



SOUTH BURNETT
REGIONAL COUNCIL

AGENDA

Infrastructure Standing Committee Meeting Wednesday, 1 December 2021

**I hereby give notice that a Meeting of the Infrastructure Standing
Committee will be held on:**

Date: Wednesday, 1 December 2021

Time: 9.00am

**Location: Warren Truss Chamber
45 Glendon Street
Kingaroy**

**Mark Pitt PSM
Chief Executive Officer**

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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.

- 1 OPENING**
- 2 LEAVE OF ABSENCE / APOLOGIES**
- 3 RECOGNITION OF TRADITIONAL OWNERS**
- 4 DECLARATION OF INTEREST**

5 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

5.1 MINUTES OF THE INFRASTRUCTURE STANDING COMMITTEE MEETING HELD ON 3 NOVEMBER 2021

File Number: 01-12-2021

Author: Coordinator Executive Services

Authoriser: Chief Executive Officer

OFFICER'S RECOMMENDATION

That the Minutes of the Infrastructure Standing Committee Meeting held on 3 November 2021 be received.

ATTACHMENTS

- 1. Minutes of the Infrastructure Standing Committee Meeting held on 3 November 2021**



MINUTES

Infrastructure Standing Committee Meeting

Wednesday, 3 November 2021

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**MINUTES OF SOUTH BURNETT REGIONAL COUNCIL
INFRASTRUCTURE STANDING COMMITTEE MEETING
HELD AT THE WARREN TRUSS CHAMBER, 45 GLENDON STREET, KINGAROY
ON WEDNESDAY, 3 NOVEMBER 2021 AT 9.00AM**

PRESENT:**Councillors:**

Cr Brett Otto (Mayor), Cr Roz Frohloff, Cr Gavin Jones (Deputy Mayor), Cr Danita Potter, Cr Kirstie Schumacher, Cr Scott Henschen, Cr Kathy Duff

Council Officers:

Mark Pitt (Chief Executive Officer), Susan Jarvis (General Manager Finance & Corporate), Peter O'May (General Manager Community), Ged Brennan (Acting General Manager Infrastructure), Aaron Meehan (KTP Project Manager), James D'Arcy (Manager Infrastructure Planning), Kevin Searle (Manager Works), Kristy Champney (Personal Assistant Infrastructure), Lynelle Paterson (Coordinator Executive Services)

1 OPENING

The Mayor declared the meeting open and welcomed all attendees.

2 LEAVE OF ABSENCE / APOLOGIES

Nil

3 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Cr Duff acknowledged the traditional custodians of the land on which the meeting took place.

4 DECLARATION OF INTEREST

Nil

5 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**5.1 MINUTES OF THE INFRASTRUCTURE STANDING COMMITTEE MEETING HELD ON 6 OCTOBER 2021**

COMMITTEE RESOLUTION 2021/76

Moved: Cr Gavin Jones
Seconded: Cr Danita Potter

That the Minutes of the Infrastructure Standing Committee Meeting held on 6 October 2021 be received.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher and Kathy Duff

Against: Nil

CARRIED 6/0

Attendance:

At 9:02am, Cr Henschen attended the meeting

At 9:02am, KTP Project Manager Aaron Meehan entered the meeting

At 9:17am, Personal Assistant Infrastructure Kristy Champney left the meeting

6 PORTFOLIO – ROADS & DRAINAGE

6.1 ROADS AND DRAINAGE PORTFOLIO REPORT

COMMITTEE RESOLUTION 2021/77

Moved: Cr Gavin Jones

Seconded: Cr Kathy Duff

That Councillor Jones's Road and Drainage Portfolio Report to Council be received for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 9:21am, Manager Tim Low entered the meeting.

At 9:22am, Personal Assistant Infrastructure Kristy Champney returned to the meeting.

6.1.1 JOHN STREET KINGAROY

COMMITTEE RESOLUTION 2021/78

Moved: Cr Brett Otto

Seconded: Cr Kathy Duff

Update to the December Infrastructure Standing Committee Meeting on the timing for the completion of design work for John Street Kingaroy.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

6.2 KINGAROY TRANSFORMATION PROJECT UPDATE

COMMITTEE RESOLUTION 2021/79

Moved: Cr Roz Frohloff

Seconded: Cr Gavin Jones

That Council note the attached Kingaroy Transformation Project Update report for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

6.2.1 QUESTION ON NOTICE - ACCESS TO DRIVEWAY BESIDE BUSY BEE CAFE

Question on Notice from Cr Potter:

Will the driveway beside Busy Bee still be able to be accessed?

Attendance:

At 9:38am KTP Project Manager Aaron Meehan left the meeting.

6.3 KENT STREET, KINGAROY STREET AND HALY STREET, KINGAROY FOOTPATH

COMMITTEE RESOLUTION 2021/80

Moved: Cr Gavin Jones

Seconded: Cr Roz Frohloff

That the report detailing Kent Street, Kingaroy Street and Haly Street, Kingaroy Footpath projects be presented to the December Infrastructure Standing Committee meeting.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

6.4 HEAVY VEHICLE ROUTES - KINGAROY

COMMITTEE RESOLUTION 2021/81

Moved: Cr Gavin Jones

Seconded: Cr Danita Potter

That Council note that investigation of heavy vehicle traffic routes within Kingaroy has commenced and a workshop is currently being developed and will be delivered to discuss these options in detail.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 9:53am, Manager Tim Low left the meeting.

At 10:00am, Manager Tim Low returned to the meeting.

6.5 PROJECT MANAGEMENT FRAMEWORK DEVELOPMENT UPDATE

COMMITTEE RESOLUTION 2021/82

Moved: Cr Kirstie Schumacher
Seconded: Cr Gavin Jones

That Council note the report and attachments.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 10:20 am, Cr Danita Potter left the meeting.
At 10:22 am, Cr Danita Potter returned to the meeting.
At 10:27 am, CEO Mark Pitt left the meeting.
At 10:28 am, CEO Mark Pitt returned to the meeting.

6.6 ROAD MAINTENANCE MANAGEMENT SYSTEM UPDATE

COMMITTEE RESOLUTION 2021/83

Moved: Cr Danita Potter
Seconded: Cr Gavin Jones

That Council note the attached report on Road Maintenance Management System Update.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

6.6.1 POTHoles

RESOLVED 2021/84

Manager Works to provide information at a future Infrastructure Standing Committee Meeting in relation to why some potholes are fixed and some not, in particular Cherbourg Road, Edward Street Wondai and Wattlecamp Road Wattlecamp

ADJOURN MORNING TEA

COMMITTEE RESOLUTION 2021/85

Moved: Cr Brett Otto
Seconded: Cr Kirstie Schumacher

That the meeting adjourn for morning tea.

CARRIED 7/0

RESUME MEETING

COMMITTEE RESOLUTION 2021/86

Moved: Cr Brett Otto
Seconded: Cr Gavin Jones

That the meeting resume at 11.00am

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

6.7 AUDIT PROCESS AND TRACKING OF COSTS RMPC AND RPC

COMMITTEE RESOLUTION 2021/87

Moved: Cr Scott Henschen
Seconded: Cr Kathy Duff

That Council note this report and that the report detailing the requested information be brought back to the December Infrastructure Standing Committee meeting.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

6.8 CAMPING FACILITIES AT KUMBIA & UPGRADE APEX PARK

COMMITTEE RESOLUTION 2021/88

Moved: Cr Danita Potter
Seconded: Cr Kathy Duff

That the report be received and noted.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance;

At 11.22am, GM Susan Jarvis left the meeting

At 11.22am Manager Anthony Bills attending the meeting

6.8.1 KUMBIA FACILITIES

COMMITTEE RESOLUTION 2021/89

Moved: Cr Scott Henschen

Seconded: Cr Gavin Jones

That the committee recommends to Council:

That Council engage the community to collaborate on

1. Redesign of Apex Park Kumbia
2. Possible relocation of overnight motorhome and camping to the sportsground
3. Heavy Vehicle/Truck decoupling and parking bay facilities

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

6.9 OPTIONS ON GRADING WHELAN STREET HIVESVILLE

COMMITTEE RECOMMENDATION

Moved: Cr Kathy Duff

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That Council considers in the 2nd quarter budget review upgrades to Whelan Street Hivesville to unsealed gravel road standard through inclusion in Council's 2021/22 capital works program and that Whelan Street Hivesville is added to Council's road maintenance program once the capital upgrade has been completed.

In Favour: Crs Brett Otto and Kathy Duff

Against: Crs Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher and Scott Henschen

LOST 2/5

COMMITTEE RESOLUTION 2021/90

Moved: Cr Kirstie Schumacher

Seconded: Cr Roz Frohloff

That a report be brought back to the May Infrastructure Standing Committee Meeting detailing all unformed roads in the South Burnett Region that have existing residential landholders who have made enquiries to Council in relation to road maintenance so further planning can be undertaken to consider these issues.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

7.2.1 QUESTION ON NOTICE - UNFORMED ROADS - HIVESVILLE

Question on notice from Cr Schumacher:

Are there other unformed Road Reservices in the Hivesville area?

Attendance:

At 12.00pm, Manager Kevin Searle left the meeting.

At 12.01pm, GM Peter O'May left the meeting.

At 12.02pm, Manager Kevin Seale returned to the meeting.

At 12.04pm, GM Peter O'May returned to the meeting.

7 PORTFOLIO - LDMG, WATER & WASTEWATER**7.1 LOCAL DISASTER MANAGEMENT, WATER AND WASTEWATER PORTFOLIO REPORT**

COMMITTEE RESOLUTION 2021/91

Moved: Cr Roz Frohloff

Seconded: Cr Scott Henschen

That Councillor Frohloff's Local Disaster Management, Water and Wastewater Portfolio report to Council be received for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 12:19 pm, Cr Danita Potter left the meeting.

At 12:22 pm, Cr Danita Potter returned to the meeting.

At 12:26 pm, Cr Gavin Jones left the meeting.

At 12:28 pm, Cr Gavin Jones returned to the meeting.

7.2 GORDONBROOK DAM ACCEPTABLE FLOOD CAPACITY (AFC) CONCEPT DESIGN, SAFETY REVIEW WORKS AND BUDGET REVIEW

COMMITTEE RESOLUTION 2021/92

Moved: Cr Roz Frohloff

Seconded: Cr Danita Potter

That the committee recommends to Council;

That Council provide sufficient operational/capital budget during the 2021/2022 and 2022/2023 financial years to undertake the additional necessary assessment and reports (as stipulated in *Additional AFC Works Requirements* section) required by the regulator under the *Gordonbrook Dam (#0657) Dam Safety Condition Schedule* prior to the Gordonbrook Dam Spillway AFC works.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

COMMITTEE RESOLUTION 2021/93

Moved: Cr Gavin Jones

Seconded: Cr Danita Potter

That the committee recommends to Council:

That the following items be considered in the 2022/2023 budget considerations:

1. That Council adopt the recommended concept design for Gordonbrook Dam Spillway AFC works and corresponding reviewed budget estimate, and ensure sufficient budget is provided into Council's Water and Wastewater Operational Budget and Forward Works Program to allow the AFC works to be completed by 1 October 2025;
2. That Council ensure sufficient capital is maintained in the current forward works budget to allow for additional Dam Safety items to be rectified as identified in the report.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 12.42 pm, GM Susan Jarvis returned to the meeting.

7.3 STORM DAMAGE TO MT WOOROOLIN RESERVOIR ROOF

COMMITTEE RESOLUTION 2021/94

Moved: Cr Roz Frohloff

Seconded: Cr Scott Henschen

That the committee recommends to Council:

That Council Officers investigate options for the roof replacement and arrange the replacement roof as a matter of urgency.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

7.3.1 QUESTION ON NOTICE - INSURANCE ON STRUCTURES

Question on notice from Cr Schumacher:

Can facilities like the reservoir structure be insured? Have we done the cost benefit analysis? General Manager Finance to look at insurance in relation to this sort of asset and report back to a future Standing Committee Meeting.

8 QUESTIONS ON NOTICE

8.1 QUESTIONS ON NOTICE

COMMITTEE RESOLUTION 2021/95

Moved: Cr Scott Henschen

Seconded: Cr Roz Frohloff

That the responses to the questions raised be received and noted.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 12.44pm Manager Tim Low left the meeting

9 CONFIDENTIAL SECTION

COMMITTEE RESOLUTION 2021/96

Moved: Cr Brett Otto

Seconded: Cr Danita Potter

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 254J of the *Local Government Regulation 2012*:

9.1 Construction of a formed road to Lot 29 RP36980 and Lot 10 M5421 Memerambi

This matter is considered to be confidential under Section 254J - g of the Local Government Regulation, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

Attendance:

At 1pm, Manager ICT Anthony Bills left the meeting.

COMMITTEE RESOLUTION 2021/97

Moved: Cr Brett Otto

Seconded: Cr Danita Potter

That Council moves out of Closed Council into Open Council.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

CARRIED 7/0

9.1 CONSTRUCTION OF A FORMED ROAD TO LOT 29 RP36980 AND LOT 10 M5421 MEMERAMBI

COMMITTEE RESOLUTION 2021/98

Moved: Cr Gavin Jones
Seconded: Cr Roz Frohloff

That the committee recommends to Council:

That the requirement for the construction of a formed road to Lot 29 RP36980 and Lot 10 M5421, Memerambi is the developer's responsibility, that the current constructed road does not meet the standard and that this advice be reiterated in writing to the developer.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher and Scott Henschen

Against: Cr Kathy Duff

CARRIED 6/1

10 CLOSURE OF MEETING

The Meeting closed at 1.00pm.

The minutes of this meeting were confirmed at the Infrastructure Standing Committee Meeting held on 1 December 2021.

.....
CHAIRPERSON

6 PORTFOLIO – ROADS & DRAINAGE

6.1 ROADS AND DRAINAGE PORTFOLIO REPORT

File Number: 01-12-2021

Author: Manager Works

Authoriser: Chief Executive Officer

PRECIS

Roads and Drainage Portfolio Report

SUMMARY

Councillor Jones presents his Roads and Drainage Portfolio to Council.

OFFICER'S RECOMMENDATION

That Councillor Jones's Road and Drainage Portfolio Report to Council be received for information.

