Adopted Report

of the

City Infrastructure Committee Meeting

held

Thursday 18 May 2017

at

9 am

City of Gold Coast Council Chambers
135 Bundall Road
Surfers Paradise
# 736 Index
Adopted Report
City Infrastructure Committee Meeting
Thursday 18 May 2017
9am

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<th>Page</th>
<th>Subject</th>
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<td>City Infrastructure Action List and Forward Planning Schedule</td>
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## Closed Session

| 4##  | CI      | TT1017/1082/08/03 | 31   | Light Rail Southern Gold Coast - Progress Report and Planned Consultation |

## General Business

| 5    | CI      | TT1017/113/13      | 48   | Traffic Congestion Ormeau - Petition |

# Officer’s Recommendation changed by Committee
## Officer’s Recommendation changed by Council

**KEY:**

- **OCEO** - Office of the Chief Executive Officer
- **CI** - City Infrastructure
- **CS** - Community Services
- **EDMP** - Economic Development & Major Projects
- **GCWW** - Gold Coast Water & Waste
- **OS** - Organisational Services
- **PE** - Planning & Environment
ADOPTION BY COUNCIL 30 MAY 2017

RESOLUTION G17.0530.009 moved Cr Crichlow seconded Cr Baildon

That the Report of the City Infrastructure Committee Meeting of Thursday, 18 May 2017, covered by Recommendations numbered CI17.0518.001 to CI17.0518.005, be adopted with the exception of Recommendation Number CI17.0518.004 which was specifically resolved.

CARRIED UNANIMOUSLY

ATTENDANCE

Cr D Crichlow OAM (Chairperson)
Cr G Baildon AM
Cr W Owen-Jones
Cr P J Young
Cr H Vorster
Cr P C Young
Cr D McDonald

Cr O'Neill Visitor

Mr A Twine Director City Infrastructure
Mrs A Ewens Director Community Services
Mr M Bradow Acting Manager City Infrastructure
Mr M Ash Manager City Assets
Mr P Rawlings Executive Coordinator Disaster Management
Mr M Tilly Manager Transport & Traffic
Mr K Deutscher Program Manager Light Rail Project and Corridor Development

APOLOGIES / LEAVE OF ABSENCE

PROCEDURAL MOTION

moved Cr PJ Young seconded Cr Owen-Jones

That the apology of Cr McDonald be noted. CARRIED

PRESENTATIONS

Ex Tropical Cyclone Debbie – Alton Twine, Director City Infrastructure & Alison Ewens, Director Community Services

Gold Coast Light Rail Stage 3 – Ken Deutscher, Program Manager Light Rail Project and Corridor Development
## ITEM 1  CITY INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE

**LG115/1326/01/2017(P1)**

### CITY INFRASTRUCTURE COMMITTEE

<table>
<thead>
<tr>
<th>Item</th>
<th>Action Officer</th>
<th>Action/Previous Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City Infrastructure Committee Meeting (all meetings)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action List and Forward Planning Schedule</td>
<td>A Twine – Director City Infrastructure</td>
<td>Standing Item.</td>
</tr>
<tr>
<td>2016-17 Capital Works Program - Approvals</td>
<td>M Hulse – Infrastructure Delivery</td>
<td>Report as required.</td>
</tr>
<tr>
<td>2016-17 Local Area Works Program – Additions</td>
<td>M Hulse – Infrastructure Delivery</td>
<td>Report as required.</td>
</tr>
</tbody>
</table>

(737) **City Infrastructure Committee Meeting – 1 June 2017**

<table>
<thead>
<tr>
<th>Item</th>
<th>Action Officer</th>
<th>Action/Previous Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Area Parking Permit Schemes (TAPPS)</td>
<td>A Stewart – Transport &amp; Traffic</td>
<td>Report to Council on the findings of a review into parking regulations covering traffic areas and resident permit systems in event zones and residential areas across the city.</td>
</tr>
</tbody>
</table>

(738) **City Infrastructure Committee Meeting – 15 June 2017**

<table>
<thead>
<tr>
<th>Item</th>
<th>Action Officer</th>
<th>Action/Previous Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coplicks Footbridge Renewal Strategy</td>
<td>Y Ulas – City Assets</td>
<td>To establish Council position/preference on the renewal of Coplicks Footbridge – replace, repair or commission.</td>
</tr>
</tbody>
</table>
### ITEM 1 (Continued)
**CITY INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE**

LG115/1294/01/2016(P1)

<table>
<thead>
<tr>
<th>Meeting Date: 18 July 2017</th>
<th>Topic</th>
<th>Presenter</th>
<th>Details</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Meeting Date: 24 August 2017</th>
<th>Topic</th>
<th>Presenter</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>(742)</td>
<td>Parking Asset Strategic Plan</td>
<td>A Stewart – Transport &amp; Traffic</td>
<td>To seek Council endorsement of the Parking Asset Strategic Plan which looks at how Council manages its parking assets over the next fifteen years.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Meeting Date: 10 October 2017</th>
<th>Topic</th>
<th>Presenter</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>(744)</td>
<td>Transport Modal Plans</td>
<td>A Stewart – Transport &amp; Traffic</td>
<td>To seek Council endorsement of the Transport Modal Plans including Active Transport, Public Transport, Travel Behaviour Change and Road Network Plan.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Meeting Date: 2 November 2017</th>
<th>Topic</th>
<th>Presenter</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>(746)</td>
<td>Stormwater Drainage Management Plan</td>
<td>S Fong – City Assets</td>
<td>Provide Council an updated development of stormwater drainage for the City.</td>
</tr>
</tbody>
</table>
ITEM 1 (Continued)
CITY INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE
LG115/1294/01/2016(P1)

(TBA) City Infrastructure Committee Meeting

| City Freight Plan | A Stewart – Transport & Traffic | To seek Council endorsement. |

RECOMMENDATION

It is recommended that Council resolves as follows:

That the City Infrastructure Directorate Action List and Forward Planning Schedule for the City Infrastructure Committee be noted.

Authorised by:
Alton Twine
Director City Infrastructure

iSPOT#59605622

COMMITTEE RECOMMENDATION  CI17.0518.001
moved Cr PJ Young       seconded Cr Owen-Jones

That the City Infrastructure Directorate Action List and Forward Planning Schedule for the City Infrastructure Committee be noted.  

CARRIED
Basis for Confidentiality

1.1 I recommend that Attachment 2.2 of this report be considered in Closed Session pursuant to section 275 (1) of the Local Government Regulation 2012 for the reason that the matter involves the local government’s budget.

1.2 I recommend that the Attachment 2.2 be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009.

Executive Summary

Not Applicable.

Purpose of Report

The purpose of this report is for Council to approve additions to the 2016-17 Local Area Works Program as detailed in Attachment 2.1.

Previous Resolutions

Not Applicable.

Discussion

Councillors in conjunction with City officers have suggested that the projects in Attachment 2.1 be added to the 2016-17 Local Area Works Program.

Alignment to the Corporate Plan, Corporate Strategies and Operational Plan

These projects satisfy the following:

1.0 The best place to live and visit

1.4 We have fast, frequent and reliable public transport. We can get around the city easily and cheaply.

2.0 Prosperity built on a strong diverse economy

2.3 We have infrastructure that supports productivity and growth. We have connected and vibrant economic precincts.

3.0 People contribute to a strong community spirit

3.6 We are an active community. We enjoy the city and its enviable climate.

Gold Coast 2018 Commonwealth Games™ Impact

Not Applicable.
ITEM 2 (Continued)
2016-17 LOCAL AREA WORKS PROGRAM – ADDITIONS
FN334/375/02/05(P1)

8 FUNDING AND RESOURCING REQUIREMENTS

Funds are available within the various Local Area Works allocations to carry out the works as indicated in Attachment 2.1 within the 2016-17 financial year. Details of the additional annual operational/maintenance costs, estimated new/upgrade and renewal costs and estimated useful life of the new assets created are shown in Attachment 2.1. The new/upgrade cost is the cost to create or upgrade the asset.

