



INFRASTRUCTURE COMMITTEE MEETING

AGENDA

14 MARCH 2017

Your attendance is required at a meeting of the Infrastructure Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 14 March 2017 commencing at 12.30pm for transaction of the enclosed business.

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

CHIEF EXECUTIVE OFFICER
7 March 2017

Next Meeting Date: 18.04.17

Please note:

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

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1 OPENING**2 PRESENT**

Members Present:

Councillor A P Williams (Chairperson)
Councillor R A Swadling
Councillor N K Fisher
Councillor C E Smith
Councillor C R Rutherford
Councillor M D Wickerson

In Attendance:

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

3 APOLOGIES AND LEAVE OF ABSENCE

Leave of absence granted to the Mayor, Councillor Margaret Strelow to attend meetings with the management of Adani in India.

4 CONFIRMATION OF MINUTES

Minutes of the Infrastructure Committee held 14 February 2017

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
Authorising Officer: Evan Pardon - Chief Executive Officer
Author: Evan Pardon - 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

Meeting Date: 14 March 2017

Attachment No: 1

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
21 June 2016	Webber Park Preliminary Drainage Investigation	<p>THAT Council take the following action:</p> <ul style="list-style-type: none">a) proceed to preliminary design and cost estimating for Stages 1B and 1A of the Webber Park Drainage Scheme;b) include the Webber Park Drainage Scheme in the Stormwater Project Prioritisation process and list for consideration for future capital budgets;c) enter into discussions with members of the public directly impacted by the proposed Webber Park Drainage Scheme; andd) advise interested residents of the results of the preliminary investigation and the actions being undertaken in accordance with the recommendations above.	Martin Crow	05/07/16	AECOM are currently progressing the preliminary design works. The Webber Park drainage scheme has been prioritised and stages 1A and 1B have been included in the forward works program. Preliminary discussions have taken place with the Bluebirds Sports Club management representatives. Further consultation is to happen when preliminary design work is nearing completion.

19 July 2016	Updated Fitzroy River Flood Mapping	<p>THAT Council:</p> <ol style="list-style-type: none"> 1. Adopt the attached Fitzroy River Flood Maps; 2. Incorporate the attached Fitzroy River Flood Maps into the proposed Major Amendment of the Rockhampton Region Planning Scheme; 3. Review planning and development controls in the North Rockhampton Flood Management Area during the proposed Major Amendment of the Rockhampton Region Planning Scheme; 4. Make the attached Fitzroy River Flood Maps available on Council's web site and communicate them to the Insurance Council of Australia; and, 5. Recognise the North Rockhampton Flood Management Area in Council's Flood Searches and Planning and Development Certificates. 	Angus Russell	02/08/16	<p>Awaiting adoption of major amendment by Council to implement revised mapping and planning controls.</p> <p>Maps are available on Council's website. Insurance Council has been contacted but awaiting return of nominated liaison officer before sending mapping to them.</p> <p>NR flood management area recognised in flood searches through manual correction. Automation to be pursued in future. Not available in planning certificates until major amendment is completed.</p>
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16 August 2016	Updated Splitters Creek Flood Modelling	<p>THAT Council:</p> <ol style="list-style-type: none"> 1. Adopt the Splitters Creek Flood Maps as attached to the report; 2. Incorporate the Splitters Creek Flood Maps attached to the report into the proposed Major Amendment of the Rockhampton Region Planning Scheme; and 3. Make the Splitters Creek Flood Maps available on Council's website and communicate changes to the Insurance Council of Australia. 	Angus Russell	30/08/16	<p>Awaiting adoption of major amendment by Council to implement revised mapping and planning controls. Maps are available on Council's website. Insurance Council has been contacted but awaiting return of nominated liaison officer before sending mapping to them. NR flood management area recognised in flood searches through manual correction.</p> <p>Automation to be pursued in future. Not available in planning certificates until major amendment is completed.</p>
18 October 2016	Somerset Road Drainage	THAT Council proceed with negotiating the acquisition of land outlined in this report.	Angus Russell	01/11/2016	Both Council and DTMR have obtained property valuations and are currently discussing differences. Preliminary discussions have been held with Powerlink in relation to co-use of the electricity easement for the proposed detention basin.
14 February 2017	Transport and Main Roads Project Update	THAT Council invite the Department and Main Roads to an upcoming Council meeting to present on projects within the Rockhampton Region.	Martin Crow	28/02/2017	

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 OFFICERS' REPORTS

8.1 ENGINEERING SERVICES MONTHLY OPERATIONS REPORT - MARCH 2017

File No: 7028

Attachments: 1. **Monthly Operations Report Engineering Services - February 2017**

Authorising Officer: **Peter Kofod - General Manager Regional Services**

Author: **Martin Crow - Manager Engineering Services**

SUMMARY

This report outlines Engineering Services Monthly Operations Report for the period to the end of February 2017.

OFFICER'S RECOMMENDATION

THAT the Engineering Services Monthly Operations Report for March 2017 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 - MARCH 2017

Monthly Operations Report Engineering Services - February 2017

Meeting Date: 14 March 2017

Attachment No: 1

MONTHLY OPERATIONS REPORT
ENGINEERING SECTION
Period Ended 28 February 2017

VARIATIONS, ISSUES AND INNOVATIONS

Innovations

The floodplain management and stormwater consultancy services contract continues. An internal workshop is to be held on the impacts of the ARR revision and implications for Council's flood modelling. Data gathering continues for the South Rockhampton Stormwater catchments.

A small working group has also been initiated across several Council units to look at Council's processes and standards with regards to stormwater quality.

Improvements / Deterioration in Levels of Services or Cost Drivers

The traffic light report indicates that customer response times have been good in all areas. Development assessment timeframes have returned to an acceptable level. Work is ongoing in relation to investigating the monthly fluctuations in compliance with the service level.

LINKAGES TO OPERATIONAL PLAN

1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS



All Monthly Requests (Priority 3) Engineering 'Traffic Light' report February 2017

	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			
	Received	Completed														
Urban Addressing (General)	2	2	3	3	0	0	0	0.63	28	<div></div>	4.33	<div></div>	3.58	<div></div>	3.27	3.88
Development - Building Over Sewerline	0	0	6	3	1	0	0	0.00	7 7	<div></div>	4.80	<div></div>	2.94	<div></div>	2.43	1.82
Engineering - Development Dust, Noise, Road, Misc	0	0	1	0	1	0	0	4.08	14	<div></div>	0.00	<div></div>	13.88	<div></div>	14.39	9.73
Disaster Management - General Enquiry SES	0	0	0	0	0	0	0	0.00	5	<div></div>	0.00	<div></div>	21.00	<div></div>	24.00	0.00
Engineering - General Enquiry	1	0	6	3	4	0	0	5.54	14	<div></div>	5.67	<div></div>	12.54	<div></div>	18.63	9.00
Flood Management Creeks/Rivers	0	0	8	3	5	0	0	7.41	10	<div></div>	4.00	<div></div>	4.80	<div></div>	4.35	3.04
Heavy Vehicles (Not related to MTCE)	0	0	0	0	0	0	0	0.00	28	<div></div>	0.00	<div></div>	0.00	<div></div>	1.00	1.00
Infra. Ops Unit - G/E (DIPlanner) NOT FOR CSO USE	1	1	1	1	0	0	0	0.00	28	<div></div>	1.00	<div></div>	9.14	<div></div>	10.55	9.00
Water/Sewerage	0	0	0	0	0	0	0	0.00	28	<div></div>	0.00	<div></div>	14.00	<div></div>	3.78	0.75
Petition (Infra Use Only)	0	0	0	0	0	0	0	0.00	90	<div></div>	0.00	<div></div>	0.00	<div></div>	0.00	0.00
Roundabout/Medians (Not related to MTCE)	0	0	3	2	1	0	0	-0.41	28	<div></div>	1.50	<div></div>	10.43	<div></div>	13.56	10.78
Speed Limits/Traffic Volumes (Not related to MTCE)	1	1	7	4	1	0	0	7.67	28	<div></div>	5.50	<div></div>	6.56	<div></div>	7.31	7.21
Signs & Lines (New Request - not already existing)	10	8	23	13	10	2	0	110.25	28	<div></div>	6.62	<div></div>	10.27	<div></div>	10.11	8.56
Traffic Signals (Stop Light) (Not related to MTCE)	0	0	0	0	0	0	0	4.62	28	<div></div>	0.00	<div></div>	0.00	<div></div>	14.83	14.83
Traffic Counts	1	1	4	2	2	0	0	0.92	28	<div></div>	0.50	<div></div>	4.78	<div></div>	9.21	4.91

The response times for completing the predominant customer requests in the reporting period for 28 February 2017 are as below:

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:

	THIRD QUARTER		
	January	February	March
Number of Lost Time Injuries	0	TBA	
Number of Days Lost Due to Injury	0	TBA	
Total Number of Incidents Reported	0	TBA	
Number of Incomplete Hazard Inspections	0	TBA	

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	70%	T&D plans implemented in Design Services. Staffing review and minor restructure proposal carried out in May 2015 and has been implemented. Training matrices for Strategic Infrastructure and Development Engineering have been developed and are to be implemented through the performance appraisal process.
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	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%	RPEQ numbers in Engineering Services generally ok now however one coordinator position is to be followed up on.

Potential Risks	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
delivery delays; negative financial impacts; possible serious harm to public/workers; and reputation tarnished.					
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%	Development of the FWP has stalled. Future design and concept budget included in capital budget. Prioritization process for pathways has been developed. Prioritization process for stormwater has been developed.
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. Appointment of Floodplain Management Engineer will assist in progressing flood mitigation planning.

Legislative Compliance & Standards

All applicable legislative and compliance standards have been met.

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

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
ENGINEERING SERVICES CAPITAL WORKS PROGRAM					
Costs as at 24/2/17					
Traffic and Road Safety Minor Works Program	1/7/16	30/6/17	Not Started	\$82,000	\$0
Comment: Unallocated at this point in time.					
Preliminary design and concepts	1/7/16	30/6/17	In progress	\$100,000	\$135,913
Comment: Budget to allow progression of preliminary designs and estimates for future year works. Wackford St Drainage and Webber Park Drainage underway.					
Land Acquisitions and Resumptions	1/7/16	30/6/17	In progress	\$800,000	\$114,691
Comment:.. Funding land acquisition for Alexander St Ext, Charles street and GIA.					
Design Office Survey equipment	1/7/16	30/6/17	Completed	\$75,000	\$74,809
Comment: Equipment has been purchased and received.					

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

As at period ended 28 February 2017 – 66% of year elapsed

Project	Revised Budget	Actual (incl. committals)	% budget expended	Explanation
<i>Traffic / Transport Planning Consultancy Budget</i>	\$100,000	\$24,740	25%	<i>Consultant Engineer</i>
<i>Stormwater Drainage Planning Consultancy Budget</i>	\$200,000	\$447,714	224%	<i>FMP and Stormwater consultancy..</i>
<i>Road Safety Consultancy Budget</i>	\$30,000	\$2,720	9%	<i>Used for road safety audits and training..</i>
<i>Roads Alliance Consultancy Budget</i>	\$50,000	\$53,200	106%	<i>Technical and administrative support for Rockhampton Regional Roads and Transport Group.</i>
<i>Water and Sewerage Planning Consultancy Budget</i>	\$30,000	\$0	0%	<i>Water Loss mapping.</i>
<i>Disaster Management Consultancy Budget</i>	\$75,000	\$5,787	8%	<i>Risk assessment. Early warning.</i>

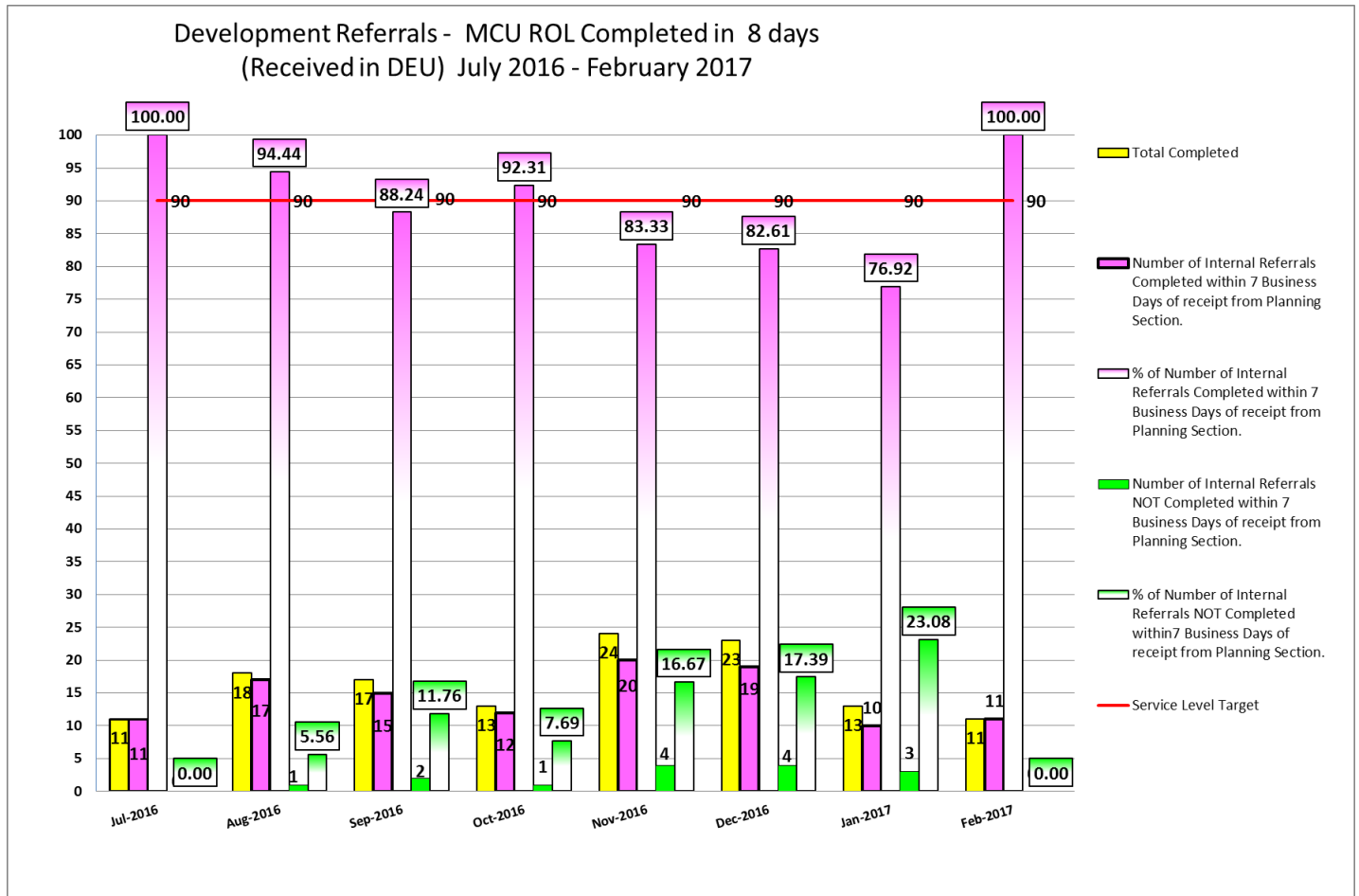
5. DELIVERY OF SERVICES AND ACTIVITIES IN ACCORDANCE WITH COUNCIL'S ADOPTED SERVICE LEVELS

Service Delivery Standard	Target	Current Performance
Development MCU, ROL Completed in 8 days (Graph 1 below)	90%	100.00%

Comments –

A total of 11 MCU & ROL referrals were completed in February 2017 in the required timeframe of 8 days.