BACKGROUND

N/A

ATTACHMENTS

1. Roads and Drainage Portfolio Report [!\[\]\(3dc92c626ede9fa1b47e2e010104b5c4_img.jpg\) !\[\]\(71e9a2c5583c3d2a2fe005f4239e5d39_img.jpg\)](#)

ROADS AND DRAINAGE PORTFOLIO REPORT

Current Design and Planning Projects

Key Projects

Name	Description	Status
Bunya Highway Medians and Round-A-Bout Treatments	Repair and upgrade of median and roundabouts	Youngman Street Medians – 100% complete River Road Round-a-bout – Community consultation complete and design 80% complete Wondai Round-a-bout – Community consultation complete and design 80% complete.
Kumbia Streetscape, Kumbia	Rehabilitation of CBD	Design 20% complete
Maidenwell Bunya Mountains Road, Wengenville	Detailed design for TMR	Design 30% complete

Minor Projects

Name	Description	Status
Haly Street Footpath, Kingaroy	Replacement of existing footpath from at Andersons carpets.	Design 80% complete
John Street, Kingaroy	Pavement rehabilitation	Design 60% complete
Kent Street, Wondai	Improvement to pedestrian and parking facilities, Wondai State School	Design 90% complete

Current / Planned Works for November

As of 14 November 2021

Capital Works

Name	Description	Expected Start Date	Expected Completion Date	Budget Amount	Actual as at 14 Nov 21
Drayton Street, Nanango	Upgrade to parking configuration including a school crossing and stop, drop and go area at Nanango State School.	December	January	\$50,000	\$4,920
Jorgensens Road, Glenview	Pavement rehabilitation works underway.	October	November	\$61,500	\$15,332
Kent Street, Kingaroy	Road widening between Carinya Street and Fitzroy Street, Saint Mary's Catholic College.	December	January	\$98,500	\$38,650
Kingaroy Transformation Project	Kingaroy CBD upgrade.	January 2021	October 2022	Refer to KTP report	
Memerambi Barkers Creek Road, Corndale	Upgrade a section from unsealed to sealed standard between chainage 14.5km to 15.5 km.	November	March	\$864,000	\$7,710
Springs Road, Chelmsford	Sealed pavement reconstruction.	October	November	\$169,500	\$13,057
Weckers Road, Wooroolin	Sealed pavement reconstruction.	November	November	\$172,500	\$17,143
Wondai Industrial Estate	Pavement rehabilitation and upgrade.	November	December	\$970,000	\$53,785
Bitumen Reseal Program	Procurement evaluation currently underway.	November	March	\$1,149,789	\$313,025

Gravel Resheeting

Name	Description	Expected Start Date	Expected Completion Date
Benair Road, Benair	Gravel Resheet	November	December
Boldery Road, Brooklands	Gravel Resheet	November	December
Elbow Road, Sunny Nook	Gravel Resheet	November	November
Memerambi Gordonbrook Road, Memerambi	Gravel Resheet	December	January

McNamara Road, Brooklands	Gravel Resheet	November	November
Mt McEuen Road, Mt McEuen	Shoulder and Gravel Resheet	November	December
Smith Road, Booie	Shoulder Resheet	November	November
Stonelands Road, Stonelands	Gravel Resheet	December	January

Patrol Grading

Locality	Description	Expected Start Date	Expected Completion Date
Alice Creek	Alice Creek Road, Barbours Road, Clarkes Road, Glenclyffe Road, Tuckers Road, Williams Road	December	December
Booie	Booie Crawford Road, Harchs Road, Haydens Road, Jorgensens Road, Millards Road, Mount Hope Road, Nystrom Road, Perrett Road, Radunzs Road, Redvale Road, Reinbotts Road, Schellbachs Road, Siddans Road	December	December
Boondooma	Allies Creek Road, Coes Boundary Road, Jerrards Road, Krugers Road, Macfarlane Road, Manar Road, Quite Glenn Road, Slacks Road, Thompson Road	November	December
Brigooda	Alexander & Lawson Road, Jua Road, Weber Lane	November	November
Coolabunia	Chaseling Street, Franklin Road, Sloans Road, Wiedens Road	December	December
Durong	Paines Road, Staines Road, Woltmanns Road	November	December
Goodger	Buttsworth Road, Edenvale South Road, Neale Road, Staiers Road, Tigells Road, Whiterock Road	November	December
Haly Creek	Bookless Road, Findlays Road, Flagstone Creek Road, Haly Creek Road, Mustons Road	November	November
Hodgleigh	Lucas Road	December	December
Kingaroy	Borcharts Road, Ushers Road	November	December
Maidenwell	Harland Road, Maidenwell Pimpimbudgee Road	November	November
Pimpimbudgee	Pimpimbudgee Road	November	November
Wengenville	Dugdell Road, Maidenwell Glenclyffe Road, Red Cedar Drive, Saddle Tree Creek Road, Silky Oak Drive, Tim Shea Creek Road, Upper Barkers Creek Road, Wengen Creek Road, Wengenville Glenclyffe Road	November	December

Roadside Slashing / Boom Mowing

Locality	Description	Expected Start Date	Expected Completion Date
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Abbeywood	Cridlands Road, Basin Road	December	January
Booie	Redmans Road, Haydens Road, Mt Hope Road, North Branch Road, Jorgensens Road, Faughnans Road, Harchs Road, Radunzs Road, Reagon Road, Malar Road, Burkes Road, Siddans Road, Schellbachs Road,	November	January
Boondooma	Pincotts Road, West Boondooma Road	December	January
Brigooda	Rankins Road	December	January
Charlestown	Weckers Road, Transmitter Road	December	January
Coolabunia	Bellbird Road, West Coolabunia Road, Royles Road, Sommersfield Road, Peterson Drive, Mary St, Coolabunia Road, Barsby Road	December	January
Corndale	Corndale Road	December	January
Crawford	Siefert Street, Liesegangs Road, Wingfeilds Road	December	January
Cushnie	Pedersons Road, Olsens Road, McAlister Road, Magnussens Road, Tesches Road, Schloss Road, Reinkes Road, Reillys Road, G Andersons Road, Cushnie Road	November	December
Durong	Mundubbera Durong Road 435, Swains Road, Stubbs Armstrong Road, Woolletts Road	December	January
East Nanango	East Nanango Road, Lowry Road, North Kerton Road	November	December
Ellesmere	Parker Road, Pauls Parade, Gannon Road, Lillian Avenue, Hilltop Drive, Acacia Drive	December	January
Goodger	Cairns Road, Weeks Road	December	January
Greenview	Jorgensens Road	November	December
Haly Creek	Ellesmere Road, Flagstone Creek Road, Haly Creek Road, Stuart Valley Drive	November	December
Hillsdale	Hillsdale Road	December	December
Hivesville	Hivesville Township	December	January
Hodgleigh	Semgreens Road, Coolabunia Malar Road, Roberts Road	December	January
Johnstown	Johnstown Road	December	December
Kingaroy	Geritz Road, Edenvale South Road, Edenvale North Road, Clark & Swenson Road, Harris Road, Sonaree Drive Parkland/ Drive, Premier Drive Council Reserve / Drive, Couchmans Road, Birts Road, Belair Road, Booie Crawford Road, Curtis Road, Taylors Road, West St, Weens Road, Kingaroy Cooyar Road 419, Kingaroy Barker Creek Road.	December	January
Kinleymore	Kinleymore School Road, Dionysius Road	December	January
Kumbia	Kumbia Road, Janetzki Street, Brook Road, Kearneys Road, Bunya Highway 45A, Bunya Mountains Road 4196	November	December

Maidenwell	Coomba Waterhole Road	December	January
Manyung	Koy Close	November	December
Memerambi	Memerambi Cemetery Road, Meehans Road, Memerambi Gordonbrook Road 4206	December	January
MP Creek	MP Creek Road	December	December
Murgon	Murgon Barambah Road, Cherbourg Road, Murgon Gayndah Road, Byee Road, Kilcoy Murgon Road, Bunya Highway	November	December
Nanango	Burnett Highway, D'Aguilar Highway, Lanes Road, Golf View Drive, Mills Way	November	December
Proston	Middle Road, Susan Court, Butler Drive, Wondai Proston Road, Okeden Road (Boondooma Dam Road)	November	December
Runnymede	Scotts Lane, Runnymede Estate Road, Thompson Road, Brazier Road	November	November
Sandy Ridges	Sandy Ridges Road, Robin & Lee Road, Wansbeck Manumbar Road, Manumbar Road	November	November
Silverleaf	Silverleaf Road, Mondure Wheatlands Road, Farrers Road	November	November
Taabinga	Boonenne Ellesmere Road, Lankowskis Road, Aerodrome Road, Geoff Ralph Drive	December	January
Tarong	Norman Road, Raymond Road, Deveraux Drive, Tanduringie Drive	December	January
Tingoora	Tingoora Charlestown Road, Tingoora Chelmsford Road, Tingoora Loop Road	December	January
Wattle Camp	Memerambi Barkers Creek Road, McClymont Road, Birch Road, McNichol Road, Maguire Road	November	December
Wheatlands	Flats Road, Kangaroo Yard Road	December	January
Wigton	Gayndah Hivesville Road	December	January
Wondai	Greenview Road, Wondai Charlestown Road, Lysdale Road, Wondai Industrial Area Old Dip Road, Bunya Avenue, Wesslings Road	December	December
Wooroolin	Sportsground Road, East Wooroolin Road, Quarry Road, Recreation Drive, Youngs Road, West Wooroolin Road, Logans Road, Denmark Road, Wellers Road, Dunfords Road, Cants Road	December	January

Completed Works for Noting – October

Design and Planning Projects

Kumbia Road, Kumbia	Road widening and pavement overlay	Design 100% complete
Oliver Bond Carpark, Kingaroy	Upgrade carpark and lighting facilities	Design 100% complete
Wondai Industrial Estate, Wondai	Upgrade pavement and intersections to allow for B-double access to industrial estate	Design 100% complete
Kingaroy State High School, Kingaroy	Footpath, school crossings and linemarking for William and Avoca Streets	Design 100% complete
Palmer Street, Murgon	Kerb & Channel works	Design 100% complete

Capital Works

Name	Description	Budget Amount	Actual
Harris Road, Kingaroy	Pavement rehabilitation works underway.	\$300,000	\$127,555

Gravel Resheeting

Name	Description
Hazeldean Road, South Nanango	Shoulder Resheet
Major Road, South Nanango	Shoulder Resheet
Mundubbera Durong Road, Durong	Shoulder Resheet

Patrol Grading

Locality	Description
Brigooda	Rankins Road
Brooklands	Nanango Brooklands Road
Crawford	Trouts Road, Zolner Road
Gordonbrook	Carews Road, Cooleys Road, Findowie Road (Eastbound), Findowie Road (Westbound), Holts Road, Linds Road, Pointons Road
Hivesville	Gayndah Hivesville Road
Kinleymore	Basin Road, Kilgour Lane
Maidenwell	Behan Road, Maidenwell Pimpimbudgee Road
Memerambi	Crittenden Road, Lamperds Road, Meehans Road, Wenzels Road
Neumgna	Hobdell Road
Okeden	Shepherds Lane, Trentham Lane
Pimpimbudgee	Cause Road, Clapperton Road, Connolly Road, Middle Creek Cooyar Road, Rocky Glen Road, Soldier Settlement Road, Tanduringie School Road

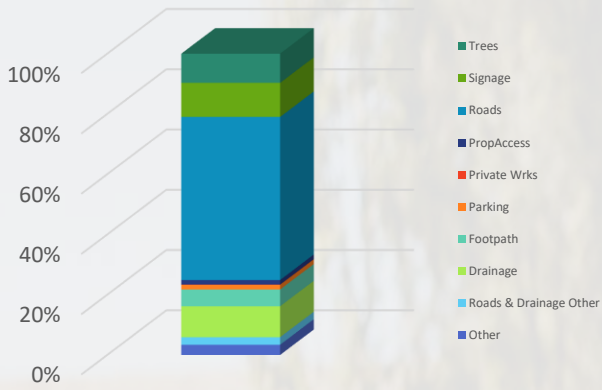
Stalworth	Reservoir Road
Taabinga	Lankowskis Road

Roadside Slashing

Locality	Description
Alice Creek	Glenclyffe Road
Barker Creek Flat	McCauley Broome Road, McNamara Road
Barlil	Paul Holznagel Road
Booie	Booie Road, Faulkner Road, Malar Crescent, Smith Road, Franklins Road, Burtons Road
Brooklands	Darley Crossing Road, Forest View Drive, Kumbia Road, Langans Road, Nanango Brooklands Road
Byee	Friebergs Road, Sempfs Road
Chelmsford	Red Hill Road
Cloyna	Bicks Road, Cloyna West Road, William Webber Road, Wilsons Road
Crownthorpe	Blackburns Road, Crownthorpe Road, Nangur Road
East Nanango	Brights Road, Diggings Road, Greenwood Creek Road, Mercer Springate Road, Mt Stanley Road, South Kerton Road
Glan Devon	Chappell Road, Cobby Road, Cobby Service Road, Heights Road
Glenrock	Glenrock Road, Louttits Road, Wooroonden Road
Goodger	Goodger Gully Road, Goodger Kunioon Road, Kunioon Road
Hivesville	Hivesville Road
Hodgleigh	Hodgleigh North Road
Kawl Kawl	Kawl Kawl Road
Kitoba	Kitoba Road
Manyung	Annings Road, Hetheringtons Road (Manyung), Reifs Road, Wittons Road
Merlwood	Eisenmengers Road, Elbow Road, Pringles Hill Road
Moffatdale	Steinhardtts Road, Verdelho Drive, Waterview Drive
Mondure	McConnel Way, Mondure Road
Moondooner	Moondooner Road
Mount McEuen	Mt McEuen Road
MP Creek	Fairdale Road
Murgon	Boat Mountain Road, Braithwaites Road, Gesslers Road, Oakview Lane, Silverleaf Road, Zerners Road
Nanango	Behs Road, Bushnells Road, Camp Creek Road, Carbeen Crescent, Finlay Road, George Street, Gs Wilson Drive, Hicken Way, Kimlin Street, Kurrajong Drive, McEwans Road, Muller Street, Old Rifle Range Road, Oliver Road, Parsons Road, Phipps Street East, Phipps Street West, Ridley Street, Rural Road, Silverleaf Road, Tara Avenue, Templetons Road
Oakdale	Bellottis Road, Vieritz Road
Redgate	Sippels Road, Tipperary Road
Runnymede	Runnymede Road
Silverleaf	Campbells Road
South East Nanango	Hamilton Road, Muir Drive, Old Esk North Road
South Nanango	Allen Road, Anderson Road, Andrews Road, Berlin Road, Bochmann Road, Buckland Road, Elouera Drive, Embrey Road, George Green Road, Hazeldean Road, Hohnke Road, Izzards Road, Kassulke Road, Majors Road, McGillivray Road, Nanango Neumgna Road, Old

	Yarraman Road, Pitts Road, Tom Smith Drive, W Dugdell Road, Weeronga Place
Stonelands	Stonelands Road
Sunny Nook	Headings Road
Tablelands	Carters Road, Daniels Road, Hebbel Drive, Levers Road, Smiths Road, Uptons Road
Wattle Camp	Brocklehurst Road, Farr Court, Franklin Road, Granite Crescent, Wattle Camp Road
Wheatlands	Mondure Wheatlands Road, Wheatlands Loop Road
Windersa	Kratzmans Road, Morgans Road
Wooroonden	Bradleys Road, Brand Road (Westbound 1), Freemans Road, Reidys Road, Webbers Bridge Road

Infrastructure Works - Customer Requests FYTD

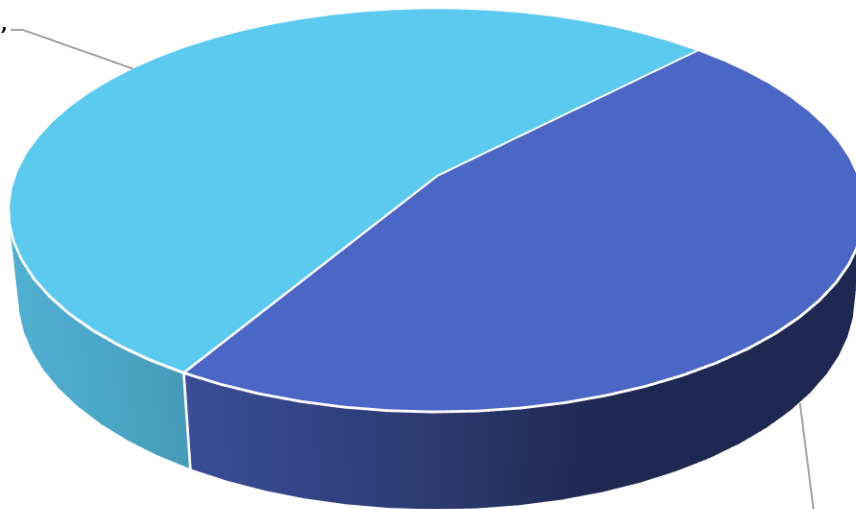


Roads and Drainage Other - includes street furniture, animals, bridges, gates and grids.
Other - includes airports, buildings, council buildings, dams, economic development, mowing, disaster management, parks and gardens, rates valuation, telecoms, toilets, waste and weeds.



Unsealed Roads 21/22 Patrol Grading

KM Yet to be completed, 776

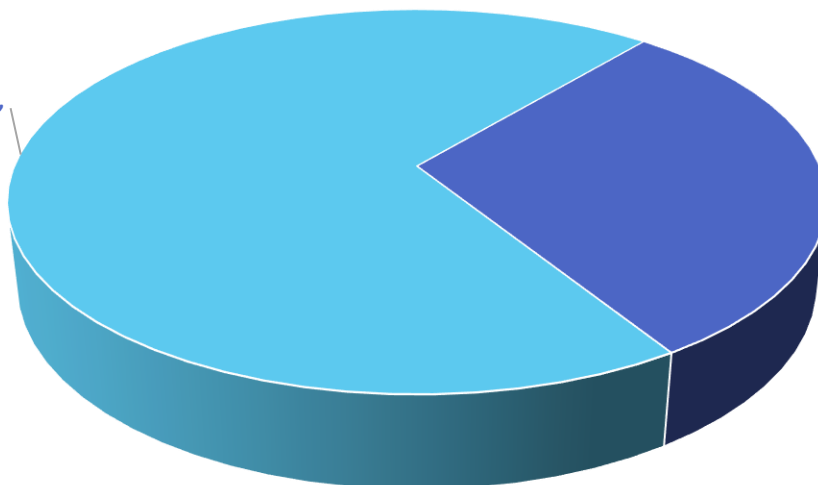


KM Completed YTD, 671
1448

Sealed Roads 21/22 Slashing

Including DTMR Network

KM Yet to be completed, 1293



KM Completed YTD, 553

1846

6.2 KINGAROY TRANSFORMATION PROJECT UPDATE**File Number:** 01-12-2021**Author:** General Manager Infrastructure**Authoriser:** Chief Executive Officer**PRECIS**

Kingaroy Transformation Project Update

SUMMARY

At March's Infrastructure Standing Committee, it was requested that monthly updates on the Kingaroy Transformation Project be presented to future Infrastructure Standing Committees.

