



WORKS AND TRAFFIC COMMITTEE

A G E N D A

13 September 2016

**Commencing immediately after
Commercial Services Committee Meeting**

**Held at the Council Chambers - Civic Centre,
101 Goondoon Street, Gladstone**

Please note: These minutes are to be read in conjunction with the preceding General Meeting Minutes.

Terms of Reference

Committee is primarily responsible for overseeing policy and performance in the following areas of Council operation:-

- Road Construction and Maintenance
- Drainage Operations
- Public Car Parks
- Street Sweeping
- Footpath Management
- Design Services
- Traffic Management (via Traffic Environment Advisory Committee).

Committee members are all Councillors.

By virtue of section 12(3)(g) of the *Local Government Act 2009*, the Mayor is a (ex-officio) member of the committee.

Cr Masters is the Chair of the committee.

A quorum be a simply majority of members.

The Committee meet in the first instance of the second Tuesday of each month commencing immediately after the Commercial Services Committee Meeting in the Council Chambers and the committee be authorised to determine its future meeting times and frequency.

Committee Administrator is the Director Engineering Services.

Appointment of Committees

Section 264 of the *Local Government Regulation 2012* as follows:-

(1)A local government may -

- (a) appoint, from its councillors, standing committees or special committees;
- and
- (b) appoint advisory committees.

(2)Two or more local governments may appoint, from their councillors, a joint standing committee.

Closed Meetings

Section 275 of the *Local Government Regulation 2012* as follows:-

(1)A local government or committee may resolve that a meeting be closed to the public if its councillors or members consider it necessary to close the meeting to

discuss -

- (a) the appointment, dismissal or discipline of employees; or
- (b) industrial matters affecting employees; or
- (c) the local government's budget; or
- (d) rating concessions; or
- (e) contracts proposed to be made by it; or
- (f) starting or defending legal proceedings involving the local government; or
- (g) any action to be taken by the local government under the Planning Act, including deciding applications made to it under that Act; or
- (h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Committee Members

Cr Masters - Chair

Mayor Burnett

Cr Bush

Cr Churchill

Cr Goodluck

Cr Hansen

Cr O'Grady

Cr Sobhanian

Cr Trevor

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WTC/1 OPENING AND APOLOGIES

WTC/2 DISCLOSURE OF INTEREST

WTC/3 CONFIRMATION OF MINUTES

WTC/3.1 CONFIRMATION OF MINUTES FOR DATE

Responsible Officer: Director Engineering Services

Committee Meeting Date: 13 September 2016

File Ref: CM7.2

Purpose:

Confirmation of the minutes of the Works and Traffic Committee held on 16 August 2016.

Officer's Recommendation:

That the minutes of the Works and Traffic Committee of Council held on 16 August 2016 be confirmed.

Attachments:

1. Minutes of the Works and Traffic Committee of Council held on 16 August 2016.

Tabled Items:

1. Nil.

Report Prepared by: PA Director Engineering Services

WTC/4 DEPUTATIONS

Nil.

WTC/5 OFFICERS' REPORTS

WTC/5.1 2016 NATIONAL LOCAL ROADS AND TRANSPORT CONGRESS

Responsible Officer: Director Engineering Services

Committee Meeting Date: 13 September 2016

File Ref: RD10.2 & HR19.3

Purpose:

The purpose of this report is to allow Council to consider sending a Councillor delegate(s) to the 2016 National Local Roads and Transport Congress to be hosted in Toowoomba, Queensland.

Officer's Recommendation:

That Council authorise Councillor/s NAME/s to attend the 2016 National Local Roads and Transport Congress to be held in Toowoomba, Queensland from the 9-11 November 2016.

Background:

The National Local Roads and Transport Congress has always been, and continues to be, critical in providing a platform to engage with the Federal Government and Opposition on road and infrastructure policies and initiatives.

The Congresses have a reputation for influencing significant change. For example, the very first Congress resulted in the Roads to Recovery program in 2000. The 2013 Congress campaign to renew the Roads to Recovery program was instrumental in securing the renewal of the program until 2019.

