of potential road names were sought from the public and community groups for Council's consideration.

The procedure adopted by Council requires that advertising be undertaken calling for nominations of names by placing a notice on Councils website and a public notice placed in a Saturday edition of a local newspaper.

Nominations were called for in The Morning Bulletin Public Notices on 20 June 2015 with submissions to be received prior 11 July 2015 and a notice placed on Councils website.

No nominations were received from the advertising and calls were made directly to property owners in the area to solicit suggestions and nominations.

PREVIOUS DECISIONS

The Naming of Infrastructure Assets policy was adopted by Council at its 16 December 2008 Meeting. The applicable policy is now Version 2 of the Naming of Infrastructure Assets, adopted in March 2013, and its associated procedure.

BUDGET IMPLICATIONS

The cost of signage is dependent on size, but is estimated to be under $500.00 including installation.

POLICY IMPLICATIONS

The applicable policy is 'Naming of Infrastructure Assets' and its associated procedure.

CONCLUSION

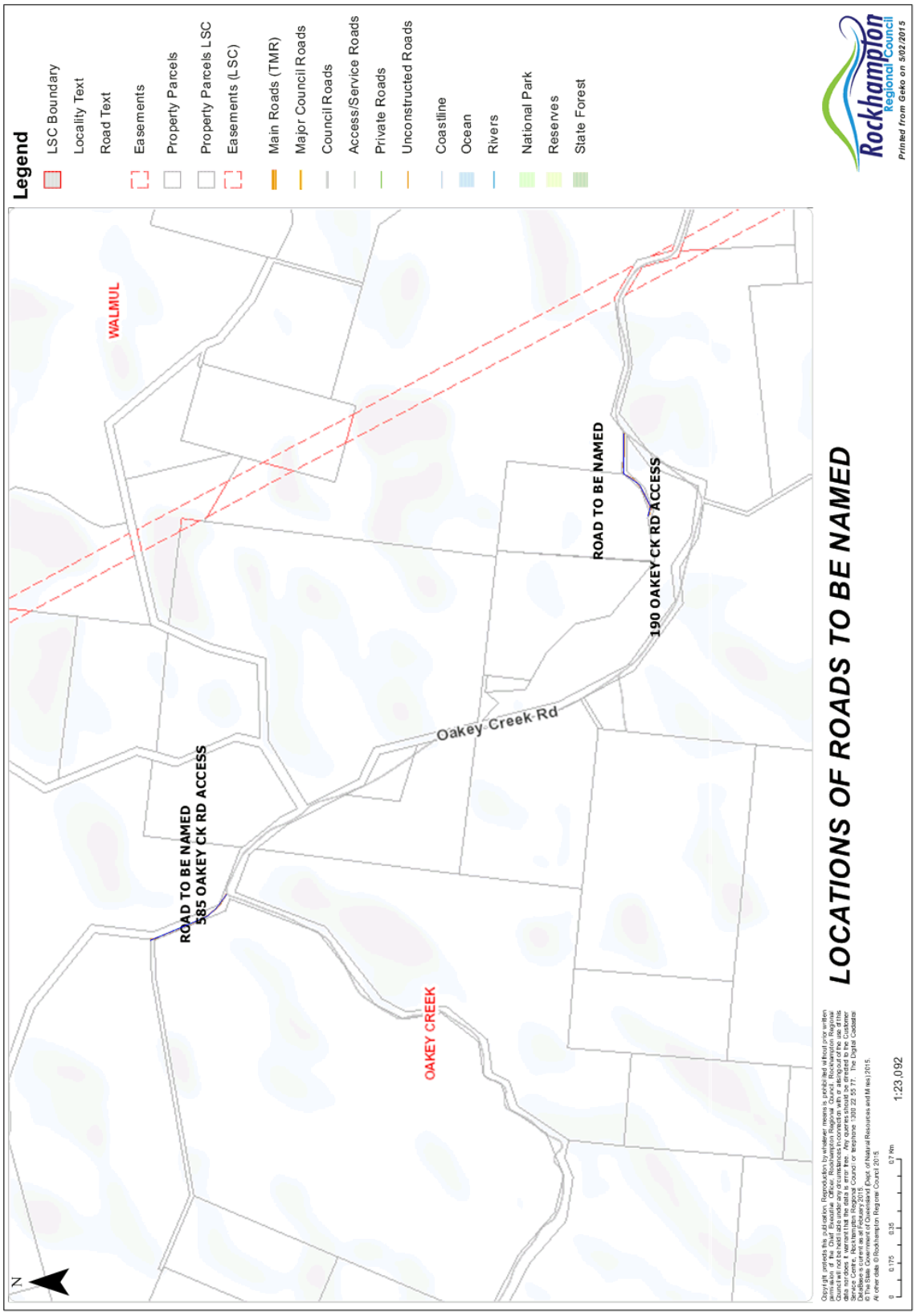
Based on the results of the assessment, it is recommended that Council endorse the name 'Halberstater Road' for the road 1.9km along Oakey Creek Road and the name 'Hick Road' for the road 5.8km along Oakey Creek Road.

NAMING OF TWO UN-NAMED ROADS 1.9KM AND 5.8KM ALONG OAKEY CREEK ROAD, OAKEY CREEK

Map location of Roads to be Named

Meeting Date: 4 November 2015

Attachment No: 1

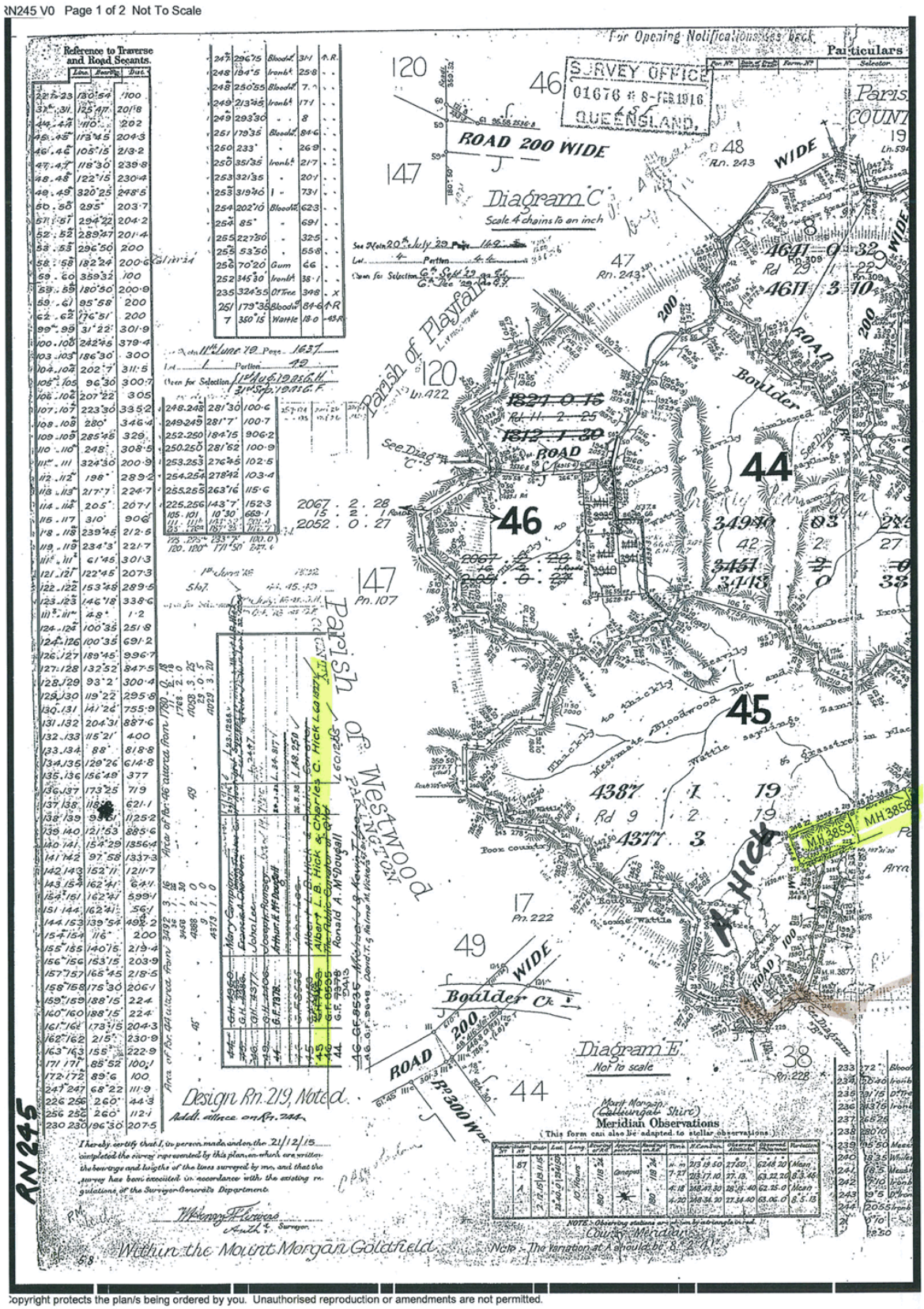

Legend
LSC Boundary
Locality Text
Road Text
Easements
Property Parcels
Property Parcels LSC
Easements (LSC)
Main Roads (TMR)
Major Council Roads
Council Roads
Access/Service Roads
Private Roads
Unconstructed Roads
Coastline
Ocean
Rivers
National Park
Reserves
State Forest
Rockhampton Regional Council
Printed from Geko on 5/02/2015
WALMUL
ROAD TO BE NAMED
190 OAKEY CK RD ACCESS
Oakey Creek Rd
ROAD TO BE NAMED
585 OAKEY CK RD ACCESS
OAKEY CREEK
N
LOCATIONS OF ROADS TO BE NAMED
1:23,092

NAMING OF TWO UN-NAMED ROADS 1.9KM AND 5.8KM ALONG OAKEY CREEK ROAD, OAKEY CREEK

Survey Plans

Meeting Date: 4 November 2015

Attachment No: 4



8.3 DEAN STREET U-TURN FACILITY AT VALLIS STREET

File No:	**5252**
Attachments:	**1. Option 2 Drawings** **2. Map of Properties Consulted and Responses** **3. Business Owner 1 Survey response (included in Confidential)** **4. Dean Street U-Turn Mitigation Options** **5. Summary of U-Turn Mitigation Options** **6. Business Owner 2 Survey Response (included in Confidential)** **7. Option 2 Vehicle Turning Paths**
Authorising Officer:	**Martin Crow - Manager Engineering Services** **Robert Holmes - General Manager Regional Services**
Author:	**Angus Russell - Coordinator Strategic Infrastructure**

SUMMARY

As part of the recommendations of the Infrastructure Committee Meeting on 8 April 2015, Council resolved to implement a median extension on Dean Street, to mitigate issues associated with U-Turning vehicles. As part of this resolution a final consultation with adjacent business owners and residents was implemented. Details of the results of this consultation are outlined below for the Committee's consideration.

OFFICER'S RECOMMENDATION

THAT Council resolve to implement Option 2, a median extension on Dean Street on the basis that it is the most cost effective solution that achieves the desired traffic safety improvements for the intersection of Dean and Vallis Streets.

COMMENTARY

Council has received representations regarding the safety of vehicles performing U-turns at the intersection on Dean Street at the Vallis Street intersection.

Four potential options were identified to improve the safety and operation of this intersection, particularly for light vehicles performing U-turns. In April 2015 Council considered these options and endorsed Option 2, which was to extend the median in Dean Street to the North such that the U-Turn could be completed within the intersection. This option is shown in Attachment 1. Implementation of this solution was to be subject to consultation with the adjacent businesses and residents.

On 13 May 2015, Engineering Services sent a letter to ten property owners regarding the proposed Dean Street and Vallis Street median works. Owners were given two weeks to respond to the survey with their support or opposition towards the proposed works. Of the ten surveys sent, four responses were received. Two responses (residential) supported the proposed works and two opposed them. Attachment 2, shows the properties surveyed and the responses received.

The two properties that opposed the works were two business owners. Business Owner 1 has stated that although the extension of the median is a valid option that will improve safety, they do not feel that it is the right option (Attachment 3). Business Owner 1 believes that the U-turn should be prohibited altogether at this intersection as the proposed solution will not significantly reduce the safety risk for the outlay of cost involved. Council officers investigated possible alternatives for vehicles travelling northbound along Dean Street in the event that the U-turn manoeuvre at Vallis Street is prohibited and they are listed below:

1. One solution is to perform the U-turn manoeuvre at the Dean Street and Kerrigan Street intersection. This intersection has fully controlled right turns that would allow such a movement however, as there is no centre median on Dean Street, there is nowhere to install a U-Turn permitted sign. This would mean that under Queensland Road Rules this movement would be illegal. In addition to this, the space available to perform this manoeuvre is less than what is currently provided at Dean Street and Vallis Street intersection.
2. Revisit Options from the 8 April 2015 Infrastructure Committee report that reconfigure the Dean Street medians to allow for a right turn lane into the IGA centre. These options, shown in the attachments, were not recommended at the time due to their negative impacts on surrounding residents and businesses, and the significant cost of the works to Council (Attachment 4 and 5)

Business Owner 2 opposes the idea as it does not address the "whole intersection safety issue" and only resolves one issue at the intersection (Attachment 6). The other issues raised by Business Owner 2 are related to increased congestion at this intersection and relate to another report being presented to Infrastructure Committee regarding traffic restrictions on Vallis Street. Business Owner 2 proposes a one way configuration on Vallis Street that aims to increase safety by reducing movements at the Dean Street and Vallis Street intersection.

Another issue raised by Business Owner 2 relates to vehicles on Dean Street queuing past the edge of the proposed median strip before performing a U-turn. Vehicles on Dean Street performing a U-turn must give way to all vehicles at the intersection before performing the maneuver. However if a vehicle is queued past the proposed median extension, it will impede the movement of a vehicle turning right out of Vallis Street.

Under the Queensland Transport Operations (Road Use Management – Road Rules) Regulation 2009, a driver must not begin a U-Turn unless the driver has a clear view of any approaching traffic and the driver can safely make the U-turn without unreasonably obstructing the free movement of traffic. Therefore if there is a vehicle on Vallis Street waiting to perform a right turn movement, it would be illegal for a vehicle wishing to perform a U-Turn, to drive out past the edge of the median to begin their U-turn. As there is a specific road rule relating to this issue, it is not deemed to be a significant safety concern. As part of the report to the Infrastructure committee in April 2015, swept path movements for light vehicles have been checked to ensure there is no conflict between U-turning vehicles and vehicles queued on Vallis Street (Attachment 7).

The issues raised by the property owners have been investigated and assessed by Council Officers however it was decided that the extension of the median on Dean Street, as proposed in the 8 April 2015 Infrastructure Committee report, is still the best solution considering all the constraints and challenges in this particular area.

BACKGROUND

Council has received representations from the owner of the AFS Pharmacy on the corner of Dean and Vallis Streets primarily resulting from the opening of the IGA Supermarket in Dean Street. One of the issues relates to examples of drivers approaching the Dean and Vallis Street intersection from the south and performing a U-turn maneuver to enter the IGA.

An investigation of turn-paths and on-site observations have confirmed that vehicles are having difficulty in performing the U-turn maneuver, with many of the vehicles having to carry out a three-point turn or alternatively, travel further north past the end of the existing median island and use the intersection to make the U-turn. Both of these maneuvers affect the safe operation of the intersection, as well as Dean Street itself and as such, Officers have considered a number of options to address this matter.

A Report on Options to address this issue was presented to Infrastructure Committee on 8 April 2015. The recommended Option 2 was endorsed at that time, subject to the outcome of consultation with adjacent property owners. This Report deals with the results of that consultation.

PREVIOUS DECISIONS

At the Infrastructure Committee Meeting on 8 April 2015 and subsequent Council Meeting on 14 April 2014, Council resolved:

1. THAT Option 2 be endorsed on the basis that it is the most cost effective solution that achieves the desired traffic safety improvements for the intersection of Dean and Vallis Streets;
2. THAT subject to the outcomes of consultation with adjacent businesses and residents, Option 2 be implemented under the Traffic and Road Safety Minor Capital Works Program; and
3. THAT the issue regarding semi-trailers accessing the IGA Supermarket loading dock be raised with representatives of the IGA Supermarket and they be requested to comply with the requirements of their development approvals.

BUDGET IMPLICATIONS

The estimated cost of the works proposed is $3,722. As noted in the April 2015 Report and Resolution, if the proposed works are to proceed in the 2014/2015 financial year, funding is to be provided from the Traffic and Road Safety Minor Capital Works Program.

RISK ASSESSMENT

There is a minor risk associated with Option 2 in that u-turning vehicles may conflict with vehicles queued in front of the existing stop line in Vallis Street.

The light vehicle turning template, provided in Attachment 7, shows that the U-turn maneuver can be performed with appropriate clearance to the Vallis Street stop line however the movement does rely on drivers not encroaching on the intersection. Additionally, it is difficult for drivers stopped at Vallis Street to determine whether vehicles in the right turn lane are performing a U-turn or turning right into Vallis Street however this situation is considered to be low risk.

CORPORATE/OPERATIONAL PLAN

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

CONCLUSION

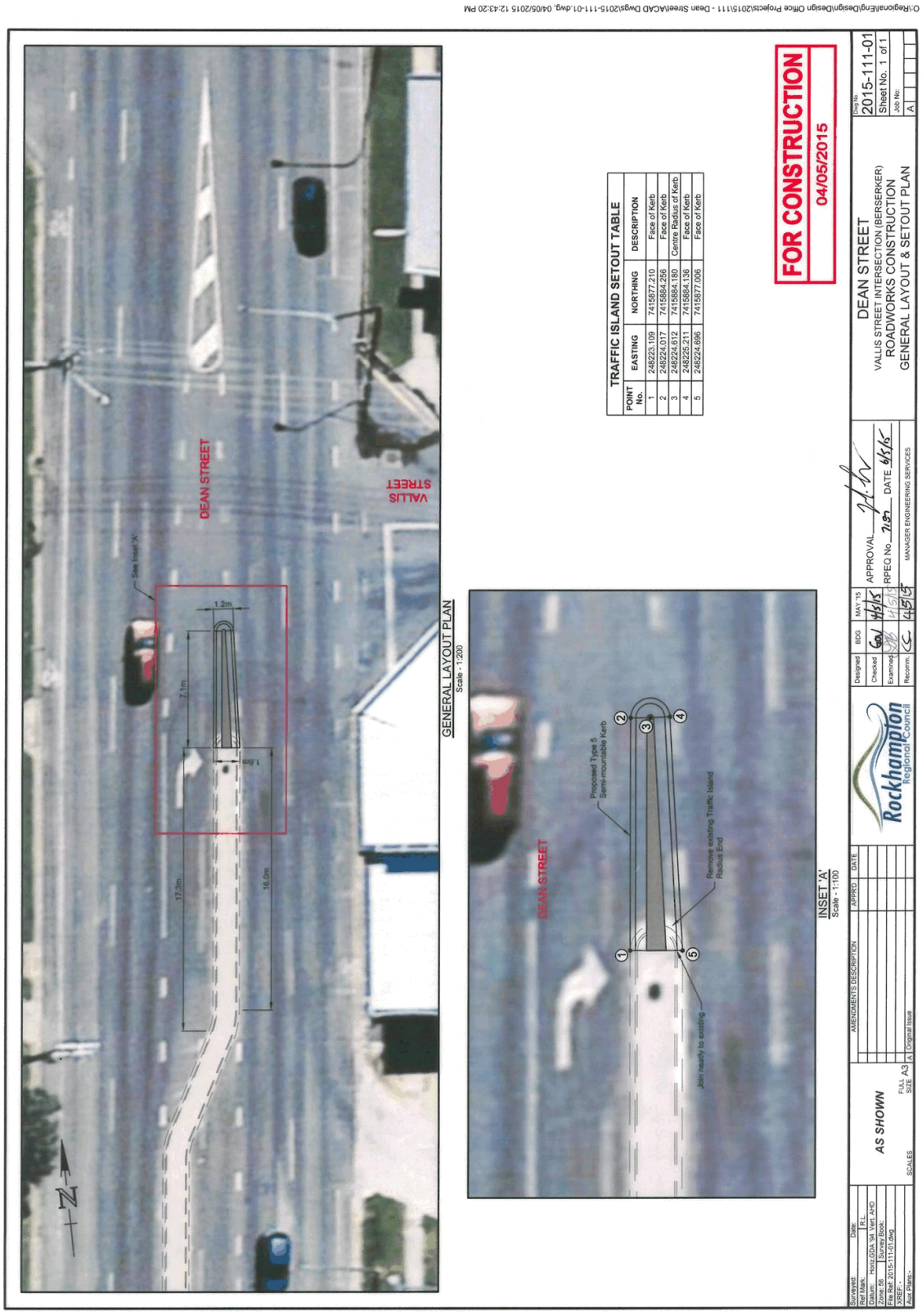
Officers have consulted with property owners adjacent to the Dean Street and Vallis Street intersection in accordance with the previous Council decision. Of the ten property owners surveyed, two responded against, two responded in support and six did not respond. Council Officers have considered and addressed the items raised by the opposing property owners, and recommend that Council resolve to continue with the proposed median construction as per Option 2 shown in Attachment 1.