OFFICER'S RECOMMENDATION

That Council note the attached Kingaroy Transformation Project Update report for information.

BACKGROUND

Refer to the attached Kingaroy Transformation Project Update report.

ATTACHMENTS

1. Kingaroy Transformation Project Update [↓](#) 

KINGAROY TRANSFORMATION PROJECT UPDATE

Construction Progress and Budget Update

November has by far the most intense and busiest time for the Kingaroy Transformation Project with major civil works across the CBD area. With the majority of underground conduit and stormwater works nearing completion in Haly Street, the road, footpath and kerb works across the precinct have been the main focus, and visually signify the transformation project beginning to take shape.



During November, construction teams were spread across multiple sites and undertook the installation of the road and asphalt in Alford Street. Works included the addition of cement treated base, EME2 and AC14 asphalt. Wet weather caused approximately one week delay on asphalt works however, the road was able to be reopened 50% to traffic and parking during this time. The road was opened ahead of the revised schedule.



Haly Street has been the major focus of the current program with the street under full construction. Council staff and contractors completed stormwater, kerb, conduits, and have almost completed footpaths and the road pavement. The KTP team would at this point like to acknowledge the efforts of all of our staff and contractors, not only for their personal pride but their personal time and effort in delivering on a tight timetable, and tough weather conditions at times.

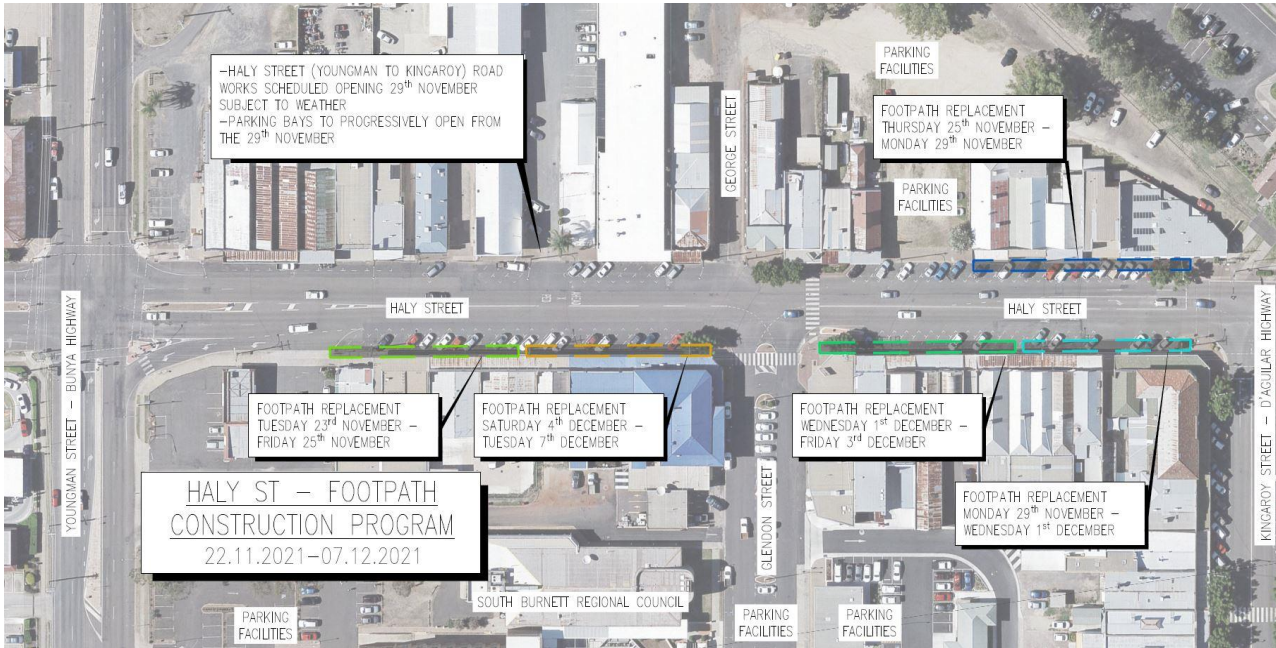




Currently its expected that teams will finalise the road in the last week of November with the final concrete footpaths expected to be completed by Tuesday the 7 December. The progressive opening of the road and parking is expected to commence from the 30 November, weather permitting.

Teams are currently preparing Kingaroy Street construction schedules for consultation and at this stage its expected that water main works will occur in early January along with construction from

Map of Works



Alford Street (Youngman – Glendon) Construction Progress

<i>Estimated Construction Progress</i>											
% complete	10	20	30	40	50	60	70	80	90	100	
Site Establishment & Prelims'											
Provision for Traffic											
Demolition											
Environmental											
Project Support											
Stormwater Drainage											
Kerb and Channel											
Footpaths and Concrete works											
Earthworks											
Water & RW Water Main											
Pavements											
Surfacing & Line Marking											
Street Furniture											
Landscaping (Hard and Soft)											
Signage											
Traffic Signals / CCTV											
Electrical / Comms											
Telstra Pit replacement											
Street Lighting Relocation and Removal											
Feature Lighting											
Street Lighting											
Irrigation											

Alford Street (Glendon – Kingaroy) Construction Progress

<i>Estimated Construction Progress</i>										
% complete	10	20	30	40	50	60	70	80	90	100
Site Establishment & Prelims'										
Provision for Traffic										
Demolition										
Environmental										
Project Support										
Stormwater Drainage										
Kerb and Channel										
Footpaths and Concrete works										
Earthworks										
Water & RW Water Main										
Pavements										
Surfacing & Line Marking										
Street Furniture										
Landscaping (Hard and Soft)										
Signage										
Traffic Signals / CCTV										
Electrical / Comms										
Telstra Pit replacement										
Street Lighting Relocation and Removal										
Feature Lighting										
Street Lighting										
Irrigation & Planting										

Haly Street (Youngman – Kingaroy) Construction Progress

<i>Estimated Construction Progress</i>										
% complete	10	20	30	40	50	60	70	80	90	100
Site Establishment & Prelims'										
Provision for Traffic										
Demolition										
Environmental										
Project Support										
Stormwater Drainage										
Kerb and Channel										
Footpaths and Concrete works										
Earthworks										
Water & RW Water Main										
Pavements										
Surfacing & Line Marking										
Street Furniture										
Landscaping (Hard and Soft)										

Signage										
Traffic Signals / CCTV										
Electrical / Comms										
Telstra Pit replacement										
Street Lighting Relocation and Removal										
Feature Lighting										
Street Lighting										
Irrigation										

Expenditure and Budget Summary

Current stage by stage expenditure to 23 November 2021 actuals and includes current estimated final cost (EFC) and budget is shown in the table below:

Item	1 Haly St Youngman Glendon	2/3 Haly St Glendon Kingaroy	4 Glendon inc Shared Zone	5 Kingaroy St – Haly to Alford	6 Alford St Youngman to Glendon	7/8 Alford St Glendon to Short	Totals
Expenditure							
Actual Exp	\$ 1,554,313.00	\$ 1,189,847.00	\$ 140,207.00	\$ 393,516.00	\$ 1,907,042.00	\$ 2,888,563.00	8,073,488.00
EFC	\$ 2,167,011.00	\$ 3,689,494.00	\$ 1,145,752.00	\$ 1,951,591.00	\$ 2,132,871.00	\$ 4,014,580.00	\$ 15,101,299.00
EFC %	100%	100%	100%	100%	102%	100%	
Budget							
Estimate inc OH	\$ 2,167,011.00	\$ 3,689,494.00	\$ 1,145,752.00	\$ 1,951,591.00	\$ 1,982,871.00	\$ 3,814,580.00	\$ 14,751,299.00
Conting'y					\$ 150,000.00	\$ 200,000.00	\$ 447,885.00
							Total* \$ 15,549,184.00

* the above budget now includes DTMR corridor and allocation of \$1.68M. The total Council budget is \$13.94M from shopping centre contribution to footpath access upgrade and gravel re-use. The current Council EFC is \$13.49M with the allocation of the contingency funds expected for contract 6,7,8 as these contracts approach completion. Council's increase in costs in Alford Street largely relates to project methodology and efficiency on the early stages and subgrade issues resulting in an increase in asphalt for compaction. Council's engineers have redesigned the remaining pavements for subgrade stabilisation prior to asphalt which significantly reduces risks to pavement asphalt works which will also prevent construction time losses. There has also been changes made to construction methodologies across the project which has been demonstrated in the reduction in the current construction time in Alford Street. The team continues to monitor the budget and progress extensively and there are some increases to contractor and specialists material costs starting to occur due to market competition as seen across the state.

Project Risks and Variations

The summer period continues to present a high risk of rain impact and storms which is resulting in constant rescheduling of program and resources. At this stage works are expected to cease on site largely over the December/Christmas period and the project team is currently looking at construction options for Kingaroy and Glendon Street to lower the risks associated with wet weather. As mentioned previously, the construction industry is beginning to experience price rises in materials particularly PVC, steel and specialist items.

Consultation and Communications Update

Council's staff and Councillors have been working very hard over the past month particularly given the impact on businesses with multiple sites under construction and rescheduling due to wet weather. Businesses have been very understanding particularly with rescheduling due to rain and

whilst there continues to be an impact from construction, there has been great support and initiative taken by a number of businesses to inform their community followers on how to access their business during construction.

Businesses continue to be kept up to date regularly on construction program and timeframes, and we continue to truly thank them for their support and understanding.

Common Themes:

- Business impact on construction area
- Positive construction speed
- Transformation now being able to be seen
- Back to school trade – Kingaroy Street





6.3 ROADS TO RECOVERY PROGRAM STATUS UPDATE**File Number:** 01-12-2021**Author:** Manager Works**Authoriser:** Chief Executive Officer**PRECIS**

Roads to Recovery Program Status Post First ¼ Capital Expenditure Report

SUMMARY

Council's Infrastructure Department received a request from the Mayor to provide a report regarding the status of Council's Roads to Recovery Capital works program for 2021/2022.

OFFICER'S RECOMMENDATION

That Council notes this report.

FINANCIAL AND RESOURCE IMPLICATIONS

N/A

LINK TO CORPORATE/OPERATIONAL PLAN

2. **PROVIDING KEY INFRASTRUCTURE FOR OUR TOWNS AND VILLAGES** – Develop, renew and maintain community infrastructure through sound asset management principles.

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

N/A

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

N/A

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

N/A

ASSET MANAGEMENT IMPLICATIONS

N/A

REPORT

The Roads to Recovery (RTR) grant allocation for South Burnett Regional Council (SBRC) for the 21-22 financial year is \$1,973,358.

The year-to-date expenditure on RTR projects for the period to 16 November 2021 is \$1,130,205.

The attachment identifies the individual projects, the budget, and the current status.

ATTACHMENTS

1. **2021 - 2022 Roads to Recovery Nominated Projects Status** [↓](#) 

<u>Roads to Recovery 2021/22</u>		<u>Program Status Dated 18 November 2021</u>		
Road	Project Budget 2021 - 2022	Roads to Recovery Funding		Program Status
Gravel Resheeting				
Alice Creek Road	284,834	\$	284,834	Commencing January 2022
Benair Road	166,002	\$	166,002	Commencing November 2021
Boldery Road	29,282	\$	29,282	Complete
Cobbs Hill Road	111,983	\$	111,983	Complete
Haydens Road	35,724	\$	35,724	Complete
Williams Road	450,000	\$	363,691	Complete
McNamara Road	79,328	\$	79,328	Commencing November 2021
Mount Wooroolin Road	88,964	\$	88,964	Complete
Mt Mceuen Road	141,639	\$	141,639	Commencing January 2022
Reidys Road	30,019	\$	30,019	Commencing February 2022
Stonelands Road	133,590	\$	133,590	Commencing February 2022
Wilson's Road	237,759	\$	237,759	Complete
Shoulder Resheeting				
Hazeldean Road	90,017	\$	90,017	Complete
Majors Road	30,454	\$	30,454	Complete
Mt Mceuen Road	42,104	\$	42,104	Commencing January 2022
Smith Road	107,968	\$	107,968	Commencing November 2021
		\$	1,973,358	

6.4 GEORGE STREET CAR PARK KINGAROY**File Number:** 01-12-2021**Author:** Manager Infrastructure Planning**Authoriser:** Chief Executive Officer**PRECIS**

George Street Car Park, Kingaroy

SUMMARY

Scheduling and design of the George Street car park project is currently under development and is on the register for Future Capital projects for consideration including available Works for Queensland (W4Q) and Local Roads and Community Infrastructure (LRCI) funding.

OFFICER'S RECOMMENDATION

That Council note that this project is not currently funded and being considered under available external funding programs. A concept and estimate of cost will be brought back to Council at a future Infrastructure Standing Committee meeting.

BACKGROUND

Scheduling and design of the George Street car park project is currently under development and is on the register of Future Capital Works projects for possible consideration including available Works For Queensland (W4Q) and Local Roads and Community Infrastructure (LRCI) funding.

The development of the George Street car park project provides additional parking in the Kingaroy CBD supporting the parking outcomes of the Kingaroy Transformation Project (KTP). The project will seek to expand and incorporate the existing car park in King Street and provide an additional entry point through George Street. Currently, the King Street car park is utilised by residents accessing the CBD due to its close proximity and the coverage of trees to provide shade to vehicles. Through the interconnection of these two (2) car parks, Council can also promote the use of the Kingaroy-Kilkivan Rail Trail by providing a functioning 'end of trip' facility and a safe and effective access point to the Rail Trail head.

ATTACHMENTS

1. **George Street Kingaroy**  

George Street Carpark**Brief Report
Works Branch****Summary of Works**

The scope of works of this project is to utilise Council owned land located on George Street, adjacent to the old rail corridor for a formalised off-street carparking area. This will provide the community, businesses and tourists a safe and central location to park and access the Kingaroy CBD.

The scope of works is to provide an asphalt sealed parking area to a modern design standard including; associated kerb & channel and drainage, pavement, lighting, CCTV surveillance, concrete footpath, landscaping and other required safety features.

Concept Design

The George Street Carpark Project is designed to provide a centralised parking area for the Kingaroy CBD and the trail head for the Kilkivan to Kingaroy Rail Trail, while balancing the lost carparks from the Kingaroy Transformation Project due to compliance with engineering requirements in the design. This concept provides a minimum of 97 carpark and provide for a number of vehicle configurations and will allow for additional spaces as future stages are developed.

Benefits to CBD & Rail trail interconnection

This facility will provide a formalised and centralised parking area for the Kingaroy CBD in a location that promotes access to Haly Street, Glendon Street, King Street, and Kingaroy Street. This will help



bring visitors to surrounding retail and food businesses. The close vicinity to the final destination of the Kilkivan to Kingaroy Rail Trail will act as a convenient and safe trail head for all users.

Infrastructure Standing Committee Meeting

5 May 2021

The location in relation to the CBD will provide parking opportunities for retail workers in the area to alleviate the stress on availability of on street parking. The interconnection with King Street carpark will give east and west travel possibilities to the new one-way operation of George Street. This will ultimately lead to lower congestion at the George Street entry on Haly Street.

6.5 JOHN STREET KINGAROY - INFRASTRUCTURE PLANNING DESIGN PROGRAM 2021/22

File Number: 01-12-2021
Author: Manager Infrastructure Planning
Authoriser: Chief Executive Officer

PRECIS

John Street, Kingaroy – Infrastructure Planning Design Program 2021/22

SUMMARY

Engineering design for pavement rehabilitation and kerb and channel works of John Street, Kingaroy from Freemans Lane to King Street, has commenced as part of the Infrastructure Planning Design Program for 2021/22.

OFFICER'S RECOMMENDATION

That Council note the engineering design for rehabilitation works on John Street, Kingaroy (Freemans Lane to King Street) has commenced.

