



# **STANDING COMMITTEE - INFRASTRUCTURE AGENDA**

## **3 SEPTEMBER 2024**

*Your attendance is required at the Infrastructure Committee meeting of Council to be held in the Council Chambers, 4 Lagoon Place, Yeppoon on 3 September 2024 commencing at 8:30 AM for transaction of the enclosed business.*

Alastair Dawson  
**INTERIM CHIEF EXECUTIVE OFFICER**  
29 August 2024

Next Meeting Date: 01.10.2024

### **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

## **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
- 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

That Pursuant to s2.6.4 of Livingstone Shire Council's Meeting Procedures, Councillor Rhodes Watson be appointed as Chairperson for this meeting of the Infrastructure Committee.

### **Welcome to Country**

*"I would like to take this opportunity to respectfully acknowledge the Darumbal People. The traditional custodians and elders past, present and emerging of the land on which this meeting is taking place today."*

## 2 ATTENDANCE

### Members Present:

Councillor Rhodes Watson (Co-Chairperson)  
Councillor Glenda Mather (Co-Chairperson)  
Mayor, Councillor Adam Belot  
Councillor Wade Rothery  
Councillor Lance Warcon  
Councillor Andrea Friend

### Officers in Attendance:

Michael Kriedemann – General Manager Infrastructure  
Alastair Dawson – Interim Chief Executive Officer  
Somia Tomkinson – Acting General Manager Communities  
Andrea Ellis – Chief Financial Officer  
Matthew Willcocks - Chief Technology Officer  
Kristy Mansfield - Chief Human Resources Officer  
Coordinator Executive Support – Amanda Ivers

**3 LEAVE OF ABSENCE / APOLOGIES**

Councillor Pat Eastwood

**4 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**

Minutes of the Infrastructure Standing Committee Meeting held 6 August 2024

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

NIL

**6 DEPUTATIONS**

Nil

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

Nil

**8 PRESENTATION OF PETITIONS**

Nil

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

### 9.1 QUESTIONS ON NOTICE - CR MATHER - SEWER CONNECTIONS MARINE PARADE

File No:	qA24221
Attachments:	1. QoN - Sewer Connections Marine Parade <a href="#">🔗</a>
Responsible Officer:	Alastair Dawson - Acting Chief Executive Officer
Previous Items:	11.10 - Response to Questions on Notice - Cr Mather - Sewer Services at 52 Marine Parade, Emu Park - Standing Committee - Infrastructure - 04 Jun 2024 8:30 AM 9.1 - Notice of Motion - Cr Mather - Sewer Connection at 52 Marine Parade - Ordinary Council - 18 Jun 2024 9:00 AM

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#### SUMMARY

*Councillor Glenda Mather has submitted 'Questions on Notice' in relation to sewer connections at Marine Parade.*

#### COUNCILLOR RECOMMENDATION

THAT the Questions on Notice be received.

#### COUNCILLOR BACKGROUND

Questions on Notice attached.

#### OFFICERS RESPONSES

A briefing report was presented on this matter at the May 2024 Briefing Session, responses to Question on Notice responded to in the June 2024 Infrastructure Committee Meeting and via a Notice of Motion tabled in the June 2024 Ordinary Meeting.

**Question 1** - *Would the General Manager (GM) confirm that to connect 52 Marine Parade to the sewage network in his (GM) preferred manner, both a new rising main and a pumping system consisting of a tank, pump and backflow prevention are required, OR do they just construct a new rising main and run a pipe directly to it?*

**Response:** It is proposed that a holding tank, pump and small pressure main from the property to a sewer access chamber (about 110 metres) would be required. The tank would hold sewerage until a sufficient amount was stored and then pumped through the small pressure main, thus reducing the times when the pump is in service.

In the Council Briefing Session held on 7 May 2024, the report stated the following: "The resident modify their on-site system to be a pump well and construct a small sewer rising main along the road reserve of Marine Parade (110m) to an existing sewer access chamber at #64 Marine Parade. This option would be at the owners cost and the small rising main would become an asset of Council. The small rising main may cost up to \$30,000. Additionally, the owner would have to pay an additional \$5,300 in Sewer Trunk Infrastructure Charges to Council (Adopted Infrastructure Charges Resolution 2023) see section 3 & 4".

**Question 2** - *Would the (GM) confirm his estimated cost of up to \$30,000 to construct a new rising main past other houses DOES NOT include the installation of the tank, pumps and backflow prevention devices necessary to complete the connection?*

**Response:** This is confirmed. The stated estimate of \$30,000 was for the small pressure main only (refer above).

**Question 3** - *Councillors sought details on costs. Why did the GM not inform Councillors that the cost of his preferred option is in fact approximately double the cost of the option the residents have asked Council to consider?*

**Response:** The General Manager has provided consistent and accurate information to Council, both verbally and through official reports at the following meetings of Council:

- Briefing Session held on 7 May 2024;
- Response to Questions on Notice at the Infrastructure Committee held on 4 June 2024;
- Response to Notice of Motion at the Ordinary Meeting of Council held on 18 June 2024.

**Question 4** - *Is it correct that the true cost to construct and connect to a rising sewer main up Marine Parade from the troubled septic problem could be more in the order of \$60,000, and not the estimate figure which was provided to councillors?*

**Response:** The General Manager is not able to confirm the total cost as the “property side” works required (tank & pump) is at the owners cost and subject to a quote from a licenced plumber.

**Question 5** - *Would the GM clarify his comment from the meeting in reference to the level of the proposed system, and the first level of the resident’s house “they are basically level.”*

**Response:** During a site visit to the property with Councillor Mather, the Principal Water Engineer and the owners it was observed (flooring and walls being renovated due to sewerage overflow), and confirmed by the owner, that when the existing system overflows the sewerage enters the lower level of the home. The GM therefore concludes that the existing system and the lower level are basically level.

**9.1 - QUESTIONS ON NOTICE - CR  
MATHER - SEWER CONNECTIONS  
MARINE PARADE**

**QoN - Sewer Connections Marine  
Parade**

**Meeting Date: 3 September 2024**

**Attachment No: 1**

PO Box 5186  
Red Hill PO  
Rockhampton Q 4701  
12 August 2024

Chief Executive Officer  
Livingstone Shire Council

Questions on Notice  
Sewer Connections Marine Parade

Dear Sir,

Would you please present these Questions on Notice at the first available Meeting of Council.

I raise these questions in an attempt to clarify explanations provided by General Manager Infrastructure at a recent Council Meeting, in relation to costings attributed to the connection to sewerage at 52 Marine Parade.

When discussing the private cost to the Applicant to connect to the rising sewer main at the front of his property, which included setting up a tank and pumps, the Applicant was privately quoted \$30,000.

Council's estimated cost to the Applicant to construct a NEW RISING MAIN over 100mtrs up the street from the troubled septic problem, was also \$30,000.

When a councillor specifically asked the General Manager, "if the cost to the landowner was the same for both options, what was the problem?" The question did not receive a response.

The clear intention of the General Manager was to encourage the Applicant to take up the option to construct a NEW RISING MAIN 100mtrs plus, up Marine Parade.

It would appear that the response by the General Manager at the meeting, led the table to believe Council's \$30,000 was the full price to construct and connect a new rising main, and fully paid for by the Applicant.

This new rising main would then become a new Council asset.

On further investigations I believe the apparent deficiencies in the General Manager's response may have misled the table, resulting in a motion which did not reflect the facts.

What I believe was omitted from the General Manager's information and responses, was the **additional cost** of setting up a tank and pumps to process the waste, which is also roughly \$30,000

**This would bring the Council's estimate to have the ratepayer construct a new rising main at \$30,000 PLUS another \$30,000 for the installation of a tank and pumps, total costs to the ratepayer \$60,000 – and not \$30,00 as previously indicated.**

The cost to the resident for their proposal to connect to the rising main out front, that is similar, but superior to that approved, and working at both Farnborough Rd and Kempsea Avenue, is approximately \$30,000.

This additional information was vital to the determination of the table to make an informed decision.

To correct or clarify the facts, I propose the following questions:

**Ques 1.**

Would the General Manager (GM) confirm that to connect 52 Marine Parade to the sewage network in his (GM) preferred manner, both a new rising main and a pumping system consisting of a tank, pump and backflow prevention are required, OR do they just construct a new rising main and run a pipe directly to it?

**Ques 2**

Would the (GM) confirm his estimated cost of up to \$30,000 to construct a new rising main past other houses DOES NOT include the installation of the tank, pumps and backflow prevention devices necessary to complete the connection?

**Ques 3**

Councillors sought details on costs. Why did the GM not inform Councillors that the cost of his preferred option is in fact approximately double the cost of the option the residents have asked Council to consider?

**Ques 4**

Is it correct that the true cost to construct and connect to a rising sewer main up Marine Parade from the troubled septic problem could be more in the order of \$60,000, and not the estimate figure which was provided to councillors?

**Ques 5**

Would the GM clarify his comment from the meeting in reference to the level of the proposed system, and the first level of the resident's house "they are basically level."

**In Conclusion:**

Given the urgency of the situation based on health and environmental grounds and the time wasted in deciphering apparent misleading information to find a solution, this matter deserves our utmost priority.

Many thanks

Glenda Mather Cllr

## **10 COMMITTEE REPORTS**

Nil



# 11 REPORTS

## 11.1 MONTHLY PROGRESS REPORT - CAPITAL PROJECTS

File No:	FM12.14.01
Attachments:	1. Capital Projects Progress Report to 31 July 2024 <a href="#">↓</a>
Responsible Officer:	Richard Mills - Coordinator Project Management Office Andrea Ellis - Chief Financial Officer Michael Kriedemann - General Manager Infrastructure
Author:	Richard Mills - Coordinator Project Management Office 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 July 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 31 July 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 is able to 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 31 July 2024, details the projects to be delivered by the Infrastructure Portfolio. The projects have been reported against the following three categories:

1. Programs to be delivered in 2024/2025
  - \$6.249M with actual expenditure to 31 July of 6.29%
2. Projects to be delivered in 2024/2025
  - \$15.918M with actual expenditure to 31 July of 2.11%
3. Projects to be delivered over multiple financial years
  - \$18.294M with actual expenditure to 31 July of 1.14%

The total for projects under management by Infrastructure Officers is \$40.461M with actual expenditure of 2%.

### 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 there are responsible for. 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.

