



# **INFRASTRUCTURE COMMITTEE MEETING**

## **AGENDA**

**1 AUGUST 2023**

*Your attendance is required at an Infrastructure Committee meeting of Council to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 1 August 2023 commencing at 9:00am for transaction of the enclosed business.*

A handwritten signature in black ink, appearing to be "C. P.", written in a cursive style.

**CHIEF EXECUTIVE OFFICER**  
27 July 2023

Next Meeting Date: 05.09.23

**Please note:**

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

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**1 OPENING**

- 1.1 Acknowledgement of Country

**2 PRESENT**

Members Present:

The Mayor, Councillor A P Williams (Chairperson)  
Deputy Mayor, Councillor N K Fisher  
Councillor S Latcham  
Councillor C E Smith  
Councillor C R Rutherford  
Councillor M D Wickerson  
Councillor D Kirkland  
Councillor G D Mathers

In Attendance:

Mr E Pardon – Chief Executive Officer  
Mr P Kofod – General Manager Regional Services

**3 APOLOGIES AND LEAVE OF ABSENCE****4 CONFIRMATION OF MINUTES**

Minutes of the Infrastructure Committee held 4 July 2023

**5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA****6 BUSINESS OUTSTANDING**

Nil

**7 PUBLIC FORUMS/DEPUTATIONS**

Nil

**8 PRESENTATION OF PETITIONS**

Nil

**9 COUNCILLOR/DELEGATE REPORTS**

Nil

## 10 OFFICERS' REPORTS

### 10.1 AMENDMENTS TO PREVIOUS REPORTING - FITZROY RIVER WATER PERFORMANCE PLAN

<b>File No:</b>	<b>8320</b>
<b>Attachments:</b>	<b>1. Amended Customer Service Standard Reporting - FRW Performance Plan 2022-2023</b> <a href="#">↓</a>
<b>Authorising Officer:</b>	<b>Peter Kofod - General Manager Regional Services</b>
<b>Author:</b>	<b>Dan Toon - Manager Water and Wastewater</b>

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#### SUMMARY

*During preparation of the 2022-2023 Quarterly Performance Plan Report (Quarter 4), it came to our attention that there were a number of anomalies contained in the reported data for the two previous quarters. Adjustments have been made to this data in the Quarter 4 report. This report seeks to inform and explain the necessary amendments to the Committee prior to the final report being tabled at the next Council Meeting.*

#### OFFICER'S RECOMMENDATION

THAT the report detailing amendments to previous reporting for Fitzroy River Water Performance Plan be received.

#### COMMENTARY

Fitzroy River Water has been working to improve the method used for reporting against the adopted Customer Service Standards. The manual nature of developing the report has inherent risk of data entry and calculation errors. The improvement process, and most recent report preparation, has exposed some anomalies in previous reports which have now been corrected. The amended performance information is detailed in the attachment to this report.

The FRW Business Support Services Team has implemented improved controls to the reporting tools to enhance the reporting efficacy and is working with IT to achieve an improved and automated report directly from Council's Assets and Works system which should further reduce the likelihood of inaccurate reporting occurring in the future.

#### CONCLUSION

Amendments to previously reported information are included in the final Quarter 4, 2022-2023 Quarterly Performance Plan Report and changes have been implemented to ensure improved quality and accuracy of the report moving forward.

**AMENDMENTS TO PREVIOUS  
REPORTING - FITZROY RIVER WATER  
PERFORMANCE PLAN**

**Amended Customer Service Standard  
Reporting - FRW Performance Plan  
2022-2023**

**Meeting Date: 1 August 2023**

**Attachment No: 1**

# Non-Financial Performance

Number of access charges as at August 2022  
 Rockhampton and Gracemere: 38,520  
 Mount Morgan: 1,516

## Potable Water Supply Schemes

CSS Ref	Rockhampton and Gracemere							Mount Morgan						
	Annual Target	Q1	Q2	Q3	Q4	YTD Actual	Status	Annual Target	Q1	Q2	Q3	Q4	YTD Actual	Status
<b>Day to Day Continuity</b>														
CSS2	Extent of unplanned interruptions – incidents based (number per 100 km of main per year)													
	<30	9	13	15		37		<30	1	4	3		8	
				21		43								
	Rockhampton and Gracemere total kms of main: 790km							Mount Morgan total kms of main: 72km						
	<b>Error Correction – a difference of 6 incidents per 100km of main was corrected.</b>													
CCS4	Customer interruption frequency – 1 interruption per year													
	12%	0.62%	0.65%	0.65%		1.92%		12%	0%	0.39%	0.79%		1.18%	
				1.6%		2.87%				1.05%	3.47%		4.52%	
	<b>Error Correction – A correction to quarter 3. This raised the year to date but remains within the target.</b>							<b>Error Correction – A correction to quarter 2 and 3. This raised the year to date but remains within the target.</b>						
	Customer interruption frequency – 2 interruptions per year													
	2%	0%	0%	0.01%		0.01%		2%	0%	0%	0%		0%	
				0%		0%								
	<b>Error Correction – A very minor correction to Quarter 3 and YTD total.</b>													
CSS5	Relative incidence of planned and unplanned interruption incidents (% of planned versus total number of interruptions)													
	>30%	1%	11%	6%		6%		>30%	0%	0%	33%		33%	
				5%		5.6%					50%		16%	

Legend: Not compliant Compliant

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## Non-Financial Performance

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 Rockhampton and Gracemere: 38,520  
 Mount Morgan: 1,516

CSS Ref	Rockhampton and Gracemere							Mount Morgan						
	Annual Target	Q1	Q2	Q3	Q4	YTD Actual	Status	Annual Target	Q1	Q2	Q3	Q4	YTD Actual	Status

**Error Correction** – A minor correction from 6 to 5% and an update to YTD total .

**Error Correction** – Quarter 3's correct percentage was greater than what was reported and the YTD had been incorrectly calculated. With the correct calculation, the YTD Actual does not achieve the annual target. This is not uncommon for this Customer Service Standard and has been removed from the new Performance Plan as it varies depending on if and when work is planned.

**CSS6** Average interruption duration – planned and unplanned

3 hours	1.59 hours	2.76 hours	1.59 hours		1.98 hours		3 hours	0.33 hours	0.29 hours	0 1.63 hours		0.21 0.75 hours	
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**Error Correction** – A correction to quarter 3. This raised the year to date but remains within the target.

**CSS7** Response time – Priority 2 – 2 hours response

95%	73%	73%	72%		73%		95%	100%	100% 0%	75%		92% 58%	
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**Error Correction** – A significant correction has been made to Quarter 2 data. This changes so significantly due to the low number of incidents that occur in Mount Morgan. In Quarter 2, corrected data shows there was 1 incident, and that 1 incident was not responded to within 2 hours, leaving the performance at 0% due to that one missed response time. This has brought the YTD average down significantly.

### Long Term Continuity of Water Services

**CSS15** Water services breaks (number per 1,000 connections)

<40	3	4	5		12		<40	2	0 5	3		5 10	
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**Error Correction** – A correction to Quarter 2 has raised the YTD total but remains within target.

Legend: Not compliant Compliant

**10.2 FOGO POST TRIAL - CEASING COLLECTION SERVICES**

<b>File No:</b>	<b>121</b>
<b>Attachments:</b>	<b>Nil</b>
<b>Authorising Officer:</b>	<b>Peter Kofod - General Manager Regional Services</b>
<b>Author:</b>	<b>Michael O'Keeffe - Manager Rockhampton Regional Waste and Recycling</b>

**SUMMARY**

*The purpose of this report is to seek Council's endorsement to cease the post trial Food Organics and Garden Organics (FOGO) and Garden Organics (GO) service.*

**OFFICER'S RECOMMENDATION**

THAT Council resolve to cease continuation of the Food Organics and Garden Organics (FOGO) and Garden Organics (GO) post trial service by 31 August 2023 due to the extended lead time now anticipated before a regional roll out.

**BACKGROUND**

At the Infrastructure Committee meeting of 16 August 2022, Council adopted the following resolution following presentation of report Titled, FOGO TRIAL – POST TRIAL RECOMMENDATION.

*That Council resolve to adopt Option 2, the continuation of organic service on an opt-in basis for a period for up to 21 months with the additional cost to be borne by Council.*

Twenty-one (21) months from the date of the report is the time frame anticipated to allow for a regional roll out of an organics service, being 1 July 2024. This approach was taken to reflect Council's support and keep the enthusiastic participants on-board who would act as FOGO Champions for the rest of the community in promoting the benefits of a kerbside organics service.

At the expiration of the trial period, those residents that opted out had bins removed and the waste collection services were returned in line with normal collections, which include, weekly waste and fortnightly recycling collections.

The tally of participants maintaining the service and those opting out is shown in the Table 1 below.

**Table 1 – Tally of Participants**

<b>Item</b>	<b>Gracemere</b>	<b>Southside</b>	<b>Northside</b>	<b>Totals</b>
Participants at start of trial	251	255	257	<b>763</b>
Participants that Opted-out	99	83	19	<b>201</b>
Participants post trial	152	172	238	<b>562</b>
Average number of presentations on collection day	101	109	159	<b>369</b>

**COMMENTARY**

Whilst the strategic imperative for implementing a kerbside organics service remains strong, officers have continued to monitor the operation of the ongoing service which has continued for 9 months since October 2022 and key findings are detailed below;

- The trial comprised of 763 participating households, 506 of which received a weekly FOGO service and the remaining 257 of which received a fortnightly GO only service.
- Participation has remained static with 562 services.
- Not all residents present on collection day with presentation rates recorded between 50-70% depending on season.
- Due to residents opting out of the FOGO service, trucks are required to drive past all properties on a weekly basis to service 240L waste bins. Service efficiency of only a fortnightly 140L waste service is lost.
- Where 140L bins are placed out weekly these are serviced to avoid customer service requests. There is complexity in enforcing the 140L fortnightly service by not picking up bins if presented beside a bin serviced weekly.
- The small number of FOGO collections performed on service day compromises overall collection operations, although there has been a benefit due to the support of Council for those that have continued with the service and additional data collection.
- Officers were of the view that a regional FOGO/GO service would be rolled out in the short term, being 1 July 2024 and this will not be the case. It is likely that a FOGO/GO services will be 3- 6 years away.
- In essence and subject to Council's endorsement the post trial service will end 10 months before anticipated and well before a regional roll out.
- Information letters will be forwarded to residents advising of cessation of the service which will be support with an explanation.
- Removal of bins and change over of lids will be performed by Council staff.
- It is anticipated this will happen within the month of August 2023.

**PREVIOUS DECISIONS**

The recommendation in the report of 16 August 2022, was based on extension of the service for a period of 21 months to coincide with an early regional roll out by 1 July 2024.

Council report of 27 June 2023, providing an update on the FOGO business case and presenting a number of emerging and unresolved issues at State level that is currently preventing the completion of a business case for Council's consideration.

**LEGAL IMPLICATIONS**

There are no legal implications associated with this decision.

**FINANCIAL AND RESOURCE IMPLICATIONS**

Ceasing the service will introduce an annual saving of approximately \$40,000 and improve productivity for Wednesday and Thursday collections which are the service days with high collection numbers.

**COMMUNICATION AND CONSULTATION (INTERNAL/EXTERNAL)**

Communications have been held with the Coordinator Resource Recovery and Strategy who project managed the FOGO Trial and has maintained a detailed data base of performance of the program.



Collection drivers have provided details specific to presentation rates and challenges for performing services for the small number of participants.

Information letters will be forwarded to FOGO and GO Champions following Council's adoption of the recommendation. The last service will be provided in the week commencing 28 August 2023.

Draft information letter to be provided to Communications Team to approve or amend as required.

**CONCLUSION**

Careful consideration was given to extending the trial period and following a review of the service provision, current barriers to completing a business case, reconsideration has determined that ceasing the service until such time as a business case is presented to Council and a regional service is offered is the best decision for Council at this time.

**10.3 WANDAL WALKING NETWORK PLAN**

<b>File No:</b>	<b>14429</b>
<b>Attachments:</b>	<b>1. <a href="#">Wandal Walking Network Plan</a></b> <b>2. <a href="#">Prioritised Project List</a></b> <b>3. <a href="#">Wandal Walking Network Plan Report</a></b>
<b>Authorising Officer:</b>	<b>Stuart Harvey - Coordinator Infrastructure Planning</b> <b>Martin Crow - Manager Infrastructure Planning</b> <b>Peter Kofod - General Manager Regional Services</b>
<b>Author:</b>	<b>Jamie Meyer - Infrastructure Planning Engineer</b>

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**SUMMARY**

*This report seeks Council's endorsement of the Wandal Walking Network Plan.*

**OFFICER'S RECOMMENDATION**

THAT Council endorse:

1. The Wandal Walking Network Plan;
2. The Prioritised Project List; and
3. The Wandal Walking Network Plan Summary Report.

**COMMENTARY**

In 2022, Council received funding through the Department of Transport and Main Roads (TMR) 2022–23 Walking Local Government Grants Program (WLGGs) to develop a Walking Network Plan (WNP). The aim of WNP's are to create more walkable communities and places, with connected, comfortable, safe and accessible walking environments.

WNP's focus on walking precincts of up to two kilometres around primary destinations such as public transport, schools and town centres, and identify projects to make the plan a reality.

Consultant Burchills Engineering Solutions (BES) were engaged to undertake the project following the guidance published by TMR. The TMR Walking Network Planning Guidance included the following 4 stages.

**Stage 1 - Prepare draft Walking Network Plan**

The first stage involved identifying a primary destination that will be the focus of the walking network and identifying other key destinations (secondary destinations) within the walking network that the community may walk to.

The Wandal area and surrounds was chosen for a WNP as currently there are limited footpaths and walking infrastructure in the area. The Wandal shopping precinct was nominated as the primary destination as it was the centre of a 2km catchment that included a lot of other secondary destinations such as St Joseph's Primary School, The Hall State School, Rockhampton High School, Showgrounds, Base Hospital and aged care facilities.

Once the primary and secondary destinations were determined, the development of the draft WNP largely involved GIS analysis to determine primary and secondary routes. Primary routes should be able to be accessed within a 200 metre walk of each dwelling and should head towards the primary destinations. Secondary routes connect areas of high population density and propensity to walk to the primary routes, and typically act as feeder routes from local neighbourhoods.

The GIS analysis involved mapping the existing pedestrian and road network, utilising population / trip generation data to determine the potential number of people that may use a particular route and determining shortest routes between the primary and secondary destinations. The result of this analysis was the draft WNP map which was used during stakeholder consultation in stage 2.

### **Stage 2 - Test the draft walking network plan**

This stage involved verifying the draft WNP based on local knowledge, stakeholder feedback and local walking audits. A stakeholder engagement workshop was held in Wandal on Wednesday 1 March 2023 to gather feedback on the Draft WNP. The workshop had representation from Council, TMR, Rockhampton State High School, Department of Innovation and Sport, Rockhampton State High School and relevant local community groups. The stakeholder engagement provided valuable feedback on what should be included in the final WNP and what the priorities should be for the development of a project list. The key outcomes of the workshop include:

- Future projects should focus on the Wandal area rather than city centre (e.g. more within a 1km area);
- Improving connection between Wandal and the city centre via Victoria Parade is a priority (North Street);
- Improving connections around schools is a priority; and
- Having continuous path along primary routes.

Council also undertook a survey via the engage website targeting Wandal residents and businesses from 21st February 2023 to 6th March 2023. Of the 165 aware visitors to the survey, 31 participants contributed to the survey. Survey contributions provided insight on what should be added or removed from the draft walking network plan, areas with existing safety concerns, and infrastructure recommendations to encourage more people to walk in the Wandal Area.

### **Stage 3 - Finalise the walking network plan**

The WNP was finalised based upon inputs from the stakeholder workshop, review against Council's Walking and Cycling Strategy, site audits, and an internal review of the WNP by council officers.

Some of the key modifications that were made to the draft WNP included:

- Strengthening links into the city centre via east-west connections;
- Taking advantage of existing high-quality links (such as along the river);
- Added more links around the schools and major designations such as the Browne Park Football Stadium, Jardine Park and Victoria Park;
- Providing a primary route for the full length of Jardine Street between North Street and Wandal Road;
- Extending routes to the eastern side of Fitzroy River;
- Maintaining the grid-style network that provides legible connections to secondary destinations from the surrounding catchment; and
- Alignment with the Walking and Cycling Strategy pathway hierarchies.

### **Stage 4 - Prepare Prioritised Project List**

In all, 42 projects were identified to improve the walking environment within the catchment. The focus was on the primary routes as these would attract higher usage. Following the TMR guidance, the projects were ranked as essential, important and non-essential using the following parameters:

- Essential
- Important
- Non-Essential

A timing was assigned to each project to allow Council to understand the priorities of the proposed project list to plan for future budgeting. Each project was assigned to the following categories:

- Short (Priority) – 1 to 2 years;
- Medium Term – 2 to 5 years;
- Long Term – 5 to 10 years;
- Subject to Council Planning; and
- Subject to TMR Planning.

The short-term priority projects were those identified through stakeholder engagement to be a priority. These included:

- Connections to city centre via Victoria Pde
- Improvement along North St and Graeme Acton Way
- Improvements around schools and showgrounds
- Connections around Browne Park and Base hospital

The project summary report (attached) further outlines the process undertaken.

The final deliverables include the Walking Network Plan (attachment 1), Prioritised Project List (attachment 2) and project Summary Report (attachment 3). As part of the funding agreement, Council is requested to endorse the Walking Network Plan, Prioritised Project List and project Summary Report.

Most projects identified in the WNP already feature in Councils Walking and Cycling Strategy Pathway works program. Those that have not been identified, will be incorporated and prioritised against the other projects in that program.

## **BACKGROUND**

In 2022, as part of the implementation of the Queensland Walking Strategy 2019–2029 (QWS), the Queensland Government established the Walking Local Government Grants (WLGG). The WLGG provides 50:50 matched funding to Queensland local governments to deliver WNPs and identify a list of future projects including preliminary design assessment and costs / timeframes to make the plan a reality.

At this stage the grants only support walking network planning, however funding for construction may be made available in subsequent rounds. It is envisaged, that Councils with an endorsed WNP will receive priority for funding for construction through the WLGG, similar to the Cycle Network Local Government Grant funding available for councils with an endorsed Principle Cycle Network Plan.

## **PREVIOUS DECISIONS**

At the Ordinary Meeting on 23 November 2021, Council resolved to seek funding through the Walking Local Government Grant for the Wandal Walking Network Plan.

## **BUDGET IMPLICATIONS**

There is no set annual budget for the provision of pathway and cycling facilities. Projects identified in the WNP will be delivered through the Walking and Cycling Strategy pathway capital works program or as funding becomes available.

## **CORPORATE/OPERATIONAL PLAN**

Operational Plan 5.1.2 Our future projects are planned and prioritised

## **CONCLUSION**

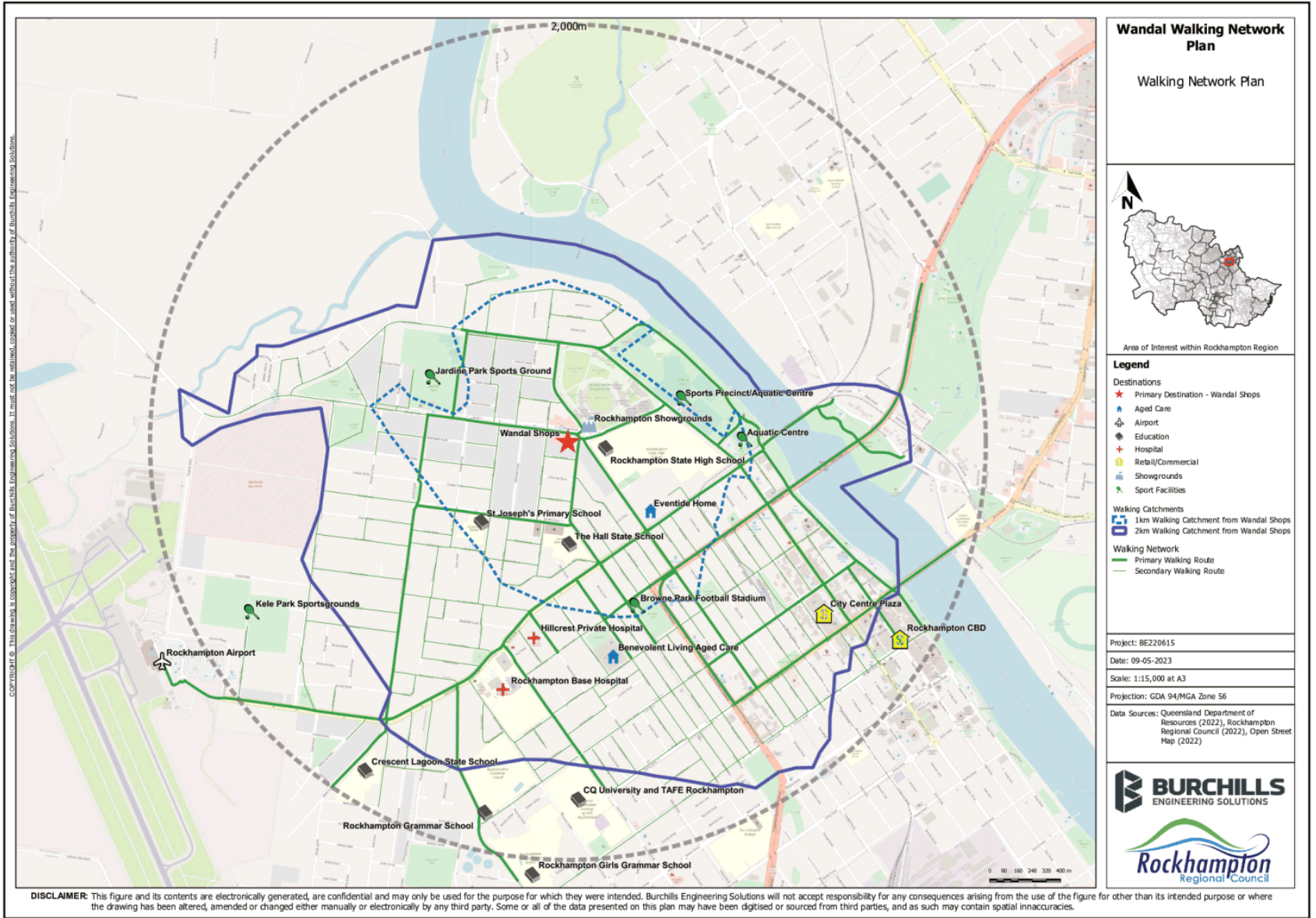
As part of the Walking Local Government Grants funding agreement, Council is requested to endorse the Walking Network Plan, Prioritised Project List and Project Summary Report. Having an endorsed Walking Network Plan may open future funding opportunities for delivering projects to improve the walking environment in the Wandal area and surrounds.

# **WANDAL WALKING NETWORK PLAN**

## **Wandal Walking Network Plan**

**Meeting Date: 1 August 2023**

**Attachment No: 1**



# **WANDAL WALKING NETWORK PLAN**

## **Prioritised Project List**

**Meeting Date: 1 August 2023**

**Attachment No: 2**

ID	Street	Type	Location	Recommendation	Rank	Timing	Cost	Responsibility	Detail
1	Wandal Road	Footpath	Intersection of Jardine Street (southern verge)	Extension of kerb and channel, removal of asphalt and construct footpath with turf installation	Important	Medium	\$18,000	Council	Primary route with gap in pathway due to inconsistent surfacing creating long crossing distance.
2	Wandal Road	Street trees	Along Wandal Rd southern verge	Install street trees at maximum 15m spacing on southern verge	Essential	Medium	\$47,000	Council	Primary route with no shading for majority of the length of the road. Distributor and collector pathway to have max 15m spacing of street trees.
3	George Street	Crossing Facility	Crossing of Cambridge Street	Reconstruct non-compliant kerb ramps. Provide pedestrian refuge at splitter island and painted kerb buildouts to reduce crossing distance.	Important	Medium	\$28,000	DTMR	Primary route with non-compliant kerb ramps and long crossing distance and unsafe and not accessible pedestrian waiting area at splitter island
4	Campbell Street	Footpath	Between North St and Archer St	Install 545m of 1.5m wide footpath on the eastern verge to tie in with existing infrastructure.	Essential	Medium	\$200,500	Council	Identified as a primary walking route however has no footpath on either side of the road. No hierarchy in pathway hierarchy.
5	West St	Footpath	Between North St and Albert St	Install 235m of 1.5m wide footpath and 2 kerb ramps along western verge. Install kerb build outs on western leg to cross Albert Street.	Essential	Medium	\$149,000	Council	Identified as a primary walking route and has no footpath connection. Kerb buildouts to reduce crossing distance. Provide as blister islands to avoid need for stormwater adjustments with kerb buildouts
6	Talford St	Footpath	Between North St and Albert St	Install 45m of 1.5m wide footpath on western verge (in front of retaining wall), including kerb and channel and linemarking works	Essential	Medium	\$45,500	Council	Identified as a primary walking route and existing footpath is incomplete to connect between hospitals
7	Albert St	Footpath	Between Murray St and Talford St	Install 370m of 1.5m wide footpath on northern verge and 7 kerb ramps	Important	Medium	\$202,000	Council	Secondary route however is missing footpath on either side of the road. Unlikely to get DDA compliant path toward Talford St due to road longitudinal grades. Allowance for block wall and driveway reconstruction
8	Albert St	Footpath	Between Talford St and Canning St	Install 150m of 1.5m wide footpath along northern verge including 3 kerb ramps	Important	Medium	\$77,000	Council	Secondary route, however existing footpath is incomplete. Unlikely to get DDA compliant path due to road longitudinal grades. Allowance for block wall, bench seat and driveway reconstruction
9	Jardine St	Footpath	Between North St and Wandal Rd	Install 1350m of 1.5m wide footpath and 23 kerb ramps along western verge	Essential	Medium	\$799,000	Council	Identified as a primary walking route and Local Pathway however is missing footpath and kerb ramps along full alignment
10	Rundle Street	Footpath	Between Jardine St and Bapaume St	Install 700m of 1.5m wide footpath and 14 kerb ramps along southern verge to tie in with existing infrastructure.	Essential	Short (Priority)	\$379,000	Council	Identified as a primary walking route and has limited footpath on the southern verge
11	Lion Creek Rd	Footpath	Between Allenby St and New Exhibition Rd	Install 640m of 2.0m wide footpath and 8 kerb ramps along southern tie in with existing infrastructure. Improve pedestrian priority at the Showgrounds driveway to east of New Exhibition Road.	Essential	Short (Priority)	\$408,500	Council	Identified as a primary walking route and Collector Pathway and has limited footpath on the southern verge
12	Graeme Acton Way	Footpath	Between Hall Street and Exhibition Rd	Install 350m of 2.0m wide footpath on the western verge including driveway priorities and street trees	Essential	Short (Priority)	\$210,000	Council	Identified as a primary walking route and Collector pathway however no pathway on either side of the road, lack of shading and unclear priorities at showgrounds access points.
13	Exhibition Road	Footpath	Between Campbell St and Graeme Acton Way	Install 400m of 2.5m wide shared path along the school frontage including additional street trees for shading, 114m of kerb and channel and linemarking. Install 260m of 2m wide path on showgrounds side (northern verge)	Essential	Short (Priority)	\$530,000	Council	Identified as a primary walking route and Distributor Pathway however no existing footpath provided. Scope and cost have been reproduced from STIP submission as advised by Council with additional costing for 50m of extra path.
14	Murray Street	Footpath	Between North St and Albert St	Install 235m of 1.5m wide footpath on the western verge and one kerb ramp to tie in with existing infrastructure	Essential	Medium	\$135,000	Council	Identified as primary walking route however no existing footpath provided on either side of the road.
15	Baden Powell Street	Footpath	Between Tuson St and Rundle St	Install 150m of 1.5m wide footpath on western verge and 4 kerb ramps to tie in to existing pathway on Murray St.	Essential	Long Term	\$94,000	Council	Identified as a primary walking route and local collector however no consistent footpath provision along the road. Close to primary school.
16	Wandal Road	Footpath	Between Baden Powell St and Jardine St	Widen 650m of existing footpath on southern verge to 2.5m including reconstruction of 9 kerb ramps, verge reinstatement and street trees	Non-essential	Subject to Council planning	\$425,000	Council	Identified as a primary walking route and Distributor Pathway however existing footpath is substandard at 1.2m wide.
17	Wandal Road	Footpath	Between Jardine St and Naughton St	Widen 200m of existing footpath on southern verge to 2.0m including reconstruction of 2 kerb ramps, verge reinstatement and street trees	Non-essential	Subject to Council planning	\$107,500	Council	Identified as a primary walking route and Collector Pathway however existing footpath is substandard at 1.2m wide.
18	Graeme Acton Way	Crossing Facility	Near Rocky Sports Club	Repaint zebra crossing	Non-essential	Medium	\$2,000	Council	Repaint zebra crossing due to cracking and fading of paint, see streetview link for reference.
19	Graeme Acton Way	Crossing Facility	North of Exhibition Rd	Install kerb buildouts and associated signage	Important	Medium	\$6,000	Council	Crossing point identified as a priority in the stakeholder workshop. Provide sufficient separation from Exhibition Rd slip lane.
20	Fitzroy St	Crossing Facility	Crossing West Street	Install splitter island and kerb buildouts on the northern side of Fitzroy Street crossing West Street	Non-essential	Subject to Council planning	\$6,000	Council	Fitzroy is identified as a principal route, the crossing distance across west st is wide and can be dangerous. Therefore a splitter island and kerb buildouts are recommended to be installed.
21	Canning Street	Crossing Facility	Between Voss St and Cambridge St	Investigate options to facilitate crossing between the eastern and western verges to provide access to hospital and footpath on western side	Essential	Subject to Council planning	\$20,000	Council	Footpath only available on western side, at least two crossing points should be installed on the eastern side before and after the steep rock wall to provide pedestrian access to the footpath.
22	Graeme Acton Way	Footpath	Between Hall Street and Rocky Sports Club	Install 400m of 2.0m wide footpath on eastern verge to tie in with existing infrastructure including street trees and 2x kerb ramps	Important	Medium	\$236,500	Council	Identified as primary walking route and Collector Pathway, however no path on either side of the road. Some street trees to be infilled to maximum 15m spacing