The renewal cost is the cost to renew the asset in today’s dollars and includes disposal costs and design costs as required at the end of the asset’s estimated useful life.

The works proposed in this report can be maintained and operated adequately based on the current 10 year financial plan’s growth factors and maintenance budgets.

9 RISK MANAGEMENT

City Infrastructure’s project teams will mitigate risk through project development and delivery phases in accordance with the risk management procedure 6-3 which is aligned with the Risk Management Standards AS/NZS 31000:2009.

10 STATUTORY MATTERS

Not Applicable.

11 COUNCIL POLICIES

Local Area Works and Services Program Policy (iSPOT #48181699).

12 DELEGATIONS

Not Applicable.

13 COORDINATION & CONSULATION

<table>
<thead>
<tr>
<th>Name and Title of the Stakeholder Consulted</th>
<th>Directorate or Organisation</th>
<th>Is the Stakeholder Satisfied With Content of Report and Recommendations (Yes/No) (comment as appropriate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garry Miller, Senior Project Manager</td>
<td>City Infrastructure</td>
<td>Yes</td>
</tr>
<tr>
<td>Aaron Boersma, Senior Project Manager</td>
<td>City Infrastructure</td>
<td>Yes</td>
</tr>
</tbody>
</table>

14 STAKEHOLDER IMPACTS

The community, ratepayers and visitors to the Gold Coast will benefit from the new and improved facilities funded from the Local Area Works Program as listed in Attachment 2.1.
ITEM 2 (Continued)
2016-17 LOCAL AREA WORKS PROGRAM – ADDITIONS
FN334/375/02/05(P1)

15 TIMING

Projects listed with “TBA” will be added to the Local Area Works Program once formally approved by Council and included in Design/Construction Programs for implementation in conjunction with other priority works.

16 CONCLUSION

The proposed additions to the Local Area Works and Services Program as suggested by divisional councillors in conjunction with City officers are listed in Attachment 2.1. It is recommended that Council approve the additions in order that they can be implemented as soon as practicable.

17 RECOMMENDATION

It is recommended that Council resolves as follows:

1 I recommend that the Attachment 2.2 be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009.

2 That the additions listed in Attachment 2.1 be approved for the 2016-17 Local Area Works Program.

Author: Garry Ellis
Program Coordinator Project Management Unit
27 April 2017

Authorised by: Alton Twine
Director City Infrastructure

COMMITTEE RECOMMENDATION CI17.0518.002
moved Cr PJ Young seconded Cr Owen-Jones

1 I recommend that the Attachment 2.2 be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009.

2 That the additions listed in Attachment 2.1 be approved for the 2016-17 Local Area Works Program.

CARRIED
### CITY INFRASTRUCTURE – ADDITIONS

<table>
<thead>
<tr>
<th>Project Manager</th>
<th>Div</th>
<th>Project No</th>
<th>Location</th>
<th>Description</th>
<th>Proposed Local Area Works Allocation New / Upgrade. Preliminary Estimated Capital costs $</th>
<th>Additional Annual Operations &amp; Maintenance Costs $</th>
<th>Estimate Useful Life Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>G. Miller (CR279411)</td>
<td>6</td>
<td>TBA</td>
<td>Como Crescent, Southport</td>
<td>Initial allocation for the installation of a pedestrian zebra crossing at the intersection with Queen St. The works include survey and design for the reconstruction and realignment of 2 x pedestrian access ramps. The reconstruction of 12m² of exposed aggregate concrete path. The installation of 27m of pedestrian fencing, six road signs and line marking. Construction of the works is subject to lighting requirements and cost as determined by Energex.</td>
<td>35,300</td>
<td>Minimal</td>
<td>50</td>
</tr>
<tr>
<td>A. Boersma (CR259486 &amp; CR279160)</td>
<td>10</td>
<td>26281</td>
<td>Benowa Road, Benowa</td>
<td>Increase the Initial allocation for project #26281, construct a 30m right turning lane from Benowa Road into Marbella Drive by $79,800 from $53,600 to $133,400. The final estimate includes the outcome of the investigation, survey and design functions where it was determined that the existing water main was required to be relocated to the medium.</td>
<td>79,800</td>
<td>2,500</td>
<td>25</td>
</tr>
</tbody>
</table>
ITEM 2 (Continued)
2016-17 LOCAL AREA WORKS PROGRAM – ADDITIONS
FN334/375/02/05(P1)

Attachment 2.2 being pages 11 and 12 REDACTED
ITEM 3
COUNCILLOR DEBRIEF EX TROPICAL CYCLONE DEBBIE
CM787/788/05(P4)

Refer 10 page attachment

1 BASIS FOR CONFIDENTIALITY

Not Applicable.

2 EXECUTIVE SUMMARY

Not Applicable.

3 PURPOSE OF REPORT

The purpose of this report is to provide Councillors with a debrief as to the performance and effectiveness of the City in response and recovery activities pertaining to Ex Tropical Cyclone Debbie. Opportunities to improve the disaster management capability of City of Gold Coast and increase the value to the community have also been identified.

4 PREVIOUS RESOLUTIONS

Not Applicable.

5 DISCUSSION

Subsequent to the response and ongoing recovery activities regarding Ex Tropical Cyclone Debbie that impacted the City for several days from Thursday 30 April, agencies involved have undergone a formal debrief identifying how these agencies (including the City) disaster management arrangements performed.

A formal debrief of all agencies was conducted by Phoenix Resilience on 12 April at which the Inspector General of Emergency Management Qld was present. At this debrief, analysis indicated the City performed well during the response and ongoing recovery, showing resilience and an innate sense of community. The City’s strong relationships with partner agencies proved invaluable in providing a coordinated and collaborative approach to issues and tasks as they arose, as well as ensuring thorough intelligence integration. The expertise within the City’s human resources was one of the most valuable assets in ensuring a strong response capability.

Attachment 3.1 shows an analysis of the response during the event. The Local Disaster Management Group (LDMG) has a good cross section of agency experience and was able to facilitate discussions and call on the expertise from relevant agencies that resulted in timely decision making and direction.

Training and Exercising has improved significantly since the experiences of TC Oswald in 2013. We now also include recovery training which has become very beneficial as the disaster does not end when we stand down from the event.

Safety hubs were open daily within a number of key city libraries. This allowed for the community to drop in to be directed to the relevant areas in relation to their concerns. The Get Ready campaign has been an effective campaign and contributed to educating the public regarding resilience and self-reliance. CCTV was used as an effective tool to confirm and also update on road closures and flooding.
Further feedback received through briefing sessions and individual communication is being assessed and analysed, with solutions identified. Initiatives identified to date have been categorised into the following themes;

<table>
<thead>
<tr>
<th>Organisation</th>
<th>People</th>
<th>Process</th>
<th>Support</th>
<th>Technology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure, jurisdiction</td>
<td>Roles, responsibilities, accountabilities, skills</td>
<td>Plans, policies, procedures, processes</td>
<td>Infrastructure, facilities, maintenance</td>
<td>Equipment, systems, standards, security, interoperability</td>
</tr>
</tbody>
</table>

There were several key learnings and areas for improvement within each of the categories. The following outlines a small subset;

<table>
<thead>
<tr>
<th>Category</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organisation</td>
<td>Timely internal communication to better inform the Executive Leadership Team and Councillors.</td>
</tr>
<tr>
<td>People</td>
<td>Enhanced planning, rostering and availability of Local Disaster Coordination Centre (LDCC) staff. This could be achieved via the use of available rostering software</td>
</tr>
<tr>
<td>Process</td>
<td>Emergency Alerts process/technology issues (including confusion around who in the community is receiving emergency alerts to evacuate).</td>
</tr>
<tr>
<td>Support</td>
<td>Publicly available information needs to be timely, accurate and easily accessible.</td>
</tr>
<tr>
<td>Technology</td>
<td>Our current flood modelling requires additional data source inputs for improved intelligence data, availability for analysis and forecasting. This includes access to river and rain gauges, topographical data and recent flood survey data.</td>
</tr>
<tr>
<td></td>
<td>Improvements to flood mapping information on the dashboard for public consumption.</td>
</tr>
</tbody>
</table>

**Ongoing recovery operations**

The core Local Recovery Group (LRG) will continue to meet and monitor ongoing restoration and recovery activities.