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

## **Capital Projects Progress Report to 31 July 2024**

**Meeting Date: 3 September 2024**

**Attachment No: 1**

Capital Project Expenditure for the Period Ending  
31/07/2024

Project/Cost Centre Description	Project Status	24-25 Adopted Budget \$'000	CAPEX Spent YTD \$'000	CAPEX Grants YTD -\$'000	YTD % Budget (8.3% of year)	Budget (Under/Over) \$'000	Project Life To Date Costs \$'000
<b>Construction &amp; Maintenance</b>							
<b>Programs</b>							
(R)-RC-PR-Etna Creek Road	Deliver	800	224	0	28%	576	487
(R)-UC-SW-Renewal Program-\$305K	Deliver	150	0	0	0%	150	148
(U)-UC-SL-Street Lighting Program (24-25	Planning	75	0	0	0%	75	(0)
(N)-UC-NC-Guardrail Program 2324 --\$60K	Deliver	60	0	0	0%	60	-
(N)-SW-George St Zilzie	Deliver	50	0	0	0%	50	-
(U) UC-SW-8-10 Industrial Ave drainage upgrade 23-139	Deliver	50	0	0	0%	50	0
(R)-UC-IN-Inlet Renewal Program 2425 25-016	Deliver	50	0	0	0%	50	0
CP422 CAPITAL CONTROL RURAL GRAVEL RESHEETS	Deliver	2,250	17	0	1%	2,233	17
CP423 CAPITAL CONTROL BEACH ACCESS RENEWAL PROGRAM	Planning	100	0	0	0%	100	10
CP423 CAPITAL CONTROL FLOODWAY RENEWAL PROGRAM	Deliver	250	0	0	0%	250	0
CP428 CAPITAL CONTROL URBAN RESEAL PROGRAM	Deliver	1,630	5	0	0%	1,625	849
<b>Projects to complete 24/25</b>							
(R)-PR Pavement rehab Daniel Park to Scenic Highway	Deliver	775	0	0	0%	775	31
(N)-DESIGN-UC-Yeppoon State HS carpark	Deliver	680	0	0	0%	680	19
(N)-UC-NC-Scenic Hwy 22-166 Blackspot 23	Deliver	516	0	0	0%	516	18
(N)-UC-PW-Clayton Rd-Lyndall Dr Lammormoor Stg1 22-111	Deliver	425	0	0	0%	425	0
(N)-UC-NC-Iabiru Drive Extension T-130	Deliver	400	185	0	46%	215	1,684
(N)-UC-NC-VinElones Dr Car Parking 17-0	Deliver	330	4	0	1%	326	4
(N)-BS-Clayton Rd and Keppel Dve bus stops TMR/Tranzlink funding	Deliver	285	6	0	2%	279	16
(N)-RC-NC-Farnborough Rd 19-013 Blackspot 2324 \$255k	Deliver	242	1	0	0%	241	8
(N)-UC-NC-Arthur St carpark and stormwater	Deliver	236	31	0	13%	205	1,199
(N)-UC-PW-Yeppoon State PS footpath 23-121 STIP	Deliver	205	0	0	0%	205	23
(N)-UC-NC-Found St Cul de sac 22-049 S85	Deliver	85	0	0	0%	85	1
[R] Cordingley St Works Depot reseal access rds through depot	Deliver	80	0	0	0%	80	8
(N)-UC-PW-Farnborough State footpath 22-117 STIP	Deliver	74	0	0	0%	74	4
(N)-UC-SL-Reef Guardian Solar Retrofit purchase	Planning	54	0	0	0%	54	66
(N)-UC-SW-Statue Bay table Drain 21-155	Deliver	50	0	0	0%	50	(0)
(N) UC-SW-Whitman St Stormwater Sump	Deliver	40	0	0	0%	40	-
<b>Ongoing Projects</b>							
(U) RC-Normanby St 22-020 est \$7.339m Upgrade	Deliver	2,110	11	0	1%	2,099	288
(N)-RC-FW-Artillery Rd FW1 Ch1775-Ch2217	Deliver	233	64	0	27%	169	1,915
(R) WC-WMR Rosslyn Bay Trunk 17-114	Deliver	210	4	0	2%	206	60
(N)-UC-RF - Bicycle racks \$56.5K	Deliver	38	0	0	0%	38	(0)
<b>WIP</b>							
(N)-UC-NC-Percy Ford 23-122 Blackspot 2	Deliver	0	1	0	0%	(1)	84
(R)-UC-SL-Scenic Hwy-Cedar Av LED upgrade	Planning	0	3	0	0%	(3)	28
(R)-UC-SL-Scenic Hwy-Taranganba Rd LED upgrade	Planning	0	5	0	0%	(5)	26
<b>Subtotal</b>		<b>12,534</b>	<b>558</b>	<b>0</b>	<b>4%</b>	<b>11,975</b>	<b>6,992</b>
<b>Waste Water and Sewer</b>							
<b>Programs</b>							
(R) SEW-Passive Sewer Renewals \$200K	Deliver	200	105	0	52%	95	129
(R) SP-Active Sewer Renewals \$200K	Planning	200	21	0	10%	179	252
(R)-WN-WV&H Valves & Hydrants Annual Program	Deliver	172	7	0	4%	165	17
(R) WN-Water Property Service Annual Program	Deliver	86	8	0	10%	78	134
(R)-SN-Sewer Jump up priority annual program	Deliver	65	1	0	1%	64	17
(R)-WN-WMR- Water Meter Replacement Annual Program	Deliver	61	6	0	10%	54	6
<b>Projects to complete 24/25</b>							
(U) SC-SEW-55 SRM-Hartley Street sewer rising main diversion	Deliver	270	4	0	1%	266	4
(U)-SEW-71-SGM-Scenic Hwy 375 dia gravity main upgrade	Deliver	255	0	0	0%	255	2,453
(R)-SN-Clayton Road SPS switchboard upgrade	Deliver	70	0	0	0%	70	-
(R)-WP-2122-Caves WPS upgrade Active Water Asset Renewals	Deliver	40	17	0	44%	23	53
<b>Ongoing Projects</b>							
(R)-WP-WMR-Farnborough Rd 200mm Water Main Renewal	Deliver	650	0	0	0%	650	50
(R)-WP-Brae St Flinders Nth and Elma St	Deliver	320	5	0	2%	315	60
(R)-WP-Normanby St (Hill-Ben) AC Mains replacement	Deliver	150	0	0	0%	150	1
(U)-SP-SEW-60 450 SRM new SPS to Shaw Avenue	Deliver	100	1	0	1%	99	71
<b>WIP</b>							
(R)-WC-WMR-Water Main Replace Annual Program	Post Project	0	1	0	0%	(1)	23
<b>Subtotal</b>		<b>2,639</b>	<b>176</b>	<b>0</b>	<b>7%</b>	<b>2,463</b>	<b>3,269</b>
<b>Major Projects</b>							
<b>Projects to complete 24/25</b>							
(U)-SP-Emu Pk STP Process Upgrade 19-128	Deliver	4,800	5	0	0%	4,595	2,944
(N)-E&P-Gateway Stage 4 est. \$2.2M	Planning	2,200	0	0	0%	2,200	1
(R) RC-BDG-Doonside Rd Canal Ck Ch6325 Timber Bridge Replacement	Deliver	625	0	0	0%	624	526
(R)-RC-BDG-Werribee Rd Replace Timber Bridge	Deliver	500	1	0	0%	499	474
(R) SN-2425 Sewer Relining Program Passive Sewer	Planning	500	0	0	0%	500	(0)
(U)-W&R-Emu Park Transfer Station Upgrade	Deliver	490	0	0	0%	490	1
(U)-MC-Wadallah Creek Crossing 24-030	Deliver	400	0	0	0%	400	-
(R)-Design-UC BDG Adelaide Pk bridge replacement 23-085	Deliver	347	0	0	0%	347	5
(U)-DESIGN-EPSLC Revetment wall 24-036 \$140k	Planning	140	0	0	0%	140	(0)
(U)-WN-Cathine St to Cathine Lane Road crossing across passive	Planning	30	0	0	0%	30	(0)
(R) SEW-Christney Connection (23-114) - Passive Sewer Renewals	Planning	27	0	0	0%	27	8
<b>Ongoing Projects</b>							
(U)-FC-Yeppoon Aquatic Centre Upgrade est 13m Funded	Deliver	3,800	3	-500	0%	3,797	456
(N)-SP-GKI WWTP - Plant and network construction	Deliver	3,000	0	0	0%	3,000	0
(N) SEW-65-66-86-121-Tanby Rd South PFTI	Deliver	2,110	31	0	1%	2,079	560
(U)-RC-Artillery Greenlake Rd Int Upgrade	Deliver	1,472	0	0	0%	1,472	55
(N)-SP-GKI WWTP - Design and Project Mgm	Deliver	1,190	48	0	4%	1,142	275
(U)-RC-Greenlake Rd Align Site A Ch2100-Ch2300	Deliver	1,000	1	0	0%	999	40
(N)-W&R-Yeppoon Landfill Cell extension	Deliver	921	29	0	3%	892	721
(N)-GKI Gateway Arrival Precinct Planning & Delivery	Deliver	400	1	0	0%	399	1
(N)-SP-GKI WWTP - Public Amenities	Deliver	0	0	0	0%	0	(0)
<b>WIP</b>							
(N)-MP-Station Quarter Community Recover	Post Project	0	1	0	0%	(1)	2,515
(U)-RC-Greenlake Rd Align Site B Ch3280-Ch4220 ROSI	Deliver	0	1	0	0%	(1)	97
(R)-WP-Meikleville Reservoir Roof Replacement	Deliver	0	23	0	0%	(23)	818
<b>Subtotal</b>		<b>23,751</b>	<b>143</b>	<b>-600</b>	<b>1%</b>	<b>23,608</b>	<b>9,498</b>
<b>Engineering Services</b>							
<b>Projects to complete 24/25</b>							

(N)-DESIGN-PW-Rail Trail to Pines Design Only 24-056 T-95	Deliver	322	0	0	0%	322	-
(R)-DESIGN-HZ-Inverness Reticulation 24-046	Deliver	195	0	0	0%	195	-
(N)-DESIGN-Taranganba State PS Bus Shelters 22-113 STIP	Deliver	163	42	0	26%	121	150
(R)-WN-WAT-33 Pacific Heights HZ Booster PS upgrade	Deliver	150	0	0	0%	150	24
(N)-DESIGN-PW-Minor Access Works Program 24-038	Deliver	50	0	0	0%	50	-
(R ) P&E-RTK Survey equipment 23-084 est \$30k	Deliver	30	0	0	0%	30	( 0)
(U)-DESIGN-Homemaker Stage 2 est\$20k	Deliver	20	0	0	0%	20	( 0)
(U)-DESIGN-PW-Mulambin Shared Path 22-091	Deliver	18	5	0	30%	13	7
<b>Ongoing Projects</b>							
(R) Hinz Ave Upgrade to Seal – 24-053 - \$100k Design Only	Deliver	100	0	0	0%	100	-
(N)-DESIGN-NC-Phillips Clements Fountain St 23-009	Deliver	100	1	0	1%	99	1
(N)-DESIGN-NC-Bottlebrush Drive Ext Z1-137 D-60	Deliver	100	0	0	0%	100	1
(R)-DESIGN-SP-SEW-Farnborough Stage 2 SEW-81	Deliver	60	0	0	0%	60	4
(R)-DESIGN-SP-SEW-Farnborough Stage 3 SEW-67	Deliver	60	0	0	0%	60	9
(R) Barmayee Road upgrade to sealed road - 25-014 Design Only	Deliver	50	0	0	0%	50	-
(N)-DESIGN-RES-Lammermoor Water Booster Active	Deliver	30	0	0	0%	30	-
(R) (FW) Racecourse Rd floodway upgrades Z1-135 Design Only	Deliver	20	0	0	0%	20	-
(U)-DESIGN-SW-Wood St Emu Park 22-102	Deliver	20	0	0	0%	20	-
(R)-DESIGN-SP-SEW-Farnborough Stage 1 SEW-68	Deliver	15	1	0	7%	14	50
(N)-RC-PW-Cawarral School Footpath 23-128 STIP	Deliver	14	0	0	0%	14	-
(N)-RC-PW-Byfield Footpath	Deliver	10	0	0	0%	10	-
(U)-RC-Caves School Carpark 23-129 STIP	Deliver	10	0	0	0%	10	0
<b>WIP</b>							
(R)-DESIGN-UC-SW-Drain St design	Deliver	0	2	0	0%	( 2)	42
(N)-Design-UC-PW-Matthew F Drv shared Pa	Deliver	0	2	0	0%	( 2)	13
(N)-UC-PW-Yeppoon Precinct East 22-050	Deliver	0	2	0	0%	( 2)	75
(R)-Design-RC-Mt Chalmers Road upgrade t	Deliver	0	4	0	0%	( 4)	22
<b>Subtotal</b>		<b>1,537</b>	<b>60</b>	<b>0</b>	<b>4%</b>	<b>1,477</b>	<b>396</b>
-							
<b>TOTAL INFRA CAPITAL PROGRAM</b>		<b>40,461</b>	<b>938</b>	<b>-500</b>	<b>2%</b>	<b>39,523</b>	<b>20,156</b>

**Infrastructure Capital Projects**

Programs	6,249	393	0	6.29%	5,856
Projects to complete 24/25	15,918	336	0	2.11%	15,582
Projects ongoing	18,294	209	-500	1.14%	18,085

**Notes:**

(N) New  
(R ) Renewal  
(U) Upgrade

\*for the purpose of this report, capital grants are negative, this reflects money received by the organisation

## 11.2 EMU PARK GOLF COURSE - ASSETS AND EQUIPMENT

<b>File No:</b>	<b>CP5.09.02</b>
<b>Attachments:</b>	<b>Nil</b>
<b>Responsible Officer:</b>	<b>Michael Kriedemann - General Manager Infrastructure</b>
<b>Author:</b>	<b>Chris Hocking - Manager Water and Waste Operations</b>
<b>Previous Items:</b>	<b>15.1 - Recycled Water - Emu Park Golf Club - Ordinary Council - 21 Jun 2022 9.00am</b>

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### SUMMARY

*This report is associated with the transfer of assets from Council to the Emu Park Golf Club.*

### OFFICER'S RECOMMENDATION

THAT the Committee recommends to Council that:

1. The assets, maintenance and operational costs associated with the irrigation system at Emu Park Golf Club be transferred to the Emu Park Golf Club Incorporated and remain in effect up to the cessation of the trustee lease agreement for Lot 151 on LNCP906603

### BACKGROUND

The Emu Park Golf Club Incorporated first entered into a trustee lease agreement with Livingstone Shire Council in 2004 over the Reserve for Recreation, Lot 151 on CP906603 (3578 Emu Park Road, Emu Park). The current lease was extended to December 2034 at the Ordinary Council Meeting 21 November 2023.

The golf club has been operating at the site since 1972 and receiving recycled water from soon after the original sewage treatment plant was built in the 1980s.

### COMMENTARY

Emu Park Golf Club and Council met on Friday 10 November 2023 where the outcome was an "in principal" agreement to hand over ownership, maintenance and operating (power) costs of the assets associated with irrigation system and water storages at the golf course. These includes:

- (1) Pipes, valves, fittings and sprinklers for the irrigation system.
- (2) Pumps, valves and fittings including structures associated with the pump station.
- (3) Irrigation controller including wiring located at the Emu Park STP operations building.  
(Power for the irrigation controller will continue to be supplied by Council free of charge to the Emu Park Golf Club)

The hand over of assets will come into effect upon the Council resolution.

The dam that the Emu Park Golf Club extract recycled water from also supply recycled water to the Emu Park Cemetery using the same pumps as the golf course. Council and Emu Park Golf Club will enter into a separate agreement for the supply of the recycled water to the cemetery either by separate metering or a discounted recycled water rate to the Emu Park Gold Club.