0 MCU/ROL referrals were not completed in the required timeframe of 8 days.

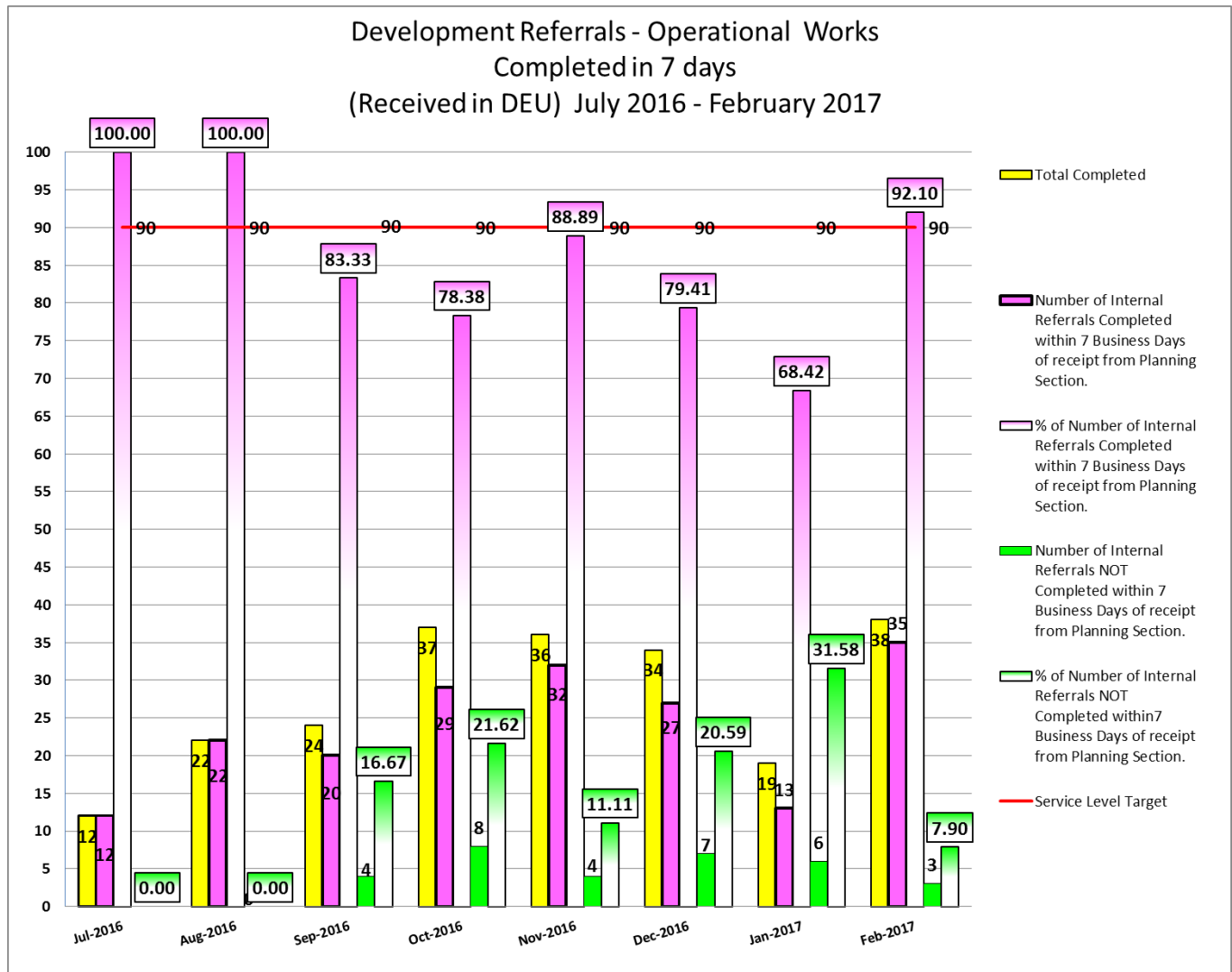


Service Delivery Standard	Target	Current Performance
Development Operational Works Completed in 7 days (Graph 2 below)	90%	92.10%

Comments

A total of 35 Operational Works were completed in February 2017 in the required timeframe of 7 days.

3 Operational Works referrals were not completed in the required timeframe of 7 days.



FINANCIAL MATTERS



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

As At End Of February

Report Run: 01-Mar-2017 07:44:39 Excludes Nat Accts: 2802,2914,2917,2924

	Adopted Budget	Revised Budget	Revised Budget (Pro Rata YTD)	YTD Actual	YTD Commit + Actual	Variance	On target 3.7% of Year Go
	\$		\$	\$	\$	%	

OPERATIONS

Revised Budget Comparison

ENGINEERING SERVICES

Development Engineering

1 - Revenues	(3,000)	(3,000)	(2,000)	(901)	(901)	30%	✗
2 - Expenses	1,275,269	1,208,213	805,475	684,167	684,167	57%	✓
3 - Transfer / Overhead Alk	(502,313)	(502,313)	(334,875)	(244,132)	(244,132)	49%	✗
Total Unit: Development I	769,956	702,900	468,600	439,135	439,135	62%	✓

Strategic Infrastructure

1 - Revenues	(17,000)	(30,300)	(20,200)	(15,499)	(15,499)	51%	✗
2 - Expenses	1,876,612	1,689,888	1,126,592	764,537	1,241,872	73%	✗
3 - Transfer / Overhead Alk	(301,375)	(280,714)	(187,143)	(124,127)	(124,127)	44%	✗
Total Unit: Strategic Infra	1,558,237	1,378,874	919,249	624,910	1,102,245	80%	✗

Engineering Services Management

2 - Expenses	383,898	366,594	244,396	204,493	209,180	57%	✓
Total Unit: Engineering S	383,898	366,594	244,396	204,493	209,180	57%	✓

Design Services

2 - Expenses	541,011	519,248	346,166	278,998	282,253	54%	✓
3 - Transfer / Overhead Alk	25,000	25,000	16,667	10,431	10,431	42%	✓
Total Unit: Design Servi	566,011	544,248	362,832	289,429	292,684	54%	✓

Disaster Coordination

1 - Revenues	(86,574)	(83,954)	(55,969)	(87,557)	(87,557)	104%	✓
2 - Expenses	310,829	302,501	201,668	127,316	133,105	44%	✓
3 - Transfer / Overhead Alk	236,000	236,000	157,333	142,066	142,066	60%	✓
Total Unit: Disaster Coord	460,255	454,547	303,032	181,826	187,614	41%	✓

Total Operations:	3,738,357	3,447,163	2,298,109	1,739,792	2,230,858	65%	✓
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CAPITAL

Revised Budget Comparison

ENGINEERING SERVICES

CP430 - CAPITAL CONTROL ENGINEERING SERVICES

1 - Revenues	0	(150,000)	(100,000)	(150,000)	(150,000)	100%	✓
2 - Expenses	330,000	1,094,000	729,333	195,722	332,525	30%	✓
3 - Transfer / Overhead Alk	0	0	0	10	10	0%	✗
Total Unit: Disaster Coord	330,000	944,000	629,333	45,732	182,535	19%	✓

CP431 - CAPITAL CONTROL ENGINEERING SERVICES REVENUE

1 - Revenues	(2,053,200)	0	0	0	0	0%	✓
Total Unit: Disaster Coord	(2,053,200)	0	0	0	0	0%	✓

Total Capital:	(1,723,200)	944,000	629,333	45,732	182,535	19%	✓
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Grand Total:	2,015,157	4,391,163	2,927,442	1,785,524	2,413,392	55%	✓
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8.2 CIVIL OPERATIONS MONTHLY OPERATIONS REPORT - MARCH 2017

File No: 7028

Attachments: 1. Monthly Operations Report - Civil Operations
2. Works Program March - April 2017

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: David Bremert - Manager Civil Operations

SUMMARY

This report outlines Civil Operations Monthly Operations Report 28 February 2017 and also Works Program of planned projects for the months March and April 2017.

OFFICER'S RECOMMENDATION

THAT the Civil Operations Monthly Operations Report for March 2017 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

	February
Inspections Created	241
Inspections Completed	206
Work Orders Created	188
Work Orders Completed	166

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 - MARCH 2017

Monthly Operations Report - Civil Operations

Meeting Date: 14 March 2017

Attachment No: 1

MONTHLY OPERATIONS REPORT
CIVIL OPERATIONS SECTION
February 2017

VARIATIONS, ISSUES AND INNOVATIONS

Improvements / Deterioration in Levels of Services or Cost Drivers

Restoration of damage caused by Cyclone Marcia works packages nearly completed.

Elphinstone Street - It is proposed that the road be closed from 12 to 15 March 2017 to undertake sealing works. The Rural repairs are all underway and should be completed by end of March 2017, subject to rain.

1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS

The response times for completing the predominant customer requests in the reporting period of February 2017 for *Civil Operations* are as below:



All Monthly Requests (Priority 3) Civil Operations 'Traffic Light' report February 2017

	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			
			Received	Completed												
Abandoned Vehicles (INFRA USE ONLY NOT CS) (Asset)	13	3	0	0	10	0	0	26.81	90	<div></div>	0.00	<div></div>	61.20	<div></div>	37.63	46.03
Property Accesses	0	0	0	0	0	0	0	2.47	14	<div></div>	0.00	<div></div>	1.89	<div></div>	4.67	2.95
Rural Property Addressing (Existing)	0	0	3	2	0	0	0	0.00	28	<div></div>	3.00	<div></div>	9.40	<div></div>	7.45	9.25
Rural Property Addressing (New)	0	0	1	0	0	0	0	0.00	28	<div></div>	0.00	<div></div>	2.33	<div></div>	38.86	38.81
Bridge Vandalism (Asset)	0	0	0	0	0	0	0	0.00	14	<div></div>	0.00	<div></div>	0.00	<div></div>	0.00	0.00
Boat Ramps (Asset)	1	1	0	0	0	0	0	4.47	14	<div></div>	0.00	<div></div>	3.00	<div></div>	3.00	3.00
Bridge Maintenance (Asset)	0	0	2	0	2	0	0	8.55	60	<div></div>	0.00	<div></div>	7.75	<div></div>	8.25	7.70
Burn Off Advice - Reduction Burning	0	0	0	0	0	0	0	0.00	5	<div></div>	0.00	<div></div>	1.75	<div></div>	2.05	1.61
Bus Stops, Seating, Bus Shelters (Asset)	2	1	3	2	2	0	0	5.95	60	<div></div>	4.50	<div></div>	16.08	<div></div>	13.21	11.25
Drainage Miscellaneous (Asset)	17	10	27	11	22	4	0	6.33	30	<div></div>	5.55	<div></div>	44.33	<div></div>	24.50	25.62
Drainage Inundation (Flooding Issues) (Asset)	4	2	0	0	2	0	0	8.17	30	<div></div>	0.00	<div></div>	30.61	<div></div>	19.02	14.91
Drainage Kerb & Channel (Asset)	11	4	7	2	12	2	0	8.68	30	<div></div>	6.50	<div></div>	8.21	<div></div>	11.01	15.15
Drainage Gully Pits (Asset)	0	0	3	0	3	1	0	7.16	30	<div></div>	0.00	<div></div>	4.50	<div></div>	5.41	6.08
Drainage Pipes and Culverts (Asset)	4	3	5	3	3	2	0	8.69	5	<div></div>	9.67	<div></div>	82.33	<div></div>	41.67	57.39
Drainage Vandalism (Asset)	0	0	0	0	0	0	0	0.00	30	<div></div>	0.00	<div></div>	0.00	<div></div>	0.00	0.00
Grading Unsealed Road Maintenance (Asset)	14	6	15	7	16	0	0	-0.64	60	<div></div>	802.14	<div></div>	250.59	<div></div>	188.08	177.43
Guard Rails (Asset)	1	1	0	0	0	0	0	12.90	30	<div></div>	0.00	<div></div>	10.00	<div></div>	19.17	9.25
Guide Post (Asset)	0	0	0	0	0	0	0	6.78	14	<div></div>	0.00	<div></div>	1.00	<div></div>	46.44	49.88
Illegal Dumping (INFRA ONLY-CSO USE NULIT)(Asset)	0	0	1	0	1	1	0	30.59	14	<div></div>	0.00	<div></div>	6.00	<div></div>	6.79	6.83
Infrastructure - General Enquiry	3	0	11	7	7	0	0	7.52	2	<div></div>	21.60	<div></div>	8.48	<div></div>	8.31	6.99
Jetties/Wharves (Asset)	0	0	0	0	0	0	0	0.00	14	<div></div>	0.00	<div></div>	0.00	<div></div>	0.00	0.00
Miscellaneous Road Issues (Asset)	41	16	68	38	53	6	0	5.01	14	<div></div>	8.39	<div></div>	22.97	<div></div>	18.54	19.25
Footpath & Off-Road Cycle Ways Maint. (Asset)	24	13	34	15	30	4	0	7.61	30	<div></div>	6.00	<div></div>	11.91	<div></div>	11.60	13.25
Potholes - Sealed Roads (Asset)	22	11	20	7	24	13	0	1.43	5	<div></div>	2.29	<div></div>	5.68	<div></div>	11.73	11.23
Railway Crossings (Asset)	0	0	0	0	0	0	0	13.19	60	<div></div>	0.00	<div></div>	32.00	<div></div>	60.00	17.00
Rural Roadside Vegetation Slashing (Asset)	0	0	2	2	0	0	0	4.01	30	<div></div>	1.50	<div></div>	2.14	<div></div>	4.15	3.36
Signs & Lines (Already Existing) - (Asset)	24	7	20	10	27	9	0	5.93	10	<div></div>	5.50	<div></div>	9.16	<div></div>	8.82	10.13
Street Lighting - Other (Asset)	5	2	4	1	6	0	0	2.71	30	<div></div>	2.00	<div></div>	1.67	<div></div>	16.00	20.94
Street Lighting - Maintenance (Asset)	3	1	0	0	2	0	0	0.26	30	<div></div>	0.00	<div></div>	0.50	<div></div>	39.07	37.00
Street Sweeping - (Asset)	7	5	23	15	10	2	0	2.85	14	<div></div>	5.07	<div></div>	4.35	<div></div>	4.41	3.89
Traffic Lights (Asset)	7	4	6	3	6	3	0	0.55	14	<div></div>	1.00	<div></div>	7.46	<div></div>	4.34	8.17
Water Course Miscellaneous (Asset)	1	1	0	0	0	0	0	3.78	14	<div></div>	0.00	<div></div>	12.29	<div></div>	8.67	7.31
Water Course Vandalism (Asset)	0	0	0	0	0	0	0	5.01	14	<div></div>	0.00	<div></div>	3.00	<div></div>	3.00	3.00

Comments & Additional Information

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

Third flocon operating full time and is currently targeting potholes suburb by suburb.

