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OVERVIEW

This report is for Transport and Drainage activities during the period of 1 May 2020 to 31 May 2020. Significant items in this period include:

- There were no LTIs during the month of May 2020, however, there were seven (7) safety incidents being vehicle incidents, muscular stress and falls on the same level.

- Special Drainage Maintenance Works, involving re-profiling and cleaning out of the Chenoweth Drive Open Drain at Backs Beach utilising contract resources, is a work in progress with works scheduled to be completed in June 2020. Revegetation management works in Dennis Street, Creal Street and Rae Street drains are planned to commence in June 2020 utilising contract resources.

- Re-sealing of the City Centre footpath pavers is underway with a thorough deep steam clean being undertaken prior to the sealing works. These works are progressing well and will be completed by mid-June 2020.

- The end of wet season inspection of the entire Unsealed Road Network, using our Road Asset Condition Assessment System (RACAS) device, has been completed. This condition data informs our decision making for development of our forward Unsealed Roads Maintenance Programs.

- Asset Management is working with Capital Works and asset owners to standardise and modernise asset data capture processes for new assets.

- COVID-19 practices are gradually being wound back as the restrictions continue to be eased in Queensland.

- The Transport & Drainage overall budget remains in line with YTD budget figures.

- The appointment of a temporary Signage Crew has allowed for the backlog of signage defect works to start to be addressed. The additional team allowed for twice the normal number of defects to be addressed in May 2020. The crew will continue in June 2020 and then be re-assessed from thereon.

Director Engineering & Commercial Infrastructure
SAFETY

1.1. Incidents and Injuries

The incident statistic details a summary of the Transport and Drainage safety incident performance. Transport and Drainage aspires to achieve zero harm with a stretch target of zero injuries.

May 2020 Summary:

<table>
<thead>
<tr>
<th>No. of Incidents</th>
<th>Mechanism of Injury</th>
<th>Injury Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Vehicle Incidents</td>
<td>Asset Damage</td>
</tr>
<tr>
<td>1</td>
<td>Vehicle Incident</td>
<td>Member of the Public Injury</td>
</tr>
<tr>
<td>1</td>
<td>Muscular Stress</td>
<td>Non-Treatment Injury</td>
</tr>
<tr>
<td>1</td>
<td>Falls from a Height</td>
<td>Near Miss</td>
</tr>
</tbody>
</table>
1.2. **Lost Time Injuries & Days Lost**

Transport and Drainage aspires to achieve zero Lost Time Injuries by improving safety performance by developing a proactive safety culture and implementing best practice safety management across all business areas.

**May 2020 Summary:**

Seven (7) incidents were reported during May 2020. There has been one (1) Lost Time Injury for the 2019/2020 year to date.

<table>
<thead>
<tr>
<th>Department</th>
<th>2015-16</th>
<th>2016-17</th>
<th>2017-18</th>
<th>2018-19</th>
<th>2019-20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LTI</td>
<td>Days</td>
<td>LTI</td>
<td>Days</td>
<td>LTI</td>
</tr>
<tr>
<td>Civil Operations</td>
<td>3</td>
<td>130</td>
<td>3</td>
<td>21</td>
<td>1</td>
</tr>
<tr>
<td>Transport &amp; Infrastructure Projects (Field Services/Civil Projects)</td>
<td>1</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transport &amp; Drainage Infrastructure Planning</td>
<td>1</td>
<td>17</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asset Management</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tranport &amp; Drainage</td>
<td>5</td>
<td>158</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
</tbody>
</table>

Financial Performance Report

Period Covered: 1 July 2019 to 31 May 2020

<table>
<thead>
<tr>
<th>Revised Budget</th>
<th>YTD Budget</th>
<th>Actual</th>
<th>YTD Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.01 - Engineering Management</td>
<td>(747,756)</td>
<td>(786,659)</td>
<td>(792,703)</td>
</tr>
<tr>
<td>5.02 - Civil Operations</td>
<td>18,969,441</td>
<td>17,538,735</td>
<td>16,977,280</td>
</tr>
<tr>
<td>5.03 - Transport and Drainage Infrastructure Planning</td>
<td>4,495,506</td>
<td>3,828,667</td>
<td>3,777,191</td>
</tr>
<tr>
<td>5.04 - Asset Management</td>
<td>1,643,389</td>
<td>1,412,266</td>
<td>1,305,195</td>
</tr>
</tbody>
</table>

Operating (surplus) / deficit 24,360,580 21,993,009 21,266,964 (726,045)
3.1 Road and Drainage Maintenance Activities

The following chart details maintenance activities completed during the period as recorded in our Assetic Maintenance Management System (MMS), together with the monthly average.