Given the increasing fiscal pressure on the Federal Government and recent Budget decisions such as the freeze to the indexation of Financial Assistance Grants, it is more important than ever that local government present a united front when dealing with the Government on road and transport issues, particularly funding.

Infrastructure Investment

In July this year the Coalition Government was returned to office following the 2016 Federal election. In the lead-up to the election, ALGA developed a comprehensive Plan for an Innovative and Prosperous Australia. A key role of events like the Roads Congress is to help the ALGA Board develop informed policies that positively impact communities across the country. These have recently included new funding for bridges, a longer term commitment to the Roads to Recovery program as well as a massive injection of extra funding for that vital program, but there is much more to do.

For many individual councils, local roads and bridges are their single largest area of expenditure and present the greatest challenge in terms of asset management and financial sustainability. This year's Congress, themed Local Infrastructure, Developing Regions, will focus on the value and importance of strong regional and local collaboration and how those connections contribute to Australia's economic competitiveness.

The work on the 2015 State of the Assets Report clearly shows the challenges faced by councils in managing council infrastructure. The total replacement value of local government assets is estimated to be in excess of \$438 billion. This highlights both the scale of the challenge as well as the opportunities for local government in engaging with issues to support innovation, development and collaboration. With the Federal Election now over, it is

time to focus on ensuring the Government delivers on its promises and that local government's voice is heard loud and clear.

The Roads Congress will be an important opportunity to engage with the Government on how its policies will impact on the provision and maintenance of local roads as well as the broader infrastructure and transport agenda. The Congress will feature national and international speakers and I have invited the Minister for Infrastructure and Transport, the Hon Darren Chester MP, the Minister for Local Government and Territories, Senator the Hon Fiona Nash and the Shadow Minister for Infrastructure, Transport, Cities and Regional Development, the Hon Anthony Albanese as well as the Shadow Minister for Regional Services, Territories and Local Government, Mr Stephen Jones MP.

The Australian Government has made commitments to \$50 billion for current and future investments of which \$42 billion is in the Infrastructure Investment Programme.

This significant investment is a crucial part of the Government's Economic Action Strategy to boost economic growth and prosperity, increase productivity and support thousands of new jobs.

Funding provided through the Infrastructure Investment Programme, which is administered by the Department, is made up of a number of individual programmes, each providing targeted funding for land transport projects, please refer to

<http://investment.infrastructure.gov.au>.

Roads to Recovery Programme

The objective of Roads to Recovery is to contribute to the Infrastructure Investment Programme through supporting maintenance of the nation's local road infrastructure asset, which facilitates greater access for Australians and improved safety, economic and social outcomes. The Roads to Recovery programme does not contain a sunset clause under the new *National Land Transport Act 2014* meaning no new legislation will be required for the continuation of the programme.

From 2014-15 to 2018-19 the Government will provide \$3.2 billion under the Roads to Recovery programme, to be distributed to Australia's local councils, state and territory Governments responsible for local roads in the unincorporated areas (where there are no councils) and the Indian Ocean Territories.

Roads to Recovery allocations for the councils in each jurisdiction (except the ACT as it is a unitary jurisdiction) have been determined on the basis of the recommendations of the Local Government Grants Commissions in each state and the Northern Territory for the roads component of the Financial Assistance Grants. This is the same methodology as was used for this purpose in previous Roads to Recovery programmes.

As announced on 23 June 2015, Councils across Australia will receive an extra \$1.105 billion over the 2015-16 and 2016-17 financial years.

Local governments received an extra \$300 million in 2015-16 under Roads to Recovery, on top of the \$700 million already received – a \$1 billion cash injection in local roads over the 12 months.

In 2016-17, local governments will receive an extra \$805 million in addition to the \$350 million they were already scheduled to receive under Roads to Recovery.