An infrastructure recovery team has been mobilised and an initial prioritised program of work for known infrastructure damage has been developed. Complete identification of damage is dependent on how the infrastructure reacts and recovers from the storm damage and flood waters, which will continue to occur over the next four weeks.
Site visits and support continue for impacted residents and businesses where requested and in collaboration with partners such as the Queensland Police Service (QPS), Department of Communities, Child Safety and Disability Services (DCCDSD) and GIVIT.

An application was made with the Queensland Reconstruction Authority (QRA) for Counter Disaster Operations and Restoration of Essential Public Assets relief measures on 1 April 2017. On 2 April 2017 approval was extended to include the Personal Hardship Assistance Scheme and Essential Services Safety and Reconnection Scheme. Our Natural Disaster Relief and Recovery Arrangements (NDRRA) applications are currently being prepared in consultation with our regional QRA representative.

Further ongoing recovery activities:

- Continued liaison with partner agencies: DTMR, NHVR, QPS;
- Management of stakeholder communications are ongoing;
- Community recovery page on the City’s website updated with key contacts and relevant information e.g. mosquito management, public health and water quality;
- Regular media updates provided by the City about recovery activities;
- Finalise Local Disaster Recovery Plan and provide input to the State Recovery Plan as required;
- Monitor affected communities to ensure that residents continue to recover over the long-term;
- Isolated Communities (review existing sub plans); and
- Implement recommendations from the Local Disaster Recovery Plan and the State Recovery Plan;

Briefing notes have been provided to the Mayor and CEO outlining further details regarding the initial assessment activities associated with damaged infrastructure, clean-up and recovery activities. Refer to Attachment 3.2 and 3.3.

6 ALIGNMENT TO THE CORPORATE PLAN, CORPORATE STRATEGIES AND OPERATIONAL PLAN

- 3.1 Our city is safe
- We feel secure and confident in our communities.
- Manage natural hazard exposure, e.g. landslide, heatwave, tsunami, through strategic land use planning.

7 GOLD COAST 2018 COMMONWEALTH GAMES™ IMPACT

- Infrastructure damage within the 2018 Commonwealth Games (GC2018) precincts is being identified and associated timeline impacts assessed. Priority will be given to reconstruction activities impacting on these areas. Assessment of reconstruction activity is still to be finalised in terms of the 2017-18 Capital program delivery.
8 FUNDING AND RESOURCING REQUIREMENTS

Budget/Funding Considerations

The following funding requirements have been identified to date. Assessment is underway to ascertain if there will be a required budget change in terms of redirecting existing funds or whether a funding proposal will be required to be submitted via Special Finance Committee.

- $150,000 for the purchase of 2 new sand bagging machines - The City recently procured one sand bag filling machine at a purchase cost of $75,000. However, lessons learned from EX TC Debbie identified a need for an additional 2 machines to be located at sandbag distribution points spread throughout the City in order to mitigate the risk and the issue of accessibility to locations. Sandbag distribution will be activated by the City once an event is identified that is likely to cause major flooding and property inundation. The procurement of the machines is likely to minimise traffic impacts (residents get their bags quickly and move on), and filling and distribution of the bags will be undertaken more efficiently.

9 RISK MANAGEMENT

- Risk No. CO000644
  Natural Hazards Resilience - The City is not adequately resilient to natural hazard shocks resulting in loss of life, cessation of Council business, reputational damage and economic downturn

- Control
  CN001486 Disaster Management Plan
  CN001488 Sustainable Flood Management Strategy (planning)
  CN001489 Stormwater Management Plan / annual stormwater mitigation capital work
  CN001490 Ocean Beaches Strategy
  CN001491 Shoreline Erosion Management Plan.
  CN001493 GCW Service Continuity Plan

- Mitigation
  CM001278 Develop Natural Hazards Resilience Strategy (to improve coordination in preparing and planning for the management of natural hazards more efficiently)

10 STATUTORY MATTERS

All recommendations and improvement initiatives must comply with the Disaster Management Act 2003.
11 COUNCIL POLICIES

- Disaster Management Policy

Supporting documents:
- City of Gold Coast Local Disaster Management Plan and Sub-plans
- City of Gold Coast Disaster Management Capability and Capacity Development Framework
- Disaster Management Policy Guidelines – Attachment A
- Disaster Management Regulation 2014
- Disaster Management Strategic Policy Framework – Queensland Government
- Disaster Management Unit Standard Operating Procedures (SOPs)

12 DELEGATIONS

Not Applicable.

13 COORDINATION & CONSULTATION

A preliminary presentation briefing Council on response and recovery operations was provided on 28 April 2017.

The following groups provided input into the review of disaster management and response arrangements:

<table>
<thead>
<tr>
<th>Name and/or Title of the Stakeholder Consulted</th>
<th>Directorate or Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>LDMG group</td>
<td>City of Gold Coast and partner agencies</td>
</tr>
<tr>
<td>LDCC group</td>
<td>City of Gold Coast and partner agencies</td>
</tr>
<tr>
<td>LRG</td>
<td>City of Gold Coast and partner agencies</td>
</tr>
<tr>
<td>Disaster Management Unit</td>
<td>City Infrastructure</td>
</tr>
</tbody>
</table>

14 STAKEHOLDER IMPACTS

External / community stakeholder impacts

- LDMG external disaster / emergency management partner agencies have engaged to ensure the improvement initiatives identified to date are effectively implemented and the benefits realised. The benefits once realised will ensure the community is provided with improved and effective disaster response and recovery measures. This in turn will further increase confidence in the City’s ability to meet community needs and expectations during disaster and emergency events.
Internal (Organisational) Stakeholder Impacts

- There is a need to ensure internal stakeholders from across the organisation are aware of their role and responsibilities prior to, during and after a disaster event. This is specifically related to the support of the LDMG, LDCC and other partner agencies. Whilst the City and partner agencies worked effectively together in the response and recovery activities associated with EX TC Debbie, there is still room for improvement across a number of areas.

15 TIMING

Initiatives given a medium or high priority will be implemented between May – December, pending relevant financial approvals and technical availability.

16 CONCLUSION

A formal debrief process has identified a number of response and recovery improvements for the City from the Ex TC Debbie event.

Feedback has been categorised into five distinct themes with an initial priority rating. Implementation of these initiatives will assist in ensuring a successful response and recovery to any future event. Furthermore, it will support the planning of mitigations that reduce community vulnerability and increase community resilience for future events.
ITEM 3 (Continued)
COUNCILLOR DEBRIEF EX TROPICAL CYCLONE DEBBIE
CM787/788/05(P4)

17 RECOMMENDATION

It is recommended that Council resolves as follows:

1  Note the contents of this report.

2  Note that Natural Disaster Relief and Recovery Arrangement (NDRRA) applications are currently being prepared in consultation with our regional Queensland Reconstruction Authority (QRA).

Author: Trish Apps
Executive Coordinator Directors Office
City Infrastructure
2 May 2017

Authorised by: Alton Twine
Director City Infrastructure

COMMITTEE RECOMMENDATION  CI17.0518.003
moved Cr Owen-Jones    seconded Cr PJ Young

1  Note the contents of this report.

2  Note that Natural Disaster Relief and Recovery Arrangement (NDRRA) applications are currently being prepared in consultation with our regional Queensland Reconstruction Authority (QRA).

3  Approve the purchase of 2 additional sandbagging machines to be submitted to Special Budget Committee.

4  That a communications protocol be developed for Disaster Management information dissemination.

CARRIED
The following event summary is a snapshot that provides a sequential reference point to the key timings of the event and subsequent activities. It does not reflect all aspects or activities undertaken before, during or after the Ex TC Debbie event.

