INFRASTRUCTURE COMMITTEE MEETING

AGENDA

27 AUGUST 2019

Your attendance is required at a meeting of the Infrastructure Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 27 August 2019 commencing at 2.00pm for transaction of the enclosed business.

CHIEF EXECUTIVE OFFICER
21 August 2019

Next Meeting Date: 24.09.19

Please note:

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

TABLE OF CONTENTS

1 OPENING

2 PRESENT

Members Present:

Councillor A P Williams (Chairperson)
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 – Acting General Manager Regional Services (Executive Officer)
Mr E Pardon – Chief Executive Officer

3 APOLOGIES AND LEAVE OF ABSENCE

4 CONFIRMATION OF MINUTES

Minutes of the Infrastructure Committee held 30 July 2019

5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

6 BUSINESS OUTSTANDING

Nil

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 OFFICERS' REPORTS

8.1 HANRAHAN'S CROSSING ASSESSMENT

File No:	**7687**
Attachments:	**1. Concept design plan⇩**
Authorising Officer:	**Peter Kofod - General Manager Regional Services**
Author:	**Stuart Harvey - Coordinator Infrastructure Planning**

SUMMARY

At the previous Infrastructure Committee Meeting, a request was made to investigate the cost to improve the approaches to Hanrahan's Crossing on Hanrahan's Road as part of the proposed design being completed for the Rookwood Weir Project. This brief report presents the findings of that assessment for Council consideration.

OFFICER'S RECOMMENDATION

THAT Council do not undertake additional works to the southern approach to Hanrahan's Crossing.

BACKGROUND

Council has been working closely with Sunwater to finalise the design of the Hanrahan's Crossing Upgrade. The upgrade is being undertaken as part of the Rookwood Weir project at an approximate cost of $780,000. The purpose of this upgrade is to ensure that the annual Rookwood Weir environmental release of 58 m3/s does not overtop the crossing, potentially creating a public safety hazard. This will involve replacing the existing 5 / 400mm x 150 RCBC's with 30 / 1200mm x 900mm RCBC's, and raising the crossing height by approximately 900mm.

A request to investigate the approaches to Hanrahan's Crossing has been raised as there had been concerns from surrounding property owners that heavy vehicles are experiencing difficulties traversing the southern approach to the existing crossing. Anecdotal evidence has stated that B-Doubles use this road and have difficulty traversing the approach when the vehicle has wet tyres from driving through the crossing.

The grade of this approach into the crossing is approximately 14.8%. This grade exceeds desirable standards for heavy vehicle routes, however it is still traversable by these vehicles. The survey undertaken for the crossing identified that the approach road to Hanrahan's Crossing has 2 separate sections of steep grade (12.5% - 14.8%) that start approximately 250m before the floodway. The route to Hanrahans Crossing, via Hanrahans and Rosewood roads, also has several vertical grades in excess of 10%.

The proposed design for Hanrahan's crossing significantly improves the standard of the crossing from the existing low immunity crossing. The current crossing becomes inundated every year and can be impassable for long periods. The existing culverts under the crossing (5 / 400mm x 150 RCBC's) have a capacity of approximately 0.5m3/s. The proposed design significantly increases this to 30 / 1200mm x 900mm RCBC's under the crossing which can accommodate 58 m3/s. The existing crossing approaches are to be widened to better accommodate a B-Double vehicle. The level of the crossing will be risen which not only improves the flood immunity but reduces the distance that the vehicle has to travel at 14.8% grade. The proposed crossing provides an improved flood immunity and this should reduce the instances where a vehicle will be driving up the steep grade with wet tyres. This will assist with the ability to traverse the steep grade approach to the crossing.

This is estimated to cost approximately $415,000. Due to the significant improvements to the crossing provided as part of the Rookwood Weir project, the prevalence of grades in excess of 10% along the road to Hanrahan's crossing, and the cost of the works it is not recommended to undertake any additional works at this location.

CONCLUSION

The concept design, and potential costs associated with improving the approach grade to Hanrahan's crossing in Wycarbah. The results of this investigation identify significant improvements to the crossing as part of the Rookwood Weir Project. Further upgrades to the crossing approaches would provide a localised grade improvement, for a small number of properties, along a route with several vertical grades in excess of the desired 10%. A recommendation not to proceed with any additional works is presented to Council for consideration.

HANRAHAN'S CROSSING ASSESSMENT

Concept design plan

Meeting Date: 27 August 2019

Attachment No: 1

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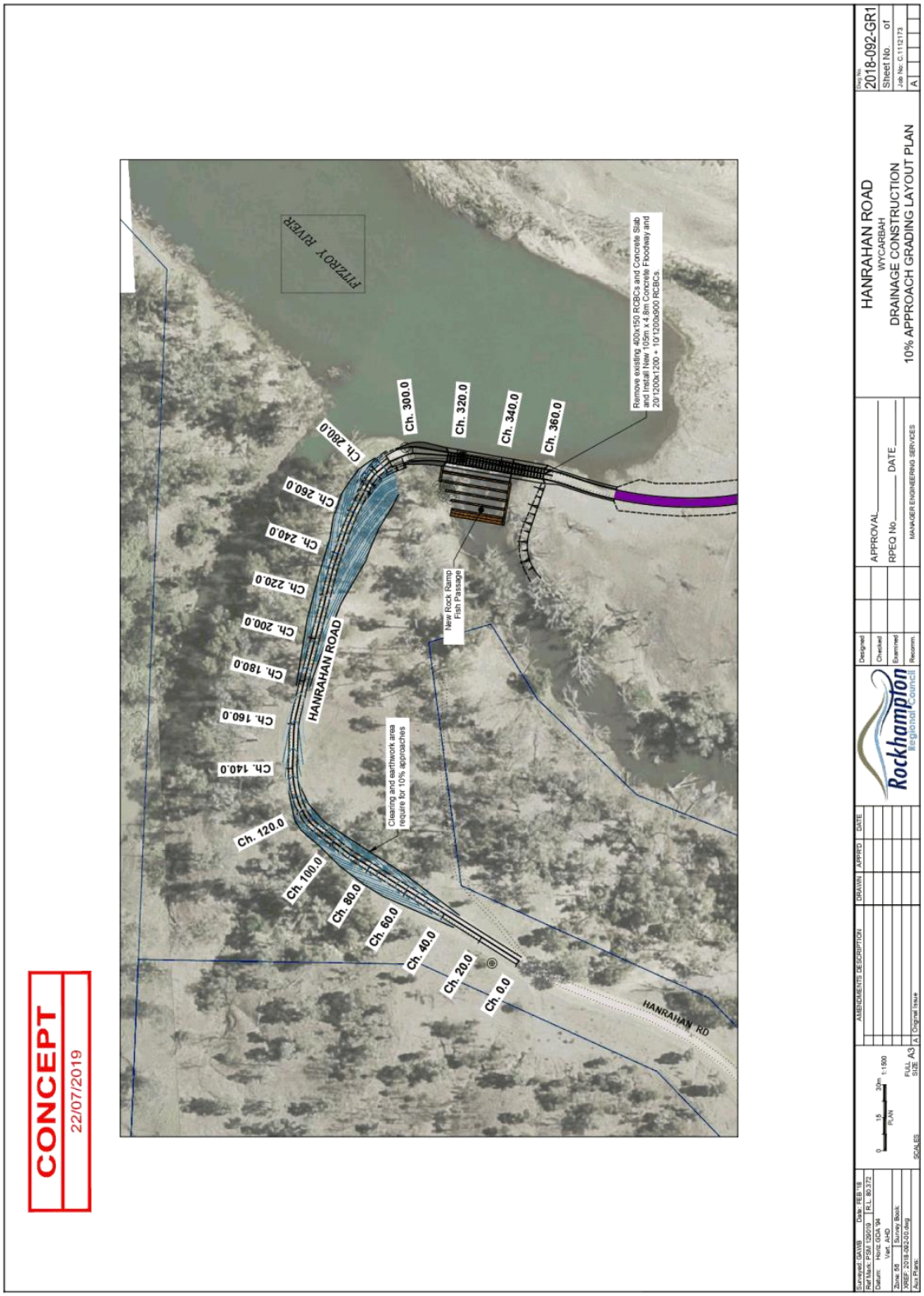

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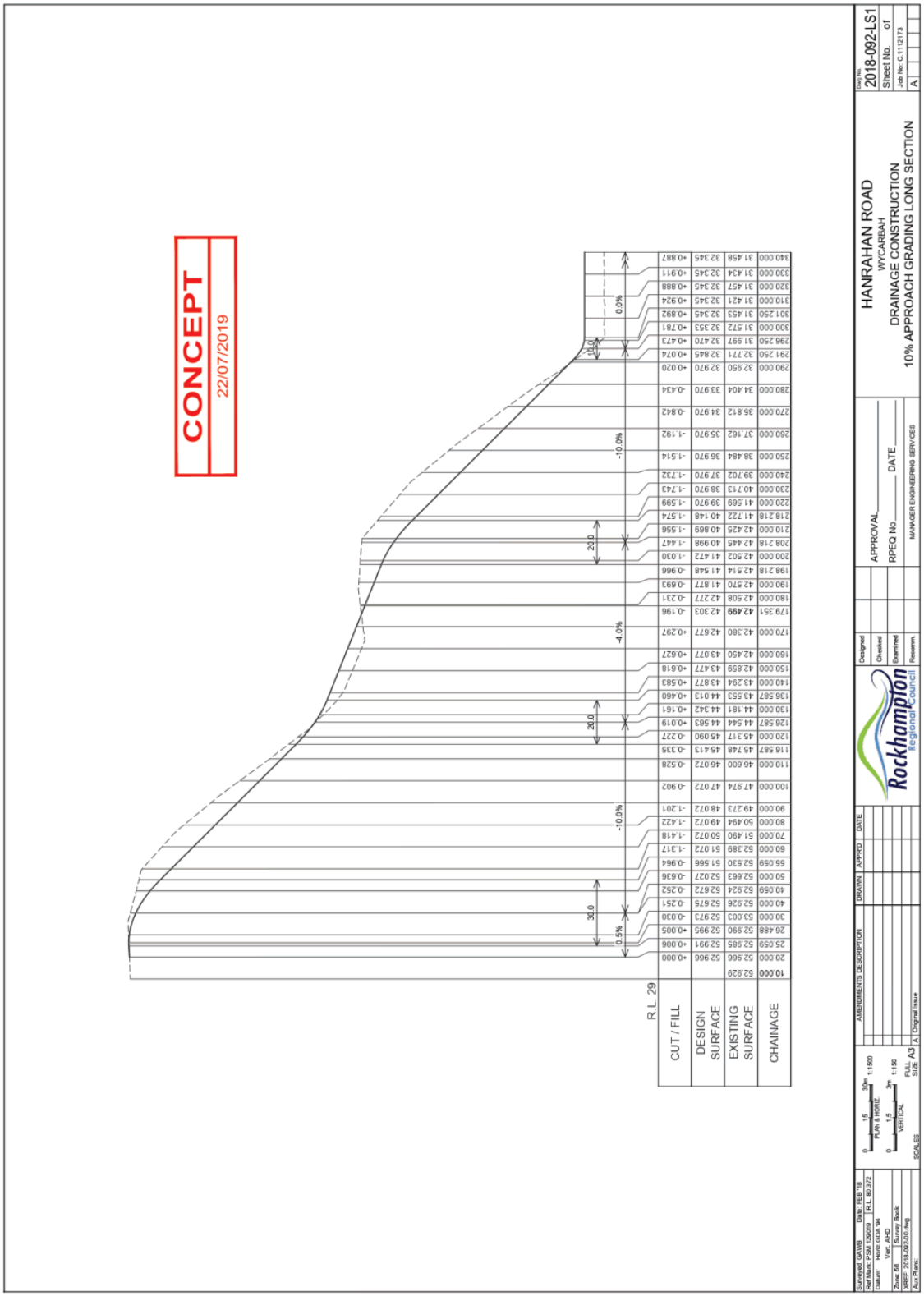


8.2 MINOR STORMWATER CAPITAL PROGRAM

File No:	**1743**
Attachments:	**1. Stormwater Prioritisation Criteria⇩** **2. Minor Stormwater Capital Program (Aug 19)⇩**
Authorising Officer:	**Martin Crow - Manager Infrastructure Planning** **Peter Kofod - General Manager Regional Services**
Author:	**Stuart Harvey - Coordinator Infrastructure Planning**

SUMMARY

Council officers have developed a Minor Stormwater Capital Program to prioritise minor drainage issues across the region. The program development methodology and the current Minor Stormwater Capital Program is presented to Council for their consideration.

OFFICER'S RECOMMENDATION

THAT Council endorse the Minor Stormwater Capital Program Development Methodology.

COMMENTARY

The Minor Stormwater Capital Program has been developed to assess and rank the minor drainage issues. The criteria applied to these projects are as follows:

- Projects initially are assessed using Stormwater Prioritisation Criteria (Attachment 1)
- Projects are determined as minor based on:
    - oTypically relates to nuisance flooding;
    - oFlooding impacts a small number of properties;
    - oEstimated cost of the project is $200,000 or less;
    - oProject is not related to the PFTI projects in the LGIP.

The current Minor Stormwater program resulting from this methodology contains 22 projects totalling $2.2M of works. This program is regularly being updated as new requests are received and investigated and new information comes to light.

For the 2019/20 financial year, Civil Operations are delivering drainage upgrades on Dunlop Street, Port Curtis to alleviate ponding issues and upgrading a culvert inlet structure in East Street, Mt Morgan to address safety related issues.

The drainage upgrades on Dunlop Street are currently underway.

BACKGROUND

The current Minor Stormwater Capital Program has been compiled from investigations, customer requests and issues identified in a previous workshop with Councillors.

New customer requests relating to drainage issues and inadequacy of the urban drainage system will be investigated and included in the program based on the assessment criteria.

BUDGET IMPLICATIONS

Council has an allocation of $100,000 for Minor Stormwater works.

STAFFING IMPLICATIONS

Nil.

RISK ASSESSMENT

The risk assessment is undertaken based on the Stormwater assessment criteria.

CORPORATE/OPERATIONAL PLAN

The report contributes to Council's Corporate Plan goals of providing safe, secure and reliable infrastructure, and, providing a safe, caring and healthy community.

CONCLUSION

The Minor Stormwater Capital Program has been developed based on a prioritisation assessment methodology and is subject to regular review as new requests are received and investigated and new information comes to light.