Current Life of Program Allocation (1 July 2014 – 30 Jun 2019)

| Financial Year | Allocation |
|-----------------------|---------------------|
| 2014-15 | \$ 1,118,852 |
| 2015-16 | \$ 3,196,555 |
| 2016-17 | \$ 3,691,770 |
| 2017-18 | \$ 1,118,852 |
| 2018-19 | \$ 1,118,852 |
| TOTAL | \$10,244,880 |

Previous Life of Program Allocation (1 July 2009 – 30 June 2014)

| Financial Year | Allocation |
|-----------------------|-------------------|
|-----------------------|-------------------|

| | |
|--------------|--------------------|
| 2009-10 | \$1,520,000 |
| 2010-11 | \$1,085,232 |
| 2011-12 | \$ 877,686 |
| 2012-13 | \$ 739,392 |
| 2013-14 | \$1,203,854 |
| TOTAL | \$5,426,164 |

Note: Each Council's Roads to Recovery funding is limited to their Life of Programme amount. Allocations shown for forward years may change in light of payments made in earlier years of the current programme.

Consideration:

Continued support of the National Local Roads Congress is a good way for Council to keep pressure on the Federal Government to maintain Roads and Transport funding streams through to Local Government.

This years Congress is planned to be held in Toowoomba, the program is provided in Attachment 1.

The cost to attend includes Standard Registration \$890pp, travel by car approx \$250 (including meals). Accommodation expenses range from \$142 - \$250 per night, which equates to approx. \$1390 per delegate.

Communication and Consultation (Internal/External):

Nil.

Legal Environmental and Policy Implications:

Nil. Council can determine Councillor attendance to the Congress.

Financial and Resource Implications:

Nil. Attendance can be funded from existing allocations.

Commentary:

In the past the Director Engineering Services has accompanied Councillors at this congress, and is planning to do the same this year.

Additionally Council representation has sometimes been one and other times been two Councillors attending.

Councillors involved in Traffic or Roads portfolios/committees have usually attended.

Summary:

Nil.

Attachments:

1. 2016 National Local Roads and Transport Congress brochure (ref: ECM: 3506354).

Tabled Items:

Nil.

Report Prepared by: Director Engineering Services.

WTC/5.2 INLAND QUEENSLAND ROADS ACTION PLAN WORKING GROUP

Responsible Officer: Director Engineering Services

Committee Meeting Date: 13 September 2016

File Ref: RD1.8

Purpose:

The purpose of this report is explain the background of the formation and the achievements of Inland Queensland Roads Working Group and thus allow Council to consider the ongoing support for this group.

Officer's Recommendation:

That Council:-

Advise the Inland Queensland Roads Action Plan Working Group, that it considers the Action Plan Project to be a great initiative and that Council is prepared to make annual contributions to the ongoing development of the Action Plan and implementation initiatives of the order of \$5,000 (Exc GST).

Background:

At the General Meeting on the 17 March 2015 Council considered a request to be part of the Inland Queensland Roads Working Group and resolved as follows (Vide Resolution G/15/2339)

That Council advise the Inland Queensland Roads Action Plan Working Group, that it considers the Action Plan Project to be a great initiative for Inland Queensland and that if upgrading the Dawson Highway and the surrounding road network to allow Road Trains access to the Gladstone Port Precinct and the Gladstone State Development Area, was considered a priority project, Council would be prepared to contribute \$5,000 (+GST), as requested (Working Group email 11 March 2015), towards the Action Plan project.

Council has been a member of the IQ-RAP working Group since March 2015.

Action Group Background

Formation

The Bruce Highway and South East Queensland have attracted significant funding for roads through long-term advocacy by coastal and SEQ communities and industry.

Regional Development Australia (RDA) committees with significant areas west of the Bruce Highway have discussed the opportunity to develop a strategic plan to attract funding into critical projects for safety and productivity with a focus on roads of national, state and regional significance.

RDA is a national initiative which seeks to grow and strengthen the regions of Australia. Comprising 55 Committees, the RDA network covers metropolitan, rural and remote regions across the country. RDA Committees are strong advocates for their region and drivers of change and, as such, have a pivotal role in fostering regional economic development.

Five RDA committees held a forum in Longreach in December 2013, which was attended by a broad group of stakeholders. Those in attendance agreed that there is a need and opportunity to collaborate to prioritise and plan for improvements to the Western road network.

