Engineering and Commercial Infrastructure - Transport & Drainage

1 December 2016 to 31 January 2017
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OVERVIEW

This report is for Transport and Drainage activities for the months of December 2016 to January 2017. Significant items in this period include:

- There continues to be a strong focus on safety with no LTI’s being recorded for the year to date.

- The Transport & Drainage Advisory Board Meeting was held on 5 December 2016 with a number of Business Cases presented. Draft Business Cases are being prepared for the next Advisory Board meeting on 16 March 2017.

- Heavy rainfall in early January caused considerable damage to road and drainage infrastructure throughout the region with the heaviest falls being received in the southern parts of the region. It was necessary to mobilise personnel who were on leave to supplement the skeleton crew working through the close-down period to provide the required level of response to the flooding and infrastructure damage. These personnel are commended for their commitment to the region. Damage to the roads and drainage infrastructure is estimated to be in the order of $0.45M. Discussions were held with QRA on the activation of NDRRA assistance; however, the level of damage was below the trigger for activation. Our maintenance teams worked closely with Roadtek to respond and coordinate resources to repair damage to the TMR network.

- Open drains special maintenance and improvement works scheduled for prior to the wet season were completed including the Chain Street drain bank stabilisation works and Somerset Drain (off Glenpark Street near Bedford Road intersection) re-profiling and concrete lining works.

- Gravel replenishment works on the unsealed road network is continuing in conjunction with the unsealed road formation grading activities, however, the recent wet weather has disrupted progress. A review of the gravel replenishment needs and updating of the 10 Year Gravel Replenishment Works Program, utilising the recent Gravel Depth and Coverage Survey Results, has been completed. The outcomes of the review will be utilised in the 2017/2018 budget considerations.

- The Level 3 Inspection/Engineering Assessments recently undertaken on timber bridges have concluded that the load carrying capacity on some of the aged structures is less than that imposed by legal truck loading. Further analysis and development of a plan to manage these deficient bridges is being developed.

- Some changes have been made to the shoulder sealing program for 16/17 as per below. Two projects have been deferred and as a result two other projects were brought forward from the proposed 17/18 program of works.
  - Broad Street shoulder sealing - deferred to 2018/19 to match TMR works timing for Sarina Coast Road/ Bruce Hwy intersection construction
  - Edmund St shoulder sealing - deferred from 16/17 due to further review on NQBP intentions
  - Holmes Av Shoulder sealing - included in 2016/7
  - Breen Street shoulder sealing - included in 2016/7

- The draft Infrastructure Agreement for the Cod Hole Beach outlet with Pointglen Development Pty Ltd has not yet been finalised and therefore is not ready to bring back to the Infrastructure & Services (I&S) Committee for endorsement. The draft agreement was supposed to be available for the I&S committee meeting on the 12th October 2016. As there is a risk around the required timing to finalise negotiations with the property owner and council it is requested that the timing to present the draft report back to the committee for endorsement be extend to the Infrastructure and Services Standing Committee on the 14th June 2017. If the final report is available before that date then this will be presented to an earlier committee meeting.

Director Engineering and Commercial Infrastructure
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.

Nine (9) incidents were reported during December 2016 and January 2017 with 6 being Near Misses (vehicle and heat related) and the remaining 3 resulting in the following injuries:

- Contractor slipped on step and bumped head on door frame
- Contracted employee taken to hospital due to heat stroke
- Officer experienced pain in right calf while laying out hose

Data as at 31 January 2017

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.

No Lost Time Injuries were sustained in December 2016 and January 2017.

Data as at 31 January 2017
2.1. Capital Expenditure

December and January works were impacted by wet weather and holiday leave. The majority of the construction crews had 4 weeks leave over the Christmas period and so expenditure was reduced in that area. The expenditure was assisted with the completion of the $2.2M acquisition of land for the Ferris Gully Drain.
2.2 Operational Financial Report - 1 July 2016 - 31 January 2017

The Transport and Drainage Operational budget remains on track against the budget. The current Goods and Services is below YTD budget however that is because not all operational funds have been accrued against the second quarter period.

The Transport & Drainage capital expenditure in progressing in line with expected YTD targets. The establishment of a civil contractors panel in February 2017 is expected to assist in the remaining delivery of the capital program.
3.1 Financial Effectiveness – Maintenance

Financial Performance

*Note – YTD expenditure does not include end of month payment processing for the committed external goods and services of $1.4M. The increased level of committed costs is a direct result of road repairs associated with the recent rain event.

3.2 Road and Drainage Maintenance Activities

The following chart details maintenance activities completed during the period as recorded in the recently implemented electronic Maintenance Management System (MMS), DeltaS.

