

Agenda

Ordinary Meeting

Thursday, 27 February 2014

commencing at 9.00 am

Council Chambers, Corner Currie and Bury Streets, Nambour

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1 DECLARATION OF OPENING

On establishing there is a quorum, the Chair will declare the meeting open.

2 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

THAT THE MINUTES OF THE ORDINARY MEETING HELD ON 30 JANUARY 2014 BE RECEIVED AND CONFIRMED.

3 RECEIPT AND CONFIRMATION OF MINUTES**4 OBLIGATIONS OF COUNCILLORS****4.1 DECLARATION OF MATERIAL PERSONAL INTEREST ON ANY ITEM OF BUSINESS**

Pursuant to Section 172 of the *Local Government Act 2009*, a councillor who has a material personal interest in an issue to be considered at a meeting of the local government, or any of its committees must –

- (a) inform the meeting of the councillor's material personal interest in the matter; and
- (b) leave the meeting room (including any area set aside for the public), and stay out of the meeting room while the matter is being discussed and voted on.

4.2 DECLARATION OF CONFLICT OF INTEREST ON ANY ITEM OF BUSINESS

Pursuant to Section 173 of the *Local Government Act 2009*, a councillor who has a real or perceived conflict of interest in a matter to be considered at a meeting of the local government, or any of its committees must inform the meeting about the councillor's personal interest the matter and if the councillor participates in the meeting in relation to the matter, how the councillor intends to deal with the real or perceived conflict of interest.

5 MAYORAL MINUTE**6 PRESENTATIONS**

7 REPORTS DIRECT TO COUNCIL**7.1 REGIONAL STRATEGY AND PLANNING****7.1.1 NAMBOUR HERITAGE TRAMWAY ISSUES PAPER REPORT****File No:** ECM**Author:** Manager Infrastructure Policy
Regional Strategy & Planning Department**Appendices:** App A - Nambour Heritage Tramway Issues Paper (*Under Separate Cover*)..... Att Pg 5**Attachments:** Att 1 - Discussion Paper No 1 (*Under Separate Cover*) .. Att Pg 45
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PURPOSE

This Report is the covering report to an Issues Paper on the potential development of the Nambour Tramway utilising the existing heritage-listed sugar cane locomotive line, prepared in accordance with the resolution of Council, 8.1.3 Notice of Motion – Nambour Tramway Development (OM12/197), 13 December 2012.

EXECUTIVE SUMMARY

At the Ordinary Meeting of Council on 13 December 2012, Council resolved, that a report, including an Issues Paper, be presented to Council regarding the potential development of the Nambour Heritage Tramway, utilising the existing heritage-listed sugar cane locomotive line.

It is important to note that before this project proceeds, Council must address the feasibility of both the capital requests and the Operational Phase including undertaking a review of the ongoing capacity of the community to support the project in terms of volunteers, sponsorship and funding from all sources. This review should also consider Council's future financial and legal liabilities, and potential legacy implications.

The resolution of 13 December 2012 made reference to *community aspirations and limitations*. To this end the divisional councillor invited persons from the local business community to form an interest group to canvass community opinions and support. The Nambour Heritage Tramway Group was formed at a meeting on 13 March 2013. Discussion Paper (No 1) was issued to that meeting. A further Discussion Paper, (No 2) was distributed on 20 May 2013.

The proposed project could provide a combination of benefits to Nambour, including the ability to celebrate its Sugar Cane Heritage, to provide a focus for community events, to provide an attraction for visitors, tourists and locals, possibly providing a positive economic outcome. The project could potentially provide a 'commuter' benefit if the costs, risks, revenue and benefits all aligned appropriately.

Senior staff members from the Department of Transport & Main Roads representing Rail Safety Regulation and Road Operations were also consulted at two meetings.

The Council resolution referred to the utilisation of the *existing heritage listed sugar cane locomotive line*, but it must be said at the outset that additional land, track and other infrastructure will need to be provided beyond the ends of the existing track to enable its functional use. These land and track extensions are required at both ends to provide a

passenger station and passing loop and additionally, at the eastern end to provide management, storage and maintenance facilities.