IQ-RAP Overview 30 March 2016

The following is extracted for Councillors convenience (Attachment 1);

The vision for the Inland Queensland Roads Action Plan (IQ-RAP) is to increase the quality and accessibility of the road network to maximise the economic prosperity of inland Queensland, thereby contributing to Australia's productivity, quality of life, safety and equity outcomes.

This plan provides stakeholders with a high level assessment of the current road infrastructure in the region, a clear understanding of the future road transport priorities for inland Queensland, and a sensible and staged approach to funding the required improvements.

An implementation plan is proposed to convert this understanding into an agreed and funded plan, and to prepare road authorities for the planning, design and construction activities necessary to undertake projects when funds become available.

Inland Queensland Roads Action Plan, 30 March 2016

The following is extracted for Councillors convenience (Attachment 2);

Table 22 reveals the priorities for work along the Dawson Highway in the Gladstone/Banana Region.

Table 22: Bowen Basin Rockhampton Gladstone RRTGs: Projects proposed for future investment

| Link | MCA link priority in zone | Local government | Network | Work type | Strategic estimate ⁵⁸ \$m | Future investment \$m | | |
|-----------------------------------------------------|---------------------------|----------------------------|---------|------------------------------------------------------------------------------|--------------------------------------|-----------------------|------------|------------|
| | | | | | | 1-5 yrs | 6-10 yrs | 11-15 yrs |
| Gregory Hwy (Springsure - Emerald)(27A) | 37 | Central Highlands | S | Widen remaining narrow sections and rehab | 27 | 3 | 12 | 12 |
| Gregory Hwy (Emerald - Clermont)(27B) | 15 | Central Highlands | S | Widen formation and bridge upgrades | 29 | 10 | 19 | |
| Peak Downs Hwy (Clermont - Nebo)(33A) | 3 | Isaac | S | Widen 32km of narrow seals; bridge upgrading | 45 | 8 | 37 | |
| Burnett Hwy (Monto - Biloela)(41D) | 4 | Banana | S | Replacement of timber bridges and widening 10km of narrow pavement | 76 | | | |
| Burnett Hwy (Biloela - Dululu)(41E) | 14 | Banana | S | Widen and rehab 38km of narrow road; bridge upgrades | 65 | 5 | 25 | 35 |
| Burnett Hwy (Dululu - Rockhampton)(41F) | | Banana / Rockhampton | S | Widening narrow formation | 9 | | 9 | |
| Dawson Hwy (Gladstone - Biloela) (46A) | 5 | Gladstone / Banana | S | Widen 3km of narrow formation and bridge upgrades | 65 | 10 | 25 | 30 |
| Dawson Hwy (Biloela - Banana) (46B) | 12 | Banana | S | Widen narrow sections and Kroombit Ck upgrade | 10 | 5 | 5 | |
| Dawson Hwy (Banana - Rolleston) (46C) | 18 | Banana / Central Highlands | S | Widen remaining narrow sections and bridge upgrades | 41 | 11 | 20 | 10 |
| Dawson Hwy (Rolleston - Springsure) (46D) | 23 | Central Highlands | S | Widen remaining narrow sections and bridge upgrades | 29 | 9 | 20 | |
| Fitzroy Dev Rd (Dingo - Mt Flora) (85C) | 22 | Central Highlands / Isaac | S | Widen remaining narrow sections and bridge upgrades | 64 | 4 | 30 | 30 |
| Fitzroy Dev Rd (Dingo - Mt Flora) (85C) | 22 | Central Highlands | S | Strengthen and widen 12 Mile Creek; and HV rest area | 3 | 3 | | |
| Fitzroy Dev Rd (Dingo - Mt Flora) (85C) | 22 | Central Highlands / Isaac | S | Construct new concrete bridge over Springton, Charlevue, Duckworth Creeks | 13 | 13 | | |
| Gregory Dev Rd (Clermont - Belyando Crossing) (98A) | 25 | Isaac | S | Road widening, pavement rehab and bridge upgrades | 31 | 3 | 18 | 10 |
| Gladstone - Monto Rd (471) | 31 | Gladstone | LRRS | Widen remaining narrow sections and bridge upgrades | 45 | | 15 | 30 |
| Clermont - Alpha Rd (552) | 34 | Isaac / Barcaldine | LRRS | Improve alignment, sealing sections and drainage/ bridge upgrades | 55 | 30 | 10 | 15 |
| Various | | | | Package of road safety enhancements and mass action program | 12 | 2 | 5 | 5 |
| Various | | | | Improve tourism signage and provision of new/upgraded scenic stopping places | 7 | 3 | 2 | 2 |
| Total | | | | | 964 | 220 | 424 | 320 |