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:

	THIRD QUARTER		
	January	February	March
Number of Lost Time Injuries	1	TBA	
Number of Days Lost Due to Injury	5	TBA	
Total Number of Incidents Reported	3	TBA	
Number of Incomplete Hazard Inspections	0	TBA	

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.	30/06/17	60%	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.
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	Very	(1) Fine tune and review the ongoing Civil	28/06/17	75%	Rural roads being regularly

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
(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.	High 2	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)			inspected. Use of RACAS inspection system to commence in September, 2014 Urban Roads have RACAS system driven over once a year. 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.	30/06/17	80%	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:

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

Summary of Capital expenditure

As of the 3 March 2017			67.4%
Council Capital	Budget	Expenditure	
Urban	\$19,066,462	\$12,479,878	
Rural	\$5,036,800	\$3,013,176	
Urban West	\$1,793,700	\$964,947	
Council Capital total	\$25,896,962	\$16,458,000	64%
Revenue			
Revenue	-\$6,367,228	-\$5,013,060	79%
Quay St Works	\$8,008,817	\$9,235,997	115%
Other Units			
Flood			
Rural	\$2,766,081	\$1,777,195	
Urban	\$15,000,000	\$14,048,982	
Disaster Total	\$17,766,081	\$15,826,176	89%
Total	\$45,304,632	\$36,507,113	81%



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

As At End Of February

Report Run: 01-Mar-2017 09:50:34 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget \$	Revised Budget	Revised Budget (Pro Rata YTD) \$	EOM Commitments \$	YTD Actual \$	YTD Commit + Actual \$	Variance %	On target 66.7% of Year Gone
CAPITAL								
CIVIL OPERATIONS								
CP414 - July 2016 Rural Disaster Event								
1 - Revenues	0	(800,000)	(533,333)	0	0	0	0%	✗
2 - Expenses	0	333,333	222,222	0	0	0	0%	✓
Total Unit: Civil Operations Management	0	(466,667)	(311,111)	0	0	0	0%	✗
CP415 - July 2016 Urban Disaster Event								
1 - Revenues	0	(445,000)	(296,667)	0	0	0	0%	✗
2 - Expenses	0	350,000	233,333	0	0	0	0%	✓
Total Unit: Civil Operations Management	0	(95,000)	(63,333)	0	0	0	0%	✗
CP416 - 2015 RURAL DISASTER RECONSTRUCTION								
1 - Revenues	(1,378,157)	(3,200,000)	(2,133,333)	0	(1,365,693)	(1,365,693)	43%	✗
2 - Expenses	1,766,081	3,243,000	2,162,000	1,203,998	1,714,150	2,918,148	90%	✗
3 - Transfer / Overhead Allocation	0	0	0	0	61,076	61,076	0%	✗
Total Unit: Civil Operations Management	387,924	43,000	28,667	1,203,998	409,534	1,613,532	3752%	✗
CP417 - 2015 URBAN DISASTER RECONSTRUCTION								
1 - Revenues	(7,442,548)	(10,215,218)	(6,810,146)	0	(5,872,092)	(5,872,092)	57%	✗
2 - Expenses	10,193,174	12,459,748	8,306,499	1,424,612	11,636,425	13,061,037	105%	✗
3 - Transfer / Overhead Allocation	0	0	0	0	320,613	320,613	0%	✗
Total Unit: Civil Operations Management	2,750,626	2,244,530	1,496,353	1,424,612	6,084,945	7,509,557	335%	✗
CP420 - CAPITAL CONTROL REVENUE CIVIL OPERATIONS								
1 - Revenues	(6,332,129)	(7,201,638)	(4,801,092)	0	(10,555,716)	(10,555,716)	147%	✓
Total Unit: Civil Operations Management	(6,332,129)	(7,201,638)	(4,801,092)	0	(10,555,716)	(10,555,716)	147%	✓
CP421 - CAPITAL CONTROL RURAL GRAVEL CRUSH								
2 - Expenses	0	0	0	0	221,681	221,681	0%	✗
3 - Transfer / Overhead Allocation	0	0	0	0	235,420	235,420	0%	✗
Total Unit: Civil Operations Management	0	0	0	0	457,101	457,101	0%	✗
CP422 - CAPITAL CONTROL RURAL OPERATIONS WEST								
2 - Expenses	4,591,800	4,723,636	3,149,091	188,334	1,807,811	1,996,145	42%	✓
3 - Transfer / Overhead Allocation	0	0	0	0	986,702	986,702	0%	✗
Total Unit: Civil Operations Management	4,591,800	4,723,636	3,149,091	188,334	2,794,514	2,982,848	63%	✓
CP427 - CAPITAL CONTROL CENTRAL URBAN OPERATIONS								
1 - Revenues	0	0	0	0	29,869	29,869	0%	✗
2 - Expenses	14,252,800	17,487,303	11,658,202	11,415,665	9,993,787	21,409,452	122%	✗
3 - Transfer / Overhead Allocation	0	0	0	0	1,925,763	1,925,763	0%	✗
Total Unit: Civil Operations Management	14,252,800	17,487,303	11,658,202	11,415,665	11,949,418	23,365,083	134%	✗
CP428 - CAPITAL CONTROL WEST URBAN OPERATIONS								
2 - Expenses	1,607,700	1,400,719	933,813	187,115	556,971	744,086	53%	✓
3 - Transfer / Overhead Allocation	0	0	0	0	126,286	126,286	0%	✗
Total Unit: Civil Operations Management	1,607,700	1,400,719	933,813	187,115	683,257	870,372	62%	✓
Total Capital:	17,258,721	18,135,884	12,090,589	14,419,724	11,823,053	26,242,777	145%	✗
Grand Total:	45,613,654	50,200,394	33,466,929	14,930,462	33,041,751	47,972,213	96%	✗

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
CP427 - CAPITAL CONTROL CENTRAL URBAN OPERATIONS						
UCC-ALL-Preproject planning and design				204,000	0	50,000
UCC-AS-Annual Reseal Program				2,345,661	0	2,300,000
-UCC-AS-Archer Street-Agnes Street to Quarry Street					-338	
-UCC-AS-Berserker Street-Kerrigan Street to Stewart Street					4,982	
-UCC-AS-Dean Street-Talbort Street to Robinson Street					14,695	
-UCC-AS-Frenchville Road-Dean Street to Watt Street				0	81,793	81,544
-UCC-AS-Quarry Street-Little Kellow Street to Archer Street				0	65,330	65,330
-UCC-AS-Royal Street-Quay Street to East Street					580	
-UCC-AS Thozet Road-Wigginton Street to Zervos Avenue				0	178	
-UCC-AS Upper Dawson Rd-Cemetery Car Park to Church St					-180	
UCC-BDG-Bridge Rehabilitation				102,000	2,500	100,000
UCC-Bus Stop Program	02/02/2017	09/03/2017		161,200	61,306	160,000
UCC-Carpark-Cambridge Street Rockhampton City			100% complete	0	3,943	3,950
UCC-Carpark-Exhibition Road					-6	
UCC-Dean St-Honour St \$21100-Traffic Signal upgrade			100% complete	0	3,651	3,650
UCC-Elphinstone St-Berserker-Traffic Signal full upgrade			100% complete	0	2,193	2,193
UCC-Feez St-St Anthonys entrance -Traffic Signal full upgrade			100% complete	0	1,209	1,209
UCC-FP-Agnes St - Penlington St to Ward St			100% complete	13,000	46,814	46,900
UCC-FP-Agnes St - Range College to Penlington St				7,000	177	
UCC-FP-Archer St-Alma St-Denison St				20,400	27,767	27,643

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-FP-Barrett St - Farm St to MacKinlay St				30,000	9,094	9,100
UCC-FP-Barrett St - MacKinlay St to Richardson Rd				0	5,041	5,041
UCC-FP-Bolsover St-Stanley St-Francis St				84,700	0	0
UCC-FP-Carlton St-Orr Av-McLaughlin St				102,000	0	0
UCC-FP-Dean Street (near Frenchville Rd) Div 2					13,430	
UCC-FP-Denham St Ext (Agnes-Ann)				125,800	0	0
UCC-FP-Derby St-Gladstone Rd-Canning St	16/08/2016	20/09/2016	100% complete	50,000	84,182	50,000
UCC-FP-Hall St - Lion Creek Rd to Huish Drive				0	177	
UCC-FP-Haynes St (Richardson Rd-Harriette)				89,300	16,670	89,300
UCC-FP-High St (Eldon-Access to Salvation Army Property)				37,700	11	37,700
UCC-FP-Kerrigan Roundabout-Underpass					0	50,000
UCC-FP-Moores Creek Rd-Norman Gardens Cycle path	13/02/2017	24/03/2017	30% Completed	178,500	29,732	178,500
UCC-FP-Norman Rd-Norman Gardens Cycle path				146,500	5,552	146,500
UCC-FP-North St-Campbell St to Eventide					0	20,000
UCC-FP-OShanesey St-Thozet Rd to first cul de sac			100% complete	0	1,544	1,544
UCC-FP-Penlington St (Agnes cross connection)	08/07/2016	05/08/2016	100% complete	60,000	1,570	60,000
UCC-FP-Pilbeam Walkway Stage 1 Mt Archer	01/02/2017	01/06/2017	10% Completed	0	941,425	1,500,000
UCC-FP-Reconstruction Footpaths-To be determined from Asset				305,000	118,887	270,000
UCC-FP-Richardson Rd-Norman Rd-Bruigom St				183,600	456	0
UCC-FP-Talford Street_Albert Street to North Street				235,000	15,441	235,000
UCC-FP-Thozet Road-Dempsey Street to				162,000	0	0

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-FP-Thozet Road-Lilley Ave to Zervos Avenue				180,000	999	0
UCC-FP-Upper Dawson Road-King Street	06/05/2016	11/08/2016	100% complete	50,000	210,485	210,500
UCC-FP-Yaamba Rd - Mason Ave to Olive St				0	90	
UCC-LA-Land acquisition costs associated with projects				233,000	-104,775	125,000
UCC-Misc Traffic Light Upgrades- (PAPL to Radio Link)				153,000	0	0
UCC-MISC-Asphalt Repairs				0	427,982	
UCC-Miscellaneous Small Plant Purchases				0	10,209	10,209
UCC-NC-Ballard St-Totteridge St to e	18/07/2016	11/10/2016	100% complete	370,000	291,350	292,000
UCC-NC-Canning St-Cambridge St to Derby St cycle path				0	3,922	1,103
UCC-NC-Denison St-Denham St Kerbing - Blackspot	21/02/2017	21/04/2017	Started	248,200	33,246	248,200
UCC-NC-Denison St-Derby St Kerbing - Blackspot	02/02/2017	21/04/2017	5% Completed	454,000	59,077	454,000
UCC-NC-Denison St-William St Kerbing - Blackspot	01/11/2016	10/03/2017	95% Completed	246,600	295,967	246,600
UCC-NC-Jones St-Brosnan Cr to Norman Rd			Design	0	8,658	5,101
UCC-NC-North Rockhampton Flood Levee	01/07/2016	05/10/2016	100% complete	100,000	252,911	247,000
UCC-NC-North St-Victoria Pde to Campbell St cycle path				0	3,343	1,103
UCC-NC-Northside Boatramp Carpark			Design	0	7,028	5,000
UCC-NC-Pilbeam Drive Carpark Ch 0.2km				0	1,358	1,400
UCC-NC-Ski Gardens Boatramp Carpark			Design	0	14,410	15,000
UCC-NC-Southside Boatramp Carpark			Design	0	3,624	5,000
UCC-Pavement rehab CBD rds near Fitzroy St				200,000	0	200,000
UCC-PM-RPMs on 60 kmh roads			100% complete	0	15,359	15,359