MINOR STORMWATER CAPITAL PROGRAM

Stormwater Prioritisation Criteria

Meeting Date: 27 August 2019

Attachment No: 1

Attachment 1 – Criteria for Prioritisation of Stormwater Projects

Criteria	Weighting
Likelihood	25
People Impacts	25
Property Impacts	25
Infrastructure Impacts	15
Economic Impacts	10

Prioritisation Criteria- Detailed Outline

COUNCIL RESPONSIBILITY Is it clearly Council's responsibility to resolve this drainage issue?			
Criteria	**Score**	**Descriptor**	**Ancillary Comments**
Yes	1	Clearly Council responsibility	
No	0	Clearly not council responsibility	
LIKELIHOOD **How regularly are the properties being impacted?**			
Criteria	**Score**	**Descriptor**	**Ancillary Comments**
Impacts during regular rain events	5	Greater than 18%AEP	Q1 to Q5
Impacts during semi- regular rain events	4	Between 18 to 10 %AEP	Q5 to Q10
Impacts during occasional more severe events	3	Between 10 to 5%AEP	Q10 to Q20
Impacts only during infrequent severe events	2	Between 5 to 2%AEP	Q20 to Q50
Impacts only during rare severe events	1	Smaller than 2%AEP	Q50 to Q100
PEOPLE IMPACTS How hazardous is the flooding to peoples safety on their property?			
Criteria	**Score**	**Descriptor**	**Ancillary Comments**
Major threat to people's safety within the habitable areas.	5	Depth, velocity, dxv indicating extreme to high hazard for majority of properties impacted.	
Moderate threat to people's safety within the habitable areas.	4	Depth, velocity, dxv indicating medium hazard for majority of properties impacted.	
Minor threat to people's	3	Depth, velocity, dxv indicating	

safety within the habitable areas.		low hazard for majority of properties impacted.	
Major threat to people's safety within the non-habitable areas.	3	Depth, velocity, dxv indicating extreme to high hazard for majority of properties impacted.	
Moderate threat to people's safety within the non-habitable areas.	2	Depth, velocity, dxv indicating medium hazard for majority of properties impacted.	
Minor threat to people's safety within the non-habitable areas.	1	Depth, velocity, dxv indicating low hazard for majority of properties impacted.	
Flooding is not likely to pose a threat to people's safety on their property.	0		
PROPERTIES IMPACTED Estimated number of properties impacted by flooding?			
Criteria	**Score**	**Descriptor**	**Ancillary Comments**
> 50	5		
26 to 50	4		
11 to 25	3		
5 to 10	2		
Less than 5	1		
INFRASTRUCTURE IMPACTS How severe are impacts on public infrastructure?			
Criteria	**Score**	**Descriptor**	**Ancillary Comments**
Major impact on critical public infrastructure.	5	Severe damage and/ or lengthy disruption to services.	Critical public infrastructure - Arterial and major collector roads and evacuation routes, airport, WTP, STP's and SPS's, emergency services facilities, hospital and health services, power and electricity infrastructure, evacuation centres.
Moderate impact on critical public infrastructure.	4	Limited damage and/ or limited disruption to services.	
Minor impact on critical public infrastructure.	3	Minimal damage and /or minimal disruption to services.	
Major impact on local non-critical public infrastructure.	3	Severe damage and/ or lengthy disruption to services.	Non critical public infrastructure - Minor collector roads or below, community halls and centres, parks and

			recreation facilities, sporting facilities.
Moderate impact on local non- critical public infrastructure.	2	Limited damage and/ or limited disruption to services.	
Minor impact on local non-critical public infrastructure.	1	Minimal damage and /or minimal disruption to services.	
No impact on public infrastructure	0		
ECONOMIC IMPACTS How severe are impacts on the regional and local economy?			
Criteria	**Score**	**Descriptor**	**Ancillary Comments**
Major impact on regional economy	5	Disruption to business or commercial enterprises on a wider scale for a long duration that also impacts other businesses outside the immediate area of the flooding.	
Moderate impact on regional economy	4	Disruption to business or commercial enterprises on a wider scale for a short duration that also impacts other businesses outside the immediate area of the flooding.	
Minor impact on regional economy	3	Disruption to business or commercial enterprises at the property scale for any duration that also impacts other businesses outside the immediate area of the flooding.	
Major impact on local economy	3	Disruption to business or commercial enterprises on a wider scale for a long duration.	
Moderate impact on local economy	2	Disruption to business or commercial enterprises on a wider scale for a short duration.	
Minor impact on local economy	1	Disruption to business or commercial enterprises at the property scale for any duration.	
No impact on economy	0		

PRIORITY DESIGNATION What weightage score designates a project as Low, Medium or High priority?			
Criteria	**Score**	**Descriptor**	**Ancillary Comments**
Low	Score <200		
Medium	300> Score >=200		
High	Score >=300		

Score Rating

The project weightage score has been derived from assessing proposed projects against the following criteria:

1. Likelihood of properties being impacted - how regularly are the properties being impacted?
2. People impacts – how hazardous is the flooding to peoples safety on their property?
3. Properties impacted - estimated number of properties impacted by flooding?
4. Infrastructure Impacts – How severe are impacts on public infrastructure?
5. Economic Impacts - How severe are impacts on the regional and local economy?

The scores for the above are then multiplied by the weightage and added together to come up with a total Benefit score.

MINOR STORMWATER CAPITAL PROGRAM

Minor Stormwater Capital Program (Aug 19)

Meeting Date: 27 August 2019

Attachment No: 2

MINOR STORMWATER CAPITAL WORKS PROGRAM

Aug-19

SN	AM Category	Projects/ Minor	From	To	Proposed_Works	Est_Amount	Estimate Accuracy	Locality	Sub-Locality	Unfunded	Project Status/comments
1	New	Kent Lane	166 Kent Street	276 Campbell St	Install pipes and pits	$ 93,000	Concept	Urban	Central	$93,000	Concept design completed; forms part of upper main drain upgrade.
3	Upgrade	Platten/ James St intersection	Platten St	James St	Upgrade culvert to DN675 RCP	$ 20,000	Indicative	Urban	West	$20,000	Desktop investigation completed
4	New	Rundle Street	Naughton St	No.131	Completion of R00-079 Project	$ 170,000	Indicative	Urban	Central	$170,000	Future works never completed from previous projects. Confirmation required on the extension. Design Completed- but dated
5	New	Lanigan Street	Naughton St	No.39	Completion of R00-079 Project	$ 170,000	Detailed design/construction	Urban	Central	$170,000	Future works never completed from previous projects. Confirmation required on the extension. Design completed- but dated.
6	Upgrade	Arthur Street (Gracemere)	James St Intersection		Upgrade Pipes and channel when updrading the intersection. ROL contributions available	$ 100,000	Concept	Urban	West	$100,000	Desktop investigation completed. This should be coupled with road widening works.
7	New	119 Stack Street	119 Stack St	111 Stack St	Acquire an easement and maintain flow path. Culvert across the Street may be needed	$ 20,000	concept	Urban	Central	$20,000	Desktop investigation completed. Easement acquisition only. Part of major drainage scheme.
8	Upgrade	278 Mason Street	Joiner St /Bryanr St	Grubb St/ Bryant St	Requires esement over previous flow path and modification of fencelines. Outlet channel maintenance is required and could be carried out seperately.	$ 50,000	Concept	Urban	Central	$50,000	Desktop investigation completed
9	New	Venables St	No. 157	no. 161	Interallotment drain to pick up ponded water and take to Frenchmans creek	$ 110,000	Concept	Urban	Central	$110,000	Design completed- but requires easement acquisition / property owner agreement. Currently stalled. May require Venables St Major project to be constructed first.
10	New	Jones Street	Naughton St	No.39	Completion of R00-079 Project	$ 170,000	Concept	Urban	Central	$170,000	Design completed- but dated. Confirmation required on the extension.
11	New	Kavanagh Crescent	No. 1	No 247A	Extend 450 dia pipe at 245 &245A Thozets Road to maintain the connectivity of pipes across the footpath.	$ 45,000	Concept	Urban	Central	$45,000	Desktop investigation completed
12	Upgrade	Knutsford Street	No. 22	Western St	Piping from Knutsford St to Western Street Stage 1- around and D/S of Hellbronn St.	$ 170,000	Concept	Urban	Central	$170,000	Investigation of the catchment is required for further scoping.
13	New	333 Balaclava Street	Cul de Sac	Moores Creek	Back flow prevention device may be required	$ 30,000	Concept	Urban	Frenchville	$30,000	Further scoping and investigation to be undertaken..
14	Upgrade	Bapaume Street	Rundle Street	6 Boonah St	Underground drainage-375 dia extension from Rundle Rd to Boonah St intersection.	$ 150,000	Concept	Urban	Central	$150,000	Further scoping and investigation to be undertaken..
15	Upgrade	Meyenberg Court Drainage Scheme	Meyenberg Ct	Cul De Sac	Floor Level survey, Install additional 600mm RCP along the easement	$ 59,850	Indicative	Urban	Norman Gardens	$59,850	Drainage path in between 29-31Meyemberg Ct not modelled correctly. The owner of 29 meyenberg has not experienced issues with runoff for 20 years. Appears not a project.
16	Upgrade	Jessie Street	No. 92		Owners to install drains with RRC to do connection. Research on history required.	$ 25,000	Concept	Urban	Central	$25,000	Sheet flow primarily may be from the driveway.
17	Upgrade	Village Life Drainage Scheme	347-351 Dean Street	347-351 Dean Street	Mitigate nuisance flow.(internal network not modelled, 525 RCP approx 5year capacity)	$ 70,000	Indicative	Urban	Frenchville	$70,000	Model results within the subject site may not have reflected the reality to some extent. however ponding is likely due to the land scaping, limited internal pipe capaciy. Internal to development.
18	New	9 Rogar Av	Acces to the property		Installation of 675mm pipe to drain the northen swale to the existing drainage feature Including K&C	$ 155,000	Detailed design	Urban	Frenchville	$155,000	Deatailed design complete. Council to endorse.
19	New	Archerview Terrace	No. 28	No. 30	Upgraded Inlet capture to drainage feature	$ 80,000	Preliminary design	Urban	Central	$80,000	Preliminary Design and estimate completed. 2018-124
20	New	Plahn Street	Berserker St	Intersection	New inlets and connecting pipes to relieve intersection flooding.	$ 200,000	Concept	Urban	Central	$200,000	Concept Design and estimate completed. 2017-049
21	New	Balaclava/Simpson street Drainage (Stage 3)	Rear of 311 Salamanca St	Salamanca St	Divert Salamanca St runoff into Balaclava St. Refer plan R06-032.	$ 160,000	Budget/Predesign	Urban	Central	$160,000	Detail design exists.Easement not yet agreed on 311 Salamanca St.
22	upgrade	131 Stewart Street	131 Stewart St/Thorpe Street	Berserker Street	Upgrade pipe to 900dia to capture frequent runoff	$ 200,000	Concept	Urban	Frenchville	$200,000	Further scoping to be undertaken. Desktop investigation completed.
					Total	**$2,247,850**				**$2,247,850**	

8.3 METER STREET PARKING

File No:	**8041**
Attachments:	**1. ⇩Signage Plan**
Authorising Officer:	**Martin Crow - Manager Infrastructure Planning** **Peter Kofod - General Manager Regional Services**
Author:	**Stuart Harvey - Coordinator Infrastructure Planning**

SUMMARY

Officers have investigated the issues raised around parking within Meter Street and this report presents a possible solution to address these issues.

OFFICER'S RECOMMENDATION

THAT Council do not impose parking restrictions on Meter Street.

COMMENTARY

Council Officers have investigated concerns raised by residents regarding anti-social behaviour on Meter Street. There have been reported incidences of anti-social behaviour and hooning issues in Meter Street specifically late at night. Anti-social behaviour and hooning is an ongoing issue on many streets throughout the city and is a behaviour that is difficult to correct. The primary agency responsible for the enforcement of road rules and response to poor driver behaviour (hooning) is the Queensland Police Service (QPS). This is particularly relevant if the behaviours are occurring in the evening.

Council officers can arrange for parking signage to be installed with specific time restrictions to restrict late night parking. This would be similar to the truck parking restrictions on Gladstone Road. An indicative plan can be seen in attachment 1. As the behaviours occur late at night, this would require enforcement by QPS. Council's Local Laws parking officers do not work during these times and therefore this would solely rely on Police enforcement. It is unlikely that the signage itself would be a deterrent for this type of behaviour, however it does provide a mechanism for Police to "move along" these individuals from Meter Street. This would still require residents to report this behaviour and would be subject to QPS availability to enforce. There is a risk that this will move the behaviour to a section of Meter Street or Gardner Street where these signs are not installed.

The installation of restricted parking signs, to address anti-social behaviour, sets a precedence for their installation in other locations where this behaviour also occurs. Council has previously relied on QPS patrols to address anti-social or hooning behaviours. It is not believed that the signage would be an effective deterrent to these individuals and as such, it is not recommended to install these parking restrictions on Meter Street.

BUDGET IMPLICATIONS

The cost for signage can be covered under Council's Road Safety minor works budget allocation.

CORPORATE/OPERATIONAL PLAN

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

CONCLUSION

The request for parking signage on Meter Street has been assessed and a recommendation has been brought to Council for consideration.

METER STREET PARKING

Signage Plan

Meeting Date: 27 August 2019

Attachment No: 1

Surveyed: Date:
Ref Mark: R.L.
Datum: Horiz. Vert.
Zone: Survey Book:
XREF:
Aux Plans:

N.T.S.
SCALES FULL SIZE A3

	AMENDMENTS DESCRIPTION	DRAWN	APPR'D	DATE
A	Original Issue			

Rockhampton Regional Council

Designed SFV AUG '19
Checked
Examined
Recomm.

APPROVAL
RPEQ No. DATE

METER STREET
HAWKINS STREET TO BELLEVUE TERRACE (THE RANGE)
TRAFFIC MANAGEMENT
SIGNAGE PLAN

Dwg No. MET-SK-01
Sheet No. 01 of 01
Job No:
A

8.4 UPPER DAWSON ROAD SPEED LIMIT REVIEW

File No:	**7127**
Attachments:	**1. Att 1: Speed Limit Review⇩**
Authorising Officer:	**Martin Crow - Manager Infrastructure Planning** **Peter Kofod - General Manager Regional Services**
Author:	**Stuart Harvey - Coordinator Infrastructure Planning**

SUMMARY

A request for a speed limit review has been received from community members in Allenstown. The review has been carried out and this report provides the recommendation from the speed limit review.

OFFICER'S RECOMMENDATION

THAT Council receive this report.

COMMENTARY

As a part of a recent petition to Council, a number of Allenstown residents, amongst a number of issues, expressed a request to lower the speed limit on Upper Dawson Road. The request was that the speed limit on Upper Dawson Road be reduced from Frank Ford Park (approx.) to the junction of Upper Dawson Road and Canning Street. Consideration is to be given to reducing the speed limit along the entirety of the roads listed; to as low as 30 km/h in some sections but not exceeding 40 km/hr.

A speed limit review was carried out along Upper Dawson Road, from Gladstone Road to Margaret Street, in accordance with the Manual of Uniform Traffic Control Devices (Part 4 – Speed Controls). This process has recently been updated to ensure that a consistent speed limit review process, is undertaken statewide. The speed limit review process is a combined assessment of the Risk Assessed Speed limit and the Speed Data Speed limit. The Risk Assessed Speed limit utilises the Infrastructure Risk Rating tool for the analysis of risks within the road corridor and the Speed Data Speed limit considers the prevailing traffic conditions. The lower of these two speed limits is considered to be the recommended speed limit. The analysis of Upper Dawson Road indicated that the existing 60km/h speed limit is appropriate given the current road environment, road function and traffic speeds. A copy of the speed limit review is shown as Attachment 1.

The recommendations of the analysis were discussed and approved by the Rockhampton Region Speed Management Committee, which consists of representatives from the Queensland Police, Rockhampton Regional Council, Livingstone Shire Council and the Department of Transport and Main Roads, at their monthly road safety meeting.