Note: State Infrastructure Plan (SIP) mentions Dawson Hwy bridge upgrades to enhance freight efficiency by removing capacity constraints at Opportunity 29 (pg 48,) see attachment 3.

A letter dated 22 August 2016, was received by Council from Local Government Association of Queensland (LGAQ) (Attachment 4), in this letter the LGAQ detailed their concerns with the IQ-RAP. Reference was also made to a letter from the Department Transport and Main Roads (DTMR) dated 24 May 2016 (Attachment 5) outlining their concerns with the IQ-RAP. For Councillors convince the following has been extracted from both letters;

Source LGQA letter 22 August 2016;

From when IQ-RAP was initiated the LGAQ has indicated it could not actively support the project because, as a membership organisation, it focuses on securing positive outcomes for member councils through state-wide policies and programs rather than individual council or regional projects potentially in competition with other councils. This has and will remain a guiding principle of LGAQ's operating model.

Finally, I understand further investment from councils is required in order to progress IQ-RAP to its next phase. Again, whilst this decision is the prerogative of your council, I would encourage you to query the current developmental and advocacy approach to IQ-RAP, given, that at this stage, the project has not secured any commitments from the key funding agencies such as TMR or the Federal Department of Infrastructure and Regional Development.

Source DTMR Letter 24 May 2016;

I am concerned IQRAP represents a \$5 billion aspirational list of proposed road and bridge upgrades, which has been developed in an unconstrained budget environment. I appreciate that some attempt has been made to prioritise the extensive list of projects identified in IQRAP through a high level, multi-criteria assessment. However, in my view such analysis is not sufficient to clearly identify priorities across the diverse road network needs of inland Queensland. Further, the aim of the IQRAP implementation plan would appear to duplicate and has the potential to compromise the well-established planning, prioritisation, program delivery and governance processes associated with development and delivery of the four-year Queensland Transport and Roads Investment Program (QTRIP).

In response to the letters from DTMR and the LGAQ the IQ-RAP Secretariat Glenys Schuntner wrote to all member Councils via email on the 24 August 2016, see attachment 6. For Councillors convince the following has been extracted from this email;

With parts of the IQ-RAP region, which covers 33 local governments, suffering the highest unemployment in the country and the Outback QLD region suffering the highest youth unemployment in the country, we encourage all funding partners and stakeholders to consider what positive difference the IQ-RAP's adoption as a planning and decision making tool can make. The IQ-RAP provides an objective assessment and prioritisation for future road programs and funding to create broad economic benefits in the 82% of the State that it covers. While funding will naturally continue to occur in the SEQ and along the Bruce Highway, investment into the inland region is critical to ensure economic and social sustainability of our communities.

Importantly this project aligns strongly with national and state priorities. It aligns particularly strongly with the objectives of the Queensland Government. "Creating jobs and a diverse economy: increasing workforce participation; stimulating economic growth and innovation; delivering new infrastructure and investment" and "Building safe, caring and connected communities: building regions"

Attached is the letter that TMR DG Neil Scales sent to the Secretariat. This was sent on to the WG members (local government members only) ahead of their meeting with LGAQ's Greg Hallam PSM, Greg Hoffman and TMR DG Scales at the Civic Leaders' forum on the Gold Coast.

