



INFRASTRUCTURE COMMITTEE MEETING

AGENDA

28 JANUARY 2020

Your attendance is required at a meeting of the Infrastructure Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 28 January 2020 commencing at 2:00pm for transaction of the enclosed business.

A handwritten signature in black ink, appearing to be "C. P.", is written over a faint, light blue circular official stamp.

CHIEF EXECUTIVE OFFICER
22 January 2020

Next Meeting Date: 11.02.20

Please note:

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

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	OPENING.....	1
2	PRESENT	1
3	APOLOGIES AND LEAVE OF ABSENCE	1
4	CONFIRMATION OF MINUTES	1
5	DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA.....	1
6	BUSINESS OUTSTANDING	2
6.1	BUSINESS OUTSTANDING TABLE FOR INFRASTRUCTURE COMMITTEE.....	2
7	PUBLIC FORUMS/DEPUTATIONS	5
	NIL	5
8	OFFICERS' REPORTS.....	6
8.1	FITZROY REGIONAL RESILIENCE STRATEGY PILOT PROJECT - PHASE 1	6
8.2	INFRASTRUCTURE PLANNING MONTHLY OPERATIONS REPORT - DECEMBER 2019.....	30
8.3	CIVIL OPERATIONS MONTHLY OPERATIONS REPORT JANUARY 2020	40
8.4	PROPOSED BUS STOP LOCATION - DEAN STREET	60
9	NOTICES OF MOTION.....	62
	NIL	62
10	URGENT BUSINESS/QUESTIONS	63
11	CLOSURE OF MEETING	64

1 OPENING

2 PRESENT

Members Present:

Councillor A P Williams (Chairperson)
The Mayor, Councillor M F Strelow
Councillor R A Swadling
Councillor N K Fisher
Councillor C E Smith
Councillor C R Rutherford
Councillor M D Wickerson

In Attendance:

Mr M Crow – Manager Infrastructure Planning (Executive Officer)
Mr E Pardon – Chief Executive Officer

3 APOLOGIES AND LEAVE OF ABSENCE

4 CONFIRMATION OF MINUTES

Minutes of the Infrastructure Committee held 26 November 2019

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 - Infrastructure Committee [↓](#)

Authorising Officer: Evan Pardon - Chief Executive Officer

Author: Peter Kofod - General Manager Regional Services

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 - Infrastructure Committee

Meeting Date: 28 January 2020

Attachment No: 1

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
27/08/2019	Hanrahan's Crossing Assessment	THAT a report be presented to the Council table outlining the cost of alternatives for the approaches to the Hanrahan's Crossing upgrade.	David Bremert	10/09/2019	Awaiting advice from Sunwater on what, or if any upgrades to the current crossing will be occurring.
26/11/2019	Rockhampton Ring Road Update	<ol style="list-style-type: none"> 1. THAT the deputation by Officers from the Department of Transport and Main Roads for the Rockhampton Ring Road Project be "received". 2. THAT Council thank the Department of Transport and Main Roads for their deputation and look forward the commencement of consultation with Council. 3. THAT Council withdraw membership and representation from the steering committee until such time that Council's representative on that committee is at liberty to share any information with Council and Elected Members. Council is keen to work with main roads to ensure mutual benefit as we see ourselves as an equal player in this project. 4. THAT Council request that full data and modelling including flood and traffic modelling be shared with Council to satisfy Council that the interests of our community are being addressed. 5. THAT Council express interest to engage at the earliest opportunity in relation to Dreamtime Cultural Centre and Music Bowl as access from the new alignment is critical. 6. THAT correspondence and meeting requests are to be directed via the Chief Executive Officer who will delegate appropriately within the organisation. 	Crow, Martin	10/12/2019	

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 OFFICERS' REPORTS

8.1 FITZROY REGIONAL RESILIENCE STRATEGY PILOT PROJECT - PHASE 1

File No: 3086

Attachments:

1. Queensland Reconstruction Authority's Rockhampton Regional Council Briefing Note [↓](#)
2. Fitzroy Regional Resilience Strategy - Phase 1 Implementation Overview and Regional Action Plan [↓](#)

Authorising Officer: Martin Crow - Manager Infrastructure Planning
Peter Kofod - General Manager Regional Services

Author: Elizabeth Drumm - Coordinator Disaster Management

SUMMARY

This report is to provide an overview of the Fitzroy Regional Resilience Strategy Pilot Project – Phase 1 and the accompanying suite of documents and to be able to respond to the Queensland Reconstruction Authority's request for endorsement of the strategy.

OFFICER'S RECOMMENDATION

THAT Council receive and note the Fitzroy Regional Resilience Strategy Pilot Project – Phase 1 and the accompanying suite of documents and consider participation in the proposed Fitzroy Basin Working Group when in receipt of the terms of reference and further information on the proposed governance arrangements for this Group.

COMMENTARY

The pilot's intention: A Collaborative Catchment is supported by a range of technical deliverables, intended to enhance understanding of flood risk across the catchment and set the foundations for improved collaboration and capability in optimising the flood warning infrastructure network.

The Strategy: provides the context and narrative for working toward a catchment scale approach to best practice flood warning infrastructure network for the Fitzroy Basin.

The pilot aims included:

- Promoting opportunities for collaboration on key issues such as asset management, joint purchasing, resource and data sharing;
- Determining priorities for regional investment in flood warning infrastructure planning and prioritisation;
- Adopting and implementing practices for minimum standards, asset management and project prioritisation;
- Collaborating and coordinating on flood warning funding (capital and recurrent) in the basin/catchments they operate in;
- Identifying and acting on opportunities;
- Reviewing and planning for improved capability across each asset owner workforces; and
- Investigating the merits of new or innovative technologies and/or delivery arrangements that could benefit the Fitzroy Basin Working Group and the Flood Warning Infrastructure Alliance.

The *Collaborative Catchment: Fitzroy Regional Resilience Strategy* describes some known information about the catchment, drawing from a variety of existing plans and strategies and linking to other state and national strategies and frameworks.

The document notes high level vision statements for the catchment and describes the known challenges that have been of concern regarding flood station networks i.e. identifying infrastructure across the catchment, ownership and maintenance.

A series of workshops across the Fitzroy catchment have resulted in twelve documents.

The regional action plan provides a summary of recommended tasks and maps these to the pathways in the strategy. It provides funding options, indicative costs, and indicative priorities for each action.

On 25 November 2019 QRA requested that Council endorse Phase 1 of the Pilot, receiving a link to the web-based *storyboard* version of the Strategy at <http://qldra.maps.arcgis.com/apps/Cascade/index.html?appid=dda33a7c07314ae6b720b2c997e54a35> (access available if required) and the Audit and Analysis and Asset Management Plan. On 07 January, Council received the remaining documents in the suite that are the outputs of the Pilot Project.

The Queensland Reconstruction Authority requested ***That Rockhampton Regional Council (Briefing Note Attachment 1):***

- ***endorse*** the final draft *A Collaborative Catchment: Fitzroy Regional Resilience Strategy – Phase 1 (A Collaborative Catchment)*, and its subordinate deliverables, subject to any Council-specific briefings and minor amendments required;
- ***note*** endorsement for the work is also being sought from the Central Queensland Regional Organisation of Councils, and Isaac Regional Council, as additional project partners;
- ***note*** the intent to release *A Collaborative Catchment* publicly in early 2020;
- ***note*** the ongoing work to finalise the supporting deliverables, which are intended for regional ownership and will not be released publicly;
- ***consider*** participation in, and the membership composition of, a Fitzroy Basin Working Group to be created pursuant to the proposed statewide Queensland Flood Warning Infrastructure Alliance to continue catchment scale implementation of *A Collaborative Catchment*.

From the Pilot, it is proposed that a Fitzroy Basin Working Group is formed. This Group would be responsible for delivering the recommendations of this Strategy and implementing the maintenance agreement and frameworks. *The Fitzroy Basin Working Group is proposed to be the primary means through which the catchment scale approach to implementation of actions under A Collaborative Catchment are implemented over time.*

BACKGROUND

QRA sent the Strategy on 25 November 2019 asking for Council endorsement. Officers responded, advising they would seek a Council recommendation at its January meeting of 2020. On Tuesday 08 January 2020, Council received copies of the suite of supporting documents.

This Pilot Commenced with the Queensland Reconstruction Authority (QRA) meeting with the Central Queensland Region of Councils (CQROC); bringing to the table a concept that had been noted as a need at the Central Queensland Disaster Management Officers' Forum (CQDMOF) in February 2018.

Workshops to develop the scope of this project then followed. The Terms of Reference (TOR) was received in August 2019. Rockhampton Regional Council did not endorse the Terms of Reference. It is unknown if CQROC provided endorsement for the TOR as this was at the time that Council withdrew from CQROC. Feedback from QRA on the outcome of the

acceptance of the TOR has not been received. The CQDMOF has questioned the focus of this Pilot since the project commenced, instead proposing an all hazard's approach.

A significant contribution remains for the working group to implement the actions and complete maintenance agreements and frameworks (should Council's agree that the priorities are in line with their Corporate and Operational Plans).

QRA proposes: The Fitzroy Basin Working Group should consider the benefit of a dedicated regional flood warning coordinator that could provide the technical leadership and management drive to support the Group in its work moving forward. This coordinator could be responsible for technical oversight of Group activities, as well as coordinating funding applications, implementing the Stakeholder Knowledge Transfer and Upskilling Framework, and advancing other Group initiatives as required.

REPORT

Overview of Pilot outputs – supporting document available by request from Elizabeth Drumm:

1. Implementation Overview & Regional Action Plan (Attachment 2)

A high level overview of the Strategy and suite of documents; A Collaborative Catchment provides the context and narrative for working towards a catchment scale approach to a best practice flood warning infrastructure network for the Fitzroy Basin. A properly operating Flood Warning Network is an essential part of understanding flood risk, which in turn helps improve disaster resilience.

2. Fitzroy Action Plan Final Draft

It is intended to be a live document that the Group will maintain and implement. The Regional Action Plan provides a summary of recommended tasks and maps these to the pathways in the Strategy. It provides funding options, Indicative costs, and indicative priorities for each action. There are no actions directly linked to RRC, instead allocating to the Group.

3. Audit and Analysis Report Fitzroy Basin

The process undertaken in this report was to identify gaps in the network and prioritise improvements, develop a gauge tiering system, develop a visualisation tool (Catchment Situational Awareness Tool), create an understanding of asset criticality and perform data collation.

The report recommendations are as follows:

- *Implement a Third Party service supplier to undertake regular/seasonal maintenance as per the 3rd Party Maintenance Arrangement document;*
- *Conduct a full asset condition assessment;*
- *To refine the Asset Management Plan (AMP) for effective implementation:*
 - *Asset Owners with documented operational plans and investment planning documentation should reference these in the common AMP to combine future investment across multiple stakeholders;*
 - *Budget section in the common AMP is used to provide a summary of the actual and required funding for the asset class, highlighting any gaps;*
 - *A Risk Management Workshop facilitated to identify all current active risks associated with the Flood Warning Infrastructure Assets. Include life-limiting factors forecasting information for Rockhampton.*

The report lists also the following continuous improvement actions:

- *Discuss removal of multiple owners, prioritisation of new networks and standardisation of equipment is strongly encouraged;*

- *Flood Classifications require constant review and update based on developments in the floodplain. Flood classifications for dam sites are often not required. A full review of flood classifications at all dams and weirs in the Basin is required;*
- *Prioritisation of stations as outlined in the Bureau's SLS is something that can be modified in discussions with the Bureau. The organisations located inside the Basin are encouraged to ensure this prioritisation is accurate;*
- *Increase the number and frequency of rainfall observations to improve forecast warning lead times for flash and riverine flooding;*
- *Review the Asset Communications network as a whole:*
 - *Discuss the potential for sharing infrastructure;*
 - *Sharing access to communications to other stakeholders – lower the cost of infrastructure deployment;*
 - *Co-investment and shared business planning.*

The report notes that the Fitzroy River is well gauged with good tier 1 and tier 2 gauges providing accurate, timely flood forecasting information for Rockhampton. There is minimal gauging on the local creeks, such as Limestone or Gracemere Creeks around Rockhampton. If there are local flood impacts from these creeks, additional flood gauges could be installed to provide additional flood warning information. This is being considered as a current Flood Station Project that Council is undertaking.

The audit and analysis of the Fitzroy Basin has shown the catchment to be well gauged, with the main waterways within each catchment having a good number of tier 1 and tier 2 gauges providing accurate, timely and focused flood warning information. As part of the catchment reviews undertaken and outlined in this report, some general suggestions have been outlined for each. However, it is noted that decisions regarding any changes to the gauges in support of their flood warning systems need to be made in conjunction with BoM, the local Council and gauge owner.

Catchment Wide

For the catchment and more broadly across Queensland, there are a number of gauges with co-located gauges with different communications systems and gauge owners. Many of the gauges in the Fitzroy Basin, and Queensland more generally, are in remote locations. There are efficiency gains which could be made by standardising equipment and maintenance schedules to allow for reduced maintenance costs. This could also include third party maintenance providers. At the south-west extent of the catchment, there is limited rainfall coverage.

