



**INFRASTRUCTURE  
STANDING COMMITTEE  
AGENDA**

**5 NOVEMBER 2024**

**Terms of Reference**

On 20 May 2024, Council resolved to establish Standing Committees, including an Infrastructure Committee with the following terms of reference:

**Infrastructure Committee:**

- Committee is primarily responsible for overseeing policy and performance in the following areas of Council operation:
  - Roads & Drainage
  - Engineering Services (infrastructure planning and design services)
  - Water & Sewerage
  - Waste Management & Resource Recovery
  - Major Project Delivery
- Standing Committees will not include Acknowledgement to Country or Opening Prayer.
- In accordance with s. 257(1)(c) of the Local Government Act 2009, Council delegate authority to the committee to make resolutions on its behalf, provided that there is an absolute majority (ie. four of seven councillors) in favour of the proposal. For clarity, a casting vote cannot be used by the presiding councillor to determine a resolution and tied votes must be referred to Ordinary Council meeting for determination.
- Committee members be all councillors in the first instance.
- By virtue of s. 12(3)(g) of the Local Government Act 2009, the Mayor is a (ex-officio) member of the committee.
- A quorum be a simple majority of members.
- In accordance with s. 267(1) of the Regulation, Cr Mather and Cr Watson be appointed as rotating co-chairs of the committee.
- The committee meet on the first Tuesday of each month at 8.30am in the Council Chambers.
- Committee Secretary/Principal Reporting Officer is the General Manager Infrastructure.

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## 1 OPENING

## 2 ATTENDANCE

### Members Present:

Councillor Rhodes Watson (Co-Chairperson)  
Councillor Glenda Mather (Co-Chairperson)  
Councillor Wade Rothery  
Councillor Lance Warcon  
Councillor Andrea Friend  
Councillor Pat Eastwood

### Members Absent:

Mayor, Councillor Adam Belot

### Officers in Attendance:

Michael Kriedemann – General Manager Infrastructure – Committee Secretary  
Kristy Mansfield – Interim Chief Executive Officer  
Molly Saunders – Acting General Manager Communities  
Andrea Ellis – Chief Financial Officer  
Matthew Willcocks - Chief Technology Officer  
Jon Rutledge – Acting Chief Human Resources Officer



**3 LEAVE OF ABSENCE / APOLOGIES**

Nil

**4 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**

Minutes of the Infrastructure Standing Committee Meeting held 1 October 2024

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

**6 DEPUTATIONS**

Nil

## **7 BUSINESS ARISING OR OUTSTANDING FROM PREVIOUS MEETINGS**

### **7.1 LIFTING MATTERS LAYING ON THE TABLE**

**File No:** GV13.04.06

**Attachments:** Nil

**Responsible Officer:** Alastair Dawson - Acting Chief Executive Officer

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#### **SUMMARY**

*This report is being presented to Council in order for the stated matters to be formally lifted from the table prior to being dealt with at this meeting.*

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

THAT Council resolves that the following reports which are currently 'laying on the table', be lifted from the table to be dealt with later in this meeting:

- The Caves Waste Transfer Station Operating Hours

#### **BACKGROUND**

These matters were presented at a previous Committee meeting at which time Council resolved to lay each matter on the table pending return to a future Committee meeting.

#### **COMMENTARY**

These matters are now requested to be formally lifted from the table and brought back for discussion and consideration.

## **8 PRESENTATION OF PETITIONS**

Nil

## 9 QUESTIONS/STATEMENT/MOTIONS ON NOTICE FROM COUNCILLORS

### 9.1 NOTICE OF MOTION - CR MATHER - CLAYTON ROAD FOOTBRIDGE

File No: qA24221

Attachments:

1. Cr Mather - Nom - Footbridge[↓](#)
2. Structural Assessment Report October 2024[↓](#)
3. Footpath Staging Plan[↓](#)
4. Media Release 28 October 2024[↓](#)

Responsible Officer: Alastair Dawson - Acting Chief Executive Officer

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#### SUMMARY

*Councillor Glenda Mather has submitted a 'Notice of Motion' in relation to Clayton Road Footbridge.*

#### COUNCILLOR RECOMMENDATION

THAT given the structural inspection and findings of the footbridge near the Clayton Road roundabout, Council restrict all further pedestrian use of the bridge until further notice, and the matter be referred to the General Meeting along with the findings and report proposing options for it's long term future.

#### COUNCILLOR BACKGROUND

Until now there has been no official discussion or suggestion that the footbridge needs to be removed. Perhaps that may be the long-term decision, but such features in our shire are generally valued, not only for historical value, but convenience.

Families from the neighbouring suburbs may not wish to navigate the traffic at the roundabout, and the footbridge has served its community well over the years.

Without pre-empting discussion, we need to gauge the need for such a structure, in whatever form at this location.

To remove the bridge because it's in need of repair does not provide opportunity to gather all the facts and options available to us.

At this stage Councillors have not been provided with the inspection report.

#### OFFICER COMMENTARY

Council officers recently commissioned a structural assessment of the timber footbridge on the upstream side of the Scenic Highway road bridge at the Williamson Creek crossing. The report concluded that the footbridge was in poor condition and Council is at considerable risk should anything untoward occur associated with the pedestrian bridge.

Furthermore, the consultant is of the opinion it would likely be uneconomical to attempt to assess, upgrade as necessary, and repair the bridge to allow it to be certified.

"On the basis of the above, we recommend the bridge be closed to all access".

Officers notified Councillors of this emergent risk on Friday 25<sup>th</sup> October 2024 and indicated that Officers are in the process of taking appropriate action, which will include the following:

1. Implement safe pedestrian access across the Scenic Highway and Clayton Road by cutting a gap in the existing concrete islands on the approaches to the roundabout and cutting kerb ramps in the kerb and channel;
2. Implement temporary 40km/hr speed limits on the approaches to the roundabout (work on road signage); and
3. Once pedestrian access is implemented, then install *public notice signage* and *Danger No Entry* signage on the footbridge and close the bridge.

Additionally, Council officers issued a Media Release dated Monday 28 October 2024 notifying the community of the closure of the timber footbridge. This closure is planned to occur in early November.

Previously, Officers had developed a footpath upgrade plan for this area which includes the staged construction of footpaths and road crossings as follows:

- Stage 1 2024/2025: Pathway from Evelyn Street to pedestrian bridge including two refuge crossing at the roundabout and pathway between refuge crossings (\$404,000)
- Stage 2 2026/2027: Southwest pathway including Evelyn St refuge crossing (\$219,000)
- Stage 3 2027/2028: Pathway from pedestrian bridge to bus stop (\$91,000)
- Stage 4 2028/2029: Clayton Road Pathway from Chandler Road to the crossing east of Bayview Drive (\$405,000).

The staging plan for the footpath upgrade will need to be reviewed and modified (including scope, timing and budget) based on the closure of the timber footbridge. A new aluminum footbridge, similar to the existing footbridge on the downstream side of Williamson Creek, is likely to cost about \$300,000.

An indicative capital program to renew the footbridge could look like:

- Stage 1a 2024/2025: Pathway from Evelyn Street to pedestrian bridge including two refuge crossing at the roundabout and pathway between refuge crossings (\$404,000);
- Stage 2a 2025/2026: Pathway from timber pedestrian bridge to bus stop including new footbridge (\$391,000);
- Stage 3a 2026/2027: Southwest pathway including Evelyn St refuge crossing (\$219,000); and
- Stage 4a 2027/2028: Clayton Road Pathway from Chandler Road to the crossing east of Bayview Drive (\$405,000).

The intention is to retain the pedestrian access on the western side of Scenic Highway as it provides a connection to the bus stop, residences and service station.

# **9.1 - NOTICE OF MOTION - CR MATHER - CLAYTON ROAD FOOTBRIDGE**

## **Cr Mather - Nom - Footbridge**

**Meeting Date: 5 November 2024**

**Attachment No: 1**

PO Box 5186  
Red Hill PO  
Rockhampton Q 4701  
28 October 2024

Chief Executive Officer  
Livingstone Shire Council  
Yeppoon Q 4703

Notice of Motion  
Claytons Road Footbridge

Dear Sir,

I propose to move the following motion at the next Infrastructure Committee of Council, and request that you include this matter in the said Agenda.

“That given the structural inspection and findings of the footbridge near the Claytons Road roundabout, Council restrict all further pedestrian use of the bridge until further notice, and the matter be referred to the General Meeting along with the findings and report proposing options for it's long term future.”

Background:

Until now there has been no official discussion or suggestion that the footbridge needs to be removed. Perhaps that may be the long term decision, but such features in our shire are generally valued, not only for historical value, but convenience.

Families from the neighbouring suburbs may not wish to navigate the traffic at the roundabout, and the footbridge has served its community well over the years.

Without pre-empting discussion, we need to gauge the need for such a structure, in whatever form at this location.

To remove the bridge because it's in need of repair does not provide opportunity to gather all the facts and options available to us.

At this stage councillors have not been provided with the inspection report.

Many thanks,

Glenda Mather Clr

# **9.1 - NOTICE OF MOTION - CR MATHER - CLAYTON ROAD FOOTBRIDGE**

## **Structural Assessment Report October 2024**

**Meeting Date: 5 November 2024**

**Attachment No: 2**



# Williamson Creek Bridge

Structural Inspection

REVIEW

DATE  
22 October 2024  
REF  
R001-24-25/014  
CLIENT  
Livingstone Shire Council  
COMMERCIAL IN CONFIDENCE

Contact Information

McMurtrie Consulting Engineers Pty Ltd  
ABN 25 634 181 294

Rockhampton Office  
63 Charles Street  
North Rockhampton, QLD 4701

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[mail@mcmengineers.com](mailto:mail@mcmengineers.com)

Document Information

Prepared for	Livingstone Shire Council
Document Name	Structural Inspection
Job Reference	R001-24-25/014
Revision	A

Document History

Revision	Date	Description of Revision	Checked by	Approved by		
				Name	Signature	RPEQ No
A	22/10/2024	For Review	L. McMurtrie	G. Millar		

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# Appendices

Appendix A: Existing Drawings

REVIEW

# 1 Introduction

At the request of Livingstone Shire Council (LSC), McMurtrie Consulting Engineers Pty Ltd's (MCE) Principal Structural Engineer, Geoffrey Millar, attended site on the morning of 14 October 2024 to undertake a visual inspection of the existing Williamson Creek pedestrian bridge on the western side of the Scenic Highway, refer Figure 1 for the location. To assist with the inspection, MCE requested LSC provide all existing documentation available for the bridge to be provided. A copy of the available documentation is attached in Appendix A. No RPEQ certified drawings for the bridge were provided.