- i. *TMR is currently still reluctant to endorse or reference IQ- RAP in their planning.*
- ii. *The main concerns raised in the letter and discussions were (1) perceived (mistakenly) duplication of planning, (2) that QTRIP 4 year (2 firm and 2 tentative years) is sufficiently long term and meets all of councils needs and (3) perceived (mistakenly) that the IQ- RAP is suggesting doing away with the RRTGs and QTRIP. These perceived issues are addressed in the Q&A page in the IQ- RAP Update. The fourth matter of concern is that there may be different priorities going from TMR and IQ- RAP partners to the Federal Government. I expect that IQ- RAP is suggesting more focus on the inland Queensland region. IQ- RAP is totally transparent in its criteria, weightings and prioritisation. We have offered to meet to discuss TMR priorities and find where there is alignment and common ground.*

Consideration:

On the 17 June 2016 the IQ-RAP Chair wrote to Council requesting its ongoing financial support, see attachment 7. The essence of the request is as follows;

I thank you once again for your support of IQ- RAP as a truly collaborative regional development project. I know first-hand from our meetings that a very strong impact is made by presenting the power of a united group of 47 funding partners that wish to be strategic, long- term, collaborative and transparent in their planning for the future benefit of their regions. I am heartened by Cr Bruce Scott's and others' long- term efforts in securing funds for the fibre optic network in the west. We know that significant projects take a long- term commitment. IQ- RAP is one such significant, ground- breaking project.

Council has two feasible options to consider;

Option 1 - Reject the request by resolving as follows;

That Council:-

Advise the Inland Queensland Roads Action Plan Working Group, that it considers the Action Plan Project to be a great initiative for Inland Queensland but given that it provides little direct benefit to Gladstone Regional Council the request for funding assistance is denied.

Option 2 - Accept the request by resolving as follows;

That Council:-

Advise the Inland Queensland Roads Action Plan Working Group, that it considers the Action Plan Project to be a great initiative and that Council is prepared to make annual contributions to the ongoing development of the Action Plan and implementation initiatives of the order of \$5,000 (Exc GST).

Communication and Consultation (Internal/External):

Nil.

Legal Environmental and Policy Implications:

Nil.

Financial and Resource Implications:

If Council adopts option 2, the \$5,000 (Exc GST) could be funded from Council's Road Services Administration Budget (Other Consultants) for the 2016 2017 financial year, and will have a specific allocation in future years.

Commentary:

The primary contacts for the IQ RAP Working Group are;

Cr Masters - Chair Works and Traffic Committee
Mr Rob Huth – Manager Road Services

The working groups activities will be reported to Council in update reports.

Summary:

Nil.

Attachments:

1. Confirmation of LGAQ Position regarding Inland Queensland Road Action Plan.
2. Inland Queensland Roads Action Plan
3. State Infrastructure Plan – Part B: Program March 2016
4. LGQA letter 22 August 2016
5. DTMR Letter 24 May 2016
6. IQ-RAP Response Email
7. IQ-RAP Request for ongoing financial support

Tabled Items:

Nil.

Report Prepared by: Director Engineering Services

WTC/5.3 ASPHALT RESURFACING VARIOUS - TENDER 30 17

Responsible Officer: Director Engineering Services

Committee Meeting Date: 13 September 2016

File Ref: RD1.2

Purpose:

The purpose of this report is to allow Council to consider the tenders received for Tender 30/17 – Asphalt Resurfacing – Various Sites.

Officer's Recommendation:

That Council:-

1. Endorse the Tender Panel's assessment and resolve to accept the Tender from Fulton Hogan Industries PTY LTD for the amount of \$2,396,348.03 exclusive of GST, as per their submission to Tender 30/17 - Asphalt Resurfacing - Various Sites.
2. As the Contract Principal, authorise the Chief Executive Officer to appoint a Principal's Representative to execute the appropriate contract documents on Council's behalf.

Background:

In accordance with Council's 2016/17 budget commitments for the renewal of roads within the Gladstone Region, Council's Road Services technical team has assessed road condition data, inspected, prioritised and scheduled "Priority One (1)" road overlays.