DEAN STREET U-TURN FACILITY AT VALLIS STREET

Option 2 Drawings

Meeting Date: 4 November 2015

Attachment No: 1

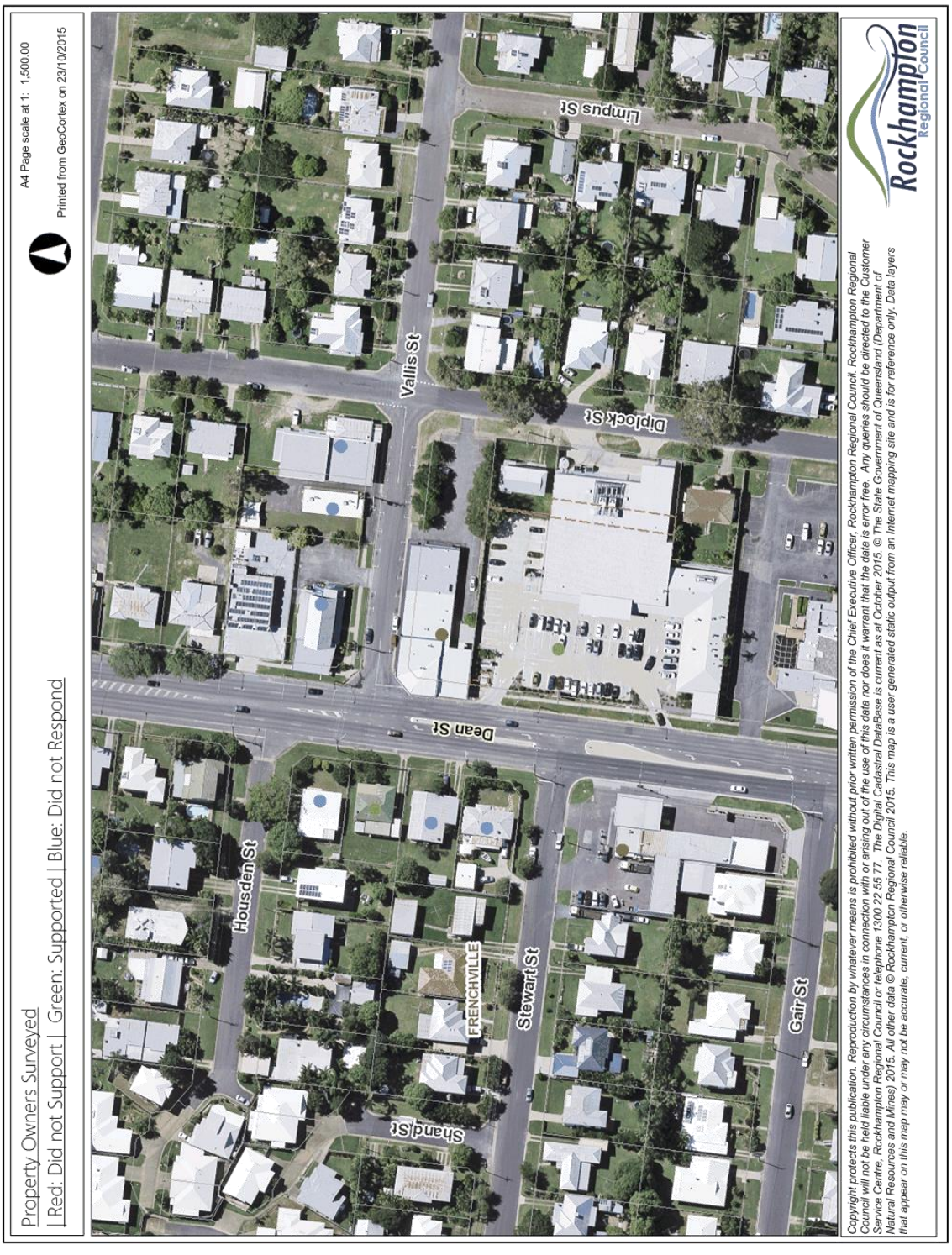

O:\RegionalEng\Design\Design Office Projects\2015\111 - Dean Street\ACAD Dwgs\2015-111-01.dwg, 04/05/2015 12:43:20 PM
FOR CONSTRUCTION
04/05/2015
TRAFFIC ISLAND SETOUT TABLE
POINT No. | EASTING | NORTHING | DESCRIPTION
1 | 248223.109 | 7415877.210 | Face of Kerb
2 | 248224.017 | 7415884.256 | Face of Kerb
3 | 248224.612 | 7415884.180 | Centre Radius of Kerb
4 | 248225.211 | 7415884.136 | Face of Kerb
5 | 248224.686 | 7415877.006 | Face of Kerb
GENERAL LAYOUT PLAN
Scale - 1:200
INSET 'A'
Scale - 1:100
DEAN STREET
VALLIS STREET
See Inset 'A'
1.2m
7.1m
1.6m
17.3m
16.0m
Proposed Type 5 Semi-mountable Kerb
Remove existing Traffic Island Radius End
Join nearly to existing
DEAN STREET
VALLIS STREET (BERSERKER)
ROADWORKS CONSTRUCTION
GENERAL LAYOUT & SETOUT PLAN
Rockhampton Regional Council
AS SHOWN
FULL A3 SIZE
Original Issue
MANAGER ENGINEERING SERVICES
2015-111-01
Sheet No. 1 of 1

DEAN STREET U-TURN FACILITY AT VALLIS STREET

Map of Properties Consulted and Responses

Meeting Date: 4 November 2015

Attachment No: 2


Property Owners Surveyed
| Red: Did not Support | Green: Supported | Blue: Did not Respond
A4 Page scale at 1: 1,500.00
Printed from GeoCortex on 23/10/2015
Housden St
Shand St
FRENCHVILLE
Stewart St
Dean St
Vallis St
Diplock St
Limpus St
Gair St
Rockhampton Regional Council
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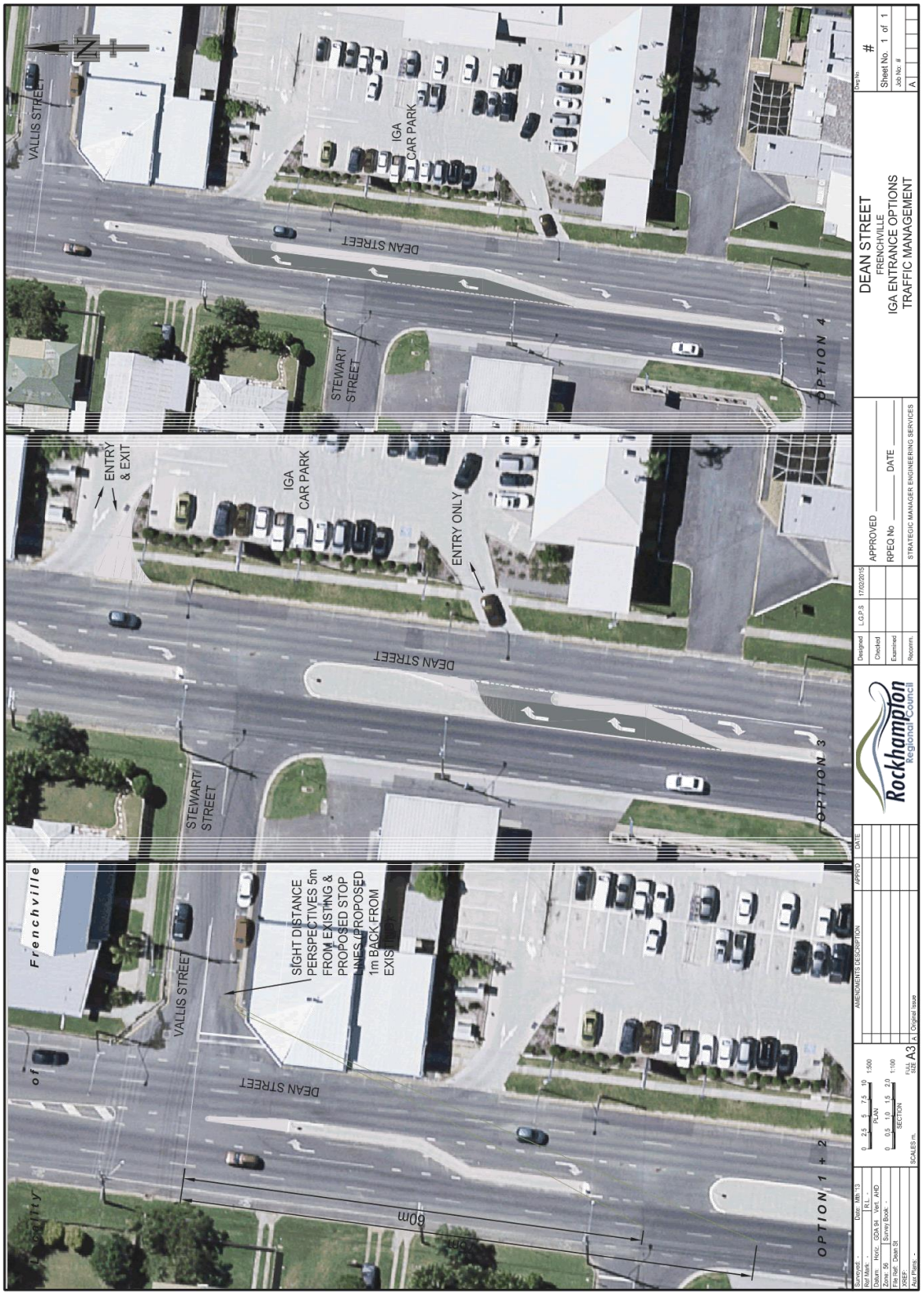
DEAN STREET U-TURN FACILITY AT VALLIS STREET

Dean Street U-Turn Mitigation Options

Meeting Date: 4 November 2015

Attachment No: 4


OPTION 1 + 2
OPTION 3
OPTION 4
DEAN STREET
VALLIS STREET
STEWART STREET
IGA CAR PARK
ENTRY & EXIT
ENTRY ONLY
SIGHT DISTANCE PERSPECTIVES 5m FROM EXISTING & PROPOSED STOP LINES (PROPOSED 1m BACK FROM EXISTING)
60m
DEAN STREET
FRENCHVILLE
IGA ENTRANCE OPTIONS
TRAFFIC MANAGEMENT
Rockhampton Regional Council
APPROVED
RPEQ No
DATE
STRATEGIC MANAGER ENGINEERING SERVICES

DEAN STREET U-TURN FACILITY AT VALLIS STREET

Summary of U-Turn Mitigation Options

Meeting Date: 4 November 2015

Attachment No: 5

Attachment 5 - Summary of Available Options for Intersection of Dean and Vallis Streets				
Option	**Description**	**Approximate Cost**	**Advantages**	**Disadvantages**
1	Relocation of Vallis Street Stop Line	$1,000.00	Allows U-turn manoeuvre without conflict with vehicles queued at Vallis Street	Safe Intersection Sight Distance as per Austroads requirements not achievable
			Least costly alternative	Does not prevent vehicles from attempting U-turn within Dean Street through-lanes - may still attempt three-point-turn
2	Extension of Central Median in Dean Street	$4,000.00	Forces vehicles to perform U-turn within intersection where more space is available	Potential for conflict between larger u-turning vehicles and queued vehicles in Vallis Street
			Greatly reduced requirement for vehicles to perform three-point-turn	
			Cost effective treatment	
			Right-turn from Vallis St supported	
3	Swap IGA Entry and Exit Points and Install Right-Turn Lane	$30,000.00	North-bound vehicles on Dean St accessing IGA do not need to perform U-turn	Less queuing space for vehicles turning right from Dean St into Gair St
			Removes existing conflict point at intersection with Vallis Street	Modifications to IGA access and car park linemarking required
			Reduce traffic in Vallis Street	More expensive option
				Will require consultation with owners of IGA Supermarket
				Temporary signage required for changed traffic conditions
4	Provide Right-Turn Lane into Existing IGA Enrty and Reconfigure Dean Street Medians	$30,000.00	North-bound vehicles on Dean St accessing IGA do not need to perform U-turn	Removes option for vehicles to turn right from Dean St into Stewart St
			Removes existing conflict point at intersection with Vallis Street	Likely to upset Menzies Service Station and Stewart St residents
			Reduce traffic in Vallis Street	More expensive option
				Likely to require community consultation
				Temporary signage required for changed traffic conditions

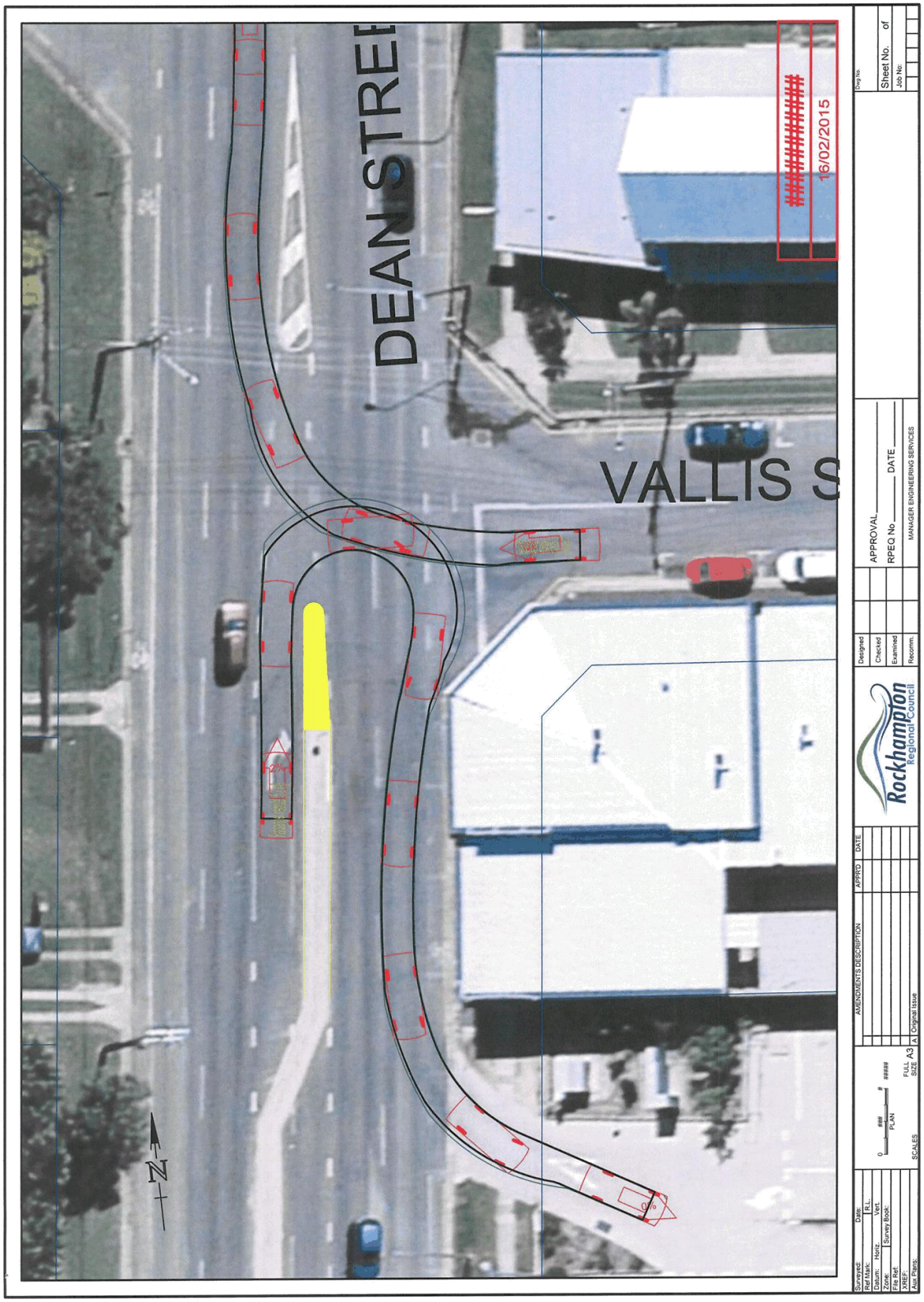
DEAN STREET U-TURN FACILITY AT VALLIS STREET

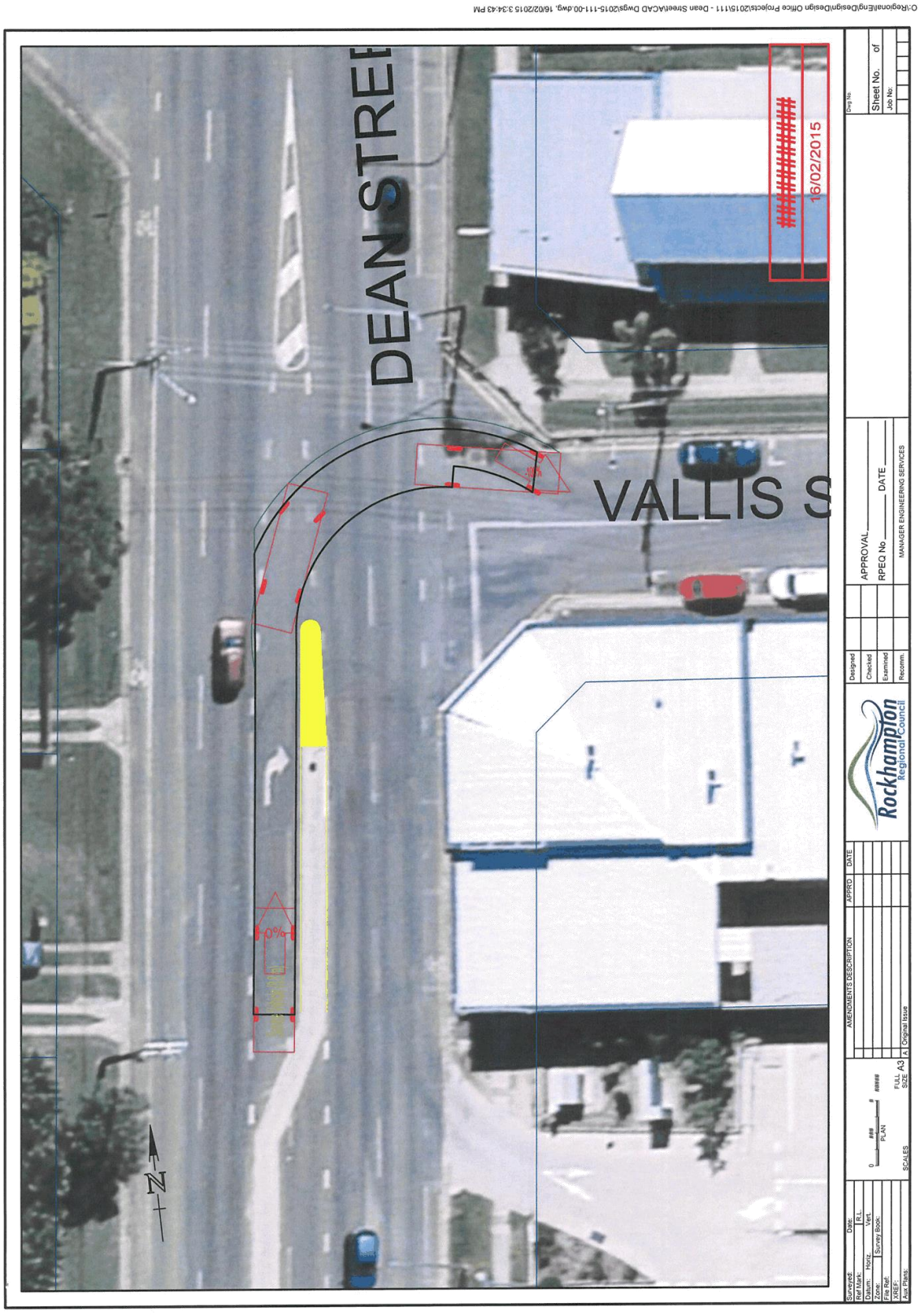
Option 2 Vehicle Turning Paths

Meeting Date: 4 November 2015

Attachment No: 7

O:\RegionalEngDesign\Design Office Projects\201511 11 - Dean Street\CAD Dwgs\2015-111-00.dwg, 16/02/2015 3:35:55 PM




O:\Regional\Eng\Design\Design Office Projects\2015\111 - Dean Street\CAD Dwgs\2015-111-00.dwg, 16/02/2015 3:34:43 PM
DEAN STREE
VALLIS S
16/02/2015
40%
N
Rockhampton Regional Council
APPROVAL
RPEQ No
DATE
MANAGER ENGINEERING SERVICES
AMENDMENTS DESCRIPTION
Original Issue
PLAN
FULL A3 SIZE
SCALES

8.4 VALLIS STREET SAFETY IMPROVEMENTS

File No:	**5252**
Attachments:	**1. Vallis Street One Way Option** **2. Petition Against One Way Option (included in Confidential)** **3. Vallis Street Option 3 - Configuration** **4. Vallis Street Option 3 - Turn Paths** **5. Letter from Business Owner (included in Confidential)** **6. Vallis Street Option 3 - U-turn Turn Path**
Authorising Officer:	**Martin Crow - Manager Engineering Services** **Robert Holmes - Acting Chief Executive Officer**
Author:	**Angus Russell - Coordinator Strategic Infrastructure**

SUMMARY

In response to representations received by Council regarding the traffic safety issues associated with congestion and unsafe vehicle movements at the intersection of Dean and Vallis Streets, three options have been identified to improve the safety and operation of this street and intersection. Details of each option and the pros and cons associated with each option are outlined for consideration.

OFFICER'S RECOMMENDATION

THAT Council resolve to implement Option 3, prohibition of a right turn movement on Vallis Street on the basis that it is the most cost effective solution that achieves the desired traffic safety improvements for the intersection of Dean and Vallis Streets and on Vallis Street itself.

COMMENTARY

Council has received representations regarding the safety of vehicles movements at the intersection of Dean Street and Vallis Street.

Council Officers have identified three potential options to improve the safety and operation of this intersection and street. These solutions will complement the proposed median extension on Dean Street to facilitate U-turn movements at this intersection.

Option 1: Do Nothing

The current intersection arrangement at Vallis Street is a stop controlled intersection with no restricted movements. At the Dean Street and Vallis Street intersection there is potential for conflict between vehicles travelling on Dean Street, (whether that be northbound, southbound or performing a U-turn) and vehicles turning right out of Vallis Street.