23	Archer Street	Footpath	Between Campbell St and Kent St	Install 85m of 1.8m wide footpath on the northern verge to tie in with existing infrastructure	Important	Medium	\$48,500	Council	Identified as primary walking route, distributor pathway however no footpath connection and heavy desire line shown by trafficking of grassed verge. Due to constrained verge width it is not expected that a 2.5m wide shared path can be provided. Recommend footpath and on-street cycle lane to continue on from on-road cycle lanes west of George Street (See Item 23 for cycle lane)
24	Archer Street	Footpath	Between Campbell St and George St	Install 70m of 1.8m wide footpath on the northern verge to tie in with existing infrastructure	Important	Medium	\$38,000	Council	Identified as primary walking route however no footpath connection and heavy desire line shown by trafficking of grassed verge
25	Archer Street	Footpath	Between West St and Canning St	Install 345m of 2.5m wide footpath and 9 kerb ramps on the southern verge to tie in with existing infrastructure	Essential	Medium	\$257,000	Council	This Distributor pathway has no existing footpath however is shown as a secondary route. Recommend footpath and shading improvements for connections between university and CBD
26	Archer Street and Denison Street Intersection	Investigation	Rail Crossing	Undertake an investigation (road safety audit) of the intersection for solutions for pedestrian safety, convenience and directness.	Important	Subject to Council planning	\$12,000	Council	Long crossing distances, interaction with vehicles and rail lines. Streetview shows pedestrian with walker navigating the intersection crossing.
27	Archer Street	On-road Cycle Lanes	Between George Street and Alma Street	Reconfigure road cross section to provide on-road cycle lanes	Important	Subject to Council planning	\$20,000	Council	Route is identified as a distributor pathway, however constrained verges may not allow for a 2.5m wide shared path. See Items 19 and 20.
28	Fitzroy Street	Investigation	Between Canning Street and Bolsover Street	Undertake a design investigation to provide suitable pedestrian and cycle facilities to meet Council Pathway Hierarchy requirements and TMR Principal Cycle Network goals	Important	Subject to Council and DTMR planning	\$150,000	Council / DTMR	Fitzroy Street is identified as a Principal Pathway, and a Principal Cycle Network between George Street and Bolsover Street. This would require a min. 3.0m wide shared path in accordance with Council guidance.
29	Fitzroy Street	Footpath	Between Canning Street and West St	Install 345m of 1.5m wide footpath and 5 kerb ramps on southern side of Fitzroy St	Important	Medium	\$189,500	Council	Fitzroy Street is identified as a Principal Pathway, and a Principal Cycle Network between Canning Street and West Street. There is intermittent footpath provision on the southern side and desire lines evident through trafficking of grassed verge.
30	Wandal Road / Exhibition Road	Investigation	Intersection of Wandal Road/Campbell Street/Baden Powell St/New Exhibition Road	Undertake a design investigation to provide suitable pedestrian and cycle facilities to meet Council Pathway Hierarchy requirements and TMR Principal Cycle Network goals. Investigation to consider improving safety, shading, meeting desire lines and reducing crossing distances.	Essential	Short (Priority)	\$150,000	DTMR	The current configuration of the roundabout creates unsafe situations for pedestrians, particularly school children from nearby schools. The configuration of the intersection allows for fast vehicle speeds through the roundabout. The surrounding pathways are identified as Distributor Pathways and is subject to long term TMR planning for the Principal Cycle Network
31	North St	Footpath	Between Bolsover St and Victoria Pde	Install 125m of 1.5m wide footpath on the northern verge to connect to improve connectivity and convenience. Add street trees at minimum 15m spacing to improve shading.	Essential	Short (Priority)	\$80,000	Council	Identified as primary walking route and Distributor pathway however no footpath connection between new Victoria Pde facilities and existing signalled crossing / rail crossing
32	North St	Crossing Facility	Rail Crossing at Denison St	Install kerb build out on northern side of North St at rail crossing at existing pedestrian crossing facility.	Essential	Short (Priority)	\$6,000	Council	Large crossing distance can be seen as dangerous for pedestrians and high risk of conflict with a vehicle.
33	North St	Footpath	Between Campbell St and Murray St	Install 220m of 2.0m wide footpath and 4 kerb ramps on the southern verge to complete missing link of route. Add street trees at minimum 15m spacing to improve shading.	Essential	Short (Priority)	\$147,000	Council	Identified as primary walking route and Distributor pathway however no footpath connection to connect existing infrastructure. Narrow verge may restrict provision of 2.5m wide shared path.
34	North St	Footpath	Between West St and Talford St	Install 240m of 2.0m wide footpath and 4 kerb ramps on the southern verge to complete missing link of route. Add street trees at minimum 15m spacing to improve shading.	Essential	Short (Priority)	\$172,000	Council	Identified as primary walking route however no footpath connection and heavy desire line shown by trafficking of grassed verge. Narrow verge may restrict provision of 2.5m wide shared path.
35	North St	Footpath	Between Agnes St and Eton St	Install 340m of 2.0m wide footpath and 6 kerb ramps on the southern verge to complete missing link of route. Add street trees at minimum 15m spacing to improve shading.	Essential	Short (Priority)	\$223,000	Council	Identified as primary walking route and Collector Pathway however no existing footpath connection.
36	Murray Street and Baden Powell Street	Footpath	Between Hardacre Street and Existing path	Install 65m of 1.5m wide footpath and 2 kerb ramps on the eastern verge connecting with existing footpath	Essential	Short (Priority)	\$59,000	Council	Identified as primary walking route however no footpath connection to existing path on Baden Powell St
37	Alma Street	Crossing Facility	North St southern verge	Install a splitter island and kerb buildouts on the southern side of North Street crossing Alma Street	Important	Medium	\$8,500	Council	Large crossing distance can be seen as dangerous for pedestrians and high risk of conflict with a vehicle.
38	George Street	Investigation	At Cambridge Street	Investigate options to facilitate crossing of George Street near Cambridge Street (potential for mid-block crossing)	Important	Long Term	\$50,000	DTMR	Identified that there is no crossing point near the Browne Park Stadium. Possible to investigate a mid-block crossing opportunity. Non-priority crossing is not considered suitable.
39	North Street	Street Trees	Between Denison Street and Victoria Parade	Install street trees and seating along existing footpath on the southern side of the North Street	Important	Short (Priority)	\$41,000	Council	Lack of shade trees and places for respite along this primary route that is adjacent to aged care and likely to be used regularly by older people
40	North Street	Street Trees	Between Denison Street and Campbell Street	Install street trees and seating along existing footpath on the northern side of the North Street	Important	Medium	\$32,000	Council	Lack of shade trees and places for respite along this primary route that is adjacent to aged care and likely to be used regularly by older people
41	North Street	Crossing Facility	North St / Graeme Acton Way / Bolsover St intersection	Provide signalled pedestrian crossings on all four legs of the intersection and improve pedestrian crossing of the rail track.	Non-essential	Subject to Council planning	\$50,000	Council	As highlighted in the stakeholder workshop, the aim is to be for convenience and connected could be improved at this intersection. Would tie in with long term provision of footpath on northern verge of North Street. Costs allows for planning/design cost not construction.
42	North Street	Footpath	Between Campbell Street and Denison Street	Install 205m of 2.5m wide footpath and 5 kerb ramps on the southern verge to connect with existing infrastructure. Add street trees at minimum 15m spacing to improve shading.	Non-essential	Subject to Council Planning	\$144,000	Council	Identified as primary walking route and Distributor pathway however no footpath connection to connect existing infrastructure. Note path available on other side of the road but long distances between safe crossing points


# **WANDAL WALKING NETWORK PLAN**

## **Wandal Walking Network Plan Report**

**Meeting Date: 1 August 2023**

**Attachment No: 3**



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## Wandal Walking Network Plan


### Summary Report


Client: Rockhampton Regional Council  
Project No: BE220615  
Document No: BE220615-RP-WNP-03

July 2023

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## Executive Summary

This report describes the processes undertaken in the development of the Walking Network Plan (WNP) for the Wandal Surrounds area prepared for Rockhampton Regional Council. The purpose of the project was to identify gaps and shortfalls in the existing walking infrastructure and to develop a draft Prioritised Project List (PPL) to be adopted by Council.

The Wandal area was chosen for the WNP due to the limited footpaths and walking infrastructure in the area. The primary destination for the plan was the Wandal shopping precinct, which served as the centre of the 2km catchment that included various secondary destinations such as schools, hospitals, aged care facilities, and sporting facilities.

A draft WNP was developed using a GIS analysis that considered population density, primary and secondary destinations, and shortest walking routes. The draft plan was refined through stakeholder engagement, including a workshop with key stakeholders and a community survey targeting Wandal residents and businesses.

The WNP was finalised based on stakeholder feedback, review against the Council's Walking and Cycling Strategy, site audits, and internal review. Modifications were made to strengthen links, take advantage of existing routes, and include additional connections to schools and major destinations. The final plan provides a connected and accessible network to promote movement within and around the Wandal area.

The draft PPL identified 42 projects aligned with the WNP. These projects included footpath construction and widening, crossing facilities, and amenity improvements. The projects were ranked and categorised based on the Walkability Improvement Tool (WIT) ranking system, with short, medium-term, and long-term priorities. A cost estimate was provided for each project, allowing for budgeting and funding considerations.

The report also provides recommendations for the implementation of the remaining stages of the TMR Walking Network Planning Guidance (Stages 5 and 6). The recommendations include incorporating the PPL projects into Council's wider Walking and Cycling Strategy, monitoring pedestrian activity before and after project implementation, promoting the network plan and project list within Council, and promoting upgrades and new facilities to encourage community use.



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- Appendix B – Stakeholder Engagement – Summary of Outcomes
- Appendix C – Final Walking Network Plan
- Appendix D – Draft Prioritised Project List



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## 1. Introduction

### 1.1 Background

In 2022, Council received funding through the Department of Transport and Main Roads (TMR) 2022–23 Walking Local Government Grants Program (WLGGs) to develop a Walking Network Plan (WNP). The WLGG provides 50/50 matched funding to Queensland local governments to deliver Walking Network Plans.

The aim of a WNP is to create more walkable communities and places, with connected, comfortable, safe and accessible walking environments. Walking Network Plans focus on walking precincts of up to two kilometres around primary destinations such as public transport, schools and town centres, and identify projects to make the plan a reality.

Burchills Engineering Solutions (Burchills) was engaged by Rockhampton Regional Council (Council) to prepare a Walking Network Plan for the Wandal area. This work has been delivered in collaboration with Zwart Transport Planning to prepare the WNP in accordance with the Queensland Department of Transport and Main Roads (TMR) Walking Network Planning Guidance (up to and including Stage 4).

Council chose the Wandal area and surrounds for a WNP as currently there are limited footpaths and walking infrastructure in the area. The Wandal shopping precinct was nominated as the primary destination as it was the centre of the 2km catchment that included a number of secondary destinations such as local schools, hospitals, aged care facilities and sporting facilities.

The subject area is shown in Figure 1.1.



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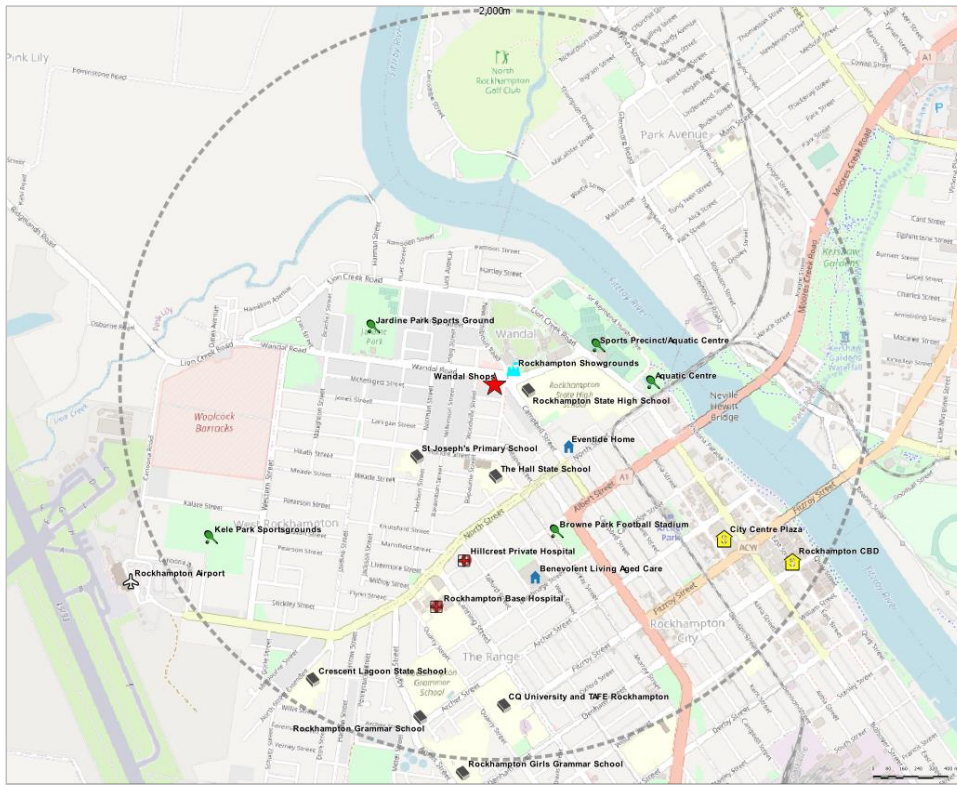


Figure 1.1 Wandal Subject Area

**1.2 Scope**

The scope of the project was to prepare a Walking Network Plan and Priority Works Plan by completing Stages 1 to 4 of the TMR Walking Network Planning Guidance including a final report. This report will summarise the findings and outcomes of the Walking Network Plan, Stakeholder Engagement and Draft Prioritised Project List (PPL). Further, the report will provide recommendations on how to carry out Stages 5 and 6 of the Walking Network Planning Guidance.

In accordance with Stages 1 to 4 of the TMR Walking Network Planning Guidance, the process that was undertaken for this project has been discussed below.

**1.2.1 Stage One – Prepare the draft Walking Network Plan**

The primary destination for the project was provided by Council as part of the project brief and was adopted as the focus for the WNP. Utilising GIS software, the data provided from Council was used to understand the opportunities and constraints of the area.



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This included the overlay and integration of:

- existing active transport network;
- population density;
- land uses;
- road hierarchy; and
- public transport

Significant barriers such as topography, river crossings and transport infrastructure such as rail lines were considered independently and incorporated into the draft WNP based on observations during the site visit and desktop study.

The walkable catchments were derived based on a 1km and 2km walking trip (displacement rather than radius) and route intensities were calculated based on population data and shortest routes to the primary destination. The primary and secondary routes were assigned based on the high route intensities, higher order pathway hierarchies and connections to secondary destinations. Initial feedback was also provided by Council to prepare the draft WNP suitable to be presented to the stakeholders in stage two.

The primary and secondary routes were assigned based on the higher route intensities, higher order pathway hierarchies and connections to secondary destinations. Initial feedback was also provided by Council to have the draft WNP suitable to be presented to the stakeholders in stage two.

#### **1.2.2 Stage Two – Test the draft Walking Network Plan**

Following the preparation of the draft walking network plan, a workshop was undertaken in Rockhampton on 1<sup>st</sup> March 2023. In collaboration with Council, Burchills hosted this workshop for relevant stakeholders to present the draft walking network plan, undertake two walking audits around the Wandal shops area and present workshops to capture stakeholder feedback and identify priorities. A full summary of the outcomes is provided in Appendix B.

#### **1.2.3 Stage Three – Finalise the Walking Network Plan**

Council undertook a review of the draft walking network plan and provided comments for incorporation into the final WNP. Any feedback from the stakeholder engagement process was considered and incorporated as appropriate. The GIS mapping was updated to reflect the finalised WNP that was submitted to Council for acceptance.

#### **1.2.4 Stage Four – Prepare the Draft Prioritised Project List**

Once the walking network plan was finalised, the existing footpath network was compared to the WNP. This identified portions of the footpath network that were missing on primary routes to prepare a draft list of projects to be included in the project list. A desktop study of StreetView and aerial imagery was also used to identify footpaths in poor condition, linemarking that needed to be refreshed, lack of street trees and trafficked desire lines on grass verges.

The list of projects was then scoped based on required design parameters for the pathway hierarchy to prepare a cost estimate. Each project was assigned a rank and priority (timing) in the PPL template. The assumptions and parameters are discussed further in Section 3.0. The PPL went



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through two iterations of updates following Council and TMR feedback to reach the current PPL provided in Appendix B.

**1.3 Purpose**

The WNP aims to identify gaps and shortfalls in the existing walking infrastructure and improve the walkability in the Wandal area. These gaps and shortfalls, along with priorities identified during stakeholder engagement form the basis for preparing the PPL. The assigned timing and ranking associated with the identified projects in the PPL allow Council to make informed decisions to allocate and seek funding to deliver the projects.

This is the first time the WLGGs have been made available and this project serves as a trial for Council in order to understand the process of developing a WNP and the potential benefits.

At this stage the grants only support walking network planning, however funding for construction may be made available in subsequent rounds. An endorsed WNP will help to determine future projects to nominate future funding.

**1.4 Reference Documents**

The following documents were referenced in the preparation of the Wandal Walking Network Plan:

**1.4.1 TMR Walking Network Planning Guidance**

As discussed in Section 1.2, the scope of this project is to undertake Stages 1 to 4 of the TMR Walking Network Planning Guidance. A summary of the stages and key tasks from the TMR guidance is provided in Table 1.1 and demonstrates the alignment of the projects scope with the key tasks identified in the TMR guidance.

**Table 1.1 TMR Walking Network Plan Stages**

Stage	Key tasks
1. Prepare draft walking network plan	<ul style="list-style-type: none"> <li>understand local walking 'vision'</li> <li>identify primary destination(s) that will be the focus of the walking network</li> <li>identify other key destinations to be included that communities walk to i.e. secondary destinations</li> <li>use GIS to prepare draft WNP (i.e. walkable catchment and shortest distance between destinations)</li> </ul>
2. Test the draft walking network plan	<ul style="list-style-type: none"> <li>organise stakeholder engagement workshop</li> <li>conduct local walking audits</li> <li>capture stakeholder feedback</li> <li>identify possible works and priorities</li> </ul>
3. Finalise the walking network plan	<ul style="list-style-type: none"> <li>update and finalise the draft network plan using walking audits and stakeholder feedback</li> <li>adopt network plan</li> </ul>
4. Prepare draft project list	<ul style="list-style-type: none"> <li>identify works needed to implement plan</li> <li>undertake preliminary design assessment</li> <li>identify costs and timescales</li> </ul>



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#### 1.4.2 Walkability Improvement Tool

The draft prioritised project list is undertaken as Stage 4 of the TMR Walking Network Planning Guidance, which references Step 8 of the Walkability Improvement Tool (WIT) created by Queensland Treasury. Step 8 and 9 of the WIT provide examples for preparing the list of recommendation and guidance around the ranking to prioritise the individual projects.

#### 1.4.3 Rockhampton Regional Council Walking and Cycling Strategy 2021 - 2031

Council's Walking and Cycling Strategy provides a comprehensive strategy to encourage people of all ages and abilities to walk and cycle as their preferred form of transport and recreation. The strategy outlines initiatives and projects to be undertaken to achieve the target vision for walking and cycling in the region. The outcomes of the draft prioritised project list are intended to align with delivering the strategy over the next ten years. The pathway hierarchy design criteria has been utilised when preparing the draft priority project list cost estimate.



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## 2. Walking Network Plan

### 2.1 WNP GIS Analysis

In order to prepare the draft WNP, the Queensland Department of Transport and Main Roads (2022) *Walking Network Planning Guidance* and Victorian Government Department of Economic Development, Jobs, Transport and Resources (2015) *Guidelines for developing Principal Pedestrian Networks* was utilised. This involved mapping the destinations, existing pedestrian and road network and working constraints which would influence the movement of people walking throughout the study area. The following datasets were utilised to build the WNP:

- Primary and secondary destination points (as determined through discussions with Council);
- Existing and proposed pathways and other pedestrian infrastructure (e.g. crossings);
- Road and track centrelines;
- Australian Bureau of Statistics (ABS) mesh block population data (2021 Census);
- Trip generation data;
- Existing land use; and
- Constraints information (flooding, slope, etc.).

The primary destination was determined as the Wandal Shops, located on the southwestern corner of the Wandal Road / Campbell Street / Exhibition Road roundabout. A range of secondary destinations were identified including Rockhampton Base Hospital, Browne Park Football Stadium, Rockhampton Showgrounds, Rockhampton CBD, and local schools within a 2km radius of the primary destination.

The pathway and road centreline layers were combined and their topology fixed. The existing walkable catchment was determined by identifying the routes along pathways and roads within 1km and 2km walking catchments from the primary destination as shown in Figure 2.1. Shortest distances along pathways / roads between the primary destination and secondary destinations were also determined.



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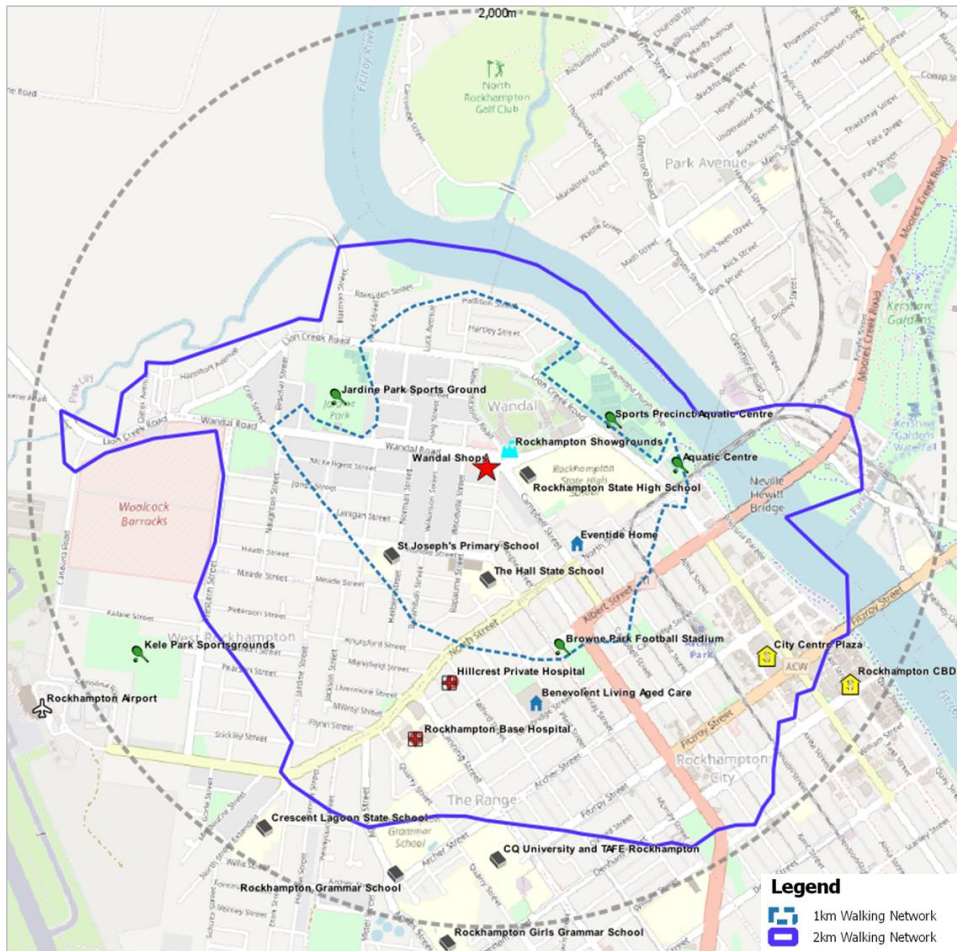


Figure 2.1 Wandal Walking Catchments

In order to prepare a potential trip analysis map, the ABS mesh block population data and trip generation data were utilised to determine total population number utilising each pathway / road. This analysis calculated the cumulative number of people utilising each route in order to prepare a route intensity map, showing percentage of the population utilising each section of pathway / road (Figure 2.2).



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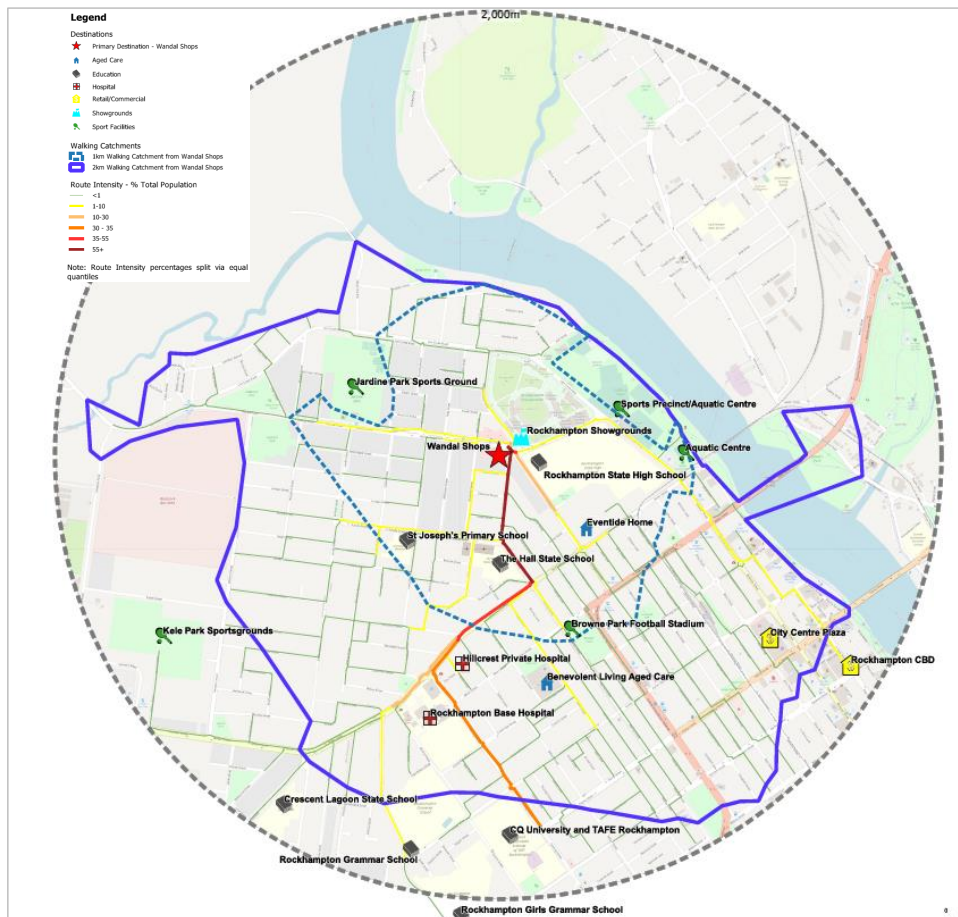


Figure 2.2 Route Intensity Map

The results of these analyses were then combined to define two (2) categories, primary and secondary pedestrian routes.