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-RC- Mason Ave-Hotham Cl to Norman Rd			Design	0	9,119	5,517
UCC-RC-Berserker St-Simpson St-Robinson St	15/12/2016	27/01/2017	100% complete	200,000	9,271	200,000
UCC-RC-Bertram Street-Main St to Thomasson St	06/09/2016	31/03/2017	80% Completed	900,000	514,203	900,000
UCC-RC-Bevis St-Wandal Rd to Cavell Street				0	622	230,000
UCC-RC-Birdwood Street-Dibden Street to Wandal Road					-323,239	
UCC-RC-Bolsover St - Stanley St intersection improvement			100% complete	0	2,511	2,511
UCC-RC-Campbell St-Albert St-North St	20/03/2017	05/07/2017	Started	734,400	20,709	434,000
UCC-RC-Campbell Street-Archer Street	05/04/2016	30/08/2016	100% complete	340,000	409,645	410,000
UCC-RC-Campbell Street-North Street to Albert Street				0	26,529	24,000
UCC-RC-Caroline St - Davies St intersection improvements			100% complete	0	611	611
UCC-RC-Design costs for future projects				100,000	0	100,000
UCC-RC-Dibden Street-Oakley Street to Birdwood Street			100% complete	0	-550,607	2,000
UCC-RC-Dooley St Depot road upgrade				200,000	0	200,000
UCC-RC-Dorly St (No39 to Rifle Range access)	20/09/2016	14/10/2016	100% complete	60,000	30,252	60,000
UCC-RC-Eldon Street-High St to Clifton St					-15	
UCC-RC-Farm St-Alexandra St (Maloney-Hinchliffe-Hollingsworth)			Design	0	17,334	15,927
UCC-RC-Francis Street-Quay Street to	15/06/2016	15/08/2016	100% complete	70,000	132,928	133,000
UCC-RC-Gregory Street-Johnson Street to Sturt Street					-10	
UCC-RC-Hindley Street-Elphinstone St				185,000	3,871	0
UCC-RC-Maloney Street-Quinn Street to	09/08/2016	28/10/2016	100% complete	200,000	284,195	284,000
UCC-RC-Murray St - Derby St intersection improvements			100% complete	0	5,540	5,206

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-RC-North Street-Canning Street to Robert Street	26/07/2016	10/03/2017	95% Completed	1,540,000	1,266,015	1,420,000
UCC-RC-Oakley St-Wandal Rd to Dibden St			98% completed	15,000	-215,824	15,000
UCC-RC-Pershing Street-Morgan Street to Dibden Street				0	-163,822	
UCC-RC-Rodboro Street-Dean Street to	28/06/2016	05/08/2016	100% complete	133,000	192,604	193,000
UCC-RC-Sharples Street (Berserker Street to Skardon Street)	01/07/2016	30/01/2017	100% complete	1,160,000	1,290,346	1,275,000
UCC-RC-Stamford Street-Dean Street to Bawden Street				0	16	
UCC-RC-Thozet Rd-Lakes Creek Rd-Elphinstone St				400,000	0	0
UCC-RC-Unnamed Laneway-Off Canning St				40,800	0	0
UCC-RC-Upper Dawson Rd-Nathan-Wakefield St				350,000	12,333	12,300
UCC-RF-Replace guardrail at various locations					-16,626	
UCC-RS-Road Safety Minor Works Program				170,000	138,108	170,000
UCC-SLS-Agnew Avenue-End to End					8,935	
UCC-SLS-Alexandra Street-306-308 Alexandra Street to John					38,399	
UCC-SLS-Allenby Street-Lion Creek Road to Morgan Street					3,019	
UCC-SLS-Baker Street-Elphinstone Street to Dawbarn Street					5,186	
UCC-SLS-Bank Street-Hadgraft Street to Thompson Street					3,932	
UCC-SLS-Birch Street-Glenmore Road to End					2,624	
UCC-SLS-Bowen Street-Nathan Street to Blackall Street					4,264	
UCC-SLS-Braddy Street-Richardson Road to Agnew Avenue					1,489	
UCC-SLS-Bremner Street-Mason Street to Elphinstone Street					7,587	
UCC-SLS-Caxton Street-Eton Street to Harrow Street					2,038	

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-SLS-Dawbarn Street-Grimley Street to Thozet Road					3,673	
UCC-SLS-Dawbarn Street-Horton Street to End					5,079	
UCC-SLS-Denning Street-2 Doyle Street to 35/37 Denning S					4,441	
UCC-SLS-Dinsdale Street-Moores Creek Road to End					1,588	
UCC-SLS-Dunbar Street-Grimley Street to Thozet Road					4,076	
UCC-SLS-Farrell Street-Main Street to Tung Yeen Street					4,076	
UCC-SLS-Francis Street-Quay Street to Bolsover Street					12,640	
UCC-SLS-Grimley Street-Elphinstone Street to Dawbarn Str					5,298	
UCC-SLS-Harrow Street-Caxton Street to Denham Street Ext					7,851	
UCC-SLS-Harrow Street-Caxton Street to North Street					10,424	
UCC-SLS-Harrow Street-Denham Street Ext to End				0	1,549	1,549
UCC-SLS-High Street-Georgeson Street to End					3,214	
UCC-SLS-Hinton Street-14/16 Hinton Street to O'Shanesy St					8,998	
UCC-SLS-Hinton Street-Thozet Road to 14/16 Hinton Street					3,605	
UCC-SLS-Housden Street-Berserker Street to End					8,622	
UCC-SLS-Lloyd Street-Main Street to Tung Yeen Street					4,353	
UCC-SLS-Lucas Street-Musgrave Street to End					8,099	
UCC-SLS-MacFarlane Street-Musgrave Street to End					1,254	
UCC-SLS-Mary Street-Penlington Street to Denham Street					9,403	
UCC-SLS-Mason Street-Thozet Road to Shephard Street					5,486	

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-SLS-Maxwell Street-Barrett Street to 37/39 Maxwell St					1,150	
UCC-SLS-Murphy Street-Kerrigan Street to Beasly Street					5,878	
UCC-SLS-O'Shanesy Street-Kavangh Crescent to 22/24 O'Shanesy St					4,938	
UCC-SLS-Painswick Street-McKean Street to Edwards Street					3,214	
UCC-SLS-Part Street-Charles Street to Burnett Street					4,441	
UCC-SLS-Pennycuik Street-Littler Street to Gardener Street					3,096	
UCC-SLS-Rose Street-Stenhouse Street to Rhodes Street					4,219	
UCC-SLS-Rowe Street-Moores Creek Road to 3 Rowe Street					2,409	
UCC-SLS-Royes Crescent-Rowe Street to Cul-de-sac					1,920	
UCC-SLS-Short Street-Lower Dawson Road to Upper Dawson Road					2,242	
UCC-SLS-Talford Street-Derby Street to Stanley Street					10,693	
UCC-SLS-Thirkettle Avenue-289/291 to End					5,277	
UCC-SLS-Thurston Street-Fitzroy Street to Archer Street					5,230	
UCC-SL-Street Lighting Improvement Program				51,000	9,120	46,750
UCC-SLS-Verney Street-Schultz Street to Eton Street					4,899	
UCC-SLS-Weinholt Street-West Street to Talford Street					3,869	
UCC-SW-203 Peter Street Drainage Emt			Design	0	217	5,000
UCC-SW-Alexander Street Drainage				40,000	3,217	0
UCC-SW-Archer St main drain reline and repair				200,000	519	200,000
UCC-SW-Bawden St extsionpipepastNo10				25,000	7,566	25,000
UCC-SW-Canoona Rd Drainage - Opposite #91				0	203	

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-SW-Caribbea Estate Stg 2				180,000	5,810	5,810
UCC-SW-Cheney St Drainage Upgrade-Contribution to Development				800,000	0	0
UCC-SW-Dean St Drainage - Rodboro St to Peter St	06/09/2016	30/11/2016	100% complete	500,000	36,279	36,300
UCC-SW-Dean Street-Rodboro Street				25,000	13,825	25,000
UCC-SW-Harrow Street-Number 2/4	01/06/2016	21/10/2016	100% complete	250,000	612,961	605,000
UCC-SW-Harrow Street-Number 60			100% complete	0	2,448	2,448
UCC-SW-McLeod Park DrainageSchmStge2A				1,500,000	0	0
UCC-SW-McLeod Park Open Drain			Design		2,292	5,000
UCC-SW-Oakley Street-Dibden Street to Jardine Park Stage					0	
UCC-SW-Oakley Street-Dibden Street to Jardine Park Stage 1			100% complete	20,000	1,264,606	8,800
UCC-SW-Park Street Stage 2B_Alick St	01/07/2016	30/08/2016	100% complete	200,000	254,916	255,000
UCC-SW-Park Street Stage 3-Glenmore	01/09/2016	31/01/2017	100% complete	727,691	825,881	788,000
UCC-SW-Park Street SW Stage 3B-Robison St to Haynes St				0	519,856	490,000
UCC-SW-Quay Lane_North St to Albert St			Design		5,267	5,000
UCC-SW-Replace Stormwater Inlets			60% completed	56,100	32,613	56,100
UCC-SW-Road Safety Stormwater grate upgrades					0	
UCC-SW-Simpson Street Drainage - Hearn St to Moores Creek	12/08/2016	30/03/2017	90% Completed	290,310	2,738,744	3,000,000
UCC-SW-Stack St Stage 2				255,000	5,210	3,209
UCC-SW-Thozet Cr & Frenchmans Ck Debris community resilience				100,000	0	0
UCC-SW-Venables Street Drainage				60,000	0	0

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UCC-SW-Western St (Meade)				110,000	4,346	0
UCC-TL-Traffic Signal upgrade - Bolsover St and Denham St				0	28,514	38,000
UCC-TL-Traffic Signal upgrade - Bolsover St and William St				0	26,651	38,000
UCC-TL-Traffic Signal upgrade - East St and William St				0	29,670	39,000
UCC-TL-Traffic Signal upgrade - High St at Stockland entrance		12/02/2017	100% complete	0	40,107	38,000
UCC-TM-Campbell St - North St Intersection	01/02/2017	01/06/2017	5% Completed	0	78,794	200,000
				19,066,462	12,995,976	19,586,718

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
CP428 - CAPITAL CONTROL WEST URBAN OPERATIONS						
UWC-Annual Reseal Program				250,000	1,102	250,000
-UWC-AS-O'Shanesey Street-Capricorn Hwy to 17 Oshanesey St				0	2,787	
UWC-FP-Burnett Highway (between 52538 - 52570 Burn - Div 4				0	31,590	
UWC-FP-Gordon St - East St to Hall St				0	868	
UWC-FP-Ranger St (Barry-Fisher)				130,000	0	130,000
UCC-FP-Russell St (Barry to Fisher)				70,000	27,218	70,000
UWC-Low cost sealing of minor roads				103,000	0	
UWC-NC-Baldwin St Mt Morgan 190m		01/03/2017	100% complete	0	33,810	35,000
UWC-NC-Cifton St Low cost sealing		11/11/2016	100% complete	150,000	130,477	131,000
UWC-NC-Lister St Low cost sealing	30/01/2017	16/02/2017	100% complete	90,000	94,942	90,000
UWC-NC-Macks Esp Mt Morgan 190m		01/03/2017	100% complete	0	29,484	30,000
UWC-NC-Middle Rd Stewart intersection	13/02/2017	22/02/2017	100% complete	74,200	36,036	74,200
UWC-NC-Middle Rd-Capricorn-Macquarie Stage 3				350,000	110	350,000
UWC-NC-Middle Road-Capricorn Street to Macquarie Street				0	8,300	8,300
UWC-NC-School St South Mt Morgan 270m		01/03/2017	100% complete	0	43,352	45,000
UWC-NC-Stewart Street - Somerset Road to Boongary Road			100% complete	0	7,654	7,654
UWC-NC-West St (Huff to East)		11/11/2016	100% complete	45,000	39,759	40,000
UWC-NC-West St Mt Morgan-Dee-Gordon seal				100,000	3,935	100,000
UWC-RC-Allan Rd Upgrade-Conway Ct-Lucas St	15/02/2017	23/02/2017	100% complete	120,000	85,891	120,000

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
UWC-RC-Capricorn St-Gracemere Creek extend to Middle Rd			Design	0	34,780	34,700
UWC-RC-Macquarie St-Somerset Rd to Middle Rd			Design	0	79,299	63,000
UWC-SL-Johnson Road				86,000	0	87,000
UWC-SLS-O'Shanesy Street-1 O'Shanesy St to 17 O'Shanesy				0	-3,888	
UWC-SL-Streetlighting Improvement Program				81,600	8,937	81,600
UWC-SS-Gordon St (Black to end)				8,200	0	8,200
UWC-SW-Brooks St Drainage FSC Plan 387	15/08/2016	15/11/2016		100,000	142,281	143,000
UWC-SW-Replace Stormwater Inlets				35,700	0	35,700
UWC-TM-Ranger St - Breakspear St to Lawrie St				0	17,772	17,772
				1,793,700	856,494	1,952,126

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
CP422 CAPITAL CONTROL RURAL OPERATIONS WEST						
RWC-Annual Reseal Program		09/03/2017		306,000	0	306,000
RWC-NC-Renewal of Unsealed Road Gravel Program A	01/07/2016	30/06/2017	80% complete	1,700,000	0	412,268
-RWC-GR-Aremby Rd Bouldercombe Ch 0.0-0.35 2.2-2.4 3.7-4.		19/10/2016	100% complete	0	50,784	50,784
-RWC-GR-Bishop Rd Garnant Ch 2.95-3.39 3.47-3.58 5.25-5.5					-1	
-RWC-GR-Black Gin Creek Rd Alton Downs Ch 1.27 - 2.4km		01/09/2016	100% complete	0	17,269	17,269
-RWC-GR-Boulder Creek Rd Boulder Ck Ch 2.00-2.2 km		28/09/2016	100% complete	0	5,889	5,889
-RWC-GR-Boulder Creek Rd Boulder Ck Ch 4.50-4.90 km		14/10/2016	100% complete	0	23,743	23,743
-RWC-GR-Boulder Creek Rd Boulder Creek Ch 0.2-1.0 km		21/09/2016	100% complete	0	17,809	17,809
-RWC-GR-Calmorin Rd Ridgeland Ch 0.49-1.58km		15/11/2016	100% complete	0	28,472	28,472
-RWC-GR-Craigilee Rd Morinish Ch 0.0-0.03 0.1-0.5 1.15-2.		27/10/2016	100% complete	0	36,662	36,662
-RWC-GR-Culliungal Rd Baree Ch 0.0 - 0.7 km		13/09/2016	100% complete	0	11,360	11,360
-RWC-GR-Cunningham Rd Nine Mile Ch 1.215 - 1.515 km		19/08/2016	100% complete	0	3,987	3,987
-RWC-GR-Ellrott Rd Morinish Ch 1.2-2.2 2.6-3.0 4.4-5.1 km		06/08/2016	100% complete	0	47,007	47,007
-RWC-GR-Fernvale Road Nine Mile Creek Ch 0.4-0.55 1.4-1.5		05/12/2016	100% complete	0	13,140	13,140
-RWC-GR-Glenroy - Marlborough Rd Glenroy Ch TBA		25/11/2016	100% complete	0	228,968	228,968
-RWC-GR-Glenroy Rd Morinish Ch 22.45 - 22.75 km		16/09/2016	100% complete	0	12,767	12,767
-RWC-GR-Green Rd Alton Downs Ch 0.00 - 0.25 km		01/02/2017	100% complete		2,456	5,000
-RWC-GR-Harding Rd Dalma Ch 10.52 - 12.5 km					-511	
-RWC-GR-Hopkins Rd Kalapa Ch 0.5 - 0.67 1.367 - 1.4km		20/09/2016	100% complete	0	10,312	10,312
-RWC-GR-Hume Rd Kabra Ch 0.00 - 0.4 km		28/07/2016	100% complete	0	20,442	20,442