This is no different from any un-signalised intersection in the region however, as Dean Street has two through lanes in each direction and a parking lane, there are a lot of lanes to cross when performing a right turn movement. Given the low residential volumes on Vallis Street, this is currently considered to be a low risk. If vehicles take their time and wait for a sufficient break in traffic on Dean Street, there should not be any conflict at this intersection. As traffic volumes on Dean Street increase over time this movement will become increasingly difficult.

Webcrash, crash history from 2008 to 2015 shows no crashes at the intersection of Dean Street and Vallis Street. This lack of crash history highlights the low risk for vehicles at this intersection.

When consulted about the proposed median extension on Dean Street, business owners on Vallis Street were concerned about potential conflicts between the U-turn movement and a right turn movement out of Vallis Street. Vehicles on Dean Street performing a U-turn must give way to all vehicles at the intersection before performing the manoeuvre. However if a

vehicle is queued past the proposed median extension, it will impede the movement of a vehicle turning right out of Vallis Street.

Under the Queensland Transport Operations (Road Use Management – Road Rules) Regulation 2009, a driver must not begin a U-turn unless the driver has a clear view of any approaching traffic and the driver can safely make the U-turn without unreasonably obstructing the free movement of traffic. Therefore if there is a vehicle on Vallis Street waiting to perform a right turn movement, it would be illegal for a vehicle wishing to perform a U-Turn, to drive out past the edge of the median to begin their U-turn. As there is a specific road rule relating to this issue, it is not deemed to be a significant safety concern.

Option 2: One way configuration on Vallis Street

The second option has been raised by business owners in Vallis Street and involves making Vallis Street a one way configuration from West to East. Under this configuration, parallel parking from the northern side of Vallis Street is removed and nose in, angle parking is provided on the southern side of Vallis Street. This change in configuration provides one (1) additional parking space from the current layout (20 in total) and has one wide 5m through lane. A concept design for this was prepared in in 2012 and can be seen in Attachment 1.

Previous consultation with business owners was positive and supported the change to one way however Council received a petition from residents in Vallis Street opposing this design (see Attachment 2).

The proposal for a one way configuration requires vehicles on Vallis Street to use Diplock Street and Kerrigan Street, or Diplock Street and Honour Street intersections to access Dean Street. This increases the traffic volumes on Diplock Street, a street that has ongoing complaints about traffic volumes and “rat running”, and increases the volumes on the minor, Diplock Street legs at the aforementioned intersections.

This proposed one way configuration will also require delivery vehicles at the Dean Street IGA to travel north along Diplock Street and turn at the intersection of Diplock Street and Kerrigan Street. At the Diplock Street and Kerrigan Street intersection, under the current line marking configuration, a 12.5m Truck cannot turn out of Diplock Street whilst a vehicle is queued to turn right from Kerrigan Street into Diplock Street. In the peak periods this may cause congestion on Diplock Street.

This option is the most expensive of the three proposed as it involves significant concrete works, complete re linemarking of Vallis Street and the installation of 14 new signs.

Vehicle intersection counts at this intersection are currently being performed to establish how many vehicles will be impacted by the change to a one way configuration.

Given the likely construction costs, the opposition from local residents and the impacts on surrounding intersection this is not deemed to be the most effective solution.

Option 3: Ban right turn movement on Vallis Street

Option 3 involves the prohibition of a right turn movement on Vallis Street. This would be facilitated by the construction of a raised/painted median island on Vallis Street and a no right turn sign (see Attachment 3). Removing the right turn movement at the intersection will eliminate the movement with the most potential for conflict and removes most concerns surrounding conflict with u-turning vehicles on Dean Street.

Vehicles wishing to travel north onto Dean Street are required to travel to Diplock Street, then turn onto either Kerrigan Street or Honour Street before turning onto Dean Street. Alternatively, vehicles can turn left out of Vallis Street and perform a U-turn manoeuvre on Dean Street, although this is not the preferred movement.

Vehicle swept paths have been generated to show that all vehicles can turn left from Vallis Street into Dean Street (see Attachment 4). This may result in some increase in traffic in Diplock Street but to a lesser extent than Option 2.

Vehicle intersection counts at this intersection are currently being performed to establish how many vehicles will be impacted by the removal of the right turn.

This option is more cost effective than Option 2 as it only involves the construction of a small island and the installation of two additional signs. It will address the safety concerns associated with the right turn movement and U-turns and have less impact on the residents of Vallis or Diplock Street. It is likely that similar intersection treatments will be required in the longer term along Dean Street as traffic volumes increase.

BACKGROUND

Vallis Street is classed in the Rockhampton Planning Scheme as an Urban Access Street with a 10m wide carriageway. It has parallel parking on either side of the road and a total of 19 on-street parking spaces.

Council has received representations from the owner of the AFS Pharmacy on the corner of Dean and Vallis Streets primarily resulting from the opening of the IGA Supermarket in Dean Street (see Attachment 5). The issues related to drivers approaching the Dean and Vallis Street intersection from the south and performing a U-turn manoeuvre to enter the IGA, heavy vehicles using Vallis Street to access the IGA, changes in total parking space numbers and congestion regarding turning movements at the Dean Street and Vallis Street intersection.

Consultation with AFS and the 4 surrounding businesses on Vallis Street took place in 2012 and a general consensus was support for a one way configuration. As a result, a preliminary design was produced for a one way configuration (see Attachment 1). In 2013, 18 residents of Vallis Street submitted a petition that opposed a one way configuration (see Attachment 2). This was on the grounds that it only provided one additional car park, diverted residential traffic to Diplock and Kerrigan Street, and Diplock and Honour Street intersections, and redirected truck traffic into the residential areas adjoining Diplock Street.

PREVIOUS DECISIONS

At the Infrastructure Committee Meeting on 8 April 2015 and subsequent Council Meeting on 14 April 2014, Council resolved:

1. THAT Option 2 (*extension of Dean Street median to improve U-turn movements*) be endorsed on the basis that it is the most cost effective solution that achieves the desired traffic safety improvements for the intersection of Dean and Vallis Streets;
2. THAT subject to the outcomes of consultation with adjacent businesses and residents, Option 2 (*extension of Dean Street median to improve U-turn movements*) be implemented under the Traffic and Road Safety Minor Capital Works Program; and
3. THAT the issue regarding semi-trailers accessing the IGA Supermarket loading dock be raised with representatives of the IGA Supermarket and they be requested to comply with the requirements of their development approvals.

BUDGET IMPLICATIONS

The estimated cost of the works proposed in Option 3 is $3,123. If the proposed works are to proceed in the 2014/2015 financial year, funding is to be provided from the Traffic and Road Safety Minor Capital Works Program.

RISK ASSESSMENT

There is a minor risk associated with Option 1 in that u-turning vehicles may conflict with vehicles queued in front of the existing stop line in Vallis Street.

The light vehicle turning template, provided in Attachment 6, shows that the U-turn manoeuvre can be performed with appropriate clearance to the Vallis Street stop line however the movement does rely on drivers not encroaching on the intersection. Additionally, it is difficult for drivers stopped at Vallis Street to determine whether vehicles in the right turn lane are performing a U-turn or turning right into Vallis Street however this situation is considered to be low risk.

CORPORATE/OPERATIONAL PLAN

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

CONCLUSION

Officers have investigated possible treatments to Vallis Street to improve safety and reduce potential vehicle conflicts and three options have been presented for consideration.

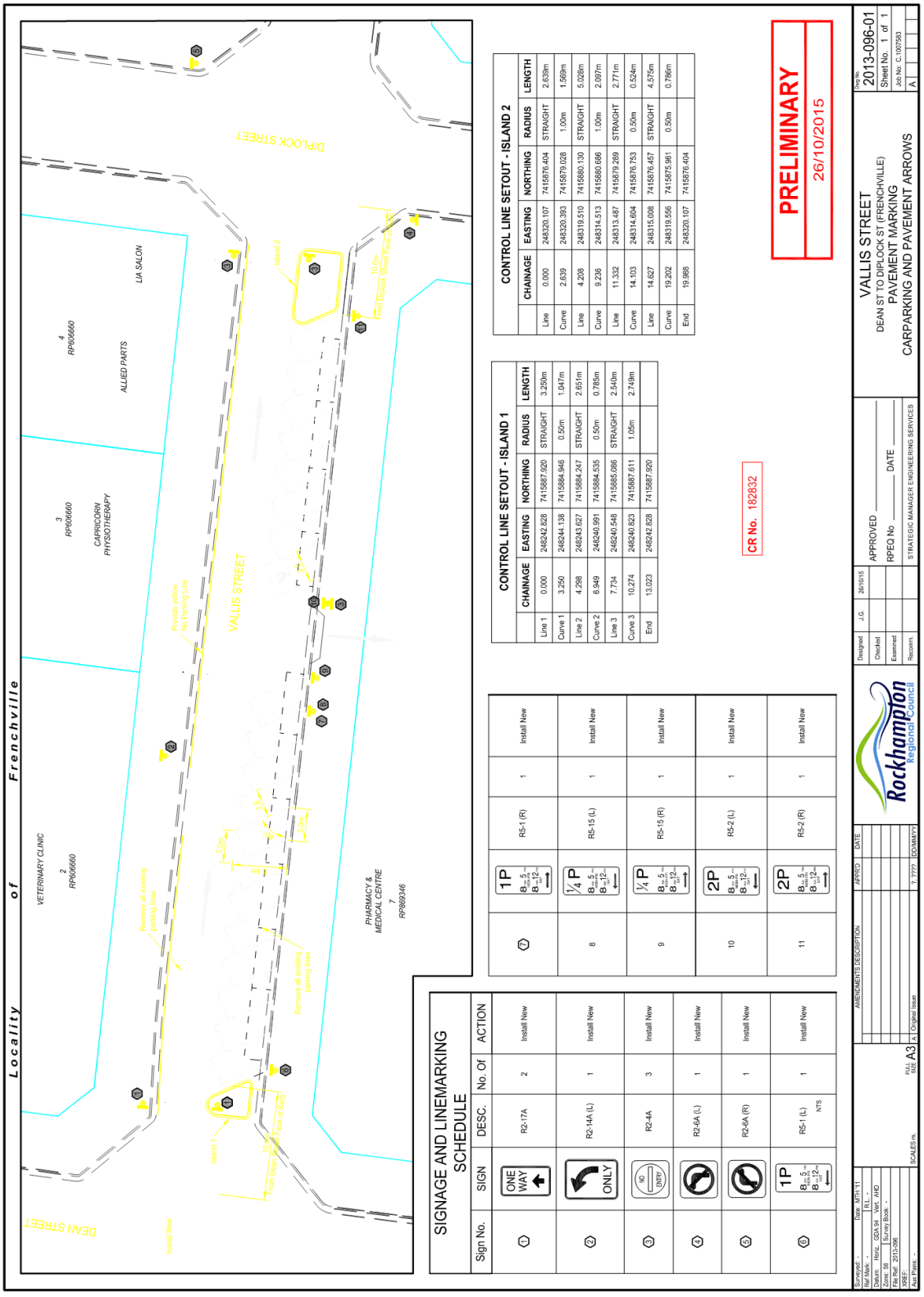
Option 3 has been identified as the preferred and most cost effective solution and is recommended to be implemented in conjunction with the previously recommended extension of the centre median on Dean Street (to facilitate safer U-turn movements at Vallis Street). The combined cost of these works is estimated to be $6,845 consisting of $3,722 for Dean Street and $3,123 for Vallis Street.

VALLIS STREET SAFETY IMPROVEMENTS

Vallis Street One Way Option

Meeting Date: 4 November 2015

Attachment No: 1


Locality of Frenchville
VETERINARY CLINIC
2
RP606660
CAPRICORN PHYSIOTHERAPY
3
RP606660
ALLIED PARTS
4
RP606660
LIA SALON
PHARMACY & MEDICAL CENTRE
7
RP889346
VALLIS STREET
DEAN STREET
DIPLOCK STREET
Provide yellow No Parking Line
Remove all existing parking lines
Remove all existing parking lines
Install New
Island 1
Island 2
10.00m From Diplock Street Face of Kerb
10.00m From Dean Street Face of Kerb
3.0m
1.8
1.0m
SIGNAGE AND LINEMARKING SCHEDULE
Sign No. | SIGN | DESC. | No. Of | ACTION
1 | ONE WAY | R2-17A | 2 | Install New
2 | ONLY | R2-14A (L) | 1 | Install New
3 | NO U-TURN | R2-4A | 3 | Install New
4 | | R2-6A (L) | 1 | Install New
5 | | R2-6A (R) | 1 | Install New
10 | 1P 8am-5pm 8am-12pm | R5-1 (L) NTS | 1 | Install New
7 | 1P 8am-5pm 8am-12pm | R5-1 (R) | 1 | Install New
8 | ¼P 8am-5pm 8am-12pm | R5-15 (L) | 1 | Install New
9 | ¼P 8am-5pm 8am-12pm | R5-15 (R) | 1 | Install New
10 | 2P 8am-5pm 8am-12pm | R5-2 (L) | 1 | Install New
11 | 2P 8am-5pm 8am-12pm | R5-2 (R) | 1 | Install New
CONTROL LINE SETOUT - ISLAND 1
 | CHAINAGE | EASTING | NORTHING | RADIUS | LENGTH
Line 1 | 0.000 | 248242.828 | 7415887.920 | STRAIGHT | 3.250m
Curve 1 | 3.250 | 248244.138 | 7415884.946 | 0.50m | 1.047m
Line 2 | 4.298 | 248243.627 | 7415884.247 | STRAIGHT | 2.651m
Curve 2 | 6.949 | 248240.991 | 7415884.535 | 0.50m | 0.785m
Line 3 | 7.734 | 248240.548 | 7415885.086 | STRAIGHT | 2.540m
Curve 3 | 10.274 | 248240.823 | 7415887.611 | 1.05m | 2.749m
End | 13.023 | 248242.828 | 7415887.920 | |
CONTROL LINE SETOUT - ISLAND 2
 | CHAINAGE | EASTING | NORTHING | RADIUS | LENGTH
Line | 0.000 | 248320.107 | 7415876.404 | STRAIGHT | 2.639m
Curve | 2.639 | 248320.393 | 7415879.028 | 1.00m | 1.569m
Line | 4.208 | 248319.510 | 7415880.130 | STRAIGHT | 5.028m
Curve | 9.236 | 248314.513 | 7415880.686 | 1.00m | 2.097m
Line | 11.332 | 248313.487 | 7415879.269 | STRAIGHT | 2.771m
Curve | 14.103 | 248314.604 | 7415876.753 | 0.50m | 0.524m
Line | 14.627 | 248315.008 | 7415876.457 | STRAIGHT | 4.575m
Curve | 19.202 | 248319.556 | 7415875.961 | 0.50m | 0.786m
End | 19.988 | 248320.107 | 7415876.404 | |
CR No. 182832
PRELIMINARY
26/10/2015
Designed J.G. 26/10/15
Checked
Examined
Recom
APPROVED
RPEQ No DATE
STRATEGIC MANAGER ENGINEERING SERVICES
Rockhampton Regional Council
VALLIS STREET
DEAN ST TO DIPLOCK ST (FRENCHVILLE)
PAVEMENT MARKING
CARPARKING AND PAVEMENT ARROWS
Dwg No 2013-096-01
Sheet No. 1 of 1
Job No. C.1007583
A
Surveyed -
Drawn -
Datum: MVG GDA 94 Vert: AHD
Zone: 56 Survey Book: -
File Ref: 2013-096
XREF:
Aus Points: -
Date: MTH-11
Ref Mark: - RL -
SCALES as
FULL SIZE A3
A Original Issue
AMENDMENTS DESCRIPTION APPRD DATE
? ???? DD/MM/YY

VALLIS STREET SAFETY IMPROVEMENTS

Vallis Street Option 3 - Configuration

Meeting Date: 4 November 2015

Attachment No: 3

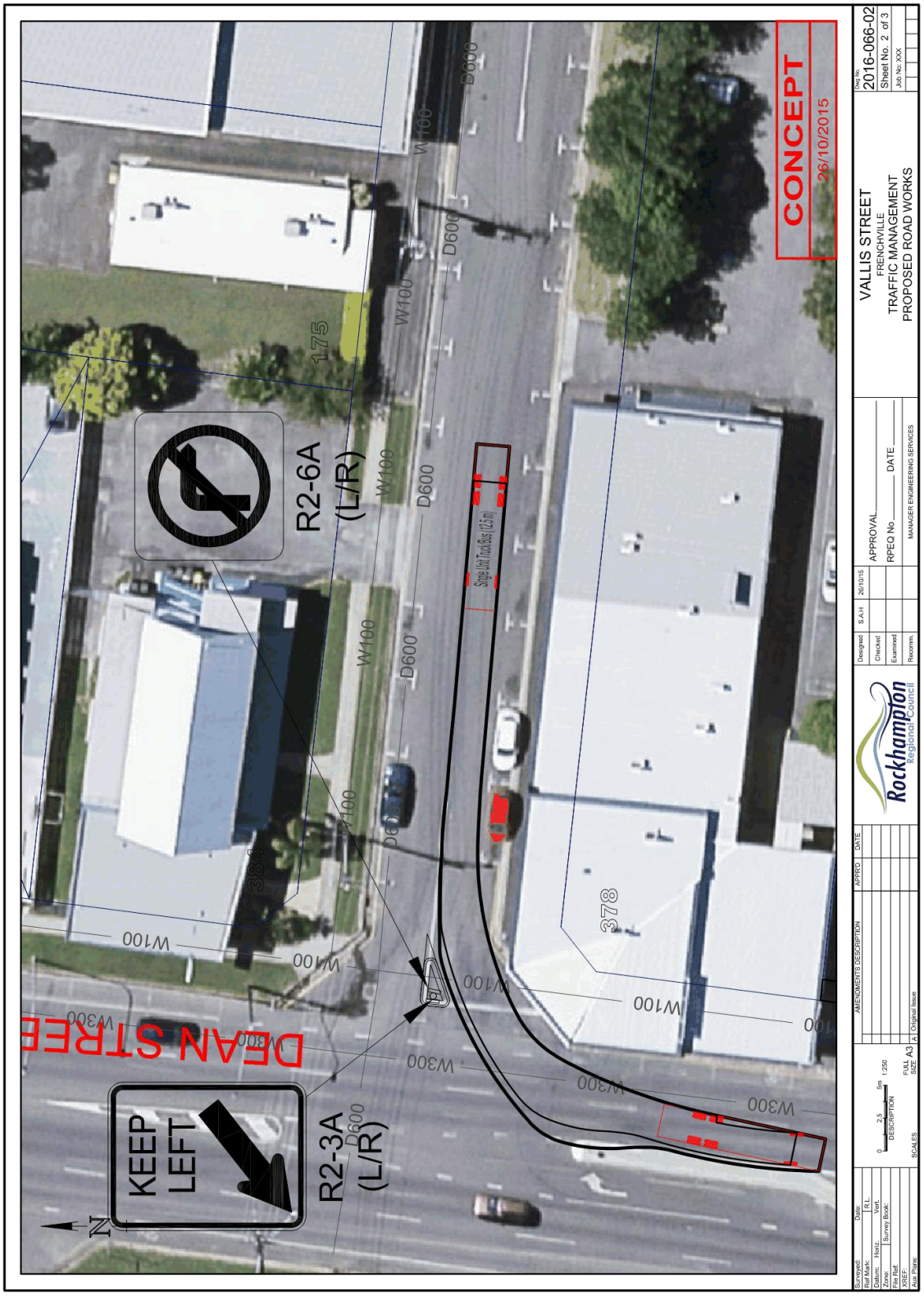

CONCEPT
26/10/2015
DEAN STREET
KEEP LEFT
R2-3A (L/R)
R2-6A (L/R)
N
W100
W300
D600
175
384
378
VALLIS STREET
FRENCHVILLE
TRAFFIC MANAGEMENT
PROPOSED ROAD WORKS
2016-066-01
Sheet No. 1 of 3
Job No. XXX
Rockhampton Regional Council
APPROVAL
RPEQ No
DATE
MANAGER ENGINEERING SERVICES
AMENDMENTS DESCRIPTION
Original Issue
SCALES
FULL SIZE A3