Figure 1: Extract from Queensland Globe with the pedestrian bridge circled in blue.



## 2 Observations

The existing timber pedestrian bridge appears to be primarily framed with vertical, prefabricated timber, parallel chord, trusses each side of the walkway deck, refer Photograph 1, with underslung timber bearers supporting triangulated outriggers that provide lateral restraint to the truss top chord, refer Photograph 2. The timber board decking of the bridge is supported by two outside timber joists that are bolted to the trusses and a central prefabricated Vierendeel timber truss joist, refer Photograph 3. Based on the drawings provided in Appendix A, it would appear the bridge has been supported on the existing concrete pipe support plinths, refer Photograph 3, and an unknown concrete abutment, refer Photograph 4.



Photograph 1: Existing pedestrian bridge looking southeast.





Photograph 2: Underslung bearers with truss top chord lateral buckling restraint outriggers.





Photograph 3: View of the underside of the bridge deck. Note the existing water pipe does not appear to be supported by the timber bridge. Note the nail plate on the central right of photo is not fully engaged into the truss web members.





Photograph 4: Unknown concrete abutment.

At the time of inspection, it was noted that many of the timber nail plates were no longer fully engaged. It appeared that an attempt had been made to rectify this for some nailing plates by screwing plywood cover plates over them.

Towards the northwestern end of the bridge, significant splits in the timber bottom chord of a truss was observed on each side of the bridge.

Looking longitudinally along the top chord of the trusses, significant, non-uniform, deflections were observed.

It appeared the pedestrian bridge was not supporting the weight of the water pipeline.

It was noted on crossing the bridge, it was possible to induce significant side sway of the bridge. This appeared to be possible because of the lack of horizontal restraint between support plinths.



## 3 Assessment

### 3.1 Design Loads

The current infrastructure associated with the bridge is such that it could be defined as not suitable for cyclists. On this basis, the bridge could then be considered as part of a walking track and the applicable design loads could be determined in accordance with the AS 1170 series of standards. For the bridge treated as a structure suitable for moving people not subject to wheeled vehicles, then in accordance with AS/NZS 1170.1:2002 the live loads could be assessed as follows: -

- For the deck, a vertical uniform load of 4.0 kPa, or a concentrated load of 4.5 kN applied over 350 mm<sup>2</sup>;
- For the top edge of the barrier, a horizontal load of 0.75 kN/m; and
- For the barrier infill, a horizontal uniform load of 1.0 kPa.

Alternatively, with the location of the bridge adjacent a major road, the bridge could be considered a pedestrian bridge. In such case the live loads could be assessed in accordance with AS 5100.2:2017 as follows: -

- For the deck, a vertical uniform load of 5.0 kPa;
- For the top edge of the barrier, a horizontal load of 0.75 kN/m; and
- For the barrier infill, a horizontal uniform load of 1.0 kPa.

Clause 8.4 (d) of AS 5100.2:2017 further requires "no sag deflection occurs under permanent loads". With the observed serviceability deflections of the bridge deck, the pedestrian bridge is not in accordance with this requirement leading MCE to suspect the pedestrian bridge was likely designed as part of a walking track.

### 3.2 Opinion on Structural Capacity

It was beyond the scope of this report for MCE to undertake calculations to assess the structural capacity of the bridge.

Based on the observed lack of stiffness in the horizontal plane, we are of the opinion the pedestrian bridge is unlikely to meet the lateral load requirements.

With the observation of many of the nailing plates not being fully engaged, it is likely the strength and serviceability of the nailing plate connections has been significantly compromised. Should such a joint fail at a critical location, this has the potential for the whole bridge to fail catastrophically.

## 4 Recommendations

MCE are of the opinion that without RPEQ certified drawings for the pedestrian bridge, LSC are at considerable risk should anything untoward occur associated with the pedestrian bridge. Furthermore, MCE are of the opinion it would likely be uneconomical to attempt to assess, upgrade as necessary, and repair the bridge to allow it to be certified.

On the basis of the above, we recommend the bridge be closed to all access.

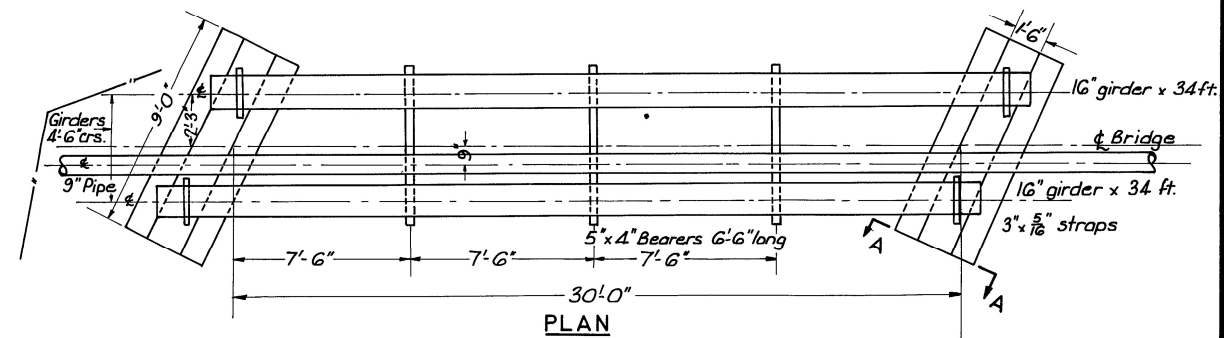
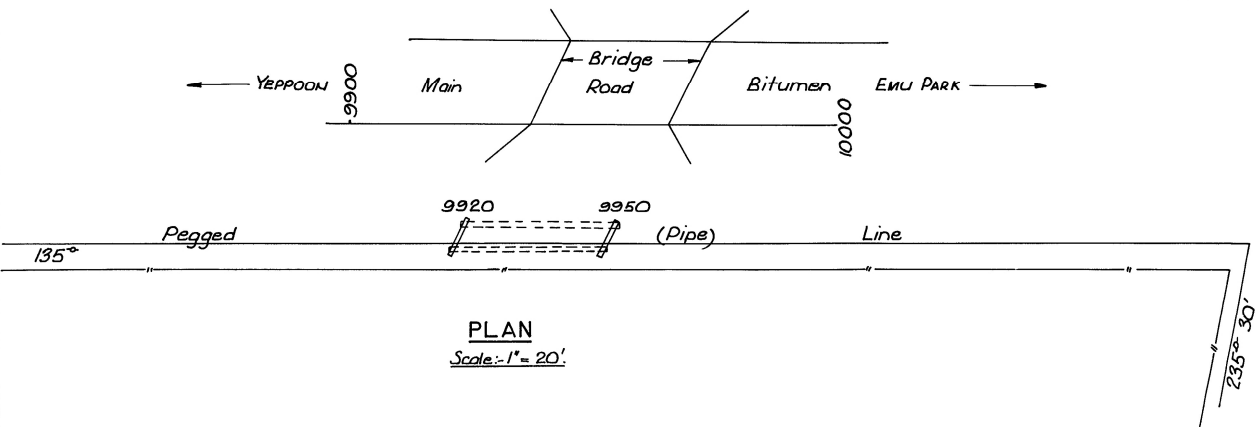
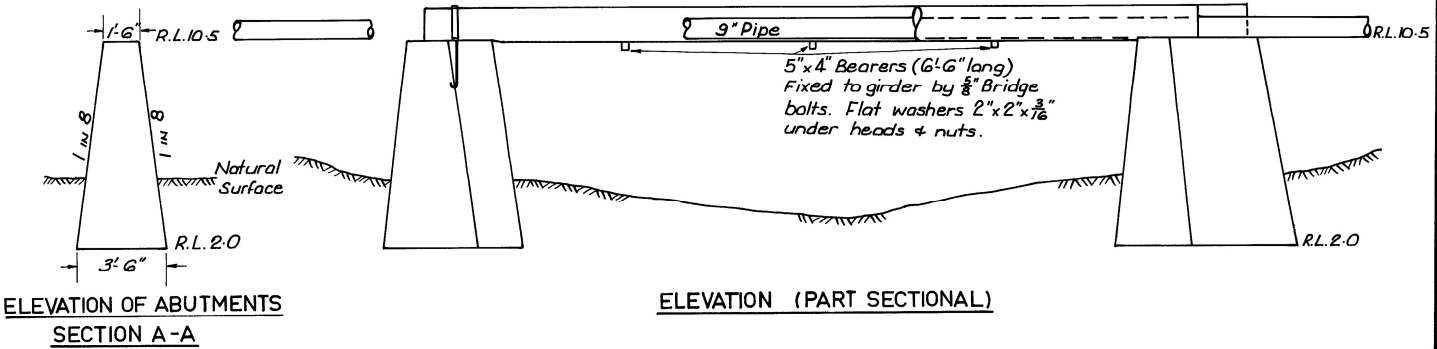
REVIEW

## Appendix A: Existing Drawings

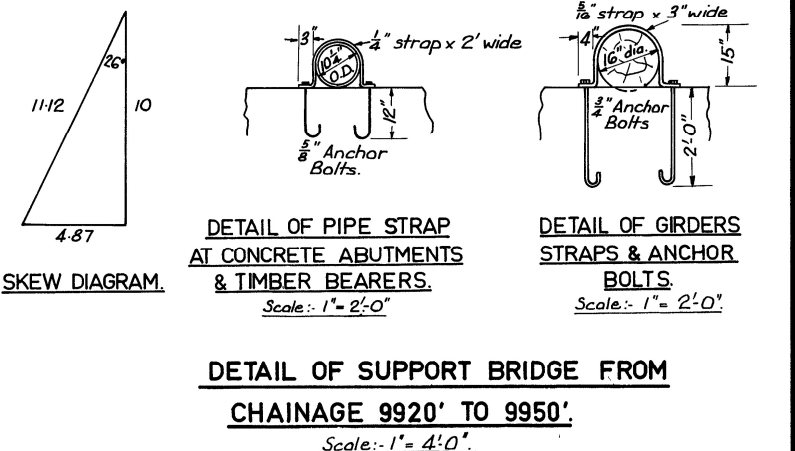
REVIEW

Approximate Quantities:-

- Concrete (Class B) in Abutments14.2 cu.yds.
- Ironwork150 lbs.
- 16" dia. H'wd Girders68 l.ft.
- H'wd Bearers33 super ft.
- Timber to be poisoned and creosoted.
- All bolts to be bitumen dipped except where set in concrete.
- All straps to be hot dip galvanised.