The other specific items in the Council resolution are addressed in the Issues Paper under the following general headings; Legislation, Governance and Scenarios.

Various State Government legislation requires a system of accreditation around the management and operation of rail transport, setting competency and capacity levels for application relevant to this proposal, as identified and discussed in the body of the report.

Three governance models have been considered in the Issues Paper, with differing levels of involvement by Council;

- i) Council as Rail Infrastructure Manager & Rail Transport Operator.
- ii) Council as Rail Infrastructure Manager; contracted Rail Transport Operator.
- iii) Contracted Rail Infrastructure Manager; contracted Rail Transport Operator.

The premise is that a community-based, not-for-profit group would undertake the roles of contracted Rail Infrastructure Manager and the Operator referred to above, but Council will retain ownership of the track and the additional necessary land. This is reflected in the third governance model.

To determine the widest range of issues, four operational scenarios have been considered, ranging from a purpose-built, battery-operated tram running on a regular daily schedule, to refurbished, ex-sugar mill locomotives towing purpose-built passenger carriages celebrating particular community events.

Should the project proceed, it would move through a Development Phase where a community based management team could include a high proportion of business and professional people still in full or part time employment offering services pro bono. The Operational Phase would require technical skills to operate and maintain the track and rolling stock.

No matter how much enthusiasm there is within the management team during its Development Phase, the project will struggle if it cannot attract sufficient skilled volunteers for its Operational Phase.

The Issues Paper is presented for Council's consideration.

In considering whether the proposed project should proceed, issues of safety and financial risks need to critically be addressed. Whichever governance model applies, significant safety risks rest with Council. Financial risks relate to both capital and operational investment, initially and ongoing, and financial legacy implications should the project fail sometime in the future.

OFFICER RECOMMENDATION

That Council:

- (a) receive and note the report titled “Nambour Heritage Tramway Issues Paper Report”
- (b) receive the Nambour Heritage Tramway Issues Paper (Appendix A)
- (c) request the Chief Executive Officer to have further due diligence assessment carried out, considering:
 - (i) detailed costings, including asset condition reports of existing infrastructure and rolling stock
 - (ii) funding sources
 - (iii) cost-benefit / financial viability analysis
 - (iv) Council’s legal and financial liability
 - (v) extent of community capacity to support the project in terms of volunteers, sponsorship and funding from all sources and
 - (vi) potential legacy implications for Council.

FINANCE AND RESOURCING

This project does not have any funding identified under Council’s current or future works budget. The preparation of this Report, and the accompanying Issues Paper and Discussion Papers has been prepared using internal employee resources only.

Funding is required to advance the recommendation (c) of this Report. Provisionally, a sum of up to \$50,000 may be required initially, depending on the extent of external resources required to address the points in the due diligence assessment. Additionally, this would include asset condition reports on existing infrastructure and rolling stock, and the interface with the traffic signals at Currie Street / Mill Street / Howard Street, and Sydney Street / Ann Street / Howard Street intersections.

The owner of the heritage-listed tracks in Howard Street and Mill Street has an obligation under the *Heritage Act* to ensure that the tracks are protected from serious or irreparable damage or deterioration. There is no obligation on the owner under this Act to fully restore the tracks. The owner does however have a duty of care to ensure that the tracks, and in particular the concrete surround in Mill Street, do not present a hazard to other road users including pedestrians.

Council is the owner of several ex-Moreton Mill locomotives, including a diesel locomotive recently gifted by Bundaberg Sugar, and these locomotives feature in two of the operational scenarios considered in the Issues Paper. They would need refurbishment before they could be run on the tracks. Otherwise they need to be at least satisfactorily stored and maintained even if only for static display.

This project, if it proceeds, could be premised on a community based, not-for-profit group undertaking the roles of the Rail Infrastructure Manager, and the Rolling Stock Operator in accordance with the Transport (Rail Safety) Act 2010. Council needs to be assured the group has the necessary skill sets for the on-going management and operation of this arrangement.