The recommended speed limit is the outcome of the analysis and evaluation process conducted by Council and is supported by the Queensland Police Service and the Department of Transport and Main Roads.

The recommendations are now presented to Council for their information, prior to implementation.

BACKGROUND

Council often receives requests for changes to speed limits in both urban and rural areas. The Manual of Uniform Traffic Control Devices, published by the Department of Transport and Main Roads, provides a standardised methodology to conduct a technical assessment of an appropriate speed limit based on the road function, prevailing traffic speeds and risks within the road corridor.

The assessment also requires the endorsement of a local Speed Management Committee made up of representatives of Council, Department of Transport and Main Roads and Queensland Police.

The purpose of the Rockhampton Region Speed Management Committee is to ensure that the interests of all road users are considered before a speed zone is established and to ensure that speed zones throughout the region are consistent and credible.

BUDGET IMPLICATIONS

Nil

LEGAL IMPLICATIONS

As a part of the update to the process for setting speed limits, Council has recently received Crown Law legal advice from DTMR around the legal requirements, roles and responsibilities in the speed limit review process. In summary, the advice states that:

- All road authorities in Queensland must set speed limits by following the speed limit review process contained in the MUTCD Part 4
- A person applying the speed limit review process contained in the MUTCD Part 4 and recommending a speed limit for implementation on Queensland roads must be a registered professional engineer of Queensland (RPEQ) or working under direct supervision of an RPEQ.
- The ultimate responsibility for approving the outcome of a speed limit review rests with the responsible officer who, in the case of Local Government, is the CEO or delegate.

RISK ASSESSMENT

The speed management committee has supported this speed limit review and the Queensland Police Service will continue to enforce the existing speed limit. Speed analysis has indicated that the majority of motorists on Upper Dawson Road are currently driving at or below the current speed limit (60km/h).

CORPORATE/OPERATIONAL PLAN

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

CONCLUSION

Council Officers have followed a standardised methodology to conduct speed limit review in Allenstown. The result of the speed limit review has received the endorsement of the Rockhampton Region Speed Management Committee. The recommendation is now presented to Council for their information.

UPPER DAWSON ROAD SPEED LIMIT REVIEW

Att 1: Speed Limit Review

Meeting Date: 27 August 2019

Attachment No: 1

Upper Dawson Road (Blackall Street to Margaret Street) Speed Limit Review

August 2019

Prepared by RRC Engineering Services

CONTENTS

Author	Scott Vidler	12/08/2019
Reviewed	Stuart Harvey	12/08/2019
Authorised	Stuart Harvey RPEQ 20697	12/08/2019

1.0 Introduction

This report presents the findings of a speed limit review conducted on Upper Dawson Road, Rockhampton. The review considered the 1.79km length of Upper Dawson Road from Blackall Street to Margaret Street (as shown below in Figure 1).

Rockhampton Regional Council (RRC) commissioned this speed limit review after receiving a resident petition to lower the speed limit along the residential section of Upper Dawson Road. This speed limit review will also form part of a corridor study currently being undertaken by RRC on this section of road.

This review was conducted in accordance with the speed limit review process outlined in the Transport and Main Roads (TMR) Manual of Uniform Traffic Control Devices (MUTCD) Part 4: Speed Controls (November 2018), herein referred to as MUTCD Part 4.

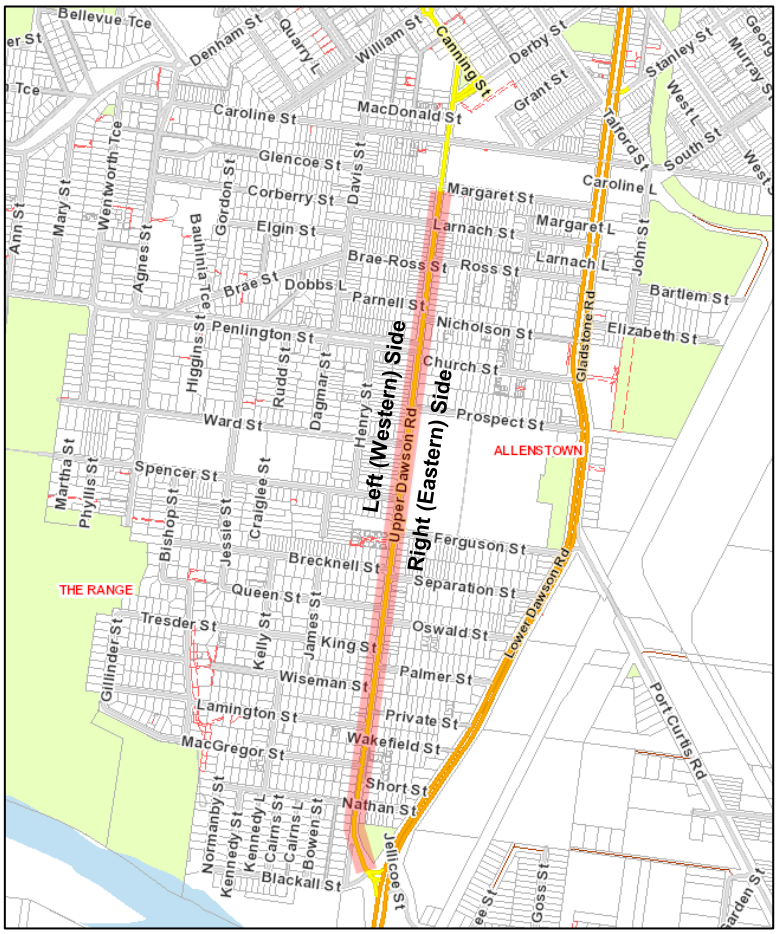


Figure 1: Location of Speed Limit Review (Shown in Red)

2.0 Site Details

Upper Dawson Road between Blackall Street and Margaret Street has an undivided two-lane carriageway with an average width of 11.2m and follows a largely straight alignment with a crest at the intersection of King Street. The current speed limit along the segment is 60km/h, with a 40km/h school zone located between Spencer Street and Ward Street. The section under review terminates at the beginning of the 40km/h school zone located south of Margaret Street. A diagram showing existing posted speed limits along the road segment is included in Appendix A – Existing Speed Zones. Most of the section is marked with a broken dividing line; however, the section between Blackall Street and Nathan Street has a double barrier line around the curve. Approximately 50% of the road has a marked edge line with 3.3 to 3.5m lanes, and planned future works will continue the

rollout of edge lines along the segment. Shoulder width along the section is generally ≥2.0m, with 2.2 to 2.5m typical.

Upper Dawson Road is an urban sub-arterial road under the RRC road hierarchy, and aligns with a functional classification of urban trunk collector under MUTCD Part 4 Table 5.1.5(B). According to the RRC Planning Scheme (Rock e Plan) the adjacent land is mostly comprised of low and low-medium density residential properties, with some community facility lots at St Peter's School and the South Rockhampton Cemetery (see Appendix D – Adjacent Land Use).

While it is not a multi-combination route under normal operating conditions, Upper Dawson Road serves as the Bruce Highway diversion during Fitzroy River flood events. During these times, the corridor is required to accommodate all Bruce Highway traffic including B-doubles.

3.0 Previous Speed Limit Reviews

A speed limit review was conducted in 2015 using the now-outdated QLimits system. This review recommended a speed limit of 60km/h for Upper Dawson Road. The QLimits system was decommissioned in November 2018 when the new speed limit review process was introduced with the revised version of MUTCD Part 4. This is the first speed limit review on this road section to utilise the revised speed limit review process.

4.0 Traffic Data

The Annual Average Daily Traffic (AADT) and speed data were determined from a survey undertaken from 15 Feb 2019 to 1 Mar 2019 using tubes and a MetroCount MC5900 counter. The survey site was located between Nicholson St and Prospect St on a straight section of road away from major intersections and was considered a typical representation of the corridor. Only vehicles travelling with >4sec headway and recorded between 6am and 6pm Mon-Fri were included in speed data (as per MUTCD Part 4 Appendix A), while the AADT was determined using all counted vehicles and applying seasonal adjustment factors calculated by RRC. The MetroCount volume and speed reports taken from the survey are shown in Appendix E – Speed Survey Data and Appendix F – Traffic Volumes (Seasonal Factors Not Applied).

5.0 Homogeneity of Road Section

According to MUTCD Part 4, the speed limit review process must only be applied to speed zones that can be considered homogenous in terms of characteristics and speed environment. Following a subjective analysis, the Upper Dawson Road corridor was separated into two homogenous zones. While the whole corridor is generally consistent in terms of alignment and speed environment, there is a distinct transition in land use for parcels located north of Margaret Street where the predominant land use is commercial (classified as district centre lots). As this report is primarily aimed at reviewing the speed limit along the residential section of Upper Dawson Road, the corridor was split into two sections for purpose of analysis. The border between the two sections was set just south of Margaret Street, at the start of the 40km/h school zone (see Appendix A – Existing Speed Zones).

6.0 Determination of Appropriate Speed Limit

MUTCD Part 4 Section 3.5 outlines the speed limit review process, and breaks it into 8 stages:

- Stage 1: Need for Speed Limit Review
- Stage 2: Criteria Based Speed Limit (CBSL) Assessment
- Stage 3: Determination of the Risk Assessed Speed Limit (RASL)
- Stage 4: Determination of the Speed Data Speed Limit (SDSL)
- Stage 5: Option Selection
- Stage 6: Engineer Recommendation
- Stage 7: Approve and Implement
- Stage 8: Monitor and Evaluate

The application of these stages will be discussed in the following sections.

6.1 Stage 1: Need for Speed Limit Review

As was discussed in Section 1.0, this speed limit review was initiated through community request. This review will also form part of an Upper Dawson Road corridor study currently being undertaken by RRC.

6.2 Stage 2: Criteria Based Speed Limit (CBSL) Assessment

Under MUTCD Part 4 Section 4.2, the CBSL process is applied to sections of road where specific criteria govern the appropriate speed for the function of the road. The CBSL assessment process applies to roads that are:

- A foreshore
- A car park or access driveway
- A shared zone
- Unsealed or have a narrow seal
- A High Active Transport User Area (HATUA)
- An urban local or access street

As this section of Upper Dawson Road does not meet these criteria, the CBSL assessment process does not apply.

6.3 Stage 3: Determination of the Risk Assessed Speed Limit (RASL)

The RASL is determined by considering the combination of crash risk, infrastructure risk, environment context class and road functional class. From the crash and infrastructure risk, a road risk metric (RRM) can be determined, which can be used to calculate the appropriate RASL based on the road functional classification.

6.3.1 Determination of Crash Risk Rating (CRR)

The CRR is a measure of historic crashes that have occurred along a speed zone, and is a quantitative risk classification based on the frequency of casualty crashes. According to MUTCD Part 4, crash data for the preceding five-year period is used to calculate the CRR of a speed zone. Crash data for the speed zone was collected using the TMR WebCrash portal, with the most recent five years of available data running from 2014 to 2018 (inclusive). The number of casualty crashes in the speed zone over the five-year period is shown in Table 1. The crash rate for the speed zone is expressed in Estimated Fatal and Serious Injury Casualty Rate per 10^8 Vehicle Kilometres Travelled (Est. FSI per 10^8 VKT), and can be calculated using the process set out in MUTCD Part 4 Appendix C. The Est. FSI per 10^8 VKT for the Upper Dawson Road speed zone was calculated as 14.43 (see Appendix H – FSI and IRR Calculations) which corresponds to a 'low' CRR band as given in MUTCD Part 4 Table C2.

Table 1: Injury Crashes 2014 to 2018 (Inclusive)

DCA Group	Description	No. Casualty Crashes
1	Intersection, from adjacent approaches	2
4	Rear-end	5
6	Parallel lanes, turning	1
9	Overtaking, same direction	1
12	Pedestrian	1
16	Off carriageway, on straight, hit object	1
	Total	*11*
	Est. FSI per 10^8 VKT	**14.43**
	CRR Band (MUTCD Part 4 Table C2)	**Low**

It can be seen that a majority of casualty crashes occurring along the speed zone are *rear end* (group 4) crashes, with only one *off-carriageway, hit object* (group 16) crash being recorded in the five-year

period. As shown in Figure 2, most of the crashes occurred at intersections with very few taking place mid-block.

Figure 2: Location of 11 Casualty Crashes from 2014 to 2018 (Inclusive)

6.3.2 Determination of Infrastructure Risk Rating (IRR)

The IRR of a speed zone is a measure of the expected risk associated with road infrastructure and is based on an objective assessment of the following eight road attributes:

- Road stereotype
- Alignment
- Carriageway (lane and shoulder) width
- Roadside hazards
- Land use
- Intersection density
- Access density
- Traffic volume

IRR is assessed based on the guidelines set out in the TMR Infrastructure Risk Rating (IRR) Manual (November 2018), which allows a risk score to be assigned to each of the eight attributes for any given road section. With the exception of roadside hazards, all attributes consider both sides of the road together for the purposes of analysis. The traffic volume attribute is only applied to roads in a rural environment and therefore is not applicable to this review.

The calculated IRR score for the zone is 2.16, which aligns with the 'medium-high' risk band. The adopted road risk attributes are discussed in the following section, with the risk scores summarised in Table 2.

Road Stereotype:

The section has an undivided carriageway with one lane in each direction.

Alignment:

Aside from a curve at the beginning of the section, the speed zone follows a straight alignment with less than 50 degrees of turn per kilometre.

Carriageway (Lane and Shoulder Width):

Just over 50% of the section is marked with edge lines, with lane widths varying between 3.3 and 3.5m. In general, these lane widths allow a shoulder width of greater than 2.0m. Shoulder width was considered as parking lane widths as per existing design plans.

Roadside Hazards:

Both sides of the road are considered separately for the purposes of hazard analysis and the risk score is calculated based on an average of the two sides. For the section under consideration, the western side (closest to the airport) is considered the left side and the eastern side (closest to the Bruce Highway) is considered the right side. A combination of aerial imagery and site visits were used to estimate the roadside hazard category, and the applicable risk score was assigned based on Table 7 of the IRR Manual. The highest-rated hazard on both sides was judged to be the presence of non-frangible power poles and trees adjacent to the road, varying in their distance from the traffic lane. According to the IRR Manual, for a group of point hazards to receive a particular hazard score, they need to be at a density that creates a relatively high likelihood of being hit. The IRR Manual deems 20+ non-frangible point hazards per kilometre to be a density where a vehicle is likely to hit them.

Along the left (western) side of the road, the density of roadside point hazards changes regularly over short sections. In total, roughly half of the zone has short sections where poles and trees within 5m of the traffic lane are at a density that represents a 'severe' hazard. The remainder of the zone has sections where point hazards are 5-10m from the lane, and meet the density requirements of a 'moderate' hazard. In cases where the roadside hazards change regularly over short sections, the IRR Manual says the average hazard category should be selected. As there are roughly equal lengths of 'severe' and 'moderate' hazard sections, an average risk category of 'high' was adopted for the left (western) side of the speed zone. The road has sufficient shoulder width to accommodate car parking, however there generally is not a consistent parking demand in this residential section and therefore there is not a constant hazard. In the section adjacent to St Peter's School where there is a high parking demand, the presence of parked vehicles represents a minor hazard. There are semi-rigid structures (fences) 5-10m from the traffic lane along the majority of the section, which corresponds to a minor hazard category. There are two buildings within 5m of the road located on the left side of the section; however, they do not meet the hazard length requirements to constitute a constant hazard. Overall, the non-frangible poles and trees constitute the greatest roadside hazard on the left side, corresponding to an average risk category of 'high'.