**Attachment 3.1**

<table>
<thead>
<tr>
<th>Wed 29 March</th>
<th>Thu 30 March</th>
<th>Fri 31 March</th>
<th>Sat 1 April</th>
<th>Sun 2 April</th>
<th>Mon 3 April</th>
<th>Tue 4 April</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Activation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Level</td>
<td>Afternoon</td>
<td>0730hrs LDMG STAND UP</td>
<td>1600hrs LDMG STAND UP</td>
<td>0800hrs LRG STAND UP</td>
<td>LDMG STAND DOWN</td>
<td>LDCC STAND DOWN 0800hrs</td>
</tr>
<tr>
<td>Meetings</td>
<td>DMU preliminary meeting to assess preparatory arrangements</td>
<td>LDMG Meeting: 0900hrs 1600 hrs 2000hrs</td>
<td>LDMG Meeting: 0900hrs 1030hrs 1600hrs</td>
<td>LDMG Meeting: 0830</td>
<td>LDMG Meeting: 1630</td>
<td>LRG meeting 1200hrs</td>
</tr>
<tr>
<td>Reporting</td>
<td>DMU preliminary meeting to assess preparatory arrangements</td>
<td>LDMG Meeting: 0900hrs 1600 hrs 2000hrs</td>
<td>LDMG Meeting: 0900hrs 1600hrs</td>
<td>LDMG Meeting: 0830</td>
<td>LDMG Meeting: 1630</td>
<td>LRG meeting 1200hrs</td>
</tr>
<tr>
<td>Impacts</td>
<td>Rainfall commences in the evening</td>
<td>Extreme rainfall, schools and other public places close, businesses advised to close, flash flooding, creek overflow, roads closed, swift water rescues, properties inundated, fallen trees, roof damage</td>
<td>Power outages, landslip, dam spill, river flooding, Creek flooding, debris flushing into the ocean, high winds, beaches closed, Water treatment plant closed</td>
<td>River flooding, ongoing power outages (2752 homes)</td>
<td>M1 freeway closed at Tugun</td>
<td>Some roads still closed, power outages (1217 homes)</td>
</tr>
<tr>
<td>Actions</td>
<td>Natural Hazards Team monitored rainfall data overnight</td>
<td>Flood warning emergency alert issued to Tallebudgera Valley 1400hrs</td>
<td>3 Sandbag depots activated</td>
<td>New sandbagging machine deployed to Miami</td>
<td>Evacuation kits delivered to Evacuation Centres (5 locations)</td>
<td>LDCC continue to monitor situation and coordinate response needs</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Ongoing public messaging advising residents to stay off the road</td>
</tr>
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<td></td>
<td></td>
<td>Contact with Queensland Reconstruction Authority</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>All beaches closed</td>
</tr>
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<td></td>
<td>Flood warning emergency alert 07 10hrs</td>
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<td>EA for evacuation - Albert river issued at 0958hrs</td>
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<td></td>
<td>Distribution of sandbags ceased at 2359 hrs</td>
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<td></td>
<td>2000hrs 3 Evacuation centres closed, Ormeau evacuation remained open</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>Clearing debris of beaches, commencement of inventory of damaged assets, road, bridges and water/sewage issues</td>
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<td>Ormeau evacuation centre manned until 0800hrs (10 evacuees), Ormeau closed at 1730 hrs</td>
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<td></td>
<td></td>
<td></td>
<td>Continued clean-up and assessment of damaged assets, road, bridges and water/sewage issues</td>
</tr>
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<td></td>
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<td></td>
<td>Sandbagging operations continue at Coomera depot, ceased at 1730hrs</td>
</tr>
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<td></td>
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<td></td>
<td>LDCC continue to monitor situation and coordinate response needs</td>
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<td>Few residents were provided alternate accommodation</td>
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<td></td>
<td>Immediate recovery activities occurring</td>
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<td>Referral options in place</td>
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<td>Key priority is restoration of the City</td>
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<td></td>
<td>Identifying local businesses and tourism impacts</td>
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<td></td>
<td>Identifying built and natural issues</td>
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<td></td>
<td>Infrastructure damage identified through site visits of most impacted areas</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Visit most impacted sites to identify any residents /communities who require assistance</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>Kerbside collection to be arranged and Clean-up activities underway</td>
</tr>
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<td></td>
<td>Response provided to RFA’s</td>
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<td>Mosquito treatment</td>
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<td>Curb side pick up</td>
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<td></td>
<td>Water quality checks</td>
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<td>Personal hardship assistance</td>
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<td>Provision of water tankers to clean properties</td>
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<td></td>
<td></td>
<td>Identification of damage to Parks and recreation areas</td>
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<td></td>
<td>RFA – response with urgent goods and services to impacted residents</td>
</tr>
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<td></td>
<td>Waste clean-up continues</td>
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<td>Residential support provided upon request for services and financial assistance</td>
</tr>
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<td></td>
<td></td>
<td>Collection of data for NDRRA application</td>
</tr>
</tbody>
</table>
Memorandum

To: Mayor Tate, CEO Dale Dickson
Copy: Alison Ewens, Director Community Service
From: Alton Twine, Director City Infrastructure
Action by: Alton Twine, Director City Infrastructure
Subject: Ex Tropical Cyclone Debbie – Recovery
Date: 3 April 2017
Doc #: 61686689

EX TROPICAL CYCLONE DEBBIE – RECOVERY
This memo advises the prioritisation of known infrastructure damage to the City as of today, along with the proposed order of clean-up priority concerning residential properties with storm damage.

Infrastructure Restoration
An application was made with the Queensland Reconstruction Authority and subsequently approved on 1 April 2017.

Attached is a working list of known infrastructure damage collated from site inspections able to be conducted since the event occurred. Please note extensive inspections are unable to be completed until flood waters recede and access to sites is available. Complete identification of damage is also dependent on how the infrastructure reacts and recovers from the storm damage and flood waters. This activity may take up to eight weeks. As these inspections are finalised, the corresponding list will be extended and reprioritised.

Storm Damage Clean-up for priority residential properties.
The attached site map has been developed to identify those areas recommended for storm damage clean-up. These areas have been collated through intelligence gathered during the event and subsequent clean-up activities across the City.

It is proposed specific messaging be communicated to effected residents in the identified areas. This message will be carefully composed with assistance of Queensland Reconstruction Authority representatives in order to maximise cost reimbursement available from NDRRA funding.

Alton Twine

Director City Infrastructure
Ext 3813
Infrastructure Restoration
Draft prioritised list of known infrastructure damaged areas:

Link to map for Infrastructure damaged areas:

https://drive.google.com/open?id=1ZESKAK-cA4yHd6WHTsaTi6EeWO8&usp=sharing

Storm Damage Clean-up for priority residential properties.

Link to maps detailing roads closed due to flooding and are eligible for clean up

The maps are categorised as;
1. North
2. Tallebudgera Valley
3.Currumbin Valley
Briefing note

To: Mayor Tate, CEO Dale Dickson
Copy: Alison Ewens, Director Community Service
From: Alton Twine, Director City Infrastructure
Action by: Alton Twine, Director City Infrastructure
Subject: Ex Tropical Cyclone Debbie – Recovery
Date: 5 April 2017
Doc #: 61693515

EX TROPICAL CYCLONE DEBBIE – RECOVERY

The purpose of this briefing note is to provide an update on the prioritisation of known infrastructure damage to the City following the devastating impact of Ex Tropical Cyclone Debbie, along with the order of clean-up priority concerning residential properties with storm damage.

Infrastructure Restoration

Subsequent to the event that hit the City on Thursday 30 April, a working list (Attachment A) and associated mapping (Attachment B) of known infrastructure damage has been collated from site inspections able to be conducted since the event occurred. Extensive inspections are unable to be completed until flood waters recede and access to sites is available. Complete identification of damage is also dependent on how the infrastructure reacts and recovers from the storm damage and flood waters, which is expected to occur over the next eight weeks.

