Adopted Report

of the

City Infrastructure & Water Committee Meeting

held

Thursday, 21 May 2015

at

09:00 am

Gold Coast City Council Chambers
135 Bundall Road Surfers Paradise
## Index 699

### Adopted Report

#### City Infrastructure & Water Committee Meeting

**Thursday, 21 May 2015**

9.00am

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### General Business

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# Officer’s Recommendation changed by Committee

**KEY:**

- **OCEO** - Office of the Chief Executive Officer
- **CI** - City Infrastructure
- **CMS** - Community Services
- **EDMP** - Economic Development & Major Projects
- **GCW** - Gold Coast Water
- **OS** - Organisational Services
- **PE** - Planning & Environment
ADOPTION BY COUNCIL 2 JUNE 2015

RESOLUTION  G15.0602.004  moved Cr Taylor  seconded Cr Gilmore

That the Report of the City Infrastructure & Water Committee Meeting of Thursday, 21 May 2015, covered by Recommendations numbered CIW15.0521.001 to CIW15.0521.009, be adopted.

CARRIED

Cr La Castra was absent for this vote

ATTENDANCE

Cr P A Taylor  Chairperson
Cr D M Crichlow
Cr D I McDonald
Cr D Gates
Cr C L Robbins
Cr T C Gilmore
Cr W M A Owen-Jones

Mr A Twine  Director City Infrastructure
Mr P Heaton  Director Gold Coast Water
Mr M Ash  Manager City Assets, City Infrastructure
Mr K Deutscher  Manager Transport & Traffic, City Infrastructure
Mr R Mitchell  Coordinator Transport Projects, Transport & Traffic
MR S Hunt  Executive Coordinator Stormwater & Beaches, City Assets

APOLOGIES / LEAVE OF ABSENCE

PROCEDURAL MOTION
moved Cr Robbins  seconded Cr McDonald

That the apologies for Cr Caldwell be noted.

CARRIED

PRESENTATIONS

Coastal Program Update: Palm Beach Shoreline Project, Seawalls, Northern Beaches Sand Nourishment Pipeline – Mark Ash, Manager City Assets
### ITEM 1
CITY INFRASTRUCTURE
ACTION LIST AND FORWARD PLANNING SCHEDULE
LG115/1294/01/2015(P1)

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<td></td>
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<td>Action List and Forward Planning Schedule</td>
<td>Alton Twine – Director City Infrastructure</td>
<td>Standing Item</td>
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<tr>
<td>2014-15 Local Area Works Program – Additions</td>
<td>Garry Ellis – Infrastructure Delivery</td>
<td>Report as required.</td>
</tr>
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### (702) City Infrastructure & Water Committee Meeting – 21 July 2015

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<th>Item</th>
<th>Action Officer</th>
<th>Action/Previous Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trial Commercial Use of Various Council Boating Facilities (Ex ES13.0530.004/G13.0611.014)</td>
<td>John Zawadzki – City Assets</td>
<td>That a report be presented to Council in August 2015, via the City Infrastructure &amp; Water Committee, on a proposed fee structure for commercial use to apply from 1 September 2015.</td>
</tr>
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</table>

### (709) City Infrastructure & Water Committee Meeting – 19 November 2015

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<tr>
<th>Item</th>
<th>Action Officer</th>
<th>Action/Previous Resolution</th>
</tr>
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<tbody>
<tr>
<td>Adopt Final Surf Management Plan</td>
<td>Tim Evans – City Assets</td>
<td>To consider public comment and to adopt a Final Surf Management Plan</td>
</tr>
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</table>
ITEM 1 (Continued)
CITY INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE
LG115/1294/01/2015(P1)

RECOMMENDATION

It is recommended that Council resolves as follows:

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

Authorised by:
Alton Twine
Director City Infrastructure

COMMITTEE RECOMMENDATION CIW15.0521.001
moved Cr Crichlow seconded Cr Owen-Jones

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

CARRIED
ITEM 2  CITY ASSETS BRANCH
COASTAL PROGRAM UPDATE – PALM BEACH SHORELINE PROJECT, SEAWALLS AND THE NORTHERN BEACHES SAND NOURISHMENT PIPELINE
WF8/46/16/01(P1); WFB600/47

Refer 2 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 an update on the Palm Beach Shoreline Project (PBSP) and Gold Coast Seawall Construction Program (SCP) and
- provide a summary of the Northern Beaches Sand Nourishment Pipeline (Northern Beaches Pipeline) project

4 PREVIOUS RESOLUTIONS

Palm Beach Shoreline Project - Refer to Attachment 2.1.
Gold Coast Seawalls – Refer to Attachment 2.2.

5 DISCUSSION

The Ocean Beaches Strategy seeks to ensure that our coastal infrastructure is protected from coastal hazards. Beach replenishment and seawall construction are key activities for implementing the city’s Ocean Beaches Strategy. The following sections provide an update on the City’s progress in these areas.

Palm Beach Shoreline Project Update

The Palm Beach shoreline is the section of the Gold Coast beachfront with the least available sand buffer to erosion and damage caused by storms or prolonged periods of high energy ocean swell. Further erosion of Palm Beach will result in damage to public infrastructure, private property and City of Gold Coast’s image, reputation and tourism. Analysis of 40 years of historical monitoring data has concluded that this vulnerability to erosion and storm damage will not be mitigated through natural sand movement alone.

In March 2014 Council endorsed the concept design for a preferred solution for the PBSP (refer ex Minute G14.0325.004). This option included beach replenishment stabilised by a near-shore control structure (known as 19th Reef due to its location at 19th Avenue).

The objective of the PBSP is to provide a cost effective, innovative, environmentally and socially acceptable solution to maintain a suitable beach width to buffer future erosion impact.

A procurement model to deliver the PBSP has been developed following the completion of the Concept Design. This procurement model was developed in collaboration with the Chief Procurement Office (CPO) and based on industry feedback through an Expression of Interest (EOI) process. In addition to the development of the procurement model, design validation work is underway to assist in providing the most efficient delivery of future detailed design and construction activities.
Gold Coast Seawall Construction Program Update
The accelerated Gold Coast Seawall Construction Program (SCP) is a key component in achieving the strategic outcomes of the Ocean Beaches Strategy.

From late 2008 to present, Gold Coast beaches have been subjected to periodic storm events and successive periods of high energy ocean swell. The cumulative effect of these events resulted in beach erosion and damage to public infrastructure along many sections of the Gold Coast beachfront. These effects were most obvious in July 2013.

In response to these erosion events, Council allocated funding to increase the scope and pace of the SCP. Table 1 shows the sections of public seawall that have been constructed or rebuilt since the last seawall update provided to Council in May 2013 (refer ex Minute G13.0514.009).

Table 3. Seawalls Constructed or Certified Via Peel Backs

<table>
<thead>
<tr>
<th>Seawall Location</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami Seawall (Nagel Ave to North Burleigh Headland)</td>
<td>860m</td>
</tr>
<tr>
<td>Palm Beach 23rd to 25th Avenue</td>
<td>200m</td>
</tr>
<tr>
<td>Palm Beach 7th Ave (Andy Frizzell Park)</td>
<td>50m</td>
</tr>
<tr>
<td>Broadbeach (First Ave to Aust. Ave)</td>
<td>620m</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,730 m</strong></td>
</tr>
</tbody>
</table>

1. Peel backs involve the exposure and inspection of existing seawalls to determine the condition for recertification or future reconstruction (as required).

Table 2 shows the status of ongoing public seawall construction and investigation works for 2014-15.

Table 2. Ongoing Public Seawall Construction and Investigation Works

<table>
<thead>
<tr>
<th>Location</th>
<th>Potential Length</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peel backs at Main Beach, Narrowneck, Kirra and Bilinga (9 peel backs scheduled in total)</td>
<td>2,470 m (1)</td>
<td>Complete (certification pending)</td>
</tr>
<tr>
<td>Seawall construction at Palm Beach 27th Ave north to No.147 Palm Beach Esplanade</td>
<td>120 m</td>
<td>Scheduled for mid-2015</td>
</tr>
<tr>
<td>Broadbeach (Queensland Ave to Australia Ave)</td>
<td>280m</td>
<td>Scheduled for mid-2015</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,870 m</strong></td>
<td></td>
</tr>
</tbody>
</table>

1. Maximum estimated length of seawall that may be able to be certified by peel back activity. The total length certified is dependent on the condition of the seawalls determined by the engineer following the peel back.

Future stages of seawall construction will be determined from the results of ongoing seawall investigations.

Northern Beaches Sand Nourishment Pipeline – Project Summary
The Northern Beaches Sand Nourishment Pipeline (Northern Beaches Pipeline) is a project that is directly aligned to the delivery outcomes of the Three Point Plan for Coastal Protection (3PPCP). It will be undertaken in partnership with the Gold Coast Waterways Authority (GCWA) and serve as a method for increasing the width of northern Gold Coast beaches such as Surfers Paradise.
Sand nourishment (via sand backpassing) involves transporting sediment back to an area from which it originated from. For the Northern Beaches Pipeline, this backpassing will involve the pumping of sand southwards (through a pipeline) from the Gold Coast Seaway Sand By-Pass System to Main Beach and Surfers Paradise.

The Queensland State Government operates the Gold Coast Seaway Sand By-Pass System (Seaway By-Pass) through the GCWA. On average, the Gold Coast Seaway Sand By-Pass System pumps approximately 650,000m³/year of sand from the Spit to South Stradbroke Island (SSI) to maintain a northerly sand supply to SSI.