On the right (eastern) side of the road there are non-frangible power poles that are evenly spaced along the corridor. These poles are generally within 5m of the traffic lane, and just exceed the 'severe' description of 20+ point hazards per kilometre. While width has been provided to allow parking in the shoulder, parking demand is generally inconsistent on this side. There is 50m of metal safety barrier within 5m of the traffic lane, running opposite the intersection with MacGregor Street. Once again, the non-frangible poles pose the greatest risk, with their spacing meeting the description of a 'severe' hazard.

Land Use

According to the Rock e Plan, the section under consideration is mostly comprised of low and low-medium residential. It meets the IRR Manual description of 'urban residential', being dominated by housing with frequent driveways and on-street parking.

Intersection Density

The zone under consideration has an intersection density of 10+ intersections per kilometre.

Access Density

The road segment has 20+ accesses per kilometre.

Table 2: Infrastructure Risk Scores and IRR

Attribute	Variable	Category	Risk Score	Description
Road Stereotype	RS	Two-lane undivided	3.7	An undivided road with one lane in each direction
Alignment	A	Straight	1	Straight or gently curved, <50 degrees of turn/km
Lane Width		Medium		Medium lane width (3.0m to 3.5m) is generally present
Sealed Shoulder Width		Very Wide Shoulder		Very wide shoulder (≥2.0m) is generally present
Carriageway Width	CW		0.78	For medium lane width and very wide shoulder
Roadside Hazards (Left Side)	LRH	High	2.28	Due to point hazards, average of Severe and Moderate
Roadside Hazards (Right Side)	RRH	Severe	2.8	Due to 20+ point hazards per km <5m from lane
Land Use	LU	Urban Residential	3	Urban residential area dominated by housing with frequent driveways and on-street parking.
Intersection Density	ID	10+ Intersections/km	5	
Access Density	AD	20+ accesses/km	1.3	
		IRR Score	**2.16**	
		Risk Band	**Medium-High**	IRR 2.02 – 2.22

6.3.3 Computation of Road Risk Metric (RRM)

The overall RRM is determined by using the CRR and IRR and finding the corresponding RRM based on MUTCD Part 4 Table 5.1.4. The CRR, IRR and RRM are summarised in Table 3, which shows that the RRM for the speed zone is 'medium'.

Table 3: Road Risk Metric

Crash Risk Rating	Infrastructure Risk Rating	Road Risk Metric
Low	Medium-High	**Medium**

6.3.4 Determination of Environmental Context and Functional Classification

The speed zone is considered an urban environment due to the average lot size and adjacent land use. MUTCD Part 4 Section 5.1.5 provides guidance on the classification of urban roads based on functional descriptions and indicative traffic volumes. According to the manual, roads must be classified based on the descriptions provided in the manual and not according to existing regional road hierarchy classifications. Based on the descriptions in MUTCD Part 4 Table 5.1.5(B), the section of Upper Dawson Road under review is considered a trunk collector road. While the road is classified as an urban sub-arterial under the RRC road hierarchy, it does not meet the specified typical MUTCD sub-arterial road intersection spacing of 0.3-1.0km. Furthermore, it does not meet the description of carrying traffic between metropolitan areas as it is generally used as a collector for traffic travelling between adjacent suburbs/districts. The adopted road classification and description is shown in Table

4. The RASL for the speed zone is 60km/h, which corresponds to a medium RRM for a trunk collector road.

Table 4: Risk Assessed Speed Limits: Roads in an Urban Environment [Taken from MUTCD Part 4 Table 5.1.5(B)]

Road Class	Functional Description	Indicative Traffic Volumes	Road Risk Metric		
			Low	Medium	High
Trunk collector road	Transport of people and goods within suburbs; district movement	2500-15,000 vpd	60 km/h	**60 km/h**	50 km/h

6.4 Stage 4: Determination of the Speed Data Speed Limit (SDSL)

A vehicle survey was undertaken from 15 Feb 2019 to 1 Mar 2019 using tubes and MetroCount MC5900 counter, located between Nicholson St and Prospect St. The data was collected on a straight section of road away from major intersections and is considered typical of the corridor. Only vehicles travelling with >4sec headway and recorded between 6am and 6pm Mon-Fri were included in speed data (as per MUTCD Part 4 Appendix A). The results of the speed survey are presented in Table 5, as are the acceptable speed data ranges for a 60km/h zone as given in MUTCD Part 4 Table 5.2.2. Detailed speed data and speed distribution are shown in Appendix E – Speed Survey Data and Appendix G – Speed Survey Distribution. The speed survey shows that >60% of vehicles are within the 15km/h pace and the upper limit of pace is approximately the same as the speed limit, which reflects the ideal speed distributions as given in MUTCD Part 4 Section 5.2.2. As the speed data conforms to the acceptable speed distribution for a 60km/h zone, the SDSL for the section is 60km/h.

Table 5: Speed Data from Upper Dawson Rd between Nicholson St and Prospect St

Direction	Mean Speed (km/h)	Upper Limit of 15km/h Pace (km/h)	Percent in Pace (%)
Both	52	60	81.24
60km/h limit	**49-63**	**56-69**	**>60**

6.5 Stage 5: Option Selection

A summary of the RASL and SDSL is presented in Table 6. MUTCD Part 4 Section 6 says that when the SDSL corresponds with the RASL, the corresponding speed limit should be chosen. This analysis shows that a 60km/h speed limit is appropriate for the residential segment of Upper Dawson Road from Blackall Street to Margaret Street.

Table 6: Correlated Speed Limit

RASL	SDSL	Correlated Speed Limit
60 km/h	60 km/h	**60 km/h**

6.6 Stage 6: Engineer Recommendation

The calculated SDSL indicates that drivers are conforming to the existing 60km/h speed limit. Furthermore, while the presence of non-frangible point hazards and high number of accesses do pose some risk, they are within the acceptable MUTCD limits considering the function of the road as a trunk collector. As such, the correlated speed limit is considered suitable for the context of the road, and it is recommended that the existing 60km/h zone remains unchanged. Furthermore, the existing school zone at St Peter's School should remain in place.

While no changes are required to existing speed zone signage, it is recommended that future works along the corridor continue to mark edge lines with 3.3-3.5m traffic lanes and ≥2.0m shoulder/parking lanes (where possible). The marking of edge lines will maintain road continuity throughout the section, and help maintain an adequate buffer zone to roadside hazards and parked vehicles.

As per the requirements of MUTCD Part 4, a Speed Limit Review checklist has been completed and is shown in Appendix C – Speed Limit Review Checklist Form.

6.7 Stage 7: Approve and Implement

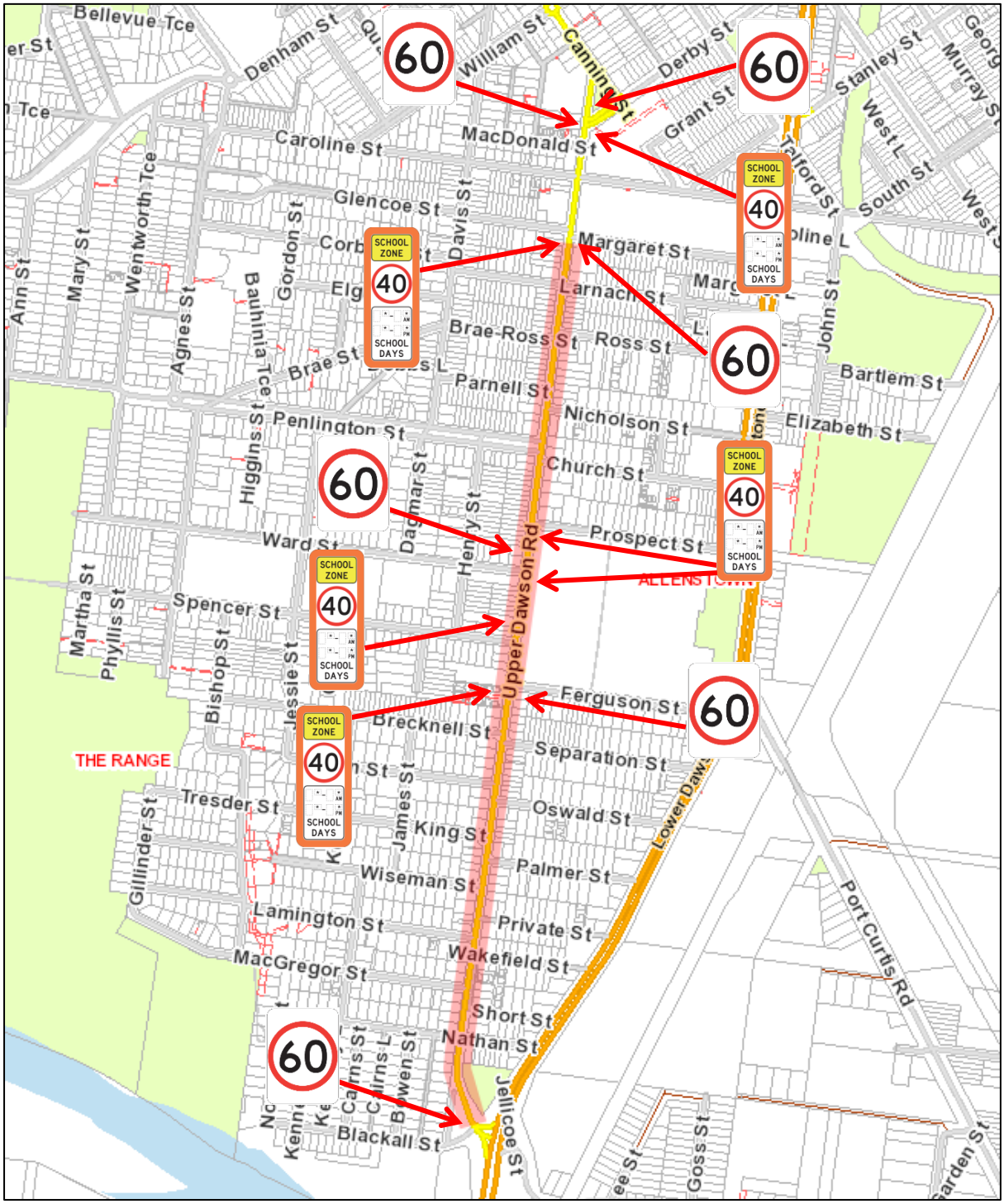
This report was presented and discussed at the 3E & Speed Management Committee (SMC) meeting held on Monday 12 August 2019. The review was endorsed by the SMC and no further changes were recommended.

6.8 Stage 8: Monitor and Evaluate

As per the recommendations in MUTCD Part 4 Section 9, a follow-up desktop speed limit review should be conducted on this section of Upper Dawson Road in five years (2024).

Appendices

Appendix A – Existing Speed Zones



Appendix B – Site Photographs

Photograph 1: Start of the speed zone, looking north along Upper Dawson Road from Blackall Street. Here, the carriageway width has been restricted to remove shoulders and allow width for a shared footpath.

Photograph 2: Looking north from the Nathan Street intersection. There is 50m of steel guard rail running along the right (eastern) side of the carriageway to provide protection from the drop-off to the Upper Dawson Rd Service Road. From this point, the carriageway width increases and edge lines are marked from MacGregor Street. The crest at King Street can be seen in the distance.

Photograph 3: Looking south towards the MacGregor Street intersection, showing the end of the barrier treatment and the entry to the Upper Dawson Rd Service Road.

Photograph 4: Looking north towards Lamington Street, a consistent spacing of power poles can be seen on the right (eastern) side, while point hazards are sporadic on the left (western) side. The edge lines have been marked at ≥2.0m to accommodate car parking in the shoulders.

Photograph 5: Looking south from the Ferguson Street intersection, once again showing consistent spacing of point hazards on the left (eastern) side. This is the release point for southbound vehicles leaving the St Peter's school zone (the 60km/h sign is covered in the photograph). The northbound lane of Upper Dawson Road is currently closed for roadworks, which will include the marking of edge lines through to Brecknell Street.

Photograph 6: Looking north from Ferguson Street, the southern boundary of the school zone at St Peter's is shown. Future works will continue marking edge lines in this section and connect to the existing line marking in the school zone.

Photograph 7: Looking north, showing the Spencer Street intersection. Note the presence of parked cars along the school frontage, and the irregular placement of point hazards on the left (western) side with long spacings between.

Photograph 8: Looking south towards Prospect Street, the northern boundary of the school zone at St Peter's. Point hazards are regulary spaced on the left (eastern) side, but are sparce on the right (western) side.

Photograph 9: Looking north, showing the Church Street intersection. Edge lines are not marked in this section, but the carriageway is still wide enough to accommodate a 3.3-3.5m lane with a ≥2.0m parking lane on each side.

Photograph 10: Looking north, the beginning of the Allenstown State School speed zone is shown, which marks the end of the speed zone under consideration.

Photograph 11: Looking south, at the Margaret Street intersection. This is the northern end of the speed zone. Note the close spacing of point hazards on the right (western) side.

Appendix C – Speed Limit Review Checklist Form

SPEED LIMIT REVIEW CHECKLIST FORM

SITE DETAILS

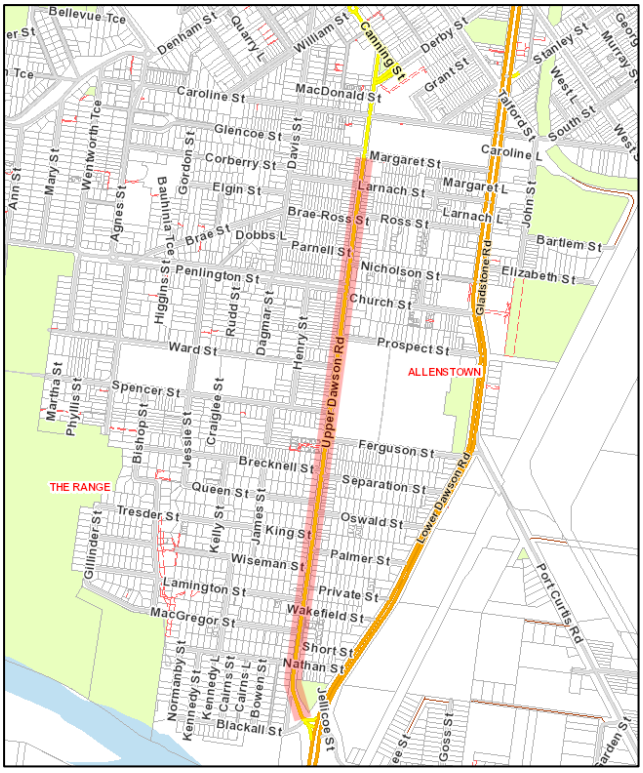
Road Authority: ☐ Department of Transport and Main Roads (TMR) District
☒ Local Government Agency

Road Name: Upper Dawson Road
LGA Name: Rockhampton Regional Council
Road Number (if applicable):
TMR District Name: Fitzroy District
Suburb: Allenstown & The Range
Reference: Upper Dawson Road - 01

	Location or Reference Point	Chainage or Distance	GPS Coordinates (decimal degrees)	
			Latitude	Longitude
Start	Blackall Street	0	-23.407877	150.500228
End	Margaret Street	1.79	-23.392113	150.502346

Existing Speed Limit (km/h): 60
Traffic Volume (vpd): 8976
Segment Length (km): 1.79

Aerial Imagery of Speed Zone:



STAGE 1 – NEED FOR REVIEW IDENTIFIED?