<p>Pedestrians should generally be able to access the <b>primary routes</b> within 200 metres walk of each dwelling. Primary routes should head towards the primary destinations.</p>	<p><b>Secondary routes</b> connect areas of higher population density and propensity to walk to the primary routes, and typically act as feeder routes from local neighbourhoods.</p>
---	---

Routes that were defined as 'primary' included all routes between the primary and secondary destination and all routes where the total number of potential trips is at least 5% of the total population within the 2km catchment (Figure 2.3). Secondary routes were those routes within the 2km catchment that did not meet the above criteria but were utilised by at least one (1) person to get to the primary destination (based on the ABS mesh block data and trip generation data).

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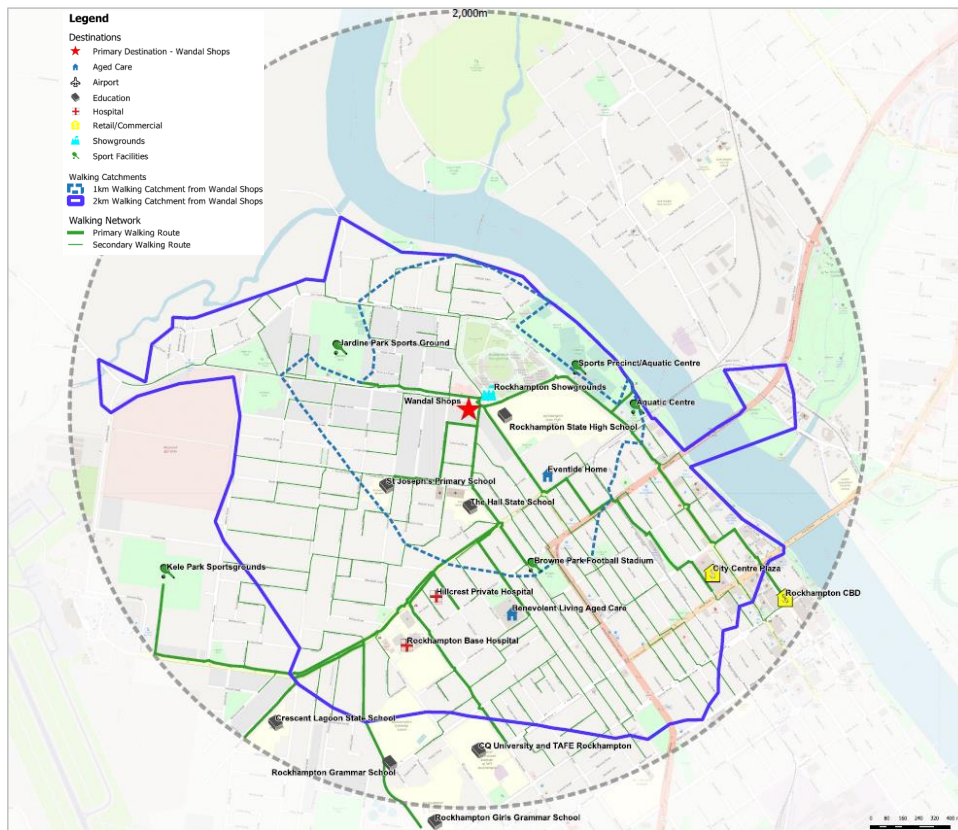


Figure 2.3 Initial Draft Walking Network Plan

Primary routes were manually checked to ensure there was no duplication, mistakes in the data or other constraints that would impact their performance as primary routes. It can be seen from this map that the primary network has produced a radial route configuration, extending out from the primary destination towards secondary destinations by utilising the shortest routes.

It should be noted that the GIS mapping has limitations and does not take into account certain site-specific attributes/ conditions (e.g. topography or vegetation) or predict the way people currently walk within their community. In the instances where context is available from other sources (i.e. Google StreetView) judgement has been applied to the routes to inform the WNP. GIS also does not consider more than one (1) primary destination, and assessments of secondary destinations were limited to travel between primary and secondary (rather than between secondary and secondary as another trip end destination).

The draft plan was used as the basis for the conversation at the Stakeholder Workshop (refer Section 2.2) where key stakeholders could share their local knowledge about conditions, demands and



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issues that could be used to refine the WNP. This is consistent with the DTMR methodology for developing a WNP.

## 2.2 Stakeholder Engagement Workshop

The stakeholder engagement workshop was held in Wandal on Wednesday 1 March 2023 to gather feedback on the Draft WNP. The workshop had representation from Council, TMR, Department of Tourism, Innovation and Sport, Department of Education (Rockhampton High School and The Hall State School) and relevant local community groups. The stakeholder engagement process provided valuable feedback on what should be included in the final WNP and what the priorities should be for the development of the walking infrastructure PPL. The key outcomes of the workshop include:

- Future PPLs should focus on Wandal area rather than city centre (e.g. more 1km precinct area);
- Improving connection between Wandal and the city centre via Victoria Parade is a priority (North Street);
- Improving connections around schools is a priority; and
- Having continuous path along primary routes.

Council also undertook a community survey targeting Wandal residents and businesses from 21<sup>st</sup> February 2023 to 6<sup>th</sup> March 2023. Of the 165 aware visitors to the survey, 31 participants contributed to the survey. Survey contributions provided insight on what should be added or removed from the draft walking network plan, areas with existing safety concerns, and infrastructure recommendations to encourage more people to walk in the Wandal Area.

A full summary is available in the Stakeholder Engagement – Summary of Outcomes provided in Appendix B.

### 2.2.1 Walking Vision

A group activity was undertaken where all participants thought about their vision for walking infrastructure in Wandal and surrounds. These ideas were arranged into broad categories including:

- Connected;
- Safe; and
- Accessible and Attractive.

Therefore, the vision statement prepared for the study area is:

***“Expand walking infrastructure to create a connected, safe and accessible network to promote movement within and around the Wandal area”.***

This vision statement underpins the work throughout preparing the WNP and draft PPL. The WNP identifies primary walking routes between the primary destination to create a connected network in the Wandal area that aligns with well-used routes and the Council pathway hierarchies.



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The vision statement influenced the draft PPL by prioritising projects that align with the vision and achieve the ideas identified in the stakeholder engagement process. The walking vision acknowledges that there is existing walking infrastructure that can be expanded on to create a better experience for the community. Projects that address connectedness, safety and accessibility scored highly in the ranking and timing to prioritise those that align with the vision.

### 2.3 Final Walking Network Plan

The final WNP was developed based upon inputs from the stakeholder workshop, review against Council's Walking and Cycling Strategy, site audits, and an internal review of the WNP by council officers.

Some of the key modifications that were made to the draft WNP included:

- Strengthening links into the city centre via east-west connections;
- Taking advantage of existing high-quality links (such as along the river);
- Added more links around the schools and major designations such as the Browne Park Football Stadium, Jardine Park and Victoria Park;
- Providing a primary route for the full length of Jardine Street between North Street and Wandal Road;
- Extending routes to the eastern side of Fitzroy River;
- Maintaining the grid-style network that provides legible connections to secondary destinations from the surrounding catchment; and
- Alignment with the city's Walking and Cycling Strategy pathway hierarchies.

The final network plan is shown on Figure 2.4 and included in Appendix C.



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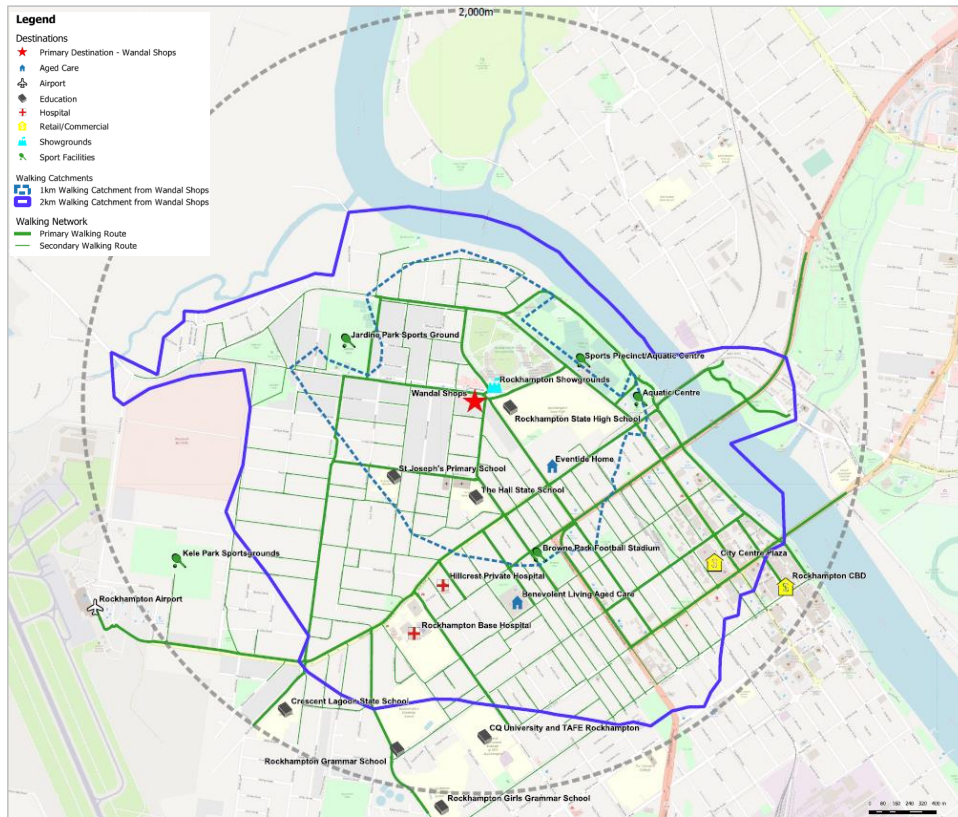


Figure 2.4 Final Walking Network Plan



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### 3. Draft Priority Project List

#### 3.1 Assumptions

In preparation of the Draft Prioritised Project List (PPL), a number of resources were utilised to inform the assumed projects scopes, timing and rank as per the TMR template. These resources and adopted assumptions are discussed below. During the process of preparing the Draft PPL, workshops were held with Council to confirm and gain feedback on assumptions adopted in the assessment. The draft prioritised project list considers only the primary route projects for the reasons outlined in Section 2.1 around potential trips generated.

##### 3.1.1 Path Design Criteria

Council's Walking and Cycling Strategy implemented a Pathway Hierarchy which provides hierarchy classification and design characteristics for each of the pathway types. The design characteristics were generally adopted in the Draft PPL however where verges were constrained or paths coincide with Principal Cycle Networks, path widths may have been narrowed or widened.

As per the Council document, the focus was to provide new footpath links and crossings and not propose works to existing footpath infrastructure. The guide also outlines for all hierarchy classifications that paths are to be provided on at least one side of the road. Paths have been provided on both sides of the road in some instances where deemed suitable based on the WNP inputs, land use and road hierarchy.

Additionally, provision of street trees were included in new footpath projects and as standalone projects to be planted alongside existing pathways. Given the presence of aged care facilities and hospitals within the subject area, combined with steep grades, seating has been included in projects where applicable.

The design assumptions are summarised in



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Table 3.1.



---

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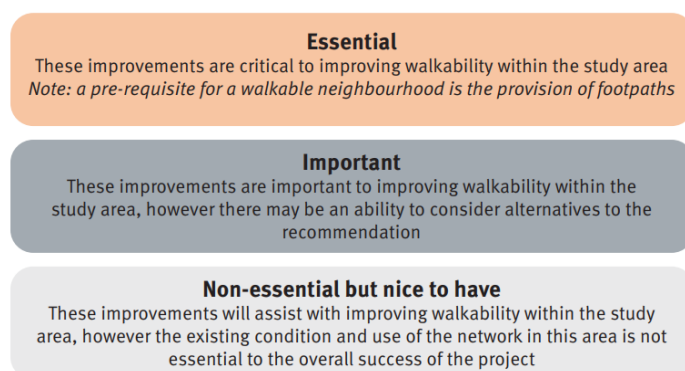


**Table 3.1 Pathway Design Assumptions**

Pathway Hierarchy	Design Characteristic	Design Assumption
Principal Route	Path width Street trees Seating	Desirable 3.0m 15m maximum spacings Where elderly or mobility impaired users are likely / major destinations
Distributor Route	Path width Street trees Seating	Desirable 2.5m 15m maximum spacings Where elderly or mobility impaired users are likely
Collector Route	Path width Street trees Seating	Desirable 2.0m 15m maximum spacings Where elderly or mobility impaired users are likely
Local Route	Path width Street trees Seating	Desirable 1.5m Not required Not required

**3.1.2 Project Ranking**

The Walkability Improvement Tool Step 9 outlines a ranking system used to distinguish between projects and assign priorities for the project list. The ranking system that was adopted is shown on Figure 3.1.



**Figure 3.1 WIT Ranking System (Figure 12) Source: Queensland Treasury**

Each project was assigned to the ranking categories based on the following parameters:

- **Essential**
  - Gaps in footpath network on primary walking routes;
  - Street tree implementation;
  - Existing safety issues; and
  - Priorities identified in the stakeholder engagement process.
- **Important**
  - Where there are sub-standard existing footpath facilities;



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- Where there is existing footpath on one side of the road but imagery indicates heavy desire line in missing gaps on opposite side of the road; and
- Where crossing facilities can be improved.
- Non-Essential
  - Widening of existing footpaths on primary routes; and
  - Providing pathways on both sides of the road on primary routes.

### 3.1.3 Project Timing

The project timing allows Council to understand the priorities of the proposed project list to plan for future budgeting. Each project was assigned to the following categories:

- Short (Priority) – 1 to 2 years;
- Medium Term – 2 to 5 years;
- Long Term – 5 to 10 years;
- Subject to Council Planning; and
- Subject to TMR Planning.

The short-term and priority projects were those identified in the workshop to be a priority for the community aligned with the Walking Network Plan. The priority projects identified in the workshop include:

- connection into the city centre along Victoria Parade to take advantage of works Council have already completed along this link. Improvements along North Street and Graeme Acton Way were discussed;
- actions around high school and showgrounds;
- improvements around schools e.g. Baden Powell Street, Murray Street and Rundle St;
- connections to Browne Park Football Stadium including better connections to schools; and
- connections around the hospital, acknowledging topography makes this challenging.

Missing Primary Walking Route pathway links, existing safety issues and lack of shading on key routes were also included as short-term priority projects.

### 3.1.4 Cost Estimate

A cost estimate was prepared for each works item based on the anticipated scope required to deliver the project. This combined unit rates from Council's estimating template, latest market rates and contingency to allow for sufficient margin for design, project management and construction fees. The cost estimate for the draft project list is purely to provide an indication to Council for funding purposes, and will need to be further refined as the project stages progress. It is noted that there was no provision for street lighting included in these cost estimates as that would be subject to an assessment of the existing infrastructure.

### 3.2 Outcomes

The Draft PPL, provided in Appendix D, identified 42 projects to align with the Walking Network Plan. This includes 26 footpath projects (new and widening), eight crossing facility projects and three street tree planting projects. As identified in the stakeholder engagement workshop, an investigation of



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pedestrian improvements to the Wandal Road / Exhibition Road five-way roundabout is essential to increase pedestrian safety, connectedness and accessibility.

Draft maps were also created to visually present to Council when reviewing the Draft PPL. These maps have been included in Appendix D for reference. The Draft PPL by 'Type' has been shown on Figure 3.2.

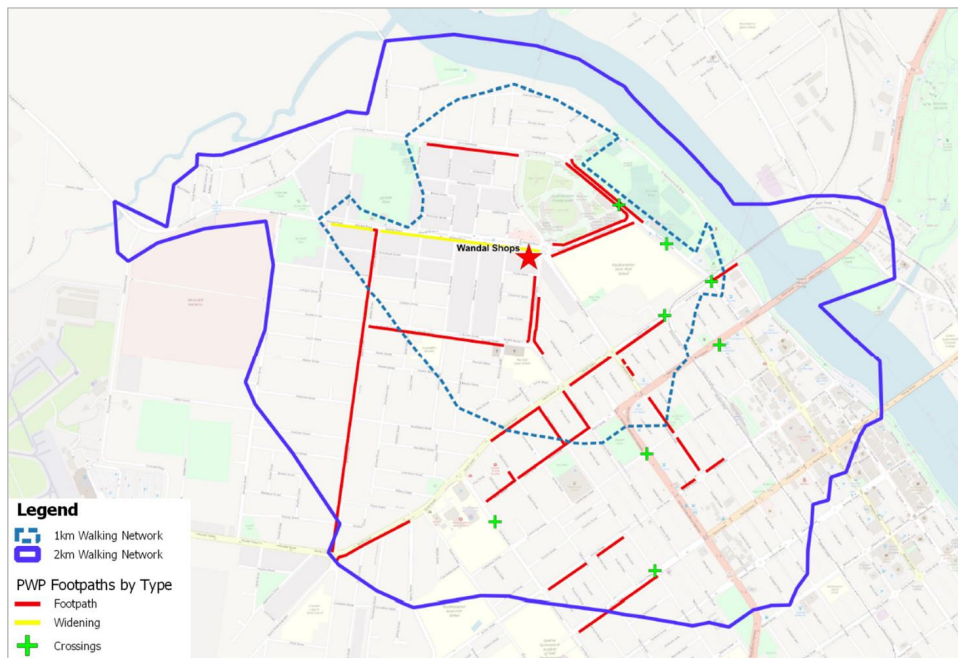


Figure 3.2 Draft Prioritised Project List - by Type





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#### 4. Conclusion and Recommendations

The Wandal Walking Network Project brought together various stakeholders to plan the vision for pedestrian travel in the Wandal Area. Preparation and testing of the draft WNP in the stakeholder engagement workshop and the finalisation and preparation of the draft priority project list were guided by the TMR Walking Network Planning Guidance Steps 1 to 4. The WNP identified primary and secondary routes within the 2km walking catchment driven by GIS data analytics, stakeholder feedback and site inspection observations. The Draft PPL identified 42 projects prioritised by rank and timing to provide Council a program of works for endorsement by Councillors and approved by TMR.

Step 5 of the TMR Walking Network Planning Guidance includes finalisation and implementation of the project list and Step 6 involves evaluation and promotion the network plan and project list. While undertaking these steps are not included in our scope, we have provided recommendations to assist Council to implement the remaining portion of the Walking Network Planning Guidance.

In order to complete Stage 5 and 6 of the Walking Network Planning Guidance, it is recommended that Council:

- Incorporate PPL projects into Council's wider Walking and Cycling Strategy program of works acknowledging priorities and timing may change due to competing projects;
- Monitor pedestrian activity before and after implementing major works. For example this could include undertaking counts of people walking before and after a project is implemented;
- Promote the network plan and project list within Council to enable works to be delivered in collaboration with other works when they occur; and
- Promote upgrades and new facilities as works are delivered to encourage use by the local community.



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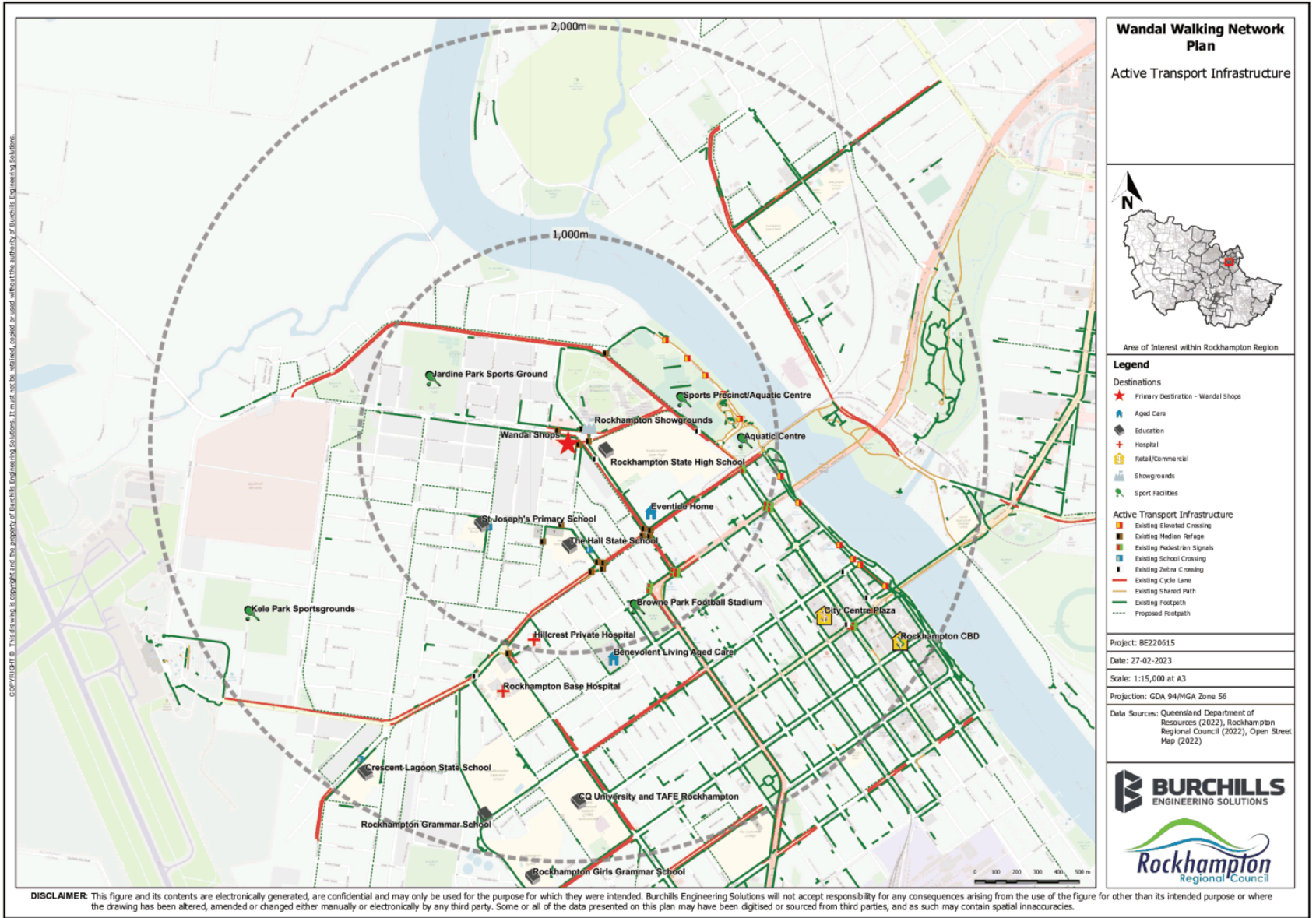
**Appendix A – WNP GIS Mapping Outcomes**