Previous studies into a Northern Beaches Pipeline have indicated that approximately 120,000m³/year of excess sand may be utilised to replenish the beaches of Surfers Paradise and Main Beach without impacting on SSI.

A Forward Planning report for a sand nourishment pipeline to transport this excess material to Surfers Paradise and Main Beach is currently being completed.

The Forward Planning report will utilise existing information to provide an economical, low capital investment system that includes a mixture of permanent and temporary infrastructure. As part of the project, there is ongoing liaison with GCWA throughout the conceptual design, detailed design and construction stages of the project.

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

Gold Coast 2020
Outcome 1.7 - Everyone can enjoy a beach experience – our beaches are open and accessible by everyone.

Key strategy and program of work:

- implement the Ocean Beach Strategy 2013 – 2023 (OBS) to ensure our beaches are clean, healthy, safe and accessible now and into the future.
- implement recommendations from the Gold Coast Shoreline Management Plan (GCSMP) to support coastal protection

Supporting actions:

- the PBSP and seawalls are identified as actions in the GCSMP
- investment in the PBSP, the SCP and the Northern Beaches Pipeline will reduce the vulnerability of the city’s beaches to future storm events

Ocean Beach Strategy 2013 – 2023
The PBSP, public SCP and Northern Beaches Pipeline will contribute to achieving the following Ocean Beaches Strategy outcomes:

- everyone can enjoy a beach experience
- our beaches are healthy and clean
- our infrastructure is protected from coastal hazards

Operational Plan 2014-15
Conservation and Environment Program
Supporting action: Implementing the PBSP, seawalls and Northern Beaches Pipeline will contribute to the maintenance of our world class beaches by providing a long term sustainable and low maintenance solution for the health of Gold Coast beaches.

7 COMMONWEALTH GAMES IMPACT

Gold Coast 2020

1.8 - Our city benefits from a great Gold Coast 2018 Commonwealth Games

The Commonwealth Games will provide significant international exposure for the City and will be held during the 2017-18 storm season.

Global coverage interests for the Gold Coast during and after the Commonwealth Games will include our healthy beaches. Any damage from beach erosion sustained in the 2017-18 storm season, regardless of location, will likely be reported as a coast wide issue and affect the overall City reputation and image.

Investment in the health of Gold Coast beaches prior to the Commonwealth Games will improve the erosion buffer and shoreline protection to accommodate storm events in the lead up to the Commonwealth Games.

8 FUNDING AND RESOURCING REQUIREMENTS

Seawall Construction Program

The SCP receives a recurrent allocation of $1.2M per year (G13.0514.009). This aligns with the objectives outlined in the City Plan 2020 and supported in the Ocean Beaches Strategy and Gold Coast Shoreline Management Plan.

Northern Beaches Nourishment Pipeline

The Forward Planning stage of the project is currently underway and is scheduled for completion in Q4 of 2014-15. The following cash flow has been proposed for the Northern Beaches Pipeline in the 2015-16 Four Year Capital Works Program.

Table 5 – Proposed 2015-16 Four Year Capital Works Program

<table>
<thead>
<tr>
<th>Project</th>
<th>2015-16</th>
<th>2016-17</th>
<th>2017-18</th>
<th>2018-19</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Beaches Sand Nourishment Pipeline</td>
<td>$0</td>
<td>$2,050,000</td>
<td>$1,828,700</td>
<td>$2,035,500</td>
<td>$5,914,200</td>
</tr>
</tbody>
</table>

Forward design work for the Northern Beaches Pipeline is scheduled to occur in 2015-16.

9 RISK MANAGEMENT

Coastal erosion resulting in loss or damage to the city image, environment, economy and property has been identified as a corporate risk (CO000502).
ITEM 2 (Continued)
COASTAL PROGRAM UPDATE – PALM BEACH SHORELINE PROJECT, SEAWALLS AND THE NORTHERN BEACHES SAND NOURISHMENT PIPELINE
WF8/46/16/01(P1) ; WFB600/47

A number of controls have been identified to assist in mitigating corporate risk C000502 including:

- CN000461 – Construction of seawalls
- CN000472 – Management of beach protection assets
- CN000469 – Implementation of the highest priority Gold Coast Shoreline Management Plan recommendations
- CN000466 - Appropriate funding and support for the Major Coastal Works Program.
- CN000899 – Develop detailed design and budget for the Palm Beach Shoreline Project for construction in 2016-17.

Ensuring that the sand nourishment and 19th Reef works are implemented prior to the 2018 Commonwealth Games will assist in mitigating corporate risk C000497 (Commonwealth Games 2018 legacy and community development opportunities are not maximised).

While the sand nourishment alone provides important interim protection against erosion, the ultimate benefit provided by the project will not be achieved without the construction of the 19th Reef.

The accelerated SCP will assist in mitigating corporate risks CN000461 and CN000472.

10 STATUTORY MATTERS

All Federal, State and Local statutory approvals have been obtained to undertake the PBSP beach replenishment works.

All statutory approvals required for the 19th Reef and seawall construction will be submitted during the detailed design phase.

11 COUNCIL POLICIES

Planning Scheme Policy No. 7 Foreshore Rock Wall – Design and Construction.

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>Executive Coordinator Directorate Finance – N Sodhi</td>
<td>Corporate Finance</td>
<td>Yes</td>
</tr>
<tr>
<td>Manager Assets Branch – M Ash</td>
<td>Assets Branch</td>
<td>Yes</td>
</tr>
</tbody>
</table>

The Chief Procurement Officer has provided advice about procurement for the PBSP.

Communication and Engagement

Extensive communication and engagement activities were undertaken during the development of the Ocean Beaches Strategy.
Extensive communication and engagement activities have been undertaken during since the commencement of the PBSP. In particular, there have been detailed engagement activities throughout the concept design phase of work, including presentations and engagement workshops with Cr Daphne McDonald, local residents and stakeholders.

Project communication, engagement and consultation activities will continue to keep local stakeholders and the community informed throughout the detailed design phase of the PBSP (refer ex Minute G14.0325.004).

The Gold Coast Surf Management Plan Advisory Committee (GCSMPAC) was formed to ensure that relevant stakeholders were consulted regarding surf amenity on Gold Coast beaches, including Palm Beach. The purpose of the Advisory Committee is to create a forum between the City, State Government Agencies, Research Bodies, Community and Stakeholders.

Adjacent beachfront residents are notified in advance of public seawall construction works.

14 STAKEHOLDER IMPACTS

Local Ratepayers and State Tax Payers
The PBSP, SCP and Northern Beaches Pipeline will provide increased protection for public infrastructure against damage caused by beach erosion.

Commonwealth Games
The PBSP, SCP and Northern Beaches Pipeline will ensure the iconic coastline is the centre piece for the Commonwealth Games, delivering significant economic and GC2018 legacy benefits for the city.

Beach Visitors and Recreational Beach Users
Beach replenishment and seawall construction will improve beach health and reduce the loss of beach amenity following future storms or periods of consecutive ocean swell events.

Beachfront Property Owners
The PBSP and Northern Beaches Pipeline will increase the beach volume and provide an improved buffer for future ocean swell and storm events.

Increasing the resilience of the beaches will reduce the risk of damage to beachfront private property.

Surfing Community
The surfing community appointed Mr Mark Traucnieks as the surfing representative for the PBSP. Mr Traucnieks sits on the expert review panel and provides input on wave and sand bar characteristics specific to surf science.

The GCSMPAC is consulted regarding surf amenity on Gold Coast beaches, including Palm Beach and the northern beaches.
15 TIMING

Palm Beach Shoreline Project

Preparation for the detailed design, in accordance with the recommended procurement model, is currently underway and will assist in providing the most efficient delivery of future detailed design and construction activities.

The construction works must be undertaken during the calmest period of the year (August to November) to limit potential cost variations associated with poor weather conditions. The required cash flow and timing of the PBSP is currently being revised for consideration in the 2016-17 4 Year Capital Works Program.

Seawall Construction Program

The SCP is an ongoing program of works that is completed annually. The program is on track for delivery of the scheduled seawall construction works (Table 4) for the 2014-15 and 2015-16 financial years.

Preparation is also underway for additional public seawall construction at Main Beach and Narrowneck during the 2015-16 financial year.

Northern Beaches Beach Nourishment Pipeline

Conceptual design of the Northern Beaches Pipeline is scheduled for completion in Q4 of 2014-15. The Forward Design work is scheduled to occur in 2015-16.

16 CONCLUSION

The Ocean Beaches Strategy seeks to ensure that our coastal infrastructure is protected from coastal hazards. Beach replenishment and seawall construction are key activities for implementing the city’s Ocean Beaches Strategy.

Palm Beach Shoreline Project

The Palm Beach shoreline is the section of the Gold Coast beachfront with the least available sand buffer to erosion and damage caused by storms or prolonged periods of high energy ocean swell.

In March 2014 Council endorsed the concept design for a preferred solution for the PBSP (refer ex Minute G14.0325.004). This option included beach replenishment stabilised by a near-shore control structure (known as 19th Reef due to its location at 19th Avenue).

Further beach erosion at Palm Beach will result in damage to public and private infrastructure. Such damage is likely to negatively impact on the City’s reputation and tourism.

Validation of the adopted PBSP concept design is currently underway and will enable the future award of a detailed design contract in line with a recommended procurement model by the Chief Procurement Office (CPO).
Seawall Construction Program

In response to erosion events, Council has allocated funding to increase the scope and pace of the Seawall Construction Program (SCP). This funding has resulted in significant improvements to coastal defence for the City.