Detail circumstances that lead to a speed limit review being undertaken:

Resident petition calling for reduced speed limit along residential section.

Corridor study currently being undertaken on Upper Dawson Road.

Last speed limit review for this section completed in 2015, which recommended retaining the 60 km/h limit.

NOTE:TMR's Manual of Uniform Traffic Control Devices Part 4: Speed Controls (MUTCD Part 4) Section 3.5.1 details typical but not all circumstances that may lead to a speed limit review being undertaken.

SPEED LIMIT REVIEW CHECKLIST FORM

STAGE 2 – CRITERIA BASED SPEED LIMIT (CBSL) ASSESSMENT

1. Is the road segment a foreshore? *Refer to MUTCD Part 4 Section 4.3.1 for definition of foreshore*
   ☒ No – go to Question 2
   ☐ Yes –refer to MUTCD Part 4 Section 4.3.1 and go to Stage 6 (Engineer Recommendation)

2. Is the road considered a car park or access driveway?
   ☒ No – go to Question 4
   ☐ Yes – go to Question 3

3. Are traffic calming devices present?
   ☐ No –adopt 20km/h speed limit and go to Stage 6 (Engineer Recommendation)
   ☐ Yes – adopt 10 km/h speed limit and go to stage 6 (Engineer Recommendation)

4. Is the road segment a Shared Zone? *Refer to MUTCD Part 4 Section 4.3.2 for definition of Shared Zone*
   ☒ No – go to Question 5
   ☐ Yes – refer to Section 4.3.2 and go to Stage 6 (Engineer Recommendation

5. Is the road unsealed or have a narrow seal? *Refer to MUCD Part 4 Section 4.3.3 for definition of unsealed road or road with a narrow seal.*
   ☒ No – go to Question 6
   ☐ Yes – refer to MUTCD Part 4 Section 4.3.3 and go to Stage 6 (Engineer Recommendation)

6. Is the speed zone a High Active Transport User Area (HATUA)? *Refer to MUCD Part 4 Section 4.3.4 for definition of HATUA*
   ☒ No – go to Question 7
   ☐ Yes – refer to MUTCD Part 4 Section 4.3.4 and go to Stage 6 (Engineer Recommendation)

7. Is the speed zone an Urban Local / Access Street? *Refer to MUCD Part 4 Section 4.3.5 for Urban Local / Access Street definition*
   ☒ No – CBSL do NOT apply, go to Stage 3 (Risk Assessed Speed Limit) and Stage 4 (Speed Data Speed Limit)
   ☐ Yes – refer to MUTCD Part 4 Section 4.3.5 and go to Stage 6 (Engineer Recommendation)

STAGE 3 – RISK ASSESSED SPEED LIMIT (RASL) ASSESSMENT

Crash Risk Rating (CRR)

DCA Group	Description	No. Casualty Crashes
1	Intersection, from adjacent approaches	2
2	Head-on	
3	Opposing vehicles, turning	
4	Rear-end	5
5	Lane change	
6	Parallel lanes, turning	1
7	U-turn	
8	Entering roadway	
9	Overtaking, same direction	1
10	Hit parked vehicle	
11	Hit train	
12	Pedestrian	1
13	Permanent obstruction on carriageway	
14	Hit animal	
15	Off carriageway, on straight	
16	Off carriageway, on straight, hit object	1
17	Off carriageway, on straight	
18	Out of control, on curve	
19	Off carriageway, on curve, hit object	
20	Out of control, on curve	
21	Other	
Est. FSI per 10^8 VKT	14.43	
Crash Data Period (5 years)		
From (inclusive):	2014	
To (inclusive):	2018	

Infrastructure Risk Rating (IRR)

Road Attribute	Category
Road stereotype	Two lane undivided
Alignment	Straight
Sealed shoulder width	Very wide shoulder
Lane width	Medium
Roadside hazard risk - left side	High
Roadside hazard risk - right side	Severe
Land use	Urban residential
At-grade intersection density	10+ intersections/km
Access density	20+ accesses/km
Traffic volume	N/A (rural only)
IRR Score	2.16

Road Risk Metric (RRM)	
CRR Band	Low
IRR Band	Medium-High
RRM	Medium

Road Classification	
Environmental Context Class	Urban
Functional Classification	Trunk Collector

Risk Assessed Speed Limit (km/h):	60

SPEED LIMIT REVIEW CHECKLIST FORM

Additional Comments (if required):
Speed limit appropriate for road functional classification based on MUTCD functional description. Number and spacing of non-frangible point hazards (poles/trees) on left side alternates between 'severe' (20+/km within 5m) and 'moderate' hazard (20+/km between 5-10m). An average hazard rating of 'high' was selected. Right side has power poles at consistent spacing along the corridor, and just exceeds the 'severe' rating. Edge lines marked for over 50% of section length with shoulder width generally >2.0m. Shoulder width was considered as parking lane widths as per design plans.

STAGE 4 – SPEED DATA SPEED LIMIT (SDSL) ASSESSMENT

Mean Speed (km/h): 52

Speed Data Conforms with Speed Limit (Y/N) : Y

Upper Limit of 15km/h Pace Speed (km/h): 60

Speed Limit Suggested by Speed Data (km/h): N/A

Percentage within Pace Speed (%): 81.24

Speed Data Speed Limit (km/h): 60

Additional Comments (if required) (e.g. dates, times, locations and descriptions of speed data collected):
Survey undertaken from 15 Feb 2019 to 1 Mar 2019 using tubes and MetroCount MC5900, located between Nicholson St and Prospect St. The data was collected on a straight section of road away from major intersections and is considered typical of the corridor. Only vehicles travelling with >4 sec headway and recorded between 6am and 6pm Mon-Fri were included in speed data (as per MUTCD Part 4 Appendix A).

STAGE 5 – OPTION SELECTION

1. Does SDSL Correlate with RASL?
   - ☐ No – go to Question 2
   - ☒ Yes – adopt correlated Speed Limit and go to Stage 6 (Engineer Recommendation)

2. Is SDSL lower than RASL?
   - ☐ No – Adopt RASL & Consider Speed Management Activities and go to Stage 6 (Engineer Recommendation)
   - ☐ Yes – Adopt SDSL and go to Stage 6 (Engineer Officer Recommendation)

STAGE 6 – ENGINEER RECOMMENDATION

SUMMARY OF TECHNICAL ASSESSMENTS

Stage 2 – CBSL Apply (Y/N): N

if Yes, Details:

Stage 3 – RASL Speed Limit (km/h): 60

Safety Works Required (Y/N): N

Stage 4 – SDSL Speed Limit (km/h): 60

Speed Management Activities Recommended: (Y/N): N

Stage 5 – Recommended Speed Limit (km/h): 60

SPEED LIMIT REVIEW CHECKLIST FORM

ENGINEERS RECOMMENDATION:

Do you (the Engineer) Accept the Recommendations of the Technical Assessments Summarised Above (Y/N): Y

If Yes, provide details of any accompanying works or 'Other Circumstances' (MUTCD Part 4 Section 7.2) recommended (if applicable):

SDSL indicates that drivers are conforming to existing 60 km/h speed limit.

RASL supports a 60 km/h limit for the road segment.

Future works to mark missing edge lines along the remainder of the road will help increase delineation and increase buffer zone to roadside hazards and parked vehicles.

The existing school zone at St Peter's will remain.

If No, detail Alternate Recommendation and Provide Reasons / Justification of your (the Engineers) Recommendation:

RESPONSIBLE OFFICER'S ACCEPTANCE OF ENGINEERS RECOMMENDATION:

Do you (the Responsible Officer) Accept the Recommendations of the Engineer:

☐ No – return to suitably qualified Engineer to repeat Stages 1 - 5 with justification

☑ Yes – submit to SMC

Responsible Officer Signature: .....

Date: 12/8/19

NOTE: In accepting the Engineering Recommendations the responsible officer accepts that the speed limit review has been completed in accordance with the process outlined within Section 8.4 of TMR's MUTCD Part 4, by a certified engineer experienced in undertaking speed limit reviews and general road safety mattes.

STAGE 7 – APPROVAL AND IMPLEMENTATION

SPEED MANAGEMENT COMMITTEE FINDINGS:

SMC Endorse Engineers' Recommendations (Y/N): Y Date of SMC: 12/08/19

If No, advice preferred recommendation and provide justification:

NOTE: Attach documented findings from the Speed Management Committee to this Form

Where the SMC has NOT endorsed the recommendation of the engineer, the responsible officer must require the engineer to reconsider the recommendation

SPEED LIMIT REVIEW CHECKLIST FORM

RESPONSIBLE OFFICER APPROVAL:

Approved Speed Limit (km/h): 60

Additional Approved Works (if applicable): .....

.....

.....

Name: Martin Crow

Position: Manager Infrastructure Planning

Date: 13/8/19

STAGE 8 – MONITOR & EVALUATE

Will the speed limit or speed environment be altered as a result of the recommendations contained within this speed limit review?

☐ Yes – program post-implementation to occur 1-4 weeks following implementation and schedule routine review in 5 years or sooner

☑ No – schedule routine review in 5 years or sooner

Date of Next Review: 1/9/2024

MISCELLANEOUS

Enhanced enforcement of this site by QPS has been requested by reporting the outcome of this speed limit review to:

☐ Local Traffic Advisory Committee (TAC)
☐ Regional Speed Management Advisory Committee
☐ Regional QPS Traffic Co-Ordinator

Reported by: .....

Position: .....

Date: .....

Additional Comments (if required):

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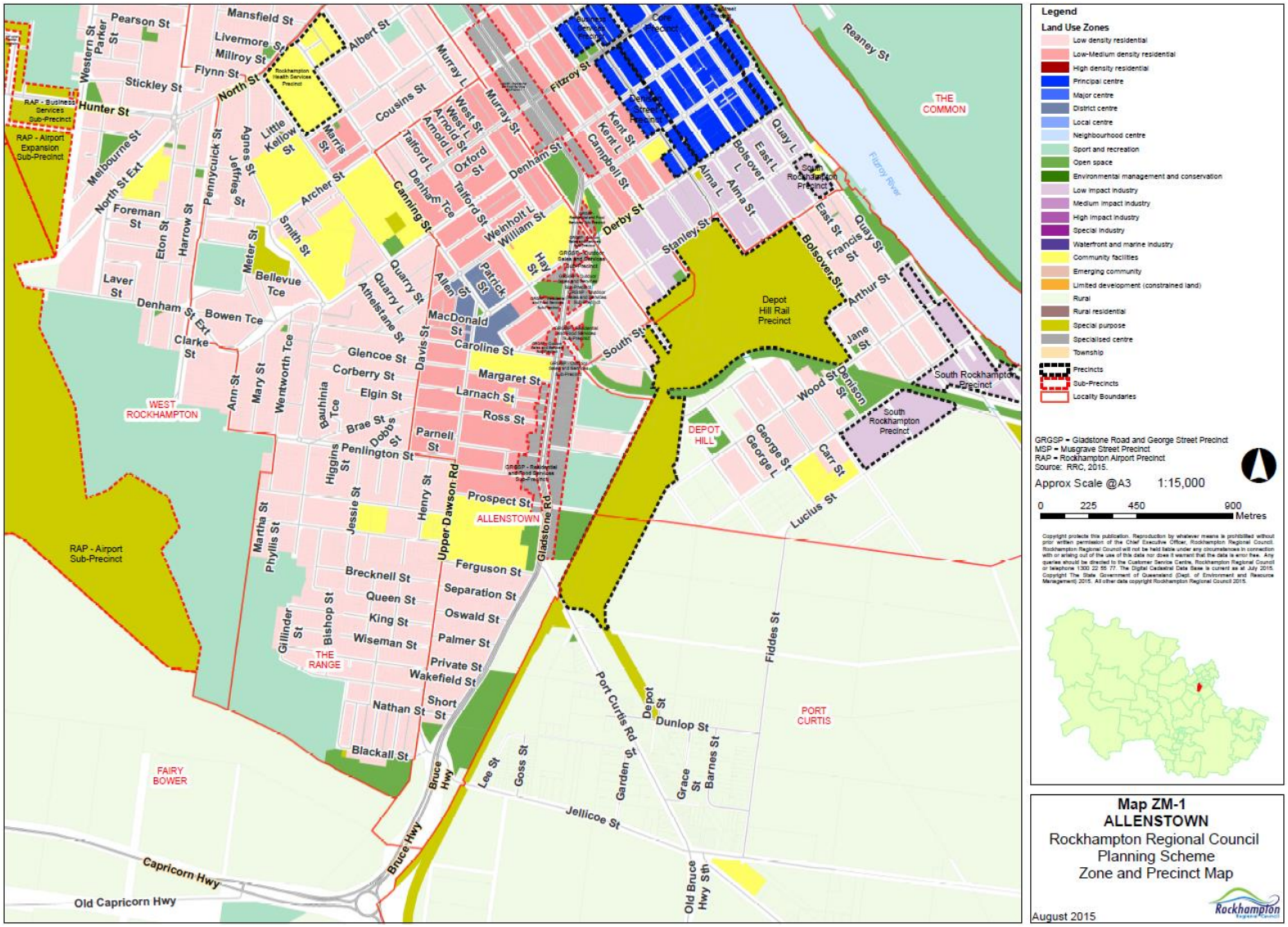
Appendix D – Adjacent Land Use



Appendix E – Speed Survey Data

MetroCount Traffic Executive
Speed Statistics by Hour

SpeedStatHour-39 -- English (ENA)

Datasets:

Site:	**[SLC_R_103] Upper Dawson Rd Nicholsen to Prospect opp 103**
Attribute:	Allenstown
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	6:38 Friday, 15 February 2019 => 12:45 Friday, 1 March 2019,
Zone:	
File:	SLC_R_103 0 2019-03-01 1246.EC0 (Plus)
Identifier:	NT401S4X MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**7:00 Friday, 15 February 2019 => 12:00 Friday, 1 March 2019 (14.2083)**
(With Exclusions)	
Exclusion:	**Vehicles are excluded at the following times:** Monday: 00:00-06:00, 18:00-00:00, Tuesday: 00:00-06:00, 18:00-00:00, Wednesday: 00:00-06:00, 18:00-00:00, Thursday: 00:00-06:00, 18:00-00:00, Friday: 00:00-06:00, 18:00-00:00, Saturday: 00:00-00:00, Sunday: 00:00-00:00, **The following entire days are excluded:** None
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 4 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile:	Vehicles = 54208 / 127930 (42.37%)