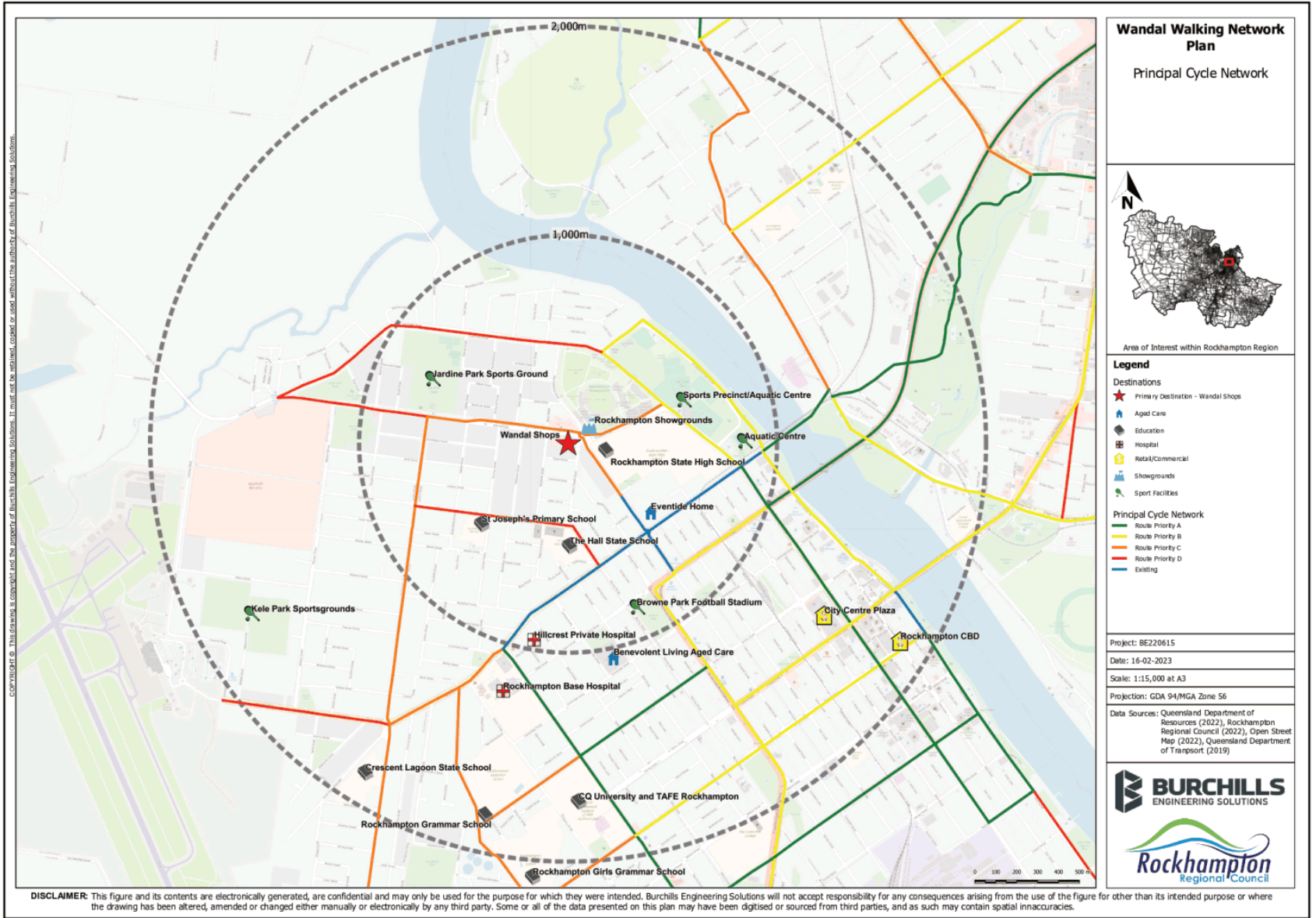


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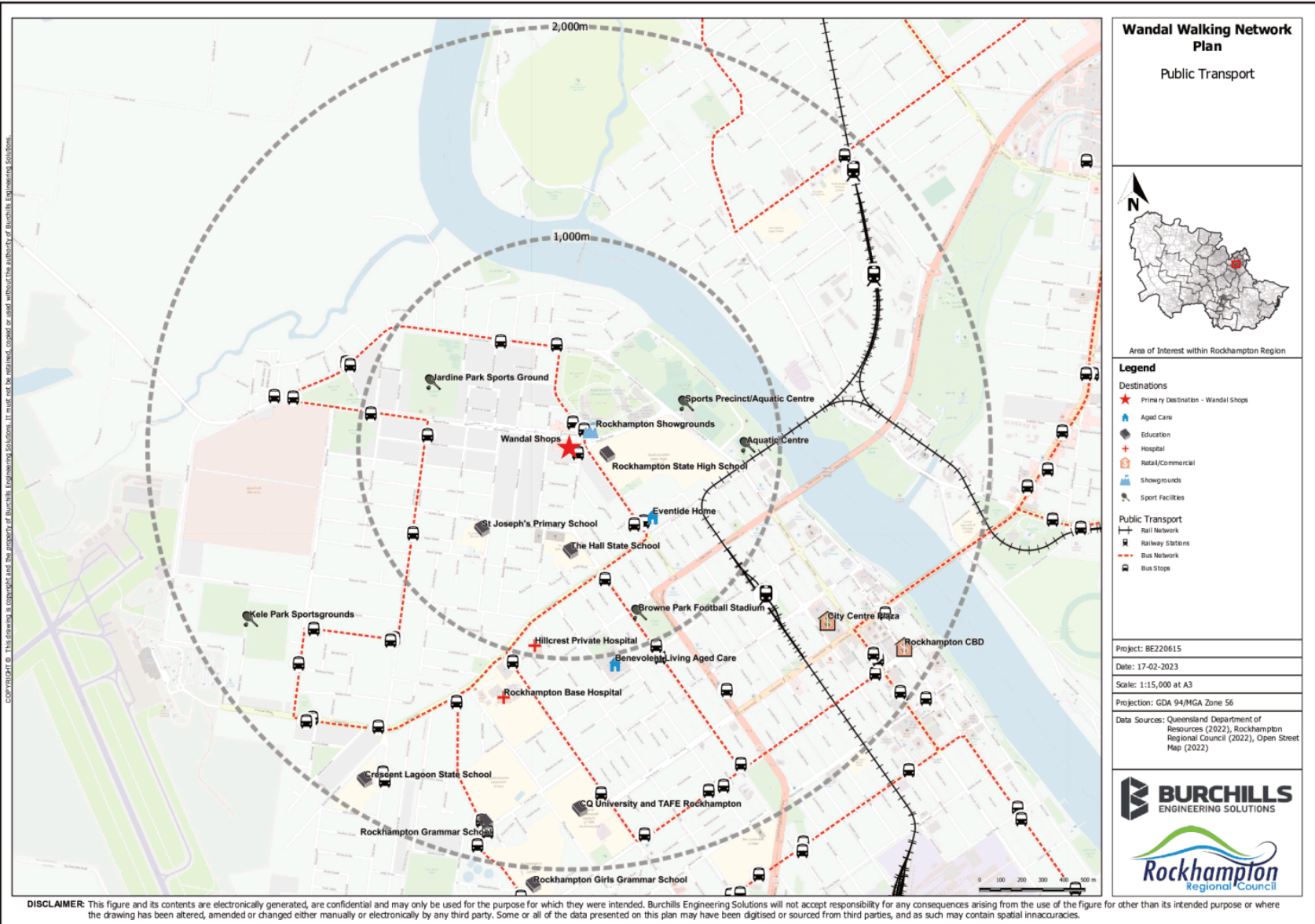
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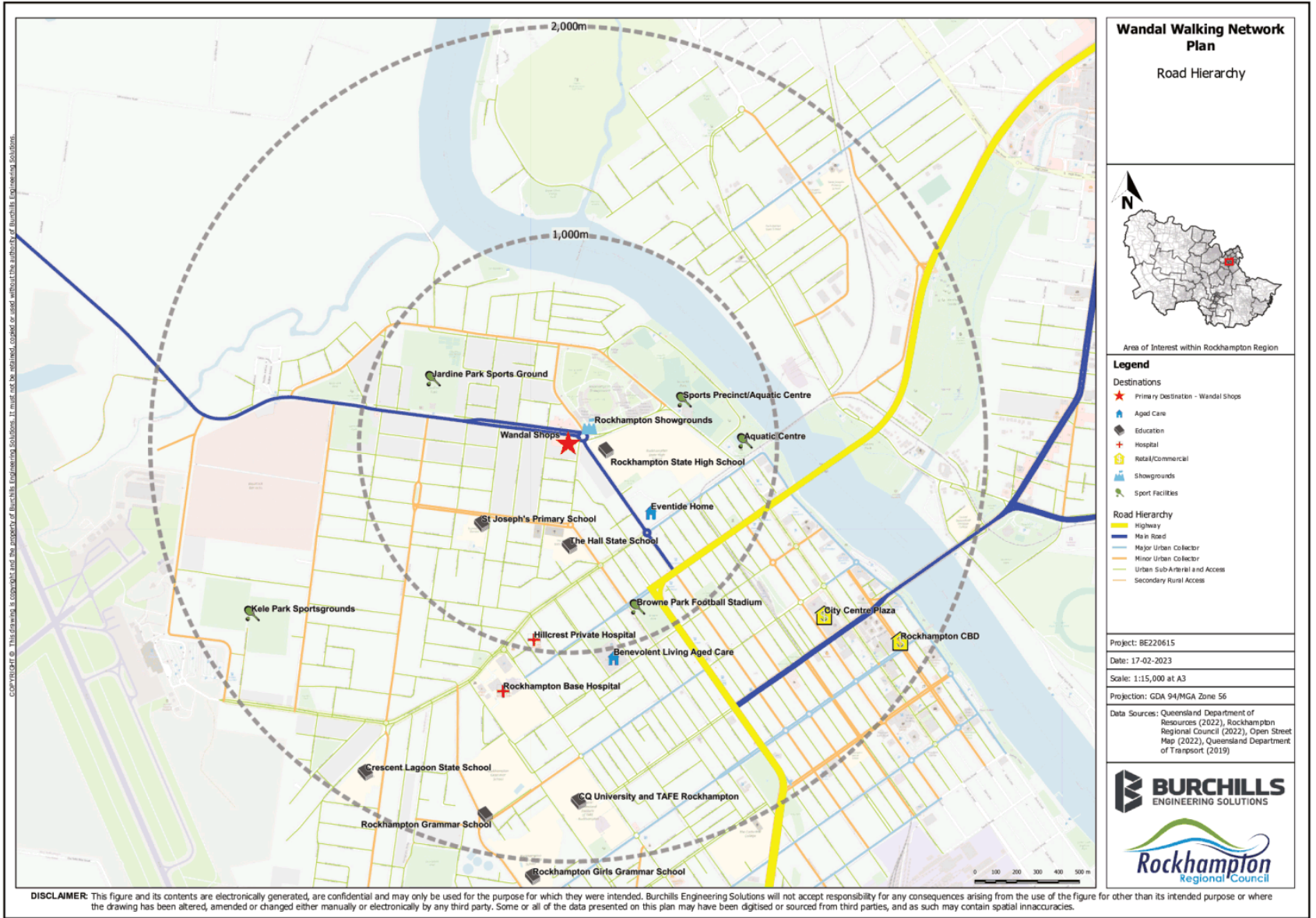
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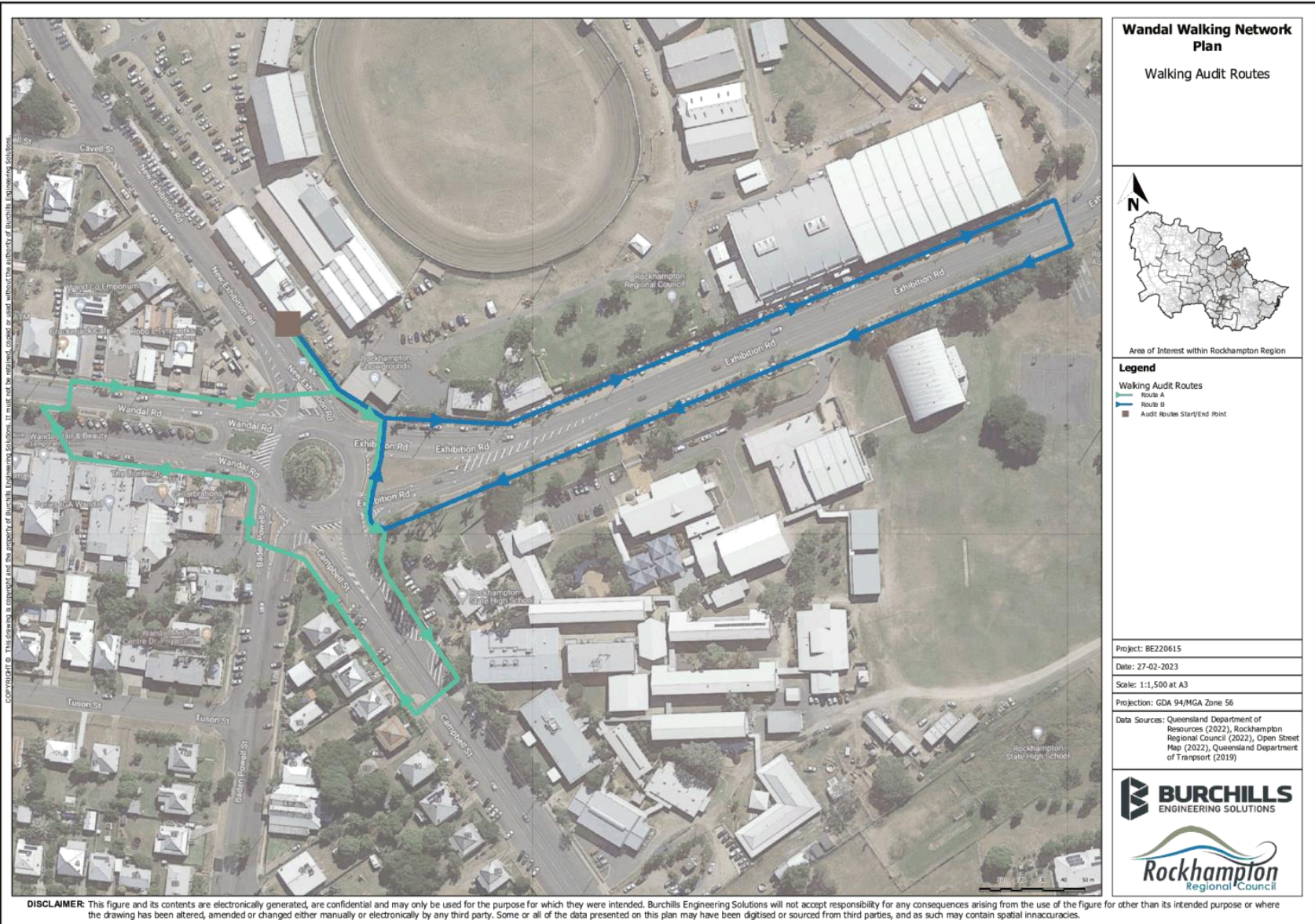












**Wandal Walking Network Plan**  
Walking Audit Routes



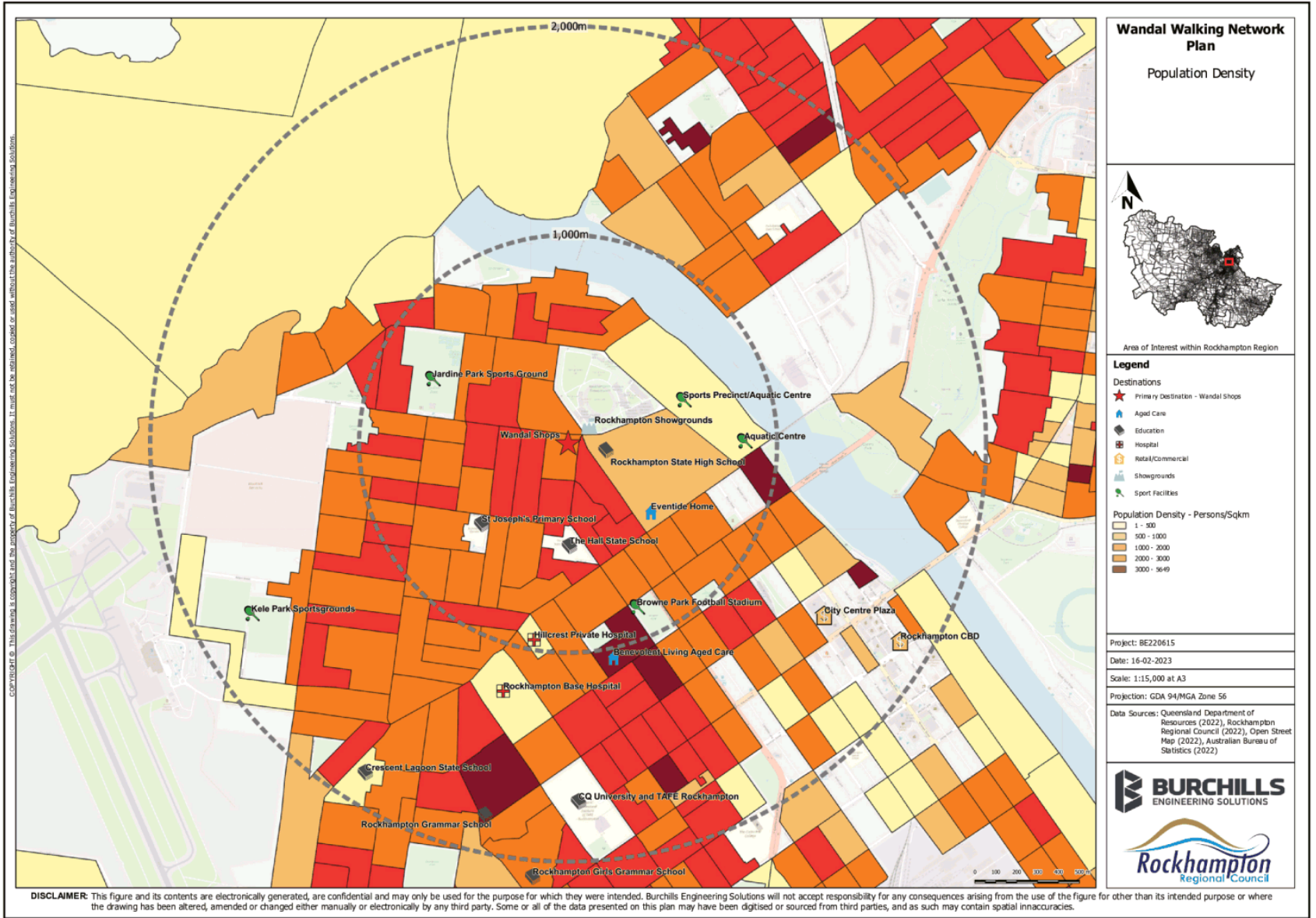
Area of Interest within Rockhampton Region

- Legend**
- Walking Audit Routes
  - Route A
  - Route B
  - Audit Routes Start/End Point

Project: BE220615  
 Date: 27-02-2023  
 Scale: 1:1,500 at A3  
 Projection: GDA 94/MGA Zone 56  
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**Appendix B – Stakeholder Engagement – Summary of Outcomes**



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Doc Title: Wandal Walking Network Plan

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Your Ref:  
Our Ref: 20230316 Stakeholder Engagement - Summary of Outcomes  
Enquiries to: Toby Bennett

16 March 2023

Rockhampton Regional Council  
PO Box 1860  
ROCKHAMPTON QLD 4700

**Attention: Jamie Meyer**

Dear Sir

**Re: Stakeholder Engagement – Summary of Outcomes**

Burchills Engineering Solutions was engaged by Rockhampton Regional Council to develop a Walking Network Plan (WNP) for the Wandal area and surrounds. A draft version of the WNP was developed using population data and GIS analysis of the shortest routes between the nominated primary and secondary destinations.

The draft WNP was then tested with the local community through a targeted stakeholder workshop held in Wandal on Wednesday 1 March 2023 and a short survey published on Council's engagementHQ platform from Monday 20 February to Friday 3 March 2023. The stakeholder engagement process provided valuable feedback from the Wandal community on what should be included in the final WNP and what the priorities should be for the development of the walking infrastructure works program.

The outcomes from the stakeholder workshop are summarised in Attachment A while the outcomes from the engagementHQ survey are provided in Attachment B and Attachment C.

Yours sincerely,

**TOBY BENNETT**

Senior Civil & Water Engineer / Project Manager

Attachment A – Stakeholder Workshop Notes

Attachment B – EngagementHQ Summary Report

Attachment C – EngagementHQ Short Answer Survey Responses

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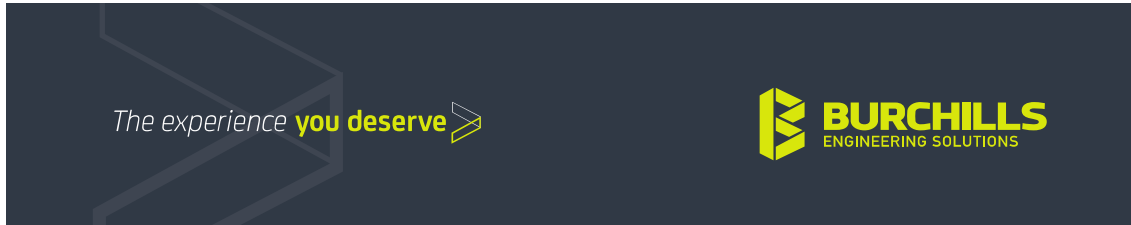
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**Attachment A – Stakeholder Workshop Notes**



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Your Ref:  
Our Ref: BE220615

**STAKEHOLDER ENGAGEMENT WORKSHOP SUMMARY**

<b>Project Name:</b>	Walking Network Plan for the Wandal Surrounds Area		
<b>Date / Time:</b>	1 March 2023 / 1500-1700		
<b>Location:</b>	Rockhampton Showgrounds, James Lawrence Pavilion		
<b>Purpose:</b>	Obtain feedback on the draft Walking Network Plan		
<b>Attendees:</b>	<b>Name</b>	<b>Organisation</b>	<b>Role</b>
	Toby Bennett (TB)	Burchills Engineering Solutions	Project Manager
	Jerryn Zwart (JZ)	Zwart Transport Planning	Transport Planning Consultant
	Jamie Meyer (JM)	Rockhampton Regional Council	Project Manager
	Stuart Harvey (SH)	Rockhampton Regional Council	Infrastructure Coordinator
	Steve Dendle (SD)	DTIS	
	Jack White (JW)	DTIS	
	Jason Pierce (JP)	Rockhampton Regional Council	
	Anetta Van Itallie (AV)	CQU / 10,000 Steps	
	Ellen Smith (ES)	Rockhampton Regional Council	Councillor Division 4
	Peter Kane (PK)	Cycle 4 Life	
	Sithranjan Shanmugasundram (SS)	DTMR	
	Colin Edmonston (CE)	DTMR	
	James Zimmer (JZ2)	Rockhampton State High School	Deputy Principal
	Steven Ellis (SE)	Rockhampton Regional Council	Strategic Planner
	Cherie Rutherford (CR)	Rockhampton Regional Council	Councillor Division 5

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**Item Description**

**1 Agenda**

Welcome & introductions  
 Acknowledgement of Country  
 Project & Workshop Purpose  
 Walking audit (group activity)  
 Walking vision (group activity)  
 Draft WNP (group activity)  
 Prioritisation of routes (presentation & group activity)  
 Potential works (group activity)  
 Close

**2 Project Purpose**

SH from Council welcomed everyone to the workshop and thanked them for attending. He handed over to TB from Burchills who introduced the project purpose and workshop purpose.

- o To encourage more people to walk more often.
- o To develop a Walking Network Plan for Wandal which identifies a connected walkable network.
- o To create a prioritised program of works targeted at delivering walking infrastructure improvements.

**3 Workshop Purpose**

- o Create a walking vision for Wandal.
- o Review and ground truth a draft Walking Network Plan.
- o Undertake a walking audit.
- o Identify potential works and priorities for walking infrastructure improvements.
- o TB handed over to JZ who facilitated the activities for input from the attendees.

**4 Walking Audit (Group Activity)**

- o Workshop participants were separated into two groups.
- o Each group was taken on a guided walking audit for 20 minutes.
- o Participants were encouraged to think about how they feel walking around the area and identify any issues and opportunities for improvement of existing walking infrastructure.
- o The most common issues identified during the walking audits include:
  - o Missing links
  - o Visibility issues
  - o Conflicts with fast moving traffic
  - o Hard surfaces, no shade, no amenity
  - o Wide roads and lack of ramps
  - o Difficult for people with a disability
  - o Roundabout difficult for people walking.
- o Refer to Appendix A for Walking Audit Maps with comments from workshop attendees

**5 Walking Vision for Wandal (Group Activity)**

- o Workshop participants were asked to think about their vision for walking infrastructure in Wandal and surrounds.
- o JZ discussed the definition of walking, the roles of walking, and the Queensland Walking Strategy Vision.
- o Walking includes jogging, running and moving with the help of mobility device (such as a wheelchair, mobility cane or walking frame).
- o Workshop participants wrote down their ideas for the vision on sticky notes and put them on the butcher's paper (see Appendix B).
- o Below is a list of the ideas presented by workshop attendees arranged under their broad categories





#### Connected

- o Connected so people can easily get to where they want to go.
- o Connected to residential, shops, through to river precinct.
- o New pedestrian river crossing
- o Network that connects to its centre, resident and activities
- o Develop walking path to Ski Gardens.
- o Shared path connectivity to CBD/Northside
- o Extend river paths to ski gardens for recreation.
- o Paths around and access to aged care
- o River crossing – Neville Hewitt Bridge crossing
- o Improve existing access and add path on downstream.
- o Network connecting key locations (missing links)
- o Walking path that link ski gardens to Victoria Park and then onto Victoria Parade and Quay Street
- o Walking path along river bank and Huish Drive
- o Walking path length of Wandal Rd from Western St shops and then through Campbell St to North
- o More direct routes – Exhibition Road
- o Complete circuit of showgrounds

#### Safe

- o Safe crossings across roundabout and mains roads: Lion Creek Rd, Wandal, Cambell St
- o Separated and obvious walking network
- o Feeling of safety – separation – allows enjoyment when not looking in all directions.
- o Safe and comfortable walking environment
- o Clear user priority
- o Reducing conflict points

#### Accessible and Attractive

- o Accessible
- o Inviting
- o Enjoyable, has good amenity.
- o Continuous footpath
- o Avenues of trees to share walking paths.
- o Trees/planting beside path
- o Shady

#### Land Use and Types

- o Area dense with destinations – you don't need to drive everywhere.
- o Promotes local use for short trips
- o Facilitating school users
- o More kids walking to school.

#### Other

- o Rubbish bins.
- o Prioritization/fit for purpose.

#### Priorities

- o Uneven surfaces around shops and showgrounds
- o Connect to river precinct from shops/school.
- o Prioritisation of multi-modes to set up region for growth.
- o To get more people walking every day.
- o Use the space (road & verges) to better connect and shade the network.
- o Increasing uptake of active modes
- o Educated users (respectful and understanding usage)
- o Paths needed around schools and access from other areas e.g., RSHS, St Joseph Hall SS etc.



**Draft Walking Network Plan**

- JZ presented the draft walking network plan and explained how it was developed using GIS analysis
- Workshop participants were separated into two groups and asked to review and provide feedback on the draft WNP including the following questions:
  - Have we included all the locations you like to walk to?
  - Where do you currently walk? How do you feel when walking these routes?
  - Are we addressing all the desire lines?
  - Are there any gaps in the proposed network?
  - Are there some routes that are more important than others?
- Key input from the group on the plans were (refer to maps in Appendix C for more detail):
  - Addition of connecting north-south and east-west routes to improve movement around the residential areas such as North Street, Jardine St and Western St. There was some discussion about needed both Jardine and Western as primary routes, with Western potentially operating as a secondary route.
  - Better connections required along river and to Jardine Park Sports Ground, noting along river ideal but not easy so may need to use Lion Creek Road instead
  - Additional route into the city via continuation of Campbell and then Archer.

**Priorities and Actions**

The two groups moved on to discuss priorities and actions for key areas within the study area:

- connection into the city centre along Victoria Parade to take advantage of works Council have already completed along this link. Improvements along North Street and Graeme Acton Way were discussed.
- actions around high school and showgrounds
- improvements around schools e.g. Baden Powell Street, Murray Street and Rundle St
- connections to Browne Park Football Stadium including better connections to schools
- connections around the hospital, acknowledging topography makes this challenging.

Both groups reported back at the end of the session. Some key points from this discussion were:

- Future PWPs should focus on Wandal area rather than city centre (e.g. more 1km precinct area)
- Improving connection between Wandal and the city centre via Victoria Parade a priority (North Street)
- Improving connections around schools a priority.