BACKGROUND

Engineering design for pavement rehabilitation and kerb and channel works for John Street, Kingaroy from Freemans Lane to King Street attachment One (1), has commenced as part of the Infrastructure Planning Design Program for 2021/22. This project has been programmed to be designed and constructed for delivery in the 2021/22 financial year.

The project involves full pavement rehabilitation, subgrade treatment, replacement of kerb and channel and subsoil drainage to assist with renewing this asset on John Street.

ATTACHMENTS

1. John Street Kingaroy - Extent of Works  



John Street Extent of Works



The information on this map was derived from digital databases on the Councils GIS. Care was taken in the preparation of this data however, council cannot accept responsibility for errors, omissions or positional accuracy. The information is provided on the basis that persons utilising the map will undertake responsibility for assessing the relevance and accuracy of its content.

6.6 KENT STREET, KINGAROY STREET AND HALY STREET FOOTPATHS**File Number:** 01-12-2021**Author:** Manager Infrastructure Planning**Authoriser:** Chief Executive Officer**PRECIS**

Kent Street, Kingaroy Street and Haly Street Footpaths, Kingaroy

SUMMARY

Kent Street, Kingaroy Street and Haly Street, Kingaroy Footpath projects have been removed from the proposed SafeST funding program and added to the forward Capital Footpath Works program for future budget considerations by Council.

OFFICER'S RECOMMENDATION

That Council note the Kent Street, Kingaroy and Haly Street, Kingaroy Footpath projects have been removed from the proposed SafeST funding program and added to the forward Capital Footpath Works program for future budget considerations by Council. \

Further, both Kent and Haly Street proposed footpaths are ranked as Category one (1) and of high importance in footpath hierarchy due to the proximity of high volume pedestrian generating facilities requiring infrastructure to support active movement.

BACKGROUND

Infrastructure Planning presented the 2025/26 Safe School Travel (SafeST) Funding Nominations Report to Council during the 6 October Infrastructure Standing Committee meeting. It was resolved that the Kent Street, Kingaroy and Haly Street, Kingaroy footpath projects would be removed from the proposed project considerations for SafeST funding and added to Council's forward Capital Works Footpath program.









Council has developed the Forward Capital Footpath Works program to assist in the implementation of footpath projects through future Council funding consideration in support of the 2018-2028 Sport and Recreation Infrastructure and Strategic Plan in attachment one (1). The Footpath Hierarchy System in attachment two (2) also provides a guide to classification categories of footpaths, to ensure efficient prioritisation to maintain a level of service the community expects, while factoring in the intended function and anticipated usage derived through network planning and design.

In 2018, Council released the Sport and Recreation Infrastructure and Strategic Plan to provide guidance in delivering strategic and sustainable opportunities for residents and visitors of the South Burnett region. A successful open space network and quality sport and recreation facilities are the result of considerable planning and an understanding of local influences (recreation preferences and demographics). This Plan is based on the foundations that consider and embrace these matters. It has been developed giving thought to what we know about the South Burnett's open space, an understanding of local preferences to different open space types and functions and Council's (and the community's) capacity to deliver the infrastructure. The Plan assists Council in preparing future budgets, in quickly evaluating community requests, and to ensure access to shovel-ready projects for when funding becomes available. Additionally, it will provide data and direction to ensure that Council is making informed decisions with a strategic focus.

Despite an ageing community, schools in close proximity to residential areas, increasing participation numbers in walking and access to existing natural scenery; the footpath network is significantly lacking infrastructure that provides safe and accessible user access, which has a significant impact on recreation participation in attachment three (3). Additional walk/cycleways are desired to link and loop these key assets as well as have them in locations where separation to motor vehicles or higher

speed environments is required. Value for money outcomes are achievable by identifying and completing short vacant sections (50-100m) in otherwise continuous pathways, in line with Council's Footpath Hierarchy System. Both Kent and Haly Street proposed footpaths are ranked as Category one (1) and of high importance due to the proximity of high volume pedestrian generating facilities requiring infrastructure to support active movement.

ATTACHMENTS

1. **Sport and Recreation Infrastructure and Strategic Plan 2018 Link** [↓](#) 
2. **Footpath Hierarchy System** [↓](#) 
3. **First Avenue and River Road** [↓](#) 
4. **Harris Road, River Road and Kingaroy Rogers Drive** [↓](#) 
5. **Redmans Road** [↓](#) 
6. **Tessmans Road, Taylors Road, Fitzroy Street and Kent Street** [↓](#) 
7. **Youngman Street RSL Bikeway** [↓](#) 
8. **Overview** [↓](#) 

Attachment One

Sport and Recreation Infrastructure and Strategic Plan 2018 – 2028 (140 pages) can be found at:

<https://www.southburnett.qld.gov.au/downloads/file/3850/2018-28-sport-and-recreation-infrastructure-and-strategic-plan>

South Burnett Regional Council FOOTPATH HIERARCHY SYSTEM

AIM / SCOPE:

To establish and maintain a functional footpath classification system that is widely accepted, is relatively simple and includes enough categories to effectively prioritise all footpaths within the Region providing the basis for: -

- Establishing a range of administrative, design, and operational policies for the management of the Region's footpath network
- Programming inspections according to footpath classification categories outlined in the Transport Asset Maintenance Management Plan (TAMMP)
- Establishing maintenance standards / intervention levels and maintenance response times for each footpath class outlined in the TAMMP
- Setting levels of service and design standards for the ongoing development and improvement of the footpath network that are based on each classification in the hierarchy and are both affordable and achievable as set out in the TAMMP

FEATURES OF THE SOUTH BURNETT REGIONAL COUNCIL FOOTPATH HIERARCHY SYSTEM

- The Classifications correlate with the intended function and anticipated usage, therefore, functional for footpath network planning and design.
- Fitness trails contained within rail corridors and access paths to Council owned and managed buildings are excluded from this hierarchy ie. Rail trail, hall / office accesses

REVIEWING FOOTPATH CLASSIFICATIONS

Intended function, anticipated pedestrian type (ie. children, elderly or aged) and location provide a useful indication of expected foot traffic.

The footpath classifications shall be reviewed as needed with the following in mind:

- Current and projected expected community function of the footpath
- The effect of town, tourism and business development and population growth affecting the functional use of the footpath
- Pedestrian traffic mixes such as the proportion of expected young, elderly or aged or temporarily incapacitated users
- Current and future land uses that might affect the road/footpath function
- The primary and secondary purposes of the adjacent road.
- A footpath may partially fit in one or more classification
- Where hierarchy determination is required; this will be made by Councils RPEQ

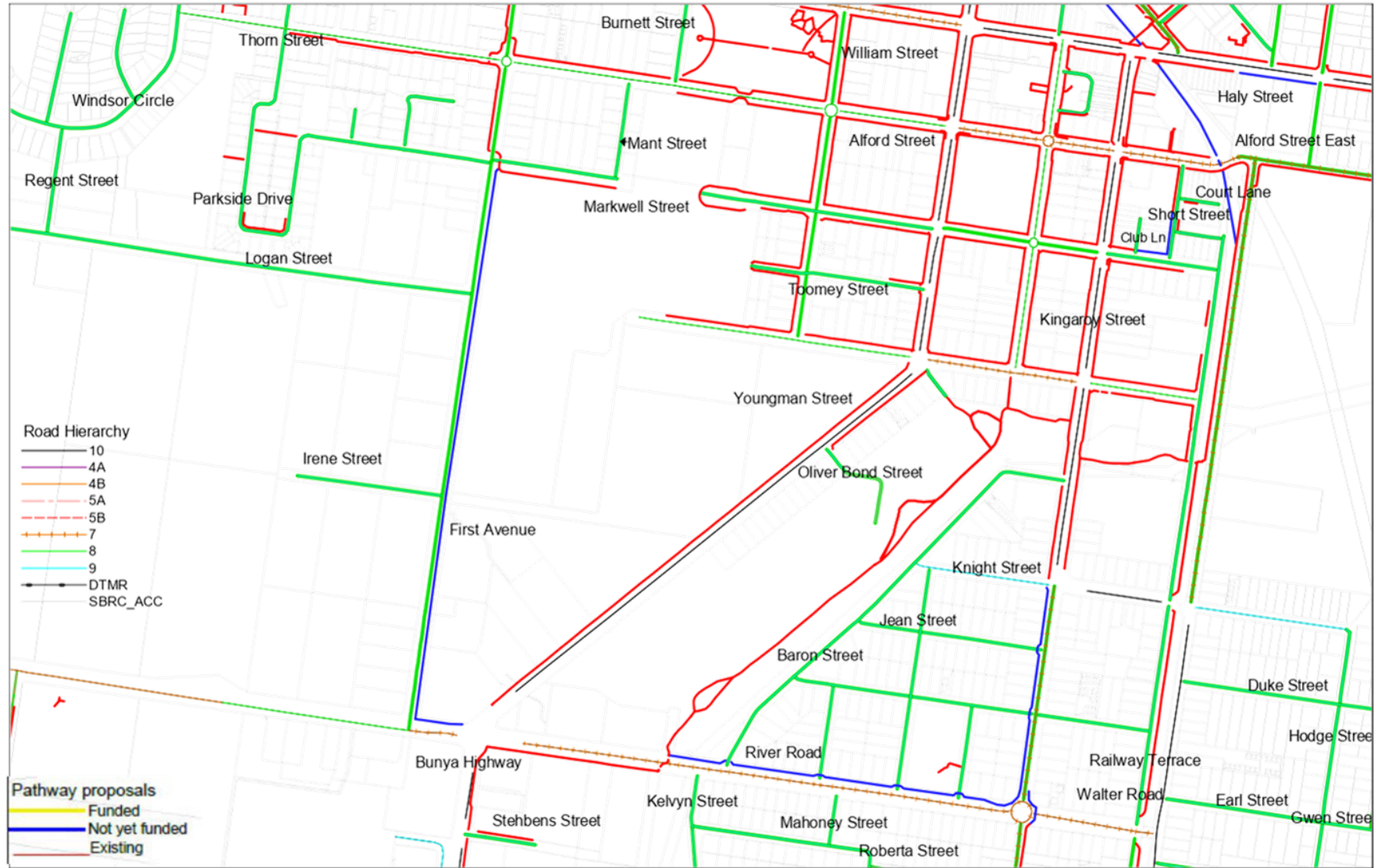
South Burnett Regional Council FOOTPATH HIERARCHY SYSTEM

THE FOOTPATH CLASSIFICATIONS CATEGORIES

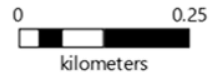
The Footpath Classification System categories for SBRC footpath network are defined in Table 1.

Footpath Classification Categories		
Category	Type	Function / Description
CAT_1	<ul style="list-style-type: none"> • Defined shopping area and paths within the CBD • Adjacent to an arterial road • Within a block of a school, health or aged care facility 	Paths in this category have the potential for very high pedestrian volume. These are located within the town CBD's, located near a school, health or aged care facility. These paths can also be located along arterial roads with the traffic volume and speed contributing to risk. Paths in this category have a high importance and can be of varying construction types.
CAT_2	<ul style="list-style-type: none"> • Adjacent to collector road • Access to high profile park (ie. Memorial Park) or community facility with high pedestrian volume 	Paths in this category have the potential for high pedestrian volume. These are located along collector roads or access to community used facilities that are of a high profile generating greater pedestrian volume. Paths in this category have a high importance and can be of varying construction types.
CAT_3	<ul style="list-style-type: none"> • Adjacent to feeder road • Designated cycle ways and medium pedestrian volume • Access to businesses not within the CBD 	Paths in this category generally have medium pedestrian volume. These can be located along local feeder roads, provide access to businesses outside the CBD or be a designated cycleway. Paths in this category have a medium importance and can be of varying construction types.
CAT_4	<ul style="list-style-type: none"> • Adjacent to access roads • Other parks or recreational areas • Other residential areas 	Paths in this category generally have low pedestrian access. Generally paths are located along access roads or provide access to less utilised parks or recreational areas with obvious lower pedestrian volume.