### PREVIOUS DECISIONS

At the Ordinary Council Meeting held on 21 June 2022, Council resolved the following:

- (1) *Notes the contents of this report;*

- (2) Support the Manager Water and Waste Operations to progress discussions with Emu Park Golf Club based on the asset / responsibility allocation set out in this report; and*
- (3) Officers provide a report to Council with a draft document detailing the responsibility and ownership allocation of various assets for Council approval.*

At the Ordinary Council Meeting held on 21 November 2023, Council resolved the following:

- (1) that the exception mentioned in section 236(1)(c)(iii) of the Local Government Regulation 2012 may apply in its dealing with the Emu Park Golf Club Incorporated over Lot 151 on LNCP906603.*
- (2) pursuant to section 236(2) of the Local Government Regulation 2012 to apply section 236(1)(c)(iii) of the Local Government Regulation 2012 in its dealing with the Emu Park Golf Club Incorporated over Lot 151 on LNCP906603 to provide a ten-year trustee lease to the Emu Park Golf Club over Lot 151 on LNCP906603.*

## **ACCESS AND INCLUSION**

There are no access and inclusion implications identified in relation to this matter.

## **ENGAGEMENT AND CONSULTATION**

Emu Park Golf Club and Council met on Friday 10 November 2023 and reached 'in principal' agreement for the transfer of assets.

## **HUMAN RIGHTS IMPLICATIONS**

There are no human rights implications identified in relation to this matter.

## **BUDGET IMPLICATIONS**

The assets associated with the Emu Park Golf Club are not financially recognised within Councils asset management system which means there is zero cost to Council.

## **LEGISLATIVE CONTEXT**

Under the Environmental Protection Act 1994, Council has been issued an Environmental Authority which permits discharge of effluent from the plant so long as quality limits are met either for reuse or for discharge to the environment.

## **LEGAL IMPLICATIONS**

Emu Park Golf Club operate under their own Recycled Water Management Plan.

## **STAFFING IMPLICATIONS**

There are no staffing implications identified in relation to this matter.

## **RISK ASSESSMENT**

Assets – should any community organisation have cause to dissolve and/or cease operations for an extended period, Council as owner/trustee of the land would assume all assets if not recovered by the community organisation.

## **CORPORATE PLAN REFERENCE**

### ***Leading Livingstone***

*Community Plan Goal 4.2 - Collaboration and partnerships to advocate for the needs of the community*

*4.2.1 Build and maintain strong, collaborative, and co-operative relationships across all levels of government, industry, business and community.*

## **CONCLUSION**

Emu Park Golf Club have requested to take ownership of the assets associated with the irrigation system and water storages for the golf course. The golf club, upon approval of the transfer, will be responsible for future upgrades, maintenance, repairs and operational costs (power) for the assets. These assets are not financially recognised within Councils asset management system so will not have a financial impact to Council.



## 11.3 INFRASTRUCTURE PORTFOLIO - QUARTERLY MANAGEMENT REPORT FOR THE PERIOD 1 APRIL 2024 TO 30 JUNE 2024

**File No:** qA25480  
**Attachments:** Nil  
**Responsible Officer:** Michael Kriedemann - General Manager Infrastructure  
**Author:** Chris Hocking - Manager Water and Waste Operations  
 Jeff Carter - Manager Construction & Maintenance  
 Sean Fallis - Manager Engineering Services  
 Ashleigh Stokes - Supervisor Systems & QA  
 Arvind Singh - Manager Infrastructure Projects

### SUMMARY

*This report provides a summary of a range of operational activities within the Infrastructure portfolio of Council for the period 1 April 2024 to 30 June 2024.*

### OFFICER'S RECOMMENDATION

THAT the Committee recommends that Council receive the Infrastructure Portfolio management report for the period 1 April 2024 to 30 June 2024.

### COMMENTARY

The Infrastructure portfolio has a diverse range of functions and is responsible for a large portion of the capital and operational budget of Council. The portfolio's functions include Water & Waste Operations; Infrastructure Project Management; Construction & Maintenance; Engineering Services and Systems and Administration.

Infrastructure and delivery of sustainable services is critical to the livability of the shire and underpins community wellbeing.

### CUSTOMER SERVICE REQUESTS CLOSE OUT PERFORMANCE

*Contribute to improving customer experiences through closing customer service requests on time (KPI: 90% P3 close out rate).*

Below is a summary of customer requests processed by the Infrastructure portfolio between 1 April 2024 and 30 June 2024. The completion rate is 97.55% and the completion rate within agreed timeframes is 89%.

2023-2024	Open at the beginning of the year (carry over)	Includes WO Issue		Completion rate (includes WO issues)	% of INF CR's (YTD Request)	Includes WO Issue			CR's @ work order
		YTD Opened	YTD Completed			Completed Priority 3 %	Completed Priority 2 %	Completed Priority 1 %	
<b>Projects</b>	0	25	26	104.00%	0%	73%	15%	12%	0
<b>Construction and Maintenance</b>	130	2579	2586	95.46%	28%	77%	9%	14%	64
Drainage	34	296	312	95%	3%	74%	11%	15%	7
Road Issues	94	2174	2169	95.63%	24%	77%	9%	14%	56
Foreshores	2	109	105	94.59%	1%	84%	11%	5%	1
<b>Engineering Services</b>	26	545	548	95.97%	6%	93%	4%	3%	0
Road Issues	21	454	456	96.00%	5%	94%	4%	2%	0
Traffic Management	5	77	78	95.12%	1%	91%	4%	5%	0
Water and Sewer	0	14	14	100.00%	0%	86%	7%	7%	0
<b>Water and Waste Operations</b>	87	6019	6020	98.59%	66%	94%	2%	4%	48
Waste operations	25	2517	2511	98.78%	27%	97%	2%	1%	0
Water operations	62	3502	3509	98.46%	38%	92%	2%	6%	48
<b>Total:</b>	<b>243</b>	<b>9168</b>	<b>9180</b>	<b>97.55%</b>	<b>100%</b>	<b>89%</b>	<b>4%</b>	<b>7%</b>	<b>112</b>

### CONSTRUCTION AND MAINTENANCE

Roads and drainage capital and maintenance activities are managed through the Construction and Maintenance business unit. The business unit had been tasked with 65 capital projects in the 2023/2024 financial year. Of these, 50 have been fully completed in 2023/24, 7 are in construction and 8 are yet to commence. Of those projects yet to commence, 3 have been deferred to future years.

Rural capital expenditure for 2023/24 was \$4,729,643 which is 93% of adopted budget and 90% of budget review 1 (BR1). Urban capital expenditure was \$4,262,881 which is 77% of

original budget and 75% of BR1. Water and Sewer capital expenditure was \$2,083,722 which is 61% of original budget and 60% of BR1.

Overall Construction & Maintenance has spent 75% of its original capital budget and 73% of BR1, with Rural operations leading the way due to all resheets being completed in the first three quarters of 2023/24. All but three Rural Operations projects adopted for 2023/24 were completed by 30 June 2024 whilst a number of Urban Operations and Water and Sewer projects will continue into 2024/25 or not be started until 2024/25.

Projects to be extended include Normanby Street Upgrade, Brae Street watermain and Scenic Highway sewer main duplication, whilst Farnborough Road watermain, Normanby Street reticulation main and Arthur Street rising main has been delayed until 2024/25. The majority of these delays have been caused by lack of supervisory/team leader staff and an extended wet season that has seen rain for at least 60 days since the start of 2024.

Project Name	Adopted Budget	BR1 Budget	Actuals	% Actual / Adopted Budget	% Actuals / RB1 Budget
Rural Operations (various)	\$5,070,000	\$5,235,076	\$4,729,643	93%	90%
Urban Operations (various)	\$5,552,500	\$5,704,694	\$4,262,881	77%	75%
Water & Sewer (various)	\$3,411,910	\$3,454,789	\$2,083,722	61%	60%
Private Works	\$0		\$0		N/A
<b>Overall Capital</b>	<b>\$14,804,410</b>	<b>\$15,164,559</b>	<b>\$11,076,246</b>	<b>75%</b>	<b>73%</b>

Operational expenditure for of 2023/24 saw Rural Operations 11% below adopted budget mainly due to grading resources concentrating their efforts on re-sheeting works and a significant number of wet days which has prevented any works being undertaken, whilst operational expenditure in Urban Operations is 5% over revised budget.

Road Maintenance Performance Contract (RMPC) expenditure was above budget, whilst income was below budget. More income for RMPC works done in 2023/24 is expected in early 2024/25.

Overall net operational expenditure was \$5,823,487 (101%) of adopted budget.

Section	Adopted Budget	RB1 Budget	Actuals	% Actuals / Adopted & RB1 Budget
Rural maintenance	\$3,920,969	\$3,920,969	\$3,486,377	89%
Rural maintenance revenue	\$100,000	\$100,000	\$41,571	42%
TMR – Maintenance Contract	\$1,055,000	\$1,055,000	\$1,114,422	106%
TMR – Maintenance Contract Revenue	\$1,205,000	\$1,205,000	\$1,071,959	89%
Rural private works	\$0	\$0	\$187,071	N/A
Rural private works revenue	\$0	\$0	\$37,520	N/A
Urban maintenance	\$2,119,209	\$2,073,688	\$2,186,667	103% & 105%
<b>Overall Operational</b>	<b>\$5,790,178</b>	<b>\$5,744,657</b>	<b>\$5,823,487</b>	<b>101% &amp; 101%</b>

Maintenance Work Orders:

RURAL	Outstanding at start of quarter	Issued during quarter	Completed during quarter	Outstanding at end of quarter
Q1: July – September 2023	251	173	232	192
Q2: October – December 2023	192	268	193	267
Q3: January – March 2024	267	307	342	221
Q4: April – June 2024	221	361	370	212
Totals				
URBAN	Outstanding at start of quarter	Issued during quarter	Completed during quarter	Outstanding at end of quarter
Q1: July – September 2023	284	89	130	243
Q2: October – December 2023	243	81	110	215
Q3: January – March 2024	215	129	132	212
Q4: April – June 2024	212	128	109	231
Totals				

The fourth quarter of 2023/24 has seen an increase in the number of work orders issued compared to the first three quarters of the year, whilst outstanding work orders remain reasonably consistent. Continuing rains in January to April, and the Local Government election may have contributed to the increase in work orders issued in the third and fourth quarters. It is noted that many of the outstanding Work Orders for construction and maintenance are for “routine” road inspections, reoccurring roadside slashing work orders and annual Gross Pollutant Trap clean outs.

## SYSTEMS AND ADMINISTRATION

Systems & Administration provide quality assurance to Infrastructure’s business units through management of administrative and quality systems, driving continual improvement in consultation with Infrastructure teams and stakeholders across the organisation.

Infrastructure’s Traffic Management Registration Scheme (‘TMRS’) certificate was extended by the Department of Transport and Main Roads, with renewal due in January 2025.

## CONTINUAL IMPROVEMENT:

The Internal Quality Audit Program reviews the effectiveness of Infrastructure’s Quality Management System in accordance with International Standard ISO 9001 and identifies opportunities for improvement.

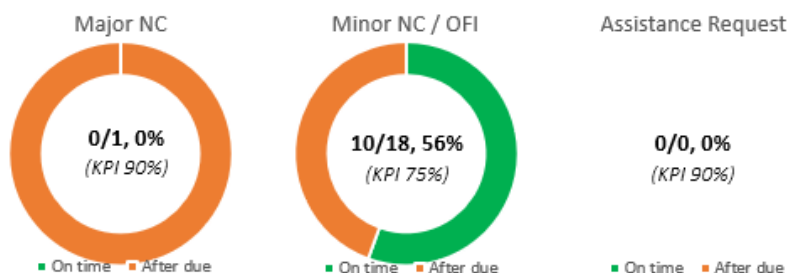
	Q1	Q2	Q3	Q4	Total 23/24
Audits Planned	2	1	1	1	5
Audits Completed	2	1	1	0*	4
Improvement Notices raised	11	5	3	0	19
Improvement Notices closed	3	4	5	7	19

\*The Infrastructure Projects audit scope was revised to focus on progressing identified issues as core business practices were undergoing change from implementation of Project Focus HQ and other system impacts.

Of the 19 improvement notices raised, 4 were non-conformances (1 major, 3 minor) and 15 opportunities for improvement. Five (5) notices also persist from the 2022/23 audit program, with management changes, resourcing and process challenges contributing to the non-closure.

Systems & Administration aim to support Infrastructure teams in on-time closure of improvement notices, with completion rates for 2023/24 audit notices as follows:

#### IMPROVEMENT NOTICE COMPLETION BY DUE DATE



Systems & Administration were significantly impacted by long-term project secondments and backfill challenges for the entirety of 2023/24 resulting in key tasks such as audits and urgent system maintenance being prioritised. With this now resolved, the team are focused on enhancing support to assist Infrastructure teams to achieve completion targets.

#### DOCUMENT CONTROL:

Systems & Administration support Infrastructure teams to maintain corporate knowledge through creation, review, and control of key documents such as procedures, plans, work instructions and forms. During 2023/24, 27% of the QMS document catalogue was reviewed for accuracy and suitability, exceeding the team's target of 25%.

	Q1	Q2	Q3	Q4	Total 23/24
Live Documents (at end of qtr)	677	697	731	780	-
Document reviews (new, updated, archived etc.)	208	39	50	70	367

#### PURCHASE RECEIPTING:

From January 2024, Systems & Administration perform receipting of purchase orders on behalf of Infrastructure teams, contributing to compliance with supplier payment terms and reducing PO amendments after invoice.