VALLIS STREET SAFETY IMPROVEMENTS

Vallis Street Option 3 - Turn Paths

Meeting Date: 4 November 2015

Attachment No: 4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26/10/2015
KEEP LEFT
R2-3A (L/R)
R2-6A (L/R)
DEAN STREE
VALLIS STREET
FRENCHVILLE
TRAFFIC MANAGEMENT
PROPOSED ROAD WORKS
2016-066-02
Sheet No. 2 of 3
Job No. XXX
Rockhampton Regional Council
APPROVAL
RPEQ No
DATE
MANAGER ENGINEERING SERVICES
AMENDMENTS DESCRIPTION
Original Issue
SCALES
FULL SIZE A3
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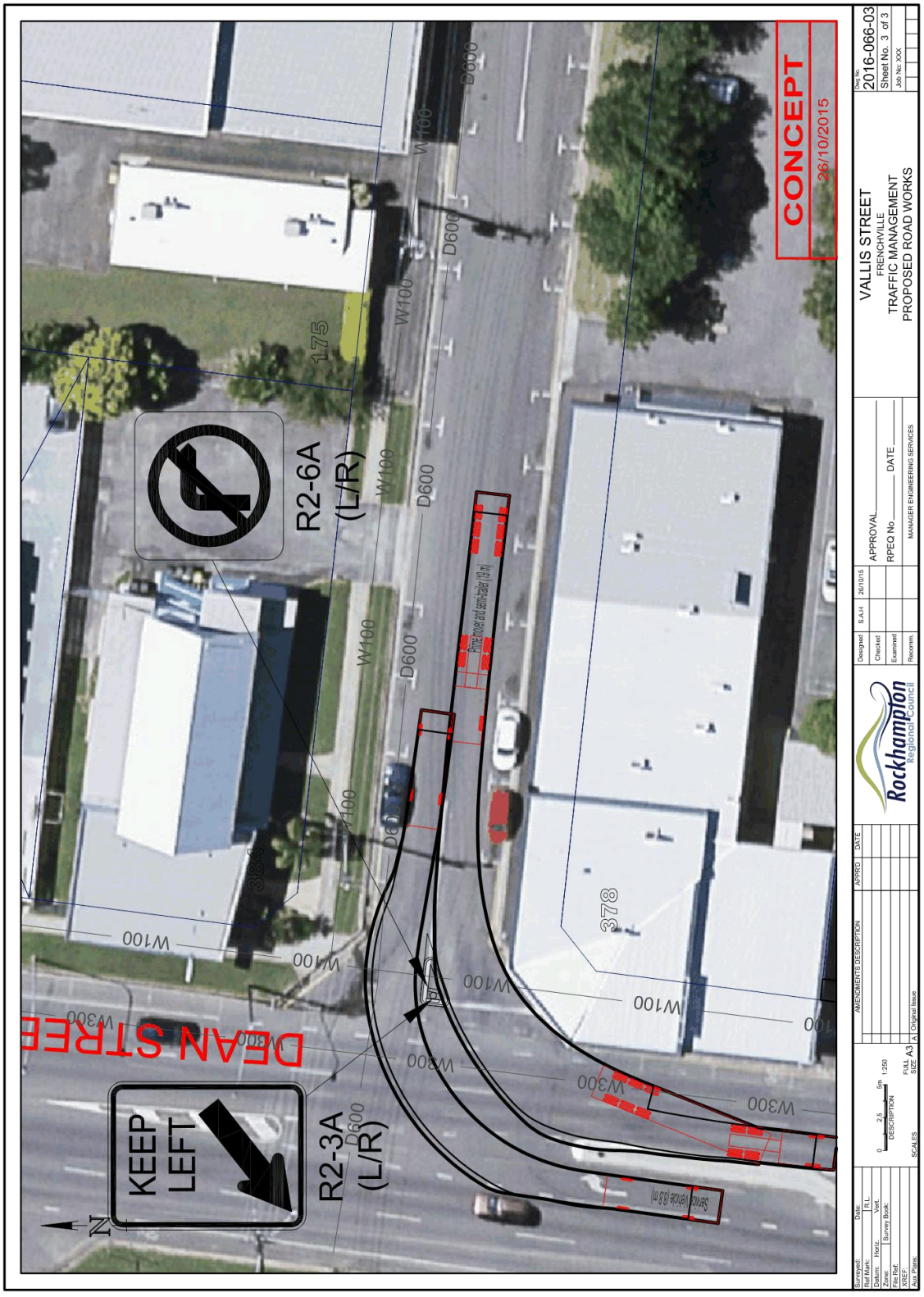
CONCEPT
26/10/2015
KEEP LEFT
R2-3A (L/R)
R2-6A (L/R)
DEAN STREET
VALLIS STREET
FRENCHVILLE
TRAFFIC MANAGEMENT
PROPOSED ROAD WORKS
2016-066-03
Sheet No. 3 of 3
Job No. XXX
Rockhampton Regional Council
APPROVAL
RPEQ No
DATE
MANAGER ENGINEERING SERVICES
AMENDMENTS DESCRIPTION
Original Issue
SCALES
FULL SIZE A3
1:250

VALLIS STREET SAFETY IMPROVEMENTS

Vallis Street Option 3 – U-turn Turn Path

Meeting Date: 4 November 2015

Attachment No: 6


CONCEPT
26/10/2015
KEEP LEFT
R2-3A (L/R)
R2-6A (L/R)
DEAN STREE
N
VALLIS STREET
FRENCHVILLE
TRAFFIC MANAGEMENT
PROPOSED ROAD WORKS
2016-066-03
Sheet No. 3 of 3
Job No. XXX
APPROVAL
RPEQ No
DATE
MANAGER ENGINEERING SERVICES
Rockhampton Regional Council
AMENDMENTS DESCRIPTION
Original Issue
SCALES
FULL SIZE A3

8.5 JOHNSON ROAD (BETWEEN RANGER STREET AND BLAND STREET) REQUEST FOR STREET LIGHTING

File No:	**383**
Attachments:	**1. Johnson Road Existing Conditions** **2. Johnson Road Proposed Design**
Authorising Officer:	**Robert Holmes - General Manager Regional Services**
Author:	**David Bremert - Manager Civil Operations**

SUMMARY

The Gracemere Community Voice has requested (Pathway 392056) additional lighting on the eastern footpath along Johnson Road, between Ranger Street and Bland Street.

Council has investigated the existing street lighting and has recommended an additional two lights be installed.

OFFICER'S RECOMMENDATION

1. THAT the street lighting on Johnson Road between Ranger Street and Bland Street be upgraded as outlined in this report.
2. THAT funds be transferred from the budget allocation in Line 465 Urban Street Lighting Improvement Program – Budget - $40,000 to Line 303 Urban West Street Lighting Improvement Program.

COMMENTARY

In May 2015, Council received a request from Cr Smith representing the Gracemere Community Voice about the lack of street lighting along Johnson Road between Ranger Street and Bland Street.

Civil Operations undertook an inspection of the area at night-time and the inspector stated that the area along the footpath is in the dark. This is mainly due to no street lights on the park side of the road and the trees along the verge block the light from the other side of the road.

Civil Operations requested that Engineering undertake a review of the lighting along this section of Johnston Road to see if it meets Council's guidelines.

The Engineering Section has produced a map of the existing coverage shown in Attachment 1 - Johnson Road Existing Conditions.

(Note that it is considered to be at standard if the light is covered by the contours.)

As the lighting was deficient, Engineering then prepared an upgrade to ensure that the lighting meets the standard. Please see Attachment 2 - Johnson Road Proposed Design.

Please note that with the two (2) additional poles and lights, the street would be fully lit to the required standard.

The additional two poles would affect four (4) houses on the western side, which currently have no light spray that will now be partially covered by the light spray.

BUDGET IMPLICATIONS

An estimate of cost has been determined and the cost to install the two (2) additional poles and lights is $90,000.

Council has allocated the following funds for street lighting:

Line 303 Urban West Street Lighting Improvement Program – Budget - $50,000

Line 465 Urban Street Lighting Improvement Program – Budget - $40,000

LEGAL IMPLICATIONS

Nil

STAFFING IMPLICATIONS

Civil Operations section will manage the delivery of the works.

RISK ASSESSMENT

The major risk is the adverse effects from the four (4) properties (houses) that currently don't have any coverage of light from the existing poles, which will now be fully covered with light spray.

This will be mitigated by notifying the residents prior to installation.

CONCLUSION

The section of Johnson Road between Bland Street and Ranger Street is not well lit by the current street lighting.

That Council does allocate funding to upgrade street lighting in the current budget and it is considered that the Council should install the two (2) additional street lights on Johnson Road to ensure pedestrian safety.

JOHNSON ROAD (BETWEEN RANGER STREET AND BLAND STREET) REQUEST FOR STREET LIGHTING

Johnson Road Existing Conditions

Meeting Date: 4 November 2015

Attachment No: 1

2016-038
HORIZONTAL ILLUMINANCE (lx)
Date: 12/ 9/2015 File: O:\AppData\Perfect Lite\Johnson Road2.FLD

Pole No. (Station No.)	X Co-ord.	Y Co-ord.	Height	Bracket No.	Light Horz	Aim Angle Vert	Aim Point X Co-ord.	Aim Point Y Co-ord.	Luminaire Code No.	Initial KLmns	Maintenance Factor
1	239936.58	7405284.09	8.0	1.50	1	290 5	239934.51	7405284.84	1050	1.800	1.000
2	239933.06	7405216.78	8.1	1.50	1	270 5	239930.85	7405216.78	1050	1.800	1.000
3	239844.84	7404753.64	12.0	4.50	1	331 5	239842.16	7404756.50	1254	13.000	1.000
4	239795.56	7404747.45	5.7	1.50	1	97 5	239797.53	7404747.21	1080	3.800	1.000
5	239818.85	7404845.74	8.5	1.50	1	97 5	239821.07	7404845.48	1080	3.800	1.000
6	239839.84	7404943.52	7.7	1.50	1	91 5	239842.01	7404943.48	1050	1.800	1.000
7	239854.03	7405046.20	7.5	1.50	1	14 5	239854.55	7405046.30	1050	1.800	1.000
8	239881.81	7405139.35	8.7	1.50	1	90 5	239884.07	7405139.35	1080	3.800	1.000

Code No.	Manufacturer	Description, Lamps etc.
1050	SYLVANIA	M50D SCO / HSL-BW50 / 1.8klms [204004A.IES]
1080	SYLVANIA	M80D SCO / HSL-BW80 / 3.8klms [203276.IES]
1254	SYLVANIA	M250D / HSL-BW250 / 13.0klms [98347.IES]

CONCEPT
12/09/2015

Surveyed:	Date:	Ref Mark:	R.L.
Datum: Horz.	Vert.	Zone:	Survey Book:
File Ref: 2016-038-01.dwg			
XREF: 2016-038-00.dwg			
Aux Plans:			

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SCALES FULL SIZE A3

AMENDMENTS DESCRIPTION	APPR'D	DATE
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Rockhampton Regional Council

Designed	ARM	SEPT '15
Checked		
Examined		
Recomm		

APPROVAL
RPEQ No. DATE
MANAGER ENGINEERING SERVICES

JOHNSON ROAD
FISHER ST TO BLAND ST (GRACEMERE)
ROADWORKS CONSTRUCTION
EXISTING LIGHTING PLAN

Dwg No. 2016-038-01
Sheet No. 1 of 2
Job No: -
A

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JOHNSON ROAD (BETWEEN RANGER STREET AND BLAND STREET) REQUEST FOR STREET LIGHTING

Johnson Road Proposed Design

Meeting Date: 4 November 2015

Attachment No: 2

2016-038
HORIZONTAL ILLUMINANCE (lx)
Date: 12/ 9/2015 File: O:\AppData\Perfect Lite\Johnson Road2.FLD

Pole No. (Station No.)	X Co-ord.	Y Co-ord.	Height	Bracket No.	Light Horz	Aim Angle Vert	X Co-ord.	Aim Point Y Co-ord.	Luminaire Code No.	Initial KLmns	Maintenance Factor
1	239936.56	7405264.09	8.0	1.50	1	290	5	239934.51	7405264.84	1050	1.800	1.000
2	239933.06	7405216.78	8.1	1.50	1	270	5	239930.85	7405216.78	1050	1.800	1.000
3	239844.64	7404753.64	12.0	4.50	1	331	5	239842.15	7404758.50	1254	13.000	1.000
4	239795.55	7404747.45	5.7	1.50	1	97	5	239797.53	7404747.21	1080	3.800	1.000
5	239818.85	7404845.74	8.5	1.50	1	97	5	239821.07	7404845.46	1080	3.800	1.000
6	239839.64	7404943.52	7.7	1.50	1	91	5	239842.01	7404943.48	1050	1.800	1.000
7	239854.03	7405046.20	7.5	1.50	1	14	5	239854.56	7405048.30	1050	1.800	1.000
8	239881.81	7405139.35	8.7	1.50	1	90	5	239884.07	7405139.35	1080	3.800	1.000
9	239891.13	7405027.16	10.5	3.00	1	281	5	239887.29	7405027.91	1100	10.000	1.000
10	239861.77	7404887.63	10.5	3.00	1	281	5	239857.92	7404888.38	1100	10.000	1.000

Code No.	Manufacturer	Description, Lamps etc.
1050	SYLVANIA	M50D SCO / HSL-BW60 / 1.8klms [204004A.IES]
1080	SYLVANIA	M80D SCO / HSL-BW80 / 3.8klms [209276.IES]
1100	SYLVANIA	S100C SCO / SHP-TS100 / 10.0klms [98358.IES]
1254	SYLVANIA	M250D / HSL-BW250 / 13.0klms [98347.IES]

CONCEPT
12/09/2015

Surveyed:	Date:	
Ref Mark:	R.L.	
Datum: Horiz.	Vert.	
Zone:	Survey Book:	
File Ref: 2016-038-02.dwg		
XREF: 2016-038-00.dwg		
Aux Plans:		

SCALES: 0 15 30m 1:1500 PLAN — FULL SIZE A3

	AMENDMENTS DESCRIPTION	APPR'D	DATE
A	Original Issue		

Rockhampton Regional Council

Designed	ARM	SEPT '15
Checked		
Examined		
Recomm.		

APPROVAL ____________
RPEQ No ________ DATE ________
MANAGER ENGINEERING SERVICES

JOHNSON ROAD
FISHER ST TO BLAND ST (GRACEMERE)
ROADWORKS CONSTRUCTION
PROPOSED LIGHTING PLAN

Dwg No. 2016-038-02
Sheet No. 2 of 2
Job No: -
A

O:\Regional\Eng\Design\Design Office Projects\2016\038 - Johnson Road\ACAD Dwgs\2016-038-Proposed.dwg, 12/09/2015 4:04:15 PM

8.6 PRESENTATION OF PETITION - SHELDRAKE ROAD, ALTON DOWNS

File No:	**8054**
Attachments:	**1. Policy to upgrade gravel roads to sealed roads.** **2. Petition on Sheldrake Road Alton Downs (included in Confidential)**
Authorising Officer:	**Robert Holmes - Acting Chief Executive Officer**
Author:	**David Bremert - Manager Civil Operations**

SUMMARY

The residents have presented a petition to Council on the condition of Sheldrake Road, Alton Downs. This petition requests that Council determines a permanent solution for the ongoing condition of the road.

OFFICER'S RECOMMENDATION

THAT funds be allocated in the 2016/17 Budget to carry out earthworks to improve visibility and safety at the intersection.

THAT a traffic count be undertaken on Sheldrake Road to confirm traffic volumes and should the traffic count be above the threshholds in the Council policy, then the sealing of the road be placed on the 2016/17 budget program for consideration.

COMMENTARY

Council was presented a petition from residents of Alton Downs relating to the disrepair of Sheldrake Road, Alton Downs, requesting that the road be sealed. (See attachment in Confidential Agenda).

Civil Operations staff inspected the road in early August 2015.

From this inspection:

- the road was placed on Civil Operations standard grading schedule. (Since this inspection the road was graded in late August 2015);
- it was identified that the crest and batter along Sheldrake/Harnsworth Road intersection has limited sight distance in both directions.
- Also identified that Harnsworth Road is steep and does not allow adequate sight distance to the intersection.

Also, from this inspection, the Engineering Section has been requested to place a traffic counter on Sheldrake Road to determine traffic volume, to ascertain if it should be included on the 10 Year Program for bitumen sealing.

Civil Operations staff have determined a basic scope for the initial sight distance improvement works comprising:

- lower the crest and batter of Sheldrake Road (approx 775m3 of material);
- use excavated earth to raise the Harnsworth Road leg of the intersection and low points on Sheldrake Road;
- install 2 x 375 RCP's to prevent cross road scours that currently occur after every significant rain storm; and
- relocate existing 100mm water line that runs along the edge of Sheldrake Road.

BUDGET IMPLICATIONS

This project is not funded in the 2015/16 Budget.

The estimated cost to improve the intersection is $75,000.

The work should be included in the development of the 2016/17 Budget.

Sealing of the road has not been included until it is identified whether the traffic on the road meets Council's current policy to warrant the upgrade. (See attachment 1)

STAFFING IMPLICATIONS

Civil Operations have the capacity to undertake the works in 2016/17.

RISK ASSESSMENT

The current road is a gravel road and the condition of the road can vary quickly, depending on the weather and other associated factors.

The intersection improvement works will require some works on the neighbouring property. Discussions have occurred and the property owner is supportive of the proposal.

CONCLUSION

The existing gravel road was in a reasonable condition when inspected by Civil Operations staff. Sheldrake Road was graded as part of the normal maintenance procedures for Council. This has brought the condition to an acceptable standard.

The Engineering Section has been requested to undertake a traffic count on Sheldrake Road to confirm traffic volumes.

Civil Operation's staff indicated that the intersection of Harnsworth Road and Sheldrake Road be upgraded to improve visibility/safety. It is recommended that funds be allocated in the 2016-17 Budget to carry out earthworks, to improve visibility and safety at the intersection.

If the traffic count is above the requirements in the Council policy, then the sealing of Sheldrake Road be placed on the 10 year capital budget program for consideration.

PRESENTATION OF PETITION - SHELDRAKE ROAD, ALTON DOWNS

Policy to upgrade gravel roads to sealed roads

Meeting Date: 4 November 2015

Attachment No: 1

INTERMITTENT SEALING OF UNSEALED RURAL ROADS PROCEDURE

1. Scope:

This procedure applies to unsealed rural roads within Rockhampton Regional Council excluding:

- New road reserves created by the re-configuration of a lot; and
- The sealing of a rural road required as a result of an application under the *Sustainable Planning Act 2009*.

2. Purpose:

This procedure establishes guidelines and scoring criteria for assessing the approval of intermittent seals to unsealed rural roads, and deals with evaluating warrants based on a scoring criteria to determine if an intermittent seal should be approved. Warrants will be assessed by the Civil Operations section of Regional Services using the scoring criteria to determine if an intermittent seal is warranted.

3. Related Documents:

Primary
Intermittent Sealing of Unsealed Rural Roads Policy

Secondary
Sustainable Planning Act 2009
ARRB - Unsealed Roads Manual – Guidelines to Good Practice (3rd Edition March 2009)
Austroads – AGAM05-09: Guide to Asset Management (Part 5: Pavement Performance)
Austroads – AGPT02-10: Guide to Pavement Technology (Part 2: Pavement Structural Design)
Permit for Major Works in Road Reserve
Design Standards for Roads Guidelines

4. Definitions:

To assist in interpretation, the following definitions apply:

AADT	Annual Average Daily Traffic
Authorised Officer	The Chief Executive Officer of the Council or a person delegated by the Chief Executive Officer as being authorised.
Council	Rockhampton Regional Council
Dwelling	A building or structure which has been approved for use as a habitable building or structure.
Gravel Paved Rural Road	A dedicated road that has been formed and surfaced with imported gravel paving material.

Rural	Geographic area that is located outside of an urban area being cities and towns.
Rural Road	A road servicing allotments in a rural area, for which the majority of allotments have a road frontage in excess of 40metres.
Unsealed Road	A rough road that has no hard surface.

5. Procedure:

The decision to approve the sealing of a short section of a gravel paved rural road for the purpose of dust suppression will be made by Council based on the following factors:

- Current and projected traffic volumes (AADT);
- Costs incurred in maintaining the sealed road;
- Type of traffic that uses the road;
- Speed environment of the road;
- Proximity of a dwelling to the road frontage;
- Geometric standard of the unsealed road; and
- Road pavement and drainage system of the unsealed road.

Dependent upon the outcome of the assessment of the above factors, roads deemed suitable for an intermittent seal by an authorised officer will be upgraded, at the applicant's cost, to the relevant standard nominated in section 5.2.

5.1 Evaluation Criteria

To qualify for an intermittent seal, the road needs to meet the following evaluation criteria:

5.1.1 Traffic volumes – a road will not be considered for an intermittent seal if there is less than 30 AADT, unless there are significant issues shown in the assessment score. A road that has an AADT greater than 150 may require a minimum standard seal along its entire length.

5.1.2 Proximity of a dwelling – the dwelling must be within 100 metres of the road frontage.

5.1.3 Minimum width – the proposed road has the ability to be easily upgraded to the appropriate formation and seal width of 5.5 metres.

5.1.4 Reasonable alignment – the road must have reasonable gradients, vertical/horizontal alignment and sight distance that will not compromise safety if sealed.

5.1.5 Solid Base – the road must have a solid, well compacted road base that is able to support the proposed overlay for the expected traffic loads. Having a solid road base will minimise future pavement failures if the road is sealed.

5.1.6 Drainage system – if the unsealed road has a poor longitudinal drainage system then every effort should be made to provide adequate longitudinal drainage to minimise future pavement failures.

Once the proposed road has met the criteria identified above then the road is evaluated using the scoring points and weighting method displayed in Table 1 – Scoring and Assessment Method.

Table 1: Scoring and Assessment Method

Criteria	Points	Weighting
Traffic volumes	0 – AADT 0-30. 20 – AADT 31-49. 40 – AADT 50-74. 70 – AADT 75-99. AADT ≥100, 1 point for every vehicle. Additional 1 point for every commercial vehicle (max of 20% of AADT).	1
Proximity of a dwelling to the road and prevailing winds	10 – Dwelling 0-15m from road frontage. 9 – Dwelling 16-30m from road frontage. 6 – Dwelling 31-50m from road frontage. 3 – Dwelling 51-69m from road frontage. 1 – Dwelling 70-100m from road frontage. 0 – Dwelling >100m from road frontage. Additional 5 points if dwelling is downwind of prevailing breezes.	10
Geometric design and safety features of unsealed road	Take into account the standard of the current geometric design of the unsealed road. This includes vertical/ horizontal alignment, sight distance, etc. Safety features of the unsealed road include actual/ potential accidents. 0 – Width <6.0m. 6 – Poor horizontal, vertical alignment and width ≥6.0m. 8 – Good horizontal, vertical alignment and width ≥6.0m.	5
Speed environment	4 – Operating speed ≥100km/h. 3 – Operating speed 51-99km/h. 1 – Operating speed ≤50km/h.	10

Scores less than 150 do not justify approval of an intermittent seal.