Speed Statistics by Hour

SpeedStatHour-39
Site: SLC_R_103.0.1SN
Description: **Upper Dawson Rd Nicholsen to Prospect opp 103**
Filter time: **7:00 Friday, 15 February 2019 => 12:00 Friday, 1 March 2019 (With Exclusions)**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>4) Span(0 - 100) Lane(0-16)

Vehicles = 54208
Posted speed limit = 60 km/h, Exceeding = 3692 (6.811%), Mean Exceeding = 62.57 km/h
Maximum = 91.4 km/h, **Minimum** = 12.4 km/h, **Mean** = 52.0 km/h
85% Speed = 57.78 km/h, **95% Speed** = 60.84 km/h, **Median** = 52.56 km/h
15 km/h Pace = 45 - 60, **Number in Pace** = 44037 (81.24%)
Variance = 35.91, **Standard Deviation** = 5.99 km/h

Hour Bins (Partial days)

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 60 km/h
0000	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
0100	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
0200	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
0300	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
0400	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
0500	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
0600	2723 5.023%	12.4	84.4	55.0	55.6	60.3	63.9	444 16.31%
0700	3975 7.333%	19.8	91.4	52.0	52.6	57.8	60.8	276 6.943%
0800	5207 9.606%	19.2	70.1	48.4	48.6	53.8	57.1	72 1.383%
0900	4298 7.929%	15.0	72.7	52.5	52.9	57.8	60.8	290 6.747%
1000	4372 8.065%	14.0	87.2	52.9	53.3	58.1	61.0	341 7.800%
1100	4441 8.193%	14.5	85.6	52.9	53.3	58.0	60.8	310 6.980%
1200	4396 8.110%	14.7	77.5	53.2	53.6	58.5	61.4	399 9.076%
1300	4400 8.117%	18.7	78.5	52.9	53.3	58.1	61.0	333 7.568%
1400	4837 8.923%	12.8	72.0	50.6	50.9	56.5	59.8	214 4.424%
1500	5315 9.805%	19.9	72.0	48.5	48.8	54.2	57.2	87 1.637%
1600	5216 9.622%	15.3	82.8	53.5	54.0	58.5	61.2	428 8.206%
1700	5028 9.275%	16.7	74.6	54.2	54.7	59.0	61.6	498 9.905%
1800	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
1900	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
2000	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
2100	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
2200	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
2300	0 0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
----	**54208 100.0%**	**12.4**	**91.4**	**52.0**	**52.6**	**57.8**	**60.8**	**3692 6.811%**

Appendix F – Traffic Volumes (Seasonal Factors Not Applied)

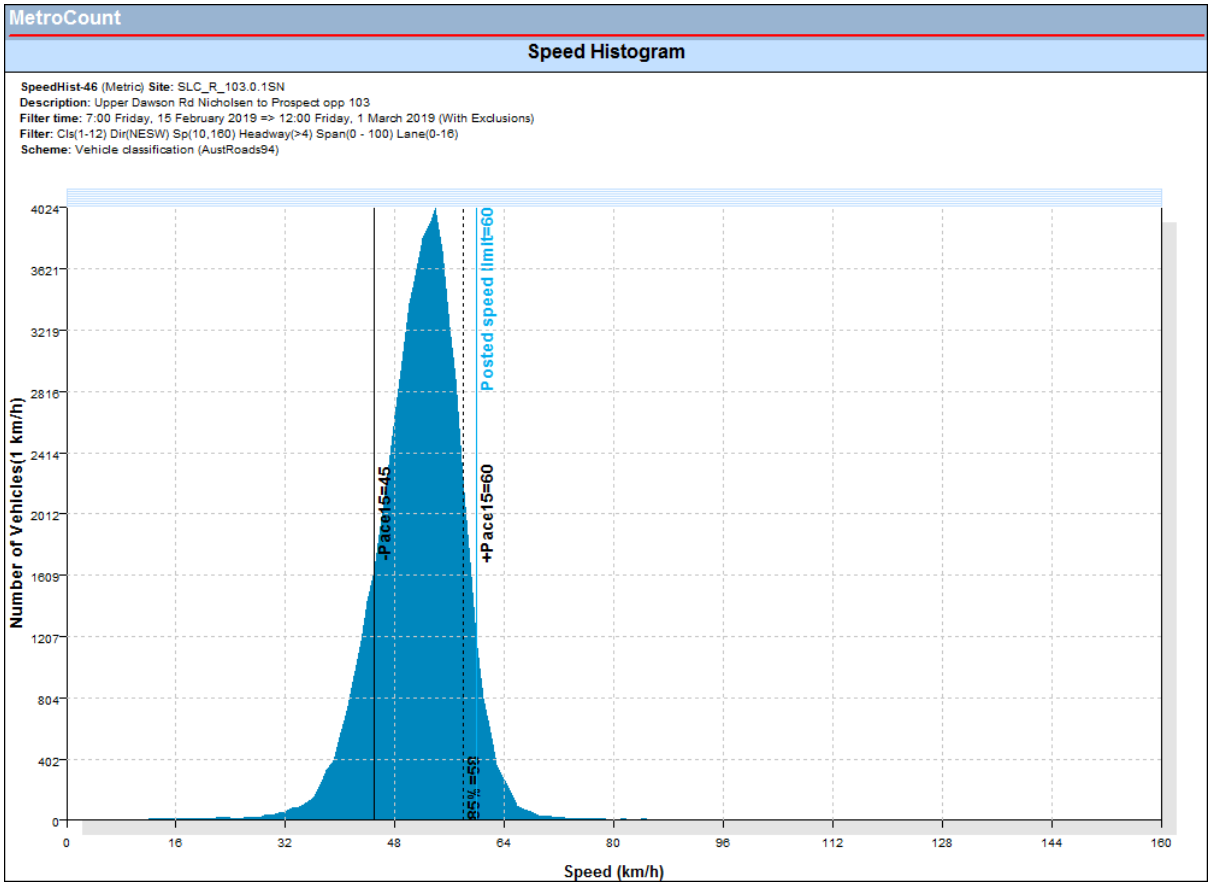
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-17
Site: SLC_R_103.0.1SN
Description: **Upper Dawson Rd Nicholsen to Prospect opp 103**
Filter time: **7:00 Friday, 15 February 2019 => 12:00 Friday, 1 March 2019**
Scheme: Vehicle classification (ARClass10Split195)
Filter: Cls(1-13) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	14.5	24.5	21.0	26.5	28.5	47.5	59.0	23.0	31.6
0100-0200	13.0	18.0	12.0	13.0	18.0	31.5	34.0	14.8	19.9
0200-0300	11.0	8.0	13.5	12.0	11.0	15.0	34.5	11.1	15.0
0300-0400	13.0	10.0	17.0	14.5	11.5	15.5	16.5	13.2	14.0
0400-0500	48.0	45.0	38.5	47.0	49.5	28.0	29.5	45.6	40.8
0500-0600	165.0	165.0	156.5	156.0	149.0	76.5	53.0	158.3	131.6
0600-0700	345.0	364.0	352.0	350.0	321.5	189.0	117.0	346.5	291.2
0700-0800	608.0	626.5	632.5	644.0	374.7	270.5	172.5	558.7	468.8
0800-0900	**892.0**	**926.0**	**921.5**	**895.0**	**573.0**	471.5	265.5	**817.1**	**697.5**
0900-1000	573.0	598.0	644.5	601.5	416.0	583.0	480.0	552.9	547.2
1000-1100	587.5	599.5	599.0	600.5	451.7	644.0	526.0	557.1	564.5
1100-1200	625.0	610.5	591.5	632.5	443.0	**678.5**	**559.0**	568.0	581.5
1200-1300	604.5	599.0	607.0	648.5	693.5	**638.0**	**564.0**	630.5	622.1
1300-1400	622.0	580.0	606.5	636.5	664.5	556.5	521.5	621.9	598.2
1400-1500	737.0	711.0	735.0	724.5	807.5	538.0	504.5	743.0	679.6
1500-1600	**884.5**	**885.0**	**910.5**	**912.0**	**896.5**	505.0	503.5	**897.7**	**785.3**
1600-1700	863.0	842.5	874.5	895.5	851.0	480.0	504.0	865.3	758.6
1700-1800	746.0	847.0	813.0	840.5	813.0	515.5	434.0	811.9	715.6
1800-1900	530.5	515.5	525.5	581.5	600.5	380.0	330.0	550.7	494.8
1900-2000	324.5	311.0	337.5	398.5	398.0	247.0	237.0	353.9	321.9
2000-2100	236.0	240.5	255.0	279.5	270.5	213.0	190.5	256.3	240.7
2100-2200	129.0	154.5	129.0	155.0	193.0	166.5	103.5	152.1	147.2
2200-2300	74.0	71.0	78.0	82.0	127.5	156.0	66.5	86.5	93.6
2300-2400	38.5	58.0	47.0	62.5	93.5	91.0	34.0	59.9	60.6
Totals									
0700-1900	8273.0	8340.5	8461.0	8612.5	7584.8	6260.5	5364.5	8174.8	7513.7
0600-2200	9307.5	9410.5	9534.5	9795.5	8767.8	7076.0	6012.5	9283.6	8514.8
0600-0000	9420.0	9539.5	9659.5	9940.0	8988.8	7323.0	6113.0	9430.0	8669.0
0000-0000	9684.5	9810.0	9918.0	10209.0	9256.3	7537.0	6339.5	9696.0	8922.0
AM Peak	0800	0800	0800	0800	0800	1100	1100		
	892.0	926.0	921.5	895.0	573.0	678.5	559.0		
PM Peak	1500	1500	1500	1500	1500	1200	1200		
	884.5	885.0	910.5	912.0	896.5	638.0	564.0		

*** - No data.**

Appendix G – Speed Survey Distribution



Appendix H – FSI and IRR Calculations

$$Est.FSI = \frac{\sum_{t=1}^{21}(SI_t \times A_t)}{M}$$

$$M = \frac{(S \times Y \times 5 \times 365)}{100{,}000{,}000} = \frac{(1.79 \times 8976 \times 5 \times 365)}{100{,}000{,}000} = 0.293223(\times 10^8\ VKT)$$

$$\rightarrow Est.FSI = \frac{(0.46 \times 2 + 0.25 \times 5 + 0.36 \times 1 + 0.5 \times 1 + 0.6 \times 1 + 0.6 \times 1)}{0.293223} = \mathbf{14.43\ FSI\ per\ 10^8\ VKT}$$

$$IRR_{SCORE} = \log_{10}\left(RS_{RS} \times RS_A \times RS_{CW} \times \frac{RS_{LRH} + RS_{RRH}}{2} \times RS_{LU} \times RS_{ID} \times RS_{AD}\right)$$

$$IRR_{SCORE} = \log_{10}\left(3.7 \times 1.0 \times 0.78 \times \frac{2.28 + 2.8}{2} \times 3.0 \times 5.0 \times 1.3\right) = \mathbf{2.16}$$

8.5 PROJECT DELIVERY MONTHLY REPORT - JULY 2019

File No:	**7028**
Attachments:	**1. Project Delivery Monthly Report - July 2019⇩**
Authorising Officer:	**Peter Kofod - General Manager Regional Services**
Author:	**Andrew Collins - Manager Project Delivery**

SUMMARY

Monthly reports on the projects currently managed by Project Delivery.

OFFICER'S RECOMMENDATION

THAT the Project Delivery Monthly Report for July 2019 be received.

COMMENTARY

The project delivery section submits a monthly project report outlining the status of the capital projects. The following projects have a one page capital monthly report outlining progress against time and budget.

A. Bolsover Street – Streetscape Works
B. CBD Smart Technology – Stage 3A/B/C/D
C. CBD Smart Technology – Stage 3E
D. Fishing Platforms (W4Q Round 3)
E. Fitzroy River – Bank Protection (W4Q Round 3)
F. Webber Park Drainage Scheme

PROJECT DELIVERY MONTHLY REPORT - JULY 2019

Project Delivery Monthly Report - July 2019

Meeting Date: 27 August 2019

Attachment No: 1

PROJECT DELIVERY – MONTHLY REPORT

Reporting Month	July 19
Project	A. Bolsover Street Streetscape works between Derby Street to Cambridge Street
Project Number	1148810
Project Manager	Ruwan Weerakoon
Council Committee	Infrastructure

PROJECT SCOPE

This project objective is to improve the street scape and subsoil drainage and irrigation network on Bolsover Street trees in the section from Derby Street to Cambridge Street.

PROJECT MILESTONES

ITEM	TARGET COMMENCEMENT DATE	TARGET COMPLETION DATE	COMMENTARY
Project Planning	March 19	April 19	Complete
Design Development	April 19	May 19	Complete
Procurement	May 19	June 19	Complete
Construction	June 19	July 19	Complete

FINANCIAL PROFILE

$200,000 allocated in 2018/19 and $118,000 allocated in 2019/20.

	Project Life				Current Year			
	Total Budget	Actual to date	Committals	Remaining Budget	Budget	Actual to date	Committals	Remaining Budget
Expenditure	$318,000	$200,000	$118,000	$0	$118,000	$0	$118,000	$0
External Funding	Nil							

PROJECT STATUS

Tendering work completed in May 2019 and construction work started on 3 June 2019 by Hendrie Constructions Pty Ltd.

Subsoil drainage, irrigation pipes and concrete kerb installations work in Bolsover Street from Derby Street to Cambridge Street were completed end of July 2019.

Garden bed planting medium and mulch work will be completed.

PROJECT DELIVERY – MONTHLY REPORT

Reporting Month	July 19
Project	B. CBD Smart Tech – Stages 3A/B/C/D
Project Number	1070701
Project Manager	Nathan Everton
Council Committee	Infrastructure

PROJECT SCOPE

This project is the roll out of Smart Technologies/ Poles in the Rockhampton CBD under the Smart Way Forward Strategy. It includes the installation of CCTV cameras/equipment, Wi-Fi, new efficient LED street and carpark lighting, lighting control modules and pole top modules (speaker system /wayfinding lighting / lighting control modules).

PROJECT MILESTONES

ITEM	TARGET COMMENCEMENT DATE	TARGET COMPLETION DATE	COMMENTARY
Stage 3E Component			
Design Development	February 19		
Procurement	-		To be determined.
Construction	-		

FINANCIAL PROFILE

Budget allocation for Stage 3C/E is subject to approval at Budget review. Stage 3C program to commence after Stage 3E is completed.* Assumed carry over

	Project Life				Current Year			
	Total Budget	Actual to date	Committals	Remaining Budget	Budget	Actual to date	Committals	Remaining Budget
Expenditure	$2,401,692	$2,005,327	$16,100	$380,265	*$352,000	$0	$16,100	$335,900
External Funding	$1,046,791							

PROJECT STATUS

Stage	Status
Stage 3 A East St - Fitzroy to William St	Completed
Stage 3 B William St - East St to Quay St	Completed
Stage 3 A Part 2 East St - William to Derby St	*On Hold* (Complete - Civil redesign of the entire street required and funding)
Stage 3 C Quay St - William to Derby St	*On Hold* - Design 75% complete (subject to funding)
Stage 3 D Victoria Parade - Fitzroy to Archer St	Completed

PROJECT DELIVERY – MONTHLY REPORT

Reporting Month	July 19
Project	C. CBD Smart Tech – Stage 3E (Victoria Parade – Archer to North Street)
Project Number	1147417
Project Manager	Nathan Everton
Council Committee	Infrastructure

PROJECT SCOPE

This project is the roll out of Smart Technologies/ Poles in the Rockhampton CBD under the Smart Way Forward Strategy. It includes the installation of CCTV cameras/equipment, Wi-Fi, new efficient LED Street and carpark lighting, Lighting control modules.