DATUM 00.0'									
PIPE INVERT LEVELS		13.0	10.5					10.5	12.0
SURFACE LEVEL	18.84	16.14	13.36		9.55	8.56	5.25	3.2	5.25
CHAINAGE	9760	9800	9850	9884	9900	9910	9920	9934	9948



# **9.1 - NOTICE OF MOTION - CR MATHER - CLAYTON ROAD FOOTBRIDGE**

## **Footpath Staging Plan**

**Meeting Date: 5 November 2024**

**Attachment No: 3**





This section of path (red) is already constructed as part of the development of this lot

Stage 4

Stage 2

Stage 3

Stage 1

Surveyed: -		AMENDMENTS DESCRIPTION		DATE	
Date: -	Ref Mark: -	RL: -	PLAN	0.0	10
Datum: Horiz GDA 94 Vert AHD		Zone 56	Scale: 1:2000	A3	
Survey Book: -		Original Issue		A	
Ancillary Project: -		Scales m		A	
Designed: J.G.		Checked: -		APPROVED: -	
Endorsed: -		Recomm: -		REQ No: -	
Manager Engineering Services		DATE: -		DATE: -	
CONCEPT		08/09/2023		CLAYTON ROAD FOOTPATH	
CLAYTON ROAD, LAMMERMOOR		SHARED PATHWAY		STAGING PLAN	
22-111-03		Sheet No. 1 of -		Job No. C/2	
A		A		A	



# **9.1 - NOTICE OF MOTION - CR MATHER - CLAYTON ROAD FOOTBRIDGE**

**Media Release 28 October 2024**

**Meeting Date: 5 November 2024**

**Attachment No: 4**

**Michael Kriedemann**

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**From:** Livingstone Communications  
**Sent:** Monday, 28 October 2024 2:51 PM  
**Subject:** Media Release for Immediate Use - Bridge closure and removal works scheduled to improve pedestrian safety  
**Attachments:** Timber Bridge - Upstream side of Williamson Creek.jpg; Timber Bridge - Upstream side of Williamson Creek2.JPG; Scenic Highway Clayton Road Pedestrian Master Plan.jpg

To all media,



## Media Release

### **Bridge closure and removal works scheduled to improve pedestrian safety**

Livingstone Shire Council is taking action to close and remove a timber pedestrian bridge over Williamson Creek on the Scenic Highway at Lammermoor, after a recent structural assessment deemed it unsafe for public use.

The small timber bridge located on the upstream side of the creek, was recently assessed by external consultants and it was recommended that this footbridge is immediately closed and decommissioned due to significant structural deterioration and timber fatigue.

This closure is planned to commence early November 2024, and is essential to ensure the safety of community members who regularly walk or ride along this pathway.



Mayor Adam Belot said Council's top priority is the safety of the community.

"While the decision to close the bridge is necessary, we understand it affects those who regularly use the pathway. We are committed to investing in infrastructure that is both safe and accessible for all," Mayor Belot said.

It is expected that the closure of the bridge will result in increased pedestrian movements crossing the Scenic Highway at this location.

To alleviate this, Council will implement short term safety improvements for pedestrians needing to cross the Scenic Highway.

Additionally, to assist community members affected by the bridge closure, Council will work with Translink to investigate the installation of a Hail and Ride bus facility on Clayton Road.

Council has committed \$425,000 in the 2024/2025 budget for Stage 1 of the four-stage Pedestrian Master Plan for the Scenic Highway and Clayton Road roundabout, with design efforts already underway and construction planned for later this financial year.

"We understand the inconvenience this closure brings, especially with short notice," Mayor Belot added.

"We thank the community for their patience and understanding as we work to provide safe and fit-for-purpose infrastructure."

For more information, please keep an eye on Council's [Facebook Page](#) for updates, or visit Livingstone Shire Council's Public Notices webpage at <https://www.livingstone.qld.gov.au/public-notice>

(Ends)

**For interviews, please contact Mayor Adam Belot on 0427 311 430**

Kind regards,

**Communications and Engagement**

Livingstone Shire Council

4 Lagoon PI Yeppoon QLD 4703

Email: [communications@livingstone.qld.gov.au](mailto:communications@livingstone.qld.gov.au)



Web: [www.livingstone.qld.gov.au](http://www.livingstone.qld.gov.au) | Like us [www.facebook.com/livingstoneshirecouncil](https://www.facebook.com/livingstoneshirecouncil)

## **10 COMMITTEE REPORTS**

Nil

# 11 REPORTS

## 11.1 THE CAVES WASTE TRANSFER STATION OPERATING HOURS

**File No:** qA77303

**Attachments:** 1. Consultation Briefing Report - The Caves Waste Transfer Station [↓](#)

**Responsible Officer:** Michael Kriedemann - General Manager Infrastructure

**Author:** Chris Hocking - Manager Water and Waste Operations

**Previous Items:** 10.1 - Notice of Motion - Councillor Friend - Survey The Caves, Rockyview, Glenlee and Glendale Communities for Extended Weekend Operating Hours of The Caves Transfer Station - Ordinary Council - 16 Jan 2024 9.00am  
11.2 - The Caves Waste Transfer Station Operating Hours - Standing Committee - Infrastructure - 06 Aug 2024 8:30 AM

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### SUMMARY

*Council has received the survey results for the operating hours of The Cave Waste Transfer Station and is recommending to change the operating hours based on the survey results.*

### OFFICER'S RECOMMENDATION

THAT the Committee recommends to Council:

1. Change the existing operating hours at The Caves waste transfer station to the preferred option (Proposal 1), Monday and Friday 2:30-5:00pm, Saturday 12:00pm-3:00pm and Sunday 10:00am-3:00pm; and
2. these changes come into effect on Monday 2<sup>nd</sup> December 2024.

### ALTERNATIVE RECOMMENDATION

THAT the Committee recommends to Council:

1. Change the existing operating hours at The Caves waste transfer station to:

Monday	2:30 - 5:00pm
Tuesday	Closed
Wednesday	2:30 - 5:00pm
Thursday	Closed
Friday	Closed
Saturday	10:00 - 3:00pm
Sunday	2:30 - 5:00pm
2. Implement the change in hours as soon as reasonably practicable in consultation with Outlook Australia.

### BACKGROUND

As a result of council resolution on 16 January 2024, Council undertook consultation with residents of the Northern Corridor (suburbs of Glenlee, Glendale, Rockyview and The Caves) to find residents' preferred operating hours of The Caves Waste Transfer Station.

Consultation took place via the Council's Get Involved portal, where residents could participate in an online survey indicating their preferred option for transfer operating hours as listed below. Hard copy surveys were also available at The Caves General Store, The Caves Pub, and The Caves Waste Transfer Station itself.

Proposals for extended operating times as presented in the resident survey:

Day	Current Times	Proposal 1 (preferred)	Proposal 2	Proposal 3 (existing)	Proposal 4
Monday	2.30pm – 5.00pm	2.30pm – 5.00	Closed	2.30pm – 5.00 (Current Time)	Closed
Tuesday	2.30pm – 5.00pm	Closed	Closed	2.30pm – 5.00 (Current Time)	Closed
Wednesday	2.30pm – 5.00pm	Closed	2.30pm – 5.00	2.30pm – 5.00 (Current Time)	9.00am – 3.00pm
Thursday	2.30pm – 5.00pm	Closed	Closed	2.30pm – 5.00 (Current Time)	Closed
Friday	2.30pm – 5.00pm	2.30pm – 5.00	Closed	2.30pm – 5.00 (Current Time)	Closed
Saturday	2.30pm – 5.00pm	12.00pm – 3.00	10.00am – 3.00	2.30pm – 5.00 (Current Time)	9.00am – 3.00pm
Sunday	2.30pm – 5.00pm	10.00am – 3.00	10.00am – 3.00	2.30pm – 5.00 (Current Time)	9.00am – 3.00pm

Proposal 1, 2 and 3 reflect no change in the overall hours, including weekend penalty rates, that the Council currently pays their existing contractor. Proposal 4 indicates an increase of hours which will increase the amount paid to our existing contractor.

This matter was laid on the table at Infrastructure Committee Meeting held on 6 August 2024 pending further consultation by Councillors with Northern Suburbs residents and including cost of letter box drop.

Advice from Community and Engagement Department regarding the costing of letter box drop was provided to Councillors on 12 August 2024.

Councillor consultation with Northern Suburb residents was arranged for Saturday, 24 August 2024.

A Councillor workshop was held on Tuesday 8<sup>th</sup> October 2024 which reviewed the survey responses and also considered the feedback from the residents meeting on Saturday, 24 August 2024. The discussions from the workshop resulted in an alternative proposal of open hours, these being;

Day	Current Times	Alternate Opening Times (Councillor Workshop)
Monday	2:30 – 5:00pm	2:30 - 5:00pm
Tuesday	2:30 – 5:00pm	Closed
Wednesday	2:30 – 5:00pm	2:30 - 5:00pm
Thursday	2:30 – 5:00pm	Closed
Friday	2:30 – 5:00pm	Closed
Saturday	2:30 – 5:00pm	10:00 - 3:00pm
Sunday	2:30 – 5:00pm	2:30 - 5:00pm

## COMMENTARY

Based on the results of the 37 participants who completed the survey, the majority of participants (18 participants or 48.65%) would prefer Proposal 1 (Monday AND Friday 2.30-5pm, Saturday 12-3pm, Sunday 10am – 3pm) followed closely by Proposal 3 (14 participants or 37.84%) which is no change to the existing hours.

The alternative opening times provides additional hours on the weekend at the expense of weekdays. Total opening hours would decrease from 17.5 hours per week to 12.5 hours per week to ensure no increases to operational budgets.