As a result of the SCP, approximately 1,730 m of seawall has been constructed, rebuilt or certified since the last seawall update provided to Council in May 2013 (G13.0514.009).

As part of the SCP for 2014-15, approximately 400m of seawall is currently being constructed and an additional 2,470m of seawall is being investigated through peel backs at Main Beach, Narrowneck, Kirra and Bilinga.

Preparation is underway for public seawall construction at Main Beach and Narrowneck during the 2015-16 financial year. Future stages of seawall construction will be determined from the results of ongoing seawall investigations.

Northern Beaches Beach Nourishment Pipeline

The Northern Beaches Sand Nourishment Pipeline (Northern Beaches Pipeline) is a project that is directly aligned to the delivery outcomes of the Three Point Plan for Coastal Protection (3PPCP).

A conceptual design for a sand nourishment pipeline to transport excess material from the Gold Coast Seaway Sand By-Pass System to Surfers Paradise and Main Beach is currently being completed in consultation with the Gold Coast Waterways Authority.

The conceptual design draws upon the outcomes of previous studies to provide an economical, low capital investment design that includes a mixture of permanent and temporary infrastructure. As part of the project, there will be ongoing liaison with GCWA throughout the conceptual design, detailed design and construction stages of the project.

Conceptual design of the Northern Beaches Pipeline is scheduled for completion in Q4 of 2014-15. The Forward Design work is scheduled to occur in 2015-16.
17 RECOMMENDATION

It is recommended that Council resolves as follows:

That the contents of this report be noted.

Author: Daniel Hamilton  Authorised by: Alton Twine
Coastal Planning Engineer  Director City Infrastructure
5 May 2015
TRACKS REF: 48908219 + Attach #48215678 & #48337654

COMMITTEE RECOMMENDATION  CIW15.0521.002
moved Cr Crichlow  seconded Cr Gates

That the contents of this report be noted.

CARRIED
Ex Minute No G14.0404.012

1. That it is in the public interest to invite expressions of interest for the delivery of the Palm Beach Shoreline Project (LG314/254/14/109) prior to inviting written tenders.

Ex Minute No G14.0325.004:

1. That Council notes the project status as outlined in this report.
2. That Option 2 (beach replenishment stabilised through construction of a nearshore structure) progress to detailed design.
3. That Council notes project cash flow of $8.45 Million in 2014-15 and 2015-16 ($16.9 Million total) has been listed within SAP Budget Centre ES2510C004 Major Coastal Works.
4. That project communication, engagement and consultation activities continue to keep local stakeholders and the community informed.
5. That the lead petitioner in opposition to Option 3 (replenishment stabilised by artificial headlands) be advised of the project status as outlined in this report for distribution to the other petitioners.

Ex Minute No G13.1018.007:

1. That the opposition of the 189 petitioners to headlands (the third of three options) for the Palm Beach Shoreline Project be noted.
2. That the view of petitioners in opposition to headlands be included in a future report for the consideration of Council for the Palm Beach Shoreline Project.
3. That petitioners be advised of recommendations 1 and 2.

Ex Minute No G13.0820.015:

The Gold Coast Ocean Beaches Strategy 2013 to 23 is an overarching transformational strategy that makes clear the need to manage the ocean beaches.

The PBSP detailed design will be aligned with the four outcomes of the Ocean Beaches Strategy:

- everyone can enjoy a beach experience
- our beaches are healthy and clean
- our infrastructure is protected from coastal hazards
- there is joint stewardship of the ocean beaches

Ex Minute No G13.0806.030:

"That the above Petition be received and referred to the appropriate committee for consideration and report to Council."

Ex Minute No G13.0226.013:

2 That the proposed $1.1 Million allocation in 2013-14 to complete design and procurement for the Palm Beach Shoreline Project be considered as part of the 2013-14 budget deliberations for SAP Capital Budget Centre ES2510C004 Major Coastal Works.

3 That Council notes that the proposed 2014-15 allocation for the Palm Beach Shoreline Project is $16.9 Million for implementation of the project works.

4 That the 2013-14 whole of city allocation for construction of public seawalls be considered to be increased by $860,000 from $340,000 to $1.2M in SAP Capital Budget Centre ES2510C001 Beaches Capital Works as part of the 2013-14 budget deliberations to accelerate completion of public seawalls.

5 That Council notes that the City Solicitor has advised that the accelerated completion of private seawalls through an appropriate method to be decided upon by Council will be the subject of a separate report.

6 That the Mayor contact the relevant State and Commonwealth bodies to advise of the intent to seek funding for the PBSP.°

Ex Minute No G12.1023.037:

°1 That Committee Recommendation B12.1015.001 be adopted, with the addition of Part 6, such that it reads in its entirety as follows:

2 That Council endorses proceeding with 2012-13 actions outlined in this report for the Palm Beach Shoreline Project.

3 That as part of the September 2012 Budget Review, Council brings forward $1.2 Million from the $1.6 Million of funding that was deferred from 2012-13 to 2013-14 for the Palm Beach Shoreline Project to complete preparation tasks.

4 That Council notes the preliminary estimated cash flow / budget requirements contained in this report.

5 That Council notes that the Palm Beach Shoreline Project is strongly aligned to the Queensland Coastal Plan and Council’s Draft Ocean Beach Strategy which will improve the health of this vulnerable section of the Gold Coast coastline.

6 That Council endorses initiating community engagement activities for the Palm Beach Shoreline Project.

7 That Minister Stuckey and the State Member for Burleigh be given a copy of the Agenda Item 1 Report and the recommendation.°

Ex Minute No SBC12.0622.022:

°That funding of $1.6m for the Palm Beach Shoreline Project be deferred to 2013-14.

Ex Minute No ES12.0809.007:

°1 That Council notes the status of the seawall along public and private sections of the Gold Coast shoreline.

2 That this report be referred to the Governance Administration & Finance Committee to be considered in conjunction with a further report being presented by the City Solicitor regarding Council’s legal position on the construction and maintenance of seawalls for private beachfront property.
Ex Minute No G11.1010.014:

"That the contents of this report be noted."

Ex Minute No G10.1122.015:

1 That Council endorses the Gold Coast Shoreline Management Plan:
   a As a whole of coast strategy, noting that individual beach protection strategies will be presented to Council for consideration prior to implementation.
   b That sufficient funding is allocated for a community consultation strategy which is to occur before Council considers implementation of significant new capital works recommended in the GCSMP.

2 That the Director Engineering Services apply for grants and approvals from the State and Commonwealth Governments for implementation of the recommendations identified in the GCSMP.

3 That Council notes that implementation of the Gold Coast Shoreline Management Plan is strongly aligned to Council’s “Bold Future” and will improve the health of Gold Coast beaches. GCSMP implementation will improve the protection of beach front properties and reduce the risk of erosion damage for assets located seaward of the seawall during future storm events but may not provide such protection under severe erosion events.

4 That the implementation funding plan be referred to the Finance Committee (refer Attachment 3.3).

5 That the City Solicitor present a report to Council detailing the results of an investigation concerning the preparation of a draft local law to empower Council to require owners of land to construct or renew a seawall to the standard required by Council. The investigation report, to be prepared after consultation with internal stakeholders, is to include a draft local law for consideration by Council addressing the issues raised in this report.”

Ex Minute No G09.1012.012:

1 That the contents of this report be noted.

2 That as a result of the storm event of May 2009, Council reviews the Foreshore Rock Wall Design and Construction Policy, following consultation to explore options for residents and addressing legislative issues, with a view to working towards a continuous boulder wall.

3 That a further report highlighting outcomes, including recommendations arising from the policy review, be brought back to the Committee for consideration.”

Related Item: Actions Arising from Councillor Budget Discussion Workshop 20/08/09.

"Ocean Beach Management – report required on future funding requirements. Consideration to be given to general maintenance, climate change etc."

Ex Minute G10.0510.008:

1 That Council note that funding for the Northern Beaches Sand Nourishment program has been included in the 2010-11 budget process.

2 That Council supports the undertaking of a pilot dredging project to provide for sand replenishment of the northern Gold Coast beaches. This project will also complement other projects such as Broadwater sand commercialisation and mitigation of the Seaway navigation and safety issues.
3 That Council note that work is continuing on the development of a management plan addressing long term sand nourishment for the northern Gold Coast beaches. This will align with Council’s Shoreline Management Plan.

4 That the longer term sand nourishment project outcomes be included in Engineering Services Shoreline Management Plan.*
Ex Minute G13.0514.009:

1. That Council increase its recurrent allocation for the construction of public seawalls by $896,000 from $304,000 starting in 2014-15 to $1.2 Million per year in Capital Budget Cost Centre ES2510C001 Beach Facility Capital Works to allow for the completion of high priority sections of public seawalls by 2034.

2. That Council endorse the following category process for the purpose of prioritising the construction of public seawalls for ES2510C001 Beach Facilities Capital Works Program:

   **High Priority:**
   
   Category 1: No evidence of an existing seawall and high erosion risk due to unhealthy beach sand volumes (BVI)

   Category 2: Evidence of a seawall, no certification and high erosion risk due to unhealthy beach sand volumes (BVI)

   **Medium Priority:**
   
   Category 3: No evidence of seawall and low erosion risk due to healthy beach sand volumes (BVI)

   **Low priority:**
   
   Category 4: Evidence of seawall, no certification and low erosion risk due to healthy beach sand volumes (BVI)

Ex Minute G12.0821.012 (in part):

1. That Council notes the status of the seawall along public and private sections of the Gold Coast shoreline.

Ex Minute G10.1122.015 (in part):

1. That Council endorses the Gold Coast Shoreline Management Plan:

   a. As a whole of coast strategy, noting that individual beach protection strategies will be presented to Council for consideration prior to implementation.

   b. That sufficient funding is allocated for a community consultation strategy which is to occur before Council considers implementation of significant new capital works recommended in the GCSMP.