	Q1	Q2	Q3	Q4	Total 23/24
PO Receipts	-	-	1,089	1,226	2,315

### ENGINEERING SERVICES

#### Infrastructure Planning:

- The Infrastructure Planning Team has continued to provide technical input to designs, development advice and processing of Customer Requests.
- Recruiting is underway to fill two vacancies – Stormwater Planning Engineer and Transport Planning Engineer.
- The Yeppoon East-West Trunk Road feasibility study was undertaken by AECOM Consulting Engineers and is currently being finalised. This will be presented to Council in the near future.
- Works on the Belmont Ramsay Creek Flood Study are nearing completion. This project is funded by Queensland Reconstruction Authority (QRA) and is being undertaken by AECOM consulting Engineers. The study will provide up to date stormwater/ flood information for the Belmont and Ramsay Creek Catchments to the north of Rockhampton. A funding application has been made through the QRA Flood Risk Management programme for further planning works in the form of updating LIDAR contour & survey information.
- Works are progressing on the Capricorn Coast water Supply Master Planning project being completed by Digital Design Solutions. The project will provide a master plan for Water Supply Infrastructure for a 30 year planning horizon.

- Works are progressing on a Planning Report for the upgrade of Charles Street and Farnborough Road Sewer Pump Stations. Both pump stations are due for upgrade. The planning report will consider upgrade options including refurbishment of existing or full new construction. This will determine works to be undertaken in the Forward Works Programme.

#### Infrastructure Design:

- The design team is currently focused on completing designs for the 2024/25 and 2025/26 construction programs. These are expected to be completed by 30 June 2025.
- Design and Planning of the Normanby Street Upgrade is continuing. Meetings with property owners have been held resulting in changes to the layout and provision of additional car parks. Detailed design will now proceed.
- Design Works are progressing on the following projects which are fully funded under the Department of Transport & Main Roads (TMR) Black Spot programme:

Project Description	Grant Amount
Tanby Road – speed reduction signage	\$25,000
Farnborough Road – speed reduction signage and guardrail	\$255,500
Scenic Highway – channelised right turn (CHR) treatment	\$518,500

- Design Works are also progressing on the following projects which are fully funded under the TMR School Transport Infrastructure Program (STIP)

Project Description	Grant Amount
Yeppoon State High School carpark	\$499,500
Farnborough State School footpath	\$76,000
Yeppoon State Primary School footpath	\$215,500

#### Road reserve management:

- Requests and applications for permits to carry out works in road reserves continue to be received.

Applications to Undertake Alterations or Improvements to Council Controlled Areas and Roads	New Requests	Approved	Withdrawn or Cancelled	Pending
Q1: July – September 2023	9	3	5	1
Q2: October to December 2023	2	1	1	0
Q3: January to March 2024	5	4	1	0
Q4: April to June 2024	10	8	1	1

## **WATER AND WASTE OPERATIONS**

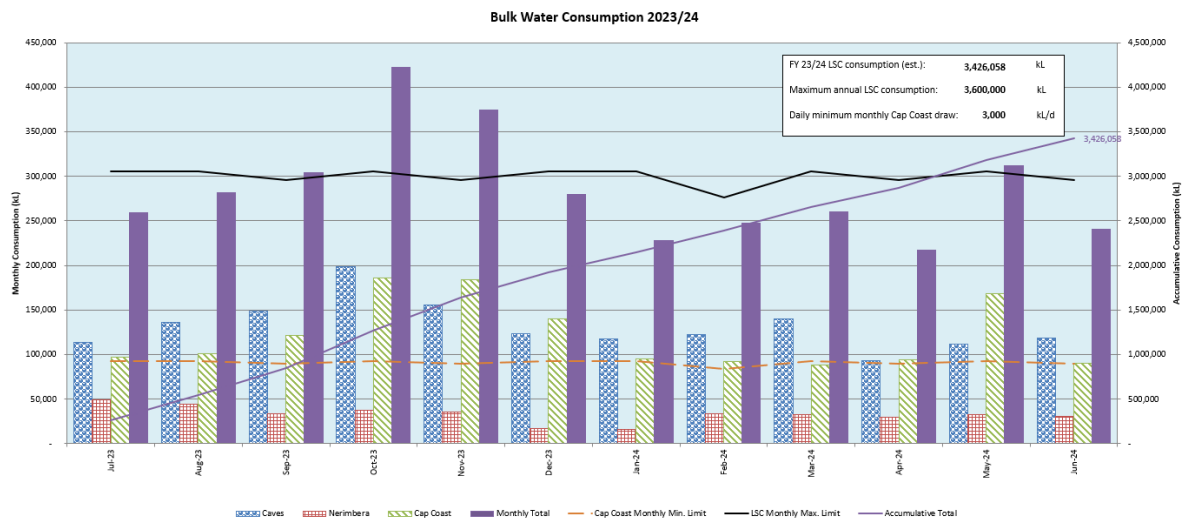
### **Water Operations**

Critical infrastructure updates to ensure the safety of drinking water and improve the asset sustainability of the business are progressing well. These projects include:

- Woodbury Water Treatment Plant scrapper replacement project has been completed. New scraper system commissioned with no major issues and continues to operate as per design specifications.
- Emu Park Sewage Treatment Plant upgrade – Panels for the treatment tanks arrived onsite and the damage sustained through transport has been assessed and signed off as structurally sound. Project scheduled for completion November 2024.
- Meikleville Hill Reservoir roof replacement has been completed. The reservoir was filled and a leak discovered through the underfloor drain. Repairs to the floor joints have been completed and the reservoir has been returned into service.

Number of Water Connections	Capricorn Coast	Caves and Nerimbera	Marlborough	Ogmore
As at 30 September 2023	12,123	1,555	56	48
As at 31 December 2023	12,203	1,563	56	49
As at 31 March 2024	12,243	1,567	57	49
As at 30 June 2024	12,290	1,576	57	49

Treatment and Supply – Water Consumption (ML)	Yeppoon Woodbury	Yeppoon Boundary Pipeline	The Caves	Marlborough	Nerimbera	Ogmore
Q1: July – Sep 2023	1,042	319	398	2.3	127.9	
Q2: October – Dec 2023	986	511	476	3.7	88.8	
Q3: Jan – March 2024	832	279	379	2.8	80.9	
Q4: April – June 2024	573	353	323	3.3	92.7	



The total volume of bulk water 2023-24 from the Rockhampton supply was 3,426,058 ML, 2022-23 the total supply was 2,820,407 ML. The bulk water supply agreement with Rockhampton is based on a take or pay for the access charge (2023-24, \$3,893,040) and consumption charge at \$0.203 \$/kL (2023-24, \$695,489). Over the last 12 months the water demand of The Caves has reduced from the high consumption during the months of September, October and November. During the month of May the supply from Rockhampton was increased to the Capricorn Coast to supplement the reduced production from Woodbury WTP whilst the new scrapper was installed.

Water and Sewer Network Maintenance	Water Service Repairs	Water Mains Repairs	Sewer Blockages/repairs
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<b>Q1:</b> July – September 2023	139	4	6
<b>Q2:</b> October – December 2023	187	6	2
<b>Q3:</b> January – March 2024	235	4	10
<b>Q4:</b> April – June 2024	196	8	16

<b>Weir/Storage Levels</b>	<b>Waterpark Creek</b>	<b>Kelly's Offstream Storage % of Operating Full Supply</b>
As at 30 September 2023	77.4%	83.5%
As at 31 December 2023	77.8%	94.0%
As at 31 March 2024	115.8%	94.1%
As at 30 June 2024	64.0%	95.98%

### Sewer Operations

<b>Sewage Treatment (ML)</b>	<b>Yeppoon STP</b>	<b>Emu Park STP</b>
<b>Q1:</b> July – September 2023	378.3	95.42
<b>Q2:</b> October – December 2023	384.3	95.08
<b>Q3:</b> January – March 2024	495.6	107.80
<b>Q4:</b> April – June 2024	562.4	116.63
<b>Daily average: (ML)</b>	6.8	1.28
<b>Effluent Produced (ML)</b>	<b>Yeppoon STP</b>	<b>Emu Park STP</b>
<b>Q1:</b> July – September 2023	378.3	95.4
<b>Q2:</b> October – December 2023	355.4	106.2
<b>Q3:</b> January – March 2024	460.0	156.3
<b>Q4:</b> April – June 2024	519.5	126.3
<b>Daily average: (ML)</b>	6.17	1.38

During the quarter there was a significant failure of the 80m gravity main connected to the pump station delivering the sewage to Emu Park Sewage Treatment Plant. The gravity main collapsed requiring total replacement which included bypass pumping to the treatment plant.





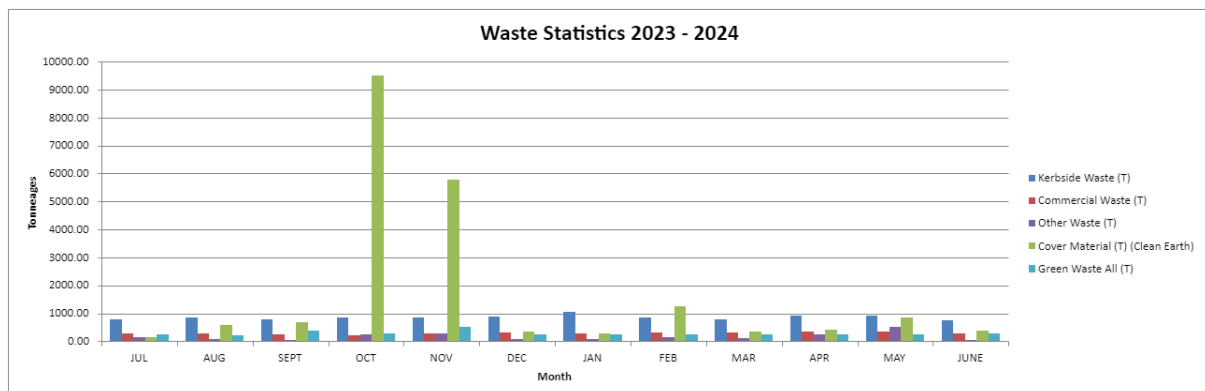
### Waste Operations

From 1 August 2023 to 31 March 2024 168,688 vouchers were allocated to eligible residents, of those 32,126 (19%) have been redeemed. In the same period for the 2022/2023 financial year 28,763 were redeemed.

A number of significant waste contracts were awarded during this period, these being the Landfill Operations and Associated Services and the construction of the new landfill cell 3A.

Waste (Tonnes)	Kerbside	Commercial	Other	Total to Landfill	Cover Material	Green Waste	Outgoing Metals	# of vouchers used (all sites)
Q1: July – Sep 2023	2,415	791	293	6,415	1,389	851	32	10,690
Q2: Oct – Dec 2023	2,577	829	576	14,833	15,637	1,043	675	12,038
Q3: Jan – Mar 2024	2,701	812	348	6,167	1,903	724	33	12,874
Q4: Apr – June 2024	2,589	960	823	6,444	1,618	785	675	20,703

There was a significant increase in waste vouchers being used in the lead up to the end of the financial year where new vouchers are issued and old ones expire.



Recycle - Materials Collected (Tonnes)	Number of bin lifts	Tonnes of Recyclables Collected	Average Weight of Recycle Bin (kgs)
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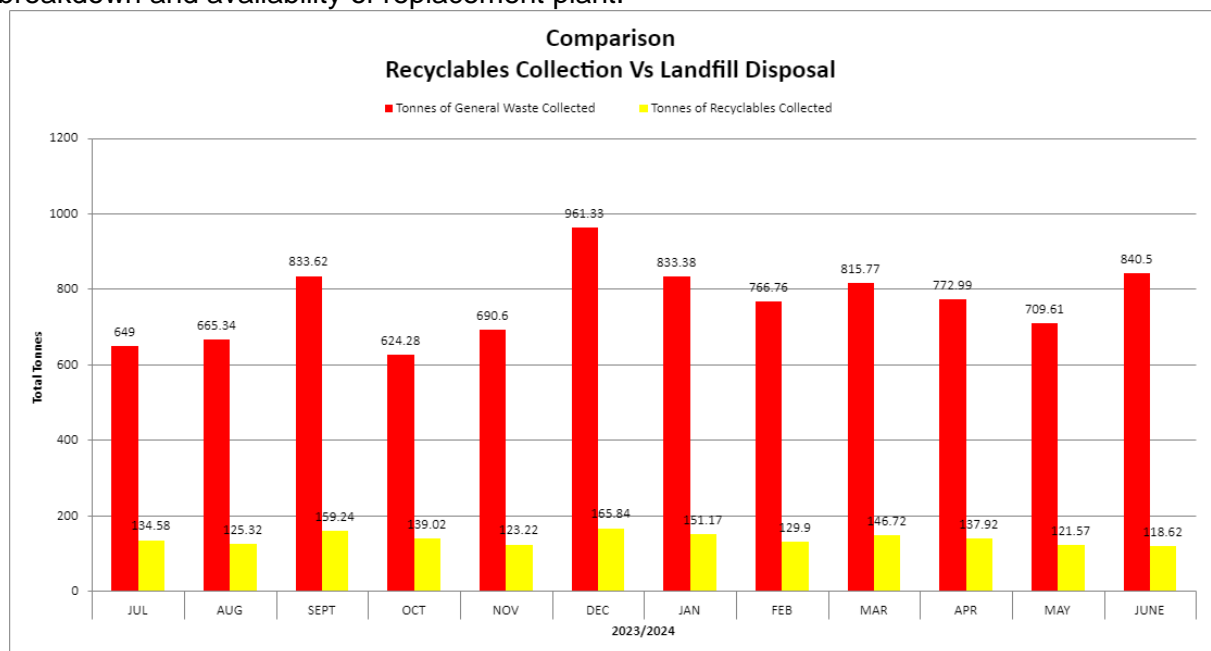


<b>Q1: July – September 2023</b>	65,048	419	6.47
<b>Q2: October – December 2023</b>	65,765	428	6.70
<b>Q3: January – March 2024</b>	65,582	428	4.91
<b>Q4: April – June 2024</b>	60,203	378	6.28

<b>General Waste - Materials Collected (Tonnes)</b>	<b>Number of bin lifts</b>	<b>Tonnes of General Waste Collected</b>	<b>Average Weight of General Waste Bin (kgs)</b>
<b>Q1: July – September 2023</b>	160,050	2,148	13.44
<b>Q2: October – December 2023</b>	159,252	2,276	14.20
<b>Q3: January – March 2024</b>	160,411	2,416	15.09
<b>Q4: April – June 2024</b>	162,600	2,323	14.32

<b>Incoming Biosolids (Tonnes)</b>	<b>Emu Park STP</b>	<b>Yeppoon STP</b>	<b>Water Treatment Plant</b>
<b>Q1: July – September 2023</b>	146	532	321
<b>Q2: October – December 2023</b>	71	234	483
<b>Q3: January – March 2024</b>	122	393	215
<b>Q4: April – June 2024</b>	109	435	47

Biosolids from the water treatment plant currently being stored onsite due to truck breakdown and availability of replacement plant.