Attachment A outlines the current condition of the asset and a preliminary prioritisation has been allocated. Attachment C outlines the extent of damage of priority sites through photographs taken during site inspections. The priority areas for immediate attention are identified based on the following:

- Compromised safety (due to debris, washouts, scour, damaged guardrails, pavement failure etc)
- Potential issues with structural integrity
- Roads and bridges that provide sole access route
- Roads and bridges on major roads or near essential public services (emergency, fire brigade, schools etc)

In the case of bridges and major culverts, a higher priority rating has been applied as we are yet to determine whether the structure has been compromised (i.e. waiting for flood water to recede, debris to be cleared). It is obvious that the Alan Wilke Bridge at Stanmore road will be out of commission until replaced, due to the extent of damage.

It is difficult to determine impacts on the stormwater network at this stage. Field crews will be undertaking condition assessment inspections over the coming 2-3 weeks.

Extensive landslips have been identified across the City. In the short term our priorities will be to remove all immediate risks. This will involve removing all remaining loose material, overhanging trees and flattening the crest areas for upslope failures. For downslope failures temporary barriers preventing vehicles and pedestrians approaching the crest are prior to the base of the failure (if road width permits). In terms of long term prioritisation, each site will be assessed by a RPEQ geotechnical engineer and a risk rating given. (As a general rule landslips on the downslope side of the road which are already affecting our road way will receive a higher risk rating than those upslope.)
Road Closures and diversions

Based on the information available at this time, the road closures remaining in place on the Council controlled road network are as follows:

<table>
<thead>
<tr>
<th>Street and suburb</th>
<th>Location</th>
<th>Comments</th>
<th>Potential Detour Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chardon Bridge Road, Cedar Creek</td>
<td>East of Beenleigh – Beaudesert Road</td>
<td>Awaiting engineering inspection.</td>
<td>Transport and Traffic is liaising with Logan City Council with regard to potential detour options.</td>
</tr>
<tr>
<td>Stanmore Road, Luscombe</td>
<td>Alan Wilkie Bridge, near intersection with Beenleigh-Beaudesert Road</td>
<td>Long term closure – bridge reconstruction required</td>
<td>Transport and Traffic is liaising with Logan City Council with regard to potential detour options.</td>
</tr>
<tr>
<td>Araluen Road, Tallebudgera Valley</td>
<td>from Tallebudgera Creek Road to the end of the road</td>
<td>Pavement damage</td>
<td>Being investigated for local access.</td>
</tr>
<tr>
<td>Syndicate Road, Tallebudgera Valley</td>
<td>Between Tallebudgera Creek Road and Ducats Road</td>
<td>Major pavement damage</td>
<td>Road is open for local access only</td>
</tr>
<tr>
<td>Currumbin Creek Road, Currumbin Valley</td>
<td>Between Kianga Court and the end of the road</td>
<td>Local access only</td>
<td>Road is open for local access only</td>
</tr>
</tbody>
</table>

Stanmore Road, Luscombe is expected to be closed for an extended period of time due to the major damage at Alan Wilke Bridge. As illustrated in Attachment A, detours will be implemented to direct traffic for Stanmore Road to use the M1 to Exit 35 / Beenleigh South, for access to and from Beenleigh-Beaudesert Road. The detour route may be subject to review, should there be any emergent damage to road infrastructure on Beenleigh-Beaudesert Road. The City is liaising with TMR and Logan City Council for information sharing on flood damage assessments and a ‘one network’ implementation of the traffic guidance schemes.

John Muntz causeway is a state owned asset, however as the damage to the causeway has restricted access for the community, the City is currently liaising with TMR regarding traffic management arrangements. Assessment of a potential diversion route via Otmoor Road and Riverstone crossing has shown this is not a viable option due to concerns including safety and performance around local intersections (with the higher volume of traffic), the stability of the residential road pavement with heavier traffic loads, as well as the fact that part of this route is still privately owned. A northern diversion of John Muntz causeway, utilising Reserve Road, is still available to the public.

Attachment D shows the diversions that have been planned for Stanmore road and John Muntz Causeway closures.

Storm Damage Clean-up for priority residential properties.

Attachment E identifies those areas where City Maintenance workers are conducting storm damage clean-up operations. Specific messaging has been developed with the assistance of the Queensland Reconstruction Authority representatives in order to maximise cost reimbursement available from NDRRA funding. It should be noted that City officers will not enter private property. It is up to the resident to transport debris to the roadside for collection.
City Maintenance crews have been operating since Saturday 1 April conducting clean-up of impacted areas. The City Maintenance teams have undertaken clearing of debris, cleaning activities and immediate repair works to ensure infrastructure assets are accessible and safe for community use. The crews have expended effort in attending to flooded roads, tree related issues, beach access issues and navigation lock issues resulting from high water levels. It is anticipated these works will continue all week.

**Natural Disaster Relief and Recovery Arrangements (NDRRA).**

An application was made with the Queensland Reconstruction Authority (QRA) for Counter Disaster Operations and Restoration of Essential Public Assets relief measures and subsequently approved on 1 April 2017. On 2 April 2017 this approval was extended to include the Personal Hardship Assistance Scheme and Essential Services Safety and Reconnection Scheme.

The work that has commenced regarding inspections of damaged infrastructure will establish the extent of restoration works and assist in preparing a preliminary estimate for the QRA. Upon approval of submission the City will receive a 30% upfront payment to cover commencement of restoration works. This should be known within the next fortnight.

Work has been undertaken to ensure accurate cost allocation for Counter Disaster Operations and Restoration of Essential Public Assets relief, along with the capture of relevant data to enable successful application for NDRRA funding.

The City’s Finance team are currently investigating available funding options to cover the City’s contribution toward restoration works (2.2million).

Attachment F confirms the approved activation summary for NDRRA funding.

As the clean-up, maintenance and restoration activities progress, I will continue to update you with relevant information.

Alton Twine  
**Director City Infrastructure**  
Ext 3813
**Attachments**

*Attachment A:* Working prioritisation list of known infrastructure damaged assets:

[Image: TRACKS-61684388.xlsx]

*Attachment B:* Link to map for Infrastructure damaged areas:

[https://drive.google.com/open?id=1ZESKAK-cA4yHd6WHTsaTi6EeWO8&usp=sharing](https://drive.google.com/open?id=1ZESKAK-cA4yHd6WHTsaTi6EeWO8&usp=sharing)

As at 04/03/17
Attachment C: pictorial presentation of priority infrastructure damaged sites.

Attachment D: Maps depicting diversions that have been planned for Stanmore road and John Muntz Causeway closures.
Attachment E: Link to map detailing flood damaged clean-up areas.

Flood Damage
Clean-Up Areas.pdf
**Attachment F:** NDRRA Activation Summary - Severe Tropical Cyclone Debbie and associated rainfall and flooding, 28-31 March 2017 (v7).
PROCEDURAL MOTION
moved Cr PC Young seconded Cr Baildon

That the Committee move into Closed Session pursuant to Section 275(1) of the Local Government Regulation 2012 for the consideration of the following item for the reason shown:-

<table>
<thead>
<tr>
<th>Item</th>
<th>Subject</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Light Rail Southern Gold Coast - Progress Report and Planned Consultation</td>
<td>Budget Matter; Prejudicial Matter</td>
</tr>
</tbody>
</table>

CARRIED

PROCEDURAL MOTION
moved Cr Owen-Jones seconded Cr Baildon

That the Committee move into Open Session.

CARRIED

Following resumption into Open Session, Recommendation No CI17.0518.004 was moved and carried as shown on the following pages.
ITEM 4  CITY INFRASTRUCTURE
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

1  BASIS FOR CONFIDENTIALITY

I recommend that this report be considered in Closed Session pursuant to section 275 (1) of the Local Government Regulation 2012 for the reason that the matter involves:

(a) the local government’s budget; and
(b) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

1.2 I recommend that the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009.

2  EXECUTIVE SUMMARY

Advocating and supporting further extensions of the Gold Coast Light Rail (GCLR) light rail across the city is a key action in both the Corporate Plan and the City Transport Strategy, and is also specifically supported by the new City Plan.