2. That the Director Engineering Services apply for grants and approvals from the State and Commonwealth Governments for implementation of the recommendations identified in the GCSMP.

3. That Council notes that implementation of the Gold Coast Shoreline Management Plan is strongly aligned to Council’s “Bold Future” and will improve the health of Gold Coast beaches. GCSMP implementation will improve the protection of beach front properties.
ITEM 3  TRANSPORT AND TRAFFIC BRANCH
PETITION FOR THE FREE SENIORS TRAVEL INITIATIVE TO BECOME A PERMANENT SERVICE
TT138/332/02(P339)

1 BASIS FOR CONFIDENTIALITY

Not Applicable.

2 EXECUTIVE SUMMARY

Not Applicable.

3 PURPOSE OF REPORT

The purpose of this report is to respond to a petition presented to Council on the 17 March requesting that the Free Seniors Travel initiative become a permanent service.

4 PREVIOUS RESOLUTIONS

Ex Council Meeting 19 August 2014

Ex Council Minute G14.0819.009 refers:

1. “Council endorse the extension of the Free Seniors Travel initiative from 29 August 2014 until 29 August 2015

2. Council approve the allocation of $880,000 from Budget centre ES3470 Cost Centre 1005773- Public Transport Initiatives to fund the initiative from 29 August 2014 until 30 June 2015.

3. Council notes that it will need to allocate a further $260,000 within the FY2015-16 budget to fund the initiative from 1 July 2015 to 29 August 2015.

4. This allocation is sourced from the $6m funding for public transport outcomes derived from the City Transport levy”.

Ex Council Meeting of 17 March 2015

Ex Council Minute G15.0317.02 refers:

“That the above Petition be received and referred to the appropriate committee for consideration and report to Council.”

5 DISCUSSION

The Free Seniors Travel initiative commenced in September 2013 and allows eligible Gold Coast Seniors to travel for free on Gold Coast buses between 8.30am and 3.30pm Monday to Friday (including public holidays).

The initiative has been well received by the community with over 21,000 users registered for the scheme.

Free Seniors Travel is fully funded by the City and is delivered in conjunction with Surfside Bus Lines and the Queensland Government acting through the Department of Transport and Main Roads (TransLink Division).
ITEM 3 (Continued)
PETITION FOR THE FREE SENIORS TRAVEL INITIATIVE TO BECOME A PERMANENT SERVICE
TT138/332/02(P339)

Council at its meeting of 19 August 2014, resolved to extend the Free Senior Travel initiative from 29 August 2014 until 29 August 2015. Funding for the extension was allocated from the Public Transport Initiatives cost centre (1005773) within the City’s F14-15 Operational Budget.

TransLink agreed to the extension and a Memorandum of Understanding (MOU) was executed to clearly identify the responsibilities of both agencies in delivering the initiative.

A petition with 47 signatures was received by Council at its meeting of the 17 March 2015 requesting that the initiative be continued on a permanent basis beyond the current end date of 28 August 2015. The petition was compiled through the Robina Walkers Group which is a seniors group that supports older people to develop and manage active and healthy programs in their own communities.

While the City funds the initiative, its continued delivery requires the approval of the State Government’s Department of Transport and Main Roads (TransLink Division).

Council officers regularly engage with TransLink in relation to the planning and delivery of improved services, infrastructure and other public transport initiatives within the City. The Free Seniors Travel initiative is a standing item on the agenda and the success of the scheme to Gold Coast seniors is reported regularly.

While TransLink understands the benefits that the schemes provides to Gold Coast Seniors, the Department has advised that it will not will commit to a permanent approval of the initiative and its continued delivery will need to assessed on a year by year basis.

It is currently proposed for funding to be allocated within the City’s FY15-16 budget to continue the initiative until the end of June 2016. While there is strong support for the initiative to continue, Councils commitment will not be known until the budget is finalised in May 2015.

In anticipation of funds being allocated it is recommended that Council write to both the Deputy Premier, Minister for Transport and the Deputy-Director General of Translink requesting approval be given (subject to Council FY 15-16 Budget approval) for a further extension of the Free Seniors Travel initiative from 30 August 2015 to 30 June 2016.

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

The alignment of this initiative to the City’s Corporate Plan and other strategic planning documents is as follows:

- Gold Coast 2020
- 1.4 We have fast frequent and reliable public transport
  *We can get around the city easily and cheaply*
- 3.3 Our city is inclusive and supportive
  *We have a diverse community where everyone is welcome*
- 3.6 We are an active and healthy community
  *We enjoy our city and its enviable climate*
ITEM 3 (Continued)
PETITION FOR THE FREE SENIORS TRAVEL INITIATIVE TO BECOME A PERMANENT SERVICE
TT138/332/02(P339)

- Gold Coast City Transport Strategy 2031

Theme 11: Integrate requirements to support public transport within other policy areas
Older people and people with a disability can remain connected to their communities

The activity is also recognised in the current Operational Plan as a Mayoral Initiative.

7 COMMONWEALTH GAMES IMPACT

Not Applicable

8 FUNDING AND RESSOURCING REQUIREMENTS

Budget/Funding Considerations

Funding for the Free Seniors Travel Scheme has been approved up until the 29 August 2015.

Based upon current levels of patronage and the cost recovery model that is in place with TransLink it is estimated that the scheme will cost approximately $890,000 to operate over the FY15-16.

This amount has been included within the draft FY15-16 operational budget however the extent of Council’s commitment will not be known until budget deliberations are finalised in May 2015.

Costs for Capital Works and Service Proposals

Not applicable.

In accordance with the budget review guidelines the following circumstances require referral to the Special Budget Committee

Not applicable.

People and Culture

Not applicable.

9 RISK MANAGEMENT

No risks have been identified by current operations of the initiative and no change to operations is envisaged by this report at this time.

10 STATUTORY MATTERS

Not Applicable

11 COUNCIL POLICIES

Not Applicable
ITEM 3 (Continued)
PETITION FOR THE FREE SENIORS TRAVEL INITIATIVE TO BECOME A PERMANENT SERVICE
TT138/332/02(P339)

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>Mayor Tom Tate</td>
<td>City of Gold Coast</td>
<td>Yes</td>
</tr>
<tr>
<td>Alton Twine, Director City Infrastructure</td>
<td>City Infrastructure</td>
<td>Yes</td>
</tr>
<tr>
<td>Ken Deutscher, Manager Transport and Traffic</td>
<td>City Infrastructure</td>
<td>Yes</td>
</tr>
<tr>
<td>Craig Wallace, Executive Coordinator Transport Planning</td>
<td>City Infrastructure</td>
<td>Yes</td>
</tr>
<tr>
<td>Department of Transport and Main Roads, TransLink Division.</td>
<td>State Government</td>
<td>TransLink has approved the initiative until the 28th August 2015. Further support for the initiative beyond August 2015 will need to be determined on a year by year basis.</td>
</tr>
</tbody>
</table>

Right to Information (RTI) and Information Privacy (IP) Legislation 2009

14 STAKEHOLDER IMPACTS

External / community stakeholder Impacts

It is expected that the petitioners will be satisfied with the stated intention of Council to further extend the initiative until the end of June 2016.

The Chief Petitioner will need to be advised of Council’s decision within 2 weeks of the resolution being adopted.

Internal (Organisational) Stakeholder Impacts

Not applicable

15 TIMING

It is currently proposed for the Free Seniors Travel initiative to be extended from its current end date of 29 August 2015 until 30 June 2016.
16 CONCLUSION

The Free Seniors Travel initiative has been a great success. Survey results show that 30% of all the Gold Coast seniors are now using bus services everyday which represents a significant increase in seniors catching public transport on the Gold Coast.

The initiative has had a positive impact on the lives of many seniors who now can easily access public transport during off peak hours to travel about the city thereby allowing them to remain connected with the community.

The scheme demonstrates the City’s commitment to encourage more Gold Coast residents onto public transport and the results have demonstrated a positive shift in travel behaviour towards more sustainable modes.

The Free Senior Travel initiative is making a significant contribution to the City achieving the goals of the Gold Coast City Transport Strategy 2031 and its continuation is receiving support by the State Government, albeit on a year by year basis, due to the benefits the initiative delivers across the health and transport portfolios.

It is currently proposed to allocated funds within Councils FY15-16 Budget to continue the scheme until the 30 June 2016.
ITEM 3 (Continued)
PETITION FOR THE FREE SENIORS TRAVEL INITIATIVE TO BECOME A PERMANENT SERVICE
TT138/332/02(P339)

17 RECOMMENDATION

It is recommended that Council resolves as follows:

1 That the details contained within this report be noted.

2 That;
   I. the Mayor write to the Deputy Premier and Minister for Transport and
   II. the Manager Transport and Traffic write to the Deputy Director-General
       TransLink Division requesting that approval (subject to Council funds being
       allocated within the FY 2015-16 Budget) be given to extending the Free Senior
       Travel initiative on Surfside Buslines beyond 30 August 2015.

3 That the chief petitioner be advised of Council’s decision.

Author:                   Authorised by:
Andy Stewart              Alton Twine
Coordinator Public Transport Director City Infrastructure
20 April 2015

COMMITTEE RECOMMENDATION   CIW15.0521.003
moved Cr Owen-Jones        seconded Cr Crichlow

1 That the details contained within this report be noted.

2 That;
   I. the Mayor write to the Deputy Premier and Minister for Transport and
   II. the Manager Transport and Traffic write to the Deputy Director-General
       TransLink Division requesting that approval (subject to Council funds
       being allocated within the FY 2015-16 Budget) be given to extending the
       Free Senior Travel initiative on Surfside Buslines beyond 30 August 2015.