The purpose of road resurfacing (renewal) is to sustain the asset at an acceptable level of service in order to provide appropriate longevity, minimise additional expensive maintenance and repairs; and take necessary interventions as the network inevitably depreciates.

Subsequently, a number of treatments with differing attributes, costs and performances are considered, together with a fit for purpose principle and a focus on the cost benefit to the community stakeholders, to be delivered within the budget parameters.

This report identifies **Dense Grade Asphalt** as an approved resurfacing and surface correction treatment in accordance with Department of Transport and Main Roads standards and specifications (Technical Specification MRTS30) for the subject roads.

Dense Grade Asphalt is a widely used and accepted, road wearing course and structural layer treatment for road surfaces. This project also considers the application of polymer modified (rubber) bitumen seal treatments and the use of polymer modified binders in the asphalt to waterproof and alleviate stress on some of the heavily trafficked areas.

This program has an estimated 15,000 tonnes of asphalt covering around 100,000 m² of high volume, heavy vehicle, commercial and residential networks, at critical intersections and in areas of high industrial, commercial and economical community importance.

Consideration:

Consideration was given to asphalt resurfacing Priority One (1) roads that were due for renewal. A primary focus for 2016-17 was major network roads along with consideration of the joint funding projects or projects of significance with an asphalt component, such as:

- Glenlyon Road with R2R monies from the Federal Government;
- Glenlyon Cycle path;
- Upgrade replacement of sensors at Glenlyon-Breslin intersection;
- Scenic Lookout upgrades; and
- Rehabilitation works at Anson Close.

In determining a fit for purpose treatment, consideration was also given to road hierarchy, serviceability, maintenance, preparation costs, traffic volumes, speeds and heavy vehicle movements, safety and environment.

An overall cost benefit will be achieved by combining the asphalt resurfacing works with the abovementioned capital projects.

Additional consideration to other major projects in the vicinity of works, such as the Aldi construction in Breslin Street, the Glenlyon and Derby Street water main crossings and the regional line marking program were factored into the delivery of a suitable overlay program manufactured consultatively and cost effectively.

The programmed works for Gladstone Urban Areas include but may not be limited to:

| Suburb | Road Name | Road From | Finish |
|-------------------|-------------------------------|---------------------------------|-----------------------------------------|
| South Gladstone | Glenlyon-Breslin Intersection | All adjoining roads | 100 Metres all directions |
| South Gladstone | Glenlyon Road | Breslin-Derby Intersection | Moura Rail Bridge (near BMX facilities) |
| South Gladstone | Glenlyon Road (cycle path) | Breslin-Derby Intersection | Phillip Street Roundabout |
| Central Gladstone | Auckland Point Lookout | Bishops Drive | Endeavour Street |
| West Gladstone | Boles Street Lookout | Boles Street | Boles Street |
| West Gladstone | Boles Street | Boles Street Intersection | Sunny Ridge Road |
| West Gladstone | Boles Street Intersection | All adjoining Roads | 100 Metres all directions |
| West Gladstone | Breslin Street | Boles Street | Glenlyon Road |
| West Gladstone | Blain Drive | Dawson Highway | Rail Crossing |
| Sun Valley | Sun Valley Road | Melia Court | Acacia Court |
| Sun Valley | Witney Street | Pioneer Drive | Sun Valley Road |
| Sun Valley | Sun Valley Road | Lotus Street | Bursaria Court |
| Toolooa Estate | Anson Close | Anson Close | Benaraby Access Road |
| Toolooa Estate | Benaraby Access Road (south) | Benaraby Road (Dalrymple Drive) | Ergon Gladstone facilities |

Two Conforming Tenders were received by the closing date:

| No. | Conforming Tenderer | Location | Tendered Price (GST Exclusive) |
|-----|---------------------------------|--------------------|--------------------------------|
| 1 | Fulton Hogan Industries Pty Ltd | Gladstone QLD 4680 | \$2,396,348 |

| | | | |
|----------|-------------------------------|----------------------|-------------|
| 2 | Boral Resources (QLD) Pty Ltd | Rockhampton QLD 4701 | \$2,487,333 |
|----------|-------------------------------|----------------------|-------------|