4. Common Asset Management Plan

The Common Asset Management Plan has been developed for use by all Local Governments and all Flood Warning Infrastructure (FWI) asset owners to drive a collaborative approach to asset management. The document provides a description and summary of all known assets that make up the Total Flood Warning Network in the Fitzroy Basin and seeks to achieve the following outcomes:

- *Provide a Level of Service for the interoperability of flood warning assets;*
- *Actively encourage data sharing for improved situational awareness; and*
- *Reduce the maintenance burden for Local Governments and asset owners.*

For RRC this document's action plan refers to the Capital Investment Plan which RRC has allocated budget for infrastructure within the 2019-20 budget.

5. Analytics Tool User Manual and Flood Gauges Analytics Tool and Catchment Situational Awareness Tool

The Flood Gauges Analytics Tool shows the location and information of the current and proposed Flood Warning Infrastructure network for the Fitzroy Basin. The Flood warning infrastructure includes River and Rainfall Gauges, Mining Gauges, Repeater network, and Camera locations.

A concept Catchment Situational Awareness Tool has been developed for the Group to consider to further develop, if desired. It shows the current River and Rainfall conditions of the Flood Warning Infrastructure network (River and Rainfall Gauges) for the Fitzroy Basin. It also shows the counts and statistics of assets and population within the Basin which can potentially be affected by floods and other natural calamities.

Access to this example product is available for one year – as a concept, further development work is required. Final development and hosting is up to the FBWG to determine.

6. Flood Modelling Master Plan

This work sets the framework for future implementation of discrete modelling efforts based on a review of currently available modelling, its fitness-for-purpose, and priorities for additional modelling across the catchment based on community need. Specific actions from the master plan have been incorporated into the Regional Action Plan to be programmed across future funding opportunities by the Basin Working Group.

Rockhampton's Town Ranking based on urgency of flood information has been ranked as high flood risk and poor flood information, however the Pilot did not access the recent flood model/study 2011/2014. This is yet to be released to Flood Hub, however is available on Council's website and was emailed to QRA in August 2019. The following was however considered within the Pilot:

Documents reviewed from Rockhampton Regional Council include the Rockhampton Region Planning Scheme 2015, the Corporate Plan 2017 – 2022, and the Economic Development Strategy 2015. The Corporate Plan discusses the strategic way forward across five typical themes of Community; Economy; Environment; Service Excellence; and Government Leader. There is no specific mention of resilience or natural hazards in the document. Similarly, The Economic Development Strategy uses six themes and again, while flood is mentioned as a constraint, references are not specific to an action, except in the case of the airport expansion feasibility where it is mentioned that flood-proofing needs to be addressed.

The Rockhampton Region Planning Scheme provides the most definitive policy position on flood and as discussed above, given its adoption in 2015 and subsequent amendment in 2019, reflects the policy position outlined by the state government in the State Planning Policy. The strategic framework reads:

a) Development minimises the risk to human life and property (including risks to infrastructure and economic assets) from coastal processes, natural hazards (including flood, erosion, storm tide, bushfire and steep land) and the possible impacts as a result of climate change as established by the best science of the day (precautionary approach).

b) Development occurs in areas where it is commensurate with the identified level of risk to persons, property and infrastructure.

c) Development maximises flood immunity by avoiding planning area 1 in identified creek catchments, high or extreme hazard riverine flooding areas and not increasing flood impacts within existing areas.

d) The identified settlement pattern is adhered to as it has been determined to avoid further expansion of urban and rural residential uses into high and extreme hazard areas and to mitigate the hazard risk in built up urban areas.

e) Significant areas of Rockhampton are already established within the Fitzroy River floodplain. Within these areas, the flood risk will be managed by avoiding the intensification of development and the subdivision of land in high or extreme hazard areas.

7. Knowledge sharing and up-skilling Framework

A framework has been developed to encourage sustained interactions and learning in relation to catchment behaviour, succession planning, asset operation, maintenance, and the like. This is to be developed by the Group.

8. Third Party Maintenance Agreement

This document provides the Fitzroy Basin-Based Working Group (BWG) the opportunity to seek an experienced and qualified contractor to undertake maintenance and repairs of the Fitzroy Flood Warning Infrastructure network. A third party maintenance arrangement could be supported by the BWG which aims to provide an operating framework for the Fitzroy Flood Warning Infrastructure network. The BWG will likely sit in 'peace time' and will likely inform the Local Disaster Management Group (LDMG) and the District Disaster Management Groups (DDMG).

A sample Contract Terms and Conditions is included.

9. Flood Classification Review

This document reviews the river/rainfall gauges for the Fitzroy basin in terms of their location and appropriateness within the catchment. These gauges are used to inform the Fitzroy Basin-Based Working Group (BWG) when undertaking a flood classification of a particular area. To date, this draft document has focused on areas with the highest identified flood risk. It is the intention to add, in consultation with relevant parties, areas known to have a history of flooding that are not covered by the existing river/rainfall gauge network.

10. Technical Evidence Report

This report documents the Fitzroy pilot project from inception and policy background, contextual information, and methodologies, through the actual strategy development and associated deliverable.

Not all issues raised by Council (or stakeholders) have been included in the summary, while those captured are not all correctly described i.e. *not confident after Debbie that the network has redundancy and need council offices to interpret hydrology (sic).*

CONCLUSION

The report summarises that Phase 1 of the Resilience Strategy:

1. provides an audit and analysis of the existing flood warning infrastructure network;
2. draws other stakeholder groups (such as the resources sector and natural resource management bodies) with water monitoring infrastructure into the flood warning system through a new basin-scale working group that aligns to existing governance arrangements;
3. provides a plan for collaborative action to optimise the Fitzroy basin flood warning infrastructure network set against funding options.

QRA have advised that subsequent phases of the Fitzroy Resilience Strategy will focus on multi-hazard disaster resilience and will be undertaken between 2020 and 2021 as part of the broader state-wide rollout of regional resilience strategies as envisaged by Resilient Queensland. Further Stages however are subject to funding.

Improvements to the Flood Warning Infrastructure network specific to the Rockhampton area have been considered by allocating budget within the Capital 2019-2020 budget, where station installation and upgrades will be made as per the recommendations of the Capital Investment Plan.

The actions recommended by the Pilot are proposed to be the responsibility of the Group to coordinate and implement. It is suggested that participation/membership in this Group is considered on receipt of a terms of reference and further information on the governance of this Group.

FITZROY REGIONAL RESILIENCE STRATEGY PILOT PROJECT - PHASE 1

Queensland Reconstruction Authority's Rockhampton Regional Council Briefing Note

Meeting Date: 28 January 2020

Attachment No: 1

Rockhampton Regional Council

Fitzroy Regional Resilience Strategy Pilot Project – Flood Warning Infrastructure Network

Recommendation

That Rockhampton Regional Council (Council):

- **endorse** the final draft *A Collaborative Catchment: Fitzroy Regional Resilience Strategy – Phase 1 (A Collaborative Catchment)*, and its subordinate deliverables, subject to any Council-specific briefings and minor amendments required
- **note** endorsement for the work is also being sought from the Central Queensland Regional Organisation of Councils, and Isaac Regional Council, as additional project partners
- **note** the intent to release *A Collaborative Catchment* publicly in early 2020
- **note** the ongoing work to finalise the supporting deliverables, which are intended for regional ownership and will not be released publicly
- **consider** participation in, and the membership composition of, a Fitzroy Basin Working Group to be created pursuant to the proposed statewide Queensland Flood Warning Infrastructure Alliance to continue catchment scale implementation of *A Collaborative Catchment*.

Background

The objectives of the *Queensland Strategy for Disaster Resilience* (QSDR) are being delivered through the *Resilient Queensland 2018 – 2021* (Resilient Queensland) engagement and implementation plan, as the roadmap for Queensland Government's vision of making Queensland the most disaster resilient state in Australia.

A key outcome of Resilient Queensland is the development of regional resilience plans to support coordination and prioritisation of future resilience building and mitigation projects across Queensland.

By 2022, every local government in Queensland will be part of a regional resilience strategy that clearly identify risks and prioritised actions to strengthen disaster resilience over time.

In preparation for this, three regional resilience pilot projects are evaluating various methodologies and approaches for a resilience delivery model suitable for Queensland's urban, coastal, rural and remote communities during 2019.

The draft Concept Brief and Terms of Reference (ToR) for *A Collaborative Catchment* were circulated to project stakeholders, including Council, Isaac Regional Council, and the Central Queensland Regional Organisation of Councils (CQROC) on 22 February 2019, and subsequently revised and re-issued following informal officer feedback in August 2019. The pilot focuses on pathways to flood warning infrastructure optimisation and process improvements, linked to funding opportunities over time via a programmed pathway. The pilot encouraged stakeholders to work together to:

- continue to understand flood risks and identify regional hot-spots
- develop strategies to coordinate flood warning asset management
- review flood warning classifications and coordinate location of future assets
- develop a consistent approach to communicating flood risk information across the region
- identify lasting partnership arrangements that facilitate best practice improvements being delivered over time.

This pilot project focuses on and responds to a request by the Central Queensland Disaster Managers Forum (CQDM) via the CQROC for support to develop a catchment-scale approach to the flood warning network and situational awareness in the Fitzroy River basin. In particular, guidance from CQROC was to investigate a governance arrangement similar to the Roads and Transport Alliance.

Draft strategy and technical deliverables overview

A *Collaborative Catchment* represents the culmination of nearly 18 months of collaborative work between the state government, CQROC, resource companies, non-government organisations and Councils within the Fitzroy basin to better understand the flood warning infrastructure network. It sets actionable pathways for flood warning network and operations improvement that can be matched to funding opportunities under the auspices of a collective approach to governance of the network.

The work has been drafted to reflect the needs of flood warning infrastructure network stakeholders in the Fitzroy basin. This is consistent with the locally-led, regionally coordinated and state-facilitated approach to the delivery of regional resilience pilots under Resilient Queensland.

The work has focused heavily on the preparation of a range of technical deliverables needed to better understand the operation of the network, its current gaps, and opportunities for optimisation. It has also focused on approaches to collective governance that are drawn from the Roads and Transport Alliance model.

In accordance with the direction from the CQDM, the focus for *A Collaborative Catchment* has been to deploy a Queensland-specific Total Flood Warning System approach that helps to provide the right infrastructure that can collect and transmit appropriate data, so that:

- agencies like the Bureau of Meteorology can undertake prediction and warning;
- councils and others can interpret that information for consequences; and
- the participants in the Queensland Disaster Management Arrangements can message and communicate correct information to their constituents.

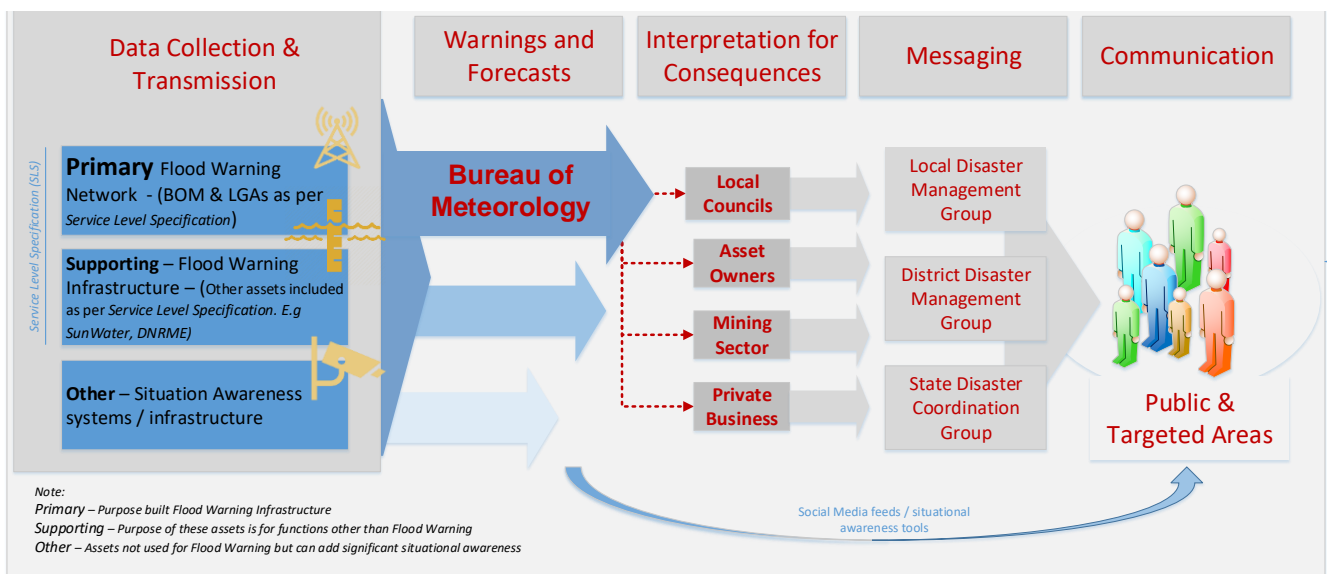


Figure 1 – The Data Collection & Transmission Phase of the Total Flood Warning System Framework has been the primary focus for *A Collaborative Catchment*

Delivery of the Terms of Reference

A *Collaborative Catchment* and its supporting elements/tasks have been delivered in accordance with the ToR. In addition to the delivery of the strategy itself, the outputs within the ToR included:

- a flood network asset audit and analysis across the basin;
- a common asset management plan;
- recommendations and opportunities to address gaps from results of the audit;
- a flood classifications review;
- a catchment situational awareness tool;
- a catchment modelling masterplan;
- a capacity building and upskilling framework; and
- a regional action plan.