3 That the chief petitioner be advised of Council’s decision.

CARRIED
2 EXECUTIVE SUMMARY

The Transport & Traffic Branch has compiled, evaluated and analysed a range of transport system data to develop the first ever State of the Transport Network Technical Report (State of the Network) to:

- Provide factual information on the performance of the transport system
- Measure progress towards the objectives of the Gold Coast City Transport Strategy 2031 ("the Transport Strategy")
- Acknowledge areas where we are doing well
- Identify areas where we can improve and how this may be achieved

The State of the Network has collated extensive information from a range of sources spanning the last decade. While some of this information, for example the national census, is only collected every five years, other sources such as TransLink patronage data are available on demand. In all cases the latest relevant data has been used.

As well as providing a very large amount of detailed information for use in planning and the managing the transport network, this initial State of the Network has identified seven key issues that have a significant bearing on the performance of the transport network:

**Key Finding 1:** The City of Gold Coast has historically experienced sustained growth, even during periods of economic downturn, and will continue to do so. Each new resident places additional demand on the transport network and acknowledging and understanding this sustained growth is essential to the management and planning of the transport system. The City and the State government need to keep managing, planning and investing in the transport system to cater for this growth for this growth on an ongoing basis.

**Key Finding 2:** The way in which residents undertake travel to work has a significant bearing on the transport system as it creates peak loadings on the network. Understanding how this travel occurs for individual centres is essential in tailoring local transport plans. For centres to realise their full potential, encouraging sustainable travel modes is essential. The City needs to continue to develop tailored local transport plans for all its major centres.

**Key Finding 3:** The Gold Coast G:link light rail has been an outstanding success. Current transport policies to increase public transport use are working and more stages of light rail are needed to continue this success. The City needs to continue its strong advocacy and support for light rail across all levels of the organisation. Ongoing upgrades of more supporting bus services to high frequency “turn up and go” status is also required to support growth of public transport use right across the city.

**Key Finding 4:** Active travel provides a significant and cost effective opportunity to take pressure off the transport network, particularly for work related trips during peak times. The City needs to redouble its efforts to ensure active transport is a viable alternative for travel to work through implementation of travel behaviour programs and investment in active transport infrastructure. This requires a commitment to continue the good work of these high benefit, low cost programs.
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
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Key Finding 5: Optimisation and upgrade of intersection pinch points in existing urban areas of the city is essential to get the most from existing road infrastructure.

As the majority of congestion occurs on the State network, collaboration with TMR under a “one network” approach is critical. Targeted and sustained investment in the city’s Road Network Improvement sub-Program is also essential to deliver cost effective improvements on the road network.

Key Finding 6: Many major roads in the city’s network experience lower than average travel speeds at peak times. However the majority of this congestion is on State-controlled roads which comprise the major traffic routes. Some major upgrades of roads are planned by the State but much more will be needed over the coming years. In particular the M1 south of Robina will need further funding consideration. The City also needs to continue to invest strongly in the Council network under a “one network” approach.

Key Finding 7: There is a significant opportunity to better manage travel demand generated by travel to and from schools. This will not only reduce congestion around schools but also across the wider road network. The City needs to build on the current work in establishing active school travel programs and encourage participation from more schools over time, to deliver visible improvements in congestion for minimum cost. In addition, pathways and cycling infrastructure need to be continuously improved around schools.

It is proposed that this technical information and key findings now be progressed to produce a concise public version of the State of the Network, to be posted on the City’s website. An indicative draft is provided as attachment 1.

3 PURPOSE OF REPORT

To present summary findings from the State of the Transport Technical Report (State of the Network).

4 PREVIOUS RESOLUTIONS

Nil.

5 DISCUSSION

5.1 Background

The City Transport Strategy 2031 (the Transport Strategy) adopted a comprehensive transport vision for the City that aims to:

- Protect the city’s quality of life and ensure it is an equitable society;
- Strengthen the economy;
- Support a healthier community;
- Protect the environment; and
- ensure transport activity is resilient to major external factors like climate change and energy price rises.
ITEM 4 (Continued)
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More recently the Draft City Plan 2015 has defined specific transport objectives with a focus on:

- Emphasising an integrated transport system that provides choice, convenience and efficiency.
- Identifying the components of an integrated transport system as active transport, public transport and the road network.
- Connecting centres with active and public transport networks.
- Supporting light rail and rapid bus services.

A requirement of the Transport Strategy is to measure and track its implementation and delivery over time to ensure its objectives are being pursued. This initial State of the Transport Network Technical Report (State of the Network) has been prepared to:

- Provide factual information on the performance of the transport system
- Measure progress towards the objectives of the transport Strategy
- Acknowledge areas where we are doing well
- Identify areas where we can improve and how this may be achieved

The latest available data collected by all three spheres of government has been used to evaluate the transport system. Some of this information, for example the national census is only collected every five years, while other sources such as TransLink patronage data are available on demand.

In preparation of the State of the Network a comprehensive range of data sources have been interrogated and analysed to build a picture of the current performance of the transport system. Some of the key information sources used to compile the technical report is as follows:

- TMR Household Travel Survey between 2010 and 2011.
- TransLink business and patronage (go card) information
- Gold Coast City Transport Strategy 2031.
- TMR’s LUPTAI modelling tool (utilising the 2013 PT network).

It should be noted the State of the Network is based on available empirical data and focuses on the current status of the network. It gives only limited attention to the forecasting of future transport problems. Actions in the Transport Strategy and other forecasting reports to Council in future will provide greater guidance on forecasting and addressing likely major transport problems the City will face over the next two decades.
5.2 Seven key findings

The initial *State of the Network* has identified seven dominant factors influencing transport on the Gold Coast:

1. Population growth will continue to be a strong driver of transport demand
2. Transport must support employment growth across the city
3. Public transport is the most appropriate way to support employment growth in busy activity centres
4. Active transport can perform a much larger role in transport across the city
5. Intersections and pinch points on both the Council and State road network need to be upgraded
6. Congestion on the major traffic routes needs to be addressed
7. Congestion created by travel to school is significant and requires special efforts to manage demand
5.2.1 Population growth will continue to be a strong driver of transport demand

Each new resident of the City generates on average an additional 3.6 trips per day. Figure 1 details recent population growth for the City and also indicates the expected future population growth trend based on the latest Government projections.

Figure 1 Estimated and Projected Resident Population

The population for the city is expected to grow from 537,800 in 2013 to over 820,000 by 2031 representing 283,000(2) new residents. This growth will generate over 1 million new trips per day on the transport network by 2031. This population growth data reveals that even during periods of economic downturn the City has still grown. In summary growth will be an ongoing driver of transport demand and will place significant extra load on the transport system over time.

Key Finding 1:
The City of Gold Coast has historically experienced growth, even during periods of economic downturn, and will continue to do so. Each new resident places additional demand (about 3.6 trips/person/day) on the transport network and acknowledging and understanding this ongoing growth is essential. The City and the State need to keep managing, planning and investing in the transport system to sustainably cater for this growth.
5.2.2 Transport needs to support employment growth

The location and type of employment in the city has a significant bearing on the operation of the transport system. Travel to work is a major component of all travel and creates peak demands on the network in the morning and afternoon. Business to business travel is also a major driver of daily travel demands. Understanding how the employment market will grow and change over time is critical in planning and managing the network.

Figure 2 shows the latest available 10 year trend in employment growth for the City. During the last decade nearly 70,000 jobs have been added to the employment market. Both part-time and full-time jobs have increased strongly growing by approximately 47% and 41% respectively.


Figure 2  City-Wide Employment Status
Into the future employment levels are expected to grow at least commensurate with population growth. The nature of employment is expected to change gradually to represent a more mature and diversified economy in line with city wide economic objectives. Although technology options make so called “telecommuting” more feasible, this does not seem to be having any noticeable effect on either journey to work or business to business travel, hence employment is likely to generate increased transport demands the major employment locations in the city.

A large component of employment growth is expected to occur in defined employment areas and including the key activity centres. Figure 3 shows the latest available 5 year trend for employment in a selection of key centres. However considerable employment growth is also expected to occur in new or emerging centres in the north of the City such as the Coomera Town Centre. High employment growth in these new centres poses different transport challenges compared to existing centres which already have well defined transport networks.


Figure 3  Total Persons Employed (Key Centres)
When examined at a more local level the variation due to local economic factors becomes evident. For example in the latest available 5 years employment growth for Broadbeach, Robina and Southport has been reasonably strong, while in comparison Bundall and Coolangatta has been flat. (Of course Bundall is now changing due to increased activity in that precinct.) Supporting access to these major employment centres is essential for planning the City’s transport network.

On census day in 2011 there were 190,000 people that travelled to work each day in the city. Figure 4 shows how this travel was made. Car is the dominant travel mode to work accounting for 91% of the trips. Public transport accounts for 5% of work travel which is slightly above the average for all travel by public transport. Cycling as a choice to get to work is quite low at 1%. For car travel to work a significant 81% of trips are made by single occupant vehicles leading to magnified impacts on the road network in the morning and afternoon peak periods.