The 2023/24 budget for Infrastructure Projects is approximately \$20M.

The following projects have been completed or due for completion in the 2023/24 financial year with progress as shown:

- Gateway Industrial Park Stages 2B and 3 – 100%
- Sewer Relining - 100%
- Kelly's Dam Seepage Works – 100%
- Design Yeppoon Landfill Cell Expansion – 100%
- Design of Tanby Trunk Sewer – 95%
- Station Quarter – 95%
- Meikleville Reservoir Roof Replacement – 100%
- Woodbury Water Treatment Plant Clarifier Scraper Replacement – 100%

Works have commenced on the following projects which will carry over into the 24/25 financial year:

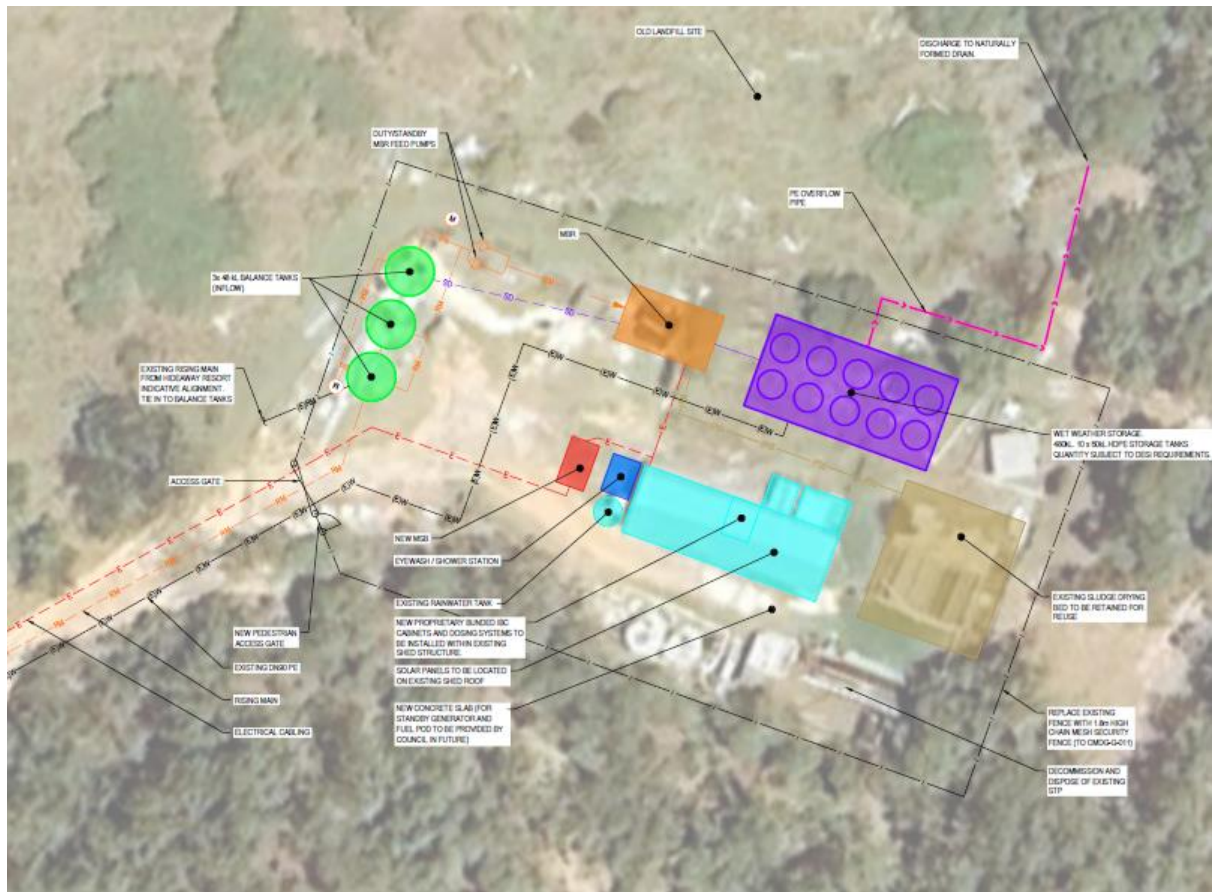
- Werribee and Doonside Bridges – 40%
- Emu Park STP Process Upgrade – 65%
- Yeppoon Aquatic Centre – 5%
- Yeppoon Landfill Cell construction – 2%
- Emu Park Waste Transfer Station Upgrade – 5%
- Great Keppel Island STP and associated works- 5%
- Adelaide Park Pedestrian Bridge- 10%



Meikleville Reservoir Roof Replacement



Woodbury WTP Clarifier Scraper Replacement



Great Keppel Island Sewerage Treatment Plant - General Site Layout.



## 11.4 WALKING NETWORK PLANS - YEPPOON & EMU PARK CENTRAL BUSINESS DISTRICTS

**File No:** qA77159

**Attachments:**

1. [Walking Network Plan - Yeppoon CBD](#)
2. [Walking Network Plan - Emu Park CBD](#)

**Responsible Officer:** Sean Fallis - Manager Engineering Services  
Michael Kriedemann - General Manager Infrastructure

**Author:** Jake Taylor - Principal Transport Engineer

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### SUMMARY

*The council is recommended to endorse the Walking Network Plan (WNP) for Yeppoon and Emu Park CBDs to identify and prioritise footpath improvements, enabling future funding applications and improving accessibility and safety for pedestrians. The plan focuses on connecting key destinations, enhancing access, and encouraging physical activity within the community.*

### OFFICER'S RECOMMENDATION

THAT the Committee recommends Council endorses the Walking Network Plan (WNP) for Yeppoon CBD and Emu Park CBD.

### BACKGROUND

A Walking Network Plan (WNP) is a first step to creating better places to walk. The WNP seeks to identify footpaths and missing links across Yeppoon and Emu Park that act as primary and secondary routes between key destinations.

The Department of Transport and Main Roads (DTMR) provided funding to enable Council to engage McMurtrie Consulting Engineers to develop the WNPs.

The WNP project will help Council to:

- Understand what paths and supporting infrastructure are needed for our residents and visitors to safely and easily travel between key destinations within the Shire, including access to public transport services.
- Develop a priority works program to deliver connectivity, capacity and safety across primary and secondary routes.
- Undertake precinct planning around walking destinations such as shops, schools and public transport stations.
- Prioritise and plan works, budgets and funding schedules to implement improvements to walking environments.

### COMMENTARY

Primary destinations, Yeppoon Foreshore and Emu Park CBD, were selected due to their central location relative to the secondary destinations. The secondary destinations were chosen to reflect locations that would induce a significant number of pedestrian trips, such as attractions, public transport or services and facilities.

Preliminary analysis, including catchment delineation, service area mapping and shortest path analysis was carried out to provide insights into the use of the footpath network. The service areas considered were 1km and 2km radius from the primary destinations. A shortest path analysis allowed for the assessment of the most-used routes when accessing Secondary Destinations from the Primary Destinations.

From the analysis primary (high priority) and secondary routes were identified and these form the draft WNP. Further data including Strava, E-scooter route mapping, desire paths, socio-economic mapping and community consultation were used to validate and optimise the mapping.

A workshop was completed on 13 October 2023 with key stakeholders to review the draft WNP, gather input, note areas of importance and identify gaps in the network. Using the results of the workshop the WNP was finalised and presented to DTMR.

The WNP was then used to create a draft works program for footpath construction. The total cost of footpaths identified in the WNP was \$75 million. Due to the high costs, the priority paths were split into a reduced \$20 million sub program.

#### Future Walking Network Plans:

Livingstone Shire Council successfully secured funding for additional Walking Network Plans in the 2024-2025 financial year, specifically for the Taranganba and Keppel Sands. This is 50:50 funded, with council receiving \$25,000 and \$15,000 in contributions from the Queensland Government for these projects, enabling further development of accessible and safe walking routes in these areas. This success highlights the council's commitment to enhancing the local walking network and improving community access and mobility around the shire.

### **PREVIOUS DECISIONS**

During the 20 September 2022 Ordinary Council Meeting, the Council resolved to undertake the Yeppoon CBD and Emu Park CBD shared path projects with 50% funding from the 2022-23 Walking Local Government Grant (WLGG) Program during the 2022/23 and 2023/24 financial years.

### **ACCESS AND INCLUSION**

Improvements to the Shire's walking path network, in conjunction with the rollout of the Principal Cycle Network, will improve universal access and safety while encouraging physical activity in the area. Planning the footpath network with the aim to both improve and increase the length of footpath in the Yeppoon and Emu Park CMD areas enhances both access and inclusion for community members of all physical capabilities. This is achieved by providing improved links between the primary destinations, secondary destinations and residential areas.

### **ENGAGEMENT AND CONSULTATION**

Both Council, User Groups and the wider community were engaged through an 'Get involved' online survey and workshop which was conducted to obtain feedback on the draft WNPs and provide direction to the priority works program.

### **HUMAN RIGHTS IMPLICATIONS**

Walking safely should be considered a basic human right and the WNPs will help support increased universal access and safety via the planning and provision of Disability Discrimination Act complaint footpaths. Additional paths will also encourage physical activity and help promote an active and healthy community.

### **BUDGET IMPLICATIONS**

The adoption of the WNPs and endorsement by Council will enable officers to apply for state funding for the construction of the paths within the WNP. Funding is 100% or 50% depending on if the location of the proposed paths (100% funding available within a State road reserve).

Council has applied for and been successful in receiving 50% funding for Keppel Sands WNP and Taranganba WNP under DTMR's 2024-25 Walking Local Government Grants (WLGG) Program.

### **LEGISLATIVE CONTEXT**

According to the 2017 Planning Regulation, Schedule 12A, footpaths must be constructed on at least one side of a new road primarily used for direct lot access, and on both sides for all other new roads, unless local assessment benchmarks require otherwise.

### **LEGAL IMPLICATIONS**

Council has a duty of care and legal obligation to improve and maintain the standard of public footpaths. The WNP provides direction on priority of footpaths based on a multicriteria analysis.

## **STAFFING IMPLICATIONS**

The endorsement of the WNP is anticipated to lead to further footpath design and construction projects that will require input from Council Staff. It is expected that these can be delivered as part of Council's capital works program or funding used to engage external consultants or contractors as required.

## **RISK ASSESSMENT**

The endorsement of the WNP does not present any notable risk to Council. However, if not endorsed there are risks associated with the lack of planning and funding availability for future footpaths.

## **CORPORATE PLAN REFERENCE**

### ***Liveable Livingstone***

*Community Plan Goal 1.2 - Supporting healthy living at any age*

*1.2.1 Build capacity to improve health and well-being in the community by providing fair and reasonable access to service and facilities.*

## **CONCLUSION**

It is recommended that Council endorses the Walking Network Plans (WNPs) for Yeppoon and Emu Park CBDs. This endorsement will allow the Council to prioritise footpath projects that deliver the best outcomes for the community and ensure value for money. It will also enable the Council to apply for infrastructure delivery grants to fund the design and construction of these priority projects. Aligned with the Queensland Government's commitment to the Queensland Walking Strategy 2019-2029, these plans will help make walking an easy and accessible choice for everyone, connecting everyday destinations with safe and comfortable routes. Once endorsed, the plans can be published on TMR's website.