1,014 Maintenance Works Orders were completed during May 2020. It is planned that the additional temporary Signage Crew will continue until the end of June 2020 to address the high volume of signage defects. At this time, the resources will return to the line marking crew.

3.2 Unsealed Road Maintenance Activities

Our six grader crews, together with a Contract Crew, are continuing to deliver unsealed road formation and graveling activities in line with the Works Program. The Contract Crew Works Program ends mid-June 2020.
The end of wet season inspection of the entire Unsealed Road Network, using our Road Asset Condition Assessment System (RACAS) device, has been completed. This condition data which is downloaded into our Shepherds Unsealed Road Maintenance Management System informs our decision making for development of our forward Unsealed Road Maintenance Programs.

### 3.3 Open Drainage Maintenance

Special Drainage Maintenance works, involving re-profiling and clearing, of the Chenoweth Drive Open Drain at Backs Beach utilising contract resources, is a work in progress with works scheduled to be completed in June 2020.

Revegetation management works in Dennis Street, Creal Street and Rae Street drains are planned to commence in June 2020 utilising contract resources.

### 3.4 Mackay City Centre Footpaths

Both cleaning and re-sealing of the pavers are progressing well with both sides of Wood Street between River and Victoria Streets being completed to-date. Both sides of Wood Street between Victoria and Gordon Streets, are a work in progress. Victoria Street between Sydney and Gregory Streets will be undertaken when Wood Street has been completed. The cleaning process involves a through deep steam clean of the pavers in preparation for resealing.

### 3.4 Bridge Maintenance

The demolition of the airport access bridge across the Bridge Road Drain at the end of Elamang Street in South Mackay, has been delayed by the establishment of contract arrangements, however, works are planned to commence in June 2020 and be completed in July 2020.

Level 2 Inspections are scheduled to be undertaken in June 2020 using Bridge Consultants, Pitt & Sherry. The outcomes of the inspections will inform the forward Bridge Maintenance and Rehabilitation Programs.

### 3.5 Cyclone Debbie and NQ & FNQ Monsoon Trough Works

#### Cyclone Debbie - Beach Restoration (Category D & Resilience)

All restoration works have been completed. The defects period for the St Helens Beach Groyne Project has ended. The contractor undertook a metal detector sweep of the adjacent beach and found several pieces of the old wire groynes.

The State Government Funded Beach Restoration Projects are still awaiting acquittal by the Queensland Reconstruction Authority (QRA).

#### NQ & FNQ Monsoon Trough – Road Restoration Works

The sealing of the approaches to the Boundary Creek Causeway on Doughertys Road have been completed. The fishway works, including the complete removal of the old causeway will be completed in June 2020.

The Dalrymple Road Landslips roadworks are progressing although wet weather has delayed completion until late June 2020. The micropiling contractor will commence once the roadworks have been completed and will be completed in September 2020.
Gravelling works are progressing and will be completed in late 2020.

The Minor Works Projects at Staffords Road (causeway repairs) and Porters Road (downstream rock protection) have been completed. Other projects are being scheduled for completion over the next three months. The largest project, Armstrong Beach Road Pavement Repairs ($200,000), is being documented so that quotes can be called.

![Staffords Road – O’Connell River Causeway](image1)

The Gravel Road Submission has been approved by the Queensland Reconstruction Authority (QRA). Gravelling works are approximately 85% complete. The final submission comprising minor works on seven roads was approved by QRA in early April 2020. Two of these projects have been completed with the other projects being scheduled for completion over the next three months.

![Dalrymple Road Landslip Roadworks](image2)
CLIENT SURVEYS

4.1 Requests for Maintenance Work

Customer Survey results have been finalised for this period.

ASSET MANAGEMENT

5.1 Program Update

- The Mobile Maintenance Management System has continued to be used by Parks, Environment & Sustainability staff for playground equipment. Assets relating to other areas of Parks, Environment & Sustainability are currently being scoped and a timeline for delivery is being developed.

- An internal Project Manager has been recruited and commenced with the Asset Management Team. This has enabled additional projects to be scoped and prepared for commencement.

- The MECC has used the reduced nominal workload to review their Asset Management practices. A project is being investigated and initiation documents are being developed.

- Asset Management is working with Capital Works and asset owners to standardise and modernise asset data capture processes for new assets.