5.2 Intermittent Seal Standard and Cost

Roads which are deemed suitable for the application of an intermittent seal as a dust suppressant shall receive a two coat bitumen seal for a maximum length of 200 metres, adjacent to the property affected.

The applicant shall be responsible for:

- Meeting the costs of any formation widening required;
- Supply and installation of gravel to ensure a minimum 150mm thick layer of minimum CBR 40 pavement layer;
- Sealing the road; and
- The installation of any required road furniture.

5.3 Approval

Should the authorised officer decide that the road is eligible for an intermittent dust suppression seal, the applicant will be advised of the cost of the works and the approximate date upon which the works will take place. The applicant must make payment at least four weeks prior to the commencement of works.

Alternatively, the applicant may engage a contractor to undertake the works (at the applicant's cost) after first applying for a Permit for Major Works in Road Reserve. The contractor must carry out the works in accordance with the Design Standards for Roads Guideline.

6. Review Timelines:

This procedure will be reviewed when any of the following occur:

6.1. The related or reference material is amended or replaced.

6.2. Other circumstances as determined from time to time by the General Manager.

7. Responsibilities:

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services
Procedure Owner	Manager Civil Operations
Procedure Quality Control	Corporate Improvement and Strategy

ROBERT HOLMES
GENERAL MANAGER REGIONAL SERVICES

8.7 PRELIMINARY INVESTIGATION - WACKFORD STREET DRAINAGE

File No:	**5783**
Attachments:	**1. Options Comparison**
Authorising Officer:	**Robert Holmes - General Manager Regional Services**
Author:	**Martin Crow - Manager Engineering Services**

SUMMARY

A preliminary drainage investigation has been completed into the stormwater drainage issues that are being experienced in Wackford Street, Park Avenue.

OFFICER'S RECOMMENDATION

THAT the residents who were signatories to the Wackford Street petition be provided a project update based on the results of the preliminary investigation and advised of the proposed strategic direction currently being further investigated by Council.

COMMENTARY

A preliminary drainage investigation has been completed into the stormwater drainage issues that are being experienced in Wackford Street, Park Avenue.

The key findings from the investigation into the existing stormwater and road infrastructure were as follows.

1. There is a relatively large upstream urban catchment that directs flows to the eastern end of Wackford Street. The critical storm duration is estimated to be 25 minutes and limited flood warning is available to residents.
2. The existing culverts under the rail line appear to have sufficient capacity to cater for a 1% AEP event presuming the security gates are open and there is no blockage.
3. The channel between the culverts and the head of the 1500 RCP stormwater main down Wackford Street is estimated to cater for a 2% AEP event with bypass flows from larger events directed to Wackford Street.
4. The existing 1500 RCP traversing Wackford Street has very limited hydraulic capacity (20% to 1EY) and therefore bypass flows to Wackford Street are expected in frequent events.
5. The longitudinal grade of Wackford Street is at a higher elevation than adjoining properties along portions of the northern frontage. As a result, bypass flows from the 1500 RCP are directed through private properties rather than down the road.
6. The existing 900 RCP from Harriette Street has very limited hydraulic capacity (20% to 40% AEP) and therefore bypass flows from Harriette Street are directed through private properties to Wackford Street and combine with the Wackford Street flows to exacerbate flooding.
7. Bypass flows tend in a westerly direction through private properties until reaching Haynes Street. Preliminary calculations of depth and velocity of flow indicate that there is a risk to public safety.
8. The limited capacity of the channel downstream of Haynes Street, the skew angle of the existing culverts and the position of the existing water main across the outlet of the culverts contribute to a less than optimal performance of the existing stormwater network.

As the key findings indicate, Council has a relatively complex issue to resolve in an already constrained environment.

From an aspirational point of view, Council Officers objective was to implement the minor (20% AEP) and major (1% AEP) stormwater drainage systems indicated in the Capricornia Municipal Design Guidelines and the Queensland Urban Drainage Manual. The preliminary investigation considered a number of structural and non-structural mitigation options. The structural mitigation options included the following.

1. Upstream Detention Basin – construction of a detention basin between the rail culvert outlet and the 1500 RCP inlet within Council land. This option may mitigate a 18% AEP design storm event down to 1EY design storm event but is less effective in a longer duration event. Indicatively an area 5 to 6 times the available area would be required to mitigate larger magnitude or longer duration design storm events.
2. Additional Drainage pipes in Wackford Street – in order to meet the minor drainage aspirational target, an additional 2/1500 RCP along Wackford Street and 3/1800x900 RCBC at the bottom end of Wackford Street and Haynes Street would be required. This would significantly reduce but not eliminate the bypass flows through private properties along Wackford Street nor address bypass flows from Harriette Street.
3. Regrade Wackford Street – This option considers lowering the crown of the road by approximately 800mm at required locations to allow the full road width to become the major flow path rather than through the private properties. For this option to work, a number of existing services may need to be lowered and power poles replaced. Driveway access into existing properties may also be difficult. Bypass flows from Harriette Street are not addressed.
4. Re-profiling of Wackford Street – considers re-profiling the existing street to a one way crossfall from north to south. This increases the flow carrying capacity of the street to approximately 20% AEP which would reduce but not eliminate flows through private properties along Wackford Street. Bypass flows from Harriette Street are not addressed.
5. Additional drainage pipes in a section of Wackford Street – considers upgrading pipes in Wackford Street below the point where the Harriette Street drainage enters to meet the minor system aspirational target. This option only provided limited benefit for Wackford Street and no benefit to Harriette Street.

A high level comparison of options and their indicative costs have been included in the attachments. The conclusion that has been reached from these preliminary investigations is that it is unlikely that a single option will meet the aspirational minor / major system targets and as a result, to achieve a reduction in existing flood risk, it is likely that a combination of options implemented in a staged approach will be required. Based on the preliminary investigations, the following stages are recommended for further development.

Stage 1 – Upstream Detention Basin

The construction of a detention basin at the eastern end of Wackford Street will offer immediate relief from low order nuisance flooding for downstream residents. The basin can be constructed with limited impact on existing residents and within road reserve or land owned by Council. This will require the loss of the existing park area and may result in the closure of the pedestrian link. Safety risks will also have to be taken into account during conceptual design.

Stage 2A – Regrading Wackford Street

Regrading of Wackford Street will eliminate the mid-street sag and allow a continuous flow path along the street. This could be carried out when the road is due for reconstruction or resealing or as a dedicated drainage project. This will require the road crown to be lowered by 800mm and will impact on some existing services and property accesses.

Stage 2 B – Diversion of Harriette Street System

Further investigation is required to assess options to augment the existing Harriette Street drainage system to provide additional capacity and limit bypass flows being directed through private properties.

The preliminary analysis to date has identified a strategic direction that appears to meet Council's aspirational targets for a minor / major stormwater system contained within land under Council's control. This strategic direction will now be subject to a more rigorous flood modeling assessment including further investigations into the diversion of the Harriette Street system and incorporating a preliminary design phase. This will result in higher level of confidence in the proposed solution and more detailed estimates of costs for the proposed stages. A number of the surrounding residents have requested that they be kept informed of Council's progress on this matter. The preliminary results and proposed strategic direction could form the basis of a project update to the surrounding residents.

BACKGROUND

In the aftermath of Tropical Cyclone Marcia, the Mayor, Cr Schwarten and Council Officers met with residents of Wackford Street to discuss flooding issues being experienced in that street. Council representatives were provided with accounts of the recent flooding and prior years flooding events and details of the impacts on the residents and their properties. Since then a petition has been raised by the concerned residents detailing the issues that they face and calling for action to be undertaken. Council then resolved to carry out investigations into the drainage issues.

PREVIOUS DECISIONS

In August 2015 Council resolved to conduct a drainage investigation into the Wackford Street drainage issues with a view to identifying possible mitigation options. From there, a drainage scheme based on the findings of the drainage investigation was to be prepared and the scheme be submitted to Council for budgetary consideration.

BUDGET IMPLICATIONS

Indicative estimates for the construction of the detention basin and regrading of Wackford Street is in the order of $1.5 Million. Additional costs still to be included for this strategy is the diversion of the Harriette Street system. The preliminary design phase will refine these estimates and allow further consideration in future capital budgets.

CORPORATE/OPERATIONAL PLAN

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

CONCLUSION

A preliminary drainage investigation has been completed into the stormwater drainage issues that are being experienced in Wackford Street, Park Avenue. A high level comparison of options has been carried out. The preliminary investigations indicate that it is unlikely that a single option will meet the aspirational minor / major system targets and as a result, to achieve a reduction in existing flood risk, it is likely that a combination of options implemented in a staged approach will be required. Based on the preliminary investigations, a strategic direction incorporating the construction of a detention basin, regrading of Wackford Street and the diversion of the Harriette Street system is being further investigated. The preliminary results and proposed strategic direction could form the basis of a project update to the surrounding residents.

PRELIMINARY INVESTIGATION - WACKFORD STREET DRAINAGE

Options Comparison

Meeting Date: 4 November 2015

Attachment No: 1

9.0 Preliminary Options Analysis

9.1 Comparison of Options

The comparison of the options is listed in **Table 5** below.

Table 5 Comparison of Options

Option	18% AEP Minor Target	1% AEP Major Target	Services Impacts	Property Access Impacts	Reduce Bypass Flows through Wackford Street Allotments	Reduce Bypass Flows from Harriette St to Wackford St	Indicative Costs (ex GST)
Upstream Detention Basin	Possibly for the eastern end of Wackford St	No	No	No	Partly	No	$986,500
Additional culverts (full length of Wackford Street)	Yes	No	Yes	No	Yes to > 18% AEP	No	$3,664,500
Regrade Wackford Street	No	Partly	Yes	Yes	Partly	No	$463,900
Re-profile Wackford Street Cross Section	Possibly	Partly	Yes	Yes	Partly	No	$601,800
Additional Culverts (part length of Wackford Street)	No	No	Yes	No	No	No	$1,378,700

8.8 STORMWATER DRAINAGE INVESTIGATIONS UPDATE

File No:	**5783**
Attachments:	**Nil**
Authorising Officer:	**Robert Holmes - Acting Chief Executive Officer**
Author:	**Martin Crow - Manager Engineering Services**

SUMMARY

Council officers are providing a brief update on current stormwater drainage and flood management investigations being undertaken.

OFFICER'S RECOMMENDATION

THAT the report entitled Stormwater Drainage Investigations Update be received.

COMMENTARY

The following information provides a brief update on current stormwater drainage and flood management investigations being undertaken.

Wackford Street Drainage Issue

Preliminary Investigation has been completed which has provided a strategic direction to follow to mitigate against stormwater issues in Wackford Street. This investigation also highlighted drainage issues on Harriette Street. Further modeling work and investigations are currently being undertaken to confirm the proposed solution and estimated costs.

Webber Park Drainage Issue

A draft report on the preliminary investigations into this issue has been received from AECOM. The report is currently being reviewed by Council Officers with the final preliminary report likely to be available by the end of November 2015. The report to date has highlighted not only issues with Webber Park itself but drainage capacity issues in the adjacent streets of Barrett and Chalmers Streets.

Denham Street / West Street Intersection Drainage Issue

Preliminary design and cost estimates have been completed for the lowering of part of this intersection to allow overland flow to continue along Denham Street. A report will be presented to Council in due course.

Thozet Creek Crossing on Rockonia Road

Design has been completed for the debris deflectors and the project has been budgeted for. The project has also been submitted to a number of grants programs and we are awaiting the outcome. Additional assessment of the hydraulic capacity of the existing crossing and the impacts on flooding of a previous subdivision approval in the vicinity of this crossing has been undertaken. The modeling indicates that the existing culverts have limited capacity and the crossing has a flood hazard rating of high to extreme. The report also found that the majority of properties are not negatively impacted from the redirection of flows associated with the subdivision. Two properties however are impacted. Officers will revert back to the consultants to explore possible mitigation options to reduce flooding at this crossing in general and on the impacted properties in particular.

Splitters Creek Local Creek Catchment Modeling

Additional survey data has been gathered in relation to sub-divisional development that has happened in this catchment since the Lidar was flown in 2009 and other localized survey where it was thought existing features would impact on the model outputs. This work is being carried out in-house and through an iterative process of re-running the model and identifying further areas to investigate has greatly enhanced Council's in-house knowledge of the modeling package.

This knowledge will be used to refine the process when other creek catchments are reviewed and the floodplain management strategy implemented. It is intended that final model runs and associated revised mapping will be available for the planned major amendment to the planning scheme.

North Rockhampton Flood Mitigation Stage 2

A draft concept design report on addressing increased localized flooding as a result of the Stage 1 works has been received from AECOM. The report is currently being reviewed by Council Officers with the final concept design report likely to be available by the end of December 2015. From there it is intended to progress to a preliminary or detail design stage so that funding submissions can be made for future grants programs.

Airport Precinct Flood Study

A local catchment model has been developed to investigate the effects of local rainfall events. A more detailed Fitzroy River Flood model encompassing the areas along Canoona Road, Western Street and Hunter Street in the vicinity of the Airport has also been developed to better model local features in that area. Developed cases are now being run in order to determine the extent of development that may be possible and the associated flood mitigation works that may be necessary to enable this to happen. This is proving to be a complex issue to resolve with developed cases to date still having significant impacts in the area.

BUDGET IMPLICATIONS

Stormwater drainage Investigations are being carried by a combination of in-house resources and engineering consultancies. This work is being funded from the Operational Budget.

STAFFING IMPLICATIONS

Progress with investigations into stormwater drainage issues, development of the local creek catchment modeling and implementation of the Floodplain Management Strategy in general is being impacted by the delay in recruiting a Floodplain Management Engineer.

8.9 POLICY UPDATE - ROADSIDE MEMORIALS POLICY

File No:	**5250**
Attachments:	**1. Roadside Memorials Policy**
Authorising Officer:	**Evan Pardon - Chief Executive Officer**
Author:	**Robert Holmes - General Manager Regional Services**

SUMMARY

An updated Roadside Memorials Policy was put to the Infrastructure Committee for consideration on 4 February 2015. The meeting resolved to not adopt the policy, and requested it be reviewed to be more 'user friendly'. A review has now occurred, and this report seeks Council approval to adopt the Roadside Memorials Policy as attached to the report and rescind the previous Roadside Memorials Procedure.

OFFICER'S RECOMMENDATION

THAT Council adopt the revised Roadside Memorials Policy as attached to this report and rescind the Roadside Memorials Procedure which has been amalgamated into the Policy.

COMMENTARY

The Roadside Memorials Policy provides direction for the management of roadside memorials on Council controlled roads.

BACKGROUND

The Roadside Memorials Policy and Roadside Memorials Procedure were last reviewed in 2009. During the current review it was decided to combine the Policy and Procedure into one document, and hence it is necessary to gain Council's approval to rescind the previous Roadside Memorials Procedure, and adopt the revised Roadside Memorials Policy.

PREVIOUS DECISIONS

An updated Roadside Memorials Policy was put to the Infrastructure Committee for consideration on 4 February 2015. This meeting resolved:

"THAT the policy not be adopted and that it be reviewed with a more 'user friendly' approach and referred back to the Committee."

The policy has now been reviewed with consideration for policies held by other Local Governments.

CONCLUSION

Council endorsement is sought to adopt the revised policy (as attached) and rescind the Roadside Memorials Procedure.

POLICY UPDATE - ROADSIDE MEMORIALS POLICY

Roadside Memorials Policy

Meeting Date: 4 November 2015

Attachment No: 1

ROADSIDE MEMORIALS POLICY (COMMUNITY POLICY)

1. Scope:

This policy applies to roadside memorials on roads controlled by Rockhampton Regional Council.

2. Purpose:

To set guidelines for the installation, placement and removal of roadside memorials on roads controlled by Council.

3. Related Documents:

Primary
Nil

Secondary
Local Government Act 2009

4. Definitions:

To assist in interpretation, the following definitions apply:

Council	Rockhampton Regional Council
Road Reserve	A legally described area within which facilities such as roads, footpaths, and associated features may be constructed for public travel. It is the total area between boundaries shown on a cadastral plan.
Roadside Memorial	Any object placed within the road reserve to commemorate or indicate a road fatality. Memorials may include wooden crosses, coloured posts and flowers. Monuments (permanent commemorations) are not permitted within a road reserve.

5. Policy Statement:

Council recognises that some members of the community may wish to commemorate/indicate a road fatality by installing a roadside memorial. Council will deal sensitively with issues associated with roadside memorials, but does not encourage the placement of roadside memorials within a road reserve.

Council is able to provide assistance to family and friends by helping everyone understand the requirements to install a roadside memorial at a safe location adjacent to a local road.

This policy has been developed to ensure that roadside memorials are placed in a safe location for family and friends, can be easily maintained, not cause issues for adjacent property owners and will cause minimum distraction or hazard to other road users.

A roadside memorial will be removed if one of the criteria detailed below is not adhered to:

5.1. Location

5.1.1. A roadside memorial should be located in a position where it will not:

- Distract driver attention from the driving task, or interfere with the role of any traffic control item; and/or
- Be hazardous to passing traffic and/or pedestrians, or prevent appropriate maintenance of the road reserve.

5.1.2. Applicants should be made aware of any possible risks in visiting roadside memorials and should be advised on safe practices in this regard, stopping clear of traffic. Wherever possible, the location of the roadside memorial should be chosen to minimise risk.

5.2. Construction

A roadside memorial must be constructed of material and installed in a way that will not cause injury if struck by a vehicle.

5.3. Installation of Roadside Memorials

A Council officer may provide guidance or assist in the installation of approved roadside memorials, ensuring its placement is in accordance with Council requirements, and consideration is given for the safety of road users.

5.4. Visiting and Maintenance

Council will not accept responsibility for the maintenance of any roadside memorial, or the loss, damage, removal or relocation of roadside memorials that may occur due to road maintenance, construction activities or vandalism.

5.5. Relocation and Removal

Every attempt will be made by Council officers to contact and consult the persons who applied for erection of a roadside memorial prior to the removal or relocation. A roadside memorial may be relocated or removed due to one of the following:

- There may be times when road works are required at the location of a roadside memorial. When this is required, Council will safely and carefully relocate the roadside memorial for the duration of the works and then replace it if practicable.
- If the memorial obstructs the completed road works, it may be moved to a new location.
- In instances when a roadside memorial becomes a road safety hazard, relocation or removal will occur in a safe manner.
- Any objection or complaint from nearby residents or road users regarding any aspects of roadside memorials, including the activity of visitors to the memorial, will be carefully considered and if necessary, the roadside memorial will be relocated or removed.

6. Review Timelines:

This policy will be reviewed when any of the following occur:

6.1. The related information is amended or replaced; or

6.2. Other circumstances as determined from time to time by the Council.

7. Responsibilities:

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services
Policy Owner	Manager Civil Operations
Policy Quality Control	Corporate Improvement and Strategy

EVAN PARDON
CHIEF EXECUTIVE OFFICER

9 STRATEGIC REPORTS

9.1 CIVIL OPERATIONS MONTHLY OPERATIONS REPORT - NOVEMBER 2015

File No:	**7028**
Attachments:	**1. Monthly Operations Report - Civil Operations - 30 September 2015** **2. Works Program - October - November 2015**
Authorising Officer:	**Robert Holmes - General Manager Regional Services**
Author:	**Cornelius Claassen - Civil Works Manager**

SUMMARY

This report outlines Civil Operations Monthly Operations Report 30 September 2015 and also Works Program of planned projects for the months October - November 2015.

OFFICER'S RECOMMENDATION

THAT the Civil Operations Monthly Operations Report for November 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

	September 2015
Inspections Created	229
Inspections Completed	239
Work Orders Created	254
Work Orders Completed	280

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 NOVEMBER 2015

Monthly Operations Report - Civil Operations - 30 September 2015

Meeting Date: 4 November 2015

Attachment No: 1

MONTHLY OPERATIONS REPORT
CIVIL OPERATIONS SECTION
30 September 2015

VARIATIONS, ISSUES AND INNOVATIONS

Improvements / Deterioration in Levels of Services or Cost Drivers

Restoration of damaged caused by Cyclone Marcia not completed during the Emergent Phase is still on hold while we await approval of our submissions.