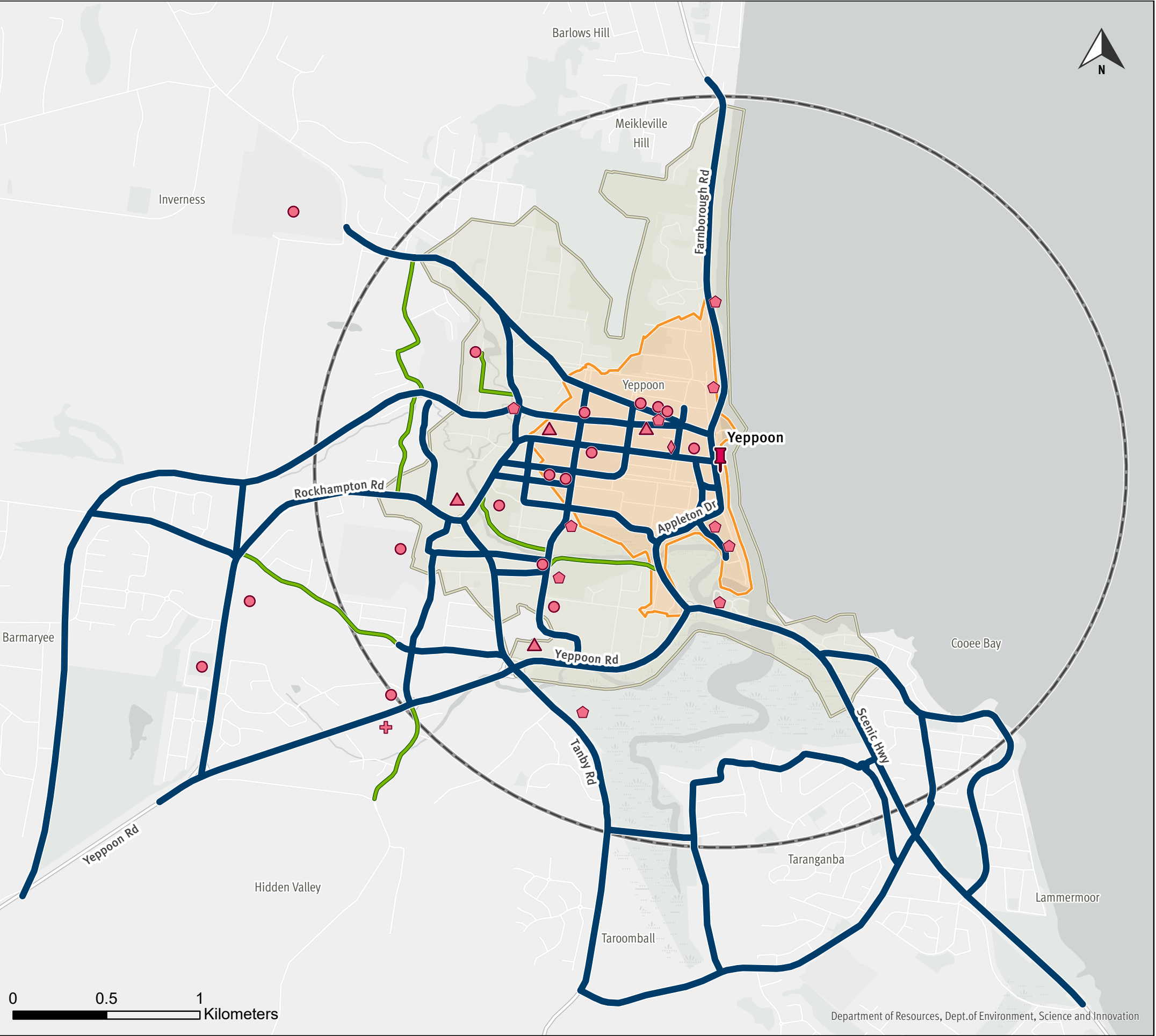
# **11.4 - WALKING NETWORK PLANS - YEPPOON & EMU PARK CENTRAL BUSINESS DISTRICTS**

## **Walking Network Plan - Yeppoon CBD**

**Meeting Date: 3 September 2024**

**Attachment No: 1**





Walking Network Plan -  
Yeppoon Foreshore

Walking Network Plans (WNPs) show the preferred route for walking through a catchment, with a focus on a primary destination. The routes are generated following the Department of Transport and Main Roads' Walking Network Planning Guidance, current as at 22 July 2022. The development of the plan includes stakeholder engagement. Walking network plan routes will support and inform future planning, design and construction of the transport network.

You can find more information on the TMR website, <https://www.tmr.qld.gov.au/travel-and-transport/pedestrians-and-walking>, or by email, [walking@tmr.qld.gov.au](mailto:walking@tmr.qld.gov.au).

- Legend**
- Yeppoon Foreshore
  - Yeppoon Foreshore 2km Buffer

- Local Facilities**
- Commercial
  - Community
  - Health
  - Recreation
  - Transport
  - Primary Route
  - Secondary Route
  - Up to 1km Walkable Catchment
  - Up to 2km Walkable Catchment

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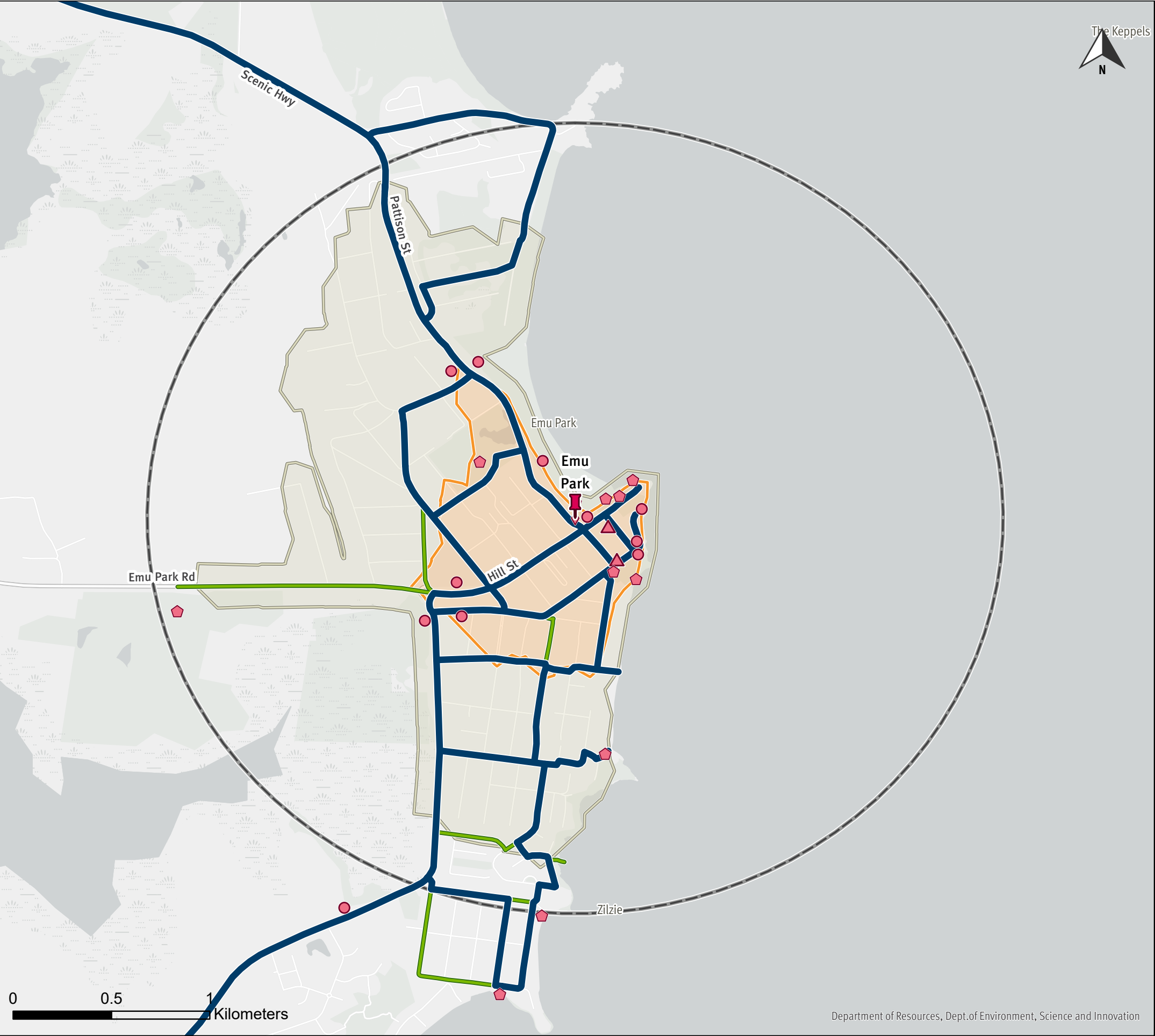


## **11.4 - WALKING NETWORK PLANS - YEPPOON & EMU PARK CENTRAL BUSINESS DISTRICTS**

### **Walking Network Plan - Emu Park CBD**

**Meeting Date: 3 September 2024**

**Attachment No: 2**



Walking Network Plan -  
Emu Park Central Business  
District

Walking Network Plans (WNPs) show the preferred route for walking through a catchment, with a focus on a primary destination. The routes are generated following the Department of Transport and Main Roads' Walking Network Planning Guidance, current as at 22 July 2022. The development of the plan includes stakeholder engagement. Walking network plan routes will support and inform future planning, design and construction of the transport network.

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Legend

- Emu Park Central Business District
- Emu Park Central Business District 2km Buffer

Local Facilities

- Commercial
- Community
- Recreation
- Transport
- Primary Route
- Secondary Route
- Up to 1km Walkable Catchment
- Up to 2km Walkable Catchment

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## 11.5 EUCALYPTUS AVENUE TRAFFIC MANAGEMENT REVIEW

**File No:** qA83630  
**Attachments:** Nil  
**Responsible Officer:** Sean Fallis - Manager Engineering Services  
Michael Kriedemann - General Manager Infrastructure  
**Author:** Jake Taylor - Principal Transport Engineer

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### SUMMARY

This report assesses traffic conditions on Eucalyptus Avenue and surrounding roads, highlighting the need for targeted traffic calming measures and enhanced police enforcement to address speeding and improve overall road safety.

### OFFICER'S RECOMMENDATION

THAT Council implement recommendation 1 to request enhanced police enforcement to address speeding and improve road safety and implement recommendations 2 to 7 of this report to enhance traffic management on Eucalyptus Avenue and surrounding roads.

### BACKGROUND

Since the opening of Eucalyptus Avenue in July 2022, there has been a noticeable increase in traffic volumes, leading to community concerns about road safety, particularly regarding speeding and pedestrian safety. Havenwood Drive and Frangipani Drive were originally developed as separate estates, but the connection via Eucalyptus Avenue has introduced through-traffic that residents were not previously accustomed to.

In response to ongoing customer requests, council officers have been monitoring the situation closely by placing traffic counters on Eucalyptus Avenue every August since 2022. The data from both 2022 and 2023 did not indicate alarming issues, with general compliance to the default 50 km/h speed limit in this built-up area.

Despite these findings, additional concerns have emerged regarding illegal manoeuvres at the Havenwood Drive and Eucalyptus Avenue roundabout, where some vehicles have been driving on the wrong side of the road to bypass the roundabout. In 2023, painted chevron splitter islands were installed to discourage this behaviour, as the swept paths required for larger vehicles did not allow for a raised splitter islands.

Moving forward, in 2024, a petition signed by over 50 concerned residents was submitted, prompting a site meeting on Thursday, 25 July 2024 during the morning peak traffic with the Mayor, Councillors, residents, and council officers from the Infrastructure Services business unit. The meeting was held to discuss the ongoing safety concerns and explore further actions to address the community's issues at key locations, including (See Figure 1):

- Eucalyptus Avenue
- Havenwood Drive
- Adventurer Drive
- Cottesloe Street
- Frangipani Drive

The situation remains under review, with ongoing discussions to determine the most appropriate solutions to address both safety and traffic concerns.



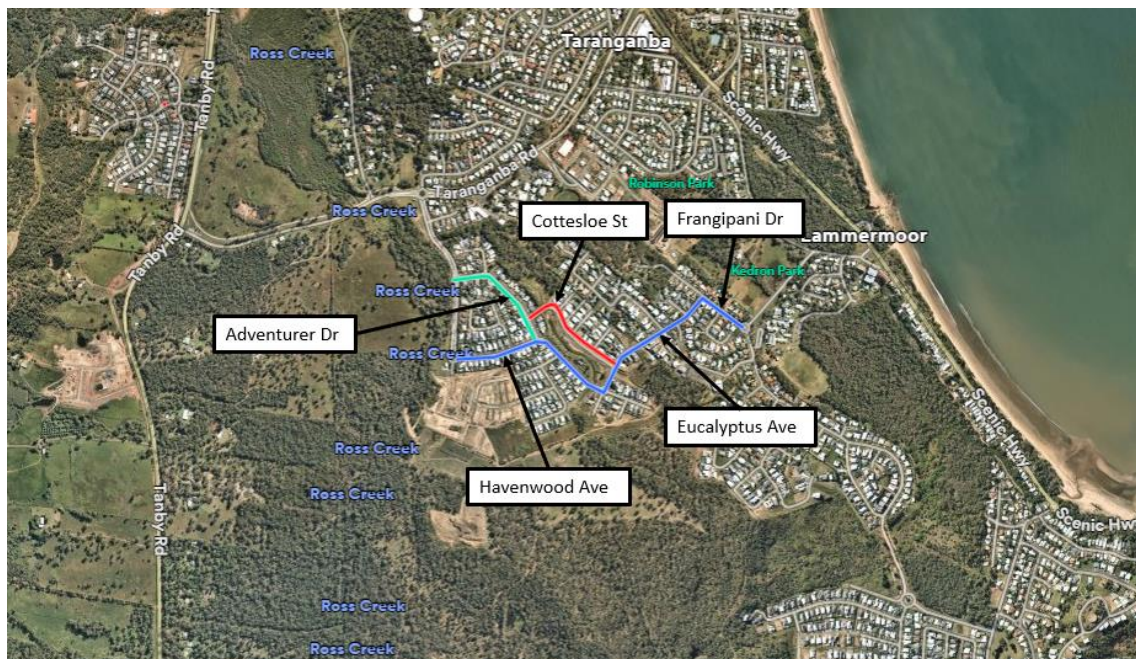


Figure 1 - Roads of community concern

## COMMENTARY

### Traffic Data

Since 2022, traffic counters have been installed on the Western side of the Eucalyptus Avenue crest every August. The data shows that the Annual Average Daily Traffic (AADT) has increased from 510 to 1,095 vehicles per day (vpd), which remains within the acceptable range for a Minor Collector according to the Capricorn Municipal Development Guidelines (CMDG), which specifies an environmental capacity of 751-3,000 AADT.