**Figure 4 City-Wide Method of Travel to Work (2011)**

Current mode share statistics for travel to and from the place of work differ very substantially to what the City wants to achieve from implementation of the Transport Strategy. Figure 6 shows the targets for travel to work by mode that need to be achieved by 2031. Comparison of current statistics against the Transport Strategy targets indicates that a very considerable improvement in the areas of public transport, walking and cycling is needed. A major challenge is still ahead if we are to achieve these targets and fulfil the objectives of the Transport Strategy and in turn keep the transport system moving reliably.
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
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Figure 5  City-Wide Method of Travel to Work (2031 Target)

Within the City’s major centres the way that people travel to work for individual centres varies. Figure 7 shows the modal performance for a selection of the key centres for the City, noting of course these based on are 2011 census data which predates light rail.

Source: Gold Coast City Transport Strategy 2031.
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
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Figure 6 Key Centres Method of Travel to Work (2011)
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
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Some centres such as Southport and Broadbeach already perform strongly in the areas of public transport, walking and cycling. A key action in the Transport Strategy is to develop Local Area Transport plans for all key centres over time. The background of current modal performance is extremely relevant in understanding the challenges, but also opportunities, for each centre as these plans are progressively rolled out. Each plan will be tailored to meet the particular characteristics and needs that each centre exhibits.

Key Finding 2:
The way in which residents undertake travel to work has a significant bearing on the transport system as it creates peak loadings on the network. Understanding how this travel occurs for individual centres is essential in tailoring local transport plans. For centres to realise their full potential encouraging sustainable travel modes is essential. The City needs to continue to develop detailed and tailored local transport for all of the City’s major centres.

5.2.3 Public transport needs to support employment in centres

The Gold Coast G:link commenced operation in July 2014. As part of the significant investment in transport infrastructure, bus routes have also been improved to supplement and support the new system. There are now seven high frequency “turn up and go” routes supported by good levels of service on many other bus routes. A “turn up and go” service level is world’s best practice and means passengers no longer need to consult a timetable. South east Queensland benefits from the TransLink region wide integrated fares structure which means there is no fare penalty for transferring between services. As the City grows and more residents make the change to light rail, upgrading of supporting bus routes to high frequency status will be essential.

Light rail and bus improvements have also clearly translated into increased patronage levels on the system. Figure 7 shows recent public transport usage for the city sourced from TransLink. Comparing September 2013 to September 2014 data indicates a very substantial increase of 22% in system wide patronage since introduction of the light rail. Light rail users now account for 28% of all public transport trips across the city, although the “G” direct geographic catchment is much more limited at present.

As of March 2015 patronage levels on the “G” where stated by TransLink as around 20,000 passengers per day in March 2015. Over 0.5 million passenger journeys per month are being recorded.
Early indicators suggest that introduction of light rail may have also have had a beneficial effect on reducing traffic levels in the light rail corridor. Comparison of traffic data on the Gold Coast Highway at the Nerang River before and after light rail construction indicates that traffic levels have fallen approximately 5% since the light rail commenced operation.

Potential future stages of the light rail need to be pursued, as shown in Figure 9. All of the routes depicted therein are the subject of planning by either the State or the City, and have been comprehensively modelled during development of the Transport Strategy. Some of the forecast patronage levels for future extensions of the light rail are:

- Extension to the Airport/Coolangatta would achieve a forecast system patronage of approximately 55,000 passengers per day in 2031.
- In 2031, the Broadbeach to Burleigh Heads stage alone is forecast to carry approximately 35,000 passengers per day, and add 13,000 more passengers on the GCRT Stage 1.
- The Broadbeach to Robina stage is expected to experience strong patronage levels and would service emerging markets along the route.
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
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Figure 8  Potential Future Stages of Light Rail

Key Finding 3:
The Gold Coast G:link has been an outstanding success. Current public transport policies are working and more stages of light rail are needed to continue this success. The City needs to continue its strong advocacy and support for light rail across all levels of the organisation. Upgrade of supporting bus routes to high frequency “turn up and go” status and improvement of other services across the city is also required to support greater public transport use.

5.2.4 Boosting active transport

Active travel has significant capability to share the transport load and provide a viable and sustainable travel alternative. It also supports healthier communities by allowing citizens to undertake physical activity while satisfying their transport requirements.
Figure 10 shows the areas in the city exhibiting the highest levels of cycling activity are predominantly in central and coastal corridor areas. However the overall level of cycling activity is currently low accounting for only 1% of travel.

Walking is performing slightly better representing 3% of overall travel. In the key centres such as Southport, Surfers Paradise and Broadbeach-Mermaid Beach, walking is currently performing well with over 8% of travel by this mode.

In contrast the Transport Strategy targets for walking and cycling are set at 8% and 6% respectively.
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
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Figure 10 Walked to Work (2011)
To better understand why residents walk and cycle comprehensive data was collected as part of the Active Towns pilot project. Based on a user sentiment survey Figure 11 shows the various reasons why respondents walk or cycle.

![Figure 11 Reason for Cycling and Walking](chart)

**Figure 11 Reason for Cycling and Walking**

The data shows that the underlying reason why residents walk and cycle is that they do so for recreation and fitness purposes, which for the survey represents over 70% of respondents. The use of walking and cycling for work related travel, which could assist in relieving congestion and taking pressure of the road network, does not rate highly with only 12% of respondents indicating this is the preferred reason for cycling.

A large proportion of residents live within a short and convenient cycle trip to work in a major centre. There is clearly therefore an untapped market for active travel to cater for work related trip purposes to major centres. The City has recently introduced a range of programs and initiatives to encourage active travel in the workplace. This initial work needs to be continued so that targets set by the Transport Strategy can be achieved.

Of high concern for both walking and cycling trips is the “whole of journey” experience. An incomplete or poor quality local pathway link in the network, while only forming a small part of an overall journey, can be enough discouragement for residents to not make a longer trip by active modes. Boosting investment to complete and upgrade local pathways is therefore equally as important as investing in major active infrastructure projects to ensure whole of network connectivity.
Key Finding 4:
Active travel provides a significant opportunity to take pressure of the transport network, particularly for work related trips during peak times. The City needs to redouble its efforts to ensure active transport is a viable alternative for work travel through implementation of travel behaviour programs and investment in active transport infrastructure. This requires a commitment to continue to deliver these low cost, high benefit programs. Investment in active transport infrastructure also needs to strike the right balance between local pathways and major regional links to ensure a positive whole of journey experience.

5.2.5 Intersections and pinch points need to be upgraded

Existing urban areas of the City are maturing, and adding major new road infrastructure would now be incompatible with the objectives of the local community. This means that major upgrade of roads and providing new bridges within the urban areas is less feasible, and also less affordable due to high land costs. The focus must shift to upgrades at intersections to free up congestion bottlenecks or “red spots”.

Figure 12 shows the current intersection operational status across the road network.

The key observation from this data is that the majority of the road network is working well. Further, the majority of congested intersections are on the State-controlled network. Forecast transport demand growth also means those intersections not currently congested will need monitoring and management over time to ensure they continue to serve the city well.

Transport and Traffic Branch has developed a balanced and robust intersection upgrade program to tackle current and future congestion on the Council road network. A range of safety related upgrades are also included in this program. However residents often do not distinguish between State and Council roads. While the Department of Transport and Main Roads has a number of major upgrades planned for its intersections, these need to compete with other state-wide funding priorities. It will be important for the City to continually advocate for ongoing investment by the State and Commonwealth in the State-controlled network, and to work collaboratively with TMR by adopting a “one network” approach to ensure that the whole network works as efficiently as possible.

Key Finding 5:
In existing urban areas of the city optimisation and upgrade of intersection pinch points is the most feasible approach to getting the most from existing infrastructure. As the majority of congestion occurs on the State network, collaboration with TMR under a “one network” approach is critical. Appropriate and sustained investment in intersection upgrades through Council’s Road Network Improvement sub-Program is essential to deliver cost effective improvements on the road network.
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
TT1017/113(P2)


Figure 12 Current Intersection Operational Status
5.2.6 Congestion on the road network needs to be addressed

Figure 13 and Figure 14 show current average vehicle travel speeds on the road network for morning and afternoon peak periods. This data is based on average weekday travel speeds, although in the case of the Gold Coast significant congestion can affect travel speeds at weekends, especially in the M1. The weekday data suggest:

- Much of the city’s road network is working well however with ongoing growth forecast continued investment is required
- Key roads which operate a lower than average travel speeds are the M1, Smith St, Southport-Burleigh Rd and the Gold Coast Hwy.
- Several other key roads are starting to slow such as Labrador-Carrara Rd

Most of the congestion is currently on the State network and working closely with TMR is essential. Relieving pinch points and bottle necks (refer Section 5.3.5) will assist in improving overall travel times and improved journey time reliability. However major State infrastructure upgrades such as the Pacific Motorway and Southport-Burleigh Road will provide the most benefit. Making the most of the existing network through signal coordination and incident management is also highly important.

Some of the necessary upgrade works, for example the six lane upgrade of Southport-Burleigh Road, are already planned by the State. However the M1 in particular represents an ongoing risk for almost its entire length through the City. Current traffic is a high as 130,000 vehicles per day with some predictions that demand will increase to 210,000 vehicles per day by 2031. Much more attention from the State and Commonwealth funding partners to upgrading this facility is required in the future.

Road users are concerned about the time it regularly takes to make a particular journey as well as the reliability of that journey time from day to day. Regular or recurrent congestion can be built into a person’s travel budget, whereas unplanned congestion can result in much higher impacts on daily schedules. This means the City and TMR need to focus on investment to maintain a reasonable level of service on a regular daily basis, as well as enacting world class road safety policies and incident clearance procedures.