Total expenditure on the project, from a range of sources, will fall into two broad categories:-

- Capital, including land, initial refurbishment of existing locomotives and tracks.
- Recurrent – ongoing costs. Insurance, particularly Public Liability, will be a major, recurrent cost.

Capital costs will be required to be met by Council, although assistance from a range of sources including grants from the three tiers of government and other philanthropic sources may be possible. Other income sources may be sponsorship, donations, ticket sales and other fund raising activities.

In general, grants are not given for ongoing, recurrent expenditure and this needs to be covered by sponsorship, donations, ticket sales and other fund raising activities.

The development of the Nambour Tramway will require additional land at both ends of the heritage-listed track.

If this project was to proceed, and subject to a satisfactory due diligence report, it would be appropriate that Council negotiates to secure, and ultimately own the land required. The land, once secured would enable the project to proceed at a pace that matched the community group income and the size and skill of the volunteer labour resource.

This securement may not be an outright purchase initially but a contractual arrangement over say, three to five years to allow the Community Group and Council to develop the governance and financial issues.

The table below, taken from the Issues Paper, (table 6, page 33) provides the cash flow summary, capturing both capital and recurrent expenditure, for a possible 15 year development plan. These estimated figures are considered conservative and further review, should the assessment proceed, is considered necessary to provide more certainty on the level of investment required.

Cash Flow Summary

Period	Item	Action by	Capital	Recurrent
Stage 1 Short Term <5 years	Legal and financial review	Council		
	<i>Expressions of Interest</i> from Community not-for-profit groups.	Council		
	Secure land at both ends of track.	Council	\$1,400 k	
	Build workshop, storage & loop at eastern end, loop and station at western end. Refurbish track.	Community Sponsors Council	\$900 k	\$5 k pa
	Refurbish Ex Moreton Diesel & Cane trucks.	Community Sponsors	\$50 k	\$20 k pa
	Develop interim SMS ¹² and agreements for Scenario 2a with cane trucks.	Community Council/State		
	Build passenger carriages	Community Sponsors	\$100 k	\$10 k pa

Period	Item	Action by	Capital	Recurrent
	Develop SMS ¹² and agreements for Scenario 2b with passenger carriages including traffic control	Community Council/State		
	Commence regular operation of Scenario 2b with passengers	Community Sponsors		
	Sub-Total		\$2,450 k	\$105 k over 3 years¹³
Stage 2 Medium 5-10 years	Refurbish ex-Moreton steam locomotive <i>Bli Bli</i> to diesel operation.	Community Sponsors	\$80 k	
	Develop SMS ¹² and agreements for Scenario 3.	Community Council/State		
	Commence regular operation of Scenario 3 with passengers.	Community Sponsors		
	Develop SMS ¹² and agreements for Scenario 4.	Community Council/State		
	Sub-Total		\$80 k	\$175 k over 5 years
Stage 3 Long >10 years	Manufacture vintage tram for Scenario 1	Community Sponsors	\$800 k	\$200 k pa
	Develop SMS ¹² and agreements for Scenario 1 including traffic control	Community Council/State		
	Commence regular operation of Scenario 1 with passengers	Community Sponsors		
	Sub-Total		\$800 k	\$235 k pa
15 year Total			\$3,330 k	\$1,455 k

¹² SMS - Safety Management System

¹³ Recurrent costs probably commence in year 3

CORPORATE PLAN

Corporate Plan Theme: *Robust Economy*

Emerging Priority: 1.2 - Support for local businesses

Strategy: 1.2.1 - Create attractive and viable urban and hinterland centres

Corporate Plan Theme: *Social Cohesion*

Emerging Priority: 5.2 - Strong Community Groups and Networks

Strategy: 5.2.1 - Value and support community organisations and volunteers across the region.

Corporate Plan Theme: *Social Cohesion*

Emerging Priority: 5.3 - A sense of identity and belonging

Strategy: 5.3.1 - Support community programs and infrastructure that encourage interaction, contribute to place making and a sense of community.

5.3.3 - Support community and neighbourhood celebrations, events and local festivals

Corporate Plan Theme: *Managing Growth*

Emerging Priority: 7.2 - The heritage and character of our communities is protected.