**Enclosed:**

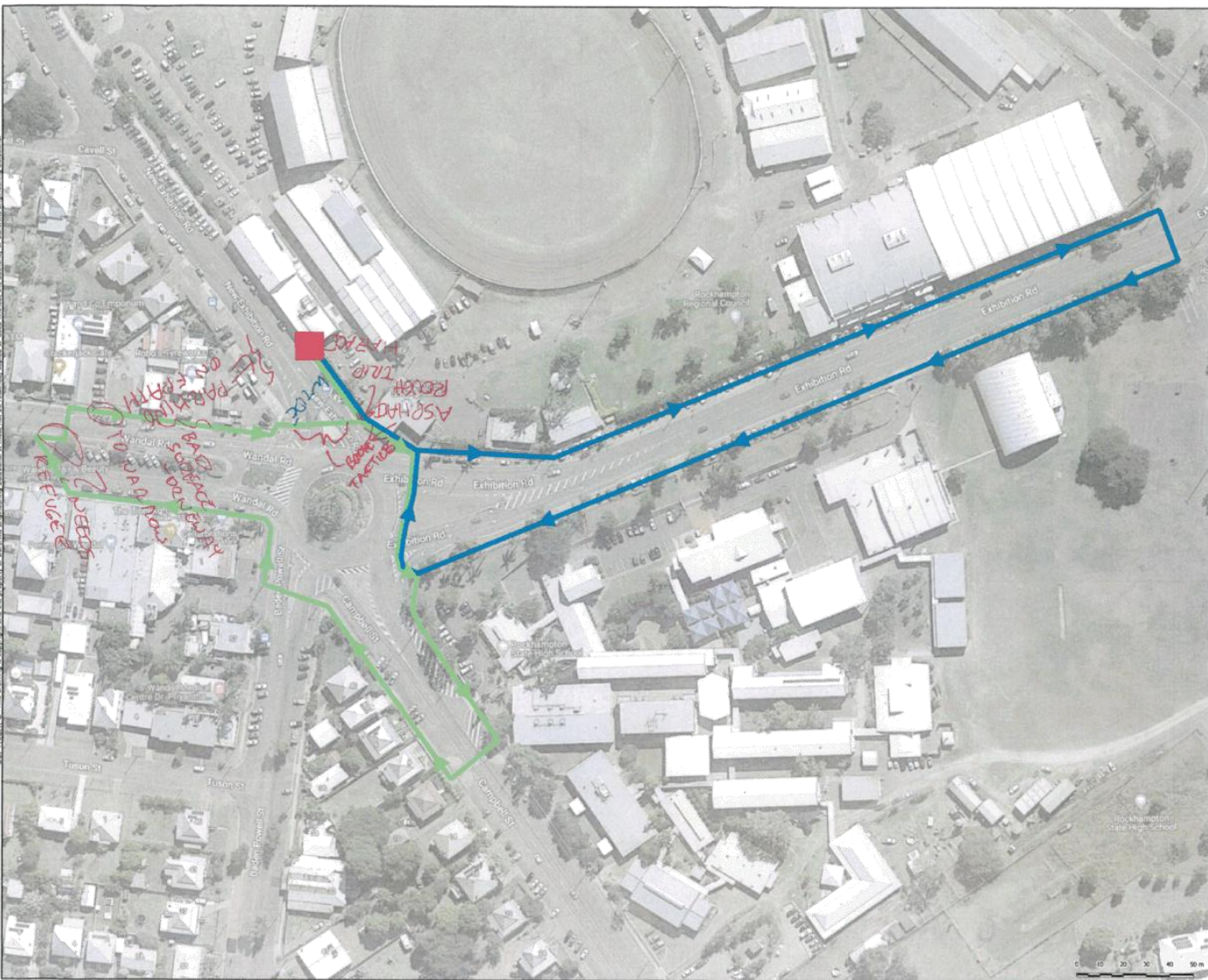
- Appendix A – Walking Audit Maps
- Appendix B – Wandal Walking Vision Notes
- Appendix C – Draft Walking Network Plan Comments



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**Appendix A – Walking Audit Maps**





**Wandal Walking Network Plan**  
Walking Audit Routes

Walking Audit Routes



Area of Interest within Rockhampton Region

**Legend**

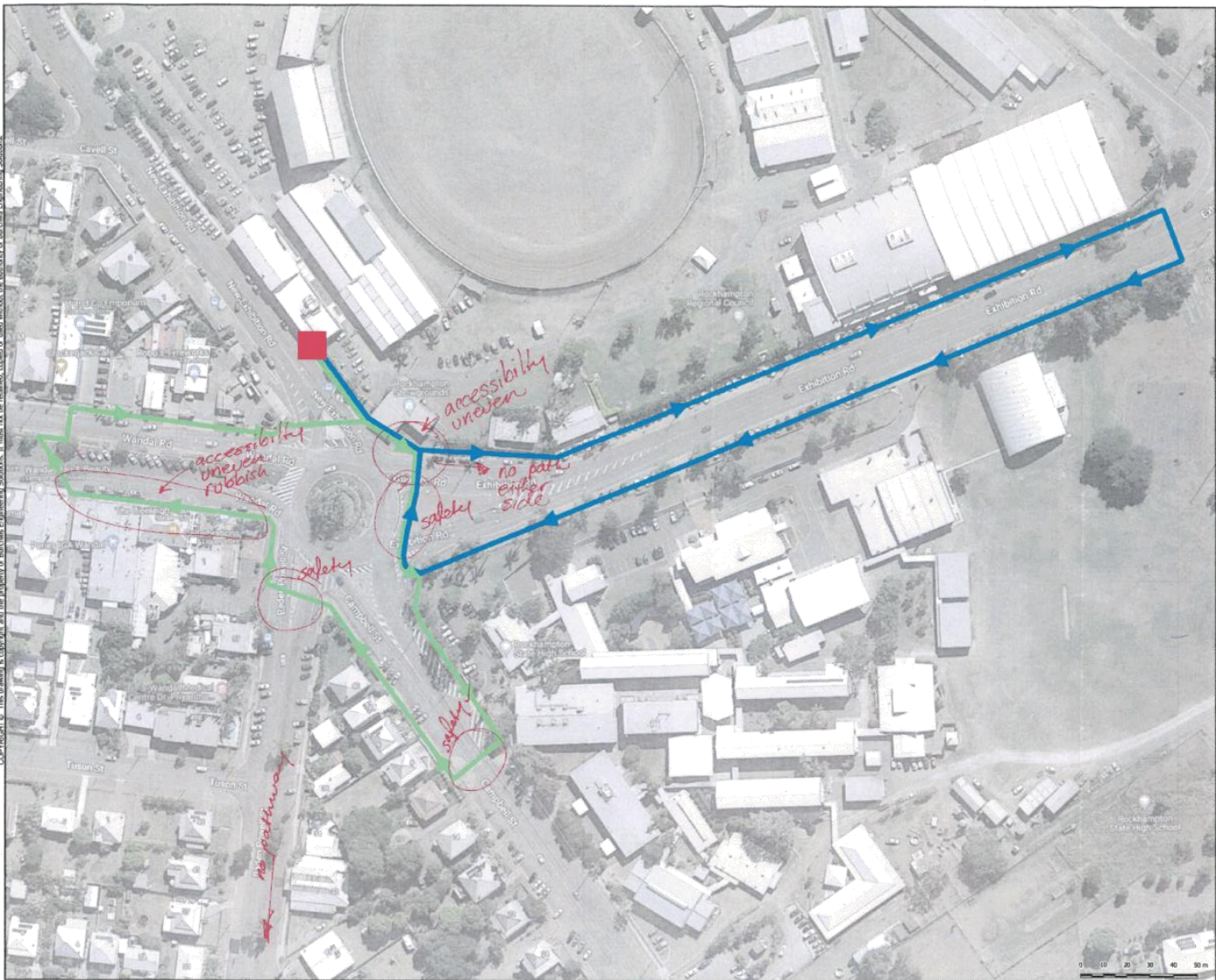
- Walking Audit Routes
- Route A
- Route B
- Audit Routes Start/End Point

Project: BE220615  
 Date: 27-02-2023  
 Scale: 1:1,500 at A3  
 Projection: GDA 94/MGA Zone 56  
 Data Sources: Queensland Department of Resources (2022), Rockhampton Regional Council (2022), Open Street Map (2022), Queensland Department of Transport (2019)



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**Wandal Walking Network Plan**  
Walking Audit Routes



Area of Interest within Rockhampton Region

**Legend**

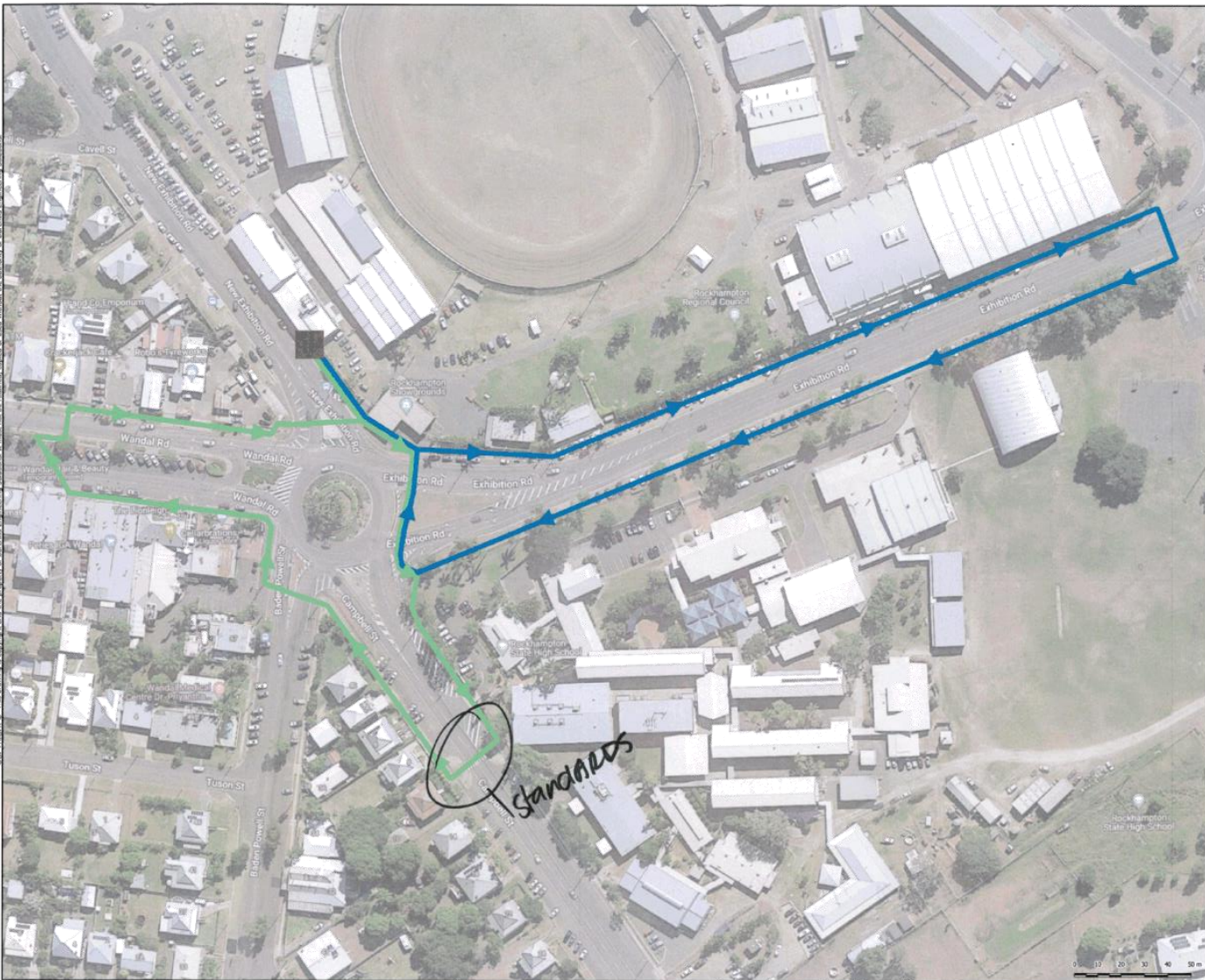
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**Wandal Walking Network Plan**

Walking Audit Routes



Area of Interest within Rockhampton Region

**Legend**

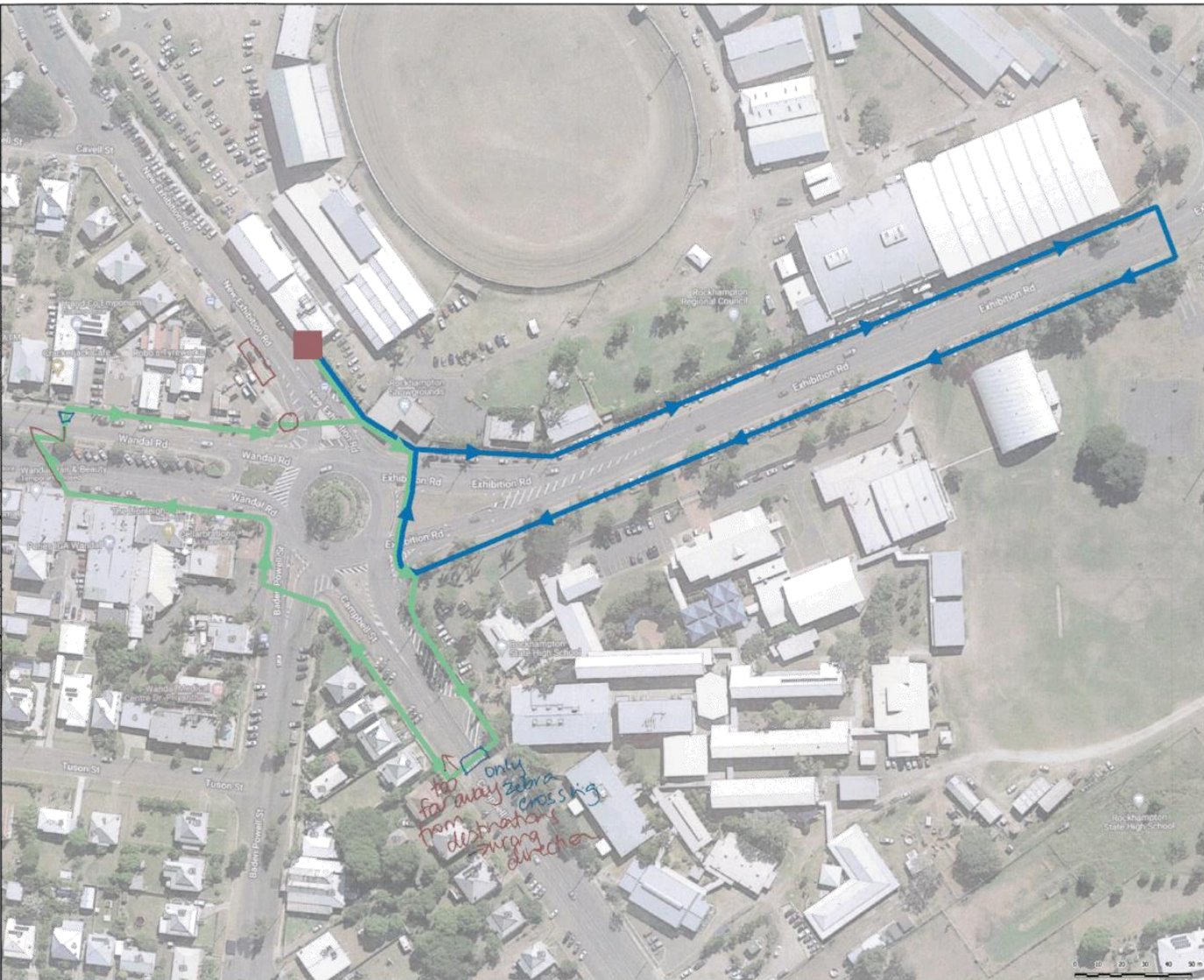
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**Wandal Walking Network Plan**

Walking Audit Routes



**Legend**

- Walking Audit Routes
- Route A
- Route B
- Audit Routes Start/End Point

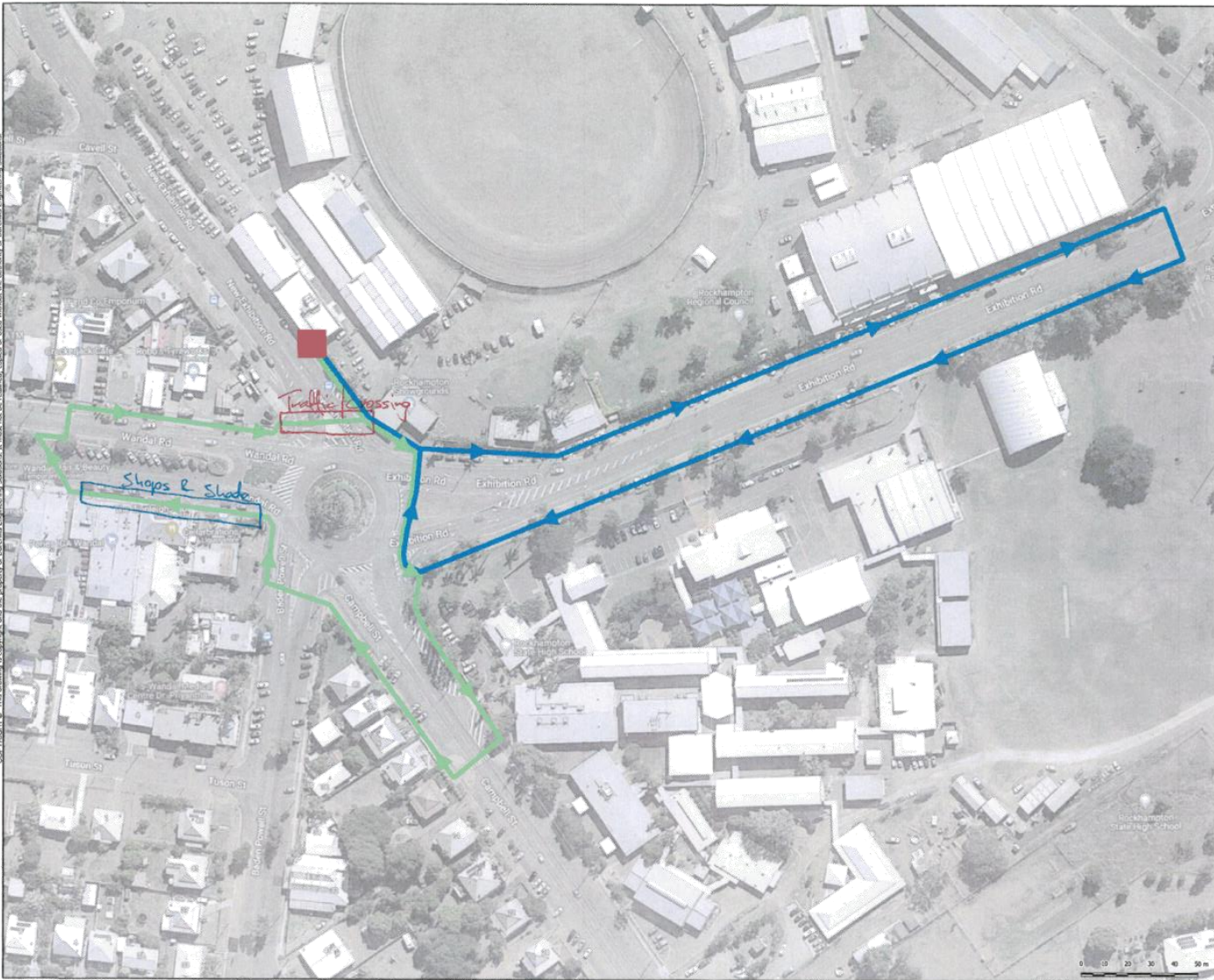
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**Wandal Walking Network Plan**

Walking Audit Routes



Area of Interest within Rockhampton Region

**Legend**

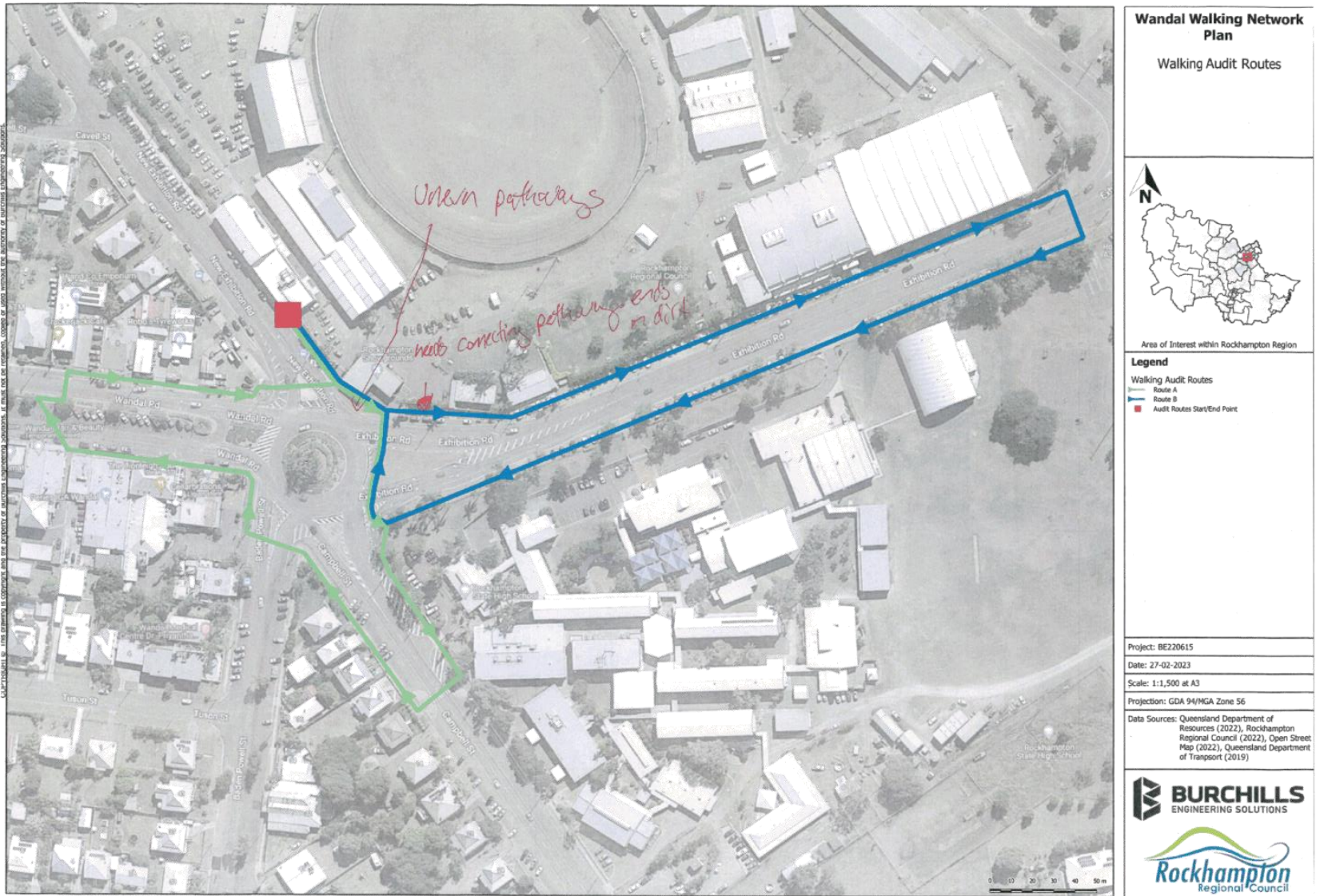
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 Projection: GDA 94/MGA Zone 56  
 Data Sources: Queensland Department of Resources (2022), Rockhampton Regional Council (2022), Open Street Map (2022), Queensland Department of Transport (2019)



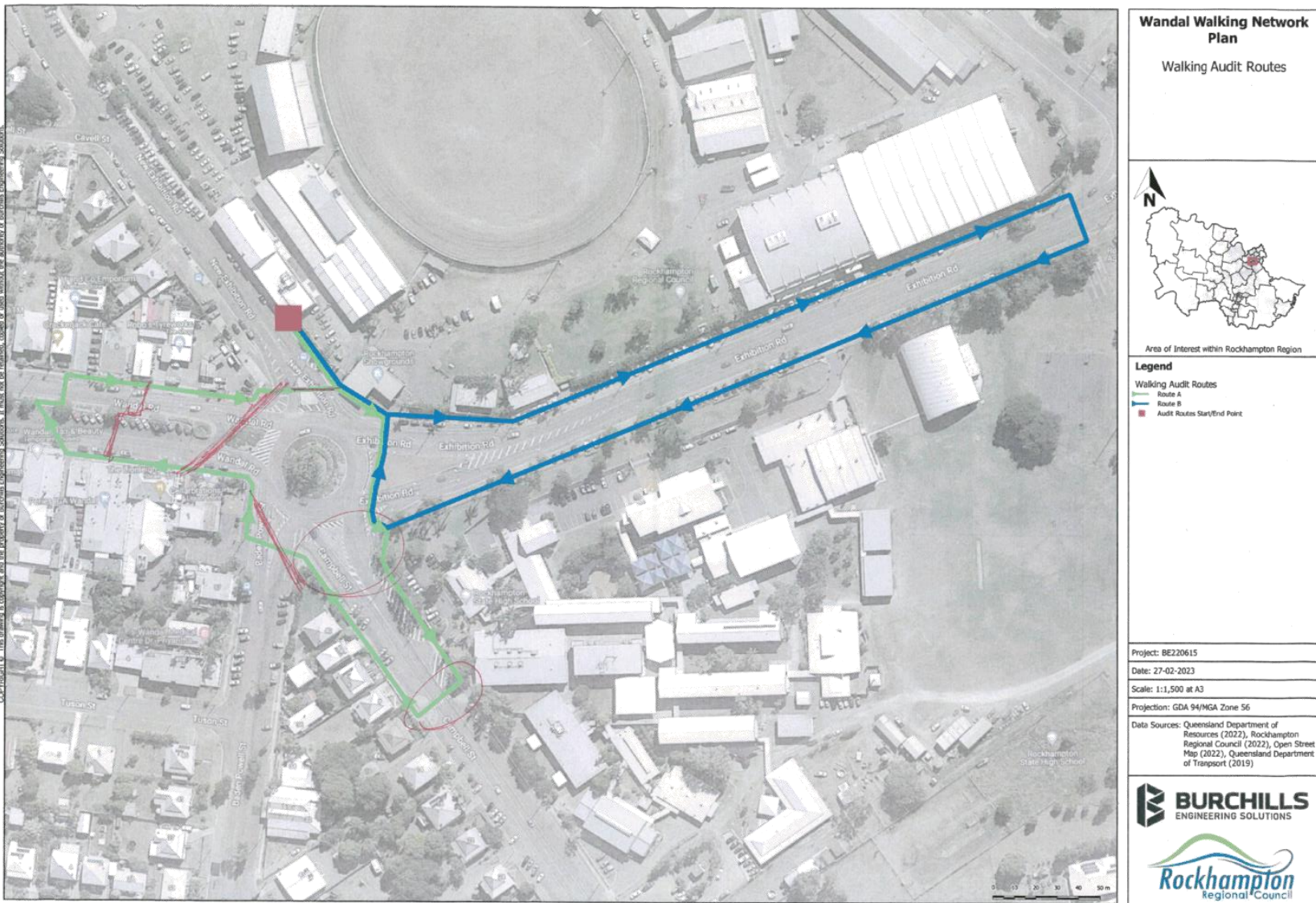
**DISCLAIMER:** This figure and its contents are electronically generated, are confidential and may only be used for the purpose for which they were intended. Burchills Engineering Solutions will not accept responsibility for any consequences arising from the use of the figure for other than its intended purpose or where the drawing has been altered, amended or changed either manually or electronically by any third party. Some or all of the data presented on this plan may have been diluted or sourced from third parties, and as such may contain spatial inaccuracies.