Table 1

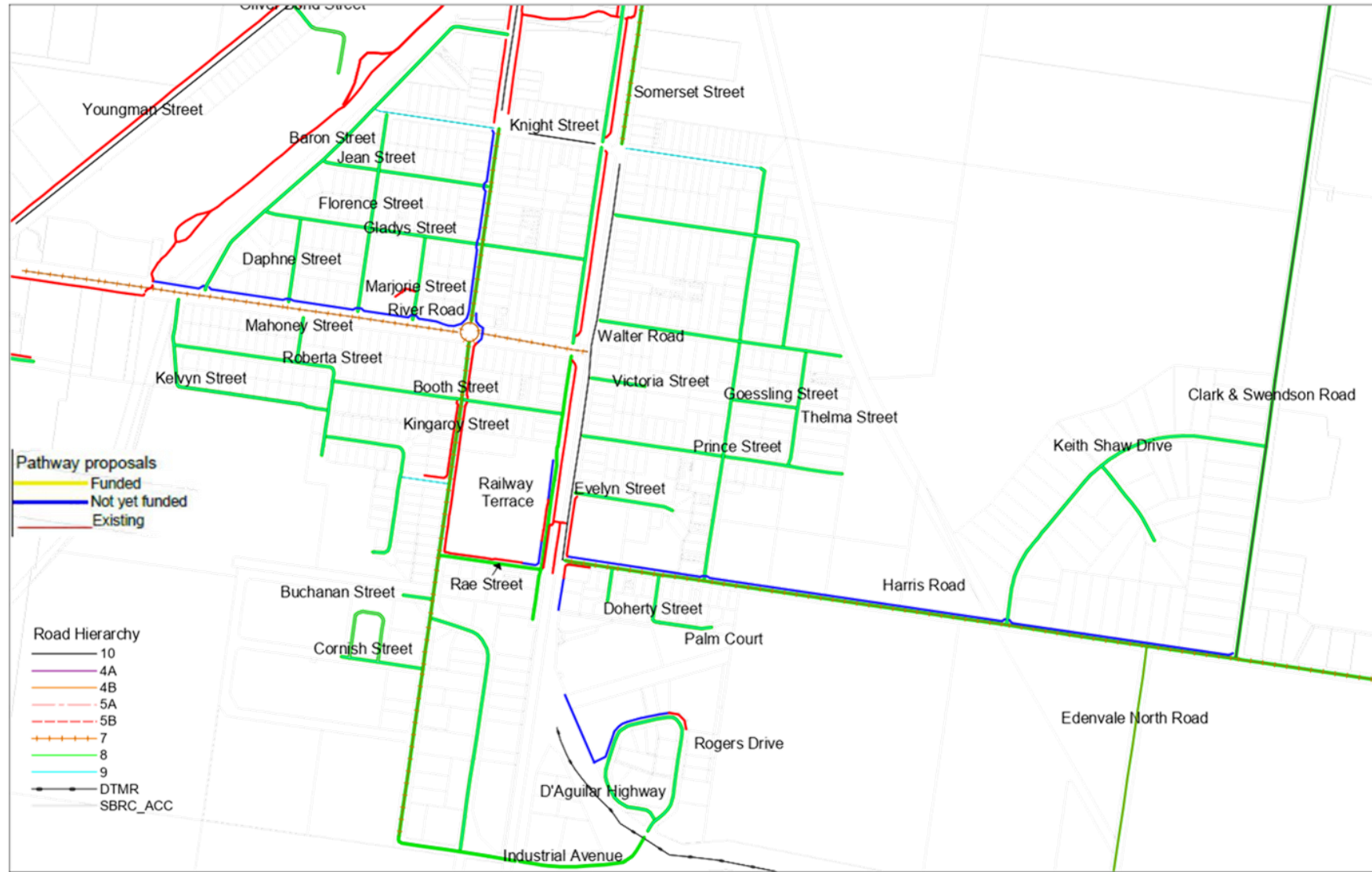


Proposed Pathways

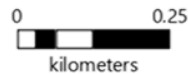


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Proposed Pathways

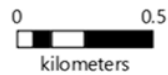


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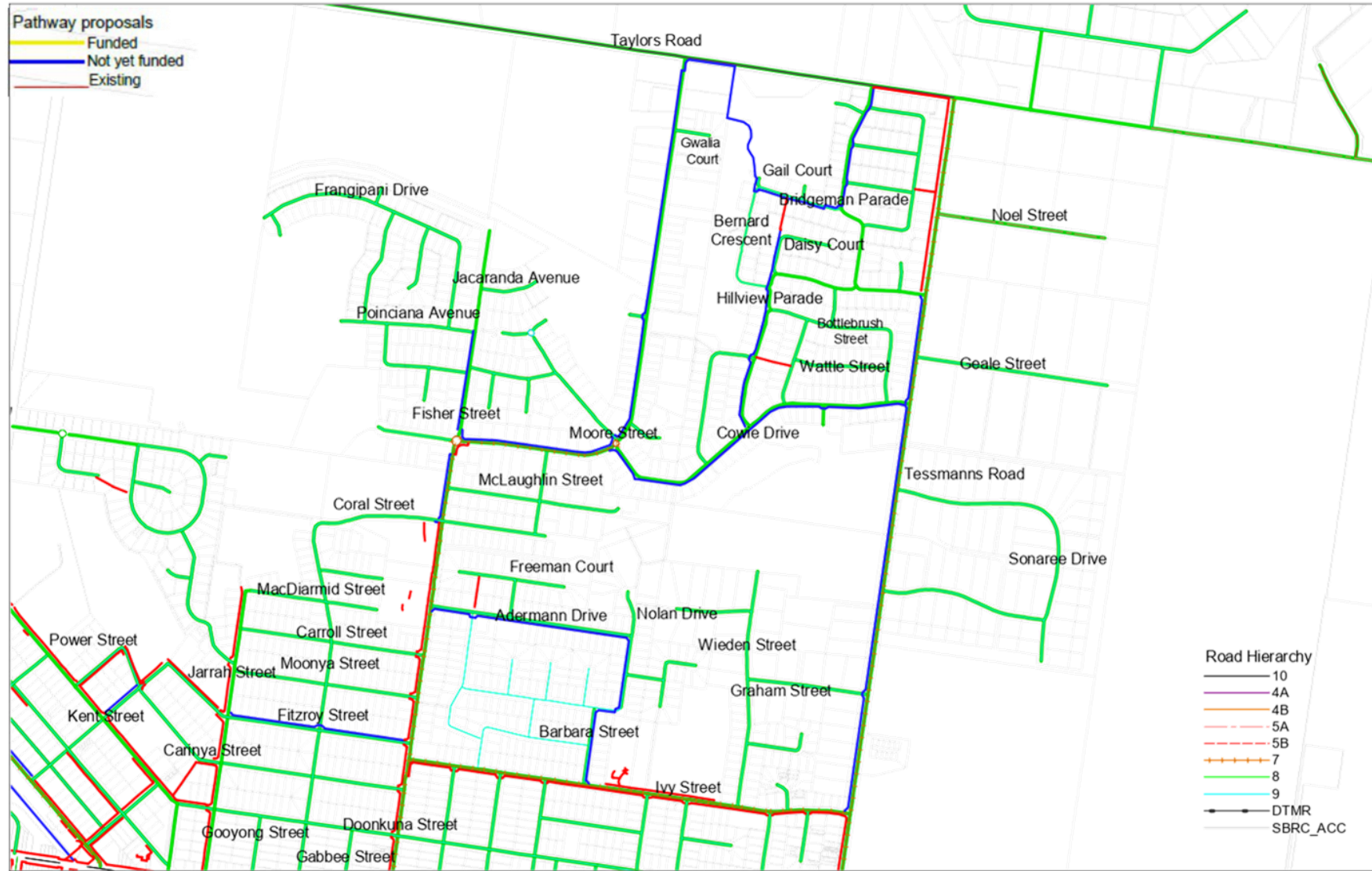


Proposed Pathways



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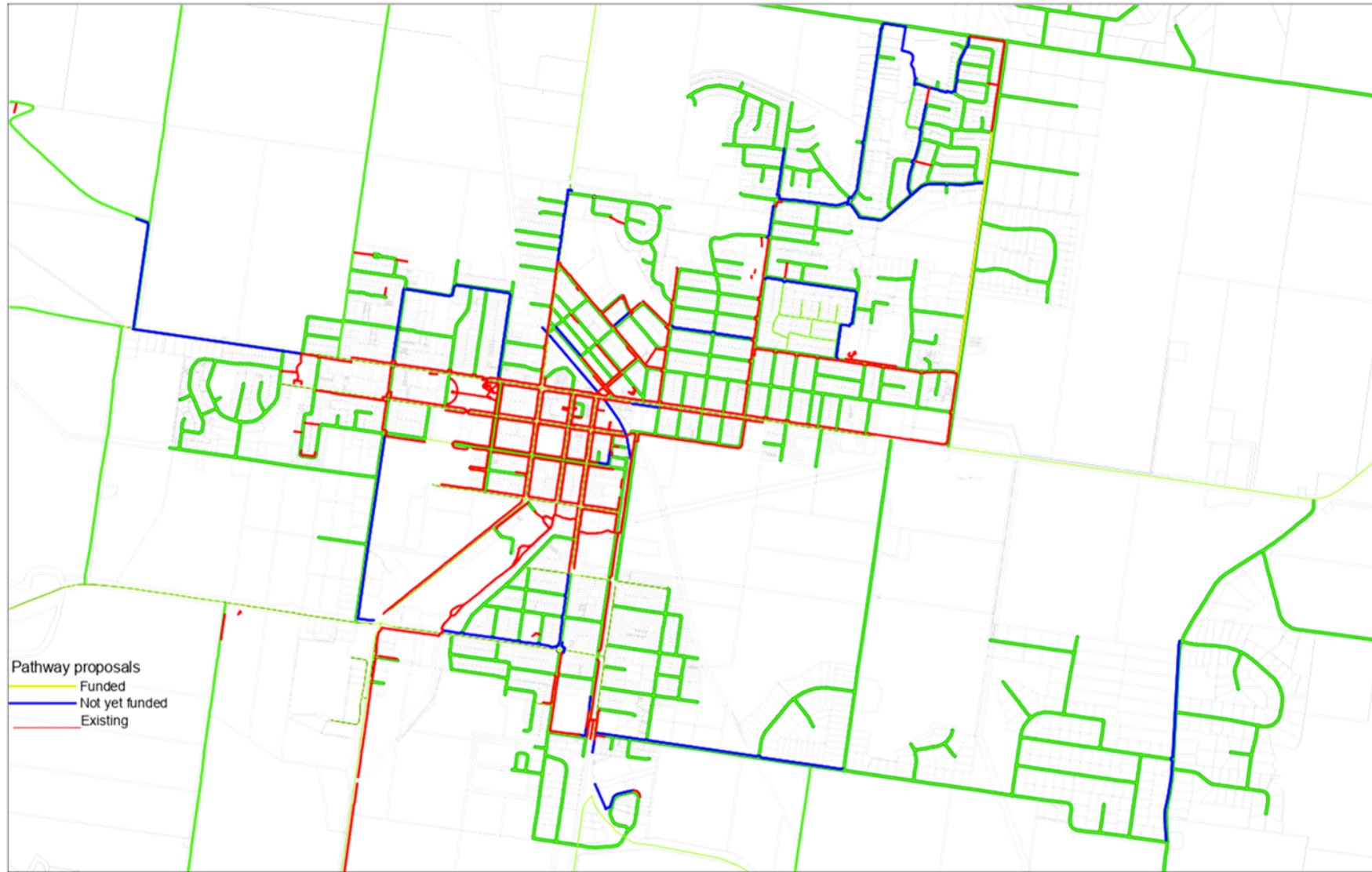




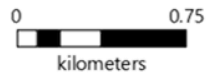
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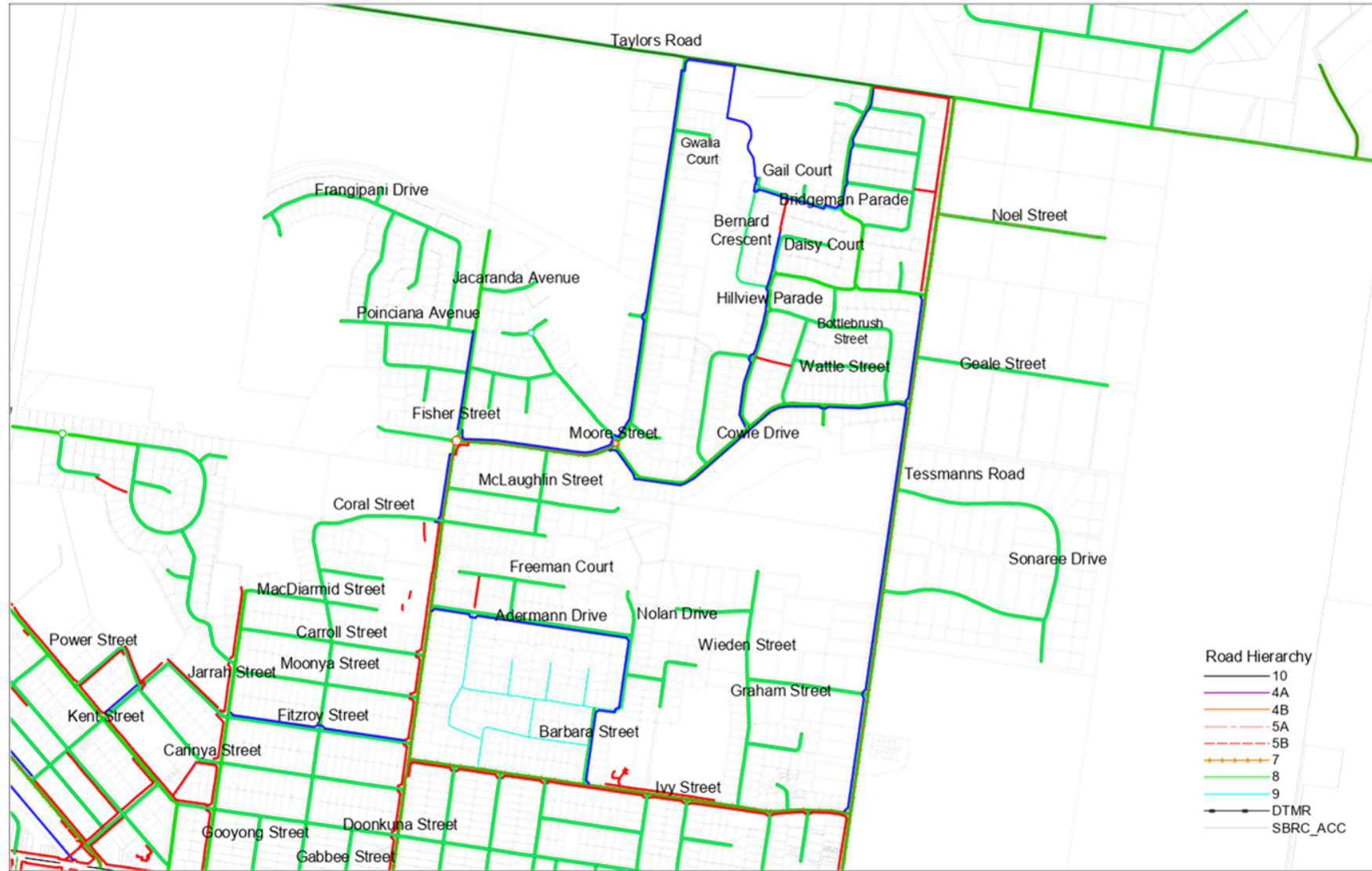




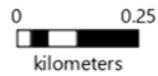
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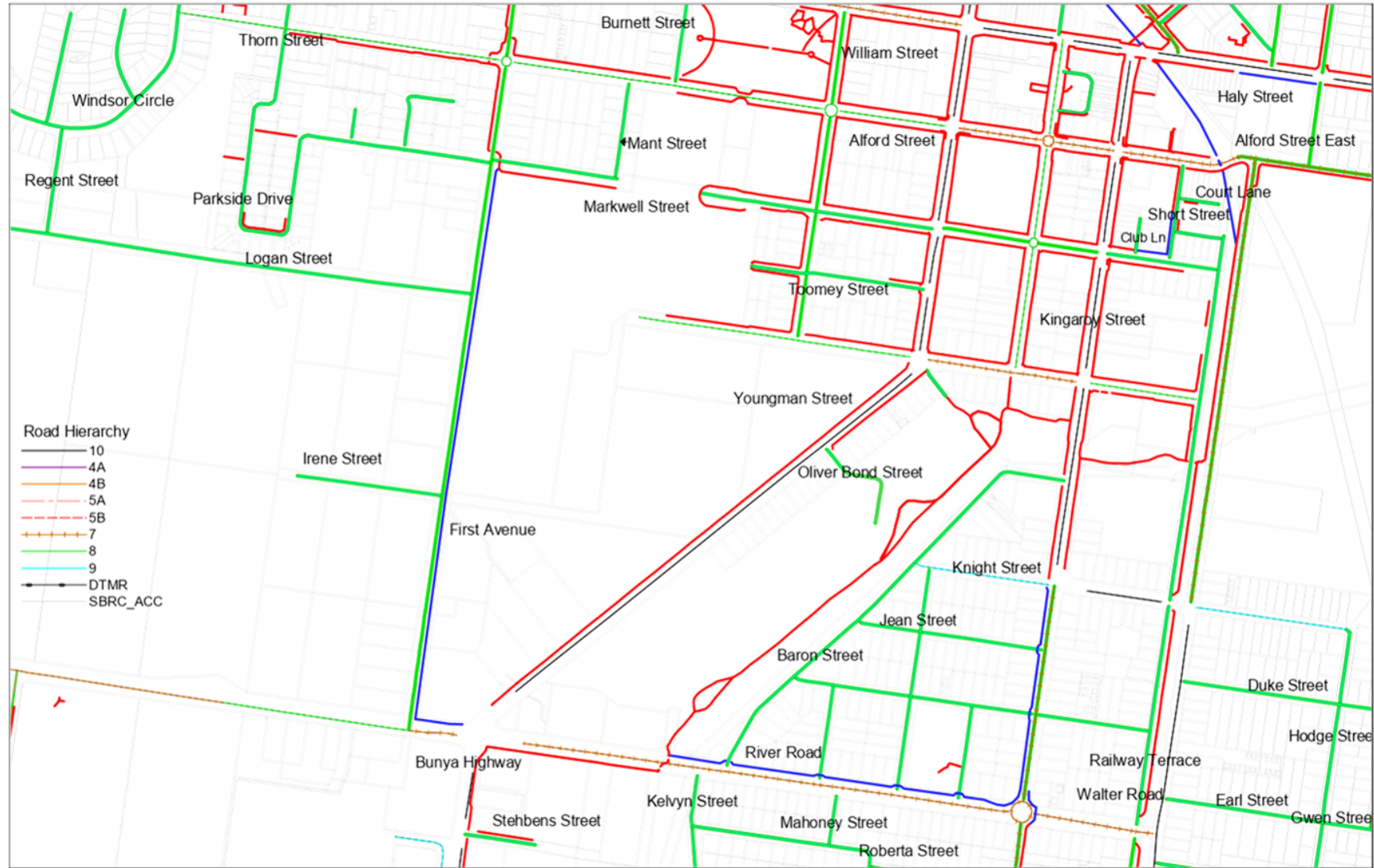


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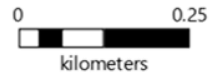