Given that Stage 1 is operating well and the construction of GCLR Stage 2 is proceeding, the City has focussed attention on planning and business case activities required to progress the next stage of GCLR.

In May 2016 Council endorsed a route from Broadbeach to Coolangatta via the Gold Coast Airport as the next priority for extending the project. As a result, this now comprises Stage 3 of the GCLR project, with Stage 3A being to Burleigh Heads and Stage 3B to Coolangatta via the Airport.

Pursuant to two Council decisions in 2016, a Strategic Business Case for the full Stage 3 to Coolangatta has been completed and work on a reference design and Preliminary Business Case for Stage 3A is well advanced. The work is being led by the City, with the Department of Transport and Main Roads providing a high level of in-kind support on the basis the project traverses a State-controlled highway corridor.

It is now appropriate to undertake a further round of community consultation on project benefits and impacts for Stage 3A.

That consultation will support a robust decision by Council, and eventually the Queensland Government, on a preferred alignment for the Detailed Business Case for Stage 3A, the next stage of light rail extending from the present terminus at Broadbeach South to an interim terminus in Burleigh Heads village.
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

3 PURPOSE OF REPORT

The purpose of this report is to;
1. Provide Council with an update on planning for the next stages of the Gold Coast Light Rail (GCLR); and
2. Seek Council endorsement of a planned consultation process to support future decisions on detailed design for Stage 3A of the Gold Coast Light Rail from Broadbeach South to Burleigh Heads.

4 PREVIOUS RESOLUTIONS

COMMITTEE RECOMMENDATION CIW16.01.0127.006
moved Cr Crichlow seconded Cr Owen-Jones

1 That the information in this report be noted
2 That a joint steering committee involving relevant Managers from City Infrastructure, Planning and Environment, Finance and Economic Development and Major Projects and Community Services oversee the next phase of investigations and Community consultation to determine the preferred Gold Coast Light Rail Stage 3 corridor and alignment.
3 That Transport and Traffic Branch continue to seek the involvement of the Queensland Department of Transport and Main Roads in joint planning for the Gold Coast Light Rail Stage 3.
4 That Transport and Traffic officers be authorised to brief relevant State and Federal elected members of Parliament on the Aurecon study and its findings.
5 That a summary of the Aurecon study into corridor opportunities be placed in the City’s website.

CARRIED

ADOPTED AT COUNCIL 29 January 2016
RESOLUTION G16.0129.013 moved Cr Taylor seconded Cr McDonald

That the Report of the City Infrastructure & Water Committee Meeting held on Wednesday 27 January 2016, covered by Recommendations numbered CIW16.0127.001 to CIW16.0127.014, be received.

CARRIED

COMMITTEE RECOMMENDATION CI16.0512.001
moved Cr Tate seconded Cr Owen-Jones

1 That the results of the “Light rail southern Gold Coast” consultation as presented in this report be noted.
2 That a summary of the public consultation results be placed on the City’s website.
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

3 That the priority route from Broadbeach to Coolangatta via the airport is endorsed to guide future planning activities relating to GCLR Stage 3.

4 That further planning is undertaken to protect a light rail corridor between Gold Coast Airport and Coolangatta town centre as per the City Transport Strategy.

5 That other light rail routes identified within the City Transport Strategy including:
   • Nobby Beach to Robina Town Centre;
   • Surfers Paradise to Bundall;
   • Main Beach to The Spit, and
   • Parklands to Biggera Waters.

be maintained as future options for ongoing consideration and planning.

ADOPTED AT COUNCIL 24 May 2016
RESOLUTION G16.0524.006 moved Cr Crichlow seconded Cr Baildon

5 DISCUSSION

Background

The Gold Coast Light Rail (GCLR) Stage 1, extending from Gold Coast University Hospital in Southport to Broadbeach South, commenced operation of passenger services in July 2014. The current brand name for the system is “G:link” usually abbreviated to “The G:”.

During 2016, the “G:” carried almost 8 million passengers with average daily ridership continuing to grow to over 23,000 passengers. According to TransLink, overall ridership on public transport in the city has risen 32% since the opening of the G: in July 2014, clear evidence the light rail system has been a huge boost to bus services as well.

GCLR Stage 2 will extend from the present terminus at Gold Coast University Hospital to connect with the regional rail at Helensvale. Construction commenced in May 2016 with the system planned to be operational by January 2018.

Given that Stage 1 is operating well and the construction of GCLR Stage 2 is proceeding, the City has focussed attention on planning and business case activities required to progress GCLR Stage 3.

A report approved by Council on 29 January 2016 authorised the undertaking of further extension studies, the establishment of governance arrangements, and further consultation and briefing of State and Commonwealth officials. In May 2016 the Council endorsed a route from Broadbeach South to Coolangatta via the Gold Coast Airport as the next priority for extending the project.
A fundamental premise for the development of any future stages of GCLR is the need to support urban regeneration and increase the proportion of infill population growth, as determined by the City Transport Strategy, City Plan and the State’s draft South East Queensland Regional Plan.

**GCLR Stage 3 Project timelines**

The next step in securing funding for Stage 3 is the completion of a Detailed Business Case report. Without this report, funding for the extension of light rail cannot be approved by either the Queensland or Commonwealth governments. The Business Case enables a clear understanding of the fullest range of costs and benefits of the project, together with the recommended timing and delivery approach. This also enables both governments to compare this candidate project against the many other potential investments they have under consideration.

A project plan to cover the business case for the entire Stage 3 corridor has been prepared that proposes two stages of light rail to Coolangatta:

- Stage 3A from Broadbeach South to Burleigh Heads; and
- Stage 3B from Burleigh Heads to Coolangatta via the Gold Coast Airport.

There are three phases of assessment required under the Building Queensland Business Case Development Framework (BCDF) as shown in the table below. This is the Queensland Government’s investment appraisal process for major infrastructure projects seeking funding.

<table>
<thead>
<tr>
<th>Assessment Phase</th>
<th>Timing</th>
<th>Coverage</th>
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<tbody>
<tr>
<td>Strategic Business Case</td>
<td>Completed</td>
<td>Full stage 3 corridor to Coolangatta</td>
</tr>
<tr>
<td>Preliminary Business Case</td>
<td>October 2017</td>
<td>Stage 3A to Burleigh Heads</td>
</tr>
<tr>
<td>Detailed Business Case</td>
<td>November 2018</td>
<td>Stage 3A to Burleigh Heads</td>
</tr>
</tbody>
</table>

**Three phases of assessment for Stage 3A under the Queensland Business Case Framework**

Since Commonwealth funding in excess of a $100 million threshold is required, the workings will also aim to satisfy Infrastructure Australia’s investment appraisal framework.

Pursuant to the two Council decisions in 2016, a Strategic Business Case has been completed and work on a reference design and Preliminary Business Case for Stage 3A is well advanced. The work is being led by the City, with the Department of Transport and Main Roads providing a high level of in-kind support on the basis the project traverses a State-controlled highway corridor. It is anticipated the Queensland Government will join forces with the City to the Detailed Business Case for Stage 3A.

If the Detailed Business Case is approved and funding allocated, procurement for Stage 3A could commence in the first quarter of 2019 to enable completion in 2022.


ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

Planning for Stage 3B – Burleigh Heads to Coolangatta via the Airport

At this time work by the City on Stage 3B is limited to ensuring the light rail can safely and effectively cross Burleigh Ridge on-grade utilising the existing alignment of Tweed St (the Gold Coast Highway).

Detailed planning and consultation on this Stage 3B of the project is not likely to occur until at least 2019.