1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS

The response times for completing the predominant customer requests in the reporting period of September 2015 for *Civil Operations* are as below:

All Monthly Requests (Priority 3)
Civil Operations 'Traffic Light' report
September 2015

	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	Avg Completion Time (days) Q1
			Received	Completed										
Property Accesses	6	1	5	2	8	1	1	3.83	14	5.00	7.75	7.16	8.39	5.00
Bridge Vandalism (Asset)	0	0	0	0	0	0	0	9.00	14	0.00	2.00	4.67	7.00	2.00
Bridge Maintenance (Asset)	0	0	1	1	0	0	0	10.27	60	5.00	5.50	6.40	6.40	6.00
Burn Off Advice - Reduction Burning	0	0	1	1	0	0	0	0.00	5	1.00	3.39	2.73	2.60	3.50
Bus Stops, Seating, Bus Shelters (Asset)	2	2	1	1	0	0	0	17.55	60	14.00	12.00	14.65	14.65	16.00
Drainage Miscellaneous (Asset)	26	9	17	6	28	2	2	9.43	30	8.83	26.22	40.20	42.75	10.35
Drainage Inundation (Flooding Issues) (Asset)	7	1	0	0	6	0	0	6.30	30	0.00	29.11	28.28	32.87	19.00
Drainage Kerb & Chanel (Asset)	25	3	9	4	27	2	0	13.19	30	2.75	38.03	49.19	58.20	10.80
Drainage Gully Pits (Asset)	4	4	1	1	0	0	0	9.92	30	5.00	32.85	96.35	97.77	25.88
Drainage Pipes and Culverts (Asset)	4	0	3	1	6	0	0	6.44	5	1.00	40.86	50.88	42.02	18.70
Drainage Vandalism (Asset)	0	0	0	0	0	0	0	0.00	30	0.00	0.00	0.00	0.00	0.00
Grading Unsealed Road Maintenance (Asset)	18	11	17	10	14	2	1	3.76	60	2.30	14.69	26.64	26.90	5.70
Guard Rails (Asset)	1	0	1	1	1	0	0	11.03	30	12.00	12.33	23.80	31.17	7.00
Guide Post (Asset)	0	0	0	0	0	0	0	13.06	14	0.00	21.25	21.25	11.00	0.00
Illegal Dumping (INFRA ONLY - CSO TO USE NUILIT)	3	2	3	3	1	0	0	20.61	14	8.00	23.05	25.34	29.27	13.63
Infrastructure - General Enquiry	1	0	8	6	3	0	0	4.66	2	1.78	4.12	7.33	7.54	3.04
Miscellaneous Road Issues (Asset)	61	30	55	37	49	9	0	6.63	14	3.62	19.68	28.28	28.21	9.10
Footpath & Off-Road Cycle Ways Maint. (Asset)	46	20	25	14	37	3	3	10.12	30	7.79	25.16	36.78	37.81	12.90
Potholes - Sealed Roads (Asset)	19	3	30	25	21	3	0	-0.71	5	10.38	16.10	27.75	26.61	12.82
Railway Crossings (Asset)	0	0	0	0	0	0	0	0.00	60	0.00	0.00	0.00	0.00	0.00
Rural Roadside Vegetation Slashing (Asset)	2	1	0	0	1	0	0	4.80	30	0.00	13.38	11.74	12.03	3.67
Signs & Lines (Already Existing) - (Asset)	17	10	40	30	17	5	0	3.57	10	5.47	16.43	21.22	19.38	9.37
Street Lighting - Other (Asset)	3	1	1	1	2	0	0	17.22	30	8.00	36.53	26.86	21.20	15.20
Street Lighting - Maintenance (Asset)	0	0	5	1	4	2	0	2.44	30	0.00	10.39	19.62	10.37	1.40
Street Sweeping - (Asset)	5	3	6	6	2	0	0	2.00	5	4.00	12.60	22.58	13.18	9.93
Traffic Lights (Asset)	2	1	5	2	4	3	0	0.61	14	0.50	2.66	5.47	5.74	0.33

Comments & Additional Information

Delivery statistics have improved and we will continue to strive to meet the stated timeframes.

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	**August**	**September**
Number of Lost Time Injuries	**1**	**0**	**0**
Number of Days Lost Due to Injury	**13**	**0**	**17**
Total Number of Incidents Reported	**6**	**4**	**1**
Number of Incomplete Hazard Inspections	**2**	**2**	**8**

No Lost Time Injuries and only one incident reported this month.

Risk Management Summary

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

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
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	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. 2. (2) Coordinators Urban and Rural Operations to prepare estimates for new projects and the Manager Civil Operations to review estimates. 3. Project management framework including project plans to be implemented.	30/06/2015	90%	All high risk projects being scoped, designed and design estimates being checked by Coordinator and Works Engineers. All projects have project plans and estimates undertaken. This is being undertaken in most projects.

Potential 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			100%	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)	28/04/2015	75%	Rural roads being regularly inspected. Use of RACAS inspection system to commence in September, 2014 This is to be rolled out after the Cyclone to Urban. Meeting with asset management staff to coordinate repairs has been undertaken.
"Unacceptable response times on maintenance call outs resulting in low community confidence."	Moderate 5			100%	Callout escalates until a response from a Council officer is obtained. Additional resources being allocated to improve the response times.
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	100%	10 year Works Program completed.
Contamination of land and waterways from inappropriate work practices / procedures.	Moderate 6			100%	All fuel trailers have spill kits. In field maintenance and fuelling kept to the minimum 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			100%	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:

RWC	*Rural West Control*
UCC	*Urban Central Control*
UWC	*Urban West Control*

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

End of Month General Ledger - (Inc Operating & Capital) - CIVIL OPERATIONS

As At End Of September

Report Run: 23-Oct-2015 07:58:57 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget $	Adopted Budget (Pro Rata YTD) $	YTD Actual $	YTD Commit + Actual $	Variance %	On target 25% of Year Gone
CAPITAL						
CIVIL OPERATIONS						
CP417 - 2015 URBAN DISASTER RECONSTRUCTION						
1 - Revenues	(10,000,000)	(2,500,000)	0	0	0%	✗
2 - Expenses	10,000,000	2,500,000	120,695	212,040	2%	✓
3 - Transfer / Overhead Allocation	0	0	9,817	9,817	0%	✗
Total Unit: Civil Operations Management	***0***	***0***	***130,512***	***221,857***	**0%**	✗
CP420 - CAPITAL CONTROL REVENUE CIVIL OPERATIONS						
1 - Revenues	(4,074,057)	(1,018,514)	(1,022,609)	(1,022,609)	25%	✓
Total Unit: Civil Operations Management	***(4,074,057)***	***(1,018,514)***	***(1,022,609)***	***(1,022,609)***	**25%**	✓
CP421 - CAPITAL CONTROL RURAL GRAVEL CRUSH						
2 - Expenses	0	0	240,361	240,361	0%	✗
3 - Transfer / Overhead Allocation	0	0	130,943	130,943	0%	✗
Total Unit: Civil Operations Management	***0***	***0***	***371,304***	***371,304***	**0%**	✗
CP422 - CAPITAL CONTROL RURAL OPERATIONS WEST						
1 - Revenues	0	0	(906)	(906)	0%	✓
2 - Expenses	4,309,500	1,077,375	599,442	665,454	15%	✓
3 - Transfer / Overhead Allocation	0	0	507,448	507,448	0%	✗
Total Unit: Civil Operations Management	***4,309,500***	***1,077,375***	***1,105,983***	***1,171,995***	**27%**	✗
CP427 - CAPITAL CONTROL CENTRAL URBAN OPERATIONS						
1 - Revenues	0	0	(1,450)	(1,450)	0%	✓
2 - Expenses	14,904,702	3,726,176	3,154,562	3,861,377	26%	✗
3 - Transfer / Overhead Allocation	0	0	840,721	840,721	0%	✗
Total Unit: Civil Operations Management	***14,904,702***	***3,726,176***	***3,993,834***	***4,700,649***	**32%**	✗
CP428 - CAPITAL CONTROL WEST URBAN OPERATIONS						
2 - Expenses	3,290,000	822,500	285,234	785,850	24%	✓
3 - Transfer / Overhead Allocation	0	0	69,895	69,895	0%	✗
Total Unit: Civil Operations Management	***3,290,000***	***822,500***	***355,129***	***855,745***	**26%**	✗
CP460 - Riverbank redevelopment projects						
2 - Expenses	3,360,000	840,000	87,172	1,190,450	35%	✗
3 - Transfer / Overhead Allocation	0	0	7,314	7,314	0%	✗
Total Unit: Civil Operations Management	***3,360,000***	***840,000***	***94,486***	***1,197,764***	**36%**	✗
Total Capital:	**21,790,145**	**5,447,536**	**5,028,638**	**7,496,704**	**34%**	✗

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 15 Oct	Revised Budget 1	Total Committals	Estimated Final Cost
URBAN OPERATIONS CENTRAL						
Bolsover St & Stanley St intersection Blackspot				0	0.00	102,500
Caoline St & Davis St intersection Blackspot				0	0.00	108,000
Murray St & Derby St intersection Blackspot				0	0.00	166,000
UCC-ALL-Preproject planning and desi				200,000	0.00	200,000
UCC-AS High Street-Berserker Street	29/08/2015	04/09/2015	100% Completed	0	219,134.65	220,000
UCC-AS-Annual Reseal Program				4,000,000	9,153.32	4,000,000
UCC-AS-Charles St-Musgrave St to 65/		15/07/2015	100% Completed	0	48,738.49	45,000
UCC-AS-Murray St-South St to End		15/07/2015	100% Completed	0	20,890.65	21,000
UCC-AS-Oswald Street-Upper Dawson Ro				1	14.14	1
UCC-BDG-Bridge Rehabilitation				100,000	0.00	100,000
UCC-BDG-High St Bridge Upgrade		15/07/2015	100% Completed	0	5,752.21	5,800
UCC-Bus Stop Program				151,000	6,122.58	6,200
UCC-Carpark 4 Cambridge Street Rockh				80,000	0.00	80,000
UCC-Exhibition Road Car Park	13/10/2015	20/10/2015		0	1,016.30	20,000
UCC-FP-Div 8 St. Marys Nobbs St ftpath –		15/07/2015	100% Completed	0	14,566.26	14,600
UCC-FP-Main Street-Alexandra St to W	01/07/2015	31/08/2015	100% Completed	20,000	51,552.85	52,000
UCC-FP-Reconstruction Footpaths-to be de				270,000	0.00	170,000
UCC-FP-Talford Street_Albert Street				0	281.11	0
UCC-FP-Thozet Road-Dempsey Street to	27/11/2015	04/12/2015		162,000	0.00	162,000

UCC-FP-Thozet Road-Lilley Ave to Zer				180,000	4,706.64	180,000

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 15 Oct	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-FP-Upper Dawson Road-King St to	01/07/2015	21/08/2015	100% Completed	40,000	81,208.58	82,000
UCC-FP-Upper Dawson Road-King Street				250,000	874.47	250,000
UCC-FP-Victoria Parade-Frontage of Q	14/08/2015	17/08/2015	100% Completed	0	19,595.66	20,000
UCC-LA-Land acquisition costs associ				250,000	4,059.80	250,000
UCC-MC-Beasley Street Culverts_Frenc				0	331.50	
UCC-Misc Traffic Light controllers f				100,000	0.00	100,000
UCC-MISC-Asphalt Repairs				0	498,098.45	0
UCC-NC- Kent and Denham Street		01/10/2015	100% Completed	400,000	759,218.51	770,000
UCC-NC-Ballard St-Totteridge St to e				370,000	0.00	370,000
UCC-NC-Moores Ck Rd - Kerrigan Stree			100% Completed	0	119,106.63	113,000
UCC-NC-North Rockhampton Flood Levy	07/08/2015	13/11/2015		1,400,000	1,176,452.58	1,600,000
UCC-PM-RPMs on 60 kmh roads				80,000	13,857.17	70,000
UCC-RC- Thompson Street-MacAlister S	30/06/2015	23/10/2015	95% Completed	520,000	464,870.98	520,000
UCC-RC-Alick Street-Glenmore Road to		15/07/2015	100% Completed	0	31,824.29	32,000
UCC-RC-Bertram Street _Main St to Th				400,000	16,190.88	400,000
UCC-RC-Bevis St-Wandal Rd to Cavell				0	2,722.75	3,000
UCC-RC-Birdwood Street-Dibden Street	14/09/2015	07/06/2016	10% Completed	408,000	0.00	390,000
UCC-RC-Campbell Street-Archer Street				766,125	10,252.36	766,125
UCC-RC-Cavell Street-New Exhibition	31/08/2015	13/11/2015	50% Completed	505,000	105,192.43	505,000

UCC-RC-Dibden Street-Oakley Street t	14/09/2015	07/06/2016	10% Completed	486,891	3,171.41	460,000
UCC-RC-Edward St-Painswick St to Arm	01/07/2015	08/09/2015	100% Completed	290,000	306,322.58	300,000
UCC-RC-Eldon Street-High St to Clift	15/09/2015	23/10/2015	80% Completed	160,000	63,839.28	190,000
Project Description	**Estimated/ Actual Start Date**	**Estimated/ Actual Completion Date**	**Status 15 Oct**	**Revised Budget 1**	**Total Committals**	**Estimated Final Cost**
UCC-RC-Feez Street Roundabout safety				100,000	0.00	
UCC-RC-Francis Street-Quay Street to				95,000	0.00	95,000
UCC-RC-Gregory Street-Johnson Street	17/11/2015	09/02/2016		272,000	-0.64	272,000
UCC-RC-Hindley Street-Elphinstone St				187,000	0.00	187,000
UCC-RC-Kent Street-Albert Street to		30/07/2015	100% Completed	0	30,854.84	31,000
UCC-RC-Linett Street-Bernard Street			100% Completed	0	2,313.13	2,350
UCC-RC-Maloney Street-Quinn Street t				203,000	0.00	203,000
UCC-RC-Marie Street-Skardon Street t				1	0.00	1
UCC-RC-North Street-Canning Street t				330,000	6,920.08	330,000
UCC-RC-Oakley St-Wandal Rd to Dibden	14/09/2015	07/06/2016	10% Completed	350,000	4,954.03	325,000
UCC-RC-Parnell St-Upper Dawson Rd to		15/07/2015	100% Completed	0	819.83	900
UCC-RC-Pershing Street-Morgan Street	14/09/2015	07/06/2016	10% Completed	154,000	0.00	100,000
UCC-RC-Rodboro Street-Dean Street to				133,000	0.00	133,000
UCC-RC-Sharples Street (Berserker Street				706,680	0.00	706,680
UCC-RC-Skardon Street-Edington Stree				1	0.00	1
UCC-RC-South Street-Murray Street to				1	0.00	1
UCC-RC-Stamford Street-Dean Street t				1	0.00	1

UCC-RC-Wooster Street-Hutton Street				1	0.00	1
UCC-RS-Div 6 East Lane Off Denham St		15/07/2015	100% Completed	0	4,604.57	4,600
UCC-RS-Road Safety Minor Works Progr				100,000	8,404.60	80,000
UCC-SL-Street Lighting Improvement P				50,000	0.00	50,000
UCC-SW-Beasley St Culvert Debris Def				100,000	0.00	100,000
Project Description	**Estimated/ Actual Start Date**	**Estimated/ Actual Completion Date**	**Status 15 Oct**	**Revised Budget 1**	**Total Committals**	**Estimated Final Cost**
UCC-SW-Caribbea Estate Stg 2				250,000	331.54	250,000
UCC-SW-Dean Street-Rodboro Street				630,000	108,792.63	600,000
UCC-SW-Denham Street-West Street to				0	10,219.25	3,000
UCC-SW-Harrow Street-Number 2/4	03/02/2015	03/03/2016		220,000	3,289.06	220,000
UCC-SW-Harrow Street-Number 60	04/01/2016	03/02/2016		200,000	1,173.28	200,000
UCC-SW-Highway Street-Renshaw St to		15/07/2015	100% Completed	6,000	4,498.20	4,500
UCC-SW-Oakley Street-Dibden Street to Jardine Park Stage 1	14/09/2015	07/06/2016	10% Completed	345,000	107,865.56	345,000
UCC-SW-Oakley Street-Dibden Street to Jardine Park Stage 2				125,000	0.00	0
UCC-SW-Park Street Stage 2B_Alick St				300,000	15,260.22	300,000
UCC-SW-Park Street Stage 3-Glenmore				500,000	0.00	500,000
UCC-SW-Parris Street-Number 20/24		15/07/2015	100% Completed	0	1,504.87	1,500
UCC-SW-Replace Stormwater Inlets				55,000	0.00	55,000
UCC-SW-Rigalsford Park Levy Banks		15/07/2015	100% Completed	0	51,543.12	52,000
UCC-SW-Rockonia Road Culvert Debris				70,000	0.00	70,000
UCC-SW-Stack Street Stg1 Drainage Sc	12/10/2016	12/01/2016	Started	450,000	3,280.65	350,000

UCC-SW-Stamford Street-No 88	20/07/2015	19/08/2015	100% Completed	92,000	96,636.53	96,000
UCC-TL-Dean Street_Kerrigan Street Inter				0	0.00	20,000
UCC-TM-East Street-Fitzroy St to Arc		15/07/2015	100% Completed	50,000	51,928.26	52,000
UCC-TM-Thozet Road & Rockonia Road		09/10/2015	100% Completed	0	115,660.42	115,000
				17,662,702	**4,689,974**	**18,698,761**

URBAN WEST OPERATIONS

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 15 Oct	Revised Budget 1	Total Committals	Estimated Final Cost
Low cost sealing of minor roads				100,000	0.00	100,000
UWC-Annual Reseal Program				500,000	0.00	102,800
-UWC-Archer Road-McLaughlin Street to		13/09/2015	100% Completed	0	23,910.60	26,300
-UWC-Arlott Street-Stover Street to B		13/09/2015	100% Completed	0	13,422.00	14,800
-UWC-Breakspear Street-41/45 Breakspe		13/09/2015	100% Completed	0	39,258.80	43,200
-UWC-Charles Crescent-Johnson Road to		13/09/2015	100% Completed	0	5,455.60	6,000
-UWC-Cherryfield Road-Johnson Road to		13/09/2015	100% Completed	0	18,206.30	20,000
-UWC-Fenwick Street-Conaghan Street t		13/09/2015	100% Completed	0	20,023.00	22,000
-UWC-Fisher Street-Johnson Road to Pl		13/09/2015	100% Completed	0	26,830.60	29,500
-UWC-Ian Besch Drive-Fisher Street to		13/09/2015	100% Completed	0	18,918.30	20,800
-UWC-James Street-Platen Street to Jo		13/09/2015	100% Completed	0	3,782.20	4,200
-UWC-Jillian Court-Old Capricorn High		13/09/2015	100% Completed	0	7,345.60	8,100
-UWC-John Street-Lawrie Street to Jam		13/09/2015	100% Completed	0	11,948.20	13,100

-UWC-Labanka Crescent-7 Labanka Cresc		13/09/2015	100% Completed	0	10,590.60	11,700
-UWC-Lawrence Crescent-Johnson Road t		13/09/2015	100% Completed	0	3,752.80	4,100
-UWC-Lucas Street-67 Lucas Street to		13/09/2015	100% Completed	0	15,424.00	17,000
-UWC-Mallet Street-Russell Street to		13/09/2015	100% Completed	0	5,998.00	6,600
-UWC-McLaughlin Street-Periman Street		13/09/2015	100% Completed	0	34,869.60	38,400
-UWC-O'Shanesy Street-26-28 O'Shanesy		13/09/2015	100% Completed	0	17,786.60	19,600
-UWC-Perriman Street-McLaughlin Stree		13/09/2015	100% Completed	0	4,158.10	4,600
Project Description	**Estimated/ Actual Start Date**	**Estimated/ Actual Completion Date**	**Status 15 Oct**	**Revised Budget 1**	**Total Committals**	**Estimated Final Cost**
-UWC-Platen Street-Lawrie Street to F		13/09/2015	100% Completed	0	20,319.20	22,400
-UWC-Platen Street-Lawrie Street to J		13/09/2015	100% Completed	0	6,559.20	7,200
-UWC-Sage Street-Origano Avenue to Cu		13/09/2015	100% Completed	0	11,099.00	12,200
-UWC-Sunset Drive-McLaughlin Street t		13/09/2015	100% Completed	0	6,067.90	6,700
-UWC-Thora Street-Stover Street to Ar		13/09/2015	100% Completed	0	12,172.80	13,400
-UWC-Ward Street-Stover Street to Arl		13/09/2015	100% Completed	0	12,403.20	13,600
-UWC-Whitman Street-Stover Street to		13/09/2015	100% Completed	0	10,662.60	11,700
UWC-Brooks St Drainage FSC Plan 387				500,000	0.00	500,000
UWC-FP-Johnson Rd-Warra Pl to School		15/07/2015	100% Completed	0	5,656.30	5,700
UWC-FP-Lawrie St outside #17				3,000	0.00	3,000
UWC-FP-Lawrie St-Ranger St to Platte		15/07/2015	100% Completed		3,620.84	3,600
UWC-FP-Middle Road-Johnson Road to S	28/09/2015	20/10/2015	80% Completed	63,000	8,919.65	50,000
UWC-FP-O'Shanesy Street-Lawrie St t	25/08/2015	25/09/2015	100% Completed	39,000	47,346.70	48,000

UWC-GR-Armstrong Lane Gracemere CH 0				0	7,992.07	8,000
UWC-NC-Middle Road-Capricorn Street			100% Completed	0	124,545.24	23,180
UWC-NC-Middle Road-Capricorn Street	20/08/2015	31/03/2016	25% Completed	2,000,000	211,833.93	1,670,000
UWC-NC-Phillips St Mt Morgan				0	2,168.26	
UWC-NC-Possum St Mt Morgan				0	22,586.11	
UWC-NC-Pugh St Mt Morgan				0	4,336.54	
UWC-RS-Gracemere Depot Carpark				0	874.17	880
UWC-SLS-O'Shanesy Street-1 O'Shanesy				0	8,990.51	2,100
UWC-SL-Streetlighting Improvement Pr				50,000	0.00	50,000
Project Description	**Estimated/ Actual Start Date**	**Estimated/ Actual Completion Date**	**Status 15 Oct**	**Revised Budget 1**	**Total Committals**	**Estimated Final Cost**
UWC-Stewart Street - Somerset Road to Bo				70,000	0.00	70,000
UWC-SW-Replace Stormwater Inlets				35,000	0.00	35,000
				3,360,000	**809,835**	**3,069,460**
RURAL OPERATIONS WEST						
-RWC-NC-Renewal of Unsealed Road Grav	01/07/2015	30/06/2016		1,700,000	0	997,283
-RWC-GR -Smith Rd Ch 2.0-2.17 km:		16/07/2015	100% Completed	0	12,758	12,758
-RWC-GR -Weir Park Rd Ch0.0-1.3km:		16/07/2015	100% Completed	0	25,320	25,320
-RWC-GR -Yarra Rd Ch 4.6-5.1km: 5		16/07/2015	100% Completed	0	29,475	29,475
-RWC-GR-Callan Ave Kabra Ch 0.0 - 0.8		17/08/2015	100% Completed	0	17,464	17,464
-RWC-GR-Calmorin Rd Ridgelands Ch 4.2					32,452	40,000
-RWC-GR-Dunphy Rd Gogango Ch 0.0-0.03		03/08/2015	100% Completed	0	10,147	10,147