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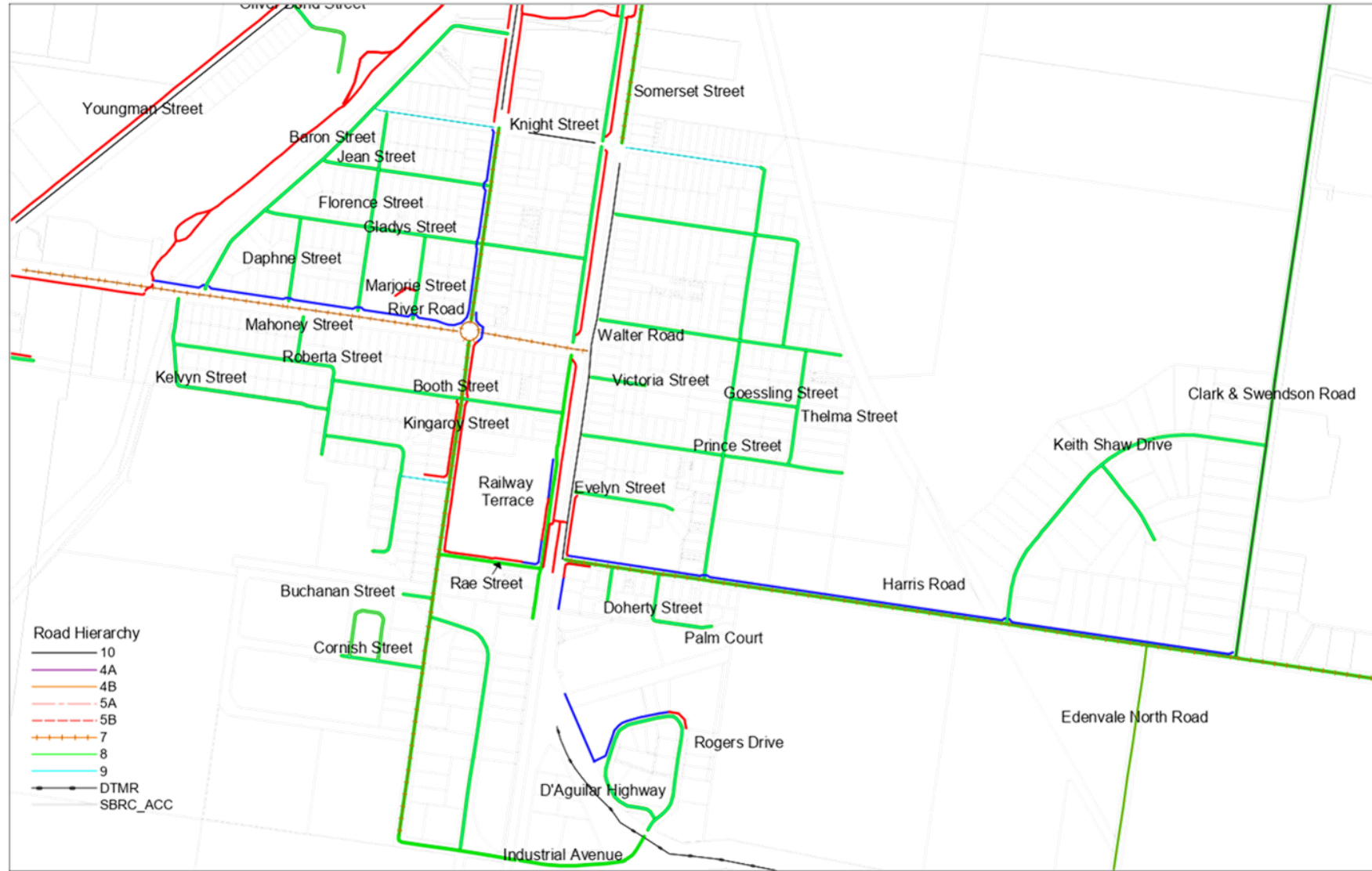


Proposed Pathways

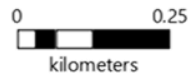


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Proposed Pathways

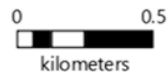


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6.7 KINGAROY ROUNDABOUT - COST BENEFIT ANALYSIS OF ROUNDABOUT UPGRADE PROGRAM

File Number: 01-12-2021

Author: Manager Infrastructure Planning

Authoriser: Chief Executive Officer

PRECIS

Kingaroy Roundabout – Cost Benefit Analysis of Roundabout Upgrade Program

SUMMARY

At the September Infrastructure Standing Committee meeting the following Notice of Motion was received:

That Council's Infrastructure team partner with the Parks and Gardens team to undertake a review of the ongoing maintenance needs, current aesthetics and condition of existing residential roundabouts in Kingaroy, and that the following items be bought back to the November Standing Committee Meeting:

- *A report with a cost benefit analysis detailing the resources, schedule and costs of the current mowing and maintenance program for these roundabouts verse the approximate costings and reduced maintenance needs should Council replace grassed areas with options such as thick ground cover plantings or concrete.*
- *A maintenance strategy to repaint, repair and refresh these roundabouts, with consideration for design options and elements that promote the liveability of Kingaroy, and maintain a focus on minimising ongoing maintenance costs.*
- *Options for how Council may consider these works as a project in upcoming Local Roads and Community Infrastructure or Works for Queensland funding programs or how Council may make provision in its current budget to make a start on the proposed maintenance strategy, with a view to progress these works over the next two years.*

OFFICER'S RECOMMENDATION

That Council notes the report provided to assist Council in making future decisions regarding roundabout and median infrastructure with a strategic focus throughout the region.

BACKGROUND

Officers from Infrastructure and Parks have worked together to understand whole-of-life capital and operational costs required to deliver the level of service in Kingaroy.

Kingaroy has fourteen roundabouts, consisting of approximately 4025m² of three different infill types: Concrete, grass, and landscaped. This cost benefit analysis looks at four scenarios where an existing grass infill roundabout is upgraded to the following infill types:

1. Grass Infill (with renewed K&C);
2. Landscaped with thick ground cover planting;
3. Landscape with thick ground cover and signature tree; and
4. Concrete (patterned & coloured) infill.

Part 1 – Cost Benefit Analysis of current mowing and maintenance verses replacement of thick planting or concrete.

The required maintenance for each infill type and their associated costs are demonstrated below:

Infill Type	Maintenance activities	Yearly Maintenance (\$/m ² /yr.)	Yearly maintenance (14m roundabout)	Initial Capital Cost
Grass roundabout	Mowing, whipper snipping, weed removal and spraying	\$ 14.40	\$ 2,213	\$ 4,519
Landscaped roundabout	Weed removal, removal of dead stock, fertilisation	\$ 5.50	\$ 840	\$ 9,539
Landscaped w/ feature tree	Weed removal, removal of dead stock, fertilisation, tree maintenance	\$ 7.80	\$ 1,196	\$ 11,859
Concrete roundabout	High pressure cleaning, weed removal and spraying	\$ 8.00	\$ 1,232	\$ 26,070

Scenario –

To demonstrate the Cost Benefit Analysis (CBA) of different infill types, the Haly Street / First Avenue roundabout (grass infill, 14m diameter) has been used as an example to understand and conceptualise the full life costing of capital and operational when upgrading to the following infill types.

The maintenance activities and their associated costs have been noted and calculated in conjunction with the Parks & Gardens team and have been based on actual costs incurred.

- Option One – Grass Only with renewed K&C (Shown as **Grass** in Figure 1 & 2);

Capital;

- Kerb and channel replacement (asset renewal)
\$4,519

Operational;

- Ongoing infill maintenance (mowing, traffic control, whipper snipping etc)
\$2,213/year

- Option Two – Landscaped (Shown as **Landscaped** in Figure 1 & 2):

Initial Capital;

- Kerb and channel replacement (asset renewal)
\$4,519
- Capital conversion of current grass infill asset to thick ground cover planting (soil replacement and planting)
\$3980 approx.
- Installation of water service for timer irrigation (reduction in plant costs during maintenance)
\$1040.30

Operational;

- Continued ongoing infill maintenance after conversion (weed removal, fertilisation etc)
\$385/year
- Ongoing replacement program for planting (every 5 years)
\$3500 approx.

- Option Three – Landscaped with Tree (Shown as **Landscaped w/ tree** in Figure 1 & 2):

Capital;

- Kerb and channel replacement (asset renewal)
\$4,519
- Capital conversion of current grass infill asset to 2-3m tree and thick ground cover planting (soil replacement and planting)
\$3980 approx.
- Installation of water service for timer irrigation (instead of two employees with pod trailer)
\$1040.30

Operational;

- Continued ongoing infill maintenance after conversion (weed removal, fertilisation etc)
\$600/year (increased cost to **Landscaped** option due to tree initial)
- Scheduled replacement program for planting (every 5 years)
\$3500 approx.
- Scheduled tree replacement (every 20 years)
\$2500

- Option Four – Patterned Concrete (Shown as **Concrete** in Figure 1 & 2):

Capital;

- Kerb and channel replacement (asset renewal)
\$4,519
- Capital conversion of current grass infill asset to patterned coloured concrete
\$21,551

Operational;

- Ongoing infill maintenance (high-pressured cleaning throughout the year)
\$527/year
- Continued ongoing infill maintenance after conversion (weed removal, weed spraying)
\$705/year

Cost Benefit Analysis

A model has been developed to calculate the long-term financial impacts of different infill types. The model demonstrates the initial capital costs and the ongoing operational costs per annum.

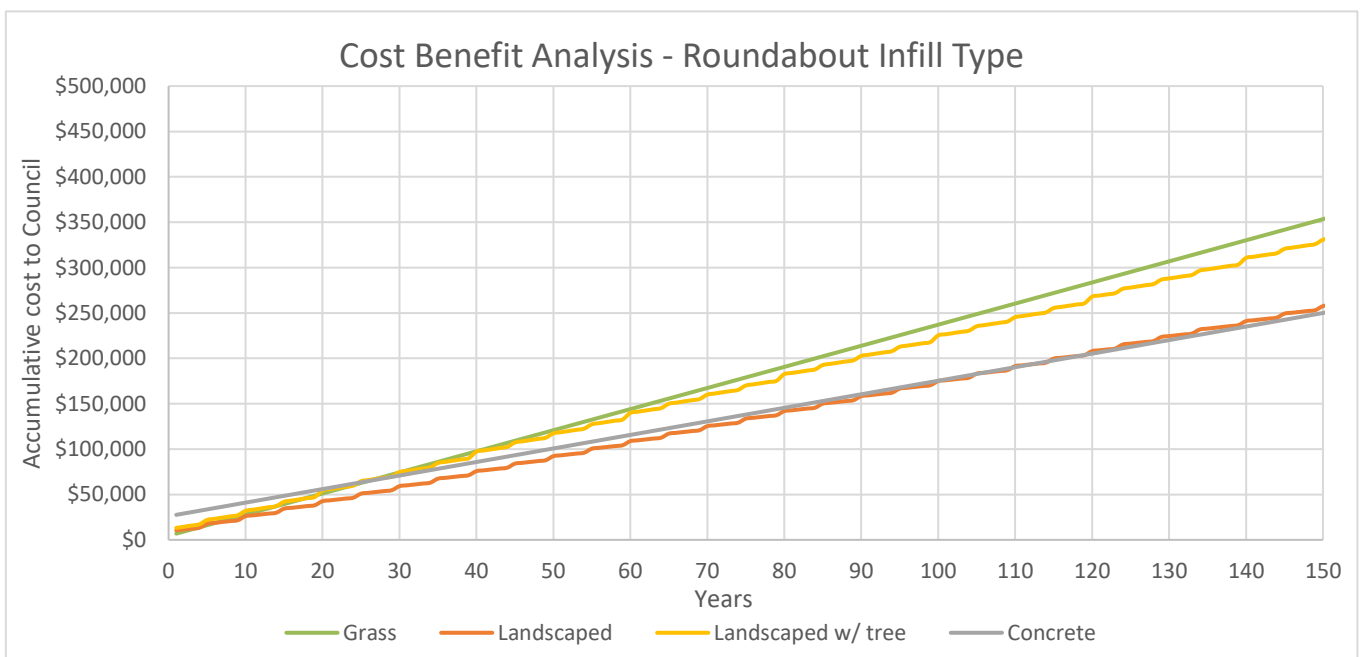


Figure 1 - Cost Benefit Analysis of Roundabout Infill Types – 150 years

The provided data (Figure 1 & 2) demonstrates that during the first five (5) years, Option 1 (grass) is the lowest cost to Council due to the low initial capital funding. After Year 6, Option 2 (landscaped) is the lowest accumulative costs to Council due to the smaller operational costs compared to grass. Option 2 continues as the most efficient option until Year 120, even when renewing the plants every 5 years. After Year 120, Option 4 is the preferred option when comparing accumulative cost to Council, due to it requiring the least frequent capital renewal costs.

When comparing Option 1 (grass) to Option 4 (concrete), grass has a lower accumulated cost until Year 26. This is due to the much higher initial capital cost when constructing a concrete infilled asset. Option 4 has a lower ongoing operational cost and without the high upfront capital cost this option would be most beneficial in terms of accumulative cost to Council.

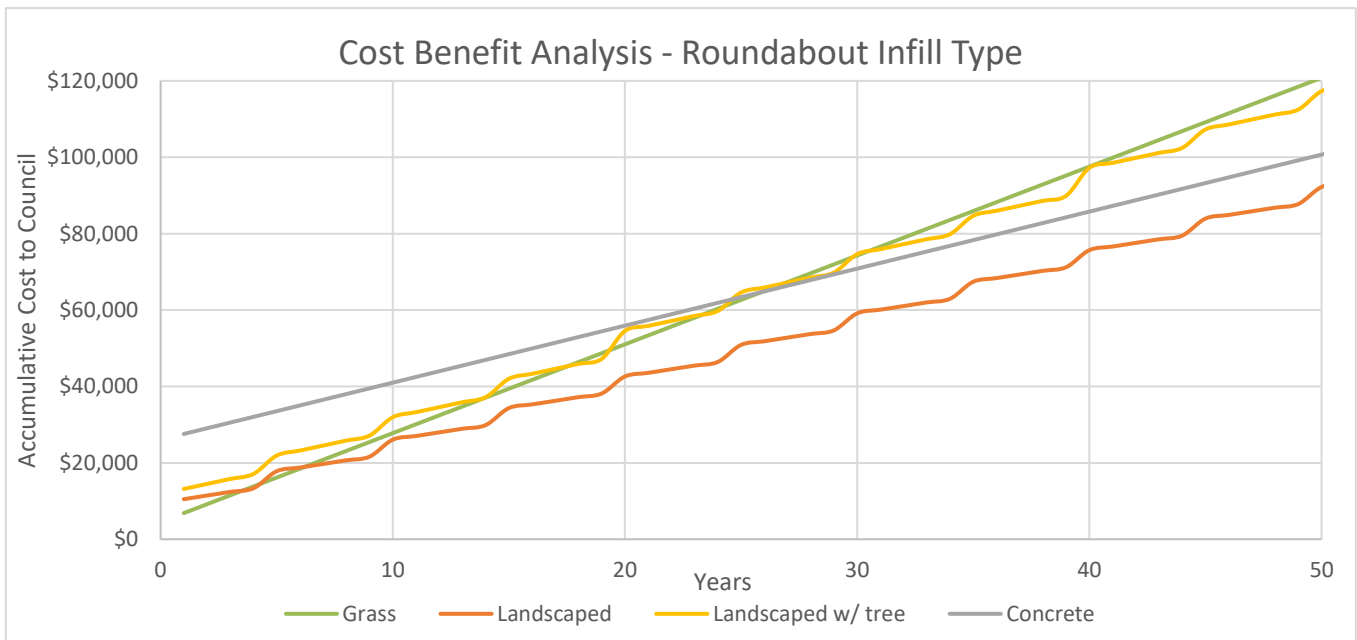


Figure 2 - Cost Benefit Analysis - Roundabout Infill Types - 50 years

The addition of a tree to a landscaped area increases both capital and ongoing operation costs due to replacement requirement ever 20 years and the more frequent attention at the early stages of life. When comparing Option 3 to Option 1, grass infill has a relatively even accumulative cost between Year 18 and Year 31, whereafter Option 3 is preferred.

When comparing Option 3 with Option 4, Option 3 has a less accumulative cost until Year 24. This is due to the renewal of plants every 5 years, the replacement of tree after 20 years and the increased operational cost when a tree is involved.

Part 2 – Maintenance Strategy to repaint, repair and refresh roundabouts with the main focus on minimising ongoing operation costs.

In reference to the Cost Benefit Analysis, to reduce long-term ongoing operational costs it is beneficial to focus on converting grass infilled medians to thick ground cover varieties. To ensure optimised maintenance costs, installing a water supply (to allow automatic watering of plants) will reduce operational costs and staff required substantially. Without a water service, two employees with a fleet vehicle and water pod trailer are required to maintain both Option 2 & 3.

Another observation outside of the scope of the CBA is the increased operational cost incurred when maintaining a grass roundabout with surrounding grass medians. Roundabouts require a higher level of service (more frequent mowing) due to the sight distance requirements compared to medians but are being maintained at the same frequency due to public perception of equal level of service; Haly Street / First Avenue example. If the roundabout was upgraded to Option 2, the reduced operational cost would flow on to surrounding grass infilled assets also by reducing the frequency of mowing.

When considering existing concrete infill assets, the current treatment is recommended to be renewed as required and not converted to another infill type due to the large capital costs.

Part 3 – Option for upcoming LRCI or W4Q funding programs to undertake the proposed infill upgrades

It is recommended that each project site is investigated on infrastructure condition and asset hierarchy to understand all contributing elements to a project estimate. The capital requirement to optimise asset renewal and links strategically with Council's corporate or operational plan will position Council with the best value for money outcomes for the community. Should this become a priority for Council and due to the quantity of competing projects of interest, then officers will be able to invest time into scoping up a cost associated with each individual location.