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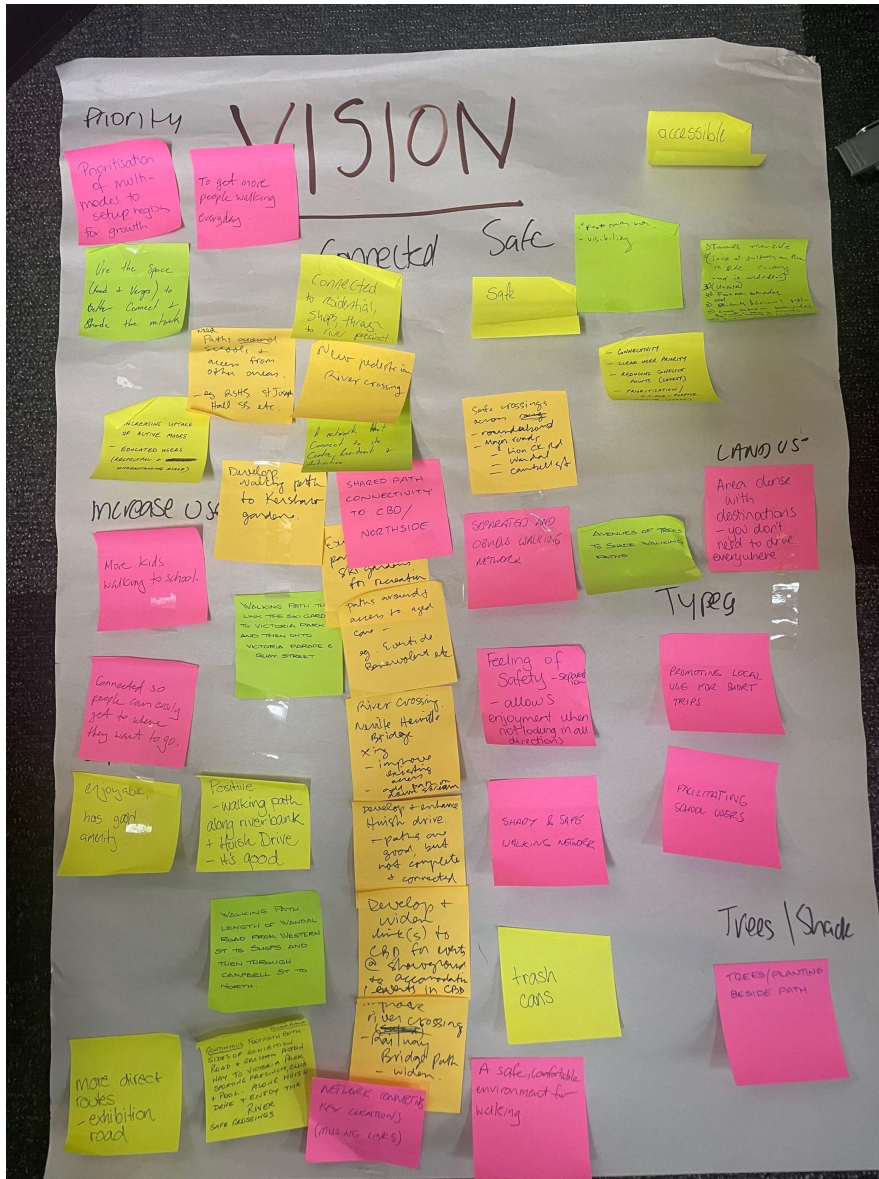




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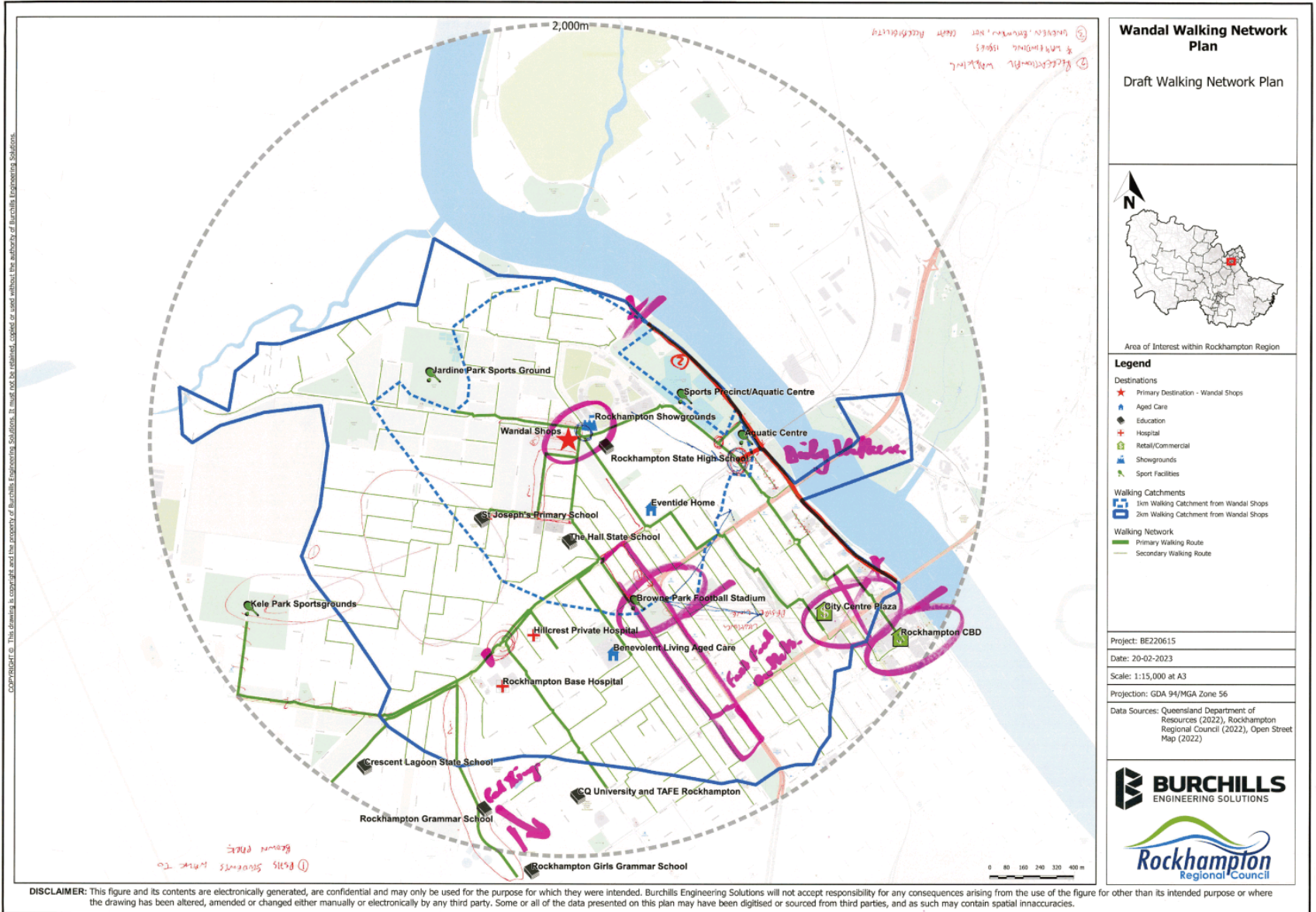
Appendix B – Wandal Walking Vision Notes

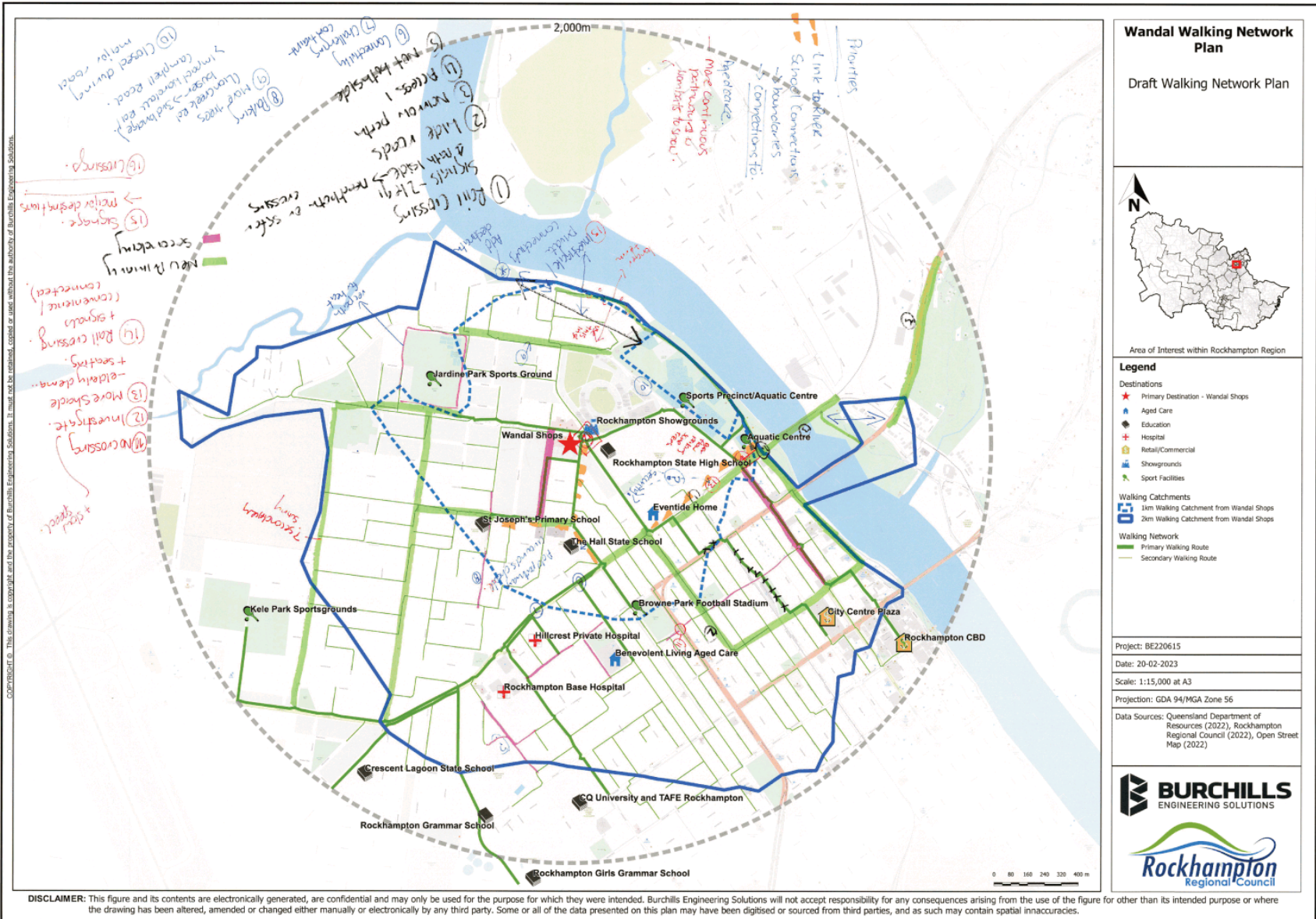




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**Appendix C – Draft Walking Network Plan Comments**





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**Attachment B – EngagementHQ Summary Report**




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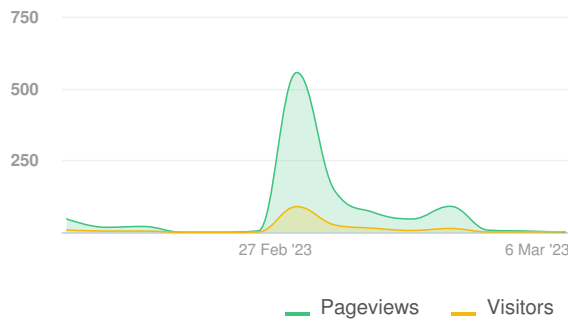
# Project Report

21 February 2023 - 06 March 2023

## Engage Rockhampton Region Wandal Walking Network Plan



### Visitors Summary



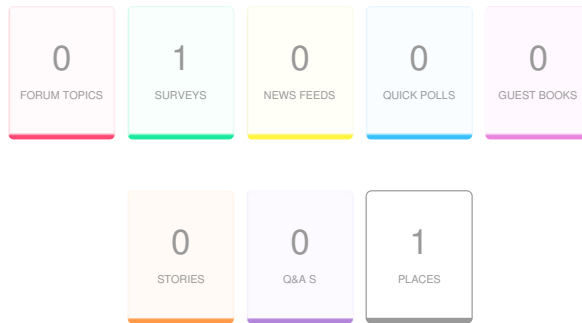
### Highlights

TOTAL VISITS	180	MAX VISITORS PER DAY	89
NEW REGISTRATIONS	24	ENGAGED VISITORS	31
		INFORMED VISITORS	148
		AWARE VISITORS	165

<b>Aware Participants</b>	<b>165</b>	<b>Engaged Participants</b>	<b>31</b>		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	165	Contributed on Forums	0	0	0
<b>Informed Participants</b>	<b>148</b>	Participated in Surveys	31	0	0
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	0	Posted on Guestbooks	0	0	0
Downloaded a document	82	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	0	0	0
Visited an FAQ list Page	0	Placed Pins on Places	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	114				
Contributed to a tool (engaged)	31				

Engage Rockhampton Region : Summary Report for 21 February 2023 to 06 March 2023

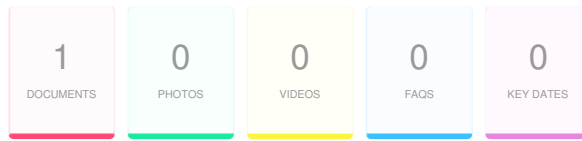
### ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Place	Map of Wandal	Published	36	0	0	0
Survey Tool	Survey - Wandal Walking Network Plan	Archived	99	31	0	0

Engage Rockhampton Region : Summary Report for 21 February 2023 to 06 March 2023

### INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Proposed Wandal Walking Network Map.pdf	82	85

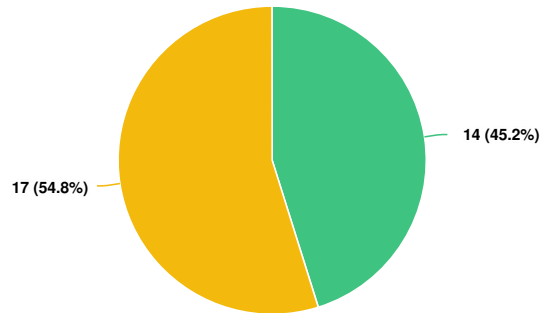
Engage Rockhampton Region : Summary Report for 21 February 2023 to 06 March 2023

ENGAGEMENT TOOL: SURVEY TOOL

Survey - Wandal Walking Network Plan

Visitors 99	Contributors 31	CONTRIBUTIONS 31
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Which best describes you?



Question options

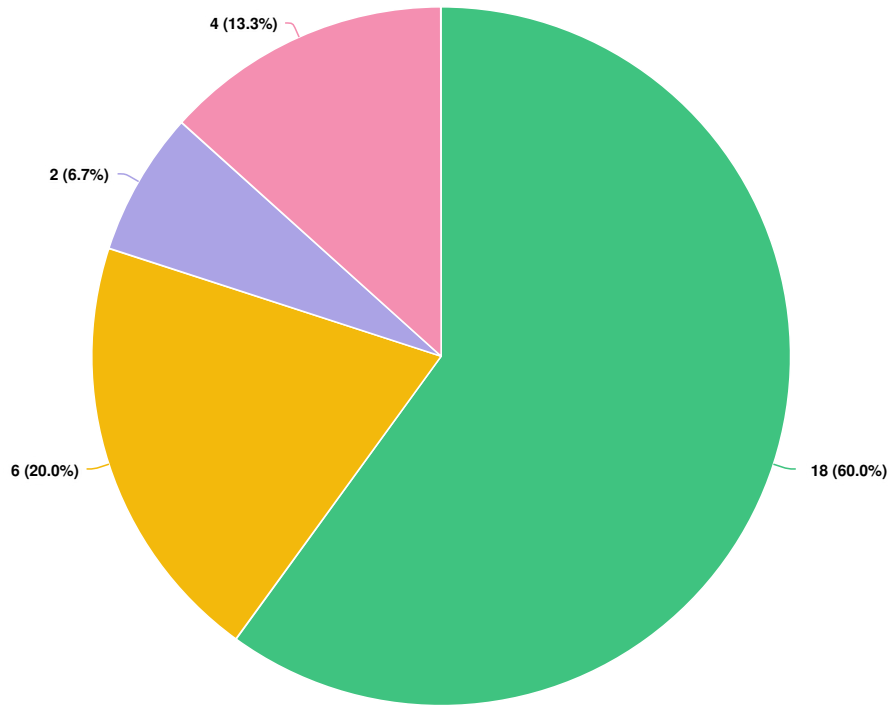
- I have children/dependents who currently attend school
- I don't have children/dependents who currently attend school

Optional question (31 response(s), 0 skipped)

Question type: Radio Button Question



Which school does your child/dependent attend?



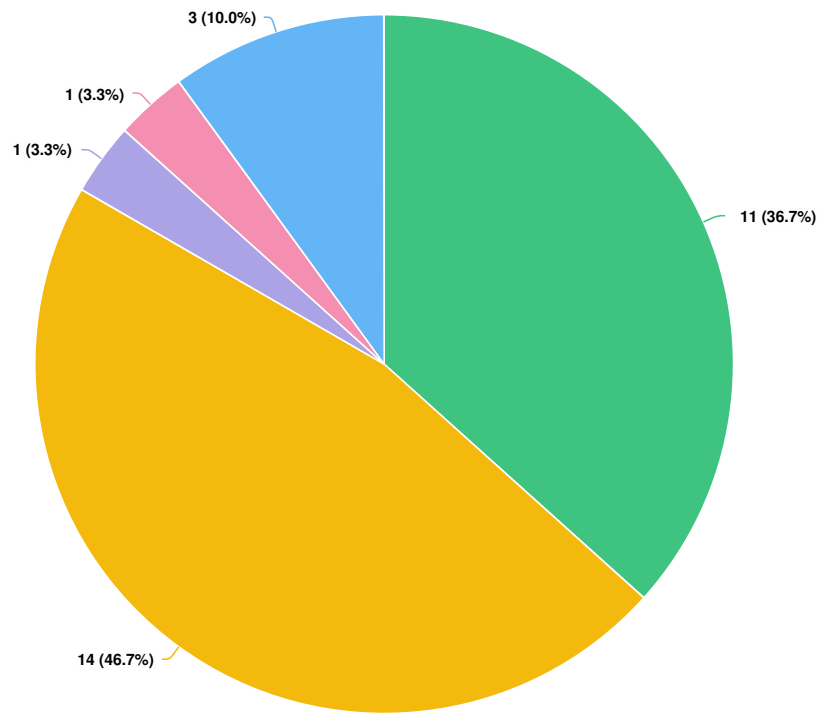
Question options

- No applicable
- St Joseph's School
- Crescent Lagoon School
- Other (please specify)

Optional question (30 response(s), 1 skipped)

Question type: Radio Button Question

How often do you or dependent/child walk for transport or recreation in the Wandal area?



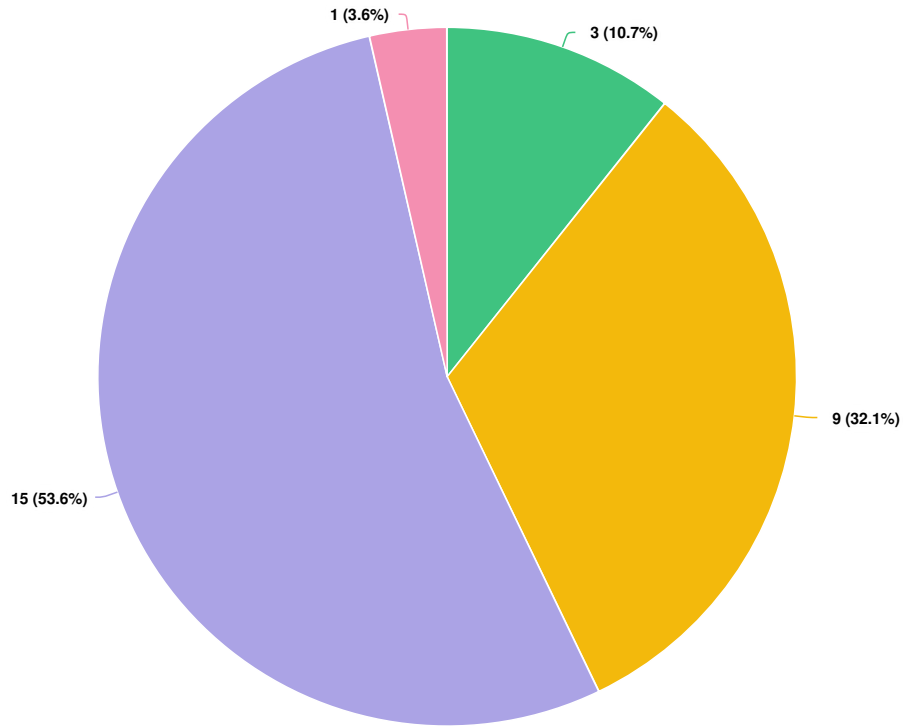
**Question options**

- Daily
- Weekly
- Fortnightly
- More than monthly
- Never

Optional question (30 response(s), 1 skipped)

Question type: Radio Button Question

Based on the below map, do you think the primary routes represent the routes that most people would use to walk within the area?



**Question options**

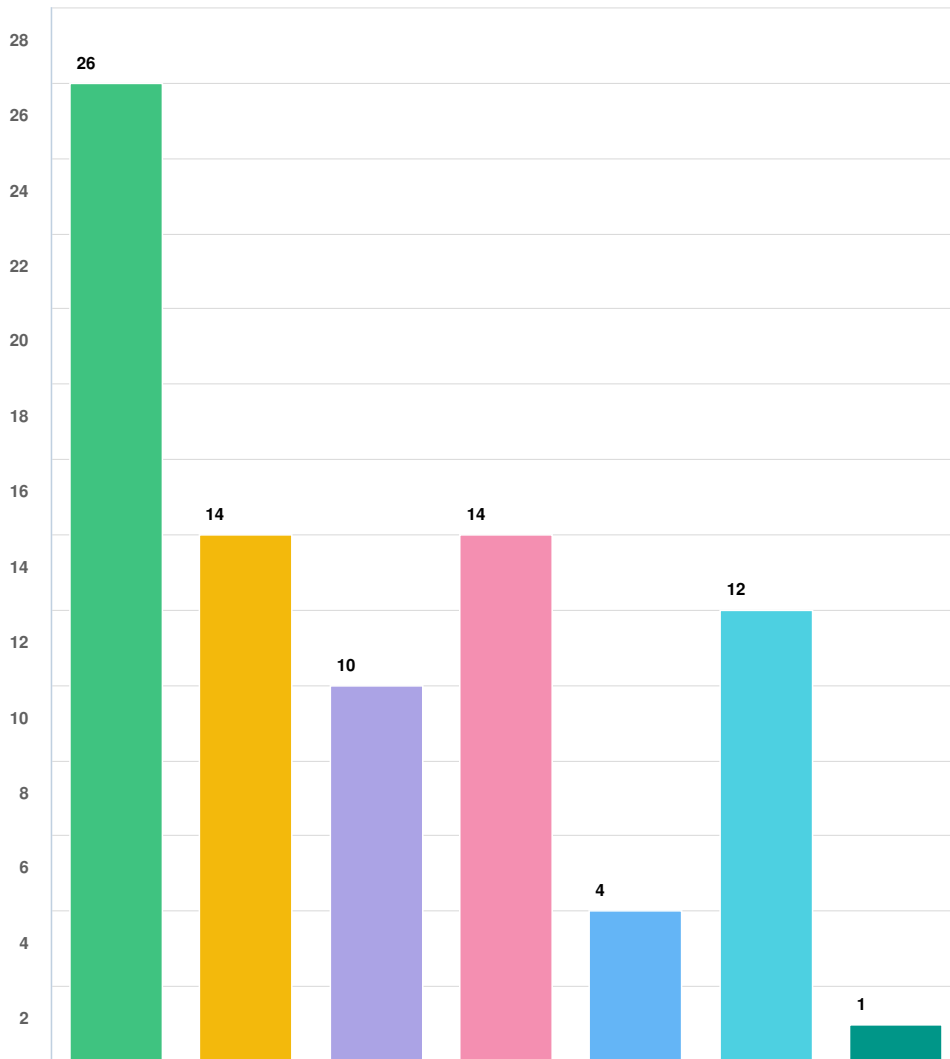
- Fully Agree
- Agree
- Somewhat Agree
- Disagree

Optional question (28 response(s), 3 skipped)

Question type: Radio Button Question

Engage Rockhampton Region : Summary Report for 21 February 2023 to 06 March 2023

How could we make it safer and easier for people to walk in the Walking Network Planning area?



Question options

- Build more footpaths
- Complete gaps in the network
- Build more road crossings
- Provide more shade
- Provide more signage
- Fix existing footpaths
- Other

Optional question (30 response(s), 1 skipped)

Question type: Checkbox Question



**Attachment C – EngagementHQ Short Answer Survey Responses**

<b>Q5. If any, which streets do you think should be removed or added as a primary route in the Walking Network Plan?</b>
<ul style="list-style-type: none"> <li>• Routes are not clear so have opinion.</li> <li>• 19 Hall Street</li> <li>• Jardine Street, entire length</li> <li>• Lion Creek Road between the Showgrounds and netball courts</li> <li>• Add Norman Street, from Wandal Road to Rundle Street. Then Herbert Street, from Rundle Street to North Street (Hospital)</li> <li>• Jardine St needs footpath the entire way please!</li> <li>• All of Knutsford Street.</li> <li>• Add North Street between Murray and Campbell Street</li> <li>• The whole length of Jardine Street should be added, because it's a very popular walking and running road but cars travel very fast on it</li> <li>• Area connecting netball courts to Wandal Rd could be used, Ski Gardens</li> <li>• Routes do not show on Map.</li> <li>• My map isn't fully loading - however I believe around the Showground including Showgrounds Road, Lion Creek Road, Exhibition Road, and Baden Powell St are heavily used roads by pedestrians.</li> <li>• A means of getting from Wandal Rd to Lion Creek Rd without having to go all the way down to the shops or getting lost in the wiggly residential streets - maybe a clearer/better path along the shops side of Jardine Park?</li> <li>• The remainder of Woodville St should be added. A lot of people walk this way to the shops. Add the part of Lion Creek Road between the showgrounds and Victoria Park. It would be nice to do footpath lap of the showgrounds or Vic Park.</li> <li>• Morgan street Haig Street and Cavell Street.</li> <li>• Connect Victoria Park with Showgrounds, build a loop around them. Connect Victoria Park, with ski gardens. Connect schools, Connect north St.</li> <li>• Think there is an opportunity to have a more defined path linking families to the Wandal Ski Park playground and parkland.</li> <li>• Add - Jardine Street between Jones Street and Heath Street especially around Lanigan Street</li> </ul>

<b>Q6. Are there locations that you think are dangerous or have issues that need to be fixed in the Walking Network Planning area?</b>
<ul style="list-style-type: none"> <li>• No</li> <li>• Graeme Acton way – I see walkers walking on the road – widen the paths.</li> <li>• Dedicated walking paths from Wandal to the city. There are sections but not all interconnected. Also, the crossings at the train lines on North Street and Bolsover Streets needs better crossing (uneven) and pedestrian protection.</li> <li>• Pedestrian crossing or similar on Rundle St near St Joseph's</li> <li>• Difficult to cross North Street below Knutsford Street.</li> <li>• Cars drive ridiculously fast up and down Rundle Street. It is a school zone, yet there are no speed humps or anything to slow down cars along this street. This is a lovely street to walk along but because cars drive so fast along it and it has blind spots over the hills, it feels incredibly dangerous to walk along.</li> <li>• Area mentioned above could be improved.</li> <li>• Area around Victoria Park gymnastics. Very dangerous during afternoons.</li> <li>• Night Lighting is an issue in some streets e.g. Norman St and Oakley St</li> <li>• Yes - Murray St &amp; Baden Powell Street, perhaps path extended on right side of roundabout. Footpath connection at New Exhibition Road &amp; Exhibition Road outside showgrounds would be highly beneficial and safe - heading towards parkland. A footpath along entire Graeme Acton Way (extended to Hall Street) would be fantastic as we walk our dog/pram along here at times but has to be on road, when a vehicle approaches we go up the kerb for safety, then back onto the road. I see a lot of people walking dogs along Lion Creek Road, Graham Acton Road/ around Victoria Park. Eastern area of Northern Street after the railway</li> </ul>





- crossing heading towards the riverbank could also be extended. This current footpath stops at 16 North St (Qbuild), it would be great for this to extend to Graeme Acton Way/ continue to Quay Street.
- A lot of unpaved footpaths on the hilly streets are very uneven & steeply sloped. Occasional benches for resting would be nice for recreational/fitness walkers
  - Rocky showgrounds roundabout and area in front of Wandal shops to cross the road. No pedestrian area across the Woodville St and Wandal Road intersection. Very small indirect pathway in the middle of the carparks out the front of IGA but useless and inconvenient.
  - Area around Jardine Park is quite dangerous to walk so much traffic and no footpath. Also, Cavell Street as the community disability support have a premises on the street. Often, I see them walking on the road its quite dangerous for them.
  - Roads on Rundle St are wide with limited visibility due to vertical grades. Consider formalising narrower crossing points to allow children to cross to go to St Joesph school. Most footpaths in areas are unformed and require you to walk on road. Consider narrowing roads or removing central medians to allow for larger verges for vegetated off road facilities to provide safer access for young children on bikes/parents with prams. Provide pedestrian crossing point on North St for children existing westbound bus and walking to rocky high school. This crossing point on North St has high traffic volumes in the AM and children do not have sufficient gaps in traffic to safely cross. Alternatively the bus should disembark the children from the eastbound lane.
  - Develop dedicated bike lanes and walking paths connecting Wandal Ski Parkland to other walking tracks along the city riverbank.
  - Lion Creek Road especially around IGA is dangerous. Drivers do not follow the speed limit and often appear to rush. If you are looking at aged care homes the Benevolent Care Home on West St would benefit from the Wandal walking area. However there is no easily accessible path, across Albert Street towards Wandal. There is no path along West Street toward North Street. Vehicles speed along this street, do not observe school zones and it is dangerous to walk on the road. There is a path from North Street along Murray St past the Hall SS but then no path on Baden Powell Street and so have to walk on the road. I live on West Street and would walk around Wandal so much more if it was safer.
  - Jardine Street between Jones Street and Heath Street especially at Lanigan/Rundle St intersections

- Q8. Is there any additional infrastructure or actions Council can undertake/implement to encourage more people to walk in the Wandal area?**
- Water Drinking Fountains
  - Walking paths on Lion Creek Road between gymnastics/Showgrounds and netball courts. Walking paths around netball and soccer fields - parents would be able to walk circuits around the area safely, push prams and wheelchairs while their children trained. Might add more incidental activity into their day. Currently roads are unstable or gravel in parts which isn't safe or attractive for someone starting back into physical activity.
  - Better lighting of designated walking paths. Particularly around the Hospital. Many hospital staff have to walk dark streets at night to get to and from their cars.
  - New footpaths are definitely a great start
  - No map attached to survey so unable to answer fully. Footpaths needs to be built in many streets especially around North Street. Footpaths encourage movement and create a more pedestrian friendly area. Plant more street trees and create community gardens which encourage people to walk and move. Perhaps have small signage documenting interesting points or facts about Wandal along the footpaths. Have footpaths with those fake animal prints for interest or inbuilt games near schools.
  - Nice places to walk to - like benches overlooking nice views. More shade - specifically, more trees. Proper footpaths – grass is ok to walk on, but it's very difficult to push a pram across, meaning that you have to walk on the road.
  - Dog park
  - Signage with distances/times like 10,000 step signs used to have, e.g. its 1km/10min walk to shops from here type thing again lighting and possibly seats occasionally I believe building additional safe footpaths encourages people to get outdoors more and move. There are already several fantastic paths around Wandal including New Exhibition Road, Wandal Road, part of North Street, part of Graeme Acton Way. As a new mother and living in Wandal, we walk to and around Victoria Parklands daily, and any works within the proposed Wandal masterplan & new pathways connecting to these areas, would get more people moving around these outdoor spaces.
  - A pedestrian crossing at the Wandal shops you take your life in your hands trying to get across the road. The cars coming on to Wandal road from the Lionleigh hotel corner just speed around the corner. I've had a couple of close calls there myself. thank you for considering. Regards Irene Hawke.