Strategy: 7.2.1 - Develop and implement a heritage strategy

CONSULTATION

Research for the Discussion Papers and the Issues Paper involved discussions with a wide range of people at meetings, by telephone and email. There was also research in the Heritage Library and on the internet.

Internal Consultation

- Divisional Councillor
- Transport and Infrastructure Policy Branch
- Environment and Sustainability Policy Branch
- Strategic Planning Branch
- Legal Services Branch
- Development Services Branch
- Community Planning and Facilities Branch
- Transport Infrastructure Management Branch

External Consultation

- Director, Rail Safety Regulation, DTMR
- Senior Advisor, Rail Regulation Unit, Transport Safety Branch, DTMR
- Manager (Compliance and Accreditation) Rail Safety Regulation, DTMR
- Manager Road Operations, North Coast Region, DTMR.
- Phillip Barker, Rail Safety Consulting Australia.

Community Engagement

- Members of the Nambour Heritage Tramway Group (attendance at their meetings)
- President, Nambour & District Historical Museum Association Inc. (discussions regarding the status of rolling stock).

PROPOSAL

Background

Thursday 4 December 2003 saw the completion of the last crushing season for the Moreton Sugar Mill in Nambour, ending an era for the sugar industry on the Sunshine Coast that lasted for 106 years.

Maroochy Shire commissioned Thom Blake, Historian, and David Mewes, Assistant Curator, *The Workshops Rail Museum*, Ipswich to assess the cultural heritage significance of the cane train network and identify components of the network that should be conserved. Their report contains a brief description of the network which comprised over 100 km of two feet (610 mm) gauge track including sidings.

Whilst the report acknowledged that the network could not be conserved in its entirety, there were significant components identified that should be preserved, including the Howard Street / Mill Street track. This had been a feature in the Nambour streetscape for almost 100 years, and is the only cane track in Queensland within a township's centre.

The Queensland Heritage Council at its meeting of 3 Dec 2004 resolved to enter the section of cane tramway within the Howard Street and Mill Street roadways in the Queensland Heritage Register. The registration includes the portion of roadway 1.5 metres either side of the centreline of the track. Registration also includes two cottages adjoining the Mill in Mill Street, and the former manager's cottage in Bury Street.

At the Ordinary Meeting of Council on 13 December 2012, Council resolved, that a report, including an Issues Paper, be presented to Council regarding the development of the Nambour Tramway utilising the existing heritage-listed sugar cane locomotive line.

The resolution made reference to *community aspirations and limitations*. To this end the local councillor invited persons from the local business community and other organisations to form an interest group to canvass community opinions and to discuss and consider the options. The Nambour Heritage Tramway Group was formed at a meeting on 13 March 2013.

To assist this Group in their discussions, a Discussion Paper (No 1) was prepared and distributed to those persons attending the initial meeting and subsequent meetings. The purpose of the Discussion Paper was to inform interested persons and organisations on the progress of investigations, and to invite contributions to the discussion and to the final Issues Paper.

The Paper included a brief history of the Sugar Industry on the Sunshine Coast, a brief outline of the heritage listing and the legislation that would be applicable to the use of the heritage-listed track. Examples of other narrow gauge heritage tram lines in Queensland were cited.

This Discussion Paper No 1 is included as **Attachment 1**.

Discussion Paper 1 was also sent to the Department of Transport and Main Roads (DTMR) prior to a meeting with the Director Rail Safety Regulation, the Senior Advisor, Rail Regulation Unit and the Manager Road Operations (North Coast) on the 26 March 2013.

A further Discussion Paper (No 2) was prepared and distributed to members of the Group and some Council staff on 20 May 2013. This Paper expanded on the Legislative issues outlined in the first Discussion Paper and advised of the pending adoption of the National Rail Safety Regulations in Queensland later in calendar year 2013.

The paper outlined issues relating to governance and finance. This Discussion Paper No 2 is included as **Attachment 2**.