-RWC-GR-Evans Rd Ridgelands Ch 0.3 -					4,892	5,000
-RWC-GR-Garnant Rd Garnant Ch 5.4-6.5			100% Completed	0	79,084	79,084
-RWC-GR-Glenroy Rd Morinish Ch 16.57		18/08/2015	100% Completed	0	36,865	36,865
-RWC-GR-Glenroy Rd Morinish Ch 26.4 -				0	33,265	80,000
-RWC-GR-Harding Rd Alton Downs Ch 0.0		13/08/2015	100% Completed	0	10,066	10,066
-RWC-GR-Hume Rd Kabra Ch 0.8 - 1.2km		17/08/2015	100% Completed	0	13,196	13,196
-RWC-GR-Josefski Rd Stanwell Ch 0.0 -				0	21,467	30,000
-RWC-GR-Kabra Rd Kabra Ch 855 - 2930				0	10,393	10,393
-RWC-GR-Lion Mountain Rd Alton Downs/			100% Completed	0	11,043	11,043
-RWC-GR-Morinish Rd Morinish Ch 0.4-0			100% Completed	0	34,613	34,613
-RWC-GR-North Langmorn Rd Marmor Ch 0		16/07/2015	100% Completed	0	46,025	46,025
Project Description	**Estimated/ Actual Start Date**	**Estimated/ Actual Completion Date**	**Status 15 Oct**	**Revised Budget 1**	**Total Committals**	**Estimated Final Cost**
-RWC-GR-Nugget Ave Bouldercombe Ch 0.			100% Completed	0	17,351	17,351
-RWC-GR-Offord Road Marmor Ch 0.0 - 0.69		13/08/2015	100% Completed	0	17,822	17,822
-RWC-GR-Old Capricorn Hwy Gracemere R				0	2,909	2,909
-RWC-GR-Pocock Rd Stanwell Ch 0.155-0				0	108	15,000
-RWC-GR-San Jose Rd Marmor Ch 0.26-0.66 2		13/08/2015	100% Completed	0	59,538	59,538
-RWC-GR-Sandy Creek Rd Bushley Ch 0.5					793	50,000
-RWC-GR-Thirsty Creek Rd Gogango Ch 3		17/08/2015	100% Completed	0	48,648	48,648
RWC-Annual Reseal Program	02/11/2015	01/12/2015		400,000	0	400,000
RWC-BDG-River Street				0	18,459	

RWC-BDG-Rosewood Road-Neerkol Creek	01/07/2015	30/10/2015		250,000	147,856	160,000
RWC-GR-T Ramm Rd Marmor 0.0 - 0.3		16/07/2015		0	0	
RWC-Inslay Avenue-Bouldercombe-Ch 0-	26/02/2016	11/03/2016		150,000	0	150,000
RWC-LSS-Malchi-Nine Mile Road_Ch 3.3				0	3,291	0
RWC-LSS-Struck Oil Road_Ch 1.3 to 1.				0	2,828	0
RWC-NC-Clem Clark Rd		30/06/2016		50,000	0	50,000
RWC-NC-Malchi Nine Mile Road-Ch 3.3	06/11/2015	07/12/2015		400,000	2,530	400,000
RWC-NC-Pink Lily Road-Upgrading to s	06/10/2015	05/11/2015		400,000	22,615	400,000
RWC-RC-McKenzie Rd-Ch 4.392 to Ch 5.				0	3,641	
RWC-RC-Nine Mile Rd floodway Ch7.85-	15/04/2016	02/06/2016		344,500	0	344,500
RWC-RC-Rosewood Road Ch 13.45	18/01/2016	02/02/2016		50,000	0	50,000
RWC-RC-Stanwell Waroula Road-Ch 7.85	22/03/2016	22/04/2016		400,000	0	400,000
RWC-RC-Struck Oil Road-Ch 1.20-1.80	14/03/2016	07/04/2016		100,000	0	100,000
Project Description	**Estimated/ Actual Start Date**	**Estimated/ Actual Completion Date**	**Status 15 Oct**	**Revised Budget 1**	**Total Committals**	**Estimated Final Cost**
RWC-RS-Brown Close Gracemere Ch 0.00					64	
RWC-RS-Four Mile Rd Kabra Ch 0.0 to					504	
RWC-RS-Hewill Drive Gracemere Ch 0.0					118	
RWC-RS-Latimer Ave Gracemere Ch 0.0					80	
RWC-RS-Marmor School Carpark Marmor		16/07/2015	100% Completed	0	432	432
RWC-RS-McEvoy Rd Kabra Ch 0.0 to 2.1					80	
RWC-RS-McKenzie Rd Alton Downs Ch 0.					578	

RWC-RS-Old Coach Rd Bajool Ch 8.8 to					1,287	
RWC-RS-South Ulam Rd Bajool Ch 11.16					542	
RWC-SW- Kabra Road-Ch 3.5 to Ch 3.6		13/11/2015		150,000	396,791	400,000
RWC-SW-Alton Downs Nine Mile Road-Ch				0	25,800	
RWC-SW-Alton Downs Nine Mile Road-Ch	18/12/2015	15/01/2016		80,000	0	80,000
RWC-SW-Glenroy Road-Ch 22.62	18/11/2015	02/12/2015		40,000	2,426	40,000
RWC-SW-Glenroy Road-Ch 9.84				0	2,708	
RWC-SW-Kabra Road-Ch 1.94	04/03/2016	18/03/2016		65,000	0	65,000
RWC-SW-South Yaamba Road-Ch 3.76 9.	03/02/2016	03/03/2016		80,000	1,692	80,000
				4,659,500	**1,210,012**	**4,819,932**
				25,682,202	**6,709,820**	**26,588,153**

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

As at period ended September 2015 25% of year elapsed.

Overall the expenditure is around the 28% including committals which are close to the budget forecast.

End of Month General Ledger - (Inc Operating & Capital) - CIVIL OPERATIONS

As At End Of September

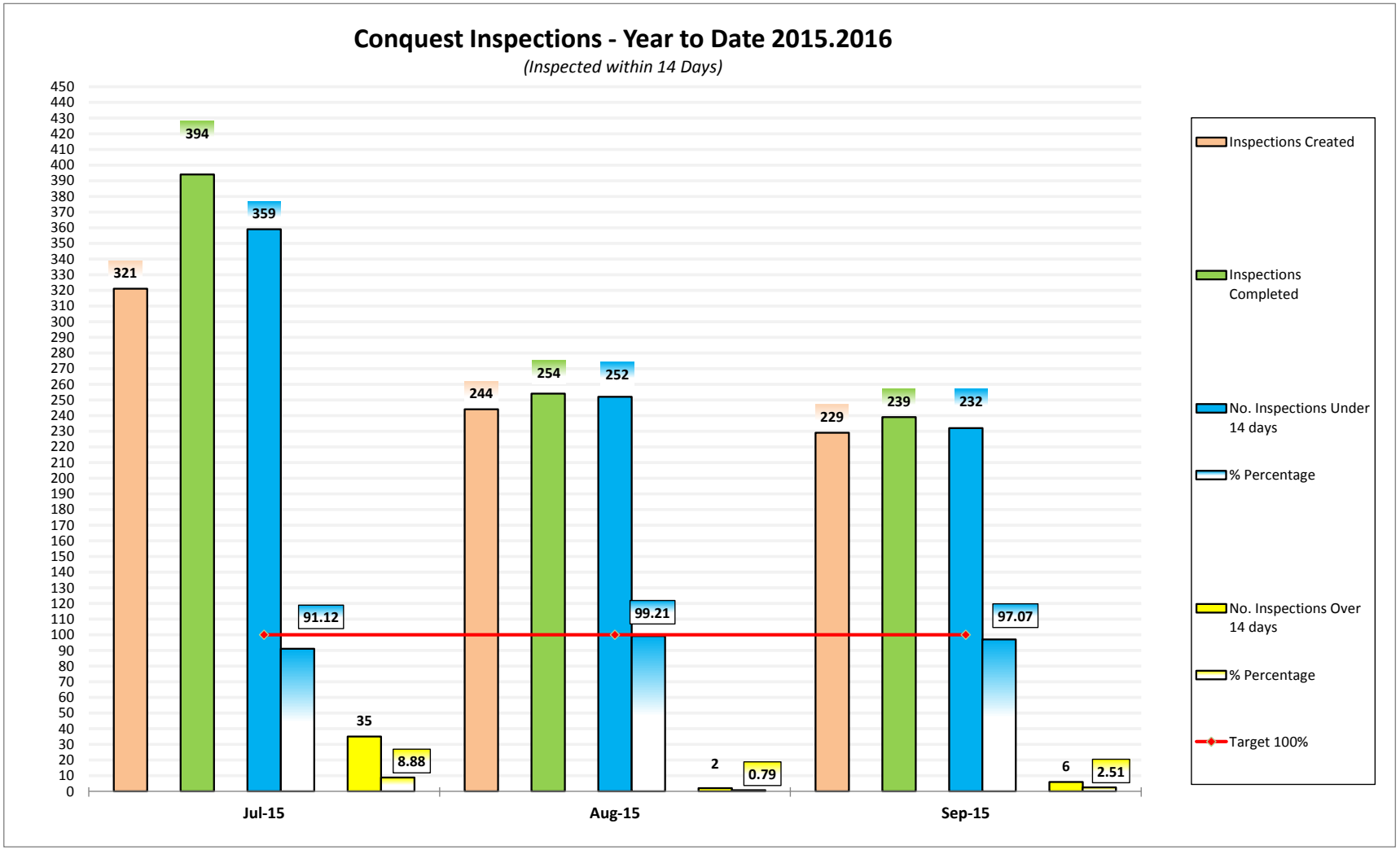
Report Run: 23-Oct-2015 07:58:57 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget $	Adopted Budget (Pro Rata YTD) $	YTD Actual $	YTD Commit + Actual $	Variance %	On target 25% of Year Gone
OPERATIONS						
CIVIL OPERATIONS						
Urban Operations						
1 - Revenues	(3,167,000)	(791,750)	(1,089,406)	(1,089,406)	34%	✓
2 - Expenses	6,198,707	1,549,677	2,028,933	2,293,944	37%	✗
3 - Transfer / Overhead Allocation	1,891,300	472,825	2,763	2,763	0%	✓
Total Unit: Urban Operations	***4,923,007***	***1,230,752***	***942,290***	***1,207,301***	**25%**	✓
Rural Operations						
1 - Revenues	(1,685,300)	(421,325)	(889,964)	(889,964)	53%	✓
2 - Expenses	4,011,793	1,002,948	509,187	538,804	13%	✓
3 - Transfer / Overhead Allocation	1,428,300	357,075	541,327	541,327	38%	✗
Total Unit: Rural Operations	***3,754,793***	***938,698***	***160,549***	***190,166***	**5%**	✓
Civil Operations Management						
1 - Revenues	(35,000)	(8,750)	(4,970)	(4,970)	14%	✗
2 - Expenses	17,987,184	4,496,796	4,447,768	4,488,761	25%	✓
3 - Transfer / Overhead Allocation	(1,518,124)	(379,531)	(330,503)	(330,503)	22%	✗
Total Unit: Civil Operations Management	***16,434,060***	***4,108,515***	***4,112,295***	***4,153,288***	**25%**	✗
Total Operations:	**25,111,860**	**6,277,965**	**5,215,134**	**5,550,755**	**22%**	✓

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

5.1 Conquest Inspections *Customer Request / Conquest Inspections* (finalised within 14 working days)

Service Delivery Standard	Target	Current Performance
(Received September 229 inspections, 239 Completed 6 inspections outside the standard 14 days	100%	**97.07%**

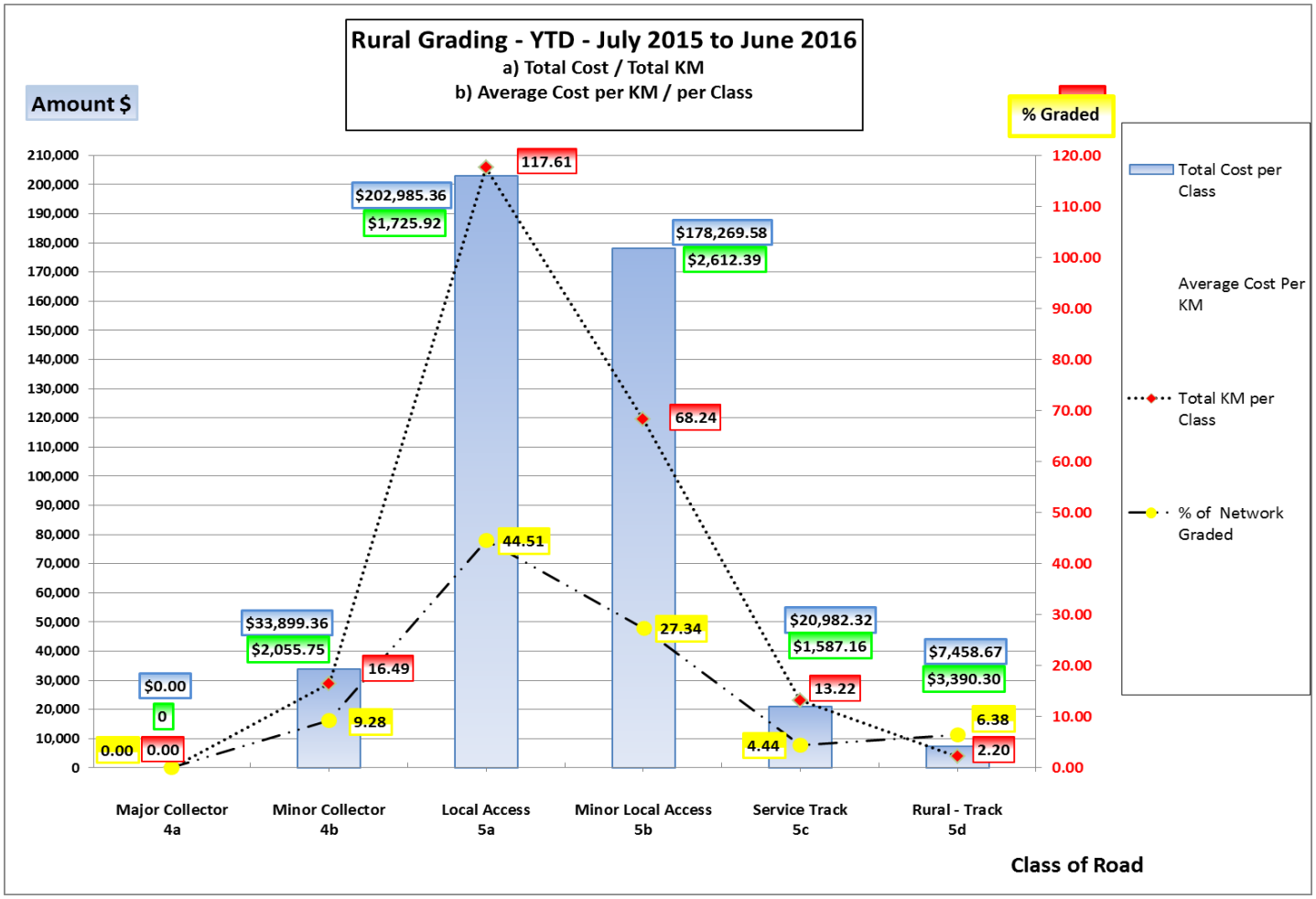


5.2 Unsealed Road Surface Condition Summary

Council's unsealed road network is maintained through scheduled actions, and not by the use of intervention levels. Grading and re gravelling priorities are determined through regular inspections by suitably experienced road inspectors.

Rural Grading - YTD – July to June 2016

Class	Description of Class	Network Total Length KM	Total KM per Class	Total Cost per Class	Average Cost Per KM	% of Network Graded
4a	Major Collector	88.39	0.00	$0.00	0	0.00
4b	Minor Collector	177.66	16.49	$33,899.36	$2,055.75	9.28
5a	Local Access	264.21	117.61	$202,985.36	$1,725.92	44.51
5b	Minor Local Access	249.56	68.24	$178,269.58	$2,612.39	27.34
5c	Service Track	297.84	13.22	$20,982.32	$0.00	4.44
5d	Rural - Track	34.49	2.20	$7,458.67	$0.00	6.38
	Total	1112.15	217.76	$443,595.29	$2,037.08	19.58



CIVIL OPERATIONS MONTHLY OPERATIONS REPORT NOVEMBER 2015

Works Program
October - November 2015

Meeting Date: 4 November 2015

Attachment No: 2

Construction and Works Program - October - November 2015

Council's Civil Operations Section advises the proposed road and associated road reserve network works and other planned projects to be conducted throughout the Region in October - November 2015 subject to weather conditions and other competing priorities. Please note that the information listed in the Potential Interruptions section is general information and does not override the information that is provided to the Emergency Services Personnel and Bus Company's etc.

Rural West Area				
Work Location	**Work Description**	**Start**	**Finish**	**Potential Interruptions**
RWC-Glenroy Road Floodway	Floodway	Mid November	Early December	Traffic Controllers & Speed Restrictions
RWC-Malchi Nine Mile Road		Early November	Early December	Traffic Controllers & Speed Restrictions
RWC-Pink Lily Rd Drainage	Drainage	Early October	Late October	Traffic Controllers & Speed Restrictions
RWC-Pink Lily Road Seal	Reseal	Early October	Early November	Traffic Controllers & Speed Restrictions

Urban Central Area				
Work Location	**Work Description**	**Start**	**Finish**	**Potential Interruptions**
UCC-Carpark Exhibition Road	CarP	Early October	Mid October	Traffic Controllers & Speed Restrictions
UCC-Charles St FP Berseker to Tomkins	Footpath	Mid November	Late November	Traffic Controllers & Speed Restrictions
UCC-Creek Cleaning Frenchmans	Creek	Mid October	Mid December	Traffic Controllers & Speed Restrictions
UCC-FP-Thozet Road-Dempsey Street to Dunbar (221-225)	Footpath	Late November	Early December	Traffic Controllers & Speed Restrictions
UCC-NRFM Levee bank Earthworks	NRFM	Early August	Mid November	Traffic Controllers & Speed Restrictions
UCC-RC- Thompson Street-MacAlister to Ingram Street/s	Re-construction	Early July	Mid October	Traffic Controllers & Speed Restrictions
UCC-RC-Birdwood Street-Dibden Street to Wandal Road	Re-construction	Mid September	Early June 2016	Traffic Controllers & Speed Restrictions
UCC-RC-Cavell Street-New Exhibition Road to Haig Street	Re-construction	Late August	Mid November	Traffic Controllers & Speed Restrictions
UCC-RC-Dibden Street-Oakley Street to Birdwood Street	Re-construction	Mid September	Early June 2016	Traffic Controllers & Speed Restrictions
UCC-RC-Eldon Street-High St to Clifton St	Re-construction	Mid September	Mid October	Traffic Controllers & Speed Restrictions
UCC-RC-Gregory Street-Johnson Street to Sturt Street	Re-construction	Mid November	Early February 2016	Traffic Controllers & Speed Restrictions
UCC-RC-Oakley St-Wandal Rd to Dibden	Re-construction	Mid September	Early June 2016	Traffic Controllers & Speed Restrictions
UCC-RC-Pershing Street-Morgan Street to Dibden Street	Re-construction	Mid September	Early June 2016	Traffic Controllers & Speed Restrictions
UCC-RC-Quay Street-Fitzroy St to Denham St	Re-construction	Early November	Aug-16	Traffic Controllers & Speed Restrictions
UCC-RC-Victoria Parade -Cambridge St to Archer St	Re-construction	Mid October	Late February 2016	Traffic Controllers & Speed Restrictions
UCC-St Mary School FP Crn Randwick and Burnett	Footpath	Late October	Mid November	Traffic Controllers & Speed Restrictions

Work Location	Work Description	Start	Finish	Potential Interruptions
UCC-St Mary School FP Nobb St - Burnett to Elphinstone	Footpath	Mid October	Late October	Traffic Controllers & Speed Restrictions
UCC-SW-Dean Street-Rodboro Street Stage 2	Stormwater	Early November	Early February 2016	Traffic Controllers & Speed Restrictions
UCC-SW-Oakley Street-Dibden Street to Jardine Park St 1	Stormwater	Mid September	Early June 2016	Traffic Controllers & Speed Restrictions
UCC-SW-Oakley Street-Dibden Street to Jardine Park St 2	Stormwater	Mid September	Early June 2016	Traffic Controllers & Speed Restrictions
UCC-SW-Stack Street Stg1 Drainage Scheme	Stormwater	Mid October	Mid January 2016	Traffic Controllers & Speed Restrictions
Urban West Area				
Work Location	**Work Description**	**Start**	**Finish**	**Potential Interruptions**
UWC-FP-Middle Road-Johnson Road to School Boundary	Footpath	End September	Mid October	Traffic Controllers & Speed Restrictions
UWC-NC-Middle Road-Capricorn to Macquarie St/s St 2	New construction	Late August	Late March 2016	Traffic Controllers & Speed Restrictions

9.2 ENGINEERING SERVICES MONTHLY OPERATIONS REPORT - NOVEMBER 2015

File No:	**7028**
Attachments:	**1. Monthly Operations Report - Engineering Services - 30 September 2015**
Authorising Officer:	**Robert Holmes - Acting Chief Executive Officer**
Author:	**Martin Crow - Manager Engineering Services**

SUMMARY

This report outlines Engineering Services Monthly Operations Report for the period to the end of September 2015.

OFFICER'S RECOMMENDATION

THAT the Engineering Services Monthly Operations Report for November 2015 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 1 month.