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- **CONNECT THE FOOTPATHS.** Endless footpaths in this town that just stop. Take a walk around the Showgrounds, archer street for example.
- Connecting bike paths and walking paths between the Wandal Ski Park and the Rockhampton Riverfront precinct. It's a fantastic location and there is opportunity for families and community to use this public space if it is accessible. There is also opportunity to create a 2km bike path alongside the rowing course on the southern bank, similar to other national rowing facilities.
- A walking track along the riverbank from the ski gardens upstream would be wonderful, early morning walks, see the rowers and kayakers. would be great tourist walk, I think make the footpaths a little wider where room permits, I take grandchildren walking using a stroller, a bit more room to allow people to pass on the path would be great.





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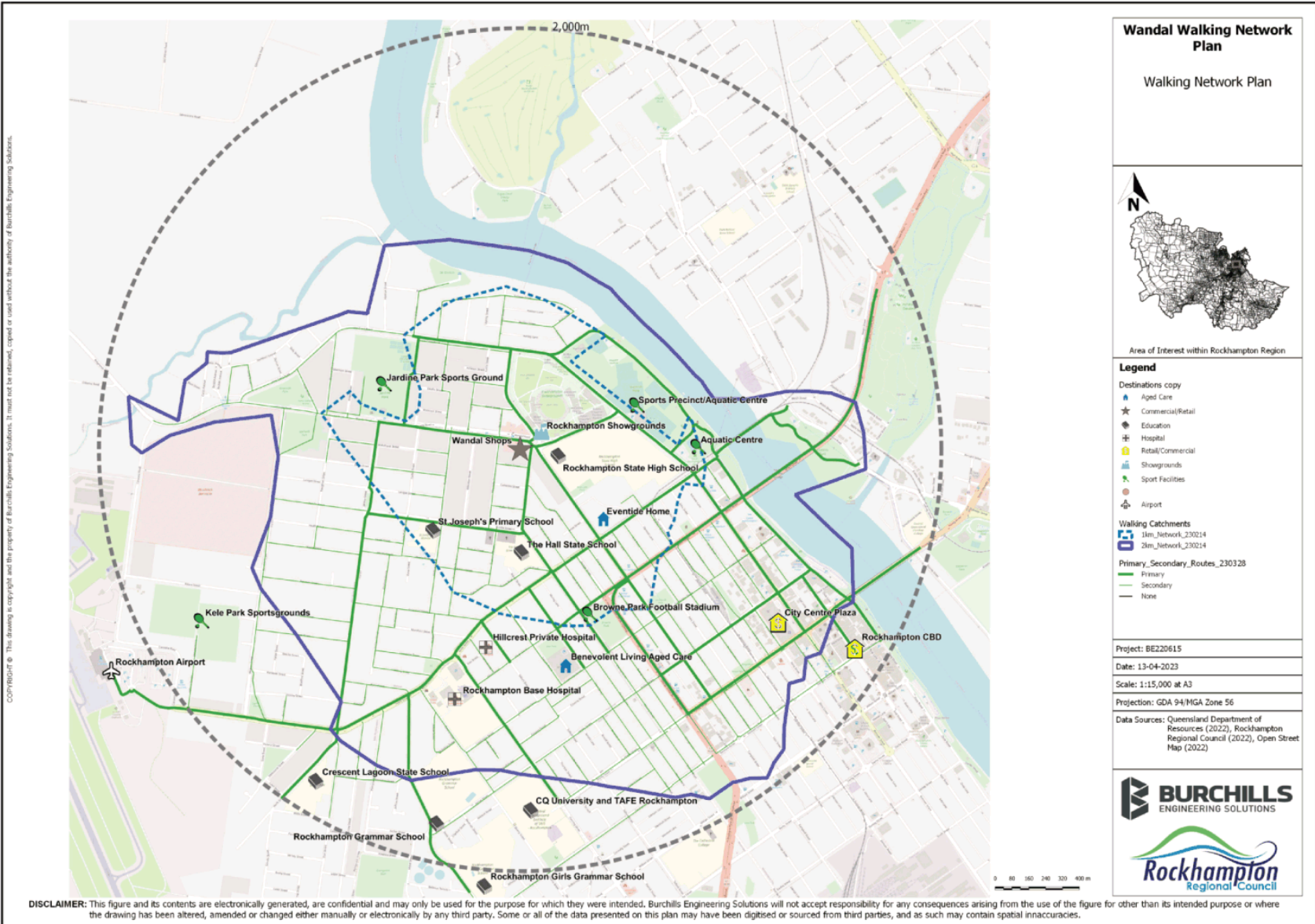
**Appendix C – Final Walking Network Plan**



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Client: Rockhampton Regional Council  
Doc No.: BE220615-RP-WNP-03  
Doc Title: Wandal Walking Network Plan

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**Appendix D – Draft Prioritised Project List**



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Client: Rockhampton Regional Council  
Doc No.: BE220615-RP-WNP-03  
Doc Title: Wandal Walking Network Plan

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ID	Street	Type	Location	Recommendation	Rank	Timing	Cost	Responsibility	Detail
1	Wandal Road	Footpath	Intersection of Jardine Street (southern verge)	Extension of kerb and channel, removal of asphalt and construct footpath with turf installation	Important	Medium	\$18,000	Council	Primary route with gap in pathway due to inconsistent surfacing creating long crossing distance.
2	Wandal Road	Street trees	Along Wandal Rd southern verge	Install street trees at maximum 15m spacing on southern verge	Essential	Medium	\$47,000	Council	Primary route with no shading for majority of the length of the road. Distributor and collector pathway to have max 15m spacing of street trees.
3	George Street	Crossing Facility	Crossing of Cambridge Street Between North St and Archer St	Reconstruct non-compliant kerb ramps. Provide pedestrian refuge at splitter island and painted kerb buildouts to reduce crossing distance.	Important	Medium	\$28,000	DTMR	Primary route with non-compliant kerb ramps and long crossing distance and unsafe and not accessible pedestrian waiting area at splitter island
4	Campbell Street	Footpath		Install 545m of 1.5m wide footpath on the eastern verge to tie in with existing infrastructure.	Essential	Medium	\$200,500	Council	Identified as a primary walking route however has no footpath on either side of the road. No hierarchy in pathway hierarchy.
5	West St	Footpath	Between North St and Albert St	Install 235m of 1.5m wide footpath and 2 kerb ramps along western verge. Install kerb build outs on western leg to cross Albert Street	Essential	Medium	\$149,000	Council	Identified as a primary walking route and has no footpath connection. Kerb buildouts to reduce crossing distance. Provide as blister islands to avoid need for stormwater adjustments with kerb buildouts
6	Talford St	Footpath	Between North St and Albert St	Install 45m of 1.5m wide footpath on western verge (in front of retaining wall), including kerb and channel and linemarking works	Essential	Medium	\$45,500	Council	Identified as a primary walking route and existing footpath is incomplete to connect between hospitals
7	Albert St	Footpath	Between Murray St and Talford St	Install 370m of 1.5m wide footpath on northern verge and 7 kerb ramps	Important	Medium	\$202,000	Council	Secondary route however is missing footpath on either side of the road. Unlikely to get DDA compliant path toward Talford St due to road longitudinal grades. Allowance for block wall and driveway reconstruction
8	Albert St	Footpath	Between Talford St and Canning St	Install 150m of 1.5m wide footpath along northern verge including 3 kerb ramps	Important	Medium	\$77,000	Council	Secondary route, however existing footpath is incomplete. Unlikely to get DDA compliant path due to road longitudinal grades. Allowance for block wall, bench seat and driveway reconstruction
9	Jardine St	Footpath	Between North St and Wandal Rd	Install 1350m of 1.5m wide footpath and 23 kerb ramps along western verge	Essential	Medium	\$799,000	Council	Identified as a primary walking route and Local Pathway however is missing footpath and kerb ramps along full alignment
10	Rundle Street	Footpath	Between Jardine St and Bapaume St	Install 700m of 1.5m wide footpath and 14 kerb ramps along southern verge to tie in with existing infrastructure.	Essential	Short (Priority)	\$379,000	Council	Identified as a primary walking route and has limited footpath on the southern verge
11	Lion Creek Rd	Footpath	Between Allenby St and New Exhibition Rd	Install 640m of 2.0m wide footpath and 8 kerb ramps along southern to tie in with existing infrastructure. Improve pedestrian priority at the Showgrounds driveway to east of New Exhibition Rd.	Essential	Short (Priority)	\$408,500	Council	Identified as a primary walking route and Collector Pathway and has limited footpath on the southern verge
12	Graeme Acton Way	Footpath	Between Hall Street and Exhibition Rd	Install 350m of 2.0m wide footpath on the western verge including driveway priorities and street trees	Essential	Short (Priority)	\$210,000	Council	Identified as a primary walking route and Collector pathway however no pathway on either side of the road, lack of shading and unclear priorities at showgrounds access points.
13	Exhibition Road	Footpath	Between Campbell St and Graeme Acton Way	Install 400m of 2.5m wide shared path along the school frontage including additional street trees for shading, 114m of kerb and channel and linemarking. Install 260m of 2m wide path on showgrounds side (northern verge)	Essential	Short (Priority)	\$530,000	Council	Identified as a primary walking route and Distributor Pathway however no existing footpath provided. Scope and cost have been reproduced from STIP submission as advised by Council with additional costing for 50m of extra path.
14	Murray Street	Footpath	Between North St and Albert St	Install 235m of 1.5m wide footpath on the western verge and one kerb ramp to tie in with existing infrastructure	Essential	Medium	\$135,000	Council	Identified as primary walking route however no existing footpath provided on either side of the road.
15	Baden Powell Street	Footpath	Between Tuson St and Rundle St	Install 150m of 1.5m wide footpath on western verge and 4 kerb ramps to tie in to existing pathway on Murray St.	Essential	Long Term	\$94,000	Council	Identified as a primary walking route and local collector however no consistent footpath provision along the road. Close to primary school.
16	Wandal Road	Footpath	Between Baden Powell St and Jardine St	Widen 650m of existing footpath on southern verge to 2.5m including reconstruction of 9 kerb ramps, verge reinstatement and street trees	Non-essential	Subject to Council planning	\$425,000	Council	Identified as a primary walking route and Distributor Pathway however existing footpath is substandard at 1.2m wide.
17	Wandal Road	Footpath	Between Jardine St and Naughton St	Widen 200m of existing footpath on southern verge to 2.0m including reconstruction of 2 kerb ramps, verge reinstatement and street trees	Non-essential	Subject to Council planning	\$107,500	Council	Identified as a primary walking route and Collector Pathway however existing footpath is substandard at 1.2m wide.
18	Graeme Acton Way	Crossing Facility	Near Rocky Sports Club	Repaint zebra crossing	Non-essential	Medium	\$2,000	Council	Repair zebra crossing due to cracking and fading of paint, see streetview link for reference.
19	Graeme Acton Way	Crossing Facility	North of Exhibition Rd	Install kerb buildouts and associated signage	Important	Medium	\$6,000	Council	Crossing point identified as a priority in the stakeholder workshop. Provide sufficient separation from Exhibition Rd slip lane.
20	Fitzroy St	Crossing Facility	Crossing West Street	Install splitter island and kerb buildouts on the northern side of Fitzroy Street crossing West Street	Non-essential	Subject to Council planning	\$6,000	Council	Fitzroy is identified as a principal route, the crossing distance across west st is wide and can be dangerous. Therefore a splitter island and kerb buildouts are recommended to be installed.
21	Canning Street	Crossing Facility	Between Voss St and Cambridge St	Investigate options to facilitate crossing between the eastern and western verges to provide access to hospital and footpath on western side	Essential	Subject to Council planning	\$20,000	Council	Footpath only available on western side, at least two crossing points should be installed on the eastern side before and after the steep rock wall to provide pedestrian access to the footpath.
22	Graeme Acton Way	Footpath	Between Hall Street and Rocky Sports Club	Install 400m of 2.0m wide footpath on eastern verge to tie in with existing infrastructure including street trees and 2x kerb ramps	Important	Medium	\$236,500	Council	Identified as primary walking route and Collector Pathway, however no path on either side of the road. Some street trees to be infilled to maximum 15m spacing
23	Archer Street	Footpath	Between Campbell St and Kent St	Install 85m of 1.8m wide footpath on the northern verge to tie in with existing infrastructure	Important	Medium	\$48,500	Council	Identified as primary walking route, distributor pathway however no footpath connection and heavy desire line shown by trafficking of grassed verge. Due to constrained verge width it is not expected that a 2.5m wide shared path can be provided. Recommend footpath and on-street cycle lane to continue on from on-road cycle lanes west of George Street (See item 23 for cycle lane)
24	Archer Street	Footpath	Between Campbell St and George St	Install 70m of 1.8m wide footpath on the northern verge to tie in with existing infrastructure	Important	Medium	\$38,000	Council	Identified as primary walking route however no footpath connection and heavy desire line shown by trafficking of grassed verge

ID	Street	Type	Location	Recommendation	Rank	Timing	Cost	Responsibility	Detail
25	Archer Street	Footpath	Between West St and Canning St	Install 345m of 2.5m wide footpath and 9 kerb ramps on the southern verge to tie in with existing infrastructure	Essential	Medium	\$257,000	Council	This Distributor pathway has no existing footpath however is shown as a secondary route. Recommend footpath and shading improvements for connections between university and CBD
26	Archer Street and Denison Street Intersection	Investigation	Rail Crossing	Undertake an investigation (road safety audit) of the intersection for solutions for pedestrian safety, convenience and directness.	Important	Subject to Council planning	\$12,000	Council	Long crossing distances, interaction with vehicles and rail lines. Streetview shows pedestrian with walker navigating the intersection crossing.
27	Archer Street	On-road Cycle Lanes	Between George Street and Alma Street	Reconfigure road cross section to provide on-road cycle lanes	Important	Subject to Council planning	\$20,000	Council	Route is identified as a distributor pathway, however constrained verges may not allow for a 2.5m wide shared path. See items 19 and 20.
28	Fitzroy Street	Investigation	Between Canning Street and Bolsover Street	Undertake a design investigation to provide suitable pedestrian and cycle facilities to meet Council Pathway Hierarchy requirements and TMR Principal Cycle Network goals	Important	Subject to Council and DTMR planning	\$150,000	Council / DTMR	Fitzroy Street is identified as a Principal Pathway, and a Principal Cycle Network wide shared path in accordance with Council guidance.
29	Fitzroy Street	Footpath	Between Canning Street and West St	Install 345m of 1.5m wide footpath and 5 kerb ramps on southern side of Fitzroy St	Important	Medium	\$189,500	Council	Fitzroy Street is identified as a Principal Pathway, and a Principal Cycle Network provision on the southern side and desire lines evident through trafficking of grassed verge.
30	Wandal Road / Exhibition Road	Investigation	Intersection of Wandal Road/Exhibition Road/Campbell Street/Baden Powell St/New Exhibition Road	Undertake a design investigation to provide suitable pedestrian and cycle facilities to meet Council Pathway Hierarchy requirements and TMR Principal Cycle Network goals. Investigation to consider improving safety, shading, meeting desire lines and reducing crossing distances.	Essential	Short (Priority)	\$150,000	DTMR	The current configuration of the roundabout creates unsafe situations for pedestrians, particularly school children from nearby schools. The configuration of the intersection allows for fast vehicle speeds through the roundabout. The surrounding pathways are identified as Distributor Pathways and is subject to long term TMR planning for the Principal Cycle Network
31	North St	Footpath	Between Bolsover St and Victoria Pde	Install 125m of 1.5m wide footpath on the northern verge to connect to improve connectivity and convenience. Add street trees at minimum 15m spacing to improve shading.	Essential	Short (Priority)	\$60,000	Council	Identified as primary walking route and Distributor pathway however no footpath connection between new Victoria Pde facilities and existing signalled crossing / rail crossing
32	North St	Crossing Facility	Rail Crossing at Denison St	Install kerb build out on northern side of North St at rail crossing at existing pedestrian crossing facility.	Essential	Short (Priority)	\$6,000	Council	Large crossing distance can be seen as dangerous for pedestrians and high risk of conflict with a vehicle.
33	North St	Footpath	Between Campbell St and Murray St	Install 220m of 2.0m wide footpath and 4 kerb ramps on the southern verge to complete missing link of route. Add street trees at minimum 15m spacing to improve shading.	Essential	Short (Priority)	\$147,000	Council	Identified as primary walking route and Distributor pathway however no footpath connection to connect existing infrastructure. Narrow verge may restrict provision of 2.5m wide shared path.
34	North St	Footpath	Between West St and Talford St	Install 240m of 2.0m wide footpath and 4 kerb ramps on the southern verge to complete missing link of route. Add street trees at minimum 15m spacing to improve shading.	Essential	Short (Priority)	\$172,000	Council	Identified as primary walking route however no footpath connection and heavy desire line shown by trafficking of grassed verge. Narrow verge may restrict provision of 2.5m wide shared path.
35	North St	Footpath	Between Agnes St and Eton St	Install 340m of 2.0m wide footpath and 6 kerb ramps on the southern verge to complete missing link of route. Add street trees at minimum 15m spacing to improve shading.	Essential	Short (Priority)	\$223,000	Council	Identified as primary walking route and Collector Pathway however no existing footpath connection.
36	Murray Street and Baden Powell Street	Footpath	Between Hardacre Street and Existing path	Install 65m of 1.5m wide footpath and 2 kerb ramps on the eastern verge connecting with existing footpath	Essential	Short (Priority)	\$59,000	Council	Identified as primary walking route however no footpath connection to existing path on Baden Powell St
37	Alma Street	Crossing Facility	North St southern verge	Install splitter island and kerb buildouts on the southern side of North Street crossing Alma Street	Important	Medium	\$8,500	Council	Large crossing distance can be seen as dangerous for pedestrians and high risk of conflict with a vehicle.
38	George Street	Investigation	At Cambridge Street	Investigate options to facilitate crossing of George Street near Cambridge Street (potential for mid-block crossing)	Important	Long Term	\$50,000	DTMR	Identified that there is no crossing point near the Browne Park Stadium. Possible to investigate a mid-block crossing opportunity. Non-priority crossing is not considered suitable.
39	North Street	Street Trees	Between Denison Street and Victoria Parade	Install street trees and seating along existing footpath on the southern side of the North Street	Important	Short (Priority)	\$41,000	Council	Lack of shade trees and places for respite along this primary route that is adjacent to aged care and likely to be used regularly by older people
40	North Street	Street Trees	Between Denison Street and Campbell Street	Install street trees and seating along existing footpath on the northern side of the North Street	Important	Medium	\$32,000	Council	Lack of shade trees and places for respite along this primary route that is adjacent to aged care and likely to be used regularly by older people
41	North Street	Crossing Facility	North St / Graeme Acton Way / Bolsover St Intersection	Provide signalled pedestrian crossings on all four legs of the intersection and improve pedestrian crossing of the rail track.	Non-essential	Subject to Council planning	\$50,000	Council	As highlighted in the stakeholder workshop, the aim to be for convenience and connected could be improved at this intersection. Would tie in with long term provision of footpath on northern verge of North Street. Costs allows for planning/design cost not construction.
42	North Street	Footpath	Between Campbell Street and Denison Street	Install 205m of 2.5m wide footpath and 5 kerb ramps on the southern verge to connect with existing infrastructure. Add street trees at minimum 15m spacing to improve shading.	Non-essential	Subject to Council Planning	\$144,000	Council	Identified as primary walking route and Distributor pathway however no footpath connection to connect existing infrastructure. Note path available on other side of the road but long distances between safe crossing points



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**10.4 ARCHER STREET DRAINAGE SCHEME STAGES 1 AND 2**

**File No:** 12534, 2479  
**Attachments:** Nil  
**Authorising Officer:** Peter Kofod - General Manager Regional Services  
**Author:** Martin Crow - Manager Infrastructure Planning

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**SUMMARY**

*Council Officers have re-evaluated the Archer Street Drainage Scheme Stage 2 works based on recent construction estimates and no longer consider the project viable.*

**OFFICER'S RECOMMENDATION**

THAT:

- a. Council seek the agreement of the Federal Government for a reduction in scope for the Archer Street Drainage Scheme that would see the completion of the Stage 1 works as initially proposed and the discontinuation of the Stage 2 works; and
- b. If agreement for a reduction in scope cannot be reached, then Council move to terminate the agreement.

**COMMENTARY**

Detail Design for Stage 2 of the Archer St Drainage Scheme commenced with the appointment of AECOM Engineering Consultancy in March 2023. As part of the early stages of the detailed design, Council Officers requested updated preliminary construction costs as there was general concern in relation to the dramatic escalation of costs being experienced in the regions. A comparison between our Quarter 4, 2020 construction estimate and Quarter 1, 2023 P50 and P90 construction estimates is as shown below.

Stage 2 Preliminary Design Estimate (October 2020) - \$5,024,596

Stage 2 Updated P50 Preliminary Design Estimate (May 2023) - \$13,534,298

Stage 2 Updated P90 Preliminary Design Estimate (May 2023) - \$14,554,838

As you can see, there has been a significant increase in estimated cost, to the point where the project is no longer be considered viable. With the recent adoption of 2023/24 capital budget and consequent adjustment to the Long-Term Financial Forecast, it is considered highly unlikely that Council could afford the additional co-contribution that would be necessary if the project were to proceed at an estimated cost of \$14.5 million even if the Federal Government were to provide the additional funding for their 50% contribution. The escalation in cost can be attributed the increased materials and construction costs being experienced in our region and a likely underestimation of construction costs associated with the constrained working environment during the preliminary design phase.

The funding agreement entered into with the Federal Government allows for a reduction in scope or termination of the agreement. A number of scope reduction proposals for the Stage 2 works, to match available funding, have been investigated at a conceptual level. Some of the options investigated resulted in reduction to the extent of pipework construction, which resulted in a reduction of hydraulic benefits, by way of reduction in flooding. These options did not support the significant investment in funds. The others reduced the scope of works to reduce pipe size and depth. These achieved a similar hydraulic benefit but did not provide any flood mitigation beyond the Denison Street rail line. In addition, these options were still likely to exceed the current allocated budget.



The option currently being proposed by Council Officers is to reduce the scope of the project such that the Stage 1 works on Canning Street and Quarry Street proceed as proposed and the associated benefits realised and the Stage 2 detail design and construction works are discontinued. The issue in relation to reduction of flooding in Archer Street at the top end of the main drain system would then be returned to the infrastructure planning team for integration into the Floodplain Risk Management Services project and re-prioritised against other potential flood mitigation projects within the catchment.

## **BACKGROUND**

The Archer Street Drainage Scheme Stages 1 & 2 project encompassed verge reconstruction on Quarry and Cambridge Streets adjacent to the hospital to improve capture into an existing stormwater inlet and also on the corner of Canning and Archer Streets to redirect flows away from the rear of houses on Archer Street (Stage 1) and the construction of a new drainage line along Archer Street from above Denison Street through to the Fitzroy River to reduce flooding at a number of locations along Archer Street (Stage 2).

The project costs were estimated in December 2021 to be \$5.98 million with grant funding of \$2.99 million (50%) approved through the Federal Government's Preparing Australian Communities Program. Estimated costs for Stage 1 and stage 2 were \$170,000 and \$5,810,000 respectively. Sufficient funds had been allocated in the capital budget to allow completion of these works at the then estimated cost.

## **BUDGET IMPLICATIONS**

The current capital budget allowed for \$170,000 for the Stage 1 works over the 22/23 and 23/24 financial years and \$5.81 million over the 22/23 to 24/25 financial years for Stage 2. This expenditure was to be offset by \$2.99 million grant funding received over the 22/23 to 24/25 financial years. Based on the current P90 estimate for Stage 2, if Council were to proceed with the Stage 2 works then an additional \$4.4 million would need to be funded by Council if the Federal Government agreed to increase their contribution to 50% or \$11.6 million if they didn't. Neither amount is considered value for money at this point in time.

To date Council has received approximately \$1.19 million as pre-paid grant funding and incurred approximately \$172,000 expenditure. This will likely increase to approximately \$340,000 with the completion of the Stage 1 works. If the reduction in scope proposal is agreed to then Council would be required to return between \$1.03 million and \$1,1 million to the Federal Government depending on how the Federal Government treats the expenditure incurred to date on the Stage 2 works. If complete termination is agreed, the Council would be required to return the full \$1.19 million. In both cases approximately \$5.66 million expenditure is avoided.

## **CONCLUSION**

Stage 2 of the Archer Street Drainage Scheme is no longer considered viable at the current estimated cost. Stage 1 of the works are recommended to continue as they are minor in nature, deliver benefit and are relatively inexpensive. Discussions should be progressed with the Federal Government to alter the scope of the project to allow for the completion of the Stage 1 works and discontinuation of the Stage 2 works.



**10.5 CIVIL OPERATIONS MONTHLY REPORT - JUNE 2023**

**File No:** 7028  
**Attachments:** 1. [June 2023](#)↓  
**Authorising Officer:** Peter Kofod - General Manager Regional Services  
**Author:** John Gwydir - Manager Civil Operations

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**SUMMARY**

*Monthly status report on all activities currently managed by the Civil Operations section.*

**OFFICER'S RECOMMENDATION**

THAT the Civil Operations Monthly Report for June 2023 be received.

**COMMENTARY**

The Civil Operations section submits a monthly project report outlining the status of capital and maintenance managed by the Unit. The report also provides information relating to customer service and corridor management activities.

# **CIVIL OPERATIONS MONTHLY REPORT - JUNE 2023**

**June 2023**

**Meeting Date: 1 August 2023**

**Attachment No: 1**

## CIVIL OPERATIONS

### Monthly Report – June 2023



## ROAD CORRIDOR MANAGEMENT

### UNSEALED ROAD NETWORK

During the month of July 2023, approx. 40kms of roads were graded and a further 20 kms of gravel re-sheet programmed with approximately 100mm of gravel to improve wet weather trafficability.