## PREVIOUS DECISIONS

At the Ordinary Meeting of Council held on 16 January 2024, Council resolved to *conduct a survey of The Caves, Rockyview, Glenlee and Glendale Communities, being for an option of extended weekend operating hours of The Caves Transfer Station and a report returns to Council with options of extended times and details.*

At the Infrastructure Committee Meeting held on 6 August 2024, the Committee resolved as follows:

*That pursuant to s2.18.1(d) and s2.18.11 of Livingstone Shire Council's Meeting Procedures Policy the matter lay on the table pending further consultation by Councillors with Northern Suburbs residents (including costing of letter box drop) to return to a future Standing Committee meeting. Community consultation to include a town hall meeting with residents in the Caves community hall within the next 3 weeks.*

## ACCESS AND INCLUSION

N/A

## ENGAGEMENT AND CONSULTATION

Consultation undertaken on the preferred operating hours and reported back to Council.

Councillor consultation with Northern Suburb residents was arranged for Saturday 24 August 2024.

## HUMAN RIGHTS IMPLICATIONS

N/A

## BUDGET IMPLICATIONS

The recommended change to operating hours will be managed through existing budgets.

## LEGISLATIVE CONTEXT

N/A

## LEGAL IMPLICATIONS

N/A

## STAFFING IMPLICATIONS

The change in operating hours will be implemented utilising existing staff.

## RISK ASSESSMENT

N/A

## CORPORATE PLAN REFERENCE

### ***Natural Livingstone***

*Community Plan Goal 3.1 - Enhanced reuse and recycling of resources*

*3.1.1 Enable and support sustainable waste management technologies, services and facilities which provide innovative and compliant solutions to reduce the environmental impacts of Council's waste collection and resource recovery operations.*

## **CONCLUSION**

The residents in the northern area have been surveyed to determine their preferred operating hours of The Caves Waste Transfer Station and the recommendation by the Council officer aligns with the survey results.

An alternative recommendation has been provided to the Infrastructure Committee based on Councillors feedback at the Waste workshop held on Tuesday 8<sup>th</sup> October.

# **11.1 - THE CAVES WASTE TRANSFER STATION OPERATING HOURS**

## **Consultation Briefing Report - The Caves Waste Transfer Station**

**Meeting Date: 5 November 2024**

**Attachment No: 1**

# Consultation Briefing Report

## The Caves Waste Transfer Facility - Extended Trading Hours Consultation



### Overview

As a result of council resolution on 16 January 2024, Council undertook consultation with residents of the Northern Corridor (suburbs of Glenlee, Glendale, Rockyview and The Caves) to find residents' preferred operating hours of The Caves Waste Transfer Facility.

Consultation took place via the Council's Get Involved portal, where residents could participate in an online survey indicating their preferred option for transfer operating hours as listed below. Hard copy surveys were also available at The Caves General Store, The Caves Pub, and The Caves Transfer Station itself.

*COUNCIL RESOLUTION - THAT Council conduct a survey of The Caves, Rockyview, Glenlee and Glendale Communities, being for an option of extended weekend operating hours of The Caves Transfer Station and a report returns to Council with options of extended times and details.*

*Moved by: Councillor Friend, Seconded by: Councillor Eastwood*

**MOTION CARRIED UNANIMOUSLY**

Proposals for extended operating times as presented in the resident survey:

Day	Current Times	Proposal 1	Proposal 2	Proposal 3	Proposal 4
Monday	2.30pm – 5.00pm	2.30pm – 5.00	Closed	2.30pm – 5.00 (Current Time)	Closed
Tuesday	2.30pm – 5.00pm	Closed	Closed	2.30pm – 5.00 (Current Time)	Closed
Wednesday	2.30pm – 5.00pm	Closed	2.30pm – 5.00	2.30pm – 5.00 (Current Time)	9.00am – 3.00pm
Thursday	2.30pm – 5.00pm	Closed	Closed	2.30pm – 5.00 (Current Time)	Closed
Friday	2.30pm – 5.00pm	2.30pm – 5.00	Closed	2.30pm – 5.00 (Current Time)	Closed
Saturday	2.30pm – 5.00pm	12.00pm – 3.00	10.00am – 3.00	2.30pm – 5.00 (Current Time)	9.00am – 3.00pm
Sunday	2.30pm – 5.00pm	10.00am – 3.00	10.00am – 3.00	2.30pm – 5.00 (Current Time)	9.00am – 3.00pm

Proposal 1, 2 and 3 reflect no change in the overall hours, including weekend penalty rates, that the Council currently pays their existing contractor. Proposed Times 4 indicates an increase of hours which will increase the amount paid to our existing contractor.



## Survey Participation and Results

**Total survey respondents – 37 (33 online, 4 hard copy surveys)**

### 1. Do you live in the Northern Corridor?

Yes – 37, No – 0.

Suburb breakdown

The Caves	12
Rockyview	10
Glenlee	7
Glendale	1
Milman	1
Wattlebank	1
Rossmoya	1
Etna Creek	3
Unanswered	1
<b>Total</b>	<b>37</b>

### 2. How frequently do you use The Caves Waste Transfer Facility?

Everyday – 1

Once a week – 1

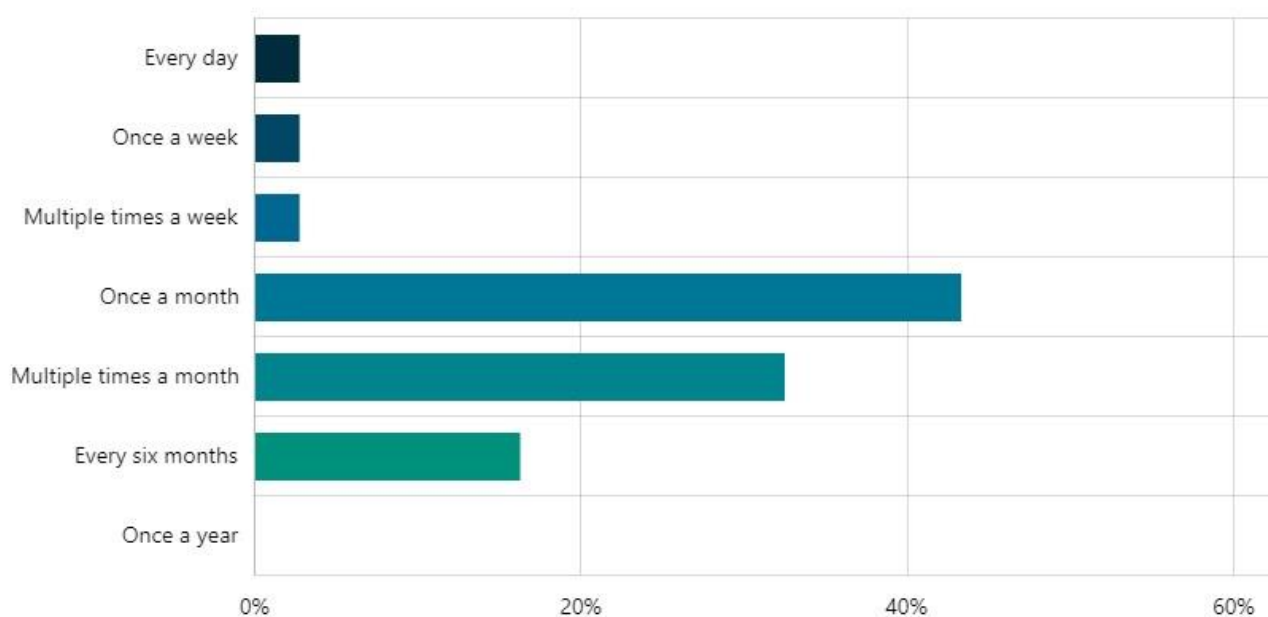
Multiple times a week – 1

Once a month – 16

Multiple times a month – 12

Every six months – 6

Once a year – 0



**3. Do you find it difficult to visit The Caves Waste Transfer Facility during its current operating hours?**

- a. Yes – 30
- b. No - 7
- c. No opinion – 0

**4. Please review the options for the operating hours below.**

**The Caves Waste Transfer Facility  
Proposed Trading Hours**



**Proposal 1**

Monday 2.30 - 5pm  
Friday 2.30 - 5pm  
Saturday 12pm - 3pm  
Sunday 10am - 3pm

**Proposal 2**

Wednesday 2.30 - 5pm  
Saturday 12pm - 3pm  
Sunday 10am - 3pm

**Proposal 3**

2.30pm - 5pm  
Monday to Sunday

(maintain existing hours)

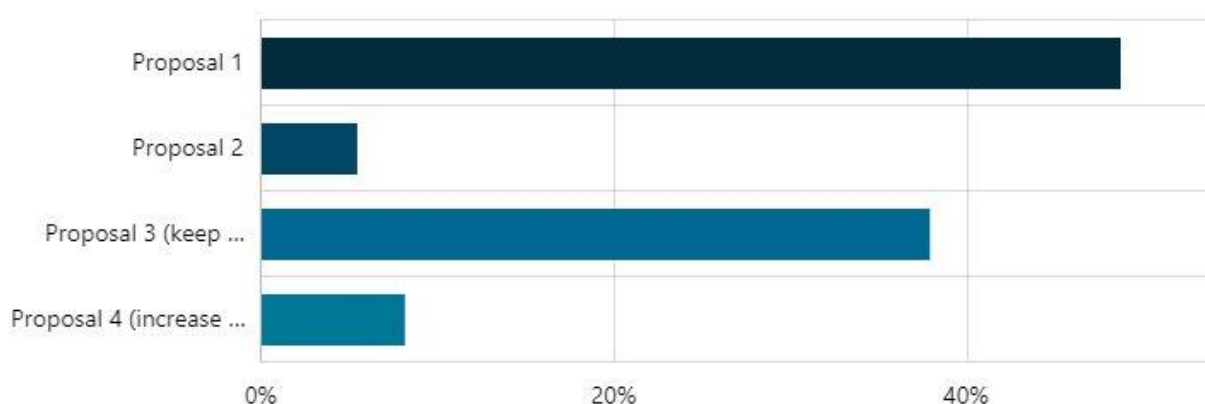
**Proposal 4**

Wednesday 9am - 3pm  
Saturday 9am - 3pm  
Sunday 9am - 3pm

(increase in trading hours with an increase to contractor fees and increase landfill use charges)

**Which proposal are you most in favour of?**

- a. Ranking matrix for Proposal 1 - 18
- b. Ranking matrix for Proposal 2 - 2
- c. Ranking matrix for Proposal 3 - 14
- d. Ranking Matrix for Proposal 4 - 3