Completed Strategic Business Case for Stage 3

Funding provided by the City in its 2016/17 budget has allowed for the completion of the Strategic Business Case (SBC) for the full Stage 3 Southern Gold Coast Corridor with input from the City and TMR. The SBC has been approved by the light rail project’s Executive Steering Committee and will now be used to form the nucleus of a briefing package for State and Commonwealth agencies.
THE SBC has defined the likely specification for a potential light rail extension to Coolangatta:

“The light rail initiative should adopt the same technology as the present stages 1 and 2 of the Gold Coast Light Rail. However it is noted there are now new policies on active transport either adopted or proposed by the City and the State Government that provide a compelling case to incorporate high standard pathways and segregated cycling facilities in the scope of the light rail initiative. Accordingly the service specification should include:

- Dual track light rail system at standard gauge (1435 mm), generally running under tramway standards in the centre of the Gold Coast Highway
- 750 v dc Overhead electric traction power system including three to four new substations
- 7 new stations similar in look to the present stations including bicycle storage facilities
- At least 4 new light rail vehicles or “trams” similar in length and performance to the present 14 vehicles and the 4 on order for Stage 2
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

- A number of new signalised intersections to improve safety for traffic and pedestrians as the light rail operates
- New high standard bicycle facilities that separate bicycles from general motor traffic, catering for higher speed commuter cyclists but also recognising a range of other users
- Improved pedestrian pathways.”

Progress with reference design and Preliminary Business Case development for Stage 3A

The balance of funding provided by the City for 2016/17 has been applied to the Stage 3A of the light rail in order commence engineering and Preliminary Business Case investigations.

The City has under way a number of workstream elements aimed at the completing the Preliminary Business Case for Stage 3A including:

- Engineering reference design, alignment and station options
- Urban planning and design to support future possible amendments to the City Plan
- Survey control (completed for the 3A corridor)
- Preliminary Business Case development for Stage 3A and a funding model including studies of value creation
- Communications and stakeholder engagement

The draft Preliminary Business Case for Stage 3A will be completed by September 2017.

In accordance with State guidelines, the reference design and Preliminary Business Case for 3A will provide “P 50” cost estimates de-risked for major issues including alignment options and public utilities. The P 50 level of confidence implies the quoted cost estimate has a 50% chance of not being exceeded, and it requires only preliminary engineering design.

For the future Detailed Business Case upon which an investment decision will be based, a higher level of precision, to “P 90” or a 90% confidence level must be met, meaning a detailed engineering design will be required. This also means considerable investment is required, and efforts will be most efficient if the design is targeted on just the one preferred alignment.

Planned consultation on Stage 3A to support the Preliminary Business Case

The report considered by Council on 29 January 2016 covered three possible “corridor opportunities” for extension of light rail; to Coolangatta, Robina and Bundall. The report stated:

“It is also noted any alignment option on all three corridor opportunities will impact on property and parking. Prior to endorsing the preferred alignment option for the chosen Gold Coast Light Rail Stage 3 corridor, there would also be a need to undertake further community and stakeholder consultation on a refined list of alignment options. Concurrently there would be need for detailed planning studies around land use and urban design, infrastructure capacity, and environmental and social impacts.”
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED
CONSULTATION
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Consultation undertaken in late 2015 and reported to Council in May 2016 adopted a broad scale to determine community views on the next stage of light rail in the southern portion of the city.

With the reference design for corridor 3A from Broadbeach to Burleigh Heads progressing, it is now appropriate to undertake a further round of community consultation on project impacts and any valid options for alignments or station locations.

That consultation will support a robust decision by Council, and possibly the Queensland Government, on a preferred alignment for the Detailed Business Case for Stage 3A.

Valid route options for Stage 3A

REDACTED
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
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REDACTED
6 ALIGNMENT TO THE CORPORATE PLAN, CORPORATE STRATEGIES AND OPERATIONAL PLAN

The Gold Coast City Transport Strategy 2031 (The City Transport Strategy) is Council’s blueprint for developing and managing the city’s transport network over the next 20 years. A key action within the strategy is to extend the light rail network across the city with support from the private sector. The strategy identifies a desired light rail network for the city which includes a number of future extensions to the existing GCLR system:

- Broadbeach to Gold Coast Airport (via Elanora);
- Preservation of a corridor to Coolangatta town centre;
- Nobby Beach to Robina Town Centre;
- Surfers Paradise to Bundall;
- Main Beach to the Spit; and
- Parklands to Biggera Waters.

The further extension of light rail is also supported by the strategic intent of the City Plan which:

- envisions development intensity in the city’s urban area in alignment with improved public transport services, spearheaded by light rail
- depicts light rail as a catalyst to transform the city into a highly connected, compact city with a focus on vibrant centres and specialist precincts
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

- designates a light rail urban renewal area to be a cohesive corridor of distinctive, high quality urban environments that optimises accessibility to light rail services and economic development opportunities
- identifies the need to investigate extending the light rail network to places such as Burleigh Heads, Robina, Bundall, The Spit and the Gold Coast Airport.

7 GOLD COAST 2018 COMMONWEALTH GAMES™ IMPACT

It is not feasible that any extensions beyond Stage 2 to Helensvale Railway Station could be constructed in time for the 2018 Commonwealth Games.

8 FUNDING AND RESOURCING REQUIREMENTS

Budget/Funding Considerations

Related GCLR studies by City Infrastructure and City Planning are funded out of 2016/17 operating budgets in the City Transport Program:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Budget centre</th>
<th>Allocation 16/17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public transport planning – light rail</td>
<td>CI34700002</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>Public transport – GCLR 2 and GCLR3</td>
<td>CI34800004</td>
<td>$1,256,991</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$2,656,991</td>
</tr>
</tbody>
</table>

Table 2. Budget allocations for light rail in 2016/7

REDACTED

Funding requirements and revenue options for construction and operation of future GCLR stages will be identified in the Preliminary Business Case and validated in the Detailed Business Case. The funding model for stages 1 and 2 has involved partnership funding from all three spheres of government, supported by some privately financed components. It is likely this model will form a reference case for future stages.

9 RISK MANAGEMENT

<table>
<thead>
<tr>
<th>Corporate Risk</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO000507</td>
<td>&quot;Transport Strategy is not fully funded resulting in whole of city impacts with poor transport infrastructure and transport service choices for the community&quot;.</td>
</tr>
<tr>
<td>CM000962</td>
<td>&quot;Work with the Department of Transport and Main Roads to deliver major public transport improvements focussing on the extension of the light rail and improved high frequency rapid bus services through integrated transport planning, town planning and partnership funding using the Transport Improvement Levy funding&quot;.</td>
</tr>
</tbody>
</table>
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
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10 STATUTORY MATTERS

Not applicable.

11 COUNCIL POLICIES

The draft Gold Coast Active Transport Plan 2017 – 2027 was exhibited to the community from 7 April to 5 May 2017.

Four priority areas and three general actions relate to the inclusion of high standard active transport facilities within the scope of the light rail extension to Burleigh Heads.

Priorities:

Priority 1: Complete the city-wide active transport network.
Priority 2: Focus investment around major destinations and public transport nodes.
Priority 3: Remove major barriers to network connectivity.
Priority 4: Design and deliver quality infrastructure that maximises safety.

Relevant general actions:

1.4 Prioritise the delivery of active transport infrastructure along the coastal corridor where gaps in connectivity exist.
2.1 Prioritise the delivery of new and upgraded active transport infrastructure in proximity to employment centres, recreational destinations, educational institutions and public transport nodes.
4.2 Investigate opportunities to construct high standard, high-speed bikeway facilities, that are separated from vehicles and pedestrians.

Since there are major gaps in the Principal Cycle Network along the Stage 3A corridor, high standard cycling facilities are recommended as part of the project scope to address these priorities. Further, Transport and Main Roads policies relating to the Principal Cycle Network Plan also convey the same scope requirements.

12 DELEGATIONS

Not applicable.