Road Name	Area	Length of Grading	Length of Re-sheet	Comments
Mt Morgan Streets	Mt Morgan	6.0kms		Completed
Grant Street	Mt Morgan	0.2kms		Completed
Radloff Street	Mt Morgan	0.6kms		Completed
Cooks Road	Hamilton Creek	0.6kms	0.4kms	Completed
Wyvills Road	Mt Morgan	0.58kms	0.4kms	Completed
Upper Ulam Road	Bajool	5.0km		Completed
Coles Avenue	Mt Morgan	0.7kms		Completed
Fire Trails	Mt Morgan			Completed
Archer Road	Struck Oil	4.0km		Completed
Goodwin Road	Gracemere	2.8km		Completed

Road Name	Area	Length of Grading	Length of Re-sheet	Comments
Lion Mountain Road	Alton Downs	11.2km		Completed
Pipeline Road	Alton Downs	1.2km		Completed
Comanche Road	Glenroy Marlborough	16km		In Progress
River Road	Port Curtis	11.8km		In Progress
Leydens Hill Road	Struck Oil	1.8km		In Progress
Donovan Road	Rosewood	5.24km		In Progress
Rookwood Road	Gogango	15.0kms	6.0km	In Progress
Rosewood Road	Wycarbah	54kms	6.0km	In Progress
South Yaamba Road	Alton Downs	20km	2.0km	In Progress
Sandy Creek Extension	Bushley	1.2km	1km	In Progress
Wedel Road	Alton Downs	2.2km		In Progress
Hanrahan Road	Rosewood	12.5km	5km	In Progress
Mt Morgan Streets	Mt Morgan	6.0kms		Completed

<b>Roads Programmed During August 2023</b>
<ul style="list-style-type: none"><li>• Comanche Road</li><li>• Glenroy Marlborough</li><li>• Rosewood Road</li><li>• South Yaamba Road</li><li>• Goodwin Road</li><li>• Halfpenny Road</li><li>• Ashford Road</li><li>• Cavell Road</li><li>• Hanrahan Road</li></ul>

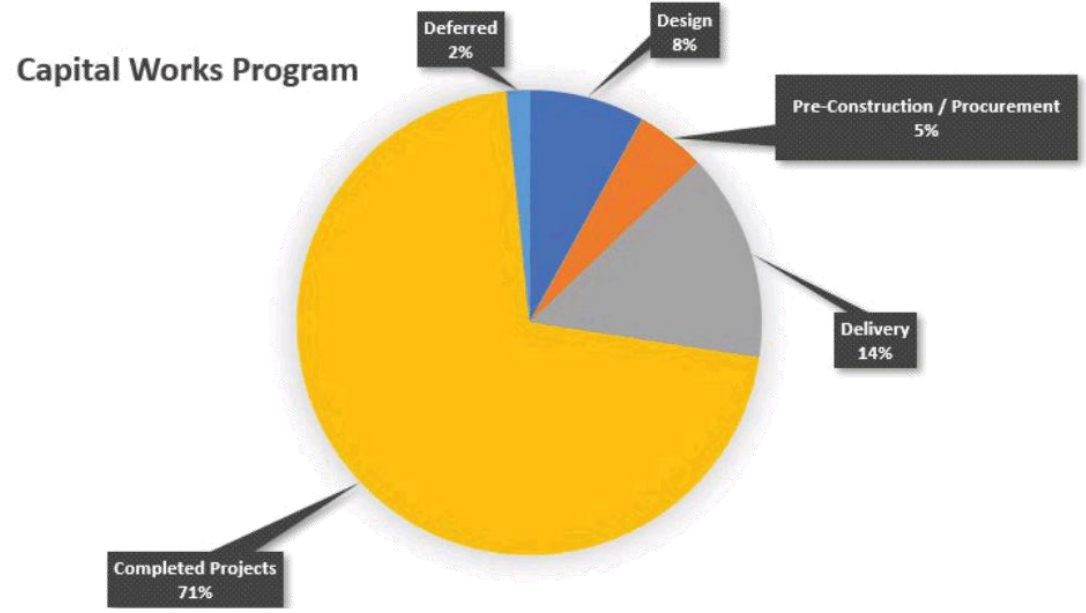


*Photos taken at Rosewood Road, Wycarbah*

### CIVIL OPERATIONS – CAPITAL WORKS PROGRAM

#### CAPITAL WORKS PROGRAM 2022-2023

#### Summary (by project status)



#### Design

	Comment
Floodway - Well Station Creek Road, Wycarbah	

Reconstruction - Wade Street, Parkhurst (Alexandra Street to McLaughlin Street) (HVSPF Funding)

**Design**

	Comment
Stormwater - Archer Street, Rockhampton – Drainage Scheme - Stage 1 (PACP Funding)	
Stormwater - Archer Street, Rockhampton – Drainage Scheme - Stage 2 (PACP Funding)	
Bus Stop and Bus Shelter program 2023/2024	

**Pre-Construction / Procurement**

	Estimated Start Date	Comment
Reconstruction - Caribea Estate - Drainage - Stage 3 (Inlets)	July 2023	In progress
Stormwater - North Rockhampton Flood Barrier	June 2023	In progress
Kerb and Channel - Eton Street, Rockhampton (Denham Street Extended to southern end)	July 2023	

**Delivery**

	Actual Start Date	Estimated Completion Date	Comment
Bridge Rehabilitation Program – Scrubby Creek Bridge – Old Capricorn Highway, Fairy Bower	August 2023	November 2023	In progress
Footpath – Lower Dawson Road, Allentown (No. 311 Lower Dawson Road to Jellicoe Street)	November 2022	July 2023	In progress
New Construction - River Rose Drive, Norman Gardens (LRCI Funding)	December 2022	August 2023	In progress
Reconstruction - Campbell Street, Rockhampton (Cambridge Street to Albert Street) (LRCI Funding)	January 2023	August 2023	In progress



**Delivery**

	Actual Start Date	Estimated Completion Date	Comment
Reconstruction - Glenroy Road, Morinish (Ridgeland Road to Glenroy-Marlborough Road)	June 2023	July 2024	In progress
Reconstruction – Hanrahan Crossing - Floodway	May 2023	September 2023	In progress
Reconstruction - Stanley Street / East Street, Rockhampton - Intersection Upgrade (Blackspot Funding)	March 2023	August 2023	In progress
School Transport Infrastructure Program (STIP) – North Rockhampton State High School	June 2023	August 2023	In progress
Stormwater - Limestone Creek Diversion - Open Channel	October 2022	August 2023	In progress

**Completed Projects**

- Annual Reseal Program
- Bus Shelter Program 2022/2023 (BSSP Funding)
- Bus Stop Program 2022/2023 (PTAIP Funding)
- Floodway - Candlelight Road, Kalpa
- Floodway - Rosewood Road, Morinish
- Floodway - Ulam Connection Road, Bajool
- Footpath Reconstruction Program
- Footpath - Hinchliff Street, Kawana (Munro Street to Farm Street)
- Footpath - Jessie Street, Rockhampton (Ward Street Intersection)
- Footpath - Lower Dawson Road, Allentown (Palmer Street to Ferguson Street)
- Footpath – Lower Dawson Road, Allentown (Port Curtis Road to No. 283 Lower Dawson Road)

**Completed Projects**

- Footpath - Yaamba Road, Norman Gardens (Yaamba Road Overpass to Moores Creek Road)
- Guardrail Renewal Program
- Kerb and Channel - Bernard Street, Berserker (Queen Elizabeth Drive to Linette Street)
- Kerb and Channel - Gordon Street, Mt Morgan (Central Street to East Street)
- Kerb and Channel - Meter Street, Rockhampton - Kerb and Carparking
- New Construction – Edward Street, Mt Morgan - WTP Turnaround
- New Construction – Various Carparks
- Reconstruction – Darcy Street, Mt Morgan (Highway to Black Street)
- Reconstruction - Farm Street / Alexandra Street, Kawana (Maloney Street, Hinchliffe Street, Hollingsworth Street) – Intersection Upgrade (TIDS Funding)
- Reconstruction - Glenmore Road, Park Avenue (Haynes St to Kluver Street)
- Reconstruction - Main Street, Park Avenue (Twigg Street to Yaamba Road)
- Reconstruction - North Street, Rockhampton (East Street Extended to end)
- Reconstruction - Robinson Street, Frenchville (Digger Lane to Dean Street)
- Reconstruction - Malchi-Nine Mile Road, Nine Mile
- Reconstruction - South Ulam Road, Bajool - Stage 2 - Ch 14.55 - 15.5 kms
- Reconstruction - Stanwell-Waroula Road, Stanwell
- Reconstruction - Thirsty Creek Road, Gogango - Ch 13.0 to 13.2 - 10 kms
- Reconstruction - Upper Dawson Road, Allenstown (Caroline Street Intersection) (Blackspot Funding)
- Reconstruction - Upper Dawson Road, Allenstown (Margaret Street to Caroline Street)
- Reconstruction - Victoria Parade, Rockhampton (North Street to Quest Apartments)
- Reseal - Archer Road, Mt Morgan (Struck Oil Road to Limestone Road)

**Completed Projects**

Reseal - Bobs Creek Road, Bajool - Ch 2.36 - 3.44 kms

Reseal - Mogilno Road, Midgee - Ch 0.0 to 5.5 - 1km

Road Safety Minor Works Program

Stormwater - Dale Park - Sediment Basin (Landfill)

Stormwater - Lakes Creek Road, Berserker (Musgrave Street to Ellis Street)

Stormwater - Mt Morgan - Fencing Drains

Stormwater - Replace Stormwater Inlets

Stormwater - Quay Lane, Rockhampton (North Street to Albert Street)

Stormwater - Quay Street / Wood Street, Depot Hill - 1500mm Fibre Pipe Replacement

Streetlighting Improvement Program

Streetscaping – William Street, Rockhampton

Unsealed Road Gravel Program

**Deferred Projects**

Reconstruction - Canning Street, Rockhampton (Cambridge Street to North Street) – pursuing options for external funding

**MAJOR PROJECT/S UPDATE**

**Farm Street / Alexandra Street Intersection Upgrade**

**Scope** The works to be undertaken to upgrade the intersection of Alexandra Street and Farm Street, Kawana include the installation of underground stormwater drainage, new kerb and channel and subsoil drainage, construction of new footpaths and reconstruction of existing pavements, provision of new travel lanes and an upgrade of the streetlighting. This project is joint funded through the State Government TIDS program.

<b>Original Budget</b>	\$3.9M	<b>Revised Budget</b>	\$5.7M	<b>Last Month</b>		<b>This Month</b>	
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**On the Horizon – Key Milestones & Deliverables**

<p><b>July</b></p> <ul style="list-style-type: none"> <li>• Completion of minor works on footpath.</li> <li>• Completion of new flood protection to Prescare</li> </ul>	<p><b>August</b></p> <ul style="list-style-type: none"> <li>• Completion of all works except for a small section which is waiting on Telstra and NBN to complete their works</li> </ul>	<p><b>September</b></p> <ul style="list-style-type: none"> <li>• Telstra and NBN relocation works in progress</li> </ul>
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**Comments** The original budget of \$3.9M was a combination of several different line items in the 2022-2023 budget. The increase of costs has largely been as a result of an increase in scope (additional pavement replacement) and cost increases of service relocations (Telstra, Ergon, sewer etc). There have also been additional protection works carried out on the Prescare corner.



**Limestone Creek Diversion**

**Scope** The works to be undertaken will include the construction of one box culvert under Norman Road and another under McMillan Avenue as well as the excavation of a large open drain which will allow stormwater to flow through into Limestone Creek. This work will help to alleviate problems with flooding downstream as well as making it significantly easier for future development to the east and north. This project has been fully externally funded.

<b>Original Budget</b>	\$2.9M	<b>Revised Budget</b>	\$3.9M	<b>Last Month</b>		<b>This Month</b>	
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**On the Horizon – Key Milestones & Deliverables**

<p><b>July</b></p> <ul style="list-style-type: none"> <li>• Rock protection works to Norman Rd Culvert</li> <li>• Re-open Norman Rd</li> <li>• Concrete works to upstream of culvert</li> </ul>	<p><b>August</b></p> <ul style="list-style-type: none"> <li>• Reinstate fencing</li> <li>• Completion of works</li> </ul>
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**Comments** Works have generally progressed well on site with the variations to costs largely attributed to unforeseen issues such as rock excavation and removal and disposal of historically illegally dumped asbestos materials.



River Rose Drive						
<b>Scope</b>	The works to be undertaken to link the two existing sections of River Rose Drive, Norman Gardens include the construction of a new road (including all underground services) and a roundabout with a connection point for a future extension to Stringybark Avenue, Norman Gardens.					
<b>Original Budget</b>	\$2.25M	<b>Revised Budget</b>	\$2.5M	<b>Last Month</b>		<b>This Month</b>
On the Horizon – Key Milestones & Deliverables						
<b>July</b>	<b>August</b>		<b>September</b>			
<ul style="list-style-type: none"> <li>• Pre-start meeting with Ergon Energy regarding conduits</li> <li>• Excavate electrical trenches</li> </ul>	<ul style="list-style-type: none"> <li>• Start electrical conduits</li> <li>• Finish second layer of gravel</li> <li>• Start footpath on River Rose Drive</li> </ul>		<ul style="list-style-type: none"> <li>• Finish electrical conduits</li> <li>• Concrete centre median</li> <li>• Complete kerb and Channel Drive</li> </ul>			
<b>Comments</b>	The pre-start meeting with Ergon Energy has been completed and works are scheduled to recommence 24/07/23.					





**Campbell Street – Albert Street to Cambridge**

<b>Scope</b>	The works to be undertaken will include replacement of the kerb and channel on both sides of the road. Pavement replacement and improvements followed by an asphalt seal and garden beds. The project is 100% funded under the Local Roads and Community Infrastructure Program.					
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<b>Original Budget</b>	\$1.0M	<b>Revised Budget</b>	\$1.0M	<b>Last Month</b>		<b>This Month</b>	
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**On the Horizon – Key Milestones & Deliverables**

<p><u>July</u></p> <ul style="list-style-type: none"> <li>• Complete all kerb and channel</li> <li>• Commence pavement replacement in parking areas</li> </ul>	<p><u>August</u></p> <ul style="list-style-type: none"> <li>• Complete all pavement replacement and improvements</li> <li>• Install irrigation for garden beds.</li> <li>• Asphalt overlay</li> </ul>	<p><u>September</u></p> <ul style="list-style-type: none"> <li>• Install garden beds</li> </ul>
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<b>Comments</b>	As part of these works TMR have engaged Council to reconstruct their section of Campbell Street from Albert Street intersection. These additional works will be completed under a private works contract.
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**East Street / Stanley Street Roundabout**

**Scope** The works to be undertaken will include the installation of a single lane roundabout at the intersection of East Street and Stanley Street, Rockhampton, new asphalt surface on all approaches, installation of pedestrian refuges and an upgrade of the streetlighting. This project is funded through the Federal Government Blackspot program.

<b>Original Budget</b>	\$1.1M	<b>Revised Budget</b>	\$1.4M	<b>Last Month</b>		<b>This Month</b>	
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**On the Horizon – Key Milestones & Deliverables**

<p><b>July</b></p> <ul style="list-style-type: none"> <li>• Form roundabout and medians</li> <li>• Asphalt surfacing</li> <li>• Linemarking</li> </ul>	<p><b>August</b></p> <ul style="list-style-type: none"> <li>• Landscaping</li> <li>• Project Delivered</li> </ul>
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**Comments** Construction in close proximity to existing underground services and minor modifications to existing stormwater infrastructure have created some minor delays in the construction schedule.



**10.6 PROJECT DELIVERY CAPITAL PROJECT REPORT - JULY 2023**

**File No:** 7028  
**Attachments:** 1. [Dashboard Report July 2023](#)  
**Authorising Officer:** Peter Kofod - General Manager Regional Services  
**Author:** Andrew Collins - Manager Project Delivery

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**SUMMARY**

*Monthly Status Report on all projects currently managed by the Project Delivery Unit .*

**OFFICER'S RECOMMENDATION**

THAT the Project Delivery Monthly Report for July 2023 be received

**COMMENTARY**

The Project Delivery section submits a monthly project report outlining the status of capital projects managed by the Unit.

The following projects are reported on for the month of July 2023.

- Botanic Gardens & Zoo Redevelopment
- Botanic Gardens & Zoo Redevelopment (Enclosure Renewal)
- Athelstane Reservoir Roof Replacement
- Glenmore Water Treatment Plant Upgrade
- Glenmore Water Treatment Plant Solar Farm
- Gracemere & South Rockhampton STP Strategy
- Mount Morgan Pool
- North Rockhampton Sewage Treatment Plant Upgrade
- Mount Morgan Water Treatment Plant
- Mount Morgan Water Supply Pipeline Project

# **PROJECT DELIVERY CAPITAL PROJECT REPORT - JULY 2023**

## **Dashboard Report July 2023**

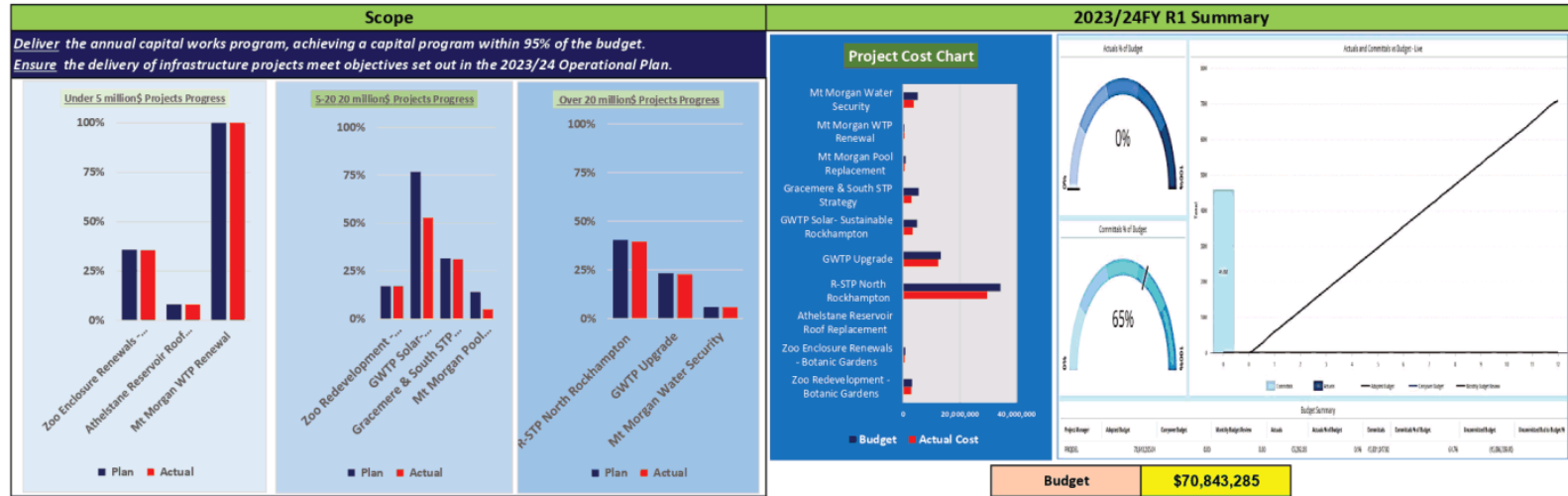
**Meeting Date: 1 August 2023**

**Attachment No: 1**

## Regional Services – Project Delivery

Monthly Dashboard Update

Reporting Period: July 2023



**Regional Services – Project Delivery**

Monthly Dashboard Update

Reporting Period: July 2023



ID	Project Name	% complete	Current Status	Traffic Light			Monthly Update
				Scope	Budget	Schedule	
1	Botanic Gardens & Zoo Redevelopment	17%	Detail Design	G	G	G	Project 1 - Visitor Hub Construction: Project and design documentation staging has been completed. (Stage 1: Visitor Hub, Stage 2: Animal Operations Centre).
			Construction	R	G	R	Project 2 - A revised tender package for stage 1 was released to market and closed on the 10th May 2023. The Project tender received significantly high tender prices from market. A report was presented to council on 27th of June. The resolution for this meeting was to present alternate options for a new amenities for Botanics/Zoo. This report will be presented for alternate options on the 25th July.
			Design & Construction	A	G	G	Project 3- Includes the design and construction of a renewed playground facility, This was completed on the 30th March 2023.
2	Botanic Gardens & Zoo Redevelopment Zoo Enclosure Renewal Program	36%	Design & Construction	G	G		Project 1 - Gibbon Enclosure Renewal was completed in September 2022.
			Design & Construction	A	G	A	Project 2 - Design and Construct of New Eagle enclosure was scheduled to be completed May 2023, Due to supply delays of the structural steel and roofing, the project now is forecasted to be completed 25th of July.
			Detail Design	G	G	G	Project 3 - Concept design for Dome Aviary enclosure is finalised, a briefing session on project was presented to council on 18 July. A further report will be presented to council on the 25th July regarding application for funding.
			Preliminary Evaluation	A	G	A	Project 4 - New Enclosure Preliminary Evaluation has been completed and a budget has been submitted for consideration for 23/24 Capital budget.
3	Athelstane Reservoir Roof Replacement	8%	Design & Construction	G	G	G	Order placed on Contractor, Due to unavailability of materials in Australia till late 2023, Project has ben rescheduled to start April 2024 and completed by 30 June 2024.
4	North Rockhampton Sewage Treatment Plant Upgrade	40%	Construction	G	G	G	Oxidaton ditch and new Clarifier 3 now under hydrostatic testing.
							Various platform structures installed.
							Piles installed for new blower room to existing plant (Part B works)
							Cabling being installed to cable trays on perimeter walls.
							RAS line from Clarifier to RAS/WAS Pumpstation installed
							Clarifier 3 pipe to out let chamber installation underway



**Regional Services – Project Delivery**

Monthly Dashboard Update

Reporting Period: July 2023



ID	Project Name	% complete	Current Status	Traffic Light			Monthly Update
				Scope	Budget	Schedule	
5	Glenmore Water Treatment Plant Upgrade	23%	Design & Construction	G	G	A	New main switch room construction complete [in old dosing area] Switchboard installed - connection underway
							Filter No.7 – Demolition of existing underdrain completed. Floor slab poured.
							Filter No.4 – Underdrain demolition completed. Epoxy application commenced
							Electrical cabling work progressing
							Belmont Road Water Pump Station -submain installation complete
							Stage 2 Tender Submission for upgrade for the Design and Construction of Lamella Plates in Sedimentation Tanks, Sludge Removal System and UV System closed 8 February 2023. One submission received
6	GWTP Solar Farm	53%	Design & Construction	G	G	G	Have been notified of delay in procurement of HV Kiosk. Possibly to 27 February 2024
							GEM Liaison with Ergon energy for connection to grid
							Civil works for Inverter pad have commenced
							Installation of Tracking system equipment completed
7	Gracemere & South Rockhampton STP Strategy	31%	Design & Construction	G	G	G	Current work relates to developing and implementation of stages to be able to realise the strategic plan. A consultant has been engaged to develop the design strategy for both Gracemere and South Rocky STP's. Design work on the existing SRSTP plant to take increase load from Gracemere is currently underway.
							Installation of Penstocks in bioreactors at SRSTP has been completed.
							Installation of recycled water PS at SRSTP underway. Pump station structure installation and cut in now completed. Electrical works to be finalised.
							Defective diffusers at SRSTP now replaced.
							Upgrade of Sludge Lagoons both at SR & G STPS (Gracemere works complete / NRSTP underway 60% scope increased / SRSTP underway 80%). Geobags at NRSTP are being processed (emptied)
Variation order issued to Haslin for new aerator install at GSTP. Surface blowers relocated and new diffusers and blower installed. Power connection and control programmed in the next two months.							

**Regional Services – Project Delivery**

Monthly Dashboard Update

Reporting Period: July 2023



ID	Project Name	% complete	Current Status	Traffic Light			Monthly Update
				Scope	Budget	Schedule	
8	Mount Morgan Pool	5%	Design & Construction	G	G	G	<p>Contractor established to site and demolition commenced.</p> <p>Services (Water and Power) Disconnected</p> <p>Site vegetation removal completed</p> <p>Condition assessment and identification of replacement elements completed for existing grandstand (to be retained)</p> <p>Demolition of kiosk, plantroom and paving completed</p>
9	Mt Morgan Water Treatment Plant	100%	Construction	G	G	A	<p>All defects completed except the damaged cable channel that still needs to be repaired and damaged lamella tubes to be replaced.</p> <p>Practical Completion achieved on 21/07/23.</p> <p>Precommissioning activities by FRW in progress. Process commissioning planned to commence in August 2023.</p> <p>Extra lamella tubes to be delivered on site by 31st July 2023</p> <p>FRW to commence commissioning</p> <p>0</p>
10	Mount Morgan Water Pipeline Project	6%	Design & Construction	G	R	A	<p>Tender package 15274 Design and Construction of Three Water Pump Stations for the Mount Morgan Water Supply Project was released to market on the 21 October 2022, site inspection completed. Tender closed on 25 January 2023. Evaluation now in progress.</p> <p>Design development for the pipeline completed by AECOM in February 2023.</p> <p>First order for the Supply &amp; Delivery of Pipes, Fittings &amp; Valves for Mt Morgan Supply Trunk Mains delivered to the project laydown area at Lucas Street by 5 April 19, 2023.</p> <p>Second is with the Supplier in Brisbane. To be delivered to site when the Contractor has been appointed.</p> <p>Initial Cultural Heritage Assessment (ICHA) was undertaken from 27th March 2023 to 31st March 2023.</p> <p>Statutory Approvals obtained so far:</p> <ol style="list-style-type: none"> <li>1. TMR PUP received on 28/03/23</li> <li>2. Powerlink initial Co-use agreement approval received on 06/06/23. To apply for final approval before commencement of works.</li> <li>3. RRC confirmed that a Developmental Permit for Operational Works is not required on 24/04/23.</li> <li>4. DOR accepted 3 out 3 ADVCC notifications. (For Razorback Rd on 19/06/23; Moonmera Pump Station on 21/06/23 and Moonmera Rd on 26/06/23).</li> <li>5. DRDMW confirmed that the proposed project complies with the Riverine Protection Permit Exemption requirements on 21/06/23.</li> <li>6. Received Safety Advice from Ergon. Further engagements are in progress.</li> <li>7. Dept of Environment and Science confirmed that the works do not require ERA approval.</li> </ol> <p>Outstanding Statutory Approvals:</p> <ol style="list-style-type: none"> <li>1. Nil</li> </ol>

**11 NOTICES OF MOTION**

Nil

**12 QUESTIONS ON NOTICE**

Nil

**13 URGENT BUSINESS/QUESTIONS**

*Urgent Business is a provision in the Agenda for members to raise questions or matters of a genuinely urgent or emergent nature, that are not a change to Council Policy and can not be delayed until the next scheduled Council or Committee Meeting.*

**14 CLOSED SESSION**

In accordance with the provisions of section 254J(3) of the *Local Government Regulation 2012*, a local government may resolve to close a meeting to the public to discuss confidential items, such that its Councillors or members consider it necessary to close the meeting.

**RECOMMENDATION**

THAT the meeting be closed to the public to discuss the following items, which are considered confidential in accordance with section 254J(3) of the *Local Government Regulation 2012*, for the reasons indicated.

**15.1 Tender 14963 - Recyclables Processing Services**

In accordance with section 254J(3)(g) of the *Local Government Regulation 2012* it is considered necessary to close the meeting to discuss 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.

## 15 CONFIDENTIAL REPORTS

### 15.1 TENDER 14963 - RECYCLABLES PROCESSING SERVICES

**File No:** 1857  
**Attachments:** Nil  
**Authorising Officer:** Peter Kofod - General Manager Regional Services  
**Author:** Michael O'Keeffe - Manager Rockhampton Regional Waste and Recycling

In accordance with section 254J(3)(g) of the *Local Government Regulation 2012* it is considered necessary to close the meeting to discuss 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.

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#### SUMMARY

*The purpose of this report is to seek Council's endorsement to award Tender 14963 - Recyclable Process Services which was released by Council as Tender Coordinator on behalf of Livingstone Shire Council, Gladstone Regional Council, Central Highlands Regional Council and Banana Shire Council (together, the 'Participating Councils').*

**16 CLOSURE OF MEETING**