**5. Do you anticipate that the proposed extended operating hours would positively impact your ability to manage waste disposal?**

- e. Yes - 27
- f. No – 10

**6. If you answered yes to the above, can you please explain how the new trading hours will benefit you?**

So we can go earlier
I will be able to use the dump on weekends so i am not wasting all day.
Prefer to do chores while still fresh, too tired late afternoon.
Chose Proposal 3 - existing hours, as you have the option to visit on any day of the week when you want, not be restricted to the 3 or 4 days proposed.
The options are rubbish given the proposed opening hours on Saturdays and Sundays (in summer??). Why not an option to open all day every alternate Saturday and Sunday? It looks like the options point to not changing, IE, the best of a bad lot! Garbage!
Don't have to wait around all day to go to the dump
Need more time per day so you can do more green waste disposal. That is being able to get more trailer loads of green waste dropped off per day. It's the green waste disposal time that affects me.
Longer hours on a weekend are most important without raising the costs of dumping fees. This is the only service we have access to so its needs to be available to use. 2.5hr window per day is not reasonable
Cause it would give you more time during the day to go to the dump. Why not make it easier for people to use the facilities. I know the council is only doing the current hours to save on paying wages. But the community pays enough in rates to at least.
On the weekend, the facility needs to be open earlier than 2:30pm
I will actually be able to access the landfill at times that are convenient to me
If the hours are changed, they will be worse. Would prefer the same hour every day. No one can keep track of different hours each day
Offers a wider window to get waste to the landfill on weekends
Longer hours on the weekend means not having to wait around all afternoon for the place to be open
What has occurred in the past, is I've ended up driving to the Yeppoon one because it's opened in the morning and I can get on with my day.
Opening earlier on a Sunday
I would not have to waste time waiting to take waste at 2:30pm.
Ability to undertake yard maintenance on the weekend and be able to take to the transfer station on the same day/ next day
I work shift hours
It will give more flexibility and keep the house cleaner.
Being able to dispose of rubbish outside of working during the week.
The current hours don't suit a lot of people. By the time I get home from work of an afternoon, I don't have enough time to load my car and get to the dump before closing time. Weekends suit me better but it's inconvenient only being open in the afternoon
I don't want the hours to change, as it limits the days of the week I can go.
The longer periods on the weekend will allow us to do multiple runs when required. Waiting till 2.30pm for the dump to open is difficult especially when doing yard work and collecting green waste.
Would give me more options more often during the week
More time on the weekend

Being open in the morning on a weekend is crucial. I think it would actually be better to be open from 9am - 1pm on weekend day and 12pm - 5pm the other day to provide both morning and afternoon service.
Morning drop offs are much more convenient, being able to rid of waste after a task is completed rather than having to wait the majority of the day before dropping off waste.
I work during the week - cannot get to the transfer station so either have to take into Rockhampton Transfer station on Lakes Creek road, put in relatives rubbish bins who live in town or send take back with me to friends place in another town & use their bin

**7. Do you have any additional comments or suggestions regarding the proposed extended operating hours of The Caves Waste Transfer Facility?**

Do not charge more - we get nothing for our rates now.
Should leave how they are!
There needs to be at least one full day each weekend. When will LSC listen to the users?
Yes increase the number of hours in proposal 1 to match number of hours in proposal 3 (existing hours), That is proposal 1 increase total hours to 17.5 hours.
Happy to close some days for longer hours on a weekend
Needs to be open 9am to 5pm on Saturdays
Continue to accept cash
The proposed hours wouldn't achieve anything
It needs to be open every day as I cannot predict when I will need to go. Even if the site was open from 1pm would be better.
It still doesn't cater for the grazier who goes to town and would like to use this facility on the way to town.
Whilst the current hours are fine, having an early time at least one day would be good.
The current operators are amazing!
Please keep the green waste vouchers!
It does not look like you are giving us more hours, you are cutting the days we can go, it only once in a blue moon that you need to go to the dump multiple times in a day. I feel longer weekends are only appealing to people who are having a radical clean
We're retired and use the Facility through the week in order to free up the weekend for those who work.
Would prefer increased hours but not willing to pay additional fees
We only get 10 vouchers for 12 months which is ridiculous.
If the reduced hours come in - will there be a reduction in landfill charges? Useful would be having it open outside of business hours or at least to 5.30pm like it used to be so people who have a job can still go during the week. Also why not have it unmon
4 is less confusing re hours and make more sense in our climate
12 tickets per year = 1 ute load of rubbish per month - depending on if its a 4 or 5 week month = 4-5 wheelie bins - but get charged 2 tickets when ute has the equiv. of 4-5 bins - rely on transfer attendants opinion need - 52 tickets for 1 wheelie bin

**Stakeholder consultation findings**

Based on the results of the 37 participants who completed the survey, the majority of participants (18 participants or 48.65%) would prefer Proposal 1 (Monday AND Friday 2.30-5pm, Saturday 12-3pm, Sunday 10am – 3pm) followed closely by Proposal 3 (14 participants or 37.84%) which is no change to the existing hours.

## 11.2 MONTHLY PROGRESS REPORT - CAPITAL PROJECTS

**File No:** FM12.14.01

**Attachments:** 1. Capital Projects Progress Report to 30 September 2024 [\[Link\]](#)

**Responsible Officer:** Richard Mills - Principal Project Management Officer  
Andrea Ellis - Chief Financial Officer  
Michael Kriedemann - General Manager Infrastructure

**Author:** Richard Mills - Principal Project Management Officer  
Erin Heath - Project Accountant

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### SUMMARY

*Presentation of the capital works progress report for projects delivered by the Infrastructure Portfolio to the end of September 2024.*

### OFFICER'S RECOMMENDATION

THAT the Committee recommends Council receive and note the progress of the capital works program delivered by the Infrastructure Portfolio to 30 September 2024.

### BACKGROUND

Delivery of a capital works program within budget, time and quality metrics is essential to ensure that Council is financially sustainable, and that Council's assets are maintained and enhanced to meet the needs of communities within Livingstone Shire. Additionally, Council has a statutory obligation as a service provider to ensure it can provide water and wastewater services to customers. Council's reputation and the community livability would suffer if it were unable to maintain assets and service levels at necessary standards. The consequence of inadequate maintenance and upgrade of capital assets will be increased costs in the future.

Previously detailed capital expenditure reports were included in the monthly financial report and will now be reported to the appropriate standing committee. This new approach aims to align the responsibility of each committee for overseeing policy and performance with specific capital projects that are delivered by the respective areas. The monthly financial report will only provide a high level overview of budget performance.

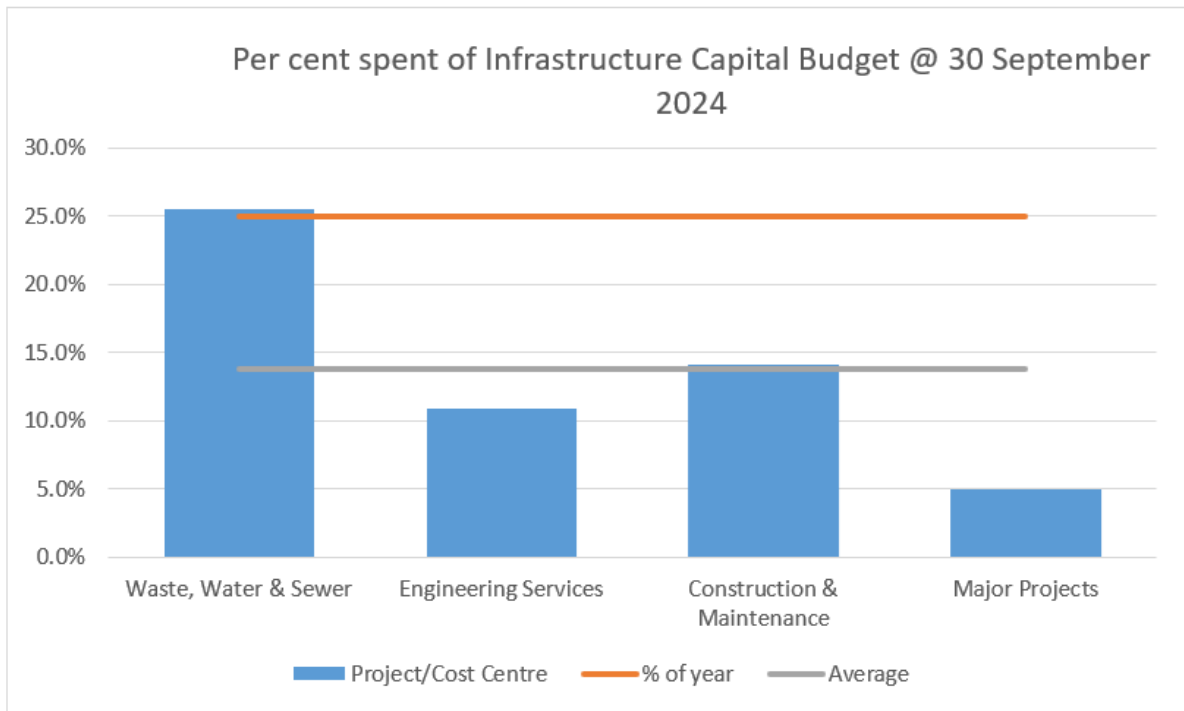
### COMMENTARY

The attached capital projects progress report to 30 September 2024, details the 103 programs and projects to be delivered by the Infrastructure Portfolio. The projects have been reported against the following three categories:

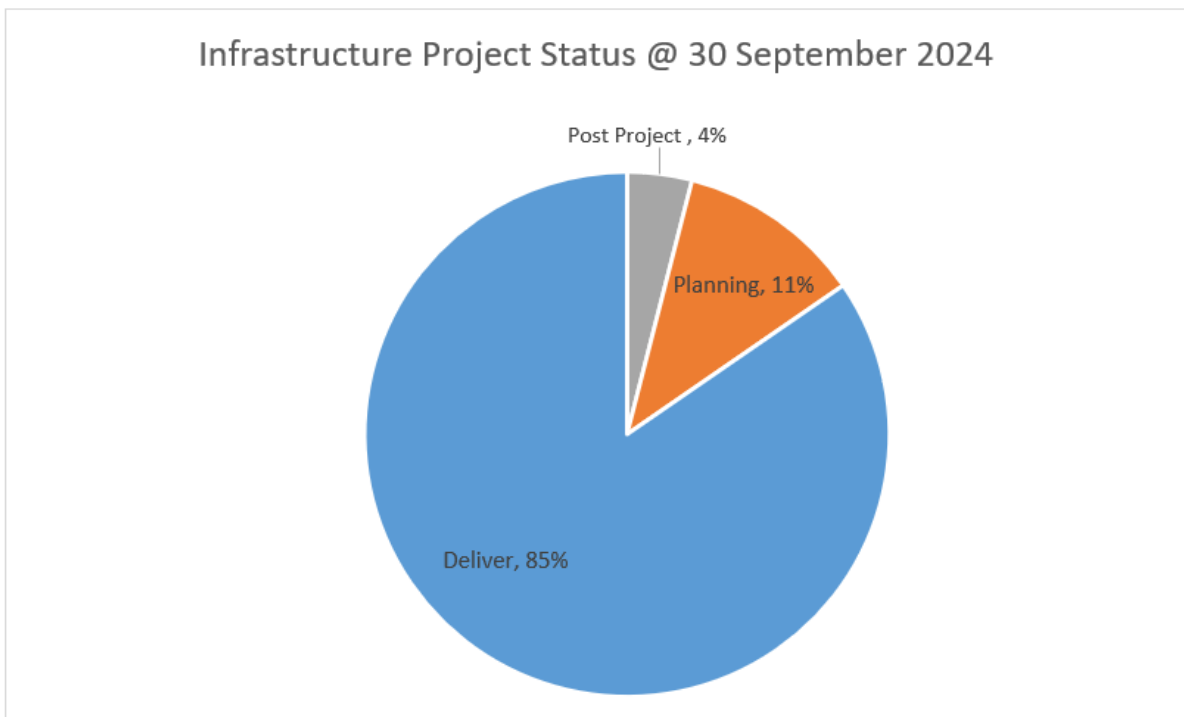
1. 16 Programs to be delivered in 2024/2025
  - \$6.199M with actual expenditure to 30 September of 14.34%
2. 42 Projects to be delivered in 2024/2025
  - \$15.968M with actual expenditure to 30 September of 12.12%
3. 34 Projects to be delivered over multiple financial years
  - \$18.294M with actual expenditure to 30 September of 5.22%

A further 14 projects are recorded as work-in-progress (WIP) and are generally reflective of late costs incurred for completed and capitalized projects.

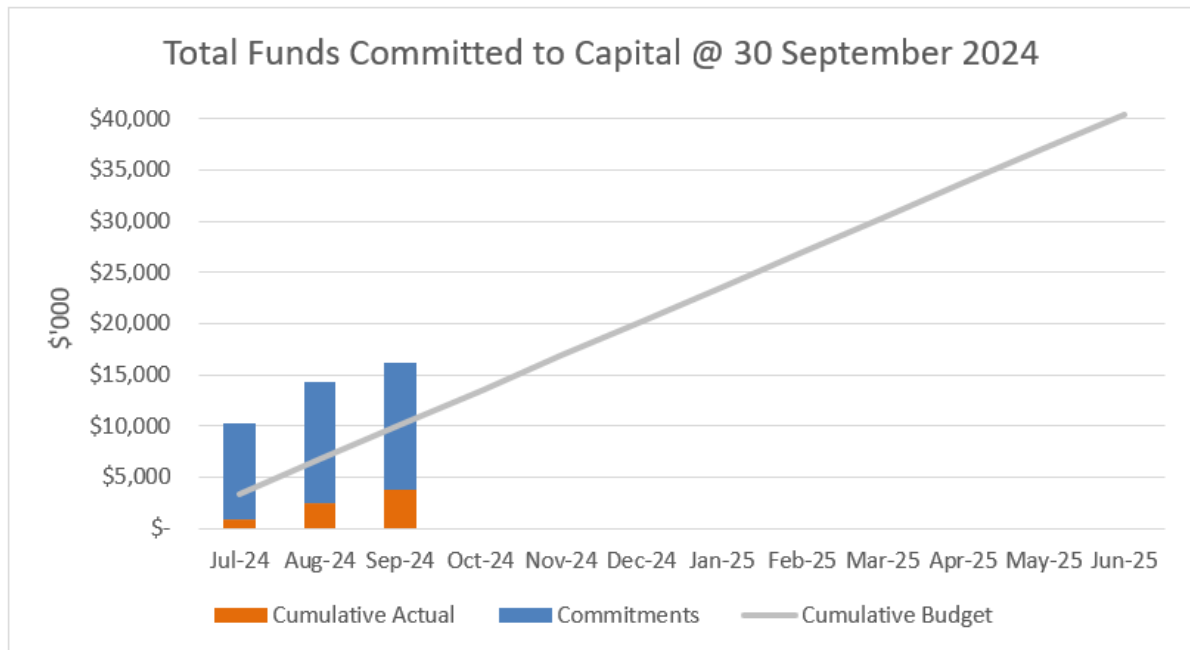
The total for projects under management by Infrastructure Officers is \$40.461M with actual expenditure of 9%.



Average Percentage expenditure of 13.8% across all functional teams



A large majority of projects are in Deliver phase as shown in the above pie graph.



\$12.5M commitments and \$3.8M actual expenditure YTD.

## PREVIOUS DECISIONS

Council adopted the capital budget at the Special Council Meeting held 23 July 2024.

## ACCESS AND INCLUSION

This report is made publicly available on Council's website under the Standing Committee Agenda.

## ENGAGEMENT AND CONSULTATION

This report and the attached project progress report has been drafted with input from Project Managers, Coordinators, Managers and Finance Business Partners.

## HUMAN RIGHTS IMPLICATIONS

Section 4(b) of the Human Rights Act 2019 requires public entities such as Council 'to act and make decisions in a way compatible with human rights'.

There are no foreseen human rights implications associated with the adoption of this monthly report.

## BUDGET IMPLICATIONS

The delivery of the capital program is a fundamental component of Council's annual budget. Monitoring of project delivery will ensure financial arrangements (i.e. draw-down from reserves, external grants or loans) is predicted in advance and actioned as required.

## LEGISLATIVE CONTEXT

Whilst not prescribed, monthly reporting on the capital program will supplement the legislative requirement to present a financial report to Council on a monthly basis.

## LEGAL IMPLICATIONS

There are no anticipated legal implications because of this report. Any legal matters are managed on an individual project basis.

## STAFFING IMPLICATIONS

Managers have reviewed their resourcing needs required to deliver the projects they are responsible for.

The Infrastructure Projects Team are currently recruiting for two Project Managers to join the team. Additionally, an external Project Manager has been appointed to manage the community infrastructure projects (boardwalk, arrivals plaza and way-finding signage) on Great Keppel Island.

As priorities change, management will review and change resourcing needs to ensure project delivery.

## **RISK ASSESSMENT**

Regular robust reporting of Council's capital works program assists in creating a framework of financial responsibility within the Council and provides sound long-term financial management of Council's operations.

In recent times, the main constraints on the delivery of the capital program has been the availability of project managers, supply chain delays for materials and scarcity of external contractors.

## **CORPORATE PLAN REFERENCE**

### ***Leading Livingstone***

*Community Plan Goal 4.1 - Innovative and accountable leadership to achieve a shared future*

*4.1.2 Council produces and delivers against sustainable financial forecasts as a result of best practice Capital and Asset Management Plans which guide project planning and service delivery across the Shire.*

## **CONCLUSION**

Officers continuously review the progress of capital projects to ensure scope, cost and time metrics are understood for each of the projects in the capital program. At the beginning of the new financial year many of the projects are in the planning and pre-delivery phase. Over the coming months, more projects will be in the execution phase and this will be reflected in the actual spend and percent complete.