Specific tasks undertaken to date as part of the work to deliver on the above scope have included:

- delivery of *A Collaborative Catchment* as Phase 1 of the Regional Resilience Strategy for the Fitzroy region, written in a catchment ‘story map’ form that provides the technical premise for the work and the relationship of the flood warning infrastructure network to the catchment’s broader social, economic, and environmental systems;
- preparation of a comprehensive audit and analysis report, which includes observations to address network gaps;
- completion of a common asset management plan for use by catchment stakeholders in better managing the assets within the network into the future;
- creation of a catchment situational awareness tool concept that can be used to frame business needs for a more detailed third-party tool; and
- delivery of governance arrangements for practical implementation of the collaborative project.

Supporting tasks that will also be finalised before December 2019 for issuing to stakeholders include the flood classifications review, the catchment modelling masterplan, the capacity building and upskilling framework, and the regional action plan.

Future implementation

A Collaborative Catchment is a non-statutory document. It is not intended to increase workload or responsibility on regional bodies or Councils, but rather act as a means to articulate resilience issues at the local and regional scale and provide actionable pathways for matching of funding opportunities over time.

In line with emerging statewide governance improvements for the flood warning infrastructure network across Queensland currently underway, *A Collaborative Catchment* proposes the implementation of a Basin Working Group (BWG) within the proposed Queensland Flood Warning Infrastructure Alliance (QFWIA).

The QFWIA is a proposed governance arrangement that links the operation of the Queensland Flood Warning Consultative Committee (QFWCC), chaired by the Bureau with gauge owners including Local Government Authorities (LGAs) as per the Bureau’s Service Level Specification (SLS), and other entities across the State that provide data for broader situational awareness. River basin working groups are the primary mechanism for coordination of activity at the regional level coming together with representation at the QFWCC Networks Subcommittee chaired by the QRA. The relationship with the Queensland Disaster Management Arrangements is set out in Figure 2 below.

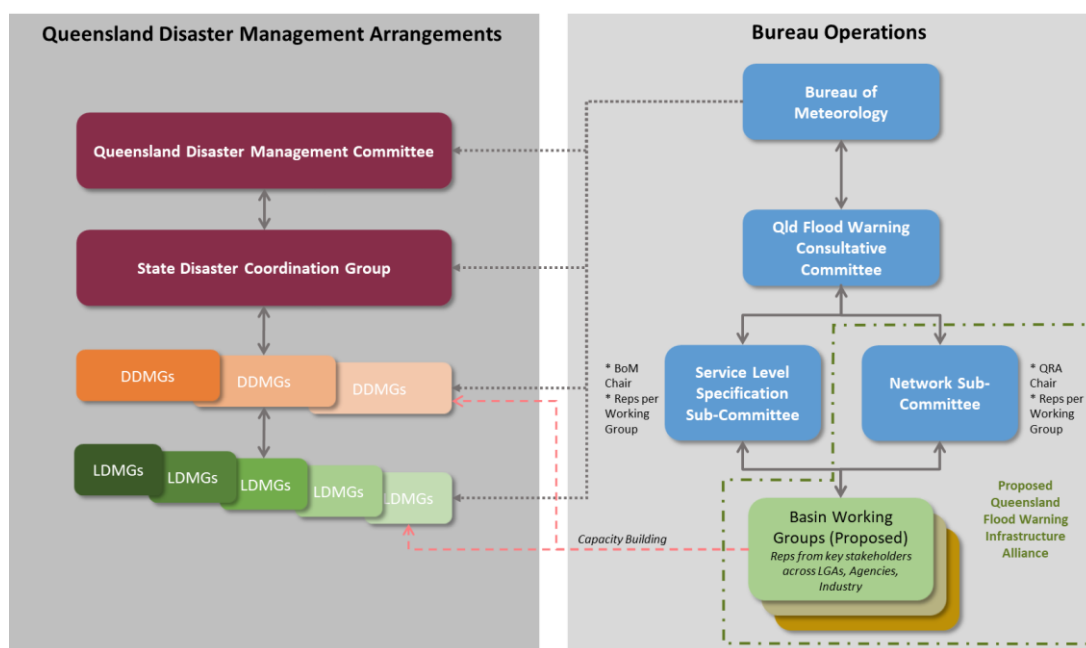


Figure 2 – *A Collaborative Catchment* is proposed to be implemented by a Fitzroy Basin Working Group under the emerging QFWIA

BWGs are intended to act as the primary decision making bodies of the QFWIA in the regions. Each BWG is comprised of asset owners of water monitoring assets that can contribute to flood warning and can share situational awareness during events. BWGs will provide reports to the Queensland Flood Warning Network Sub-Committee on a quarterly basis. BWGs are intended to have responsibility for:

- promoting opportunities for collaboration on key issues such as asset management, joint purchasing, resource and data sharing;
- determining priorities for regional investment in flood warning infrastructure planning and prioritisation;
- adopting and implementing practices for minimum standards, asset management and project prioritisation;
- collaborating and coordinating on flood warning funding (capital and recurrent) in the basin/catchments they operate in;
- identifying and acting on opportunities;
- reviewing and planning for improved capability across each asset owner workforces; and
- investigating the merits of new or innovative technologies and/or delivery arrangements that could benefit the BWG and the Flood Warning Infrastructure Alliance.

The BWGs will be supported by the QRA, with local champions identified to lead the respective BWGs. The ongoing implementation of **A Collaborative Catchment** is intended to occur through the BWGs.

Future phases of the Regional Resilience Strategy

A *Collaborative Catchment* has been provided as part of Phase 1 of a proposed staged approach to the development of a full regional resilience strategy for the Fitzroy region under Resilient Queensland.

The subsequent phases of the strategy will be broader in nature than the flood warning infrastructure network, and provide the complete strategic linkage between the objectives of the Queensland Strategy for Disaster Resilience and the pathways to build disaster resilience locally and regionally within the Fitzroy Basin.

The strategy will provide the basis for more detailed catchment-scale and multi-hazard examinations to be undertaken in the future (addressing shared resilience challenges such as flood modelling, community awareness, and the like) that can be mapped back to the QSDR via the pathways specified in the strategy. A figure demonstrating the relationship of the flood warning elements of the first phase of work to the broader strategy framework is provided below.

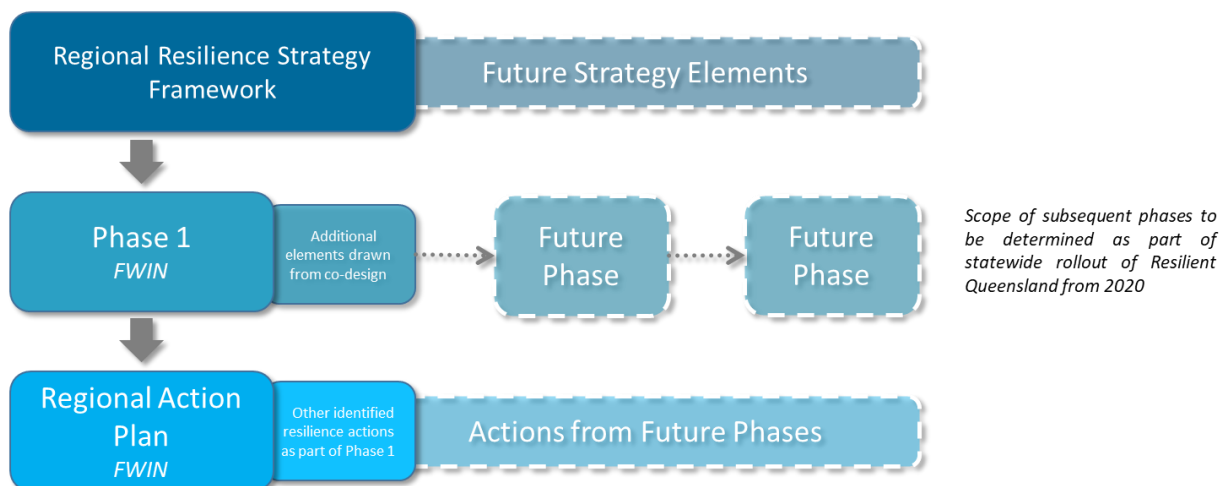


Figure 3 – Subsequent project phasing for *A Collaborative Catchment*

Consultation

Extensive engagement and collaboration between the state and local governments and other stakeholders has been a hallmark of the development process.

A total of two co-design workshops, a specific Councillor workshop with Isaac Council, three technical officer workshops, and multiple meetings with officers from individual councils have been held, examining asset operation, audit and analysis, situational awareness, network optimisation, and governance.

Numerous additional meetings and mini-workshops were undertaken periodically with local governments, CQROC, state agencies, resource companies and non-government organisations throughout the development of *A Collaborative Catchment*.

The following organisations were engaged in the development of the strategy.

Central Queensland Regional Organisation of Councils	Queensland Fire and Emergency Services
Banana Shire Council	Department of Natural Resources, Mines and Energy
Central Highlands Regional Council	Telstra
Isaac Regional Council	Various resource companies
Livingstone Regional Council	Queensland Rail
Rockhampton Regional Council	Aurizon
Bureau of Meteorology	Fitzroy Basin Association
Department of Transport and Main Roads	
Sunwater	

FITZROY REGIONAL RESILIENCE STRATEGY PILOT PROJECT – PHASE 1

Fitzroy Regional Resilience Strategy - Phase 1 Implementation Overview and Regional Action Plan

Meeting Date: 28 January 2020

Attachment No: 2



Fitzroy Regional Resilience Strategy – Phase 1

Implementation Overview & Regional Action Plan

A Collaborative Catchment

*Piloting a best practice flood warning infrastructure network
for the Fitzroy Basin*

Regional Resilience Strategy & Action Plan

1. Foundation

A Collaborative Catchment
Fitzroy Regional Resilience Strategy



2. Implementation

Regional Action Plan + Common Asset Management Plan
And Supporting Technical Deliverables



3. Delivery Coordination

Fitzroy Basin Working Group
w/ possible support from a dedicated regional flood warning coordinator
(subject to FBWG decision and funding)

Fitzroy Regional Resilience Strategy – Phase 1

A Collaborative Catchment provides the context and narrative for working towards a catchment scale approach to a best practice flood warning infrastructure network for the Fitzroy Basin. A properly operating Flood Warning Network is an essential part of understanding flood risk, which in turn helps improve disaster resilience.

It provides the strategic pathways to enhance the flood warning infrastructure network in the Fitzroy Basin to reflect a collectively-implemented Total Flood Warning System approach. These pathways map back to the Queensland, Federal & Global policy environment, which means actions identified through the Regional Action Plan have a clear ‘line of sight’ to what is being sought at these higher levels.

Regional Action Plan

The Regional Action Plan provides a summary of recommended tasks and maps these to the pathways in the Strategy. It provides funding options, indicative costs, and indicative priorities for each action.

It is meant to be a living document that houses actions that can be pulled ‘off the shelf’ for implementation as the opportunity arises – either internally through business as usual efforts, or by seeking funding to achieve the action.

Common Asset Management Plan

The Common Asset Management Plan has been developed for use by all Local Governments and all Flood Warning Infrastructure (FWI) asset owners to drive a collaborative approach to asset management. The document provides a description and summary of all known assets that make up the Total Flood Warning Network in the Fitzroy Basin and seeks to achieve the following outcomes:

- Provide a Level of Service for the interoperability of flood warning assets
- Actively encourage data sharing for improved situational awareness
- Reduce the maintenance burden for Local Governments and asset owners

Supporting Deliverables

A Collaborative Catchment is supported by a range of technical deliverables, intended to enhance understanding of flood risk across the catchment and set the foundations for improved collaboration and capability in optimising the flood warning infrastructure network.

These supporting deliverables act as a common technical baseline for the catchment and are intended for regional ownership and refinement over time. Several key supporting deliverables highly relevant to the future work program of the Basin Working Group are outlined below.

Flood Modelling Master Plan

A catchment-scale flood modelling master plan has been developed as a project output. This work sets the framework for future implementation of discrete modelling efforts based on a review of currently available modelling, its fitness-for-purpose, and priorities for additional modelling across the catchment based on community need. Specific actions from the master plan have been incorporated into the Regional Action Plan to be programmed across future funding opportunities by the Basin Working Group.