The speed data indicates that most drivers are generally conforming to the 50 km/h speed limit, with the mean speed remaining steady over three years (Table 1). The 15 km/h pace and percentage within pace show a slight reduction, suggesting improved speed compliance for the majority of drivers. However, the mean exceeding speed has increased over the last few years to 72.0km/hr, this trend highlights the need for speed reduction measures.

Table 1 Metro count Traffic Data.

Date	AADT (vpd)	85% Speed (km/hr)	Mean Speed (km/hr)	15km/hr Pace (km/hr)	% in pace	Mean Exceeding Speed (km/hr)	% exceeding
Aug-22	510	55	45.5	40-55	52	64.26	32
Aug-23	968	62	40.7	29-44	61	66.6	19
Aug-24	1095	59	41.8	28-43	61	72.0	21

Additionally, "Probe" speed data from the Department of Transport and Main Roads, which utilises GPS data from modern vehicles, has been used to identify specific locations where speeding is prevalent. As expected, higher speeds are observed at the downhill sections of Eucalyptus Avenue and mid-block sections. While this probe data is valuable for verifying the metrocount results, it is limited by a smaller sample size and less representative coverage, as it only captures data from modern vehicles.

In summary, while general compliance is satisfactory, the increasing trend of higher-speed non-compliance suggests that targeted traffic calming interventions should be considered.

As shown in Table 2, Observations indicate an increase in medium-sized trucks and buses, likely due to development growth in the area, including residential construction and associated deliveries (e.g. furniture). Additionally, it's important to note that some larger passenger vehicles with a wheelbase greater than 3.2m (e.g., Dodge Ram) also fall under this category.

*Table 2 - Vehicle Class Observations*

Month-Year	Light %	Medium %	Heavy %
Aug-22	89.9	9.2	0.8
Aug-23	80.2	19.0	0.7
Aug-24	57.0	42.1	0.8

### Environmental Capacity and Road Hierarchy

In transport planning and engineering, "environmental capacity" refers to the traffic volume range a road can accommodate while maintaining acceptable impacts on the surrounding environment and community. This capacity considers factors such as noise, air quality, pedestrian safety, and overall liveability, rather than focusing solely on traffic flow or congestion. In residential areas, this threshold is often set lower to protect community amenity and ensure safety, even if the road could technically accommodate more vehicles.

A recurring observation is that most traffic concerns received by council officers are related to Minor Urban Collector Roads, with direct property access, particularly in new development areas. This trend has been evident in areas like Pacific Heights, Central Park Estate, and The Pines Estate. Minor Collector roads are designed to accommodate some through traffic from connecting local access roads, which can lead to higher traffic volumes and perceived safety concerns.

The Eucalyptus Avenue and nearby roads listed below are classified according to their hierarchy, environmental capacity, and carriageway width:

*Table 3 - Classification of Eucalyptus Avenue and Surrounding Roads*

Road	Road Hierarchy	Environmental Capacity (AADT)	Carriageway Width
<ul style="list-style-type: none"> <li>• <b>Eucalyptus Avenue</b></li> <li>• <b>Havenwood Drive</b></li> <li>• <b>Adventurer Drive</b></li> <li>• <b>Frangipani Drive</b></li> </ul>	Minor Urban Collector	751-3000 vpd	10.0m
<ul style="list-style-type: none"> <li>• <b>Cottesloe Street</b></li> </ul>	Residential Access Street	251-750 vpd	7.5m

### Crash History

The most recent crash data for the Taranganba and Taroomball area over the five-year period from November 2018 to November 2023 has been mapped and is presented in Figure 2. The data indicates that no crashes involving fatalities, injuries, medical treatments, or hospitalisations have been recorded during this period. It is important to note that the Eucalyptus Avenue road connection was completed in July 2022, and typically, a 3-5 year period is considered an appropriate sample size for crash analysis.

Council officers regularly review crash data to prioritise interventions and mitigative measures at locations with a documented crash history. According to the Australian Government's Blackspot Program, a road segment or intersection with three or more crashes in a five-year period is classified as a "Blackspot." This designation allows for crash treatment proposals to be submitted, with benefit-cost ratios used to evaluate the most effective use of public funds.

While prioritising locations with recorded crashes is a reactive but responsible approach to public expenditure, Council also endeavors to adopt proactive measures, such as the investigations and proposed treatments outlined in this report.

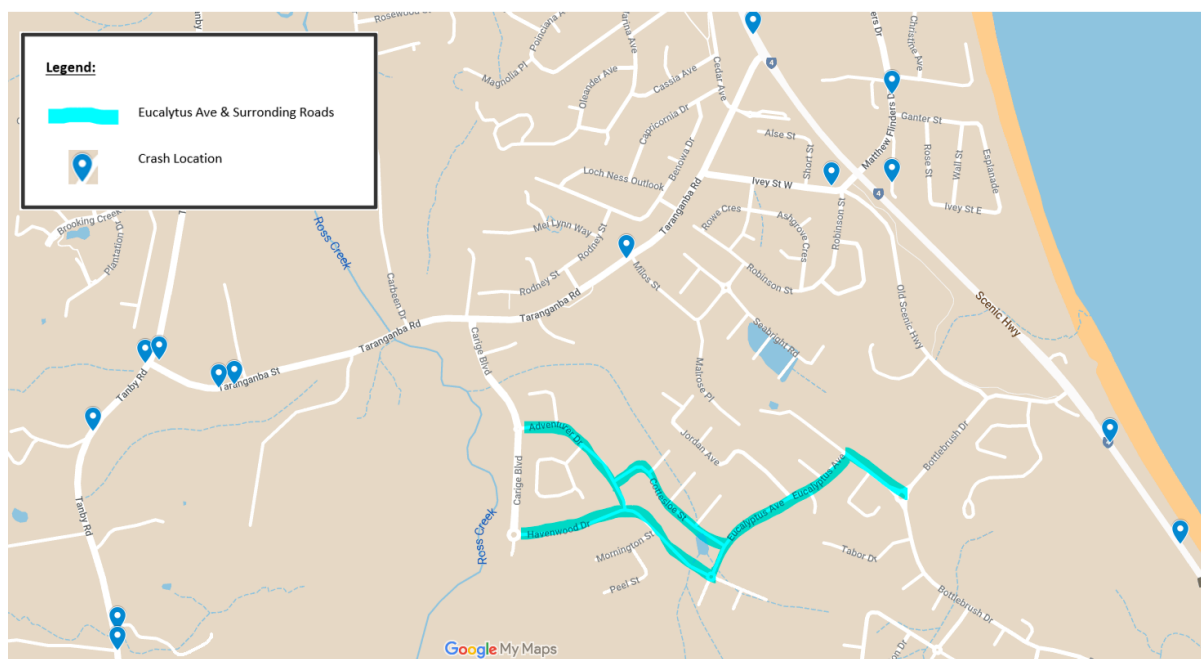


Figure 2 – Crash Locations of Taranganba & Taroomball Area

### Community Concerns Summarised

Council officers created an internal register to track all the community concerns relating to Eucalyptus Avenue and surrounding roads, which have been summarised below:

Community Concern	Council Officers Response
<b>Speeding: Eucalyptus Ave, Havenwood Drive, Adventurer Drive and Cottesloe St, especially near Sea Haven Parklands.</b>	Refer to recommendations 1, 2, 6 & 7
<b>Speed Limit and Signage: Lack of speed limit signs in the area and a request to reduce the speed limit to 40 km/hr near the parklands.</b>	Refer to recommendation 2
<b>Traffic Volume: High traffic volumes, including heavy vehicles and school traffic during peak hours.</b>	<p>Traffic volumes are within the acceptable range for a Minor Urban Collector Road.</p> <p>Taroomball is considered a development hot-spot, and a higher than usual number of medium vehicles is expected as the area continues to be developed.</p>
<b>Intersection Safety: Lack of splitter islands and proper line marking, leading to unsafe turning behaviours, including vehicles cutting corners.</b>	Refer to recommendation 1 & 4
<b>Signage Needs: No "Slow – Children Playing" signs or other warning signs near the parkland and key crossings.</b>	<p>All signage must comply with the MUTCD and be "Official Signage"</p> <p>W6-1 signage is recommended as per recommendation 2</p>

<b>Traffic Calming Measures: No speed bumps or other calming devices present on both sides of the hill and key streets.</b>	Refer to recommendation 3
<b>Visibility Issues: Poor visibility due to lack of separation lines and parking control on hill approaches; no yellow lines to restrict parking.</b>	Refer to recommendation 3
<b>Footpath Connectivity: Inadequate pedestrian footpath on the eastern side of the hill.</b>	Refer to recommendation 5
<b>Existing footpath Safety: Existing footpath is too close to road</b>	<p>Footpath has 1.0m or clearance from the road, which provides clearance from parked vehicle doors. As per Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling.</p> <p>Road narrowing as per recommendation 3 will provide more clearance to pedestrians.</p>
<b>Development Concerns: Anticipation of compounded issues with further development and extension of Eucalyptus Ave.</b>	Future trunk roads aim to support growth, such as T-96 (Frangipani Dr/Melrose Place connection), T-137 (Carriage Boulevard) & T-37 (Chandler Road)
<b>Enforcement and Monitoring: Need for traffic data collection and cameras to enforce compliance.</b>	Refer to recommendation 1 & 6

### **Fitzroy Speed Committee Meeting – 22 August 2024**

The issue of speeding in the area was discussed at the most recent meeting involving engineers from Livingstone Shire Council, Rockhampton Regional Council, the Department of Transport and Main Roads, and the Queensland Police Service. The road safety concerns were acknowledged, and proposed Local Area Traffic Management (LATM) measures, including speed cushions on each side of the crest of Eucalyptus Avenue and road narrowing through line marking were considered. The committee indicated that a 40 km/h speed limit is unlikely to be supported, as the default 50 km/h limit applies in built-up areas. Following the implementation of the LATM measures, ongoing monitoring will be conducted to assess compliance and effectiveness.

### **Future Trunk Roads**

The Local Government Infrastructure Plan (LGIP) is essential for managing urban growth by strategically planning and delivering trunk roads that align with future development. Integrated into the Livingstone Planning Scheme, the LGIP identifies the key infrastructure needed to support urban expansion while ensuring that growth occurs in a coordinated manner with adequate roads in place.

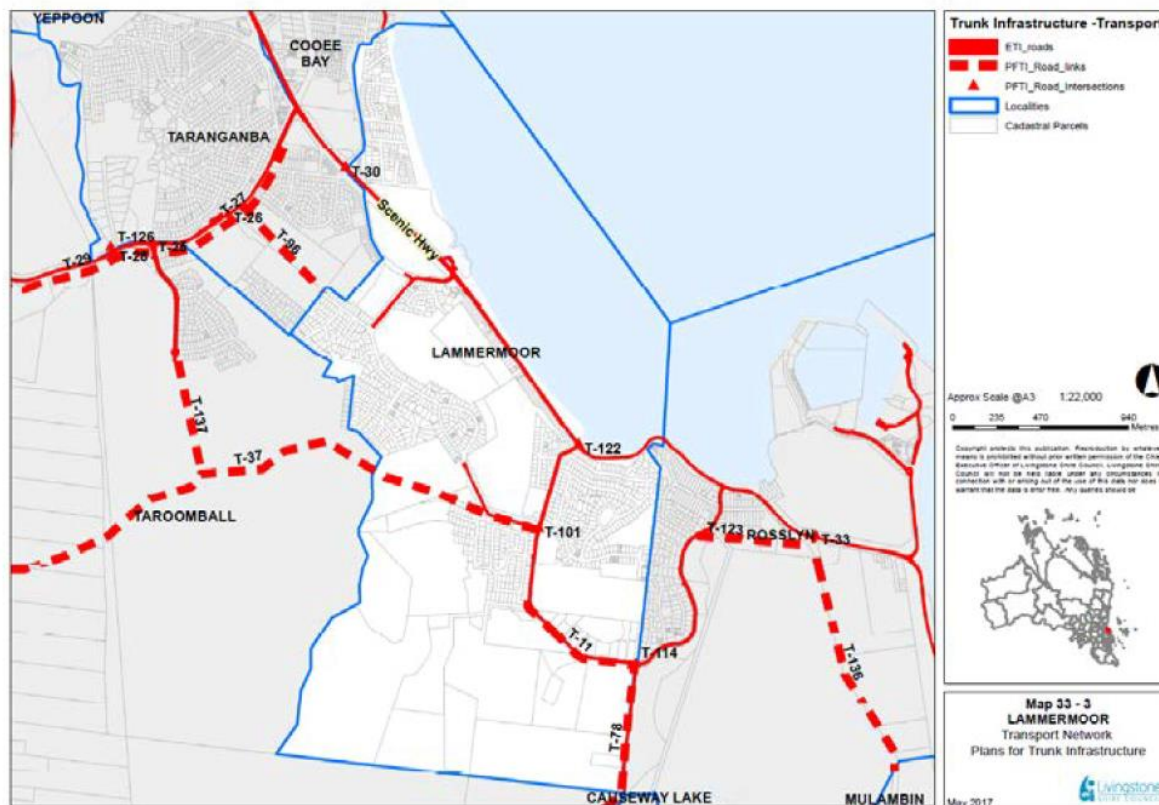
A major benefit of the LGIP is its ability to relieve pressure on local roads by directing traffic to well-designed trunk routes. These roads, with features like controlled access, spaced intersections, and generally higher speeds, providing safe and efficient connectivity, reducing congestion on minor collector roads and preventing rat-running in residential areas.