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
-RWC-GR-Klaproth Rd Alton Downs Ch 0.00 - 0.2 km		19/01/2017	100% complete	0	4,653	5,000
-RWC-GR-Lion Mountain Rd Nine Mile Ch 2.47-3.345 5.26-5.8		22/08/2016	100% complete	0	50,455	50,455
-RWC-GR-McCamley Rd Bajool Ch 0.25 - 0.67 km					-624	
-RWC-GR-McNamara Rd Alton Downs Ch 0.0 - 0.81 km		18/01/2017	100% complete	0	17,466	20,000
-RWC-GR-Meteor Park Rd Kabra Ch TBA		08/02/2017	100% complete		13,055	13,055
-RWC-GR-Mogilno Rd Midge Ch 0.2-0.6km		06/10/2016	100% complete	0	13,348	13,348
-RWC-GR-Murphy Rd Kabra Ch 2.20 - 2.50 km		03/08/2016	100% complete	0	7,785	7,785
-RWC-GR-Pocock Rd Stanwell Ch TBA km		21/07/2016	100% complete	0	21,023	21,023
-RWC-GR-R Pierce Rd Port Curtis Ch 0.02-0.82 km		07/09/2016	100% complete	0	23,550	23,550
-RWC-GR-Reid Rd Alton Downs Ch 4.11 - 5.37km		01/09/2016	100% complete	0	20,124	20,124
-RWC-GR-Riverslea Rd Gogango Ch 1.87-2.37 2.37-2.87 2.9-3		20/07/2016	100% complete	0	86,617	86,617
-RWC-GR-Rosewood Rd Morinish Ch 23.3-24.17 25.86-25.9 30.		13/12/2016	100% complete	0	41,779	41,779
-RWC-GR-Rosewood Rd Morinish Ch 53.0-54.9 55.2-56.2 56.6-		20/10/2016	100% complete	0	86,746	86,746
-RWC-GR-Sheehan Rd Alton Downs Ch 0.00 - 1.00 km		06/02/2017	100% complete		17,831	20,000
-RWC-GR-Sheldrake Rd Alton Downs Ch 0.09 - 1.09 km		04/07/2016	100% complete	0	11,466	11,466
-RWC-GR-South Yaamba Rd Alton Downs Ch 2.87-3.65 3.76-4.4		28/10/2016	100% complete	0	41,873	41,873
-RWC-GR-Tracey Rd Nine Mile Ch 1.25 - 2.25 km		17/08/2016	100% complete	0	35,444	35,444
-RWC-GR-Tucker Rd Alton Downs Ch 0-1.2 1.96-2.32 2.6-8.41		30/08/2016	100% complete	0	40,421	40,421
-RWC-GR-Warren Rd Stanwell Ch 0.5-0.67 0.87-1.0 1.4-2.0 k		12/09/2016	100% complete	0	22,702	22,702
-RWC-GR-Waynes Lane Bouldercombe Ch 0.0 - 0.53km		31/08/2016	100% complete	0	9,066	9,066
-RWC-GR-Wedel Rd Alton Downs Ch 0.00 - 1.00 km		10/02/2017	100% complete		18,328	20,000

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
-RWC-GR-Woodford Rd Alton Downs Ch 0.08 - 1.28 km		31/01/2017	100% complete	0	19,443	22,000
RWC-Insley Avenue-Bouldercombe-Ch 0-0.67			100% complete	0	1,068	0
RWC-MC-Bishop Rd Louisa Creek	03/03/2017			360,000	74,563	220,000
RWC-MC-South Yaamba Rd Sandy Creek				50,000	6,176	150,000
RWC-NC- Isabella - Albert St Stanwell		19/04/2017		0	0	171,400
RWC-NC-Clem Clark Rd		17/08/2016	100% complete	40,000	14,921	14,921
RWC-NC-Malchi Nine Mile Road-Ch 3.3 to Ch 4.7				0	-430	
RWC-NC-Mount Morgan Scenic Lookout				0	39,243	10,180
RWC-NC-Nine Mile Rd - Fogarty Rd Intersection			100% complete	0	19,017	0
RWC-RC-Gracemere Depot road upgrade	02/03/2017	24/02/2017	70% complete	100,000	148,945	150,000
RWC-RC-Malchi-Nine Mile Rd Ch 25.7 to Ch 28.2	28/11/2016	31/01/2017	100% complete	550,000	403,365	420,000
RWC-RC-Nine Mile Rd floodway Ch7.85-10.68		30/01/2017	100% complete	790,000	808,193	800,000
RWC-RC-Nine Mile Road Ch8.37-10.7 Local Government Grant		07/11/2017			1,364	400,000
RWC-RC-Sheldrake Rd Works	10/03/2017			100,000	0	50,000
RWC-RC-Slaughterhouse Rd - Ch0 to 0.8 bit seal		05/06/2017		0	0	200,000
RWC-RC-Stanwell Waroula Rd-Ch0.24-2.24 Local Government Grant		22/05/2017				586,000
RWC-RC-Stanwell Waroula Rd-Ch23.75-28.25 Local Government Grant	06/02/2016			450,000	51,959	1,033,000
RWC-RC-Struck Oil Road-Ch 1.20-1.80			100% complete	0	962	0
RWC-Roller Screed - Honda Wildcat Multivibe SN 14946					11,665	
RWC-RS-Alton Downs-Nine Mile Rd Bajool 0.3 to 1.6 & 1.6					7,802	
RWC-RS-Black Gin Ck Rd Ridgeland 0 to 1.26 km				0	11,632	

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
RWC-RS-Calmorin Rd Ridgeland 0 to 0.45 km				0	6,598	
RWC-RS-Garnant Rd Ridgeland 0.1 to 1.9 km				0	9,930	
RWC-RS-Hinchliffe Ave Bouldercombe 0 to 0.4 km				0	448	
RWC-RS-Laurel Bank Rd Ridgeland 3.25 to 3.75 km					4,400	
RWC-RS-Leigh Close Bouldercombe 0 to 0.12 km				0	387	
RWC-RS-Linda Close Bouldercombe 0 to 0.28 km				0	308	
RWC-RS-Mark Close Bouldercombe 0 to 0.08 km				0	220	
RWC-RS-McLaughlin St Gracemere 0 to 1.1 km					1,239	
RWC-RS-Mount Usher Rd Bouldercombe 0.9 to 2.1 km				0	3,993	
RWC-RS-Old Coach Rd Bajool 0.1 to 0.25 km				0	1,181	
RWC-RS-South Ulam Rd Bajool 13.27 to 14.65 & 16.78 to 17				0	4,637	
RWC-RS-Stanwell-Waroula Rd Bajool 0 to 2.25 & 4.35 to 5.					6,551	
RWC-SW-Alton Downs Nine Mile Road-Ch 1.57			100% complete	0	5,916	0
RWC-SW-Arthur St Wwood-Ch 2.49	07/04/2017			35,700	0	0
RWC-SW-Birralee Rd Ch 1.04 & 2.82	19/04/2017			45,900	2,058	0
RWC-SW-Bishop Rd Ch 0.06 & 3.41	15/12/2016			51,000	4,506	110,000
RWC-SW-J Pierce Rd Ch 1.54	03/03/2016			45,900	0	0
RWC-SW-Kabra Road-Ch 1.94	06/10/2016	23/11/2016	100% complete	165,000	157,510	157,510
RWC-SW-Lion Mountain Rd-Ch 4.32 3.26 & 6.86	01/02/2016			153,000	163	0
RWC-SW-Neerkol Rd Stanwell	21/03/2017			28,000	0	0
RWC-SW-Rookwood Rd Ch 17.0		26/09/2016	100% complete	36,300	33,482	33,482

Project Description	Estimated/ Actual Start Date	Estimated/ Actual Completion Date	Status 24 February	Revised Budget 1	Total Committals	Estimated Final Cost
RWC-SW-South Yaamba Road-Ch 13.5			100% complete	0	1,685	0
RWC-SW-South Yaamba Road-Ch 14.4					-26	
RWC-SW-South Yaamba Road-Ch 3.76 9.70 13.79 14.66&17.				0	279	
RWC-SW-Wyvills Rd Ch 0.13	03/04/2017			30,000	0	30,000
				5,036,800	2,979,014	6,400,826

Total Urban and Rural	25,896,962	16,831,483	27,939,670
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4. ACHIEVEMENT OF OPERATIONAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

As at period ended February 2017 – 66% of year elapsed.

Overall the expenditure is around the 68% including committals which are close to the budget forecast.



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

As At End Of February

Report Run: 01-Mar-2017 09:50:34 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget	Revised Budget	Revised Budget (Pro Rata YTD)	EOM Commitments	YTD Actual	YTD Commit + Actual	Variance	On target
	\$		\$	\$	\$	\$	%	66.7% of Year Gone
OPERATIONS								
CIVIL OPERATIONS								Revised Budget Comparison
Urban Operations								
1 - Revenues	(1,310,969)	(1,110,969)	(740,646)	0	(675,370)	(675,370)	61%	✗
2 - Expenses	6,402,954	6,255,472	4,170,315	338,496	4,829,761	5,168,257	83%	✗
3 - Transfer / Overhead Allocation	2,108,719	2,108,719	1,405,813	0	308,678	308,678	15%	✓
Total Unit: Urban Operations	7,200,704	7,253,222	4,835,481	338,496	4,463,068	4,801,564	66%	✓
Rural Operations								
1 - Revenues	(947,156)	(947,156)	(631,437)	0	0	0	0%	✗
2 - Expenses	3,788,307	3,651,093	2,434,062	138,432	1,441,799	1,580,231	43%	✓
3 - Transfer / Overhead Allocation	1,290,601	1,305,601	870,401	0	1,233,990	1,233,990	95%	✗
Total Unit: Rural Operations	4,131,751	4,009,538	2,673,025	138,432	2,675,789	2,814,221	70%	✗
Civil Operations Management								
1 - Revenues	(23,000)	(23,000)	(15,333)	0	(18,563)	(18,563)	81%	✓
2 - Expenses	19,111,435	22,890,708	15,260,472	33,810	15,189,997	15,223,807	67%	✓
3 - Transfer / Overhead Allocation	(2,065,958)	(2,065,958)	(1,377,305)	0	(1,091,594)	(1,091,594)	53%	✗
Total Unit: Civil Operations Management	17,022,477	20,801,750	13,867,833	33,810	14,079,840	14,113,650	68%	✗
Total Operations:	28,354,933	32,064,510	21,376,340	510,738	21,218,698	21,729,435	68%	✗

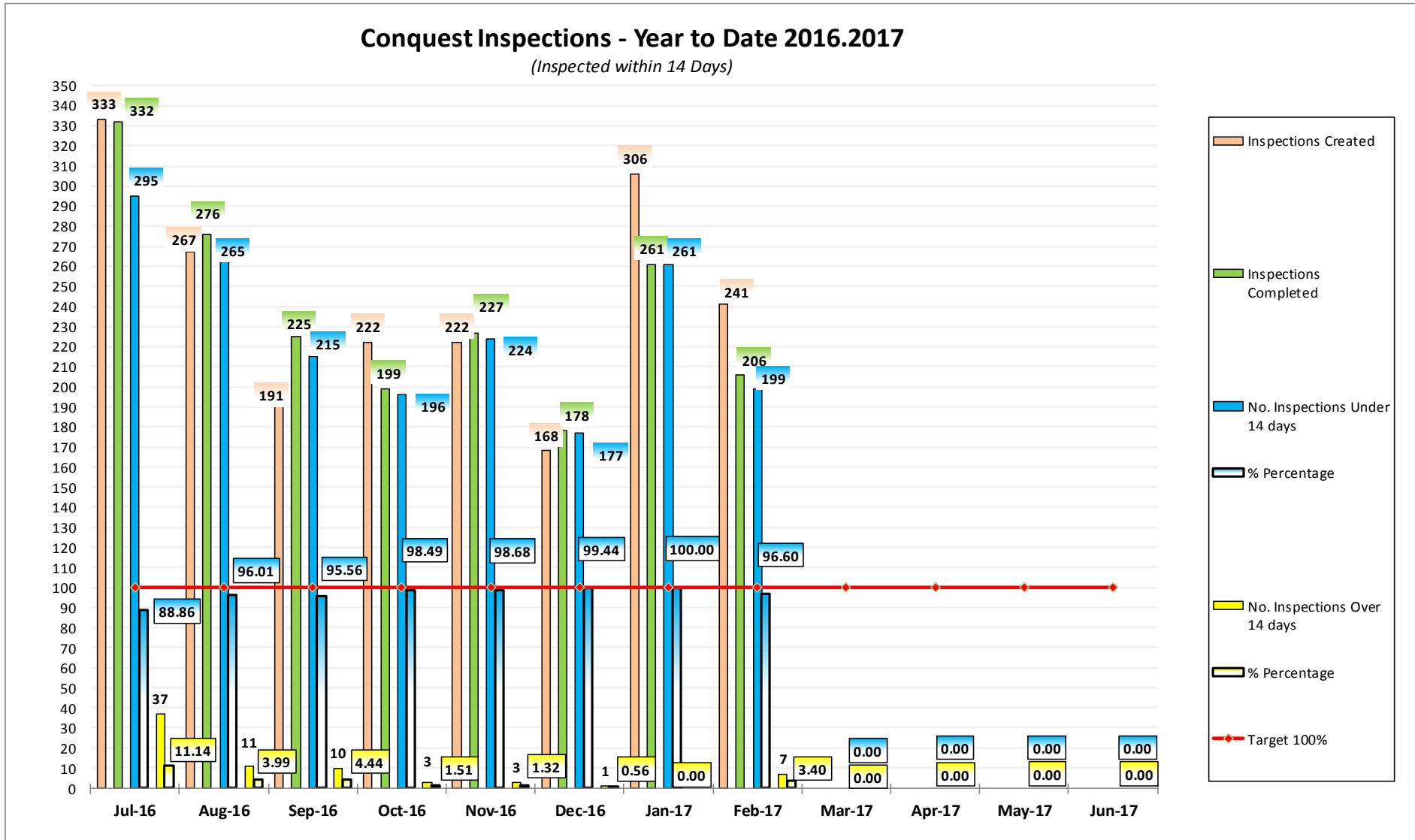
5. DELIVERY OF SERVICES AND ACTIVITIES IN ACCORDANCE WITH COUNCIL'S ADOPTED SERVICE LEVELS