ATTACHMENTS

1. Roundabout Image [↓](#) 



6.8 AUDIT PROCESS AND TRACKING OF COSTS FOR ROAD MAINTENANCE CONTRACT AND ROAD PERFORMANCE CONTRACT

File Number: 01-12-2021
Author: Manager Works
Authoriser: Chief Executive Officer

PRECIS

Audit process and tracking of costs for road maintenance contract and road performance contract

SUMMARY

At the November standing committee meeting, it was requested that a report be prepared regarding the audit process and tracking of costs for Council's road maintenance performance contract and road performance contract.

OFFICER'S RECOMMENDATION

That Council note this report for information.

FINANCIAL AND RESOURCE IMPLICATIONS

N/A

LINK TO CORPORATE/OPERATIONAL PLAN

N/A

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

N/A

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

N/A

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

N/A

ASSET MANAGEMENT IMPLICATIONS

N/A

REPORT

Road maintenance works on the state controlled network within South Burnett is predominately undertaken by South Burnett Regional Council through an annual negotiated agreement with the Department of Transport and Main Roads (DTMR) and is known as a Road Maintenance Performance Contract (RMPC). The Transport Infrastructure Contracts (TIC), previously known as Road Performance Contracts (RPC), primarily relate to individual construction projects, for example Rogers St Roundabout project, which are negotiated as the need arises, rather than on an annual basis like the RMPC. Council currently has no TIC projects with DTMR.

The RMPC contract engagement process commences with formal invitation to offer documents and includes scope of works, details of applicable standards, return schedules, indicative value of the contract, and process for agreement negotiation. Council officers will assess and determine the schedule of rates, and quantity applicable to each activity item under the contract based on historical experience and findings from joint inspections while submitting the offer. Refer to Attachment A for the details of activities in the RMPC contract.

Works under the contract are carried out through the creation of work orders. Crews are required to provide actual quantity of the works completed for each work order. Monthly claims are submitted based on these quantity and applicable rates. Year to date spending against each activity is checked while preparing the monthly claim to ensure costs and quantities are accurate, and if there is any need for budget movement among the activities.

In general, RMPC works are identified through routine inspections. The works are programmed and undertaken as per the intervention level requirements. For major maintenance items identified through inspection, Council works with DTMR for determining appropriate solution and programming the works. Council also attends to call outs, emergency works, and other works as directed.

Council meets monthly with DTMR representatives to discuss various aspects of the contract which includes contract performance, program, upcoming works, budget, new issues identified by both parties etc.

Council also receives offers to undertake other contracts in form of Minor Infrastructure Contract (MIC) for other minor works. Recently Council has been offered to undertake gravel resheeting for a 1.7km section of Memerambi-Gordonbrook Road through an MIC. For such contracts, depending on the size of the works, Council may submit a single claim after the completion of works or multiple progress claims in agreeance with DTMR by providing measure up details of completed works.

Formal external audits are undertaken by the Queensland Audit Office, identifying the correct treatment of contracts, and revenue/expenditure within the financial statements, which is typically at a high level. External audits are also undertaken through third-party Quality Assurance accreditation for the construction and maintenance works that Council's Infrastructure Department currently holds, which will typically review the process for contract engagement and claiming for work undertaken as part of a contract. The RMPC and TIC contract and claiming procedures are contained in Attachment B. Formal internal process audits are also undertaken through a planned schedule by our technical officers as part of the third-party Quality Assurance accreditation requirements.

ATTACHMENTS

1. **RMPC Activities** [↓](#) 
2. **RMPC** [↓](#) 

RMPC Network Schedule

Activity	Description of Activity	Unit	Unit Rate	Quantity	Amount (\$)
101.00	Edge Repair (Manual)	t			
103.00	Edge Repairs with Emulsion / Aggregate	m3			
105.01	Pothole Patching	t			
106.00	Pothole Patching with Emulsion / Aggregate	m3			
111.00	Surface Correction, Premix / A/C (Mech. <	t			
130.00P	Surface Sweeping	\$			
135.00P	Surface Debris Removal	\$			
139.00P	Other Bituminous Surface Work	\$			
142.01	Emergency Temporary Pavement Repair	t			
143.12	Pave RepairsGravel200mm <25km from depot	m2			
143.22	Pave RepairsGravel 200mm>25km from depot	m2			
143.13	Pave RepairsGravel300mm<25km from depot	m2			
143.23	Pavement Repairs, Gravel (Mech, <500m from depot	m2			
144.00P	Subgrade Treatment, with Pavement Repairs	\$			
153.00	Insitu Stabilisation-Minor (<500m2)	m3			
202.01	MediumFormationGrading<35km from depot	km			
202.02	Medium FormationGrading>35km from depot	km			
203.01	Heavy FormationGrading<35km from depot	km			
203.02	HeavyFormationGrading>35km from depot	km			
204.00P	Gravel Supply - Heavy Formation Grading	\$			
214.00P	Other Formation Work	\$			
215.01	LightShoulderGradingRural>35kmfromdepot	Sh.km			
215.02	LightShoulderGradingRural>35kmfromdepot	Sh.km			
216.01	HeavyShoulderGradingRural<35kmfromdepot	Sh.km			
219.00P	Gravel Supply - Heavy Shoulder Grading	\$			
221.00	Shoulder Resheeting	m3			
229.00P	Other Unsealed Shoulder Work	\$			
230.00	Abnormal Water Cartage	ML.km			
231.00P	Abnormal Gravel Cartage	m3.km			
302.00	Repair Earth Surface Drains	m			
305.00	CleanEarth&ConcSurfDrains>35kmfromdepot	m			
319.00P	Other Surface Drain Work	\$			
329.00P	Other Minor Culverts, Pipe and Pit Work	\$			
339.00P	Other Subsoil Drain Work	\$			
401.00	Tractor Slashing, Rural	ha			
402.00	Tractor Slashing, Urban	ha			
403.00	Tractor Slashing - Boom Mower	m2			
405.00P	Clearing	\$			
407.00	Herbicide Spraying	L			
419.00P	Other Vegetation Control Works	Lump Sum			
420.00P	Roadside Litter Collection - Rural	\$			
429.00P	Other Roadside Work	\$			
440.00P	Rest Area Servicing	\$			
502.00P	Repair Signs (excluding Guide Signs)	\$			
509.00P	Other Sign Work	\$			
514.00	Repair Guide Markers	each			
515.00	Replace Guide Markers	each			
519.00P	Other Road Guide Post and Marker Work	\$			
559.00P	Other Furniture Repairs	\$			
903.00P	Inspections for Forward List of Work	\$			
450.00P	Call Out	\$			
452.00P	Emergency Call Out Activities	\$			



8.32 ROAD MAINTENANCE PERFORMANCE CONTRACT (RMPC) – Version Date: 07/07/2016

Maintenance works by the Department of Transport & Main Roads (DTMR) are carried out under Road Maintenance Performance Contracts (RMPC). The predominant delivery method is through sole invitee arrangements with Local Governments throughout the state.

RMPC is by a yearly invitation of offer for the South Burnett Regional area. If the offer has not presented itself by May negotiations could be initialised by SBRC with a schedule of rates. These are sent to the DTMR Gympie Office as they are the area manager.

1. DTMR have an identification code for each area and SBRC is 261.
2. A yearly budget is set for RMPC works.
3. They give us a Contract document to complete and submit.
4. A Schedule of Rates is created for the contractual amount.
 - a) Schedule of rates is based on past year unit rate analysis and historical values
 - b) Lump sum activities are on a cost plus basis so budget needs to be allocated from the schedule for each activity
 - c) Both unit rate and lump sum activities make up the contractual amount
5. The Contract Document with the schedule of rates is sent to DTMR for their approval.
6. Once approval has been received the Quality Plan, Environmental Management Plan (EMP), Traffic Management Plan (TMP) and Workplace Health & Safety Management Plans are developed.

Note – The previous Quality Plan will stay in force until approval has been received for the updated Versions.
7. Manuals are sent to DTMR for their Desktop Audit.

Note – Works will commence as at 1st July under the Schedule of Rates even though approval has not been granted. This is an agreement by DTMR as they need to continue maintaining their network.
8. Once approved, notification is sent through from DTMR and the contract is ready to progress.
9. RMPC Activities performed are to be as per the SBRC Maintenance Activities Manual whether carried out by SBRC or Contractors.

8.32.1 Contract Review

1. An Internal review is conducted prior the reviews scheduled by DTMR. This is a review on how we are managing the Contracts. This is held with the Contract Coordinator in regards to Contract Management.
2. Contract has a 6 monthly review with DTMR which is an overall review on Schedule of Rates and Activities.

8.32.2 RMPC Claim Management

1. The Supervisor submits a completed Works Order with measure up details and attaches appropriate DTMR Forms as required for the Activity. This includes: 450, 452, 502 and Traffic Signals Form.
2. The Contract Coordinator checks to see if there are any committed costs. If not, it can progress for a Claim.
3. Once committed costs are cleared they will be included in future claims.



FORM: DI-M01-V7
Department – Infrastructure

4. Claim is processed and forwarded for approval, any discrepancies reviewed are adjusted from the following claim..

Note: special consideration is given to the quantity and dollar values

5. Claims are submitted to DTMR at the end of each calendar month.

Note - Works Programs finishes at the last working day of the month. It will recommence at the 1st of the Month.

6. DTMR Gympie requires a Work Management spreadsheet that shows the monthly program of works and estimated costing being carried out. It is available for them as requested. This could be monthly. This is managed by the Contract Coordinator.

8.32.3 Schedule of Rates

1. Is a cost comparison of the previous year's rates with potential changes included? This could be from adjusting the rates due to profit/loss margins from previous year. The schedule is saved in the RMPC Folder. Consider the different Activities that may need to be added to the next year's schedule. For example, the over use of Contractors, dry conditions may have required extra water cartage etc.
2. The Schedule of Rates will be adjusted as per the approved Budget by DTMR.

8.32.4 Profit/Loss Spreadsheet

1. This is created in lieu of TechOne which will commence as at 1st July. All claims are entered into this spreadsheet, and a summary sheet gives you all information totalling for the year to date. Saved in RMPC Folder.

Workflow for this process is saved in:

<G:\Infra\Library\Work\Instruc\Contract Management Procedures\Sales Contracts\RMPC Procedures>



8.33 TRANSPORT INFRASTRUCTURE CONTRACT (TIC) – *Version Date: 20/11/2014*

The Transport Infrastructure Contract (TIC) by the Department of Transport and Main Roads is the basis for undertaking road infrastructure works on a sole invitee basis with Local Government.

Method

1. Tender documents will come in from DTMR with the invitation of offer
2. Design & Technical Services Branch formalise an offer back to DTMR with the proposed schedule of rates and contract document
3. If we are successful with our offer, DTMR will send notification of Principle Contractor
4. DTMR arranges a Pre-start Meeting with the Manager Roads & Drainage, Designer, Senior Technical Officer (Construction) and Site Supervisor
5. This leads into the *Construction Procedure (7.18 of the Quality Manual) and the Construction Activities Manual*

TIC Claim

1. Supervisor and DTMR Road Inspector agree on quantities to be claimed.
2. Works Coordinator and Supervisor review quantities and pass onto Senior Technical Officer – Construction (STO-C)
3. STO-C completes quantities against the Schedule and passes onto the Contract Management Officer.
Note - Claim should be at the completion of a Lot; you can claim a percentage of a Lot.
4. Contract Management Officer completes claim documents with signatures & sends to DTMR.

Contracts will be set up in TechOne as at 1st July. New projects will be set up as a contract in TechOne.

Standard DTMR Forms that need to be completed and forwarded to DTMR - Claim Voucher, Stat Dec's, covering letter, schedule of works and the contract progress claim schedule.

Workflow for this process is as follows:

TIC Documentation

- a) TIC Documentation, Form C6013 'Conditional Agreement' and 'Record of Appointment of Principal Contractor' are received from DTMR for completion and submission. (Signed by GMINF)

ECM

- a) TIC Conditional Agreement Documentation is registered into ECM, Councils central registry.
- b) Create binder for new TIC Contract using the IR Number on the Conditional Agreement Documentation.
- c) All correspondence from DTMR and Council is registered in ECM and placed on file in the Contract Management Officer's office.

Tech1

- b) TIC Contract and schedule are created in Tech1 'Contract Management' System.
- c) TIC Project is linked to the contract.



- d) DTMR will issue a Purchase Order which is entered as a variation into the Contract Management System.
- e) Any variations on the schedule are amended as a variation in the Contract Management System.

Claiming Process

- a) DTMR Inspector and Supervisor measure the claim against the schedule and forward to Senior Technical Officer.
- b) Senior Technical Officer checks the measure up on the schedule. Once reviewed the measure-up is then forward to the Contract Management Officer for processing.

Tech1 TIC Claiming Process

- a) Refer to Contract Management Officers – Desktop Manual – TIC Measure-up and Claiming Procedures
- b) The following reports are emailed to DTMR Gympie in PDF, once the claim has been signed by the General Manager and Manager Roads and Drainage:
 - TIC Claim Covering Letter;
 - TIC Statutory Declaration – Progress Payment;
 - TIC Claim Voucher;
 - TIC Payment Claim;
 - TIC Contract Schedule Measure-up Spreadsheet;
- c) Register email into ECM
- d) Place the original claim in the TIC Folder located in the Contract Management Officer's office
- e) PDF of the claim are also filed in the TIC folder in G Drive under Construction.

Note: On Final Claim use Statutory Declaration – Final Payment

DTMR Approve Claim

- Receive email from DTMR Bundaberg advising the claim has been approved and request invoice to be issued.

Tech1 TIC Claiming Process

- a) Refer to Contract Management Officers – Desktop Manual – TIC Measure-up and Claiming Procedures, Section: Worksheet Billing, Issuing Invoice and Finalising Worksheet.
- b) Once invoice is issued, email to DTMR.
- c) Register email in ECM and place on file with the claim.

Note: The above procedure will be utilised on QRAIL Projects if the nominated project is on a State Controlled Road.

7 PORTFOLIO - LDMG, WATER & WASTEWATER**7.1 LOCAL DISASTER MANAGEMENT, WATER AND WASTEWATER PORTFOLIO REPORT****File Number:** 01-12-2021**Author:** Manager Water & Wastewater**Authoriser:** Chief Executive Officer**PRECIS**

Local Disaster Management, Water and Wastewater Portfolio Report

SUMMARY

Councillor Frohloff presented her Local Disaster Management, Water and Wastewater Portfolio Report to Council.

OFFICER'S RECOMMENDATION

That Councillor Frohloff's Local Disaster Management, Water and Wastewater Portfolio report to Council be received for information.

BACKGROUND

N/A

ATTACHMENTS

1. Local Disaster Management, Water and Wastewater Portfolio Report [↓](#) 

LOCAL DISASTER MANAGEMENT GROUP UPDATE

The South Burnett Local Disaster Management Group continue to share all communication through the Local Disaster Management Group and the supporting agency's networks to promote vaccination clinics in the South Burnett. Council has been working with QLD Health and the District to ensure that any local resources or assistance is provided at vaccination clinics where possible.

Queensland Reconstruction Authority attended on the 22 November 2021 and provided training around Disaster Recovery Funding Arrangements. This was provided to our teams on the ground and members of the LDMG. This training is important at this time of year leading into storm/flood season.

The Disaster Management Team has also organised Red Cross and Queensland Fire and Emergency Services to provide Evacuation Centre Training to our staff here at Council to ensure our team is well equipped to deal with evacuation centres with a COVID overlay. E.g. appropriate PPE for example face masks and hand sanitiser / social distancing in floor plans.

Our Local Disaster Management Group quarterly meeting is due to be held tomorrow 2 December 2021. The Bunya Mountains Community Disaster Management Sub Group is also holding their quarterly meeting on this Friday 3 December 2021.