## **11.2 - MONTHLY PROGRESS REPORT - CAPITAL PROJECTS**

### **Capital Projects Progress Report to 30 September 2024**

**Meeting Date: 5 November 2024**

**Attachment No: 1**

	ACTUAL EXP YTD	BUDGET EXP FY	ACT vs BUD EXP Variance	ACTUAL REV YTD	BUDGET REV FY	ACT vs BUD REV Variance	ACTUAL EXP Life To Date	BUDGET Project Life
Infrastructure Portfolio								
Construction & Maintenance	\$ 1,786,827	\$ 14,955,942	-\$ 13,169,115	\$ 455,147	\$ 3,214,421	-\$ 2,759,274	\$ 7,164,773	\$ 26,740,013
Programs	\$ 671,091	\$ 5,415,000	-\$ 4,743,909	\$ 226,619	\$ 885,238	-\$ 658,619	\$ 719,411	\$ 1,200,000
(N)-UC-NC -Guardrail Program 2324 --\$60K	\$ 10,799	\$ 60,000	-\$ 49,201	\$ -	\$ -	\$ -	\$ 10,799	\$ -
(R)-RC-PR-Etna Creek Road	\$ 306,000	\$ 800,000	-\$ 494,000	\$ 226,619	\$ 553,238	-\$ 326,619	\$ 559,992	\$ 1,200,000
(R)-UC-IN-Inlet Renewal Program 2425 25-	\$ 556	\$ 50,000	-\$ 49,444	\$ -	\$ -	\$ -	\$ 556	\$ -
(R)-UC-SW-Renewal Program-\$305K	\$ -	\$ 150,000	-\$ 150,000	\$ -	\$ -	\$ -	\$ 148,064	\$ -
(U) UC-SW-8-10 Industrial Ave drainage upgrade	\$ 0	\$ 50,000	-\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
(U)-UC-SL-Street Lighting Program (24-25	-\$ 0	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -
CP422 Capital Control Rural Gravel Resheets	\$ 338,373	\$ 2,250,000	-\$ 1,911,627	\$ -	\$ 332,000	-\$ 332,000	\$ -	\$ -
CP423 Capital Control Beach Access Renewal Program	\$ 2,141	\$ 100,000	-\$ 97,859	\$ -	\$ -	\$ -	\$ -	\$ -
CP423 Capital Control Floodway Renewal Program	\$ 3,808	\$ 250,000	-\$ 246,192	\$ -	\$ -	\$ -	\$ -	\$ -
CP428 Capital Control Urban Reseal Program	\$ 9,414	\$ 1,630,000	-\$ 1,620,586	\$ -	\$ -	\$ -	\$ -	\$ -
Projects Ongoing	\$ 168,809	\$ 5,063,409	-\$ 4,894,600	\$ 30,818	\$ 533,775	-\$ 502,957	\$ 2,515,952	\$ 17,937,323
(N)-UC-RF - Bicycle racks \$56.5K	-\$ 0	\$ 38,360	-\$ 38,360	\$ -	\$ 19,180	-\$ 19,180	\$ -	\$ -
(R) WC-WMR Rosslyn Bay Trunk 17-114	\$ 15,490	\$ 209,900	-\$ 194,410	\$ -	\$ -	\$ -	\$ 43,844	\$ 1,233,323
(U) RC-Normanby St 22-020 est \$7.339m Up	\$ 69,315	\$ 2,110,000	-\$ 2,040,685	\$ 30,818	\$ 514,595	-\$ 483,777	\$ 346,759	\$ 8,904,000
Artillery Road ROSI works	\$ 84,004	\$ 2,705,149	-\$ 2,621,145	\$ -	\$ -	\$ -	\$ 2,125,350	\$ 7,800,000
Projects complete 2425	\$ 946,927	\$ 4,477,533	-\$ 3,530,606	\$ 197,710	\$ 1,795,408	-\$ 1,597,698	\$ 3,929,410	\$ 7,602,690
(N) UC-SW-Whitman St Stormwater Sump	\$ -	\$ 40,000	-\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
(N)-BS- Clayton Rd and Keppel Dve bus stop	\$ 7,978	\$ 285,000	-\$ 277,022	\$ -	\$ 285,000	-\$ 285,000	\$ 17,959	\$ 285,000
(N)-RC-NC-Farnborough Rd 19-013 Blackspo	\$ 1,127	\$ 242,250	-\$ 241,123	\$ -	\$ 241,923	-\$ 241,923	\$ 7,978	\$ 242,250
(N)-UC PW Farnborough State footpath 22-	\$ -	\$ 74,000	-\$ 74,000	\$ -	\$ 72,158	-\$ 72,158	\$ 4,322	\$ 74,000
(N)-UC PW Yeppoon State PS footpath 23-1	\$ 2,842	\$ 205,000	-\$ 202,158	\$ -	\$ 204,725	-\$ 204,725	\$ 26,007	\$ 205,000
(N)-UC-NC Arthur St carpark and stormwat	\$ 322,863	\$ 236,000	\$ 86,863	\$ -	\$ -	\$ -	\$ 1,490,964	\$ 1,287,000
(N)-UC-NC Found St Cul de sac 22-049 \$85	\$ 191	\$ 85,000	-\$ 84,809	\$ -	\$ -	\$ -	\$ 827	\$ -
(N)-UC-NC Percy Ford 23-122 Blackspot 2324	\$ 644	\$ -	\$ 644	\$ -	\$ -	\$ -	\$ 83,504	\$ -
(N)-UC-NC Scenic Hwy 22-166 Blackspot 23	\$ 13,077	\$ 516,440	-\$ 503,363	\$ 31,110	\$ 516,440	-\$ 485,330	\$ 31,229	\$ 516,440
(N)-UC-NC-Jabiru Drive Extension T-130	\$ 572,559	\$ 400,000	\$ 172,559	\$ 166,600	\$ -	\$ 166,600	\$ 2,070,951	\$ 2,108,000
(N)-UC-NC-VinEJones Drv Car Parking 17-0	\$ 4,462	\$ 330,000	-\$ 325,538	\$ -	\$ -	\$ -	\$ 4,462	\$ 330,000
(N)-UC-PW Clayton Rd-Lyndall Dr Lammermore	\$ 0	\$ 425,000	-\$ 425,000	\$ -	\$ -	\$ -	\$ -	\$ 425,000
(N)-UC-SL Reef Guardian Solar Retrofit	\$ -	\$ 53,843	-\$ 53,843	\$ -	\$ -	\$ -	\$ 66,476	\$ -
(N)-UC-SW-Statue Bay table Drain 21-155	-\$ 0	\$ 50,000	-\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
(N)-UC-Yeppoon State HS carpark	\$ 10,710	\$ 680,000	-\$ 669,290	\$ -	\$ 475,162	-\$ 475,162	\$ 29,394	\$ 680,000
(R)- PR Pavement rehab Daniel Park to Sc	\$ 2,671	\$ 775,000	-\$ 772,329	\$ -	\$ -	\$ -	\$ 33,793	\$ 1,450,000
(R)-UC-SL-Scenic Hwy-Cedar Av LED upgrade	\$ 3,004	\$ -	\$ 3,004	\$ -	\$ -	\$ -	\$ 28,113	\$ -
(R)-UC-SL-Scenic Hwy-Taranganba Rd LED upgrade	\$ 4,799	\$ -	\$ 4,799	\$ -	\$ -	\$ -	\$ 25,683	\$ -
[R] Cordingley St Works Depot reseal acc	\$ -	\$ 80,000	-\$ 80,000	\$ -	\$ -	\$ -	\$ 7,749	\$ -
Engineering Services	\$ 166,897	\$ 1,587,000	-\$ 1,420,103	\$ 244,054	\$ 333,000	-\$ 88,946	\$ 601,088	\$ 2,468,000
Projects Ongoing	\$ 59,788	\$ 589,000	-\$ 529,212	\$ 8,604	\$ -	\$ 8,604	\$ 360,652	\$ 1,581,000
(N)-Design-Jeffries St Culdesac 24-065	\$ 1,272	\$ -	\$ 1,272	\$ -	\$ -	\$ -	\$ 1,272	\$ -
(N)-DESIGN-NC-Bottlebrush Drive Ext 21-1	\$ 7	\$ 100,000	-\$ 99,993	\$ -	\$ -	\$ -	\$ 760	\$ 100,000
(N)-DESIGN-NC-Phillips Clements Fountain	\$ 606	\$ 100,000	-\$ 99,394	\$ -	\$ -	\$ -	\$ 606	\$ 100,000
(N)-DESIGN-RES-Lammermoor Water Booster	\$ -	\$ 30,000	-\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
(N)-Design-UC PW Adelaide Pk and Braithw	\$ 1,948	\$ -	\$ 1,948	\$ -	\$ -	\$ -	\$ -	\$ -
(N)-Design-UC PW Kinka Bch shared path	\$ 10,679	\$ -	\$ 10,679	\$ -	\$ -	\$ -	\$ 78,895	\$ -
(N)-Design-UC PW Matthew F Drv shared Path	\$ 5,476	\$ -	\$ 5,476	\$ 1,500	\$ -	\$ 1,500	\$ 16,129	\$ -
(N)-RC-PW-Byfield Footpath	\$ -	\$ 10,000	-\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 330,000
(N)-RC-PW-Cawarral School Footpath 23-12	\$ -	\$ 14,000	-\$ 14,000	\$ -	\$ -	\$ -	\$ -	\$ 14,000
(N)-UC-PW-Yeppoon Precinct East 22-050	\$ 18,754	\$ -	\$ 18,754	\$ 1,875	\$ -	\$ 1,875	\$ 91,694	\$ -
(R) Barmaryee Road upgrade to sealed ro	\$ -	\$ 50,000	-\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
(R) Hinz Ave Upgrade to Seal – 24-053 -	\$ 246	\$ 100,000	-\$ 99,754	\$ -	\$ -	\$ -	\$ 246	\$ 100,000
(R) (FW) Racecourse Rd floodway upgrade	\$ -	\$ 20,000	-\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
(R)-Design-RC-Dawson Rd upgrade to seale	\$ 150	\$ -	\$ 150	\$ -	\$ -	\$ -	\$ 1,682	\$ -
(R)-Design-RC-Mt Chalmers Road upgrade t	\$ 10,195	\$ -	\$ 10,195	\$ 5,229	\$ -	\$ 5,229	\$ 27,861	\$ -
(R)-DESIGN-SP-SEW-53 Hill St Bell Park P	\$ 977	\$ -	\$ 977	\$ -	\$ -	\$ -	\$ 25,618	\$ 672,000
(R)-DESIGN-SP-SEW-Farnborough Stage 1 SE	\$ 4,599	\$ 15,000	-\$ 10,401	\$ -	\$ -	\$ -	\$ 53,255	\$ 15,000
(R)-DESIGN-SP-SEW-Farnborough Stage 2 SE	\$ -	\$ 60,000	-\$ 60,000	\$ -	\$ -	\$ -	\$ 4,129	\$ 60,000
(R)-DESIGN-SP-SEW-Farnborough Stage 3 SE	\$ -	\$ 60,000	-\$ 60,000	\$ -	\$ -	\$ -	\$ 8,565	\$ 60,000
(R)-DESIGN-UC-SW-Drain St design	\$ 4,263	\$ -	\$ 4,263	\$ -	\$ -	\$ -	\$ 43,520	\$ -
(U)-DESIGN-SW-Wood St Emu Park 22-102	\$ -	\$ 20,000	-\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
(U)-RC-Caves School Carpark 23-129 STIP	\$ -	\$ 10,000	-\$ 10,000	\$ -	\$ -	\$ -	\$ 42	\$ 10,000
(U)-SP-SEW-133 Sewer Pump Station Arthur	\$ 617	\$ -	\$ 617	\$ -	\$ -	\$ -	\$ 6,378	\$ -
Projects complete 2425	\$ 107,108	\$ 998,000	-\$ 890,892	\$ 235,450	\$ 333,000	-\$ 97,550	\$ 240,435	\$ 887,000
(N)-DESIGN-PW-Minor Access Works Program	\$ -	\$ 50,000	-\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
(N)-DESIGN-PW-Rail Trail to Pines Design	\$ -	\$ 322,000	-\$ 322,000	\$ -	\$ 161,000	-\$ 161,000	\$ -	\$ 322,000
(N)-DESIGN-Taranganba State PS Bus Shelt	\$ 42,367	\$ 163,000	-\$ 120,633	\$ 235,450	\$ 163,000	\$ 72,450	\$ 150,107	\$ 277,000
(N)-SW-George St Zilzie	\$ -	\$ 50,000	-\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
(R ) P&E-RTK Survey equipment 23-084 est	\$ 40,305	\$ 30,000	\$ 10,305	\$ -	\$ -	\$ -	\$ 40,305	\$ 30,000
(R)-DESIGN-HZ-Inverness Reticulation 24-	\$ -	\$ 195,000	-\$ 195,000	\$ -	\$ -	\$ -	\$ -	\$ 195,000
(R)-WN-WAT-33 Pacific Heights HZ Booster	\$ 5,238	\$ 150,000	-\$ 144,762	\$ -	\$ -	\$ -	\$ 29,163	\$ 25,000
(U)-DESIGN-Homemaker Stage 2 est\$20k	-\$ 0	\$ 20,000	-\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
(U)-DESIGN-PW-Mulambin Shared Path 22-09	\$ 19,199	\$ 18,000	\$ 1,199	\$ -	\$ 9,000	-\$ 9,000	\$ 20,861	\$ 18,000
Major Projects	\$ 1,152,464	\$ 21,279,098	-\$ 20,126,634	\$ 3,908,645	\$ 10,720,836	-\$ 6,812,191	\$ 10,719,000	\$ 60,344,060
Projects Ongoing	\$ 571,093	\$ 11,421,366	-\$ 10,850,273	\$ 3,473,000	\$ 8,890,000	-\$ 5,417,000	\$ 2,473,407	\$ 47,588,880
(N)-GKI Gateway Arrival Precinct Plannin	\$ 7,928	\$ 400,000	-\$ 392,072	\$ 2,000,000	\$ 400,000	\$ 1,600,000	\$ 8,333	\$ 4,000,000
(N)-SP-GKI WWTP - Design and Project Mgm	\$ 239,785	\$ 1,190,000	-\$ 950,215	\$ 303,000	\$ 1,190,000	-\$ 887,000	\$ 466,886	\$ 1,390,000
(N)-SP-GKI WWTP - Public Amenities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,240,000
(N)-SP-GKI WWTP- Plant and network const	\$ 4,816	\$ 3,000,000	-\$ 2,995,184	\$ -	\$ 3,000,000	-\$ 3,000,000	\$ 4,816	\$ 11,370,000
(N)-W&R-Yeppoon Landfill Cell extension	\$ 65,186	\$ 921,064	-\$ 855,878	\$ -	\$ 500,000	-\$ 500,000	\$ 757,635	\$ 8,000,000
(U)-FC-Yeppoon Aquatic Centre Upgrade es	\$ 186,837	\$ 3,800,000	-\$ 3,613,163	\$ 1,170,000	\$ 3,800,000	-\$ 2,630,000	\$ 639,857	\$ 13,000,000
(N) SEW-Taroombal South Sewerage PFTI Passive	\$ 66,541	\$ 2,110,302	-\$ 2,043,761	\$ -	\$ -	\$ -	\$ 595,879	\$ 7,588,880
Projects complete 2425	\$ 581,371	\$ 9,857,732	-\$ 9,276,361	\$ 435,645	\$ 1,830,836	-\$ 1,395,191	\$ 8,245,592	\$ 12,755,180
(N)-E&P-Gateway Stage 4 est.\$2.2M	\$ -	\$ 2,200,000	-\$ 2,200,000	\$ -	\$ -	\$ -	\$ -	\$ -
(N)-MP-Station Quarter Community Recover	\$ 30,054	\$ -	\$ 30,054	\$ -	\$ -	\$ -	\$ 2,544,214	\$ 2,522,000