Knowledge sharing and up-skilling Framework

A Stakeholder Knowledge Transfer and Upskilling Framework has been developed to encourage sustained interactions and learning in relation to catchment behaviour, succession planning, asset operation, maintenance, and the like.

Flood Classifications Review

This document reviews of the river/rainfall gauges for the Fitzroy basin in terms of their location and appropriateness within the catchment. These gauges are used to inform Fitzroy Basin-based Working Group (BWG) when undertaking a flood classification of a particular area. To date, this draft document has focussed on areas with the highest identified flood risk. It is the intention to add, in consultation with relevant parties, areas known to have a history of flooding that are not covered by the existing river/rainfall gauge network.

Catchment Situational Awareness Tool

A concept Catchment Situational Awareness Tool has been developed for the BWG to consider to further development, if desired. It shows the current River and Rainfall conditions of the Flood Warning Infrastructure network (River and Rainfall Gauges) for the Fitzroy Basin. It also shows the counts and statistics of assets and population within the Basin which can potentially be affected by floods and other natural calamities.

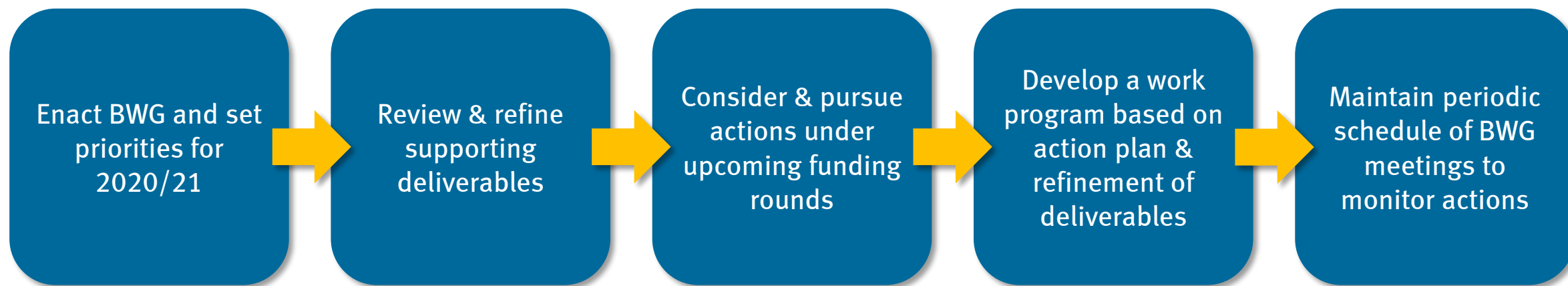
Implementation Strategy – Suggested Phasing

A Collaborative Catchment has catalysed efforts to advance a catchment-scale approach to governance and administration of the flood warning infrastructure network – including the proposed creation of the Queensland Flood Warning Infrastructure Alliance – a means to better manage Queensland's flood warning infrastructure network through a series of Basin Working Groups (BWGs) across the state. Each BWG is comprised of asset owners of water monitoring assets that can contribute to flood warning and can share situational awareness during events.

The Fitzroy BWG is proposed to be the primary means through which the catchment scale approach to implementation of actions under A Collaborative Catchment are implemented over time.

The Fitzroy BWG should consider the benefit of a dedicated regional flood warning coordinator that could provide the technical leadership and management drive to support the BWG in its work moving forward. This coordinator could be responsible for technical oversight of BWG activities, as well as coordinating funding applications, implementing the Stakeholder Knowledge Transfer and Upskilling Framework, and advancing other BWG initiatives as required.

Suggested phases of effort by the BWG in advancing the work set forward by A Collaborative Catchment are outlined below.



Enduring Governance	Committing to collaboration							
	We come together across the Fitzroy Basin to maintain a best practice catchment approach to flood warning system operation. We work across jurisdictions and tiers of government to plan for and operate the network for the benefit of our communities							
	#	Action Title	Description	Origins and Discussion	Secondary Actions	Funding source	Priority	Value
	G1	Engage as the Fitzroy Basin Working Group. Review all the recommendations of the reports.	Implement the governance structure of the BWG, set a framework for operations (meeting times, locations, membership and roles etc)and a charter for action to drive the Resilience Strategy and action plan.	Primary deliverable of the project	All actions are dependent	Internally resourced	Immediate	In-kind
	G2	Implement the Stakeholder Knowledge Transfer and Upskilling Framework.	Identify opportunities for the BWG on an organisational scale to engage in knowledge transfer based on the upskilling guidance.	Primary deliverable of the project	G4	Internally resourced	Ongoing	In-kind (flow-on projects/resources may be further scoped)
	G3	Consider engaging a BWG co-ordinator on a full-time basis.	Employ a dedicated officer to drive the project, devise detailed strategies and co-ordinate <i>A Collaborative Catchment</i> - Phase 1 Resilience Strategy.		All actions are dependent	QDRF	Immediate	High (\$100,000 - \$500,000) for 2-year engagement
	Sharing data for mutual benefit							
	We know how crucial situational awareness is to our stakeholders and the community. We commit to sharing the right data at the right time so that all decision-makers and operational personnel can access the information they need							
	#	Action Title	Description	Origins and Background	Secondary Actions	Funding source	Priority	Value
	G4	Embed the principle of sharing as part of the BWG charter.	Ensure the BWG activities are based on the principles of sharing for the greater good and proactively include data sharing opportunities and channels both informal and formal.	This is the foundation of <i>A Collaborative Catchment</i> and sharing will be business as usual	G1	Internally resourced	Ongoing	In-kind
	G5	Implement the Data Share Agreement MoU.		The ability to share data (e.g. water levels/flows, camera imagery, etc) was identified as a key area of focus for improved situational awareness	G5	Internally resourced	Immediate	In-kind
	G6	Create a database for Flood Studies with external assistance (or provide all available flood studies to the Australian Flood Risk Information Portal).	Some locations may have more than one flood study. It is recommended to start reviewing the latest flood studies and models to establish a database of the most recent information.	A recommendation of the Audit and Analysis Report	F1, F3, F5, S4,	QDRF	Short term	Medium (\$25,000 - \$100,000)

	Simplifying maintenance for time and cost savings							
	Network maintenance can be costly and time consuming. We work collaboratively through a common, agreed framework for either internal or third parties to use so that we minimize cost, simplify requirements, and ensure quality							
	#	Action Title	Description	Origins and Background	Secondary Actions	Funding source	Priority	Value
	G7	Implement the 3rd Party Maintenance Agreement.	Use the guidance and tools, contract examples and calibration reports to assist in implementation of 3rd party maintenance.	The project recognised that collective skills, funds, knowledge and resources provided opportunity for effective maintenance across the entire network. The new agreement is a deliverable of the project	G9, G4		Short term	Included in G3
	G8	Adopt a contemporary digitised approach to calibration and maintenance record-keeping with external assistance.	A third-party maintenance service supplier may be commissioned to develop or use an ‘off-the-shelf’ platform as appropriate.	A recommendation of the Audit and Analysis Report	G7, O1	QDRF, LGGSP	Medium Term	Low (below \$25,000)
	G9	Annual pre-wet season service of the Fitzroy Total Flood Warning Network assets is undertaken as described in the 3rd Party Maintenance Arrangements document.	Maintenance impacts the assets capability to provide fundamental functional needs, with an acceptable degree of level of service	A recommendation of the 3rd Party Maintenance Arrangements document	G7, O1	Dependent on scope	Medium Term	High (\$100,000 - \$500,000)

Proactive Funding	Proactive planning for funding							
	We know how important it is to plan for upcoming funding opportunities. We keep our action plan up to date and are ready to submit for funding when the opportunity arises							
	#	Action Title	Description	Origins and Background	Secondary Actions	Funding source	Priority	Value
	F1	Match actions to potential funding opportunities and applicants.	Ensure that funding opportunities are maximised through analysis of actions and matching these to current funding open, network wide strategies and appropriate applicants. For example is a current funding round suitable to apply for a regional upgrade to assets rather than sub-basin level or vice versa	The action plan will require funding for asset and network improvement through the AMP.	G3, F5, G4, S2, S4, S5, O2, O3, O7, O9		Ongoing	Included in G3
	F2	Create a robust budget section in the AMP.	Complete budget section of the AMP with robust asset values and projected budgets which considers the investment plan.	A recommendation of the Audit and Analysis Report	F5, G4, S2, S4, S5, O2, O3, O7, O9		Ongoing	Included in G3
	F3	Identify gaps in flood behaviour knowledge and upgrade where necessary.	Use the QFAO Flood Map as flood hazard extent if basin 1% flood extent mapping is not available and apply to the G7 flood database to identify gaps and prioritise funding.	A recommendation of the Audit and Analysis Report	G7, O1		Ongoing	Included in G3 (and linked to QERMF delivery per Council)
	Collaborating for opportunities							
	We take every opportunity to seek funding for new assets, data, operations, and community awareness projects. We seek to maximise our funding success by submitting combined applications across multiple parties and geographic areas							
	#	Action Title	Description	Origins and Background	Secondary Actions	Funding source	Priority	Value
	F4	Implement the Stakeholder Knowledge Transfer and Upskilling Framework.	Identify opportunities for the BWG on an organisational scale to engage externally in knowledge transfer based on the upskilling guidance.	Build awareness and promote the Total Flood Warning System concept is a responsibility of the BWG	G2, G4		Ongoing	In-kind (flow-on projects/resources may be further scoped)
	F5	Identify common goals between stakeholders. Asset owners come together to review the project outcomes and recommendations.	Through the BWG, discuss and raise awareness of common issues for asset plans and owners to identify opportunities for collaborative funding.	Promoting opportunities for collaboration on key issues such as asset management, joint purchasing, resource and data sharing is a foundation responsibility of the BWG. Encouraged by the Audit and Analysis Report	G4, G5, F1		Ongoing	Included in G3

Sustained Action	Clear program of action							
	It can be difficult to sustain effort in maintaining the network over time as people come and go. We maintain our common asset management plan and action plan over time so that it becomes both our forward program of work and our record of things we have achieved							
	#	Action Title	Description	Origins and Background	Secondary Actions	Funding source	Priority	Value
	S1	Create a timeline for the AMP Action Plan.	Analyse the AMP action plan and the site-specific action plan to determine a priority for actions over time, location, ownership etc to identify clear pathways for execution.	Determining priorities for investment in flood warning infrastructure planning and prioritisation is a responsibility of the BWG	G4, F5, F1, S2,S4, S5,		Short term	Included in G3
	S2	Identify resource synergies in the AMP Action Plan.	Analyse the AMP action plan and the site-specific action plan to determine if resource saving and economies can be made through execution methodology.	Determining priorities for investment in flood warning infrastructure planning and prioritisation is a responsibility of the BWG	G4, F5, S4, O2, O3, O7		Short term	Included in G3
	S3	Undertake a detailed site survey, planning and design for each site using the Framework provided prior to any Site and Asset activities to ensure the best possible outcomes.	This will allow accurate planning, funding and programming of actions.	Encouraged through the Audit and Analysis Report	O7, F1, O1	QDRF, LGGSP	Medium Term	High (\$100,000 - \$500,000)
	Systems-based approach							
	The flood warning system links to societal, economic, and infrastructure resilience. The flood warning network has a critical role in helping individuals, businesses, asset owners and operators understand their flood risk – and try to leverage flood warning actions to other initiatives when possible							
	#	Action Title	Description	Origins and Background	Secondary Actions	Funding source	Priority	Value
	S4	Identify whole-of system opportunities in the AMP Action Plan.	Analyse the AMP action plan and the site-specific action plan to determine If there are system-wide approaches which can be taken in executing the action plan.	Determining priorities for investment in flood warning infrastructure planning and prioritisation is a responsibility of the BWG	S2, S1, G4, F5, F1, O2, O3, O7		Short term	Included in G3
	S5	Discuss removal of multiple owners, prioritisation of new networks and standardisation of equipment.	Ensure all facets of network operability are on the table for discussion, including local capabilities that BoM may not be aware of.	Encouraged through the Audit and Analysis Report	O3		Medium Term	Included in G3
	Supported up-skilling and knowledge transfer							
	People, and their knowledge of the catchment, and their technical capability in the network, are our biggest asset. We make sure we take every opportunity (whether formally or informally) to share learnings and upskill our people							
	#	Action Title	Description	Origins and Background	Secondary Actions	Funding source	Priority	Value
	S6	Implement the Stakeholder Knowledge Transfer and Upskilling Framework.	Create a plan for knowledge transfer in accordance with the framework guidance on an individual and organisational scale.	Primary deliverable of the project	G4, F5, G1, G2		Ongoing	In-kind (flow-on projects/resources may be further scoped)
	S7	Implement the continuous improvement recommendations.		Encouraged through the Audit and Analysis Report	G4, F5, G1, G3		Ongoing	Included in G3