WATER & WASTEWATER BRANCH PORTFOLIO REPORT

The following are current/planned works
 Updated as of 20/10/2021

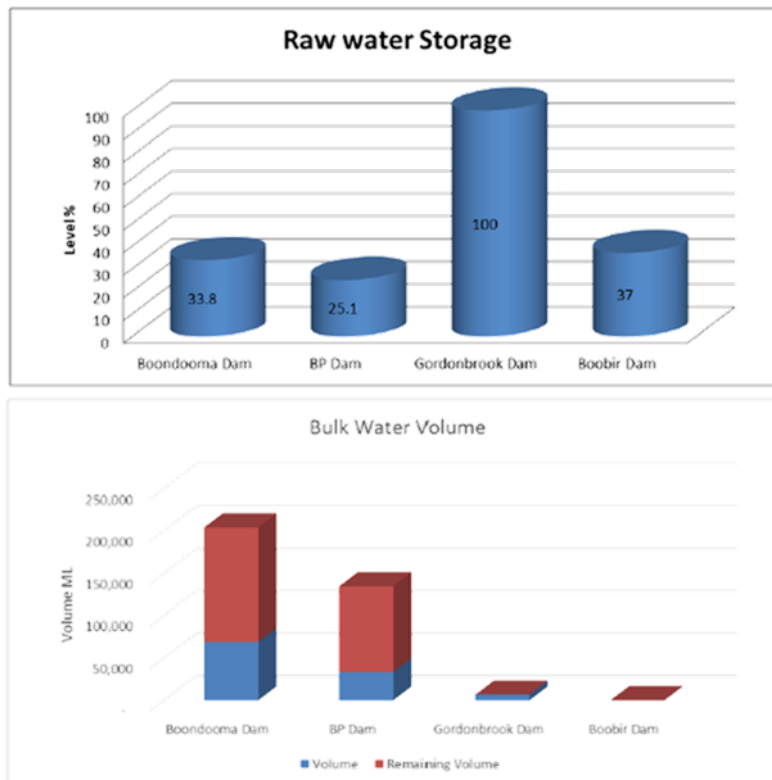
Capital Works 21/22 and Current Water Main Replacements

Name	Description	Expected Start	Expected Completion	Budget Amount	Actual
SCADA and Cyber Security Updates	Replace existing SCADA to regionalise system	July 2021	June 2022	\$350000	\$71500
KTP - Kingaroy (Alford - Haly St) WMR	water main replacement.	Nov 2021	Dec 2021	\$317000	\$90700

All other 21/22 CapEx works are under planning.

Restriction & Dam Levels at 17/11/2021

All towns remain on level three (3) Water Restrictions.



Sunwater supply scheme	Water storage	Schemes supplied	FSL (m)	Current level	FS Volume (ML)	Current Volume (ML)	Current capacity (%)	High Priority water Allocation	Medium Priority Allocation
Boyne River & Tarong	Boondooma Dam	Boondooma Scheme, Proston Rural scheme, Kingaroy, Blackbutt	280.4	268.53	204,200	68,979	33.8	100%	0%
Barker Barambah	BP Dam	Wondai, Murgon	307.3	300.18	134,900	33,806	25.1	100%	0%
	Gordonbrook Dam	Kingaroy	391.5	391.5	6,800	6,800	100	N/A	N/A
	Boobir Dam	Blackbutt	434	430.3	170	50	37	N/A	N/A

Key Highlights

The water and wastewater team have been busy working on funding submission through building our regions round 6 for off stream storage of Boondooma water at Gordonbook.

Provision of the Off stream Storage would significantly reduce risk associated with the need to use 100% Gordonbrook sourced water in periods when Boondooma supplies are offline.

In order that normal water production during non-emergent shut downs of the Boondooma pipeline can be accommodated at the Gordonbrook Water Treatment Plant, the off stream storage of Boondooma sourced water is required to ensure that treated water from the plant remains within the limits set by ADWQG.

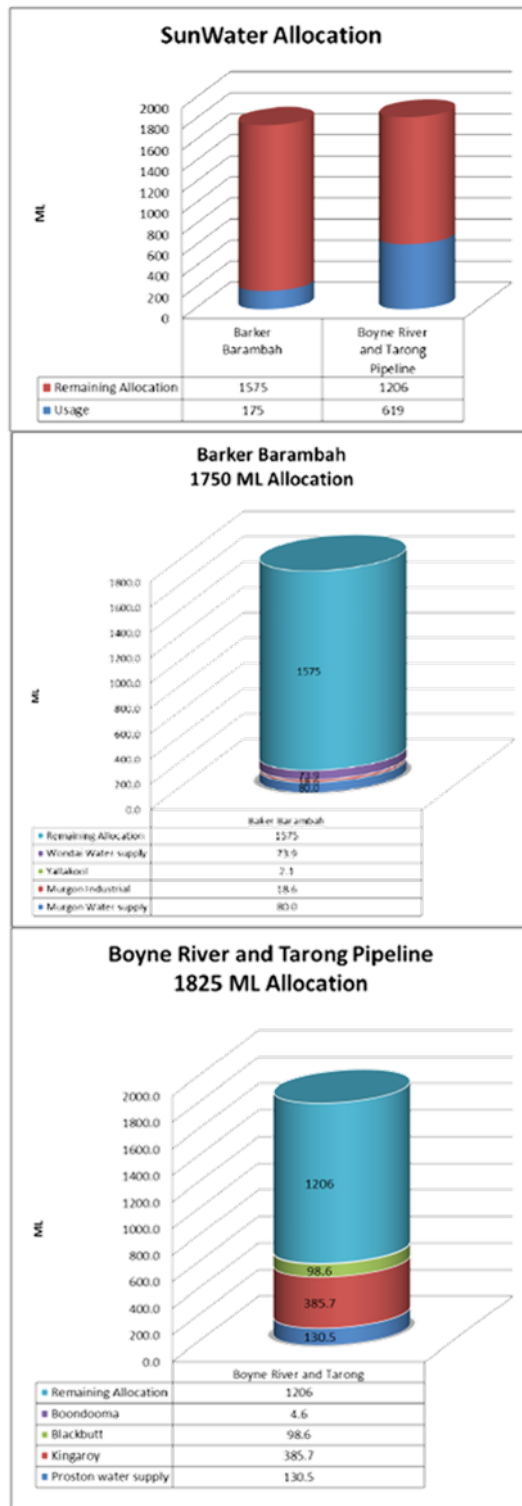
Council continues to monitor water storage throughout the region. Current levels are:

- Boondooma 33.8%, Increase of 9.3% and 18707 ML.
- BP Dam 25.1%, Increase of 18.6% and 24970 ML.
- Gordonbrook Dam 100%, Increase of 38% and 2584 ML.
- Boobir Dam 37%, No change.

Water Allocations and Financial Year Consumption

Recorded at 17/11/2021

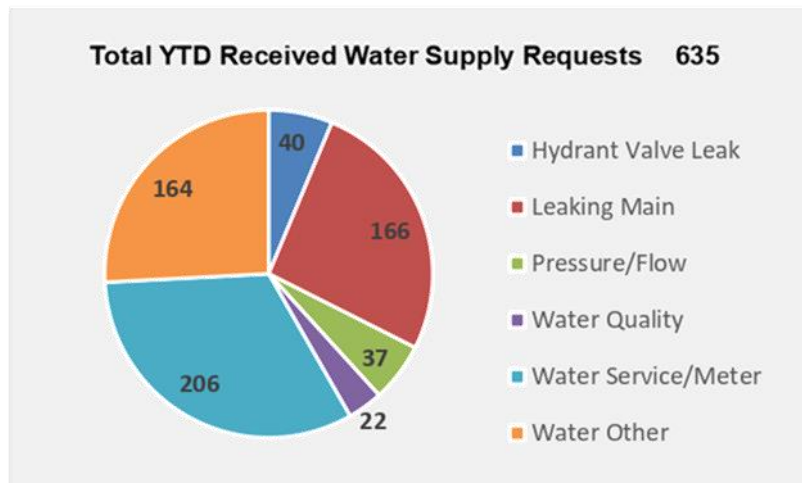
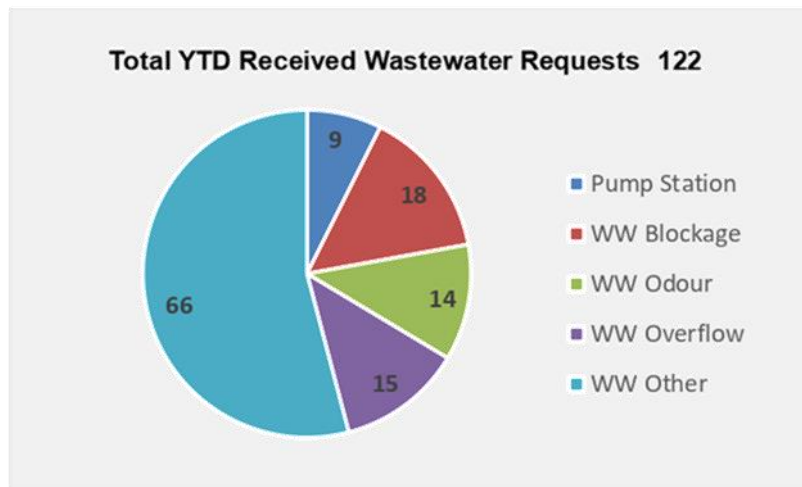
Water allocation SunWater scheme	Location / Allocation	Usage to date (ML)	Annual Allocation (ML)	Remaining Allocation (ML)	Remaining Allocation in (%)	Year remaining in (%)
Barker Barambah	Murgon Water supply	80.0	1400	1299.3	93%	62%
	Murgon Industrial	18.6				
	Yallakool	2.1				
	Wondai Water supply	73.9	350	276.056	79%	
	Sub Total	175	1750	1575	90%	
Boyne River and Tarong Pipeline	Proston water supply	130.5	500	369.5	74%	
	Kingaroy	385.7	1110	724.3	65%	
	Blackbutt	98.6	200	101.4	51%	
	Boondooma	4.6	15	10.4	69%	
	Sub Total	619	1825	1206	66%	



*Annual allocations are for the financial year

Reactive Work - Financial Year to Date

Town	Sewer Blockages	Other Sewer issues	Water Main Breaks	Other water issues
Kingaroy	10	23	9	232
Murgon	0	3	1	17
Wondai	2	3	2	14
Nanango	2	7	12	89
Blackbutt	0	0	2	23
Proston	0	0	0	2
Proston Rural	NA	NA	4	10
Kumbia	NA	NA	0	7
Wooroolin	NA	NA	1	9



Completed Capital Works for Noting

Name	Description	Expected Start	Expected Completion	Budget Amounts	Actuals
KTP Haly Street	200mm dia water main replacement.	July 2021	Aug 2021	\$485000	\$472000
KTP Alford Street	Water Main Replacement (Glendon - Short Street)	May 2021	July 2021	\$270000	\$263500
Wondai Haly Street	Water Main Replacement (Hodge/Scott Streets)	April 2021	July 2021	\$300000	\$299800

8 QUESTIONS ON NOTICE

8.1 QUESTIONS ON NOTICE

File Number: 01-12-2021

Author: Acting General Manager Infrastructure

Authoriser: Chief Executive Officer

The following questions on notice were received at the Infrastructure Standing Committee Meeting held on Wednesday, 3 November 2021 and Cr Schumacher on 22 November 2021

Questions

1. Will the driveway beside Busy Bee still be able to be accessed?
2. Are there other unformed road reserves in the Hivesville area?
3. Are we working to progress a funding application through the Preparing Australian Communities fund? Does Council or the LDMG have any eligible projects in the categories of planning, awareness and capacity or infrastructure, that have been identified in the project pipeline that might be relevant to these funding opportunities?

Note: Regarding question three the attached response is particularly related to water opportunities. The PACP on the National Recovery and Resilience Agency website is a funding program that support projects that mitigate or reduce disaster risk, impact and consequence associated with large scale natural hazards. A review of the guidelines is being undertaken to see what opportunities are open to Council.

Responses

1. Responses are contained in the attachments of the report.

RECOMMENDATION

That the responses to the questions raised be received and noted.

ATTACHMENTS

1. December Question on Notice Responses [↓](#) 

Infrastructure's Questions on Notice

(Q1) Will the driveway beside Busy Bee still be able to be accessed?

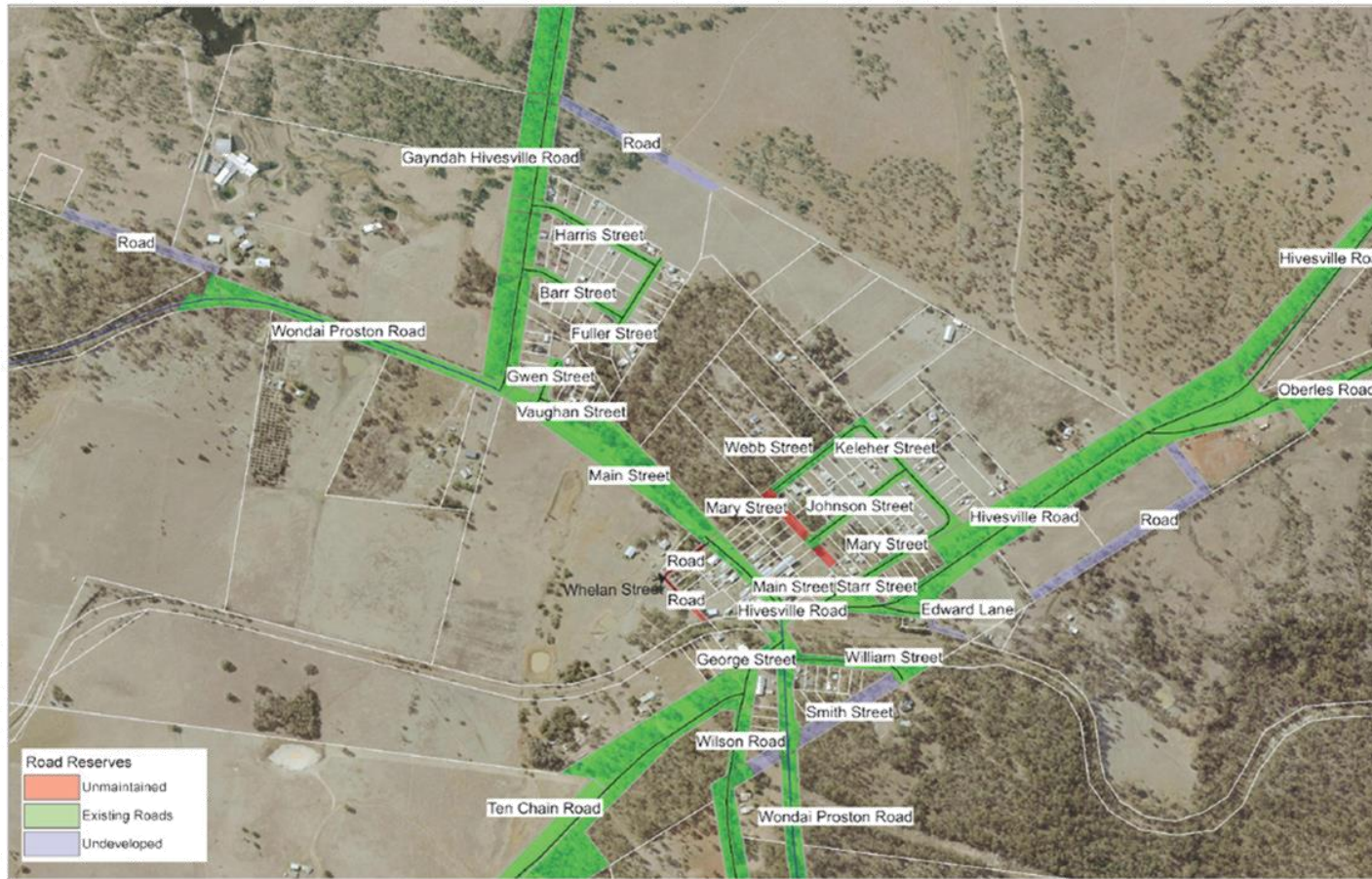
The driveway has been closed with consultation with affected businesses.

(Q2) Are there other unformed road reserves in the Hivesville area?

Below is a map of Hivesville showing an overview of road reserves in the Hivesville area.

(Q3) Are we working to progress a funding application through the Preparing Australian Communities fund? Does Council or the LDMG have any eligible projects in the categories of planning, awareness and capacity or infrastructure, that have been identified in the project pipeline that might be relevant to these funding opportunities?

Having looked at the eligibility I would suspect something like backup generators for our water pumpstations in Kingaroy should our power system get wiped out. Tight timeframes will be an issue with key staff on leave



9 CONFIDENTIAL SECTION

OFFICER'S RECOMMENDATION

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 254J of the *Local Government Regulation 2012*:

9.1 Water Reconnection at Lot1 SP256027, 4 Meek Street Tingoorra

This matter is considered to be confidential under Section 254J - f of the Local Government Regulation, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with matters that may directly affect the health and safety of an individual or a group of individuals.

10 CLOSURE OF MEETING