(N)-W&R-Emu Park Transfer Station Upgrad	\$	2,535	\$	490,000	-\$	487,465	\$	-	\$	-	\$	-	\$	-	\$	-
(N)-WC-Kellys Dam Seepage Measurment Works	\$	328	\$	-	\$	328	\$	-	\$	-	\$	-	\$	-	\$	-
(R) RC-BDG-Doonside Rd Canal Ck Ch6325 T	\$	1,433	\$	624,517	-\$	623,084	\$	-	\$	248,658	-\$	248,658	\$	527,196	\$	1,105,000
(R) SEW-Chrisney Connection (23-114)- 23	\$	-	\$	26,500	-\$	26,500	\$	-	\$	-	\$	-	\$	-	\$	-
(R) SN-2425 Sewer Relining Program Passi	\$	873	\$	500,000	-\$	499,127	\$	-	\$	-	\$	-	\$	873	\$	-
(R)-Design-UC BDG Adelaide Pk bridge replacement	\$	6,924	\$	347,000	-\$	340,076	\$	-	\$	-	\$	-	\$	-	\$	-
(R)-RC-BDG-Werribee Rd Replace Timber Br	\$	8,807	\$	499,715	-\$	490,908	\$	-	\$	162,628	-\$	162,628	\$	482,217	\$	909,000
(R)-WP-Meikleville Reservoir Roof Replac	\$	73,627	\$	-	\$	73,627	\$	-	\$	-	\$	-	\$	868,635	\$	873,243
(R)-WP-WWTP clarifier scraper replacement	\$	6,655	\$	-	\$	6,655	\$	-	\$	-	\$	-	\$	433,736	\$	-
(U)-DESIGN-EPSLC Revetment wall 24-036 \$	-\$	0	\$	140,000	-\$	140,000	\$	-	\$	-	\$	-	\$	-	\$	-
(U)-MC-Wadallah Creek Crossing 24-030	\$	-	\$	400,000	-\$	400,000	\$	-	\$	400,000	-\$	400,000	\$	-	\$	-
(U)-SP-Emu Pk STP Process Upgrade 19-128	\$	450,135	\$	4,600,000	-\$	4,149,865	\$	435,645	\$	1,019,550	-\$	583,905	\$	3,388,722	\$	7,345,937
(U)-WN-Cathne St to Cathne Lane Road crossing	-\$	0	\$	30,000	-\$	30,000	\$	-	\$	-	\$	-	\$	-	\$	-
Waste Water and Sewer	\$	672,047	\$	2,639,350	-\$	1,967,303	\$	32	\$	-	\$	32	\$	3,582,849	\$	4,376,000
Programs	\$	217,997	\$	784,164	-\$	566,167	\$	32	\$	-	\$	32	\$	624,340	\$	-
(R) SEW-Passive Sewer Renewals \$200K	\$	68,959	\$	200,000	-\$	131,041	\$	32	\$	-	\$	32	\$	92,841	\$	-
(R) WN-Water Property Service Annual Program	\$	47,040	\$	86,174	-\$	39,134	\$	-	\$	-	\$	-	\$	172,220	\$	-
(R)-SN-Sewer Jump up priority annual pro	\$	5,129	\$	65,000	-\$	59,871	\$	-	\$	-	\$	-	\$	20,917	\$	-
(R)-SP-Active Sewer Renewals \$200K	\$	68,887	\$	200,000	-\$	131,113	\$	-	\$	-	\$	-	\$	300,414	\$	-
(R)-WN-WMR- Water Meter Replacement Annual	\$	16,504	\$	60,641	-\$	44,137	\$	-	\$	-	\$	-	\$	16,504	\$	-
(R)-WN-WV&H Valves & Hydrants Annual Program	\$	11,478	\$	172,349	-\$	160,871	\$	-	\$	-	\$	-	\$	21,442	\$	-
Projects Ongoing	\$	154,889	\$	1,220,186	-\$	1,065,297	\$	-	\$	-	\$	-	\$	331,454	\$	1,606,000
(R)-WP-Brae St Flinders Nth and Elma St	\$	126,308	\$	319,963	-\$	193,655	\$	-	\$	-	\$	-	\$	181,870	\$	360,000
(R)-WP-Normanby St (Hill-Ben) AC Mains r	\$	-	\$	150,410	-\$	150,410	\$	-	\$	-	\$	-	\$	1,313	\$	-
(R)-WP-WMR-Farnborough Rd 200mm Water Main	\$	-	\$	649,813	-\$	649,813	\$	-	\$	-	\$	-	\$	50,287	\$	700,000
(U)-SP-SEW-60 450 SRM new SPS to Shaw Av	\$	28,580	\$	100,000	-\$	71,420	\$	-	\$	-	\$	-	\$	97,983	\$	546,000
Projects complete 2425	\$	299,161	\$	635,000	-\$	335,839	\$	-	\$	-	\$	-	\$	2,627,056	\$	2,770,000
(R) SEW-EP 375mm Sewer Gravity Main ID41	\$	141,489	\$	-	\$	141,489	\$	-	\$	-	\$	-	\$	-	\$	-
(R)-SN-Clayton Road SPS switchboard upgr	\$	191	\$	70,000	-\$	69,809	\$	-	\$	-	\$	-	\$	191	\$	70,000
(R)-WC-WMR-Water Main Replace Annual Program	\$	378	\$	-	\$	378	\$	-	\$	-	\$	-	\$	22,535	\$	-
(R)-WP-2122-Caves WPS upgrade Active Water	\$	17,490	\$	40,000	-\$	22,510	\$	-	\$	-	\$	-	\$	52,816	\$	-
(R)-WP-Active Water renewals	\$	40,716	\$	-	\$	40,716	\$	-	\$	-	\$	-	\$	-	\$	-
(U) SC-SEW-55 SRM-Hartley Street sewer r	\$	3,946	\$	270,000	-\$	266,054	\$	-	\$	-	\$	-	\$	3,946	\$	-
(U)-SEW-71-SGM-Scenic Hwy 375 dia gravit	\$	94,951	\$	255,000	-\$	160,049	\$	-	\$	-	\$	-	\$	2,547,568	\$	2,700,000
Grand Total	\$	3,778,235	\$	40,461,390	-\$	36,683,155	\$	4,607,877	\$	14,268,257	-\$	9,660,380	\$	22,067,710	\$	93,928,073

Project Category	ACTUAL EXP	BUDGET EXP	ACT vs BUD	ACTUAL REV	BUDGET REV	ACT vs BUD	YTD % BUD
	YTD	FY	EXP Variance		FY	REV Variance	
Programs	889,088	6,199,164	- 5,310,076	226,651	885,238	- 658,587	14.34%
Projects complete 2425	1,934,567	15,968,265	- 14,033,698	868,805	3,959,244	- 3,090,439	12.12%
Projects Ongoing	954,579	18,293,961	- 17,339,382	3,512,422	9,423,775	- 5,911,353	5.22%

**12    AUDIT, RISK AND IMPROVEMENT COMMITTEE REPORTS**

Nil

**13    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.*

**14    CLOSURE OF MEETING**