In the Taranganba and Taroomball areas, several planned trunk roads will play a critical role in supporting growth and relieving pressure on the local road network. These include:

- **T-96 (Frangipani Dr/Melrose Place connection)**
- **T-137 (Carriage Boulevard)**
- **T-37 (Chandler Road)**

These roads will enhance connectivity to major routes such as the Scenic Highway, Taranganba Road, Tanby Road, and Clayton Road. By providing more efficient alternatives for through traffic, these trunk roads aim to reduce congestion and improve overall traffic flow, ensuring that local streets remain accessible and safe for residents. These roads will be built according to the Capricorn Municipal Design Guidelines and relevant standards, ensuring they meet the region's long-term needs.



## RECOMMENDATION

### 1) Police enforcement.

The initial outcome from the Fitzroy Speed Committee meeting was to improve the Police presence in the area. The representative from the QPS agreed to provide speed surveillance in the area. LSC will analyse the data further to ascertain the time frames at

which speed is occurring more often. This will then be passed onto the QPS so they are able to provide a more targeted response to the situation.

It is envisaged that this measure will have a greater impact on driver behaviour by reducing the percentage of motorists speeding in this area. If implemented correctly this will cast doubt in motorist's minds and will result in higher conformance.

## 2) Signage.

The below figure 3 illustrates the proposed improved signage structure for the area. This consists of:

- Better delineation of the 50km/hr speed area from Frangipanni Drive to Carige Boulevard.
- Improved signage along Carige Boulevard.
- Pedestrian signs on Cottersloe and Havenwood Drive.



Figure 3 - Concept Signage Plan

The improved signage of the area is expected to reduce driver confusion thus improving driver compliance.

## 3) Local Area Traffic Management (LATM):

Australian Standard 1742.13:2023 states some of the main objectives of LATM are:

- “to attain acceptable levels of speed, volume and composition of traffic”
- “to improve the amenity of the area”

Currently the data is showing some non-compliance on Eucalyptus Drive and officers are proposing to address this issue by introducing some traffic calming techniques outlined in the above standard. These include:

- Pavement marking.
- Vertical deflection devices (speed cushion).
- Horizontal deflection devices (road narrowing).



The strategy in this instance is to control the speed of vehicles at the crest of Eucalyptus Drive as the data shows that motorists are tending not to adequately control the vehicles speed as they traverse down the slope towards Cottersloe Street and possibly Jordan Avenue.

It is intended that these treatments will be installed to address the issues across the crest. This will consist of the speed cushions at two locations on either side of the crest and line marking to narrow the road and prohibit parking along the crest. This will entice motorists to reduce their speeds as they ascend and descend on both sides of the crest which will also improve the stopping site distances in this area regarding driveways and the intersections.

According to Austroads, Guide to Traffic Management Part 8 (AGTM08) the above treatments have the following advantages:

#### **Speed Cushions:**

- a reported 27% reduction in 85th percentile vehicle speeds in the vicinity of the device.
- when used in a series they regulate speeds over the entire length of the street.
- they are relatively low cost to install and maintain.
- they discourage through traffic.
- they do not restrict or discomfort cyclists.
- they can be designed so that they do not inconvenience buses, commercial vehicles, etc.

Figure 4 demonstrated the proposed setup of the speed cushion traffic calming devices on the approaches to the crest of Eucalyptus Avenue.



*Figure 4 Traffic Calming Device General Arrangement*

The intent of the above treatments is to control the speeds of the portion of the community that are not adhering to the road rules. The intent of controlling the speed in this location is to remove the opportunity for motorists to become complacent by raising their alertness to the traffic conditions and improve conformance. Achieving this at this location would improve traffic conditions further West on Eucalyptus Drive as it reduces the unobstructed distance to the roundabout of Havenwood Drive which will reduce the motorists opportunity to exceed the speed limit. The guidelines suggest that keeping the distance between obstacles to less than 200m is effective at keeping motorists to a 50km/hr speed. Another benefit of reducing the speed at this location is, to improve the stopping site distance from Jordan Avenue and the property access between the treatments. Additionally, the western

side of Eucalyptus Avenue footpath connectivity with terminates at the crest, which means pedestrians are having to walk on the road edge.

#### **Road Narrowing (Line marking):**

- Is appropriate for low-speed residential environments.
- Its effectiveness is increased when used in conjunctions with speed cushions.
- a reduction in vehicle speeds, particularly on curvilinear alignments
- relatively low cost
- significantly less disruptive to local traffic than some other forms of LATM devices that are more severe in their design.

#### **4) Lane Separation at Splitter Island**

As shown in Figure 5, the swept path for a 19m semi-trailer requires traversing over the painted chevron island, in accordance with the Capricorn Municipal Development Guidelines. Normally, a raised splitter island with an R2-3L "Keep Left" sign would be installed on a Minor Urban Collector Road. However, in this instance, there is insufficient space to accommodate such an island without risking damage to light poles and signage. To discourage drivers from performing illegal manoeuvres by cutting the corner, it is proposed to install lane separation devices coupled with a narrow "Keep Left" sign. A similar treatment has been successfully implemented at the Kerrigan Street and Dean Street intersection in Rockhampton, as shown in Figure 6.



*Figure 5 - 19m Semi-Trailer Swept Path*



*Figure 6 - Separation Treatment*

#### **5) Walking Network Planning**

Livingstone Shire Council has recently secured funding to develop a Walking Network Plan (WNP) for the Taranganba area. This plan will focus on identifying primary and secondary walking routes within approximately a 2 km radius of Taranganba State School. As part of this planning, the missing footpath link at the Eucalyptus Avenue crest will be included in the WNP, allowing it to be prioritised for future budget considerations and funding.

#### **6) Traffic monitoring**

It is suggested that throughout the implementation of the above measures continual monitoring should be in place. The monitoring program is outlined below.

- Continue monitoring Eucalyptus at the current location throughout the entire implementation process. This will inform if the modifications have had an impact in the vicinity of the installations.
- Install monitoring devices on Adventurer Drive, Cottesloe Street and Havenwood drive to quantify pre and post installation of treatment performance.
- It is suggested that the above areas are monitored for a period of 6 weeks post project completion to ensure there is a sustained effect on the local area.

## **7) Strengthening Traffic Calming Requirements**

Council officers will explore opportunities to emphasise the requirement for developments to include appropriate Local Area Traffic Management (LATM) and traffic calming measures in their design, particularly for Minor Urban Collector Roads where community concerns typically arise. These requirements could potentially be emphasised in more detail in the Capricorn Municipal Development Guideline and the Planning Scheme in the future. Once established, they would be regulated by the Livingstone Shire Council's Development Engineering Team to ensure compliance and improve overall road safety in these areas.

## **PREVIOUS DECISIONS**

On 18 June 2024 petition was received and referred to the Infrastructure Standing Committee.

## **ACCESS AND INCLUSION**

Recommendation to have footpath link added to future Walking Network Plan (WNP) and considered for future funding to in accordance with other priorities.

## **ENGAGEMENT AND CONSULTATION**

Site meeting on 25 July 2024 with residents, Mayor, Councillors & Councillor Officers was undertaken to discuss and observe concerns. This meeting will inform residents on the progress of the investigation into the concerns and proposed actions.

## **HUMAN RIGHTS IMPLICATIONS**

Nil

## **BUDGET IMPLICATIONS**

Low-cost treatments have been prioritised for maximum community value:

- \$21,000 to \$28,000 for below treatments
  - Speed Cushions: \$10,000 to \$15,000
  - Road Narrowing (Design): \$3,000
  - Road Narrowing - Line marking (Installation): \$5,000
  - Signage (Installation) : \$3,000 to 5,000
- Monitoring Costs: \$725 per traffic count (operational cost)
- Ongoing Maintenance: \$15,000 to \$30,000, Line marking refresh every 5-7 years

## **LEGISLATIVE CONTEXT**

The Queensland Manual of Uniform Traffic Control Devices (MUTCD), specifically Part 4: Speed Controls, directs us to the Queensland Road Safety Technical User Volumes (QRSTUV): Guide to Speed Management. As stipulated in Section 72A of the Transport Operations (Road Use Management) Act 1995, 'An official traffic sign must be installed in a way specified by the MUTCD.' Therefore, road authorities are obligated to adhere to the requirements set forth in these documents.

## **LEGAL IMPLICATIONS**

Nil

## **STAFFING IMPLICATIONS**

Design unit resources will be needed to prepare concepts and construction plans. A work order will be required for the Construction and Maintenance team to schedule the delivery of the works.

## **RISK ASSESSMENT**

The recommendations of this report aim to mitigate the identified risks of speeding and unsafe driving behaviors on Eucalyptus Avenue and surrounding roads.

## **CORPORATE PLAN REFERENCE**

### ***Future Livingstone***

*Community Plan Goal 5.1 - Balanced environmental and development outcomes*

*5.1.2 Balance development within Livingstone Shire in accordance with the community's desired environmental and economic outcomes.*

## **CONCLUSION**

The Eucalyptus Avenue Traffic Management Review concludes that while current traffic data indicates general compliance with speed limits, there is an increasing trend of higher-speed non-compliance that necessitates targeted traffic calming measures. Proposed actions include speed cushions, road narrowing, improved signage, and enhanced police enforcement to address these issues. These measures aim to improve road safety, reduce speeding, and ensure better compliance with traffic rules in the area, thereby enhancing the overall livability and safety of the affected streets.

## **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 CLOSED SESSION**

In accordance with the provisions of section 254J of the *Local Government Regulation 2012*, a local government may resolve to close a meeting to the public to discuss confidential items, such that its Councillors or members consider it necessary to close the meeting.

### **RECOMMENDATION**

THAT the meeting be closed to the public to discuss the following items, which are considered confidential in accordance with section 254J of the *Local Government Regulation 2012*, for the reasons indicated.

#### **15.1 Acquisition of Land for Road Purposes - Greenlake Road Rockyview**

This report is considered confidential in accordance with section 254J(3)(h), of the *Local Government Regulation 2012*, as it contains information relating to negotiations relating to the taking of land by the local government under Acquisition of Land Act 1967.

#### **15.2 ACQUISITION OF LAND FOR ROAD PURPOSES - GREENLAKE ROAD ROCKYVIEW**

This report is considered confidential in accordance with section 254J(3)(h), of the *Local Government Regulation 2012*, as it contains information relating to negotiations relating to the taking of land by the local government under Acquisition of Land Act 1967.

## 15 CONFIDENTIAL REPORTS

### 15.1 ACQUISITION OF LAND FOR ROAD PURPOSES - GREENLAKE ROAD ROCKYVIEW

**File No:** fA40339

**Attachments:**

1. Drawing No 304701490-CI-SK-042
2. First Valuation
3. Email from Landowner
4. Second Valuation

**Responsible Officer:** Sean Fallis - Manager Engineering Services  
Michael Kriedemann - General Manager Infrastructure

**Author:** Carrie Burnett - Policy & Planning Officer

**Previous Items:** 11.21 - Artillery Road and Greenlake Road ROSI  
Nomination - Ordinary Council - 15 Mar 2022 9.00am

This report is considered confidential in accordance with section 254J(3)(h), of the *Local Government Regulation 2012*, as it contains information relating to negotiations relating to the taking of land by the local government under Acquisition of Land Act 1967.

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#### SUMMARY

This report seeks Council's approval to take land for road purposes.

**15.2 ACQUISITION OF LAND FOR ROAD PURPOSES - GREENLAKE ROAD  
ROCKYVIEW**

**File No:** fA40335

**Attachments:** 1. Drawing No 22-128-C-26  
2. Valuation

**Responsible Officer:** Sean Fallis - Manager Engineering Services  
Michael Kriedemann - General Manager Infrastructure

**Author:** Carrie Burnett - Policy & Planning Officer

**Previous Items:** 11.21 - Artillery Road and Greenlake Road ROSI  
Nomination - Ordinary Council - 15 Mar 2022 9.00am

This report is considered confidential in accordance with section 254J(3)(h), of the *Local Government Regulation 2012*, as it contains information relating to negotiations relating to the taking of land by the local government under Acquisition of Land Act 1967.

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**SUMMARY**

This report seeks Council's approval to take land for road purposes.

## **16 CLOSURE OF MEETING**