5.1 Conquest Inspections

Customer Request / Conquest Inspections

(finalised within 14 working days)

Service Delivery Standard	Target	Current Performance
Received February 241 inspections, 206 completed – 7 inspections outside the standard 14 days	100%	96.6%

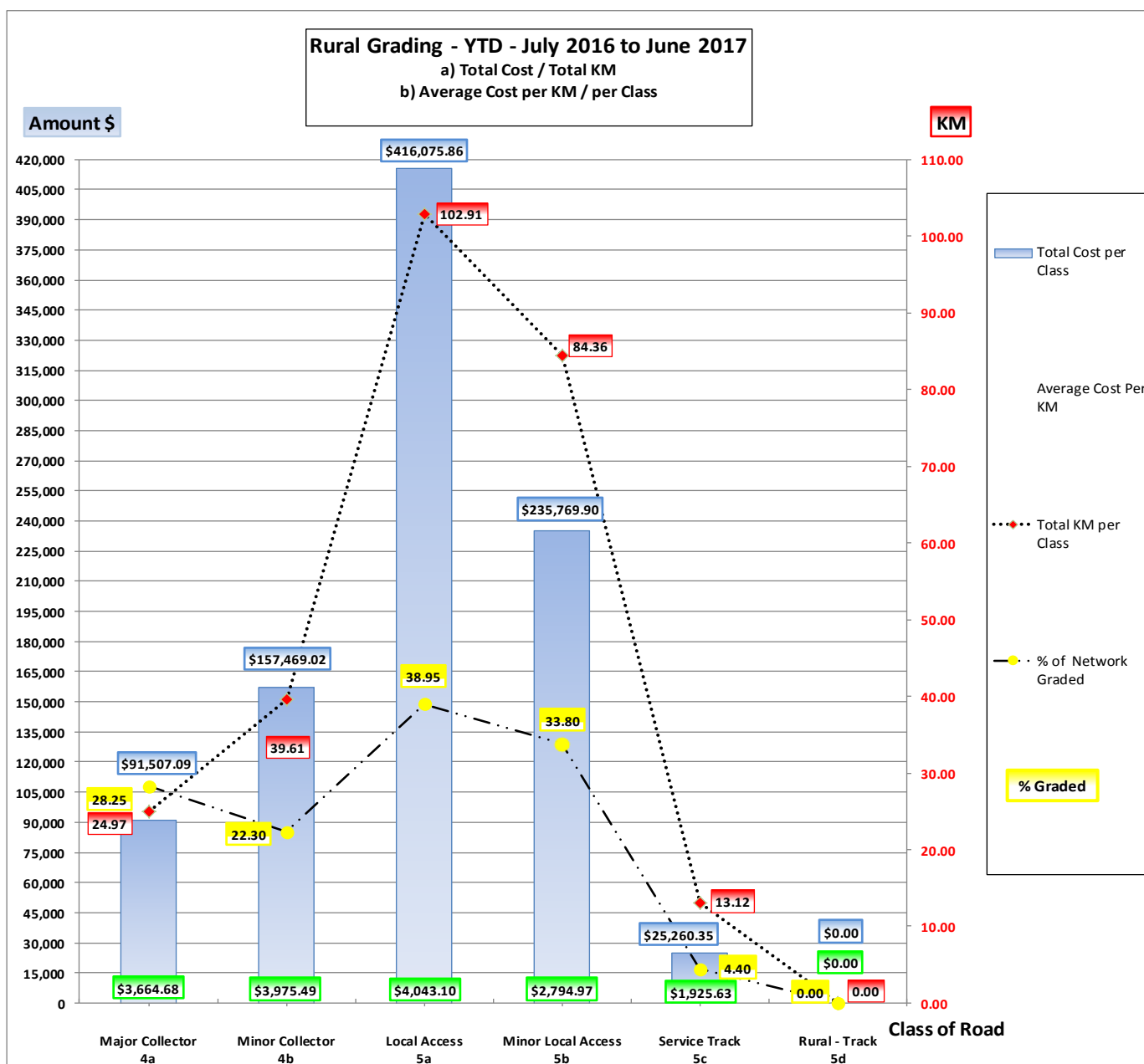


5.2 Unsealed Road Surface Condition Summary

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 2017

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	24.97	\$91,507.09	\$3,664.68	28.25
4b	Minor Collector	177.66	39.61	\$157,469.02	\$3,975.49	22.30
5a	Local Access	264.21	102.91	\$416,075.86	\$4,043.10	38.95
5b	Minor Local Access	249.56	84.36	\$235,769.90	\$2,794.97	33.80
5c	Service Track	297.84	13.12	\$25,260.35	\$1,925.63	4.40
5d	Rural - Track	34.49	0.00	\$0.00	\$0.00	0.00
	Total	1112.15	264.96	\$926,082.22	\$3,495.14	23.82



Road Name	KM	Cost	Road Name	KM	Cost
A. Pierce Road - Morinish	5.30	\$9,533.14	McLean Road	1.35	\$7,486.27
Allen Road	1.82	\$9,377.51	McLoughlin Road	0.35	\$843.44
Aremby Road	4.60	\$11,646.49	Mandlay Road	0.80	\$6,688.53
Ashford Street	0.80	\$2,184.58	Mogilno Road	5.03	\$23,671.00
Barrett Road	11.69	\$23,009.08	Moller Road	2.00	\$3,025.50
Benedict Road	4.80	\$11,901.19	Moore Road	0.90	\$3,025.88
Black Gin Creek Road	1.13	\$8,830.31	Morgan Road	1.06	\$2,633.54
Bob's Creek Road	5.93	\$35,361.29	Murphy Road	3.80	\$25,049.22
Bond Road	1.54	\$7,865.40	Native Cat Road	1.89	\$7,245.25
Calliungal Road	0.90	\$2,765.37	Pandora Road	2.62	\$10,629.68
Calmorin Road	0.59	\$3,960.82	Pipeline Road	1.80	\$5,481.54
Cavell Road - Gracemere	1.60	\$2,078.83	Pocock Road	1.53	\$5,787.23
Colliver Road	1.35	\$3,871.56	Porters Lane	0.10	\$801.89
Comino Road	2.00	\$10,440.93	Porters Road	0.12	\$1,050.54
Connor Road	3.22	\$7,175.65	Pump Lane	0.80	\$3,193.31
Craigilee Road	1.10	\$2,884.51	Ranger Road	2.10	\$5,467.52
Craignought Road	10.60	\$26,887.30	Raspberry Creek Road	7.30	\$8,258.95
Cunningham Road	1.24	\$7,228.95	Redbank Road	10.08	\$26,162.26
Donovan Road	5.24	\$12,449.04	Reid Road	4.31	\$16,047.30
E Williams Road	1.30	\$8,373.06	Riverslea Road	14.44	\$44,499.31
Edgar Road	1.69	\$5,765.03	Rosewood Road	18.58	\$51,228.64
Fernvale Road	2.30	\$7,425.10	Seeney Road	0.66	\$2,052.21
Geihe Road	0.98	\$2,083.14	Sheehan Road	0.65	\$1,912.14
Glenroy-Marlborough Road	20.55	\$103,167.49	Somerset Road	2.17	\$6,453.27
Gold Escort Road	0.12	\$926.56	South Yaamba Road	6.25	\$34,900.51
Goodwin Road - Gracemere	2.85	\$9,759.41	Spragg Road	0.48	\$2,537.92
Green Road	0.50	\$4,309.56	Stanley Road	0.60	\$3,884.65
Greenup Road	0.80	\$1,278.77	Stewart Park Road	0.98	\$2,937.41
Halfpenny Road	2.73	\$8,870.55	Stracey Road	1.03	\$5,796.58
Hallam Road	0.80	\$1,540.28	Taylor Street	1.00	\$7,415.67
Hanrahan Road	5.83	\$15,441.76	Thirsty Creek Road	18.78	\$57,315.83
Harnsworth Road	0.58	\$1,507.33	Tindall Road	1.20	\$6,993.86
Hopkins Road	0.50	\$3,692.37	Tipson Lane	1.03	\$4,639.07
Hopper Road	4.30	\$16,949.28	Truelson Road	1.10	\$2,125.61
Hume Road	3.40	\$18,831.62	Tucker Road	3.60	\$4,122.95
Hunt Road	2.80	\$18,729.25	Tyrell Road	1.40	\$6,282.86
Huxham Lane	0.50	\$2,199.57	V. Ramm Road	1.40	\$3,084.26
Josefski Road	1.76	\$8,508.88	Warren Road	2.60	\$6,024.85
Kabra-Scrubby Creek Road	2.25	\$11,469.47	Washpool Road	1.00	\$3,117.99
Kakoma Road	1.80	\$6,260.31	Watts Road	0.51	\$2,660.53
Kangaroo Crescent	0.25	\$569.80	Wedel Road	1.30	\$3,947.52
Kelly Road	2.92	\$7,851.10	Westwood Cemetery	0.99	\$3,076.52
Klaproth Road	1.00	\$3,585.83	Williams Road	0.30	\$1,677.12
Laurel Bank Road	3.50	\$15,219.39	Woodford Road	1.30	\$4,932.65
Lee Street	0.20	\$777.74	Subtotal 2	131.29	\$436,168.78
Mckenzie Road	2.01	\$5,368.84			
Subtotal 1	133.67	\$489,913.44	Total	264.96	\$926,082.22

CIVIL OPERATIONS MONTHLY OPERATIONS REPORT - MARCH 2017

Works Program March - April 2017

Meeting Date: 14 March 2017

Attachment No: 2

Construction and Works Program - March - April 2017

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 March - April 2017 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-BDG-Bishop Rd, Louisa Ck Bridge	Bridge Work	Mid February 2017	Late March 2017	Traffic Controllers and Speed Restrictions
RWC-RC-Isabella - Albert St Stanwell , bitumen seal	Re-Construction	Late March 2017	Mid April 2017	Traffic Controllers and Speed Restrictions
RWC-RC-Stanwell Waroula Road- Ch 0.24 to 2.24 , bitumen seal	Re-Construction	Late April 2017	Late May 2017	Traffic Controllers and Speed Restrictions
RWC-RC-Stanwell Waroula Road- Ch 23.72-28.22 , bitumen seal	Re-Construction	Late February 2017	Early July 2017	Traffic Controllers and Speed Restrictions
RWC-SW-Bishop Rd Ch 0.06 & 3.41	Stormwater	Late March 2017	Late April 2017	Traffic Controllers and Speed Restrictions
RWC-SW-Wyvvilles Rd Ch 0.13	Stormwater	Early April 2017	Mid April 2017	Traffic Controllers and Speed Restrictions
Urban Central Area				
Work Location	Work Description	Start	Finish	Potential Interruptions
UCC-FP-Haynes St-Richardson Rd to Harriette St	Footpath	Early February 2017	Late March 2017	Traffic Controllers and Speed Restrictions
UCC-FP-Moores Creek Rd (Norman Gardens Cycle path)	Footpath	Mid February 2017	Late March 2017	Traffic Controllers and Speed Restrictions
UCC-FP-Norman Road (Norman Gardens cycle path)	Footpath	Mid March 2017	Late March 2017	Traffic Controllers and Speed Restrictions
UCC-FP-Pilbeam Drive Footpath Crew 1	Footpath	Early February 2017	Early June 2017	Traffic Controllers and Speed Restrictions
UCC-FP-Pilbeam Drive Footpath Crew 2	Footpath	Late March 2017	Mid July 2017	Traffic Controllers and Speed Restrictions
UCC-FP-Reconstruction Footpaths-To be determined from Asset Management Plan 2016/17	Footpath	Early October 2016	Late April 2017	Traffic Controllers and Speed Restrictions
UCC-FP-Talford Street_Albert Street to North Street	Footpath	Late March 2017	Early June 2017	Traffic Controllers and Speed Restrictions
UCC-NC-Denison Street - Denham St kerbing blackspot	Construction	Late February 2017	Mid April 2017	Traffic Controllers and Speed Restrictions
UCC-NC-Denison Street - Derby St kerbing blackspot	Construction	Early February 2017	Late April 2017	Traffic Controllers and Speed Restrictions
UCC-NC-Landfill Piggy Back	Construction	Early September 2016	Late April 2017	Traffic Controllers and Speed Restrictions
UCC-NC-Landfill Various Jobs Stage 2	Construction	Early April 2017	Early July 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Bertram Street _Main St to Thomasson St	Re-Construction	Early September 2016	Late March 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Bevis St-Wandal Rd to Cavell	Re-Construction	Late March 2017	Mid May 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Campbell Street-Albert St to North St	Re-Construction	Early March 2017	Early July 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Campbell Street-North St Cycle paths	Re-Construction	Early February 2017	Early March 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Leamington St	Re-Construction	Early March 2017	Late March 2017	Traffic Controllers and Speed Restrictions
UCC-RC-North Street-Canning Street to Robert Street	Re-Construction	Late July 2016	Early March 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Pavement rehabilitation of CBD roads near Fitzroy St	Re-Construction	Mid January 2017	Mid March 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Pavement rehabilitation of Quay St (William to Stanley)	Re-Construction	Early March 2017	Late March 2017	Traffic Controllers and Speed Restrictions
UCC-RMPC Works	RMPC Work	Early March 2017	Early June 2017	Traffic Controllers and Speed Restrictions
UCC-SW-Alexander Street Drainage	Stormwater	Late April 2017	Mid May 2017	Traffic Controllers and Speed Restrictions
UCC-SW-Caribbea Estate Stg 2	Stormwater	Late April 2017	Early July 2017	Traffic Controllers and Speed Restrictions
Urban West Area				
Work Location	Work Description	Start	Finish	Potential Interruptions
UWC-FP-Ashes Garden FP Gracemere	Footpath	Early March 2017	Early April 2017	Traffic Controllers and Speed Restrictions
UWC-FP-Footpaths Division 4 (Cr Smith)	Footpath	Early February 2017	Mid March 2017	Traffic Controllers and Speed Restrictions
UWC-FP-Ranger Street-Barry Street to Fisher Street	Footpath	Early April 2017	Early June 2017	Traffic Controllers and Speed Restrictions
UWC-FP-Russel St (Barry to Fisher)	Footpath	Early February 2017	Early March 2017	Traffic Controllers and Speed Restrictions
UWC-NC-Middle Road-Capricorn Street to Macquarie Street Stage 3	Construction	Late March 2017	Late May 2017	Traffic Controllers and Speed Restrictions

8.3 PILBEAM DRIVE RESEAL**File No:** 3676**Attachments:** Nil**Authorising Officer:** Peter Kofod - General Manager Regional Services**Author:** David Bremert - Manager Civil Operations**SUMMARY**

As part of the 2015/16 Cyclone Marcia Damage projects, Pilbeam Drive reconstruction was undertaken and many of the slips were rectified. This project was funded through NDRRA and Councils capital budget.