Key Finding 6:

Many major roads in the city’s network experience lower than average travel speeds at peak times. However the majority of this congestion is on State-controlled roads which comprise the major traffic routes. Some major upgrades of roads are planned by the State but much more will be needed over the coming years. In particular the M1 south of Robina will need further funding consideration. The City also needs to continue to invest strongly in the Council network under a “one network” approach.
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
TT1017/113(P2)

Travel Speed Performance
AM Peak (2013)
- > 75% of Posted Speed
- 50% to 75% of Posted Speed
- <50% of Posted Speed

Source: Travel Time Surveys (May-June 2013).

Figure 13 Average Travel Speed (Weekday Morning Peak)
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
TT1017/113(P2)

Source: Travel Time Surveys (May-June 2013).
Figure 14 Average Travel Speed (Weekday Evening Peak)
5.2.7 Managing school congestion through investment and demand management

Travel generated by schools is a major influence on the road network. In recent decades there has been a big shift away from walking or cycling to a local school, towards being Figure 15 shows the difference in the daily traffic profile between a typical weekday and a school holiday period. The sharp congested morning peak period for a typical weekday does not occur during school holiday periods. The afternoon peak during school holidays is also slightly less than a typical weekday. During school holidays travel tends to start later with more travel occurring during the middle of the day.


Figure 15 Comparison of Typical Weekday and School Holiday Traffic Counts

There is both anecdotal and empirical evidence that the road network operates better than normal in school holiday periods. This is a common phenomenon found in most car based cities. Interestingly the Gold Coast, comparison of extensive recent data collection by TMR during the Easter school holiday period against a typical weekday reveals the total level of traffic between typical weekday conditions and school holidays is virtually the same.

Yet despite its holiday market, the city experiences not just an improvement in the immediate vicinity of schools where congestion affects are most acute, but also the broader network as whole. The most likely cause is that travel demand is spread more evenly during the day leading to better use of the same infrastructure. School travel on the other hand causes localised points of high congestion.
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
TT1017/113(P2)

The City has established a successful Active Schools Travel Program which can make significant beneficial impacts on congestion at peak school times. Evaluation of a similar program operated by Brisbane City Council demonstrated that after 10 years of operation, school-related traffic volumes decreased by an average of 35%. This reduction substantially affected the transport network. In 2009, the Department of Transport and Main Roads Modelling Data and Analysis Centre reported that this overall network benefit was clearly attributed to the Active School Travel Program – i.e. it reduced overall levels of traffic congestion.

Transport and Traffic Branch also considers investment in local pathways and cycling infrastructure for primary schools as a part of its prioritisation of the Active Transport Infrastructure sub-program. Continuation of these approaches seems essential in better managing congestion from schools.

Key Finding 7:
There is a significant opportunity to better manage travel demand generated by travel to and from schools. This will not only reduce congestion around schools but also across the wider road network. The City needs to build on the current work in establishing active school travel programs and encourage participation from more schools over time, to deliver visible improvements in congestion for minimum cost. In addition, pathways and cycling infrastructure need to be continuously improved around schools.

5.3 Next steps for the State of the Network

The next step for this project is to draft a public format document consistent with this committee report. The public document will have a format similar to the Transport Strategy. The public release document will accord with the relevant corporate style guidelines and consultation with the Corporate Communications Branch regarding publication of the document will commence upon endorsement of this committee report.

It is envisaged that the document will be accessed from Council webpage to provide a reference on how the Transport Strategy is tracking. At this stage it is planned to produce only a limited number of printed copies for key stakeholder distribution.

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

As the State of the Network measures and tracks implementation of the Transport Strategy, this report encompasses a broad of Corporate Plan objectives including:

1.1 Our city provides a choice of liveable places
1.4 We have fast, frequent and reliable public transport
1.6 Our modern centres create vibrant communities
1.8 Our city benefits from a great Gold Coast 2018 Commonwealth Games
2.3 We have infrastructure that supports productivity and growth
2.6 We are an emerging world class business destination
3.3 Our community is inclusive and supportive
3.6 We are an active and healthy community
7 COMMONWEALTH GAMES IMPACT

There is no direct financial impact on the Commonwealth Games. Maintaining the functionality of the transport network during the heightened demands of the GC2018 period will be vital, and the *State of the Network* and the responses to its findings will provide a much improved basis for forward planning to manage these demands.

8 FUNDING AND RESOURCING REQUIREMENTS

Funding is currently available with the Transport and Traffic Branch operating budget to meet costs for production of the public release State of the Transport Network report and to maintain its regular updating.

9 RISK MANAGEMENT

Corporate Risk CO 000507 relates to funding *the Transport Strategy*. The *State of the Network* provides a clearer basis for targeting City and State investment to achieving the most effective results. *The State of the Network* itself is itemised as Mitigation Number CM 000652 in the Corporate Risk framework.

10 STATUTORY MATTERS

Nil.

11 COUNCIL POLICIES

The annual *State of the Network* is itemised in Section 10 of *the Transport Strategy*, as a key tool to monitor progress implementing the Strategy.

12 DELEGATIONS

Nil.

13 COORDINATION & CONSULTATION

Internal and external stakeholders that have been involved / participated in the project to date include:

<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>
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<tbody>
<tr>
<td>Transport and Traffic Branch modal planning teams</td>
<td>City Infrastructure</td>
<td>Yes</td>
</tr>
<tr>
<td>Executive Director Service Planning</td>
<td>Department of Transport and Main Roads</td>
<td>Yes</td>
</tr>
<tr>
<td>Corporate Communications</td>
<td>Office of the CEO</td>
<td>Consultation to commence upon endorsement of this report</td>
</tr>
</tbody>
</table>
ITEM 4 (Continued)
STATE OF THE TRANSPORT NETWORK
TT1017/113(P2)

14 STAKEHOLDER IMPACTS
Nil.

15 TIMING
Public release of the State of the Network public version on the City’s website is planned to occur prior to 30 June 2015.

16 CONCLUSION
The work undertaken to date for the State of the Transport Network Technical Report has reviewed, collated, assessed and analysed a comprehensive range of transport data. Upon review of this data a range of dominant findings have emerged which have significant bearing the way the transport system currently operates and the way Council intends it will operate under the City Transport Strategy 2031. An indicative draft of a public version proposed to be added to the City’s website is provided as Attachment 4.1.

17 RECOMMENDATION
It is recommended that Council resolves as follows:

1 That the contents of this report on the State of the Network be noted.

2 That the Chief Executive Officer be authorised to release a public version of the State of the Network on the City’s website.

Author: Robert Mitchell
Authorised by: Alton Twine
Coordinator Transport Projects
Transport & Traffic Branch
City Infrastructure
23 April 2015

iSPOT#48965080, Attach #49030077

Changed recommendation

COMMITTEE RECOMMENDATION CIW15.0521.004
moved Cr Gates seconded Cr Gilmore

That the contents of this report on the State of the Network be noted.

CARRIED
How is the transport system performing?

Council has recently developed the first ever State of the Transport Network Report which follows on from adoption of the Gold Coast City Transport Strategy 2031 by Council in December 2012.

The State of the Transport Network report has compiled, evaluated and analysed a range of current and historical transport system data to:

- Provide factual information on the performance of the transport system
- Measure progress towards the objectives of the Gold Coast City Transport Strategy 2031
- Acknowledge areas where we are doing well
- Identify areas where we can improve and how this may be achieved

Factors that influence transport

To provide insightful and meaningful interpretation of the vast range of data available, the SOTNR has identified seven dominant factors influencing transport on the Gold Coast:

8. Population growth will continue to be a strong driver of transport demand
9. Transport must support employment growth across the city
10. Public transport is the most appropriate way to support employment growth in busy activity centres
11. Active transport can perform a much larger role moving people across the city
12. Intersections and pinch points on both the Council and State road network need to be upgraded
13. Congestion on the major traffic routes needs to be addressed
14. Congestion created by travel to school is significant and requires special efforts to manage demand

Factor 1 - Population growth will continue

The City of Gold Coast has historically experienced sustained growth, even during periods of economic downturn, and will continue to do so.

Each new resident places and additional demand of 3.6 trips per day on the transport network and acknowledging and understanding this sustained growth is essential to the management and planning of the transport system.

Figure 1: Resident Population Growth
Source: Australian Bureau of Statistics

It expected that new residents will generate over 1 million new trips per day on the transport network by 2031.

The City and the State government need to keep managing, planning and investing in the transport system to cater for this growth on an ongoing basis.

Factor 2 - Transport is the key for sustainable City wide employment growth

The way in which residents undertake travel to work has a significant bearing on the transport system as it creates peak loadings on the network.

Understanding how this travel occurs for individual centres is essential in tailoring local transport plans. For centres to realise their full potential, encouraging sustainable travel modes is essential.

Comparison of current work travel mode share to the target set by the Transport Strategy indicates that a very considerable improvement in the areas of public transport, walking and cycling is needed.
The City needs to continue to develop tailored local area transport plans for all its major centres.

**Factor 3 - Public Transport can support employment growth in centres**

The Gold Coast G:link light rail has been an outstanding success. Evaluation of recent data indicates a very substantial increase of 22% in system wide patronage since introduction.
Current transport policies to increase public transport use are working and more stages of light rail are needed to continue this success.

The City needs to continue its strong advocacy and support for light rail across all levels of the organisation.

Ongoing upgrades of more (bus services) to high frequency "turn up and go" status is also required to support growth of public transport use right across the city.

**Factor 4 - Active transport can play a larger role**

Walking and cycling provides a significant and cost effective opportunity to take pressure off the transport network, particularly for work related trips during peak times.