Optimised Operation	Creating asset management synergies							
	Our flood warning network is operated by many different stakeholders – and sometimes flood warning might not be the primary function of an asset. But we look for ways to simplify asset management across stakeholders and functions							
	#	Action Title	Description	Origin and Background	Secondary Actions	Funding source	Priority	Value
	O1	Implement the 3rd Party Maintenance Agreement.	The array of stakeholders is better served by a single maintenance contract or a range of reasons such as data collection, access to required skills and resource efficiency.	Primary deliverable of the project and recommendation of the Audit and Analysis Report	S9,		Ongoing	Included in G3
	O2	Identify asset management opportunities in the AMP Action Plan.	Analyse the AMP action plan and the site-specific action plan to determine additional opportunities and further work.	Identifying and acting on opportunities is a responsibility of the BWG	S2, S1, G4, F5, F1, O2, O3, O7		Ongoing	Included in G3
	O3	Combine asset owners operational, investment and management planning documentation in the common AMP to enable investment economies.	Through the BWG, discuss and raise awareness of common issues for asset plans and owners to identify opportunities for collaborative funding, knowledge and resource sharing.	Primary deliverable of the project and recommendation of the Audit and Analysis Report	F5, G4		Short term	Included in G3
	Asset redundancy for priority assets							
	We now know which assets are critical to forecasts and situational awareness. Ensuring these assets are provided with redundant communications and sites will help the resilience of the network under extreme conditions							
	#	Action Title	Description	Origin and Background	Secondary Actions	Funding source	Priority	Value
	O4	Review prioritisation of stations as outlined in the Bureau's SLS with BoM.	The organisations located inside the Basin are encouraged to ensure this prioritisation is accurate.	A recommendation of the Audit and Analysis Report	O7, F3		Medium Term	Included in G3
	O5	Implement the site-specific action plan.	The Audit and Analysis report contains a detailed sub catchment based plan of actions for implementation.	A recommendation of the Audit and Analysis Report	O2, S5, F3	QDRF, LGGSP	Medium Term	Dependent on scope
	O6	Review the Asset Communications network as a whole.	Develop business cases and apply observations from Audit and Analysis Report to contribute better baseline data, improve communications and data collection.	A recommendation section 5.6 of the Audit and Analysis Report	O7, F3	QDRF, LGGSP	Medium Term	Dependent on scope
	Common situational awareness for improved risk messaging							
	An optimised network provides the intelligence needed for disaster management personnel, the community, and decision makers. We work on providing a common picture to all of flood risk							
	#	Action Title	Description	Origin and Background	Secondary Actions	Funding source	Priority	Value
	O7	Conduct a full asset condition assessment.	An asset condition assessment will set a ‘baseline’ for prioritisation of future FWIN maintenance schedules.	A recommendation of the Audit and Analysis Report	F1	QDRF, LGGSP	Medium Term	High (\$100,000 - \$500,000)
	O8	Facilitate a risk management workshop to identify current active asset risks.	Include life-limiting factors.	A recommendation of the Audit and Analysis Report	G1	Internally resourced	Short term	Included in G3 (and linked to QERMF delivery per Council)
	O9	Implement the recommendations of the flood classification review report.	Undertake a risk assessment and further analysis to complete the classification review to determine the need for new or upgraded gauges.	Flood Gauge classification Report	O7		Medium Term	Included in G3 (flow-on projects/resources may be further scoped)
	O10	Review the need to increase the number and frequency of rainfall observations locations.	Improve forecast warning lead times for flash and riverine flooding which are not covered by BoM, using density and hot spot maps in the analysis.	A recommendation of the Audit and Analysis Report	O7, O9	QDRF, LGGSP	Medium Term	Dependent on scope

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**8.2 INFRASTRUCTURE PLANNING MONTHLY OPERATIONS REPORT -
DECEMBER 2019****File No:** 7028**Attachments:** 1. Infrastructure Planning Monthly Operations
Report - December 2019 [↓](#)**Authorising Officer:** Peter Kofod - General Manager Regional Services**Author:** Martin Crow - Manager Infrastructure Planning

SUMMARY

This report outlines Infrastructure Planning Monthly Operations Report for the period to the end of December 2019.

OFFICER'S RECOMMENDATION

THAT the Infrastructure Planning Monthly Operations Report for December 2019 report be received.

COMMENTARY

The Infrastructure Planning 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.

INFRASTRUCTURE PLANNING MONTHLY OPERATIONS REPORT - DECEMBER 2019

Infrastructure Planning Monthly Operations Report - December 2019

Meeting Date: 28 January 2020

Attachment No: 1

MONTHLY OPERATIONS REPORT

Infrastructure Planning

PERIOD ENDED December 2019



1. Highlights

Civil Design

During December 2019 the design and documentation of the following projects has been completed:

- Hanrahan's Crossing Floodway Upgrade
- Moore's Creek Road / Feez Street / Kerrigan Street Roundabout
- Derby Street / East Street Roundabout
- Alexandra Street Reconstruction (Main Street to Moore's creek Road)
- Richardson Road Traffic Signals
- Hume Road Floodway
- Boongarry Road / Kabra Road Intersection Upgrade
- Sheldrake Road Bitumen Seal
- Aremby Road Bitumen Seal
- Struck Oil Road Floodway
- Bob's Creek Road Bitumen Seal

The final version of the "Ski Gardens – Marine Infrastructure Projects: Options Analysis Report", the aim of which was to provide a joint use facility for land based fishing and the rowing community, was completed by Projex Partners. The recommended treatment is to stabilise the bank with a reinforced turf structure, which involves installing a geotextile mat with topsoil backfill and turf. This option will provide a continuously graded, erosion resistant bank to access the river, which will benefit the rowing community and land based fishermen. The protection will range from RL3.0m AHD to RL5.0m AHD (full supply water level = 3.78m AHD).

Strategic Infrastructure

Strategic infrastructure are currently undertaking public consultation for the Local Government Infrastructure Plan with submissions closing on the 24 January. Submissions will be reviewed with an intent to get back to Council for endorsement before 2020 Caretaker Mode.

Officers are finalising the IT processes behind the property Flood Search reports. This information includes the latest local catchment flood study information to inform residents of the flood risk at a nominated property. In addition to this, Officers are finalising some reporting on the latest stormwater modelling in Parkhurst undertaken for the LGIP update. Technical review of SRFL reports on internal drainage upgrades are also underway as and when they are received.

Officers are also continuing to investigate and analyse the Upper Dawson Road corridor for potential upgrades. They are also looking at progressing to the next corridor studies on other

Arterial routes. Updates to the Principle Cycle Network Plan Action Plan are also underway with officers updating completed projects and reviewing the future stages of the Action Plan.

In water and sewer, officers are undertaking a Water model validation similar to the Sewer model validation completed last year. This involves reviewing water usage and losses for the water network, but refining the data to more segregated catchments. The intent of this is to understand sub-catchments in the network and inform future water loss investigations. Officers are also reviewing the current asset data for its inclusion into the new asset system. This has involved some heavy collaboration with Assets and GIS. A major part of this work involves updating the GIS data for key infrastructure items such as pump stations.

Assets and GIS

Condition Assessments

- Bridges & Major Culverts

Officers continued to perform routine condition assessments and defect monitoring activities as planned. All bridge & major culvert condition assessment reports were finalised by ARRB. Civil Operations were provided with a copy of all the final reports together with a bridge maintenance work program.

- Road Network

PMS finished processing the sealed roads condition data that was captured in August 2019. Officers received the road condition reports prepared by PMS and commenced the review process.

Officers reviewed the draft condition assessment and valuation methodology report prepared by Shepherd for the unsealed roads. Officers presented the unsealed roads condition data to Civil Operations in a manner that will assist in the planning of the gravel re-sheeting program.

- Footpath Network

Officers commenced work on preparing footpath defect and renewal lists for each Asset Custodian.

Asset Data

Officers finalised the review of all access roads & carparks with each Asset Custodian, and all changes to the asset register were processed in Conquest.

Asset Management Plans

The Water and Sewerage AMPs have been comprehensively reviewed. A draft version of the revised AMPs has been distributed to key internal stakeholders for comment.

ArcGIS and GeoCortex Upgrades

Testing of the test environment has been completed. The feedback provided by key internal users was incorporated into the test environment. Preparation of the production environment commenced as Officers work toward an early 2020 go-live. Vendor AAM Group configured the Pathway integration module in both environments and the testing of this configuration has commenced.

GIS Data

Officers are working with Property & Insurance to complete a comprehensive review of the lease information captured in the GIS system. A new GIS schema was created and Officers have begun reviewing and updating the spatial data and other information that was previously captured.

Disaster Management

- Submitted and successful in receiving the following Flexible Funding Grants
 - o Rockhampton Regional Bushfire Management Study: Strategy and Mitigation Plan 2020 \$150,000

- o Rockhampton Disaster Management Risk Assessment 2020 (QERMF) \$150,000
 - o Digital Notice Boards Project \$150,000
 - o Fire Resistant Native Plants as a Buffer in Urban Areas \$20,000
 - o Maintenance Fire Mitigation Trails Mt Morgan and Bouldercombe \$40,000
 - o Recording Resilient Stories of Today for the Future – Part Two Community Celebration \$10,000
- The Rockhampton SES, supported by QFES was successful in receiving funding for
 - o Electrical work, Mt Morgan SES Headquarters
 - o Supply/install/upgrade Generator capability for the Gracemere SES Headquarters
- The Rockhampton LDMG supported the following applications for CQ Bushfires Flexible Funding Grants to continue to build resilience in the Rockhampton area:
 - o Fitzroy Rural Fire Brigade Group – Fire Breaks Protecting Gracemere, Stanwell, Kabra
 - o Fitzroy Rural Fire Brigade Group – Incident Response Trailer
 - o Volunteer Queensland – Mapping of Community Groups in Rockhampton and development of a Rockhampton Consortium of Volunteer Organisations Active in Disasters.
 - o Mackay Tourism Drive Central Queensland – Drive Central Queensland
- Fitzroy Regional Resilience Pilot Strategy was received by Council officers, a report has been prepared for Council.
- On request, GetReady, Disaster Preparedness information was presented to the Rockhampton Interagency Group and Central Queensland Mental Health Community of Practice. The information provided advice on how Individuals, clients, carers, organisations and the community can prepare and find information (promoting the Rockhampton Emergency Dashboard)
- Rockhampton Libraries have incorporated promotion of the Emergency Dashboard into the TechSavy Senior program
- The Pillowcase project, on request of the DM team was delivered to schools in the Rockhampton Regional Council LGA (Stanwell)
- Representing the RRCLDMG, supported the meetings of the Rockhampton District Disaster and Recovery Management Groups during the Cobraball Bushfires. The Rockhampton LDMG moved to *Alert* to ensure the Group was at a heightened state of awareness, to support requests for assistance from neighbouring local governments and support requests for District communications.
- The Rockhampton SES Unit supported Gladstone and Livingstone during the November Bushfire events
- Represented the RRCLDMG at the routine meeting of the Rockhampton District Disaster Management; the group met to understand the season's upcoming risks and regional capability
- The Mount Morgan Community All Hazards Disaster Team met, endorsed the Mount Morgan Community All Hazards Plan and Disaster Profile. These documents will be forwarded to the next RRCLDMG meeting for endorsement.
- The CQDMO forum conducted a dial in meeting, fostering collaboration through the network.
- Disaster Coordination Centre Training (Module 1, 2, 3, 4) and Warnings and Alerts was provided for members of the LDMG

- Over the shutdown, Council and LDMG executive were notified of the significant boating incident on the Fitzroy, as early reports indicated there may have been multiple facilities which would have impacted the community. Fortunately the incident resulted in no deaths. SES assisted operations.

2. Innovations, Improvements and Variations

Civil Design

The Civil Design Unit have been supporting the Civil Operations Unit in the use of Machine Guidance Controls for Earthworks Plant. Earthmoving equipment such as graders and excavators are fitted with survey equipment which control the level of excavation or trimming of gravels etc. Although checks are still required by construction staff, this allows earthworks operations to be completed more accurately and efficiently than traditional construction techniques. An important part of the process is the generation of an accurate Digital Terrain Model (DTM) which is uploaded to the machine and controls the finished surface level at any particular point within the construction zone. Civil Design Unit have refined the process required to accurately generate these models, upload to machines, and calibrate to ensure accuracy is achieved.

3. Customer Service Requests

Response times for completing customer requests in this reporting period for December 2019 are within the set timeframes.