Completed Works Orders - December 2016 - January 2017
Heavy rainfall in early January caused considerable damage to road and drainage infrastructure throughout the region. The heaviest falls were received in the southern parts of the region. It was necessary to mobilise personnel who were on leave to supplement the skeleton crew working through the close-down period to provide the required level of response to the flooding and infrastructure damage. Damage to the roads and drainage infrastructure is estimated to be in the order of $0.45M. Discussions were held with QRA on the activation of NDRRA assistance; however, the level of damage was below the trigger for activation. Our maintenance teams worked closely with Roadtek to respond and coordinate resources to repair damage to the TMR network.

### 3.3 Unsealed Road Maintenance Activities

![Unsealed Road Maintenance Activities](image)

Works undertaken in January predominately involved emergent response and repairs associated with the rain event; i.e. road closures, silt removal, scour and washout repairs and vegetation removal.

**Cathu – O’Connell River Road Yalboroo**

![Cathu – O’Connell River Road Yalboroo](image)
3.4 Open Drainage Maintenance

Drainage routine maintenance activities continued during the Christmas shutdown period, however, activities were impacted by the January wet weather and the requirement for the crew to undertake emergent response works. Mowing of 40ha of the open drainage network was undertaken during the reporting period.

Special drainage maintenance activities scheduled for prior to the wet season were completed by the Christmas shutdown. Also, a minor improvement project involving re-shaping of the drain profile and concrete lining of the invert on Sommerset Drain, Andergrove was completed using contract resources.

Concrete Invert – Sommerset Drain - Andergrove
4.1 Requests for Maintenance Work

REQUESTS FOR MAINTENANCE WORK
Results of Survey (Nov ’16 - Dec’16)

Civil Operations

- Attitude of staff receiving request
  - Percentage: 78.0%
  - Satisfaction Level: VERY GOOD

- Attitude of staff attending request
  - Percentage: 77.1%
  - Satisfaction Level: VERY GOOD

- Time taken to address request
  - Percentage: 60.0%
  - Satisfaction Level: VERY GOOD

- Appearance of completed work
  - Percentage: 56.0%
  - Satisfaction Level: GOOD

- Degree work addresses request
  - Percentage: 62.2%
  - Satisfaction Level: GOOD

- Overall satisfaction with response
  - Percentage: 65.9%
  - Satisfaction Level: GOOD

Representative Comments
- Roads and drains crew were fantastic! Very friendly, very helpful!!
- Very friendly and helpful.
- Reasonable.
- I was impressed by the helpful attitude of the men who attended and successfully retrieved the articles from the gutter drainage pit.
- Not quite done properly but an effort was made – my husband finished the clean-up.
- Perfect, exactly what I wanted!
- Couldn’t ask for a better service. Thank you.
- Work not finished to make any response.
- Excellent.
- Very satisfied.

Trends

Overall rating trends

- Jan-Feb 2014
- Mar-Apr 2015
- May-Jun 2016
- Jul-Aug 2017
- Sep-Oct 2018
- Nov-Dec 2019

Target: 4

- V.Good
- V.Poor
### 5.1 Significant Projects

Significant Projects are assessed taking into account the Project Cost, the Project Risk and/or Community Interest. The following information was current as of Tuesday, 31st January 2017.

#### Council Project Management Phases


<table>
<thead>
<tr>
<th>Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>• On Track</td>
</tr>
<tr>
<td>• Potential Issue</td>
</tr>
<tr>
<td>• Definite Issue</td>
</tr>
</tbody>
</table>

#### PROJECTS

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PHASE</th>
<th>PHASE % COMPLETE</th>
<th>BUDGET</th>
<th>TIME</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resurfacing Program</td>
<td>Con</td>
<td>75%</td>
<td></td>
<td></td>
<td>Asphalt Program works were delayed in December due to contractors being diverted to undertake emergency works to the TMR network. Works resumed in January and, whilst affected by weather, are progressing. The additional Resealing Program is substantially completed with only 2 streets remaining.</td>
</tr>
<tr>
<td>Land Acquisition Ferris Gully</td>
<td>Proc</td>
<td>100%</td>
<td></td>
<td></td>
<td>Land acquisition has been completed.</td>
</tr>
<tr>
<td>Paulette Street Drainage</td>
<td>Con</td>
<td>100%</td>
<td></td>
<td></td>
<td>Installation of drainage works in Paulette Street between Nebo Road and Field Street is now complete.</td>
</tr>
<tr>
<td>Dalrymple Road Bridge at Sonny Boy Creek</td>
<td>Con</td>
<td>95%</td>
<td></td>
<td></td>
<td>Finalisation works remain to be completed.</td>
</tr>
<tr>
<td>Intersection - Malcomson Street/ Charles Hodge Avenue</td>
<td>Con</td>
<td>20%</td>
<td></td>
<td></td>
<td>The road component of the works is programmed to commence at the start of February.</td>
</tr>
<tr>
<td>Fourways Drainage</td>
<td>Design</td>
<td>95%</td>
<td></td>
<td></td>
<td>Final Design Report was presented to Council for discussion.</td>
</tr>
</tbody>
</table>