PROJECT MILESTONES

ITEM	TARGET COMMENCEMENT DATE	TARGET COMPLETION DATE	COMMENTARY
Stage 3E Component			
Design Development	February 19	*May 19*	Completed
Procurement	May 19	*July 19*	Completed
Construction	July 19	February 20	Underway

FINANCIAL PROFILE

External Funding of $450,000 from the Commonwealth Government under the Safer Communities Grant program. Budget carryover to be undertaken.

	Project Life				Current Year			
	Total Budget	Actual to date	Committals	Remaining Budget	Budget	Actual to date	Committals	Remaining Budget
Expenditure	$911,267	$7,851	$745,801	$157,615	$903,989	$573	$745,801	$157,615
External Funding	$450,000							

PROJECT STATUS

Design has been completed.
Contract for works has been awarded.
Community notifications have been sent / delivered.
Installation of the smart technologies has commenced.

PROJECT DELIVERY – MONTHLY REPORT

Reporting Month	July 19
Project	D. Fishing Platforms - W4Q (Round 3)
Project Number	1147292
Project Manager	Ruwan Weerakoon
Council Committee	Infrastructure

PROJECT SCOPE

Construction of three land based fishing platforms and two floating fishing pontoons in below locations:

Land based fishing platform locations:

- Queens Park, Glenmore Road in Park Avenue
- Donovan Park, Lakes Creek Road in Koongal
- At the end of Lucius/Wharf Street in Depot Hill

Floating fishing pontoon locations:

- Ski Gardens Fishing Platform

PROJECT MILESTONES

ITEM	TARGET COMMENCEMENT DATE	TARGET COMPLETION DATE	COMMENTARY
Project Planning	January 19	March 19	In house design office. DA submitted
Design Development	June 19	July 19	
Procurement	June 19	August 19	Tender evaluation underway
Construction	January 20	December 20	

FINANCIAL PROFILE

Fully funded by the Works for Queensland Round 3 for $3.5M.

	Project Life				Current Year (2018/19)			
	Total Budget	Actual to date	Committals	Remaining Budget	Budget	Actual to date	Committals	Remaining Budget
Expenditure	$800,000	$0	$0	$800,000	$800,000	$0	$0	$800,000
External Funding	$800,000							

PROJECT STATUS

Queens Park and Donovan Park and Lucius/Wharf Street land based fishing platform designs were completed in June 2019 and development applications are being lodged in August 2019.

Floating fishing pontoon will not be able to deliver with budget available and will be delivered in stages depending on the tender offers for land based fishing platforms.

Construction Tender was issued on 22 June 2019; Tenders closed on 17 July 2019 and Tender Evaluation was completed on 5 August 2019.

Financial Approval and Contract Award will be complete by end of August 2019 and contractor's mobilisation and commencement of work in early 2020.

PROJECT DELIVERY – MONTHLY REPORT

Reporting Month	July 19
Project	E. Fitzroy River Bank Protection - W4QR3
Project Number	1147299
Project Manager	Ruwan Weerakoon
Council Committee	Infrastructure

PROJECT SCOPE

It has been observed over the last few years that there are several sections of the Fitzroy River /Gavial Creek western bank which were undergoing bank slumping and scour failures and project objective is to undertake bank stabilisation works required for the Fitzroy River at two specific areas in Depot Hill.

The future South Rockhampton Flood Levee (SRFL) is also proposed in close proximity to those banks adjacent to Wharf Street and the South Rockhampton Sewage Treatment Plant and any protection works needs to be cognisant of that future levee alignment.

Riprap stabilisation coupled with revegetation has been selected as the preferred method to be adopted at the erosion site and bank stabilisation works will:

- Protect and stabilise the physical condition of the riverbank.
- Ensure that river flows will not be altered, i.e. the flow regime remains unchanged.
- Ensure that the local natural environment remains undisturbed where possible.

.

PROJECT MILESTONES

ITEM	TARGET COMMENCEMENT DATE	TARGET COMPLETION DATE	COMMENTARY
Project Planning	January 19	June 19	DA approval obtained
Design Development	March 19	June 19	
Procurement	June 19	August 19	
Construction	September 19	February 20	Weather critical

FINANCIAL PROFILE

Fully funded by the Works for Queensland Round 3 Projects: $3.5M.

	Project Life				Current Year (2018/19)			
	Total Budget	Actual to date	Committals	Remaining Budget	Budget	Actual to date	Committals	Remaining Budget
Expenditure	$3,500,000	$0	$0	$3,500,000	$3,500,000	$0	$0	$3,500,000
External Funding	$3,500,000							

PROJECT STATUS

Construction Tender issued on 22 June 2019; tenders closed on 17 July 2019 and tender evaluation was completed on 5 August 2019.

Financial approval and contract award at end of August 2019 and contractor's mobilisation and commencement of Work planned for mid-September 2019.

PROJECT DELIVERY – MONTHLY REPORT

Reporting Month	July 19
Project	F. Webber Park Drainage Scheme
Project Number	1076402 / 1066683
Project Manager	Shirley Hynes
Council Committee	Infrastructure

PROJECT SCOPE
Construction of Overland Flow Paths at the inlet and outlet to Webber Park.

PROJECT MILESTONES

ITEM	TARGET COMMENCEMENT DATE	TARGET COMPLETION DATE	COMMENTARY
Project Planning	October 16		Project instigated following community engagement activities in the aftermath of Tropical Cyclone Marcia
Design Development	February 18	Feb 19	Stage 1A – complete
Procurement	August 18	March 19	Procurement Barrett Street and Chalmers Street properties complete.
Construction	September 18	August 19	

FINANCIAL PROFILE

The current approved budget covers the approved scope of works.
Natural Disaster Resilience Program (NDRP) funding in the sum of $400,770 awarded.

	Project Life				Current Year			
	Total Budge	Actual to date	Committals	Remaining Budget	Budget	Actual to date	Committals	Remaining Budget
Expenditure	$1,600,000	$1,299,590	$22,457	$262,471	$ 1,215,000	$1,087,818	$22,457	$104,725
External Funding	$400,770							

PROJECT STATUS

- Inlet and Outlet construction works are substantially complete.

8.6 CIVIL OPERATIONS MONTHLY OPERATIONS REPORT

File No:	**7028**
Attachments:	**1. Civil Operations Monthly Operations Report - July 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 July 2019 (attachment 1).*

OFFICER'S RECOMMENDATION

THAT the Civil Operations Monthly Operations Report on the activities and services in July 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

Civil Operations Monthly Operations Report - July 2019

Meeting Date: 27 August 2019

Attachment No: 1

MONTHLY OPERATIONS REPORT

CIVIL OPERATIONS

PERIOD ENDED JULY 2019

1. Operational Summary

Highlights

- Webber Park – In Progress.
- Alexandra Street – In Progress.
- Quay Street, William Street to Derby Street – completed.
- Gracemere CBD Footpath – Completed.
- Mt Morgan CBD – 75% Completed.
- Upper Dawson Road – 50% Completed.

Innovations, Improvements and Variations

Additional funds for Rodboro Street – $30,000 to asphalt the whole street. Funds transferred from Contingency line to this project.

Legislative Compliance and Standards (including Risk and Safety)

Nil.

2. Customer Service Requests

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

All Monthly Requests (Priority 3)
Civil Operations 'Traffic Light' report
July 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)
			Received	Completed								
Abandoned Vehicles (INFRA USE ONLY NOT CS) (Asset)	16	0	1	0	17	1	0	90	0.00	10.00	98.13	79.90
Property Accesses	0	0	3	3	0	0	0	14	3.00	5.75	12.33	12.16
Rural Property Addressing (Existing)	0	0	2	0	0	0	0	28	0.00	16.40	11.46	9.50
Rural Property Addressing (New)	0	0	3	2	1	0	0	28	0.50	1.38	6.94	3.00
Bridge Vandalism (Asset)	0	0	0	0	0	0	0	30	0.00	0.00	6.00	6.00
Boat Ramps (Asset)	3	0	2	2	3	0	0	30	0.50	1.00	3.00	25.56
Bridge Maintenance (Asset)	2	1	0	0	1	0	0	60	0.00	40.00	20.00	45.14
Burn Off Advice - Reduction Burning	0	0	0	0	0	0	0	10	0.00	11.50	5.17	2.00
Bus Stops, Seating, Bus Shelters (Asset)	0	0	0	0	0	0	0	60	0.00	17.78	19.91	12.52
Drainage Miscellaneous (Asset)	12	3	11	5	15	4	0	60	5.00	10.99	13.82	16.45
Drainage Inundation (Flooding Issues) (Asset)	3	0	1	0	4	0	0	30	0.00	2.50	13.32	17.71
Drainage Kerb & Chanel (Asset)	7	3	5	4	5	0	0	30	7.50	15.49	14.56	16.00
Drainage Gully Pits (Asset)	0	0	0	0	0	0	0	30	0.00	9.00	8.56	8.56
Drainage Pipes and Culverts (Asset)	4	0	0	0	4	0	0	30	0.00	15.80	13.43	17.34
Drainage Vandalism (Asset)	0	0	0	0	0	0	0	30	0.00	0.00	0.00	0.00
Grading Unsealed Road Maintenance (Asset)	5	3	8	3	6	2	0	60	4.00	12.73	17.38	15.69
Guard Rails (Asset)	0	0	2	2	0	0	0	30	2.00	3.67	6.50	6.50
Guide Post (Asset)	0	0	0	0	0	0	0	30	0.00	8.33	6.91	6.91
Illegal Dumping (INFRA ONLY-CSO USE NUILIT)(Asset)	3	1	7	6	3	1	0	30	2.17	4.05	11.70	12.88
Infrastructure - General Enquiry	5	1	23	19	8	1	0	10	3.86	5.48	8.50	6.59
Jetties/Wharves (Asset)	0	0	0	0	0	0	0	30	0.00	0.00	9.00	9.00
Miscellaneous Road Issues (Asset)	48	23	61	35	51	9	0	30	4.14	10.45	11.40	11.20
Footpath & Off-Road Cycle Ways Maint. (Asset)	25	11	25	9	30	7	0	30	5.56	9.56	15.64	15.38
Potholes - Sealed Roads (Asset)	19	11	39	24	23	11	0	30	4.04	6.52	10.14	12.19
Railway Crossings (Asset)	0	0	0	0	0	0	0	60	0.00	0.00	0.00	0.00
Rural Roadside Vegetation Slashing (Asset)	2	0	4	2	4	1	0	30	3.00	7.74	7.53	8.32
Signs & Lines (Already Existing) - (Asset)	30	14	36	18	34	12	0	30	2.94	9.31	11.35	12.18
Street Lighting - Other (Asset)	1	0	1	0	2	0	0	30	0.00	16.38	33.17	9.07
Street Lighting - Maintenance (Asset)	1	0	10	9	2	1	0	30	6.44	9.79	11.37	7.37
Street Sweeping - (Asset)	2	0	7	6	3	0	0	14	2.00	4.87	7.48	8.03
Traffic Lights (Asset)	5	0	4	1	8	2	0	14	0.00	3.57	14.32	17.33
Water Course Miscellaneous (Asset)	0	0	2	1	0	0	0	30	13.00	13.00	23.00	19.83
Water Course Vandalism (Asset)	0	0	0	0	0	0	0	30	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 9 August 2019.

Project Description	Project Status	Planned End Date
CP422 CAPITAL CONTROL RURAL OPERATIONS WEST		
ANNUAL RESEAL PROGRAM		
RESEALS		
Aremby Road Ch 00 to 6.58 bitumen seal	Pending	14 April 2020
Bobs Creek Road - Ch 00-1.60	Pending	25 October 2019
Glenroy Road - Ch 8.50 to 19.90 bitumen seal	Pending	25 October 2019
Nugget Ave (Bouldercombe) - Ch 0.28 to 1.12 bit	Pending	17 March 2020
Pink Lily Road - Ch 1.2 to Ch 2.0	Pending	6 November 2019
South Yaamba Road - Ch 0.00 to 1.20	Pending	11 March 2020
BRIDGES		
Calmorin Road-Hansens Bridge Replacement	Completed	
Casuarina Rd -Swan Creek Bridge (Revenue 114885	Pending	
Glenroy Rd - Louisa Creek Bridge	Pending	10 July 2020
Mount Hopeful Road - Bellingen's Bridge Ch 0.4km	Completed	
FLOODWAYS		
Floodways CP422 - Bulk Allocation		
Glenroy Marlborough Rd - Ch 25.98	Completed	
Glenroy Road Morinish Ch 25.39 km		
Glenroy Road Morinish Ch 27.88 km		
Kalapa Black Mtn Rd - Ch 5.42	Completed	
Morinish Rd - Ch 6.07	Completed	
Moses Rd - Ch 5.27	Completed	
MISCELLANEOUS		
New Projects CP422		
RENEWAL OF UNSEALED ROAD GRAVEL PROGRAM		
GRADING		
Benedict Road Kalapa Ch 1.25-2.15 km	Completed	
Calmorin Road Garnant - Chainage TBA		

Project Description	Project Status	Planned End Date
Casuarina Rd Midgee Ch 1.25-2.25 km		
Glenroy Rd Ridgelands Ch 1.75-3.95 5.20-6.10 km		
Glenroy Road Glenroy Ch 8.50-10.84 km	Completed	
Kime Rd Midgee Ch 3.30-4.00 km		
Marmor Rd Marmor Ch 0.08-0.68 km	Completed	
McLean Rd Bajool Ch 0.60-1.35 km		
Riverslea Road Gogango Ch 3.70-5.75 7.50-8.30 10.	Completed	
Roffey Rd Garnant Ch 0.00-1.56 km		
Rosewood Rd Morinish South Ch 30.90-32.85 35.10-3		
Upper Ulam Road Bajool Ch TBA	Completed	
LOW STANDARD SEAL		
Milner Road - Ch 0.25-0.55 km	Pending	15 October 2019
Pink Lily Road - Ch 1.2 to 2.0 km		
RECONSTRUCTION		
Alton Downs to 9 Mile Rd - Ch 1.50 to Ch 4.70 reh	Pending	22 January 2020
Boongary Road-Kabra Road Intersection	Pending	27 November 2019
Dalma-Ridgelands Rd - Moses Rd Intersection Impro	Completed	
Hanrahan Road Floodway-Fitzroy River (Revenue 111	Design Only	
Sheldrake Rd Works	Pending	13 February 2020
STORMWATER		
Melville Street Open Channel	Pending	17 September 2019