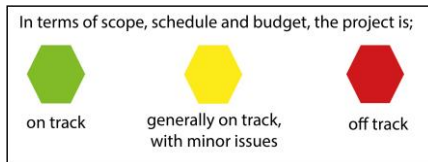


All Monthly Requests (Priority 3) Infrastructure Planning 'Traffic Light' report December 2019

	Balance B/F	Completed In Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Work Orders Issued	On Hold	Completion Standard (days)	Avg Completion Time (days) Current Mth	Avg Completion Time (days) 6 Months	Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)	Avg Completion Time (days) Q2
			Received	Completed									
Disaster Management / SES	0	0	0	0	0	0	0	14	● 0.00	● 0.00	● 0.00	0.00	● 0.00
Flood Management Creeks/Rivers	0	0	0	0	0	0	0	14	● 0.00	● 4.33	● 9.56	3.14	● 8.00
GIS - Map Production Requests	0	0	0	0	0	0	0	10	● 0.00	● 10.33	● 8.25	2.50	● 3.00
Infrastructure Planning - General Enquiry	0	0	1	1	0	0	0	5	● 1.00	● 4.67	● 6.13	5.17	● 1.00
Speed Limits/Traffic Volumes (Not related to MTCE)	0	0	0	0	0	0	0	28	● 0.00	● 8.57	● 10.19	8.73	● 7.20
Traffic Management - General Enquiry	2	2	5	4	1	0	0	28	● 7.25	● 9.59	● 9.12	8.59	● 7.75
Signs & Lines (New Request - not already existing)	3	3	11	6	5	0	0	28	● 4.00	● 7.42	● 8.22	8.25	● 7.41

4. Capital Projects

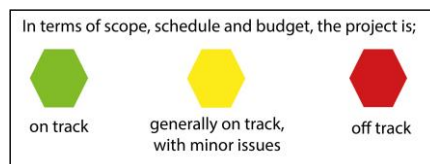
Details of capital projects not reported regularly to Council or a particular Committee in other project specific report updates as at period – December 2019 – 50% of year elapsed.





Project	Planned Start Date	Planned End Date	On Track	Budget Estimate	YTD actual (incl committals)
LDCC Equipment Upgrade	01/07/2019	30/06/2020		\$20,000	\$19,167
Flood Stations Network Investment Plan	01/07/2019	30/06/2020		\$90,000	0
SW-Stormwater Quality Trial Sites	01/07/2019	30/06/2020		\$25,000	0
Design Office Survey equipment	01/07/2019	30/06/2020		\$45,000	0
Port Alma Boat Ramp – Land Acquisitions	01/07/2019	30/06/2020		\$100,000	\$1,463
Land Acquisitions and Resumptions	01/07/2019	30/06/2020		\$326,000	\$93,378

5. Operational Projects

As at period – December 2019 – 50% of year elapsed



Project	Planned Start Date	Planned End Date	On Track	Comment	Budget Estimate	YTD actual (incl committals)
Traffic/Transport Planning Consultancy Budget	01/07/2019	30/06/2020		Traffic modelling for Rockhampton, count data for corridor studies, transport planning projects	\$100,000	\$14,876
Stormwater Drainage Planning Consultancy Budget	01/07/2019	30/06/2020		Continuation of stormwater and flood mitigation investigations.	\$300,000	\$42,230
Road Safety Consultancy Budget	01/07/2019	30/06/2020		Road Safety Audits	\$25,000	0
Roads Alliance Consultancy Budget	01/07/2019	30/06/2020		Technical Coordinator support to the Regional Roads and Transport Group	\$55,000	\$45,455
Water and Sewerage Planning Consultancy Budget	01/07/2019	30/06/2020		Sewer flow logging Investigations	\$15,000	0

Project	Planned Start Date	Planned End Date	On Track	Comment	Budget Estimate	YTD actual (incl committals)
Design Services Consultancy Budget	01/07/2019	30/06/2020		Technical Support for the Design Services section when required.	\$15,000	\$36,345
Disaster Management Consultancy Budget	01/07/2019	30/06/2020		Consultancy Support for DM activities	\$50,000	0
Road Management and Risk Assessment Consultancy Budget	01/07/2019	30/06/2020		Road asset management	\$170,000	\$131,758
Asset & GIS Operational Consultancy Budget	01/07/2019	30/06/2020		Asset and GIS Operational Projects	\$40,000	0
Stormwater Network Consultancy Budget	01/07/2019	30/06/2020		Stormwater asset management	\$20,000	0
Bridge Management System Consultancy Budget	01/07/2019	30/06/2020		Bridge asset management	\$60,000	\$80,054

8.3 CIVIL OPERATIONS MONTHLY OPERATIONS REPORT JANUARY 2020

File No: 7028
Attachments: 1. Civil Operations Monthly Operations Report - November & December 2019 [↓](#)
Authorising Officer: Peter Kofod - General Manager Regional Services
Author: David Bremert - Manager Civil Operations

SUMMARY

This report outlines Civil Operations Monthly Operations Report on the activities and services in November and December 2019 (attachment 1).

OFFICER'S RECOMMENDATION

THAT the Civil Operations Monthly Operations Report on the activities and services in November and December 2019 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.

CIVIL OPERATIONS MONTHLY OPERATIONS REPORT JANUARY 2020

Civil Operations Monthly Operations Report - November & December 2019

Meeting Date: 28 January 2020

Attachment No: 1

MONTHLY OPERATIONS REPORT

CIVIL OPERATIONS

PERIOD ENDED DECEMBER 2019



1. Operational Summary

Highlights

- Upper Dawson Road –Completed.
- Haynes Street – kerb replacement completed

Innovations, Improvements and Variations

Council sent two staff members to a recycling of materials conference, this has led Civil Operations to use more materials in our recycling efforts.

Legislative Compliance and Standards (including Risk and Safety)

Nil issues this month.

2. Customer Service Requests

Response times for completing customer requests in this reporting period for November 2019.



All Monthly Requests (Priority 3) Civil Operations 'Traffic Light' report November 2019

	Balance BtF	Completed In Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Work Orders Issued	On Hold	Completion Standard (days)	Avg Completion Time (days) Current Mth	Avg Completion Time (days) 6 Months	Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)
			Received	Completed								
Abandoned Vehicles (INFRA USE ONLY NOT CG) (Asset)	9	0	0	0	9	0	0	90	0.00	63.25	87.67	81.38
Property Accesses	1	1	3	3	0	0	0	14	7.00	4.40	5.18	4.81
Rural Property Addressing (Existing)	0	0	0	0	0	0	0	28	0.00	7.43	12.47	10.86
Rural Property Addressing (New)	2	2	4	4	0	0	0	28	3.50	5.79	4.38	4.17
Bridge Vandalism (Asset)	0	0	0	0	0	0	0	30	0.00	0.00	0.00	0.00
Boat Ramps (Asset)	4	1	0	0	3	0	0	30	0.00	3.00	2.75	69.14
Bridge Maintenance (Asset)	0	0	0	0	0	0	0	60	0.00	6.25	16.67	31.29
Bum Off Advice - Reduction Burning	0	0	0	0	0	0	0	10	0.00	120.00	62.50	0.00
Bus Stops, Seating, Bus Shelters (Asset)	2	1	3	3	1	0	0	60	1.33	6.09	16.97	12.38
Drainage Miscellaneous (Asset)	12	9	9	5	6	2	0	60	2.60	13.15	16.02	15.95
Drainage Inundation (Flooding Issues) (Asset)	3	1	0	0	2	0	0	30	0.00	11.00	14.28	16.77
Drainage Kerk & Channel (Asset)	4	2	2	1	3	1	0	30	3.00	12.04	17.88	17.79
Drainage Gully Pits (Asset)	2	1	0	0	1	0	0	30	0.00	7.50	5.82	6.65
Drainage Pipes and Culverts (Asset)	6	5	3	2	2	0	0	30	1.00	7.54	13.28	16.84
Drainage Vandalism (Asset)	0	0	0	0	0	0	0	30	0.00	5.00	5.00	5.00
Grading Unsealed Road Maintenance (Asset)	5	3	11	7	6	3	0	60	6.00	9.07	12.34	12.30
Guard Rails (Asset)	0	0	0	0	0	0	0	30	0.00	2.00	3.67	3.67
Guide Post (Asset)	0	0	1	1	0	0	0	30	5.00	7.50	7.50	7.50
Illegal Dumping (INFRA ONLY-CGO USE NULIT)(Asset)	4	1	9	5	6	2	0	30	3.00	7.40	8.68	12.09
Infrastructure - General Enquiry	5	3	19	12	9	0	0	10	2.42	3.97	8.43	5.28
Jetties/Wharves (Asset)	0	0	1	1	0	0	0	30	3.00	3.00	3.00	3.00
Miscellaneous Road Issues (Asset)	54	23	41	30	41	6	0	30	2.03	14.02	14.04	13.52
Footpath & Off-Road Cycle Ways Maint. (Asset)	22	12	26	17	19	4	0	30	1.82	12.79	15.19	15.10
Potholes - Sealed Roads (Asset)	17	6	10	8	13	0	0	30	1.88	6.23	8.78	12.20
Railway Crossings (Asset)	0	0	0	0	0	0	0	60	0.00	0.00	0.00	0.00
Rural Roadside Vegetation Glashing (Asset)	1	1	0	0	0	0	0	30	0.00	19.00	10.08	8.47
Signs & Lines (Already Existing) - (Asset)	28	10	26	14	29	10	0	30	3.50	9.60	11.36	13.76
Street Lighting - Other (Asset)	0	0	0	0	0	0	0	30	0.00	16.17	35.83	5.30
Street Lighting - Maintenance (Asset)	1	0	1	1	1	0	0	30	1.00	4.86	9.71	8.65
Street Sweeping - (Asset)	10	5	16	13	8	3	0	14	2.62	5.22	6.65	7.42
Traffic Lights (Asset)	5	0	3	2	6	1	0	14	0.00	2.84	4.76	8.25
Water Course Miscellaneous (Asset)	0	0	0	0	0	0	0	30	0.00	7.50	18.00	18.00
Water Course Vandalism (Asset)	0	0	0	0	0	0	0	30	0.00	0.00	0.00	0.00

Response times for completing customer requests in this reporting period for December 2019.



All Monthly Requests (Priority 3) Civil Operations 'Traffic Light' report December 2019

	Balance B/F	Completed in Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Work Orders Issued	On Hold	Completion Standard (days)		Avg Completion Time (days) Current Mth	Avg Completion Time (days) 6 Months	Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)	Avg Completion Time (days) Q2
			Received	Completed										
Abandoned Vehicles (INFRA USE ONLY NOT CG) (Asset)	15	0	3	0	18	1	0	90	🟢	0.00	🟢 23.50	🟢 88.00	80.00	🟢 0.00
Property Accesses	0	0	1	1	0	0	0	14	🟢	0.00	🟢 3.88	🟢 4.98	4.59	🟢 5.00
Rural Property Addressing (Existing)	0	0	0	0	0	0	0	28	🟢	0.00	🟢 9.20	🟢 13.00	11.31	🟢 5.50
Rural Property Addressing (New)	0	0	8	7	0	0	0	28	🟢	2.43	🟢 4.67	🟢 3.97	4.83	🟢 3.14
Bridge Vandalism (Asset)	0	0	0	0	0	0	0	30	🟢	0.00	🟢 0.00	🟢 0.00	0.00	🟢 0.00
Boat Ramps (Asset)	3	0	0	0	3	0	0	30	🟢	0.00	🟢 3.00	🟢 2.75	78.57	🟢 8.00
Bridge Maintenance (Asset)	0	0	0	0	0	0	0	60	🟢	0.00	🟢 6.67	🟢 16.67	16.67	🟢 9.00
Bum Off Advice - Reduction Burning	0	0	0	0	0	0	0	10	🟢	0.00	🟢 0.00	🔴 83.33	0.00	🟢 0.00
Bus Stops, Seating, Bus Shelters (Asset)	1	0	4	0	5	2	0	60	🟢	0.00	🟢 13.78	🟢 19.76	13.62	🟢 4.17
Drainage Miscellaneous (Asset)	7	1	7	5	8	1	0	60	🟢	3.00	🟢 9.59	🟢 16.68	17.78	🟢 5.67
Drainage Inundation (Flooding Issues) (Asset)	0	0	0	0	0	0	0	30	🟢	0.00	🟢 13.43	🟢 28.61	28.53	🟢 9.50
Drainage Kerb & Channel (Asset)	3	1	3	2	3	0	0	30	🟢	1.00	🟢 10.00	🟢 17.68	18.30	🟢 6.00
Drainage Gully Fills (Asset)	1	1	1	0	1	0	0	30	🟢	0.00	🟢 16.67	🟢 10.62	10.38	🟢 16.67
Drainage Pipes and Culverts (Asset)	2	1	2	2	1	0	0	30	🟢	2.00	🟢 4.93	🟢 15.04	19.89	🟢 5.08
Drainage Vandalism (Asset)	0	0	0	0	0	0	0	30	🟢	0.00	🟢 5.00	🟢 5.00	5.00	🟢 0.00
Grading Unsealed Road Maintenance (Asset)	5	3	14	8	8	5	0	60	🟢	3.00	🟢 9.46	🟢 11.90	12.58	🟢 7.32
Guard Rails (Asset)	0	0	0	0	0	0	0	30	🟢	0.00	🟢 2.00	🟢 3.67	3.67	🟢 0.00
Guide Post (Asset)	0	0	1	0	1	1	0	30	🟢	0.00	🟢 7.50	🟢 8.00	9.00	🟢 5.00
Illegal Dumping (INFRA ONLY-CGO USE NULITY)(Asset)	5	1	8	4	8	3	0	30	🟢	2.25	🟢 5.56	🟢 8.20	13.25	🟢 4.86
Infrastructure - General Enquiry	7	5	7	3	6	0	0	10	🟢	1.33	🔴 134.70	🔴 71.50	76.42	🔴 355.89
Jetties/Wharves (Asset)	0	0	0	0	0	0	0	30	🟢	0.00	🟢 3.00	🟢 3.00	3.00	🟢 3.00
Miscellaneous Road Issues (Asset)	40	8	54	31	54	8	0	30	🟢	2.42	🔴 31.26	🟢 23.44	14.41	🟢 6.26
Footpath & Off-Road Cycle Ways Maint. (Asset)	18	6	21	8	25	10	0	30	🟢	2.75	🟢 10.84	🟢 14.02	14.95	🟢 3.83
Potholes - Sealed Roads (Asset)	12	0	6	2	16	3	0	30	🟢	1.00	🟢 6.06	🟢 8.78	13.50	🟢 3.38
Railway Crossings (Asset)	0	0	0	0	0	0	0	60	🟢	0.00	🟢 0.00	🟢 0.00	0.00	🟢 0.00
Rural Roadside Vegetation Slashing (Asset)	0	0	0	0	0	0	0	30	🟢	0.00	🟢 19.50	🟢 9.89	8.64	🔴 37.00
Signs & Lines (Already Existing) - (Asset)	35	8	15	10	32	2	0	30	🟢	1.60	🟢 9.64	🟢 12.14	15.35	🟢 6.60
Street Lighting - Other (Asset)	0	0	2	0	2	0	0	30	🟢	0.00	🔴 36.67	🔴 51.82	7.00	🟢 1.00
Street Lighting - Maintenance (Asset)	1	0	1	1	1	0	0	30	🟢	1.00	🟢 4.60	🟢 7.14	9.82	🟢 1.00
Street Sweeping - (Asset)	7	4	16	9	10	0	0	14	🟢	3.11	🟢 6.27	🟢 7.33	8.17	🟢 5.88
Traffic Lights (Asset)	6	0	5	1	10	4	0	14	🟢	2.00	🟢 2.76	🟢 4.97	11.50	🟢 0.83
Water Course Miscellaneous (Asset)	0	0	0	0	0	0	0	30	🟢	0.00	🟢 7.50	🟢 8.25	8.25	🟢 2.00
Water Course Vandalism (Asset)	0	0	0	0	0	0	0	30	🟢	0.00	🟢 0.00	🟢 0.00	0.00	🟢 0.00