An assessment of the road surface after the flood damage works identified the need to reseal the road. This report presents four resealing options, all of which will have significant budget effects due to the slope and the number of bends on the road.

OFFICER'S RECOMMENDATION

- Council endorse the proposed road treatment for Pibeam Drive
 - 14mm single PMB seal and a 7mm Spray Seal; and
- Council consider the allocation of an additional \$200,000 in the road reseal budget in the 2017/18 budget process to cover reduced works undertaken in 2016/17.

COMMENTARY

Pilbeam Drive provides access to 42 properties, communication towers for the emergency services and a major tourist destination for the region. The road is 5.2 km long and currently 7m wide. The asphalt wearing surface on the road was installed before 1986. This surface has held up well but with the construction traffic and its age, the asphalt surface needs to be resealed.

Whilst undertaking the works on Pilbeam Drive, Civil Operations and Cardno Civil Engineers have inspected the road surface and have estimated that pre seal repairs will need to be undertaken and the asphalt wearing course resealed. The proposed works would be scheduled to be completed after the footpath works are completed.

Treatment options are provided below:

No	Option	Cost	Advantages	Disadvantage
1	14mm single PMB (rubber bitumen) Spray Seal - \$4/m ²	\$250,000	Low cost High skid resistance Good waterproofing Controlling cracked surfaces	Will not correct pavement shape Increase in tyre noise. Minor risk of raveling at tight bends Life span of Spray Seal is less than Asphalt
2	14mm PMB and 7mm Spray Seals - \$7/m ²	\$325,000	Good skid resistance Good waterproofing Controlling cracked surfaces Low tyre noise	Will not correct pavement shape. Life span of Spray Seal is less than Asphalt
3	14mm single PMB Spray Seal	\$500,000	Good waterproofing	Medium Cost

	and a Slurry Seal - \$13/m2		Controlling cracked surfaces Low tyre noise Correct minor pavement shape defects – 5mm	
4	14mm single PMB spray seal and an 20mm asphalt seal - \$20/m2	\$800,000	Good waterproofing Controlling cracked surfaces Lower tyre noise Correct pavement shape defects – 30mm	High Cost
5	14mm single PMB spray seal and an 40mm asphalt seal - \$34/m2	\$1,250,000	Good waterproofing Controlling cracked surfaces Low tyre noise Correct pavement shape defects – 50mm	High Cost

All options included an allowance of \$100,000 to undertake pavement failure repairs along the road prior to the treatment.

All three wearing surfaces will improve the safety of road users. A spray seal on Pilbeam Drive is considered acceptable for cyclists as many highways and ranges have used spray seals. Spray seal provides additional skid resistance compared to asphalt or a slurry seal.

BUDGET IMPLICATIONS

This road is not identified in the Council's current three year asset program. The inclusion of Pilbeam Drive will defer projects currently within the forward program.

The initial 14mm PMB seal can be funded through the 2016/17 (\$250,000) reseal budget. The proposed second coat seal could be funded by bringing funds forward from 2017/18 to 2016/17 (\$75,000) reseal budget.

Both the proposed alternative slurry (\$250,000) and asphalt seals (\$1,000,000) inclusion will have a significant impact of the 2017/18 reseal program if it required to include them in the current budget.

It would reduce the impact on other roads, it would be preferable that additional funding is allocated for the slurry and asphalt seal options.

If no additional funding is allocated, then it is proposed that the following items be delayed to 18/19 with additional used to fund the choose option.

Slurry Seal - \$250,000 – delay

- Reseal-Denham St - Canning to Quarry - PMB + slurry seal (\$270,000) from proposed 2017/18 to 2018/19.

Asphalt - \$1,000,000 – delay

- UCC-rehab-Glenmore Rd Main to Railway Crossing) - \$300,000
- UCC-Reseal-Annual Reseal Program - \$430,000 from the \$3,000,000
- Reseal-Denham St - Canning to Quarry - pmb + slurry seal (\$270,000)

STAFFING IMPLICATIONS

The pre-seal repairs would be undertaken by Civil Operations' staff. The spray seals would be undertaking by contract.

RISK ASSESSMENT

The road surface is showing signs of distress and regular pavement failures are appearing in the surface. If this reseal is not undertaken then the asphalt will continue to fail resulting in increasing maintenance costs for the road.

CONCLUSION

The Pilbeam Drive road surface is showing signs of distress and requires rectification. The recommended treatment for Pilbeam Drive is Option 2. This would consist of a two coat seal along the entire length.

8.4 BUS STOPS COMPLIANCE WITH DISABILITY DISCRIMINATION ACT 1992

File No: 1921 & 1659
Attachments: Nil
Authorising Officer: Peter Kofod - General Manager Regional Services
Author: David Bremert - Manager Civil Operations

SUMMARY

This report outlines Civil Operations' progress to ensure all Translink bus stops are accessible in line with Federal Government target dates for compliance.

OFFICER'S RECOMMENDATION

THAT the update on the Bus Stop Disability compliance program be received.

COMMENTARY

Council is responsible for 275 bus stops across the region. A program is currently underway to upgrade bus stops throughout the Region to provide accessible bus stops in line with the Federal Government's Disability Discrimination Act 1992. Upgrading of the bus stops will allow people with a wide range of physical disabilities to access the public transport system, giving them greater mobility throughout the Region. The program is jointly funded by Council and the Department of Transport and Main Roads (DTMR).

The Queensland Government has set four target dates as milestones:

December 2007 – 25%	December 2017 – 90%
December 2012 – 55%	December 2022 – 100%

At the end of this financial year 145 bus stops will be upgraded and are compliant. This equates to 53% compliance which is well short of the 90% target. There were initial delays by both Council and DTMR in clarifying information on the number and location of stops across the region, but the program is well underway.

This table outlines the remaining bus stops to be upgraded and associated costs. Council will need to fund 50% for these amounts.

Bus stop upgrade forward works program				
Level of upgrade required	Number of stops proposed to be upgraded per year			
	2017 –18	2018 –19	2019 –20	2020 –21
Minor – up to \$9,999	31	30	31	30
Moderate - \$10,000 - \$29,999	2	3	2	2
Total estimated cost of upgrade	\$300,000	\$300,000	\$300,000	\$250,000

BUDGET IMPLICATIONS

The draft budget currently incorporates an increase of the funding allocation for the bus stops program from \$100,000 per annum up to \$300,000 per annum to ensure the program is completed. This funding does not allow for additional bus stops or upgrades to seating or shelter.

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

Council and Translink staffs have discussed these works and have prepared a list of bus stops to become compliant.

Council is discussing with Translink the location of the bus stops that have been or will be upgraded to ensure that these meet the current and future bus routes.

CONCLUSION

Council has a legal responsibility to meet the Federal Government's Disability Discrimination Act 1992 criteria of achieving 100% compliance by 2022 in regards to bus stops. Council and Translink staff have been working together to achieve this goal.

To enable Council to upgrade the remaining 122 bus stops additional funding has been included in the draft capital budget.

8.5 STREET SAFETY AND VEHICLE PARKING - FOULKES STREET AND SPRINGFIELD DRIVE

File No: 377
Attachments: 1. Foulkes St - Springfield Drive Intersection
Authorising Officer: Martin Crow - Manager Engineering Services
Peter Kofod - General Manager Regional Services
Author: Jamie McCaul - Coordinator Development Engineering

SUMMARY

Further to the Planning and Regulatory Committee meeting on 13 September 2016, Council Officers have undertaken investigations with a view to identify any potential parking issues and street safety issues within Springfield Drive and at the Foulkes Street / Springfield Drive intersection.

OFFICER'S RECOMMENDATION

THAT Council monitor the intersection with regards to vehicles parking in Springfield Drive and should issues be evident, advise Local Laws accordingly.

COMMENTARY

The matter is brought to the Council table following concerns raised by Councillors at the Planning and Regulatory Committee meeting on 13 September 2016. A complaint had been received from a member of the public surrounding the capacity of Springfield Drive and the safety of this road with vehicles parking on either side of the carriageway. Further, concerns around vehicles parking adjacent to the intersection of Foulkes Street/ Springfield Drive were also raised.

Springfield Drive is identified as a major urban collector road. It has a carriageway width of 10m and road reserve width of 20m towards the Foulkes Street end. Direct property access exists onto Springfield Drive however the speed environment is 50km/hr. In general no property access is permitted from higher order roads given the volumes of traffic and speed environment. However in this instance, historically access has been provided. Any risk associated with direct access onto Springfield Drive has been mitigated through the reduced speed limit.

Under Council's development guidelines, the functional capacity of a major urban collector road is 6000 vehicles per day. Current count data on Springfield Drive taken in February 2017 is 669 vehicles per day with the 85th percentile speed at 50 km/hr. Further development of the Springfield Drive contributing catchment out to the ultimate scenario has been considered as part of a number of traffic impacts assessments undertaken for the surrounding developments. These assessments concluded that there is sufficient capacity in the road for the future ultimate development scenario. Since these assessments were conducted a reduction in the ultimate yield of the catchment area has been realised with limitations brought about by the new planning scheme. This will consequently reduce the ultimate volumes on Springfield Drive.

The assessment suggests that the capacity of Springfield Drive is well within the ultimate demands envisaged. In addition, with the width of the carriageway and reduced speed limit, there are no safety issues surrounding vehicles parking on the carriageway on either side. With a B99 vehicle (Austroads 99th percentile vehicle) parked on either side of the road there is still a 6m unimpeded section of carriageway for vehicles to traverse.

The intersection of Springfield Drive and Foulkes Street is an uncontrolled tee intersection with associated give way signage on the Springfield Drive leg. The intersection is unrestricted with full movements permitted.

A channelized right turn lane is provided in Foulkes Street for vehicles entering into Springfield Drive and vehicles are able to turn right into Foulkes St from Springfield Drive. Sight distances are acceptable from both directions and compliant with relevant legislation.

The Queensland Government implement parking rules to ensure Queensland roads stay organised and safe for all road users and pedestrians. Parking fines are issued by the Queensland Police Service and Council's Local Laws using a traffic infringement penalty notice. Parking is not permitted within 10m of any intersection without traffic lights, unless there are signs that permit this.

With regards to parking restrictions, Council identifies Springfield Drive as suitable for legal on-street parking given the width of the carriageway, low speed environment and low volumes of traffic. An advantage to on-street parking (if done in a legal manner) is it helps to create a lower speed environment given drivers need to adjust their driving speed to safely traverse the road. In urban areas, on street parking is considered to be a normal part of the road environment.

Council is selective in where parking restriction signs and yellow line marking are applied. As such they are generally reserved for streets where Council has determined that a genuine road safety issue can be addressed through their implementation. Any restrictions to parking in this area would significantly disadvantage residents in this street.

Council Officers have investigated the capacity of Springfield Drive and the safety of the carriageway and intersection with Foulkes Street. A number of site inspections have been conducted in December 2016 and in January 2017 at varying times to identify any problematic parking and road safety issues that are a cause for concern. Although it was noted a number of vehicles park within the Springfield Drive carriageway, no causes for concern were identified given the width of the road.

BACKGROUND

Concerns were raised at the Planning and Regulatory Committee meeting on 13 September 2016, regarding parking and street safety at the intersection of Springfield Drive and Foulkes Street.

RISK ASSESSMENT

Council Officers have assessed the risk associated with vehicles parking on the carriageway of Springfield Drive and also vehicles parking adjacent to the intersection. Any concerns with regards to traffic safety are a low risk and the risk will be further mitigated with monitoring any vehicles parking at the intersection.

CORPORATE/OPERATIONAL PLAN

Provide engineering, infrastructure planning and project management services to meet the current and future needs of the community and the organization.

CONCLUSION

Council Officers have undertaken investigations with a view to identify any potential parking issues and street safety issues within Springfield Drive and at the Foulkes Street/ Springfield Drive intersection.