13 COORDINATION & CONSULTATION

<table>
<thead>
<tr>
<th>Name and/or Title of the Stakeholder Consulted</th>
<th>Directorate or Organisation</th>
<th>Is the Stakeholder Satisfied With Content of Report and Recommendations (Yes/No) (comment as appropriate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dyan Currie – Director Planning and Environment</td>
<td>Planning and Environment</td>
<td>Yes</td>
</tr>
<tr>
<td>Darren Scott – Director Economic Development and Major Projects</td>
<td>Economic Development and Major Projects</td>
<td>Yes</td>
</tr>
<tr>
<td>Ron Jacobs - Manager Parks and Recreational Services</td>
<td>Community Services</td>
<td>Yes</td>
</tr>
</tbody>
</table>
14 STAKEHOLDER IMPACTS

External / Community Stakeholder Impacts

The results of this consultation on stage 3A will be relevant to future decisions on the detailed design for the Stage 3A of light rail.

The Department of Transport and Main Roads is being consulted at various levels during the development of the reference design and Preliminary Business Case. This is appropriate as the Gold Coast Hwy that is the primary route for the GCLR Stage 3 A is a State-controlled road. Further, TMR will be the Principal for any future construction and operating contracts, hence the Department needs to be part of the Preliminary Business Case development.

Other areas of the Queensland Government will be consulted before completion of the Preliminary Business Case. The Commonwealth Government are key stakeholders and funding partners for the first two stages of light rail. They will be consulted as part of the program.

Internal (Organisational) Stakeholder Impacts

Several Directorates are involved in further detailed design work in relation to the extension of light rail, including City Infrastructure, Planning and Environment, Economic Development and Major Projects and Community Services. These Directorates continue to be represented on the Executive Steering Committee and working groups that have been formed to progress and coordinate future GCLR planning activities.

15 TIMING

Consultation to support the Preliminary Business Case for Stage 3A, as described above under section 5, is planned for June, 2017 if approved by Council.

The Preliminary Business Case is expected to be brought before Council in late 2017.

Pursuant to the adopted recommendations of Council’s January 2016 decision CIW 16.01.0127.006 , further work is programed to occur in the FY17 -18 to progress the feasibility planning and business case development of GCLR Stage 3A. Subject to the findings of the Preliminary Business Case, it is proposed to commence the Detailed Business Case for Stage 3A in late 2017, for completion in late 2018.

The Detailed Business Case would be underpinned by a further consultation process on the Stage 3A detailed design, likely to be undertaken in mid to late 2018.

If funding approval is received from the relevant government agencies, work on the extension to Burleigh Heads could commence in late 2019 and be completed in 2022.

As noted above in section 5, detailed planning and consultation on Stage 3B of the project, to Coolangatta via the Airport is not likely to occur until at least 2019.
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

16 CONCLUSION

Advocating and supporting further extensions of the light rail across the city is a key action in both the Corporate Plan and the City Transport Strategy and is supported by the new City Plan.

For such a high profile project as the Gold Coast Light Rail, it is vital to include community consultation at all stages of planning so a broad range of views and opportunities is accounted for in decisions concerning the benefits and impacts of the project, and the design and location of light rail routes and stations.

Accordingly, having regard to the present focus on developing the alignment and route options for the Stage 3A route between Broadbeach South and Burleigh Heads, the recommended approach is to undertake consultation on the Stage 3A project alignment, including consideration of likely benefits and impacts and along the route, and of two station options in Burleigh Heads.

The results of the community consultation to be undertaken in 2017 will support the development of both the Preliminary and Detailed Business Cases and a detailed reference design which can be used to underpin funding decisions and a procurement process. The procurement process would most likely adopt the completed detailed reference design as a basis for “Design and Construct” offers.
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

17 RECOMMENDATION

It is recommended that Council resolves as follows:

1 That the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009.

2 That the information in this report regarding planning and business case activities for Stage 3A of the Gold Coast Light Rail from the present terminus at Broadbeach South to an interim terminus at Burleigh Heads be noted.

3 That Council continues to work closely with the Queensland Government to achieve a joint approach to completion and delivery of future Stages of the Gold Coast Light Rail including as a priority Stage 3 from Broadbeach South to Coolangatta town centre via Burleigh Heads and the Gold Coast Airport.

4 That the consultation on Stage 3A from Broadbeach South to Burleigh Heads be undertaken by Council in June 2017 in accordance with an approved Consultation Plan.

5 That a report be brought back to Council following consultation and finalisation of the Preliminary Business Case recommending a final alignment and station location in Burleigh Heads.

Cr PC Young declared that a real (or perceived) conflict of interest in this matter could exist (as per section 173 of the Local Government Act 2009), due to owning a property in James Street, Burleigh Heads but that she had considered her position and was firmly of the opinion she could participate in debate and vote on this matter in the public interest.

Cr PC Young remained in the room.

COMMITTEE RECOMMENDATION CI17.0518.004
moved Cr Crichlow seconded Cr PC Young

1 That the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009.

2 That the information in this report regarding planning and business case activities for Stage 3A of the Gold Coast Light Rail from the present terminus at Broadbeach South to an interim terminus at Burleigh Heads be noted.

3 That Council continues to work closely with the Queensland Government to achieve a joint approach to completion and delivery of future Stages of the Gold Coast Light Rail including as a priority Stage 3 from Broadbeach South to Coolangatta town centre via Burleigh Heads and the Gold Coast Airport.
ITEM 4 (Continued)
LIGHT RAIL TO SOUTHERN GOLD COAST – PROGRESS REPORT AND PLANNED CONSULTATION
TT1017/1082/08/03

4 That the consultation on Stage 3A from Broadbeach South to Burleigh Heads be undertaken by Council in June 2017 in accordance with an approved Consultation Plan.

5 That a report be brought back to Council following consultation and finalisation of the Preliminary Business Case recommending a final alignment and station location in Burleigh Heads.

CARRIED UNANIMOUSLY

Cr PC Young voted in the positive.

COMMITTEE RECOMMENDATION CHANGED AT COUNCIL 30 MAY 2017

Cr PC Young declared that a real (or perceived) conflict of interest in this matter could exist (as per section 173 of the Local Government Act 2009), due to owning a property in James Street, Burleigh Heads but that she had considered her position and was firmly of the opinion she could participate in debate and vote on this matter in the public interest.

Cr PC Young remained in the room.

CHANGED AT COUNCIL (30 May 2017)

RESOLUTION  G17.0530.008 moved Cr Crichlow seconded Cr Owen-Jones

That Committee Recommendation CI17.0518.004 be adopted, with a change to Part 4, such that it reads in its entirety as follows:

1 That the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009.

2 That the information in this report regarding planning and business case activities for Stage 3A of the Gold Coast Light Rail from the present terminus at Broadbeach South to an interim terminus at Burleigh Heads be noted.

3 That Council continues to work closely with the Queensland Government to achieve a joint approach to completion and delivery of future Stages of the Gold Coast Light Rail including as a priority Stage 3 from Broadbeach South to Coolangatta town centre via Burleigh Heads and the Gold Coast Airport.

4 That the consultation on Stage 3A from Broadbeach South to Burleigh Heads be undertaken by Council from 4 – 23 June 2017 in accordance with an approved Consultation Plan.

5 That a report be brought back to Council following consultation and finalisation of the Preliminary Business Case recommending a final alignment and station location in Burleigh Heads.

CARRIED UNANIMOUSLY

Cr PC Young voted in the positive
ITEM 5
TRAFFIC CONGESTION ORMEAU - PETITION
TT1017/113/13

COMMITTEE RECOMMENDATION CI17.0518.005
moved Cr Owen-Jones seconded Cr Vorster

That Officers provide a Report to a future City Infrastructure Committee meeting in response to community concern about traffic congestion in Ormeau and surrounds, as highlighted in the attached Non-conforming Petition to Council.

CARRIED

There being no further business the meeting closed at 10:30am.
These Pages

Numbered 1 to 49

Constitute the Adopted Report of the Meeting

Of The City Infrastructure Committee

Held Thursday 18 May 2017