3. Capital Projects

Details of capital projects not reported regularly to Council or a particular Committee in other project specific report updates as at 10 January 2020.

Project Description	Status	Planned End Date
CP422 CAPITAL CONTROL RURAL OPERATIONS WEST		
ANNUAL RESEAL PROGRAM		
<i>Low Standard Seals</i>		
Bobs Creek Road Bajool - Ch 2.36-3.44 km	Deferred, funds to be reallocated to Upper Ulam Road	
Milner Road - Ch 0.25-0.55 km	Completed	
Pink Lily Road - Ch 1.2 to 2.0 km	Completed	
Pink Lily Road - Ch 0.00-0.33 km	Completed	
Sheldrake Road - McKenzie Road to Scott Road		
South Yaamba Road - Ch 2.8 to 3.8 km		
Upper Ulam Road - Ch 8.00 to 9.3 km		
<i>Reseals</i>		
Aremby Road Ch 00 to 6.58 bitumen seal	Planned	9 April 2020
Bills Rd Marmor Ch 0.15-0.25 3.25-4.22 5.8-6.43km		
Bobs Creek Road - Ch 00-1.60	Planned	9 July 2020
Fairy Bower Rd Fairy Bower Ch 2.9-5.62km		

Project Description	Status	Planned End Date
Glenroy Road - Ch 8.50 to 19.90 bitumen seal	Completed	
Janay Road Kabra 0.0 to 0.6 km		
Kalapa-Black Mtn Rd Kalapa Ch 0.03-1.75km		
Nine Mile Rd Pink Lily Ch 2.9-5.52km		
Nugget Ave (Bouldercombe) - Ch 0.28 to 1.12 bit	Planned	18 March 2020
Pink Lily Road - Ch 1.2 to Ch 2.0	Completed	
Power Station Rd Kabra Ch 0.36-1.4 5.23-7.10km		
South Ulam Rd Bajool Ch 7.93-11.1km		
South Yaamba Road - Ch 0.00 to 1.20	Planned	19 February 2020
Warren Rd Stanwell Ch 2.65-4km		
BRIDGES		
Glenroy Rd - Louisa Creek Bridge	Planned	3 November 2020
Calmorin Road-Hansens Bridge Replacement	Completed	
Casuarina Rd -Serpentine Creek Bridge	Planned	18 August 2020
Casuarina Rd -Swan Creek Bridge	Planned	16 July 2020
Mount Hopeful Road - Bellingen's Bridge Ch 0.4km	Completed	
FLOODWAYS		
Floodways CP422 - Bulk Allocation		
Birralee Road South Yaamba Ch 1.06 km	Completed	

Project Description	Status	Planned End Date
Birralee Road South Yaamba Ch 2.81 km	Completed	
Dalma-Ridgeland Road Ridgeland Ch 8.69 km	Completed	
Glenroy Marlborough Rd - Ch 25.98	Completed	
Glenroy Road Morinish Ch 25.39 km	Completed	
Glenroy Road Morinish Ch 27.88 km	Completed	
Hume Road Kabra Ch 0.40 km	Planned	17 March 2020
Kalapa Black Mtn Rd - Ch 4.04 5.71 6.68 & 7.99	Completed	
Kalapa Black Mtn Rd - Ch 5.42	Completed	
Morinish Rd - Ch 6.07	Completed	
Moses Rd - Ch 5.27	Completed	
Moses Road - Ch 5.19km	Completed	
Rosewood Road Ch 42.69 45.89 & 48.11	Completed	
South Yaamba Road Alton Downs Ch 3.76 km	Planned	3 April 2020
Struck Oil Rd - Ch 7.46	Planned	15 April 2020
RENEWAL OF UNSEALED ROAD GRAVEL PROGRAM		
Aremby Road Bouldercombe Ch 0.80-2.40 km		
Benedict Road Kalapa Ch 1.25-2.15 km	Completed	
Bishop Rd Garnant Ch 4.3-4.7 5.2-5.7 km		

Project Description	Status	Planned End Date
Black Gin Creek Rd Alton Downs Ch 1.26-2.38 km	Completed	
Bond Rd Alton Downs Ch 0.50-1.59km	Completed	
Boulder Creek Road Boulder Creek Ch 0.6-0.8 km	Completed	
Boulder Creek Road Boulder Creek Ch 0.9-1.04 1.89	Completed	
Boys Road Alton Downs Ch TBA	Completed	
Casuarina Rd Midgee Ch 1.25-2.25 km	Completed	
Cavell Rd Gracemere Ch 0.00-0.50km	Completed	
Cherryfield Rd Gracemere Ch 3.63-4.13km	Completed	
Chippendale Rd Garnant Ch 2.6-2.76 km	Completed	
Dalma Ridgeland Rd Ridgeland Ch 13.03-13.90 km	Completed	
E Williams Rd Kabra Ch 0.30-1.38 km	Completed	
Edgar Rd Port Curtis Ch 0.07-1.1 km	Completed	
Garnant Rd Garnant Ch 6.84-8.79 km	Completed	
Glenroy Marlborough Rd Glenroy Ch 2.80-2.90 4.30-		
Glenroy Rd Ridgeland Ch 1.75-3.95 5.20-6.10 km	Completed	
Glenroy Road Ch 17.40-18.20km		
Glenroy Road Glenroy Ch 8.50-10.84 km		

Project Description	Status	Planned End Date
Glenroy Road Morinish Ch 13.44-14.8 15.0-15.2 km	Completed	
Goodwin Rd Gracemere Ch 1.11-1.61km	Completed	
Greens Rd Alton Downs Ch 0.00-0.66km	Completed	
Halfpenny Rd Gracemere Ch 1.60-2.10km	Completed	
Hanrahan Rd Wycarbah Ch 10.3-10.6 11.8-11.9 12.6-	Completed	
Kime Rd Midgee Ch 3.30-4.00 km	Completed	
Limestone Rd Dalma Ch 0.00-1.44km	Completed	
Marmor Rd Marmor Ch 0.08-0.68 km		
McLean Rd Bajool Ch 0.60-1.35 km	Completed	
Morbank Rd Glenroy Ch 0.00-1.10 4.80-5.20 km	Completed	
Moses Road Glenroy Ch 2.64-3.45 3.9-4.6 5.0-5.4 6	Completed	
Pink Lily Road, Pink Lily Ch 0.00-0.33 km	Completed	
Riverslea Road Gogango Ch 3.70-5.75 7.50-8.30 10.	Completed	
Roffey Rd Garnant Ch 0.00-1.56 km	Completed	
Rosewood Rd Morinish South Ch 30.90-32.85 35.10-3	Completed	
Salmon Rd Garnant Ch 1.7-2.4 km	Completed	
Somerset Rd Kabra Ch 4.28-5.08 km	Completed	

Project Description	Status	Planned End Date
South Ulam Rd Bajool Ch 18.8-20.9 km	Completed	
South Yaamba Rd South Yaamba Ch 25.40-26.40 km		
Stanwell-Waroula Rd Dalma Ch 16.13-17.43, 17.73-1	Completed	
Table Mountain Road, Kabra-Ch 0.00 to 0.220 & Ch		
Tucker Rd Alton Downs Ch 0.00-2.25km	Completed	
Upper Ulam Road Bajool Ch TBA	Completed	
NEW CONSTRUCTION		
Old Joe Road Bajool (Bajool-Port Alma Rd to WTS)		
RECONSTRUCTION		
Alton Downs to 9 Mile Rd - Ch 1.50 to Ch 4.70 reh	Completed	
Boongary Road-Kabra Road Intersection	Planned	31 July 2020
Dalma-Ridgeland Rd - Moses Rd Intersection Improvements	Completed	
Malchi-Nine Mile Road-Ch 7.5 to Ch 9.5	Deferred to next financial year	
Sheldrake Rd Works	Under Construction	24 January 2020
South Ulam Rd Ch12.47-13.25 km - widen to 6.5m	Completed	
STORMWATER		
Melville Street Open Channel	Planned	18 February 2020

Project Description	Status	Planned End Date
CP427 CAPITAL CONTROL CENTRAL URBAN OPERATIONS		
ANNUAL RESEAL PROGRAM		
<i>Asphalt Seals</i>		
Albert Street-West Street to Murray Street		
Alma Street-Fitzroy Street to Archer Street		
Berserker Street-High Street to Earl Street		
Bolsover Street - Denham Street to William Street		
Caroline Street-Upper Dawson Road to Gladstone Road		
Denham Street-Bolsover Street to East Street		
Denham Street-Canning Street to Quarry Street	Completed	
Glenmore Road-22 Glenmore Road to 5-7 Glenmore Road	Completed	
Kent Lane - Fitzroy Street to Archer Street		
Murray Street-Albert Street to North Street		
Murray Street-North Street to Rundle Street	Completed	
Rockonia Road - Thozet Road to Stack Street		
Rodboro Street-Water Street to Dean Street	Completed	
Rundle Street-Baden Powell Street to Woodville Street	Completed	
William Street Carpark (Schotia Place)	Completed	
William Street-East Street to Quay Street	Completed	

Project Description	Status	Planned End Date
Slurry Seals		
Lamington Street-Upper Dawson Road to Bishop Street		
Spray Seals		
Belmont Road-39 Belmont Road to 79 Belmont Road	Completed	
BLACKSPOT PROJECTS		
Blackspot Allocation for 100% Projects		
Derby Street and East Street Roundabout	Under Construction	19 May 2020
Intersection Glenmore Road and Main Street	Under Construction	21 May 2020
Moore's Creek Road Roundabout		
Richardson Road Signals - Red Hill Access	Tender Stage	
William Street and Davis Street Intersection	Under Construction	7 February 2020
BRIDGES		
Bridge Rehabilitation		
Quay Street Bridge Major Renewal	Tender Stage	
BUS STOPS		
Bus Shelter Program	Under Construction	30 May 2020
Bus Stop Program	Under Construction	6 April 2020
FOOTPATHS		
Lucas Street Footpath Construction - Division 3	Completed	