The Panel took all evaluation criteria into consideration and in accordance with the Evaluation Weighting Matrix, applied the following ranking to the Tenders "Attachment 2 - Confidential" and "Attachment 3 Justifications – Confidential" as follows:

| Tenderer | Rank |
|----------------------------------------|-------------|
| Fulton Hogan Industries Pty Ltd | 1 |
| Boral Resources (QLD) Pty Ltd | 2 |

Communication and Consultation (Internal/External):

Tender 30/17 - Asphalt Resurfacing - Various Sites was prepared by Engineering Services and released by Contracts for public viewing on Thursday, 28 July 2016 and closed on Thursday, 25 August 2016 at 2:00pm.

A mandatory briefing meeting was scheduled and occurred on Thursday, 11 August 2016 with two (2) tenderers in attendance, with the minutes including attendees recorded.

A notice to tenderers (No. 1) was issued on 17 August 2016 and notes describe:

"Due to poor attendance at the Site Meeting held on Thursday, 11 August 2016, a second Site Inspection and Briefing Meeting will be held on,"
Wednesday, 17 August 2016 at 10am, 5 Don Cameron Drive Calliope 4680.

A second mandatory meeting was held on Wednesday, 17 August 2016 at 10am with one (1) tenderer in attendance.

A second notice to tenderers (No. 2) was issued on 18 August 2016 to all that attended the mandatory meetings. This notice included attachments of pre tender minutes, revised tender submission documents and notes.

Legal Environmental and Policy Implications:

Under the Local Government Act, Finance Standard, and Council's Contracting and Procurement Policy, Council must invite Tenders before making a contract for the carrying out of work, or the supply of goods or services, involving a cost of more than \$200,000. This is to ensure enforcement of certain principles including open and effective competition and value for money, which considers advancement of Council priorities including WH & S issues, fitness for purpose, technical issues, quality, service and support, and cost related factors.

Financial and Resource Implications:

The tendered amount was consistent with pre tender estimates and was factored into the 2016/17 budget for resurfacing works.

Resource implications have been considered in terms of other projects requiring completion before an asphalt overlay can occur.

Further resourcing considerations include Aurizon rail corridor wayleave approvals identified as a consistent, significant delay for road projects, taking many months to obtain approval. To mitigate this, an application has been submitted and assessed prior to the commencement of this program. The finalisation of approval can only occur once the

contract has been awarded and final approval should be forthcoming, allowing timely completion in this regard.

Commentary:

Nil.

Summary:

Nil.

Attachments:

1. Resurfacing Area Sketch
2. Tender 30/17 Evaluation weighting matrix – CONFIDENTIAL
3. Tender 30/17 Evaluation justification - CONFIDENTIAL

Tabled Items:

Nil.

Report Prepared by: Manager Road Services

WTC/6 URGENT BUSINESS

The following urgent business was received:-

WTC/7 NOTICE OF MOTION

WTC/7.1 NOTICE OF MOTION

Motion Rescinded - changing a council resolution already been to council – these MUST be submitted within 5 days of that meeting – see Local Government Regulation 2012

262 Repeal or amendment of resolutions

A resolution of a local government may be repealed or amended only if written notice of intention to propose the repeal or amendment is given to each councillor at least 5 days before the meeting at which the proposal is to be made.

Motion Proposed – new item for discussion

Nil.

WTC/8 CONFIDENTIAL ITEMS

WTC/8.1 BITUMEN RESEALS TENDER 16 17

Responsible Officer: Director Engineering Services

Committee Meeting Date: 13 September 2016

File Ref: RD1.8

Reason for Confidentiality:

This report is **CONFIDENTIAL** in accordance with Section 275 (1) of the Local Government Regulation 2012, the meeting is to be closed to the public to discuss business relating to the following: -

(h) other business for which a public discussion would be likely to prejudice the interest of the local government or someone else, or enable a person to gain a financial advantage.

WTC/9 MEETING CLOSE

ATTACHMENTS