ENGINEERING SERVICES MONTHLY OPERATIONS REPORT NOVEMBER 2015

Monthly Operations Report - Engineering Services – 30 September 2015

Meeting Date: 4 November 2015

Attachment No: 1

MONTHLY OPERATIONS REPORT

ENGINEERING SECTION

Period Ended 30 September 2015

VARIATIONS, ISSUES AND INNOVATIONS

Innovations

The Disaster Management Officer is currently working on a pilot project that will allow the automatic identification of property numbers and residents impacted by a particular Fitzroy River flood height.

Improvements / Deterioration in Levels of Services or Cost Drivers

The second round of recruitment for a Senior Floodplain Management Engineer to work on Floodplain Management and Stormwater has been completed and we are awaiting a response from our preferred candidate.

Turnaround times on customer requests appear to be steadily improving. Development assessment timeframes have also improved but volumes have reduced.

LINKAGES TO OPERATIONAL PLAN

1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS

The response times for completing the predominant customer requests in the reporting period for 30 September 2015 are as below:

All Monthly Requests (Priority 3)
Engineering 'Traffic Light' report
September 2015

	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	Avg Completion Time (days) Q1
			Received	Completed										
Abandoned Vehicles (INFRA USE ONLY NOT CS) (Asset)	25	0	0	0	25	0	0	35.12	90	0.00	90.43	75.26	76.94	14.00
Rural Property Addressing (Existing)	1	1	4	4	0	0	0	0.00	28	5.25	4.50	5.47	5.50	5.17
Urban Addressing (General)	2	2	5	4	1	0	0	1.36	28	2.75	6.67	5.54	5.54	6.00
Rural Property Addressing (New)	2	2	3	2	1	0	1	0.34	28	4.00	6.25	9.91	9.58	4.14
Development - Dust, Erosion, Noise	0	0	0	0	0	0	0	0.00	28	0.00	0.50	16.60	12.00	1.00
Disaster Management - General Enquiry SES	0	0	0	0	0	0	0	0.00	5	0.00	15.00	13.25	3.50	0.00
Development - Miscellaneous	0	0	1	0	1	0	0	-0.02	28	0.00	2.38	6.07	4.80	2.00
Development - Noise (Subdivision/Ops Works)	0	0	0	0	0	0	0	0.00	14	0.00	0.00	0.00	0.00	0.00
Development - Road Drainage	1	0	0	0	1	0	0	7.28	28	0.00	4.00	10.29	21.86	4.00
Engineering - General Enquiry	5	3	0	0	2	0	0	3.15	14	0.00	16.33	26.67	24.24	26.50
Flood Management Creeks/Rivers	3	2	3	3	1	0	0	0.00	10	2.67	2.91	17.53	30.33	3.50
Heavy Vehicles (Not related to MTCE)	0	0	0	0	0	0	0	0.00	28	0.00	0.00	0.00	0.00	0.00
Infra. Operations Unit - General Enq (D/Planner)	0	0	5	4	1	0	0	5.80	28	7.25	5.65	8.06	5.14	8.56
IOU- Water and Sewer (Infra use only to FRW)	0	0	0	0	0	0	0	0.00	28	0.00	0.00	0.00	0.00	0.00
Petition (Infra Use Only)	1	0	0	0	1	0	0	0.00	90	0.00	0.00	0.00	0.00	0.00
Roundabout/Medians (Not related to MTCE)	1	0	0	0	1	0	0	3.21	28	0.00	0.00	45.00	101.33	0.00
Speed Limits/Traffic Volumes (Not related to MTCE)	1	0	2	2	1	0	0	-0.09	28	10.50	8.25	42.82	25.35	7.50
Signs & Lines (New Request - not already existing)	22	16	14	8	12	1	0	26.94	28	7.50	14.11	37.13	29.12	11.25
Traffic Signals (Stop Light) (Not related to MTCE)	1	1	0	0	0	0	0	13.89	28	0.00	54.00	29.25	29.25	16.00
Traffic Counts	2	1	1	0	2	0	0	1.90	28	0.00	3.83	15.79	9.00	5.25

Comments & Additional Information

As at 1 September 2014, Engineering Services have adopted Service Levels for their Child Request Codes.

The Priority Escalation timeframes are only used as a notification reminder process.

These Service Levels have been set up in Pathways under Priority Escalation and Estimated Duration Maintenance parameters.

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	**August**	**September**
Number of Lost Time Injuries	**0**	**0**	**0**
Number of Days Lost Due to Injury	**0**	**0**	**0**
Total Number of Incidents Reported	**0**	**0**	**0**
Number of Incomplete Hazard Inspections	**0**	**0**	**0**

Risk Management Summary

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

Potential Risks	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	1. Undertake staffing level review and business planning for Engineering Services. 2. Improve focus on professional development and training (including graduate development program) by management implementing appropriate training and development plans and staff completing them.	1/7/16	60%	T&D plans implemented in Design Services. Staffing review and minor restructure proposal carried out in May 2015 and currently being implemented.

Potential Risks	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
Breach of the Professional Engineers Act resulting in installation of unsafe infrastructure or infrastructure that does not meet legislative requirements causing the following possible impacts to Council: Service delivery delays; negative financial impacts; possible serious harm to public/workers; and reputation tarnished.	High 4	1. Make RPEQ qualification mandatory for some positions in the future. 2. Request technical staff to obtain their RPEQ if possible.	31/12/16	50%	Has been included as identified training for some in performance appraisals. New Coordinator Development Engineering is an RPEQ.
Inadequate Developer Contributions for Infrastructure resulting in a cost impost on ratepayers and reduction in funds available for other projects.	High 4	1. Further assessment & refinement of existing adopted charges resolution to ensure adequacy and accuracy. 2. Council adoption of SPA compliant Local Government Infrastructure Plan (LGIP).	30/06/16	90%	LGIP adopted with new planning scheme. AICR amended to reflect changes. Council now has until 30 June 2016 to produce Works Schedule in accordance with SPA.
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	1. Continued refinement of forward works program. 2. Development of indicative estimating tool. 3. Develop Network specific prioritisation processes.	1/7/16	75%	FWP further developed each year at budget time. Future design and concept budget included in capital budget. Draft prioritization process for pathways has been developed. Draft prioritization process for stormwater has been developed.
Inadvertent non-compliance with design requirements or legislative requirements leading to in installation of inappropriate or unsafe infrastructure, or infrastructure that	High 5	Improved focus on professional development & training by completing and implementing appropriate training and development plans.	1/7/15	90%	T&D plans implemented in Design Services.

Potential Risks	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
does not meet technical standards resulting in legal action against 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	1/7/16	40%	Action has stalled due to competing priorities for DMO. Previous work is now somewhat dated and needs to be revisited.
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.	1/7/16	70%	Additional information provided to encourage volunteers. Information on roles and responsibilities avaialbe. Managerial support is evident. Willingness of staff to volunteer for these roles prior to an event is still relatively low. Other issues have stalled due to competing priorities for DMO.
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	High 5	Implement MOU with EMQ regarding shared management responsibilities for the SES, supported with appropriate funding and training.	1/7/16	60%	Action has stalled due to restructure of Emergency Services at a State Level and competing priorities for DMO and SES LC.

Potential Risks	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
to the event, resulting in: community expectations unable to be met; a negative financial impact and reputational damage to Council.					
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).	High 4	1. Identify LDMG members that require training in disaster management arrangements. 2. Review Disaster Management Policy and seek commitment from Council departments.	1/7/15	100%	DM Policy has been updated and adopted by Council. Council LDMG members are appropriately trained. Other LDMG members are legislatively required to provide members suitably experienced and trained to perform role. Sufficient experience and knowledge broadly across the membership to manage decision making process.

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:

GIA	*Gracemere Industrial Area*
SRFL	*South Rockhampton Flood Levee*

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
ENGINEERING SERVICES CAPITAL WORKS PROGRAM					
Costs as at 02/10/15					
Gracemere Industrial Area Planning	1/7/15	30/6/16	Not Started	$5,000	$0
Comment: Most likely will be allocated to signage requirements.					
Priority Infrastructure Planning Contingency	1/7/15	30/6/16	Not started	$50,000	$0
Comment: Unknown costs associated with external LGIP review.					
Monier Road Industrial Area Drainage	1/7/15	30/6/16	In Progress	$25,000	$0
Comment: Represents amount owing to Developer for installation of additional drainage in conjunction with development woks. Awaiting an invoice from the developer. Also linked to a compliance matter.					
Traffic and Road Safety Minor Works Program	1/7/15	30/6/16	In Progress	$90,000	$0
Comment: Allocated to Diplock Street LATM, Dean St / Vallis St Intersection and Rundle Street Parking. Awaiting completion.					

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
Preliminary design and concepts	1/7/15	30/6/16	Not Started	$200,000	$0
Comment: Budget to allow progression of preliminary designs and estimates for future year works.					
Flood Valves North Rockhampton	1/7/15	30/6/16	In Progress	$50,000	$78,493
Comment:. Temporary levee has been purchased but awaiting arrival. Fraser and Dowling St levee construction has commenced. This budget to be read in conjunction with Budgets in Civil Operations and FRW.					

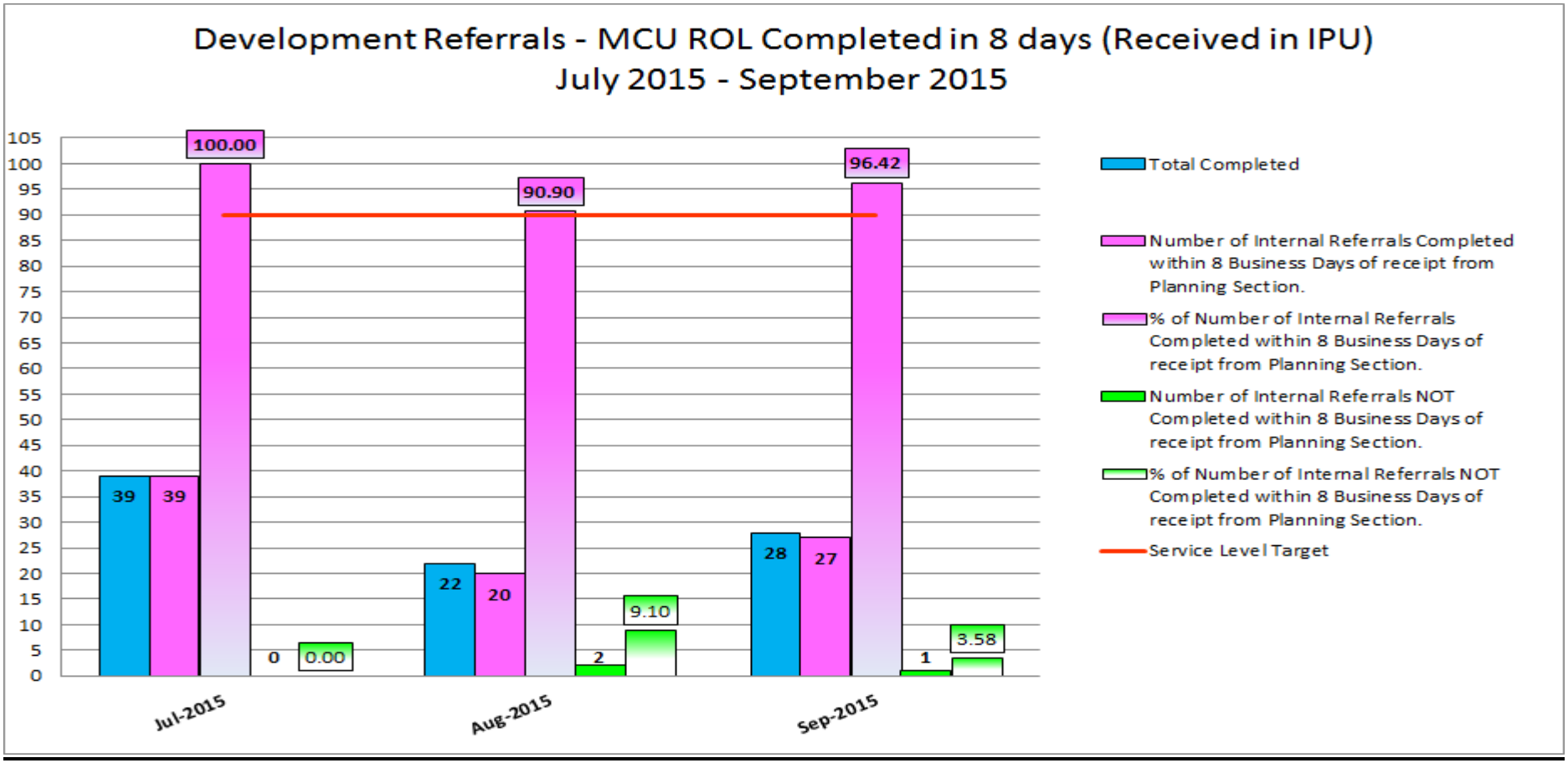
4. ACHIEVEMENT OF OPERATIONAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

As at period ended 23 October 2015 – 31% of year elapsed

Project	Revised Budget	Actual (incl. committals)	% budget expended	Explanation
Traffic / Transport Planning Consultancy Budget	*$75,000*	*$0*	*0%*	*Rockhampton Area wide transport study in conjunction with TMR Traffic and Ped investigation at Hillcrest hospital.*
Stormwater Drainage Planning Consultancy Budget	*$315,000*	*$97,572*	*31%*	*Refinement of Local Creek catchment works. Wackford St investigation, Webber Park investigation..*
Road Safety Consultancy Budget	*$30,000*	*$0*	*0%*	*Likely to be used for road safety audits related to blackspot program.*
Roads Alliance Consultancy Budget	*$50,000*	*$52,389*	*105%*	*Technical and administrative support for Rockhampton Regional Roads and Transport Group.*
Water and Sewerage Planning Consultancy Budget	*$20,000*	*$0*	*0%*	*Nominal allocation. Project not identified.*
Resumptions of Land / easements	*$100,000*	*$8,095*	*8%*	*Utilised acquisition of land / easements for existing infrastructure or projects in future years.*
Disaster Management Consultancy Budget	*$50,000*	*$14,475*	*29%*	*Guardian reporting Pilot project*

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

Service Delivery Standard		Target	Current Performance
Development MCU, ROL Completed in 8 days	(Graph 1 below)	**90%**	**96.42%**

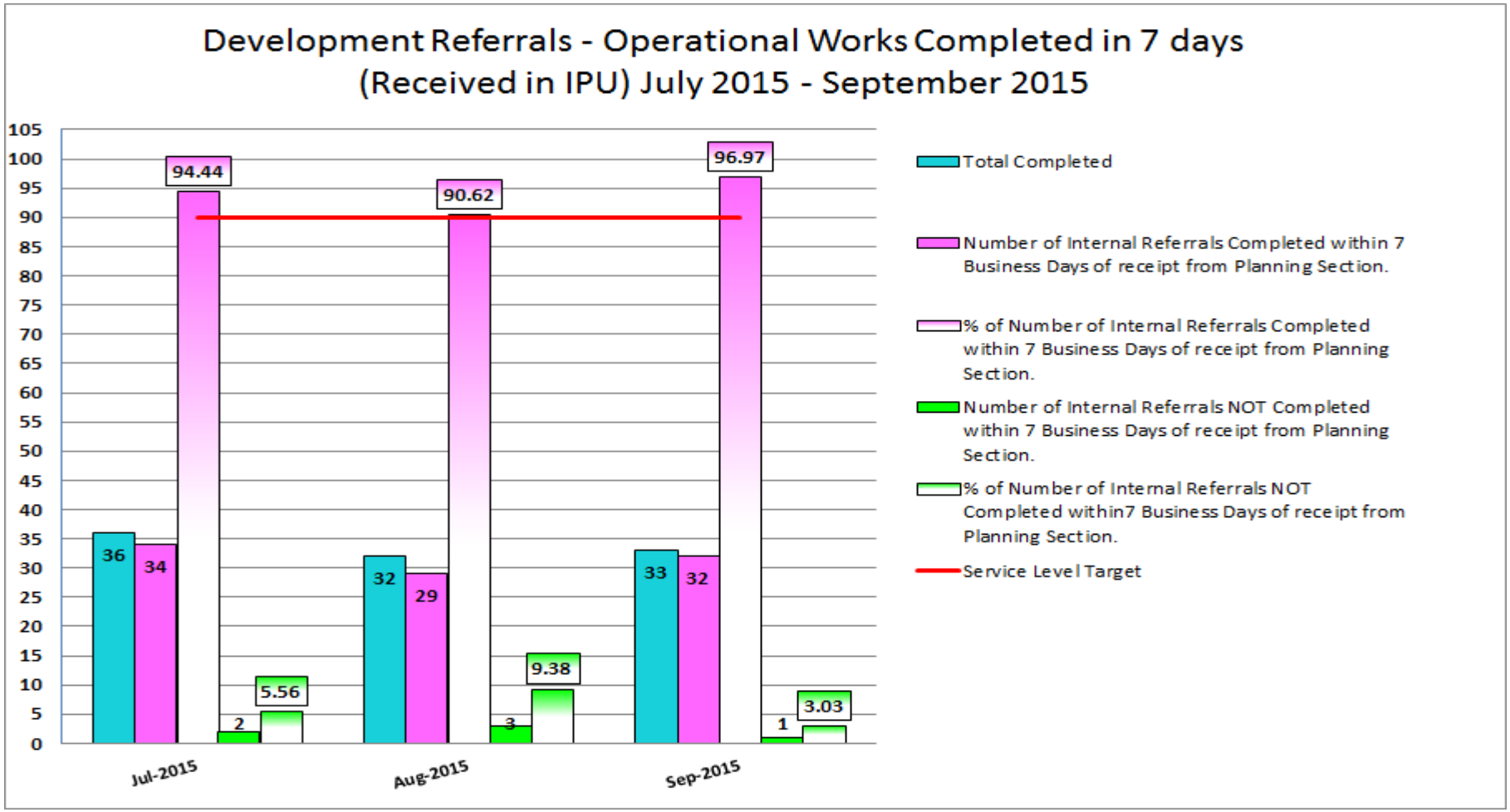


Comments

A total of 28 MCU & ROL referrals were completed in September 2015 in the required timeframe of 8 days.
1 MCU/ROL referral was not completed in the required timeframe of 8 days:-

1. 1x11 days – Extension granted from Planning

Service Delivery Standard	Target	Current Performance
Development Operational Works Completed in 7 days (Graph 2 below)	**90%**	**90.62%**



Comments

A total of 33 Operational Works were completed in September 2015 in the required timeframe of 7 days.
1 Operational Works referral was not completed in the required timeframe of 7 days:-

1. 1x13 days

FINANCIAL MATTERS

End of Month General Ledger - (Inc Operating & Capital) - ENGINEERING SERVICES

As At End Of September

Report Run: 14-Oct-2015 08:44:43 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget $	Adopted Budget (Pro Rata YTD) $	YTD Actual $	YTD Commit + Actual $	Variance %	On target 25% of Year Gone
OPERATIONS						
ENGINEERING SERVICES						
Infrastructure Operations						
1 - Revenues	0	0	(221)	(221)	0%	✓
2 - Expenses	1,320,583	330,146	259,546	270,856	21%	✓
3 - Transfer / Overhead Allocation	(419,263)	(104,816)	(114,889)	(114,889)	27%	✓
Total Unit: Infrastructure Operations	***901,320***	***225,330***	***144,436***	***155,746***	**17%**	✓
Strategic Infrastructure						
1 - Revenues	(36,500)	(9,125)	(500)	(500)	1%	✗
2 - Expenses	2,019,065	504,766	296,689	358,281	18%	✓
3 - Transfer / Overhead Allocation	(22,321)	(5,580)	3,902	3,902	-17%	✗
Total Unit: Strategic Infrastructure	***1,960,244***	***490,061***	***300,091***	***361,683***	**18%**	✓
Engineering Services Management						
1 - Revenues	(120,000)	(30,000)	(146,233)	(146,233)	122%	✓
2 - Expenses	1,249,744	312,436	339,247	371,161	30%	✗
3 - Transfer / Overhead Allocation	(651,496)	(162,874)	(176,833)	(176,833)	27%	✓
Total Unit: Engineering Services Management	***478,248***	***119,562***	***16,181***	***48,096***	**10%**	✓
Design Services						
1 - Revenues	0	0	(13,499)	(13,499)	0%	✓
2 - Expenses	505,720	126,430	107,121	129,745	26%	✗
3 - Transfer / Overhead Allocation	92,836	23,209	20,811	20,811	22%	✓
Total Unit: Design Services	***598,556***	***149,639***	***114,432***	***137,056***	**23%**	✓
Total Operations:	**3,938,368**	**984,592**	**575,140**	**702,581**	**18%**	✓
CAPITAL						
ENGINEERING SERVICES						
CP430 - CAPITAL CONTROL ENGINEERING SERVICES						
1 - Revenues	0	0	(110,616)	(110,616)	0%	✓
2 - Expenses	200,000	50,000	61,026	83,162	42%	✗
3 - Transfer / Overhead Allocation	0	0	418	418	0%	✗
Total Unit: Design Services	***200,000***	***50,000***	***(49,172)***	***(27,036)***	**-14%**	✓
CP431 - CAPITAL CONTROL ENGINEERING SERVICES REVENUE						
1 - Revenues	(1,703,750)	(425,938)	0	0	0%	✗
Total Unit: Design Services	***(1,703,750)***	***(425,938)***	***0***	***0***	**0%**	✗
Total Capital:	**(1,503,750)**	**(375,938)**	**(49,172)**	**(27,036)**	**2%**	✗
Grand Total:	**2,434,618**	**608,655**	**525,968**	**675,545**	**28%**	✗

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