Project Description	Status	Planned End Date
New Footpath Package - W4QR3		
Bedford Street - Berserker Street to Dean Street	Planned	
Elphinstone Street-Shepherd Street to Thozet Road	Under Construction	29 January 2020
Lion Creek Road - Wust Street to Hamilton Avenue	Completed	
Nobbs Street - Charles Street to Burnett Street	Under Construction	17 January 2020
North Street-Talford Street to Talford Lane	Completed	
Thozet Road-Rockonia Road to Mason Street	Completed	
Reconstruction Footpaths-To be determined from Asset		
KERB AND CHANNEL		
Campbell Street - William Street to Derby Street	Completed	
Disability Assess Infrastructure - Ramps - Division 6		
East Street-Royal Street Intersection	Completed	
Kerb Ramp Program - Bulk Allocation		
MISCELLANEOUS		
Bolsover Street Streetscape - Derby Street to Cambridge Street	Completed	
Guardrail Renewal Program		
Heavy Patching across Urban Area from Asset Management		
Meter Street - Kerb and carparking	On Hold	




Project Description	Status	Planned End Date
Road Safety and Minor Works Program		
Belmont Road Widening - FRW Entrance to South Boundary	Completed	
PILBEAM DRIVE		
Pilbeam Drive Carpark Ch 0.2km	Completed	
Pilbeam Drive Safety Audit Works	Planned	1 May 2020
Pilbeam Drive Section 1 Asphalt Seal to Asphalt Seal	Planned	30 March 2020
Pilbeam Drive Section 2 Asphalt Seal to Top	Planned	30 March 2020
Pilbeam Drive Walkway connection to Frenchville Road	Completed	
RECONSTRUCTION		
Alexandra Street - Richardson Road to Moores Creek Road	Under Construction	20 April 2020
Bennett Street - Ford Street to Eldon Street	Completed	
Boundary Road / Norman Road Intersection Upgrade Stage 1	Planned	23 March 2020
Bracher Street Rehabilitation - Lion Creek Road to Wandal Road	Planned	30 August 2020
Canoona Street - Curve Widening	Planned	28 April 2020
Farm Street - Alexandra Street (Maloney Street - Hinchliff Street - Hollingsworth Street)	Deferred to 2020/21	
Glenmore Road - Dooley Street to Park Street	Planned	6 August 2020
Haynes Street - Hollingsworth Street to Byrne Street	Completed	
Knight Street - Dowling Street to TMR Complex	Planned	14 July 2020
Musgrave Street - Painswick Street to Lakes Creek Road	Planned	15 July 2020
North Street and Talford Street Intersection Safety Improvement	Completed	




Project Description	Status	Planned End Date
North Street Cycle Path - Campbell Street to West	Under Construction	17 March 2020
Pavement rehabilitation of Quay Street (William Street to Derby Street)	Completed	
Quay Lane and Pilbeam Theatre Carpark	Deferred	
Rodboro Street-Dean Street to Water Street	Completed	
Schultz Street - Denham Street Extended to Verney Street	Completed	
Sheehy Street and Denning Street intersection - Road and Drainage - Division 7	Completed	
Thozet Road - Hinton Street to Bloxsom Street	Completed	
Upper Dawson Road - Brecknell Street to King Street	Completed	
Upper Dawson Road - Brecknell Street to Spencer Street	Completed	
STORMWATER		
Wackford Street Drainage	Under Construction	3 July 2020
Webber park Stage 1B inlets/outlets	Completed	
Gross Pollutant Trap - Riverside	Planned	28 May 2020
Limestone Creek Diversion - open channel	Deferred	
Replace Stormwater Inlets	Completed	
Stormwater general allocation for small projects		
Dunlop Street - Depot Street to Fiddes Street	Completed	

Project Description	Status	Planned End Date
CP428 CAPITAL CONTROL WEST URBAN OPERATIONS		
ANNUAL RESEAL PROGRAM		
Low cost sealing of minor roads	Completed	
Mt Morgan Depot Reseal	Deferred	
FOOTPATHS		
Morgan Street - CBD inc improve seating and rubbish bins	Completed	
Morgan Street Footpath W4QR3	Completed	
NEW CONSTRUCTION		
William Street, Mt Morgan (East Street to Black Street) Seal	Completed	
RECONSTRUCTION		
Macquarie Street - Foster Street to Douglas Street (Wide/Strength)	Under Construction	17 April 2020
STREET LIGHTING		
Street lighting Improvement Program		

4. Operational Projects

As at 10 January 2020 – 50% of year elapsed.

In terms of scope, schedule and budget, the project is;		
		
on track	generally on track, with minor issues	off track

Project	Planned Start Date	Planned End Date	On Track	Comment	Adopted Budget	YTD actual (incl committals)
<i>Rural</i>	<i>1 July</i>	<i>30 June</i>		<i>As planned – 51%</i>	<i>\$4,877,457</i>	<i>\$2,482,878</i>
<i>Urban Central</i>	<i>1 July</i>	<i>30 June</i>		<i>As planned – 64%</i>	<i>\$6,471,769</i>	<i>\$4,126,299</i>
<i>Urban West</i>	<i>1 July</i>	<i>30 June</i>		<i>As planned – 54%</i>	<i>\$1,109,823</i>	<i>\$594,910</i>

5. Budget

Financial performance as expected for the reporting period.

2019.2020 - As at 10-Jan-2020 - CAPITAL

54.5%

	<i>Total Carry Over Budget</i>	<i>Monthly Budget Review Expenditure</i>	<i>Actual Expenditure</i>	<i>Actual Expend Inc Committals</i>	<i>% Variance</i>
Rural	\$7,331,143	\$7,331,143	\$4,161,449	\$4,762,773	65%
Urban Central	\$23,661,008	\$26,656,008	\$9,956,976	\$11,972,116	45%
Urban West	\$2,950,456	\$2,950,456	\$2,871,927	\$3,271,868	111%
Capital Total	\$33,942,607	\$36,937,607	\$16,990,352	\$20,006,757	54%

Comments

As at 10 January 2020 – 50% of year elapsed – year to date expenditure is **54%**.

2019.2020 - As at 10-Jan-2020 - OPERATING

	<i>Adopted Budget</i>	<i>Monthly Budget Review Revenue</i>	<i>Monthly Budget Review Expenditure</i>	<i>Actual Revenue</i>	<i>Actual Expenditure</i>	<i>Actuals Inc Committals</i>	
Rural	\$4,877,457	\$0	\$4,877,457	-\$22,020	\$2,430,311	\$2,482,878	51%
Urban Central	\$6,471,769	-\$3,131	\$6,474,900	-\$4,321	\$4,046,918	\$4,126,299	64%
Urban West	\$1,109,823	\$0	\$1,109,823	\$0	\$578,872	\$594,910	54%
	\$12,459,049	-\$3,131	\$12,462,180	-\$26,341	\$7,056,101	\$7,204,087	58%
RMPC	-\$166,376	-\$1,448,005	\$1,281,628	-\$509,607	\$526,733	\$580,648	71,041
Private Works	-\$475,067	-\$7,597,969	\$7,122,902	-\$832,772	\$547,686	\$596,206	-236,566
	\$11,817,605	-\$9,049,105	\$20,866,710	-\$1,368,720	\$8,130,520	\$8,380,941	40%
OP DownTime	\$1,277,955	-\$91,640	\$1,369,595	-\$46,861	\$19,820	\$46,541	
Other Private Works (MP451)	-\$10,498	-\$10,498	\$0	\$0	\$0	\$0	
Works other Units				-\$26,666	\$34,925	\$35,771	9,106
	\$13,085,062	-\$9,151,243	\$22,236,305	-\$1,415,581	\$8,150,340	\$8,427,483	38%
Overall Net result to date							51%

Comments

As at 10 January 2020 – 50% of year elapsed – year to date expenditure is **58%**.

6. Section Statistics

Service Level	Target	Current Performance	Service Level Type (Operational or Adopted)
Conquest Inspections – Customer Request / Conquest Inspections (finalised within 14 working days) from November and December 2019.	100%	98.26%	Adopted

Rural Grading – YTD – July to June 2020

Road Name	KM	Cost	Road Name	KM	Cost
Allen Road	1.80	4,323.36	Kabralea Road	1.7	10,516.43
Benedict Road	4.03	15,473.60	Kime Road	4.80	18,719.00
Bills Road - Bajool	4.88	26,002.12	Laurel Bank Road	3.73	23,933.00
Bishop Road	6.54	44,886.00	Lion Mountain Road	11.20	56,659.65
Blanche Road	2.71	25,885.16	McLean Road	2.00	6,907.66
Bowlin Road	3.72	35,507.00	Miller Road	0.90	2,314.72
Broughton Road	1.31	6,342.00	Moses Road	7.96	23,933.75
Callan Road	2	4,297.00	Newsome Road	0.60	1,975.46
Calliungal Road	0.3	2,608.00	O'Brien Road	1.8	19,398.15
Calmorin Road	6.94	54,446.42	Pink Lily Road	0.75	3,086.00
Casuarina Road	10.97	30,989.03	Pipeline Road	1.80	7,890.62
Cavell Road - Gracemere	1.17	3,948.22	R Pierce Road	0.90	5,208.00
Cherryfield Road	2.4	9,122.72	Rosewood Road	11.59	57,919.00
Chippendale Road	3.8	33,663.96	Salmon road	1.60	29,900.00
Comino Road	3.96	8,971.30	Seymour Road	4.8	36,325.00
Cranston Road	1.55	16,013.09	South Yaamba Road	6.56	54,532.00
Cunningham Road	3.00	10,194.67	Sullivan Road	2.00	5,128.69
Dalma - Ridgeland Road	14.88	92,979.06	Table Mountain Road	0.5	3,320.00
E Williams Road	1.9	13,792.00	Tee Tree Road	0.90	5,933.00
Edgar Road	1.70	6,155.00	Tindall Road	1.24	5,808.72
Fernvale Road	2.70	14,730.00	Tucker Road	3.40	11,330.72
Galvin Road	1.40	6,503.33	Tyrell Road	1.48	6,021.00
Glenroy Road	28.19	288,793.71	Upper Ulam Road	9.50	23,389.45
Glenroy-Marlborough Road	14.32	86,989.00	Watts Road	0.50	3,006.44
Goodwin Road - Gracemere	2.35	9,716.53	Weale Creek Road	1.00	7,482.00
Halfpenny Road	2.8	16,008.77	Whyte Road	0.45	4,348.00
Hanrahan Road	16.10	48,374.82	Williams Road	0.30	1,447.00
Hunt Road - Alton Downs	2.80	11,904.00	Subtotal 2	83.96	\$436,433.46
Hunt Road - Bouldercombe	2.37	9,370.00			
J Pierce Road	1.75	10,170.00	TOTAL	238.30	\$1,384,593.33
Subtotal 1	154.34	\$948,159.87			

8.4 PROPOSED BUS STOP LOCATION - DEAN STREET

File No: 4807
Attachments: 1. **Proposed Bus Stop Program - Map and Feedback** (*Confidential attachment*)
Authorising Officer: Peter Kofod - General Manager Regional Services
Author: David Bremert - Manager Civil Operations

SUMMARY

Translink and Sunbus have requested that the bus stop at 433 Dean Street be moved due to safety issues at the current location. An objection has been received in relation to the proposed location.

OFFICER'S RECOMMENDATION

THAT Council approves the location of the bus stop as shown in the attachment.

COMMENTARY

Council is progressively upgrading bus stops throughout the Region to provide accessible bus stops in line with the Australian Government's Disability Discrimination Act 1992.

The Queensland Government has set a milestone to make 100% of bus stops compliant by 31 December 2022. Upgrading of the bus stops is jointly funded by Translink and Council.

Upgrading of the bus stops will allow people with a wide range of physical abilities to access the public transport system, giving them greater mobility throughout the Region. The bus stops compliment the Translink buses that allow access to people with a wide range of physical abilities.

When constructing a bus stop, it is signed as a Bus Zone from 6:00 am to 6:00 pm Monday to Saturday, which prohibits general parking in the bus zone during these times. It is recognised that this may affect a property, but every effort is made to choose sites that do not directly affect private property. Where this cannot be achieved, sites are chosen beside corner allotments so that at least one car parking space is available to that property at all times on at least one frontage to the property.

As part of the program, the bus stops located at 434 and 433 Dean Street have been reviewed. The existing bus stop located at 433 Dean Street was determined to be too close to the corner of Hyde Street and a safety risk to the public. It is not possible to move it away from the intersection as there is a driveway where the bus stop needs to be located.

Other potential locations have been investigated, but the proposed location is the most appropriate location, as it is a corner allotment and reasonably close to the existing paired stop at 434 Dean Street.

A map outlining the various locations is attached in Confidential.

BUDGET IMPLICATIONS

No impact

LEGISLATIVE CONTEXT

Upgrading of bus stops is required in line with the Australian Government's Disability Discrimination Act 1992.

STAFFING IMPLICATIONS

Nil.

RISK ASSESSMENT

The new site will improve public safety

CORPORATE/OPERATIONAL PLAN

This program of works falls under Item 1.1.6 Develop plans that support the delivery of current and future infrastructure.

CONCLUSION

This report seeks Council endorsement on the proposed location for the Bus Stop. This location on a corner of Dean Street and Hyde Street is considered the preferred site considering public safety and convenience whilst minimising impact to residents.

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