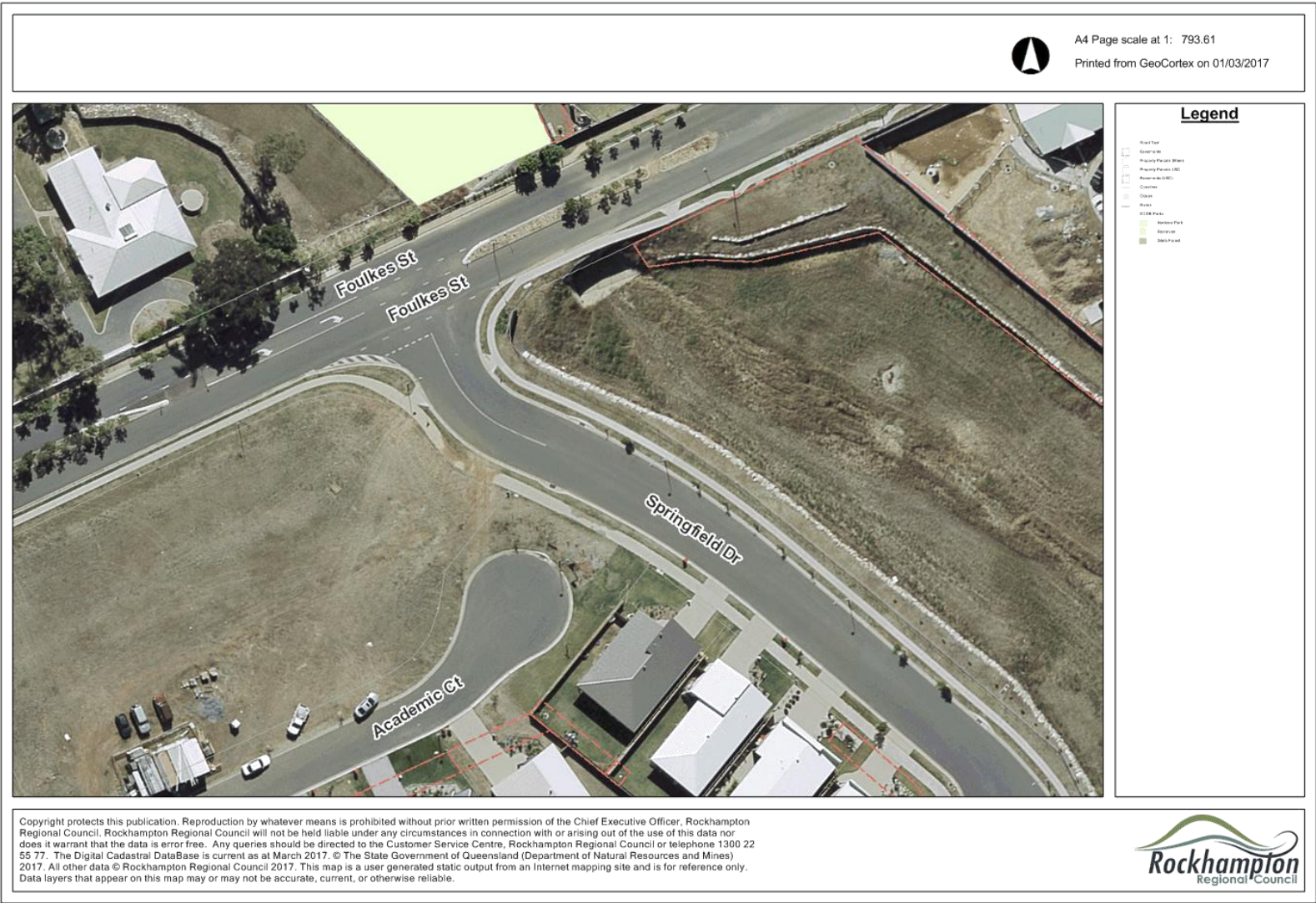
No road safety issues have been identified however, it is recommended that the Foulkes Street and Springfield Drive intersection be monitored to ensure any vehicles parking in the vicinity are compliant with the road rules and setback from the intersection.

STREET SAFETY AND VEHICLE PARKING - FOULKES STREET AND SPRINGFIELD DRIVE

Foulkes St - Springfield Drive Intersection

Meeting Date: 14 March 2017

Attachment No: 1



8.6 REQUEST TO RENAME SECTION OF MAIN STREET

File No: 8054

Attachments:

1. Snippets article
2. Main Street 'A' Section Map

Authorising Officer: Peter Kofod - General Manager Regional Services
Martin Crow - Manager Engineering Services
Stuart Harvey - Traffic Engineer

Author: Stuart Singer - Technical Officer

SUMMARY

A request has been received from a resident who resides on Main Street, Park Avenue to rename the section of Main Street from the Fitzroy River to Glenmore Road. This report seeks to gain Council endorsement to undertake a consultation process to gauge the breadth of confusion experienced and level of support for a renaming option from all residents and landowners within this section of Main Street.

OFFICER'S RECOMMENDATION

THAT Council endorse Option 1 to undertake an engagement process to gauge the breadth of confusion experienced, and level of support for a renaming option from all residents and landowners within the 'A' section of Main Street. Depending on the engagement outcome, further action for renaming may be progressed.

COMMENTARY

A request has been received by Council from a resident who resides on Main Street, Park Avenue to rename the section of Main Street from Glenmore Road to the Fitzroy River (Customer Request 467514). The resident published an article in the local Park Avenue Snippets news leaflet regarding this issue on December 28, 2016.

According to the resident, Emergency services (Ambulance) were requested at the customer's residence of 17A Main Street and the ambulance got lost on route. The resident has experienced times when couriers and customers would go to the non-suffix property address section while looking for the 'A' address. The snippets article also reports a story from a resident who has resided in the non-suffix (Glenmore Road to Yaamba Road) section of Main Street for thirty five years. This resident mentions continuously directing people to the 'A' section (Glenmore Road to Fitzroy River) of Main Street.

The confusion is not directly related to the road name, but rather the property numbering. It would be a reasonable expectation that properties with suffix addresses are adjacent to non-suffix properties. The impact of changing the property numbering to be more logical would impact on the entire length of Main Street, impacting a total of 164 property addresses. If the road name is changed for the section between Glenmore Road and the Fitzroy River, only twenty two residents / property owners would be affected.

At this stage, Council officers have not engaged residents and / or property owners to gain a comprehensive understanding of the breadth of issues experienced and their attitude to a potential road name change.

Officers are suggesting two options to address this issue:

OPTION 1:

Undertake a targeted consultation process to gauge the breadth of confusion experienced and level of support for a renaming option.

Written correspondence will be sent to residents / property owners outlining the reasons for a consultative survey, the impact of changing a road name (mortgages, licences, etc), who Council would notify if the name changed (Australia Post, DNRM, Emergency Services, Ergon, AEC) and a survey which focuses on establishing if there is an issue, any confusion /

problems encountered and suggested alternate names for the 'A' section. The required number of responses will need to reflect a 95% confidence level with a 5% confidence interval. The response to the street name change question will be calculated against the performance standard of 75% of respondents in support of the change.

OPTION 2:

Do nothing. Investigation to date has identified that each of the properties in the section from Glenmore Road to the Fitzroy River has a unique property address. It is understood that Emergency Services utilise a common GPS database which contains these unique addresses. Technically, Emergency Services should not have difficulty finding the physical location of the property addresses utilising their GPS units.

Officers recommend Option 1 is progressed and consultation with residents is undertaken. If the consultation responses are in support of the change and meet the response criteria, then the Naming of Infrastructure Assets procedure will be implemented by Council Officers.

BACKGROUND

There are a total of 164 property addresses in Main Street. There are 22 properties in the section of Main Street between Fitzroy River and Glenmore Road having the suffix 'A', ranging from 2A to 27A. There are 142 property addresses numbering from 1 to 188 Main Street when extending from Glenmore Road towards Yaamba Road.

Council's Naming of Infrastructure Assets Policy states that the policy provides a consistent approach to the naming of infrastructure assets, to ensure that Council's road network has an easily recognisable system of road and street name signs that assist both pedestrians and motorists and provides a safe traffic environment.

Australian Standard AS/NZ 4819:2011 (Rural and urban addressing) states that road names are intended to be enduring, and shall only be changed when necessary.

In 2011, Council was approached by Australia Post to investigate the numbering allocated in Main Street, in particular between the Fitzroy River and Glenmore Road (the 'A' section) as they expressed confusion with the numbering. This issue was not resolved at the time, however the renaming of the 'A' section of Main Street was identified as the most appropriate action to resolve the issue. Advice at the time was conveyed to Australia Post that the issue would need to go to Council table for support.

Due to the Council de-amalgamation process and Council elections, staff retirements and changes, this issue had not been pursued further.

POLICY IMPLICATIONS

The applicable policy is 'Naming of Infrastructure Assets'

STAFFING IMPLICATIONS

Council Technical Officer and Community Engagement Officer would be required to prepare, conduct and assess an engagement process before undertaking the road naming procedure.

RISK ASSESSMENT

This engagement is considered to have a Low Local impact due to the fact that at this stage, the community engagement will be only consultation, seeking comments to gauge the level of desire for a road name change. If the findings are not overwhelmingly in support of the change, as this issue may not affect all residents to the same degree, implementing a name change could be potentially controversial with a name change being imposed on residents who do not support a change.

CONCLUSION

A request has been received from a resident who resides on Main Street, Park Avenue to rename the section of Main Street from the Fitzroy River to Glenmore Road. Council officers have provided recommendations to Council to progress this matter further and resolve the numbering issue.

REQUEST TO RENAME SECTION OF MAIN STREET

Snippets article

Meeting Date: 14 March 2017

Attachment No: 1

It's Your News

Free!

Snippets

PARK AVENUE

0423 566 648

Issue 2, Dec 28 2016

snippetsPA@gmail.com



The 'A's are causing confusion

Main Street retired television technician Norman Girdler has wondered for many years why his home address has an A after the street number.

Norman who has lived at 17A Main Street for 42 years, did once ask council why his home was known as 17A, while a home 500 metres away is 17 Main Street. "I have heard my street was once known as Park Avenue but everything changed long before I moved here," the confused resident said.

For many years Norman ran Girdler Electronics under his home. "I was always having to tell the couriers and customers I'm between Glenmore Road and the river. Quite often I would find out they went to 17 Main Street, which is a fair way up the road."

Recently Norman required an ambulance, "I knew of the problem and explained to the

operator where I live and they still got lost. You could be dead before the ambulance came. I know it's not the local paramedics' fault but when you need an ambulance you want one quickly. I'm worried about the elderly who live at this end of Main Street."

Retired chiropractor Irving Rofe, who has lived at 24 Main Street for 35 years, said "I often have people looking for the 'A's. I just direct them down the street."

Norman has a solution, why not put Main Street extended on the street sign.

Rockhampton Regional Council Acting CEO, Ross Cheesman said "Council is willing to investigate the issue of confusion regarding the two sections of Main Street, Park Avenue.

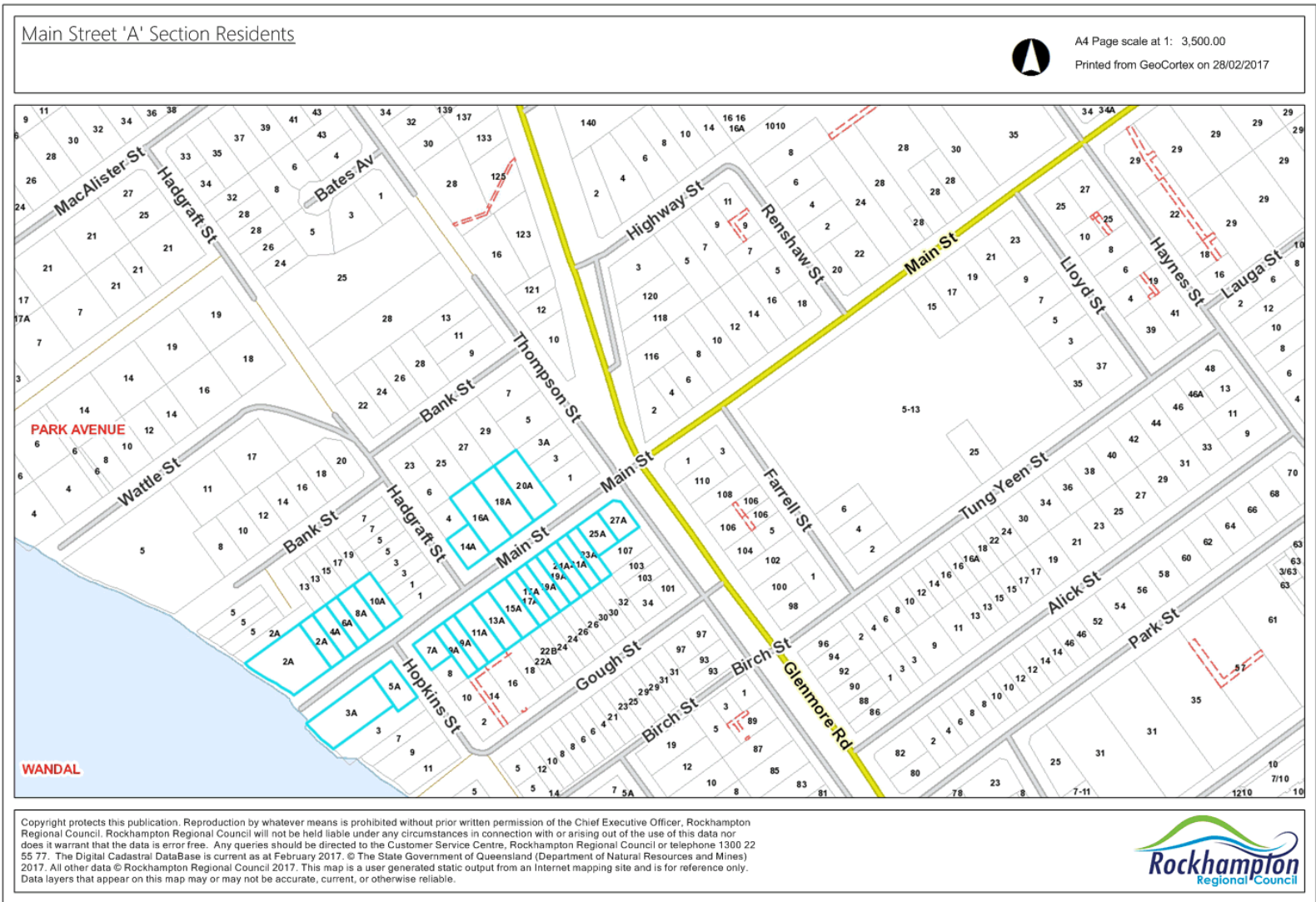
Footnote: Only minutes before Snippets arrived at Mr Girdler's home, a lawn mowing contractor asked if he was 17 Main Street.

REQUEST TO RENAME SECTION OF MAIN STREET

Main Street 'A' Section Map

Meeting Date: 14 March 2017

Attachment No: 2



9 NOTICES OF MOTION

Nil

10 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.

11 CLOSURE OF MEETING