Project Description	Project Status	Planned End Date
CP427 CAPITAL CONTROL CENTRAL URBAN OPERATIONS		
ANNUAL RESEAL PROGRAM		
Heavy Patching across Urban Area from Asset Management		
RESEAL		
Bolsover - Denham to William		
Bracher Road Rehab - Lion Creek to Wandal	Pending	24 July 2020
BRIDGES		
Bridge Rehabilitation		
Quay Street Bridge Major Renewal		
BUS SHELTER PROGRAM		
BUS STOP PROGRAM		
FOOTPATHS		
New Footpath Package - W4QR3	Pending	6 April 2020
Reconstruction Footpaths-To be determined from Asset	Pending	14 July 2020
KERB AND CHANNEL		
Campbell Street - William Street to Derby Street	Pending	18 September 2019
Kerb Ramp Program - Bulk Allocation		
Meter Street - Kerb and carparking	Pending	24 February 2020
Thozet Road - Hinton to Bloxsum		
MISCELLANEOUS		
Blackspot Allocation for 100% Projects		
Bolsover Street Streetscape - Derby St to Cambridge St		
Fishing Platforms - W4QR3	Pending	4 December 2019
Guardrail Renewal		
North St and Talford St Intersection Safety Improvem		
Road Safety Minor Works Program		
Ski Gardens Fishing Platform		
PILBEAM DRIVE		
Pilbeam Drive Safety Audit Works	Pending	10 December 2019
Pilbeam Drive Walkway connection to Frenchville R		
RECONSTRUCTION		
Alexandra St - Richardson Rd to Moores Creek Rd	95% Completed	31 July 2019

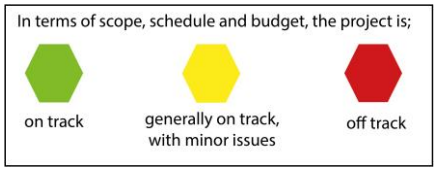
Project Description	Project Status	Planned End Date
Alexandra St - Thomasson St to Cowap St	5% Completed	13 July 2020
Bennett St - Ford St to Eldon St	Pending	26 July 2019
Boundary Road / Norman Rd Intersection Upgrade	Pending	6 March 2020
Canoona Street - Curve Widening	Pending	7 May 2020
Derby Street and East Street Roundabout - Blackspot	Pending	23 April 2020
Farm St-Alexandra St (Maloney-Hinchliff-Hollingsw		
Glenmore Road - Dooley St to Park St	Pending	7 August 2020
Haynes Street - Hollingsworth to Byrne St	Pending	15 November 2019
Intersection Glenmore Rd and Main St	Pending	2 June 2020
Knight Street - Dowling St to TMR Complex	Pending	1 June 2020
McLaughlin Street - Bush Cres to Wade St		
Meter Street - Hawkins St to Bellevue Tce		
Moores Creek Road Roundabout - Blackspot (Revenue		
Musgrave Street - Painswick St to Lakes Crk Rd	Pending	22 May 2020
North Street Cycle Path - Campbell Street to West	Pending	24 February 2020
Pavement rehabiliation of Quay St (William to Der		
Quay Ln & Pilbeam Theatre Carpark (Revenue)	Pending	8 July 2020
Rodboro Street-Dean Street to Water Street	Pending	23 August 2019
Schultz St - Denham St Ext to Verney St	Pending	20 September 2019
Sheehy & Denning Sts intersection road & Drainage - Div 7	Pending	4 October 2019
Upper Dawson Rd-Bricknell to King	80% Completed	6 September 2019
Upper Dawson Road - Brecknell St to Spencer St	Pending	9 October 2019
Victoria Parade - Cambridge St to North St		
William St and Davis Street Intersection - Blacks	Pending	7 November 2019
STORMWATER		
Dunlop Street - Depot St to Fiddes St	30% Completed	6 September 2019
Gross Pollutant trap - Riverside	Pending	18 February 2020
Lakes Creek Road - Musgrave St to Ellis St		
Limestone Creek Diversion - open channel		
Replace Stormwater Inlets		
Stormwater general allocation for small projects		
Wackford Street Drainage - Stage 1 (Revenue 11470	10% Completed	25 September 2019

Project Description	Project Status	Planned End Date
Webber park Stage 1B inlets/outlets (Revenue 1128	Pending	9 August 2019

Project Description	Project Status	Planned End Date
CP428 CAPITAL CONTROL WEST URBAN OPERATIONS		
ANNUAL RESEAL PROGRAM		
Low cost sealing of minor roads		
Mt Morgan Depot Reseal		
BUS STOP		
Morgan Street Long Range Coach Stop		
FOOTPATHS		
Morgan Street - CBD inc improve seating and rubbi	Pending	27 September 2019
NEW CONSTRUCTION		
William St Mt Morgan (East St to Black St) Seal	Pending	19 November 2019
RECONSTRUCTION		
Macquarie St-Foster to Douglas (Wide/Strength)	Pending	20 April 2020
Morgan Street Upgrade as part of streetscape	Pending	16 August 2019
STREET LIGHTING IMPROVEMENT PROGRAM		

4. Operational Projects

As at 09 August 2019 – 8% of year elapsed.



Project	Planned Start Date	Planned End Date	On Track	Comment	Adopted Budget	YTD actual (incl committals)
Rural	*1 July*	*30 June*		*As planned – 11%*	*$4,877,457*	*$551,953*
Urban Central	*1 July*	*30 June*		*As planned – 11%*	*$6,471,769*	*$682,905*
Urban West	*1 July*	*30 June*		*As planned – 7%*	*$1,109,823*	*$80,890*

5. Budget

Financial performance as expected for the reporting period.

2019.2020 - As at 09-Aug-2019 - CAPITAL

12.3%

	Total Adopted Budget	Adopted Revenue Budget	Adopted Expenditure Budget	Actual Revenue	Actual Expenditure	Committals	Actual Expend Inc Committals	% Variance
Rural	$6,930,252	$0	$6,930,252	$0	$365,724	$206,862	$572,585	8%
Urban Central	$22,680,740	-$900,000	$23,580,740	-$437,000	$1,443,338	$1,220,042	$2,663,379	11%
Urban West	$2,638,600	$0	$2,638,600	$0	$501,078	$449,867	$950,945	36%
Capital Total	$32,249,592	-$900,000	$33,149,592	-$437,000	$2,310,139	$1,876,770	$4,186,910	13%

Comments

As at 09 August 2019 – 8% of year elapsed – year to date expenditure is **13%** – expenditure is within set target.

2019.2020 - As at 09-Aug-2019 - OPERATING

	Adopted Budget	Revised 2 Budget	Revised 3 Budget	Actual Revenue	Actual Expenditure	Committals	Actuals Inc Commitals	
Rural	$4,877,457	$4,877,457	$4,877,457		$413,406	$138,546	$551,953	11%
Urban Central	$6,471,769	$6,471,769	$6,471,769		$651,987	$30,918	$682,905	11%
Urban West	$1,109,823	$1,109,823	$1,109,823		$74,299	$6,591	$80,890	7%
	$12,459,049	$12,459,049	$12,459,049	$0	$1,139,692	$176,056	$1,315,748	11%
RMPC	-$166,376	-$166,376	-$166,376	-$55,005	$169,292	$1,152	$170,444	115,439
Private Works	-$475,067	-$475,067	-$475,067	-$426,480	$331,358	$104,610	$435,968	9,488
	$11,817,605	$11,817,605	$11,817,605	-$481,485	$1,640,342	$281,818	$1,922,160	16%
OP DownTime	$1,277,955	$1,277,955	$1,277,955	-$1,582	-$7,773	$57,936	$50,162	
Other Private Works	-$10,498	-$10,498	-$10,498	$0	$0	$0	$0	
Works other Units				-$4,094	$4,683	$113	$4,795	702
	$13,085,062	$13,085,062	$13,085,062	-$483,067	$1,632,569	$339,754	$1,972,322	15%
Overall Net result to date								9%

Comments

As at 09 August 2019 – 8% of year elapsed – year to date expenditure is **9%.**

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 July 2019.	100%	99.55%	Adopted

Rural Grading – YTD – July to June 2020

Road Name	*KM*	*Cost*
Benedict Road	4.03	15,473.60
Bills Road - Bajool	4.88	26,002.12
Dalma - Ridgelands Road	10.50	67,444.39
Glenroy Road	0.82	6,022.00
Kime Road	4.80	18,719.00
Newsome Road	0.60	1,975.46
Upper Ulam Road	9.50	23,389.45
Weale Creek Road	1.00	7,482.00
TOTAL	***36.13***	***$166,508.02***

8.7 INFRASTRUCTURE PLANNING MONTHLY OPERATIONS REPORT JULY 2019

File No:	**7028**
Attachments:	**1. Infrastructure Planning Monthly Operations Report July 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 July 2019.

OFFICER'S RECOMMENDATION

THAT the Infrastructure Planning Monthly Operations Report for July 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 JULY 2019

Infrastructure Planning Monthly Operations Report July 2019

Meeting Date: 27 August 2019

Attachment No: 1

MONTHLY OPERATIONS REPORT

Infrastructure Planning

PERIOD ENDED July 2019

1. Highlights

Civil Design

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

- Harriette Street Stormwater (Part of Wackford Street Project)
- Rodboro Street Reconstruction
- Upper Dawson Road Reconstruction (Brecknell St to Spencer St)
- North Street Cycle Route Upgrades
- Milner Road
- Glenroy Road Floodway (Ch. 25.39km)
- Macquarie Street – Stage 4 Drainage
- North Street / Talford Street / Knutsford Street Intersection
- Glencoe Street Guardrail

Strategic Infrastructure

Officers are progressing the review of the LGIP and have completed the Water and Sewer projects review. This review includes updated cost estimates, expected projects and expected timeframes. This review was significant and involved changes to supply schemes in the proposed growth areas. Officers are still progressing the review of the other infrastructure networks.

The Stormwater PFTI's are still progressing with Water Modelling Solutions in Gracemere. Officers are expecting concept designs within the next few weeks. These will be reviewed before they are costed and reported on. Concurrently officers are reviewing Parkhurst PFTI's and reporting on the proposed scheme.

The Transport PFTI's have been reviewed in terms of need for projects and timeframes. This has been completed using Council's updated Mesoscopic Model for Rockhampton. There is a need to review the Gracemere model to ensure that Gracemere PFTI's can we adequately updated. Officers are concurrently reviewing concept designs and estimates for projects in the near term (2021-2026). Due to the large volume of transport projects there is a significant task to review these costs and designs.

Asset data is also being compiled for existing trunk infrastructure and work is underway to delineate network service catchments. This information informs the LGIP Schedule of Works.

Officers have been reviewing the priority route maps for the Principal Cycle Network Plan and delineating where Council has completed construction of appropriate cycle infrastructure. As a result, some priorities for the network have changed and this is being reflected in the route maps. The intention is to take these proposed changes to consultation before coming to Council for endorsement.

Assets and GIS

Bridge Condition Assessments

Officers continue to perform routine condition assessments and defect monitoring activities as planned.

Officers are yet to receive ARRB's report on the level 3 bridge investigations that were completed in May 2019. A draft report is expected in August 2019.

Officers are preparing the list of bridges and major culverts that require a level 2 inspection in 2019/20.

Road Condition Assessments

Shepherd has now been formally engaged to condition assess all unsealed roads. Officers have prepared the relevant road segment data for PMS (sealed roads) and Shepherd (unsealed roads), and the condition assessments are scheduled to commence in August 2019.

Footpath Inspections

The 2019 footpath inspection program continues to progress. This year the entire footpath network (221km) is scheduled for inspection. To date approximately 171km (77%) of the footpath network has been inspected.

Asset Data Reviews

The Conquest review of all road segments remains on hold as end of year capitalisations take precedence.

ArcGIS and GeoCortex Upgrades

Work continues on the ArcGIS and GeoCortex upgrades. The configuration of the external production site is now 100% complete. User testing and go-live for the external upgrade is scheduled to occur in August 2019.

Disaster Management

Key Meetings and Workshops

- The Mount Morgan Community Disaster 'Team' met on 03 July
- The Disaster Management Officer Network teleconference was held on 23 July

Key Activities

- Emergency Services Day was held on 28 July on the Rockhampton Riverbank, it is estimated approximately 6000 people attended
- Civil Operations competed the annual preseason activity of setting up a portion of the Northside temporary levee. This allowed equipment to be audited and staff to receive training, in addition to the opportunity to provide education to the community
- Worked with the Community Services during their Volunteer Review to look for strategies to manage spontaneous volunteers during disasters
- Numerous fire management meetings with key partners where held to progress fire management strategies and mitigation burns. Additional meetings occurred to liaise with local groups that have received Cat C Bushfire Recovery funding, so there are efficiencies in program delivery
- Preseason discussions with GIS re capabilities and information
- Evacuation training, planning and reviews commenced with key partners. Subplans to be reviewed and submitted for endorsement at November LDMG
- The Local Disaster Annual report was submitted to the District Disaster Management Group/District Disaster Coordinator

- Community engagement meetings occurred with partners, in particular to review smoke and heatwave communication/community advice and plan Operation Community Connect in Gracemere (through August)
- SES activities included weekly group meetings, preparing training calendars with the Area Office, and ensuring membership and training competencies are up to date.

2. Innovations, Improvements and Variations

3. Customer Service Requests

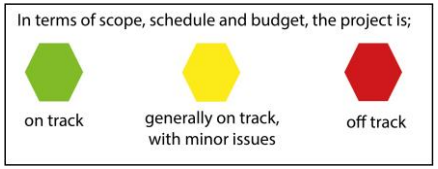
Response times for completing customer requests in this reporting period for July 2019 are within the set timeframes.

All Monthly Requests (Priority 3)
Infrastructure Planning 'Traffic Light' report
July 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)
			Received	Completed								
Disaster Management / SES	0	0	0	0	0	0	0	14	0.00	0.00	0.00	0.00
Flood Management Creeks/Rivers	0	0	0	0	0	0	0	14	0.00	11.60	6.12	1.86
GIS - Map Production Requests	0	0	0	0	0	0	0	10	0.00	2.00	2.00	0.00
Infrastructure Planning - General Enquiry	1	1	1	0	1	0	0	5	5.00	6.56	4.93	4.92
Speed Limits/Traffic Volumes (Not related to MTCE)	1	1	0	0	0	0	0	28	0.00	9.57	7.77	6.62
Traffic Management – General Enquiry	3	3	3	1	1	0	0	28	2.00	6.32	9.27	7.77
Signs & Lines (New Request - not already existing)	3	3	13	5	5	0	0	28	4.00	9.70	9.00	8.46

4. Capital Projects

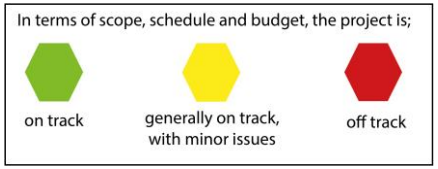
Details of capital projects not reported regularly to Council or a particular Committee in other project specific report updates as at period – July 2019 – 8.3% of year elapsed.



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	$2,643
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	0
Land Acquisitions and Resumptions	01/07/2019	30/06/2020		$330,280	0

5. Operational Projects

As at period – July 2019 – 8.3% 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	0
Stormwater Drainage Planning Consultancy Budget	01/07/2019	30/06/2020		Continuation of stormwater and flood mitigation investigations.	$300,000	$66,688
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	0
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	$11,800
Disaster Management Consultancy Budget	01/07/2019	30/06/2020		Master Planning SES Facilities Flood Gauge Investigations	$50,000	$18,167
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	$62,750

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