However recent data indicates that the overwhelming reason people cycle is for fitness and recreation purposes.

![Figure 5: Reason for Cycling and Walking](source: Active Towns Pilot Program Evaluation)

The City needs to redouble its efforts to ensure active transport is a viable alternative for travel to work through implementation of travel behaviour programs and investment in active transport infrastructure. This requires a commitment to continue the good work of these high benefit, low cost programs.

**Factor 5 - Intersection and pinch point upgrades will get the best from the existing road network**

Optimisation and upgrade of intersection pinch points in existing urban areas of the city is essential to get the most from existing road infrastructure.
As the majority of congestion occurs on the State network, collaboration with TMR under a “one network” approach is critical. Targeted and sustained investment in the city’s Road Network Improvement sub-Program is also essential to deliver cost effective improvements on the road network.

**Factor 6 - Congestion on major traffic routes needs to be addressed**

Many major roads in the city’s transport network experience lower than average travel speeds at peak times. However the majority of this congestion is on State-controlled roads which comprise the major traffic routes.
Some major upgrades of roads are planned by the State but much more will be needed over the coming years. In particular the M1 south of Robina will need further funding consideration. The City also needs to continue to invest strongly in the Council network under a “one network” approach.

**Factor 7 - School travel causes significant congestion but can be managed**

There is a significant opportunity to better manage travel demand generated by travel to and from schools. This will not only reduce congestion around schools but also across the wider road network.

Evaluation of recent data indicates that the same amount of travel occurs on the network during both school and school holiday periods. Travel during school holidays tends to be more evenly spread which reduces congestion.

The City needs to build on the current work in establishing active school travel programs and encourage participation from more schools over time, to deliver visible improvements in congestion for minimum cost. In addition, pathways and cycling infrastructure need to be continuously improved around schools.

**Where to from here?**
The first ever State of the Transport Network report has identified dominant factors that influence transport. Understanding these factors is essential for implementation of the Transport Strategy, and will inform decision makers responsible for the City’s future.

The report will now be updated annually to track progress and keep ahead of emerging trends in the delivery of transport.
# ITEM 5
GOLD COAST WATER ACTION LIST AND FORWARD PLANNING SCHEDULE
CM787/788/06/01(P1)

## CITY INFRASTRUCTURE AND WATER COMMITTEE 2015

### STANDING AGENDA ITEMS

<table>
<thead>
<tr>
<th>Document Number</th>
<th>Subject</th>
<th>Action Officers</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>#37409759</td>
<td>Gold Coast Water - Action List and Forward Planning Schedule</td>
<td>Paul Heaton</td>
<td>Standing Agenda Item</td>
</tr>
</tbody>
</table>
| #37409759       | **Recommendation:** WS12.0912.004  
|                 | **Resolution:** G12.0914.028 |                  |        |
| #43956542       | Annual Register of Council Directions | Paul Heaton | Standing Agenda Item |
| #43956542       | **Recommendation:** WS14.0430.007  
|                 | **Resolution:** G14.0506.025 |                  |        |

<table>
<thead>
<tr>
<th>Proposed Date</th>
<th>Subject</th>
<th>Action Officers</th>
<th>Action</th>
</tr>
</thead>
</table>
| June 2015       | Transition Plan for Decommissioning of Class A+ recycled water supply – **Update No. 3**  
|                 | **Recommendation:** WS14.0219.001  
|                 | **Resolution:** G14.0225.017 | Kim Evans / Kathy Baker | That Council formally seeks approval from the Minister of Planning that section MP4.2 of the Queensland Development Code for a supplementary water supply scheme is mandatory in the dual reticulation scheme area to maintain current water network operations.  
|                 | That as part of the Transition Plan consideration be given to an appropriate price path for potable water to affected residents. |
|                 | **Recommendation:** WS13.0911.006  
|                 | **Resolution:** G13.0917.024 |                  |        |
### ITEM 5 (Continued)
**GOLD COAST WATER ACTION LIST AND FORWARD PLANNING SCHEDULE**  
*CM787/788/06/01(P1)*

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<tr>
<th>Proposed Date</th>
<th>Subject</th>
<th>Action Officers</th>
<th>Action</th>
</tr>
</thead>
</table>
| August 2015 | Scientific Services Delivery Model – Implementation Plan  
**Recommendation:** EWT14.0904.007  
**Resolution:** G14.0916.013 | Brad Dowling | *That the Director Gold Coast Water reports back to Council in August 2015 on progress associated with the proposed implementation plan.*  
**Confidential Report** |
| To be confirmed | Request for permanent water supply for Cobaki Estate development  
**Recommendation:** EWT14.1204.008  
**Resolution:** G14.1212.006 | Kathy Baker | *That a report be brought back to Council before any final agreement is entered into. The outcome must be in the best interests of the rate payers of the City of Gold Coast.* |

### RECOMMENDATION

It is recommended that Council resolve as follows:

That the Gold Coast Water Action List and Forward Planning Schedule for City Infrastructure and Water Committee be noted.

*Authorised by:*  
Paul Heaton  
Director Gold Coast Water

iSPOT#37409759

### COMMITTEE RECOMMENDATION  
**CIW15.0521.005**

moved Cr Crichlow  
seconded Cr Owen-Jones

That the Gold Coast Water Action List and Forward Planning Schedule for City Infrastructure and Water Committee be noted.  

**CARRIED**
STANDING AGENDA ITEM:

Committee Recommendation: WS14.0430.007
Council Resolution: G14.0506.025

“That Gold Coast Water establish a standing item on the Water Services Committee Agenda which is a register (and thus an agreed record) of any “directions” that Council gives Gold Coast Water for reporting in the annual operations report.”

That is:

- a resolution that goes against or substantially modifies the recommendations of the Officers and;
- has a (or potential to have a) material/commercial impact on the business unit.

<table>
<thead>
<tr>
<th>Council Meeting</th>
<th>Council Resolution</th>
<th>Description</th>
<th>2013-14 Total</th>
<th>2014-15 Progressive</th>
</tr>
</thead>
<tbody>
<tr>
<td>686</td>
<td>G14.0916.004</td>
<td>That the adopted infrastructure charges are adjusted so that there is a 100% discount for family accommodation dwellings of 100m² GFA or less for any approvals issued on or after 1 July 2014 through the remainder of this Council’s term. Permanent changes to Adopted Infrastructure Charges Resolution (AICR): 1. Existing building: no infrastructure charges levied for any change in non-residential land use (ongoing). 2. Expansion: for non-residential land uses, up to an additional 50 per cent of GFA or a maximum of 500m², whichever is the lower, will be exempt from infrastructure charges (ongoing). 3. Family accommodation: no charge for family accommodation dwellings of 100m² GFA or less. Family accommodation dwellings greater than 100m² GFA will be charged at 40 per cent of the relevant AICR charge (ongoing). 4. Not-for-profit community groups: rebates for the water and wastewater networks will be restored, following the return of responsibility to the City (ongoing).</td>
<td>TBA</td>
<td>TBA</td>
</tr>
</tbody>
</table>
ITEM 6 (Continued)
GOLD COAST WATER ANNUAL REGISTER OF COUNCIL DIRECTIONS
WSS1125/1227/02(P1)

RECOMMENDATION

It is recommended that Council resolve as follows:

That the Gold Coast Water Annual Register of Council Directions be noted.

Authorised by:
Paul Heaton
Director Gold Coast Water

iSPOT#43956542

COMMITTEE RECOMMENDATION  CIW15.0521.006
moved Cr Crichlow   seconded Cr Owen-Jones

That the Gold Coast Water Annual Register of Council Directions be noted.

CARRIED
ITEM 7 GENERAL BUSINESS
TIMING OF CITY INFRASTRUCTURE AND WATER COMMITTEE SCHEDULED 18 JUNE 2015
LG115/1294/01/2015(P1)

COMMITTEE RECOMMENDATION CIW15.0521.007
moved Cr Taylor seconded Cr Gilmore

That the City Infrastructure and Water Committee meeting scheduled for Thursday 18 June 2015 commence at 10.30am (rather than 9.00am)

This is to enable the Chair and members of the City Infrastructure and Water Committee, the Director City Infrastructure and Director Gold Coast Water the opportunity to attend the City of Gold Coast, Senior Executive Communication Forum at Benowa which commences at 7.30am and is scheduled to finish at 10.00am.

CARRIED
ITEM 8
MAINTENANCE OF ROUNDABOUT IMMEDIATELY IN FRONT OF DREAMWORLD PARKWAY
RD113730/16

COMMITTEE RECOMMENDATION
CIW15.0521.008
moved Cr Owen-Jones
seconded Cr Gilmore

That the Director City Infrastructure writes to DTMR requesting that the roundabout immediately in front of Dreamworld Parkway be maintained.

CARRIED
ITEM 9  GENERAL BUSINESS  DEADLINES RELATIVE TO PRODUCTION OF COMMUNITY NEWS WATER RATES JULY 2015  PD330/292/13(P1)

COMMITTEE RECOMMENDATION  CIW15.0521.009
moved Cr Robbins  seconded Cr McDonald

That Corporate Communications be approached as a matter of urgency to determine if any contractual obligations have been undertaken, and if so, Council be informed of any deadlines relative to the production of the newsletter to be included in the water rates billing in this current rate period.

UNANIMOUSLY CARRIED

There being no further business the meeting closed at 10.06am.
These Pages

Numbered 1 to 64

Constitute The Adopted Report Of The Meeting

Of The City Infrastructure & Water Committee

Held Thursday, 21 May 2015