Copies of the Discussion Papers were available at the Discussion Forum on 1 Aug 2013 organised by the Nambour Heritage Tramway Group. This Forum was attended by the Manager (Compliance and Accreditation) Rail Safety Regulation, DTMR; Senior Advisor, Rail Regulation Unit, Transport Safety Branch, DTMR; Manager Road Operations, North Coast Region, DTMR; and Phillip Barker, Rail Safety Consulting Australia.

The Council resolution referred to the utilisation of the *existing heritage listed sugar cane locomotive line*, but it must be said at the outset that additional land, track and other infrastructure will need to be provided beyond the ends of the existing track to enable its functional use.

These land and track extensions are required at both ends to provide a passenger station and passing loop and additionally at the eastern end to provide management, storage and maintenance facilities.

The community group has identified a wide range of options relating to rolling stock and operational frequency. In order to capture all the issues that may be linked to these options four scenarios were considered that are seen to represent the gamut of options of rolling stock, track & infrastructure (including passenger facilities), and management and frequency of operation.

Note that these scenarios are conceptual only and would need further detailed design work to be undertaken before detailed cost estimates can be finalised.

To a large extent, much of the track infrastructure including stations, storage and maintenance facilities, and traffic control will be common to all scenarios.

These four scenarios with cost estimates have been described in Discussion Paper (No2). These scenarios have been further developed in the Issues Paper. It should be noted that some of this cost can be offset by sponsorship and volunteer labour.

Context

To the supporters in the community, the Nambour Heritage Tramway Project isn't just about preserving and celebrating the past but is seen as part of the ongoing endeavours to revitalise the commercial and retail town centre in Nambour.

The Tramway is seen as a catalyst that will provide a point of focus and unify the Nambour Town Centre.

The *Nambour – Hub of the Hinterland Project* was initiated by the (Maroochy) Council in July 2006 and a series of community visioning workshops were held. The project provided an opportunity for the community and local businesses to become involved in the revitalisation of Nambour with the development of town centre programs. A partnership was formed between the Council and Nambour Futures (now Nambour Alliance, the peak forum for businesses and community groups in the Nambour district).

There is some concern within the community that the optimism and momentum that was built during the Hub of the Hinterland Project is waning and needs a boost.

Issues - General

The specific items in the Council resolution are addressed under the following general headings;

- **Legislation** - legislation or regulation may either give authority to use the existing tracks, or constrain or prevent some courses of action.
- **Governance** - the process for making and implementing decisions to meet the aims and objectives of the Community Group and Council. Most specifically it applies to the separate functions of the Rail Transport Operator and the Rail Infrastructure Manager.
- **Scenarios** - the operational scenarios (locomotives & passenger rolling stock) that may make use of the tracks and the additional infrastructure required at both ends of the existing track.

Issues - Legislation

The Queensland Heritage Act and its accompanying regulations set out the obligations of the owners of heritage-listed places. The Schedule attached to the Queensland Heritage Act defines the *owner* in relation to land.

For the purposes of this Act, the local government is the *owner* for a road or other land under a local government's control. This would include the assets in the road reserve including the cane tracks, but excluding public utilities such as electricity, gas, sewerage, water services or telecommunications, however, legal opinion is necessary to clarify the issue of current ownership.

The portion of roadway 1.5 metres either side of the centre of the cane tracks within the Howard Street and Mill Street road reserves, and within the Currie Street intersection, is registered as a heritage place.

Entry in the Queensland Heritage Register does not exclude changes, additions or the construction of new works in a place, provided the proposed work does not detract from the heritage values of the place.

Owners of heritage places are not obliged to fully restore their property. However, owners are advised to maintain their place to ensure it is protected from serious or irreparable damage or deterioration. The tracks in Mill Street west of Currie Street show considerable wear and the concrete surround is crumbling. Maintenance will be required by the owners in the near future.

The conduct of rail operations within Queensland is subject to the *Transport (Rail Safety) Act 2010*. This Act is administered by the Department of Transport and Main Roads. This Act, together with the *Work Health and Safety Act* imposes duties and obligations on rail transport operators and workers including State owned entities.

The Act also requires for a system of accreditation to ensure that the rail operators have the competency and capacity to operate their system safely and to manage the risks associated with rail operations.

Specifically, the legislation requires the accreditation of the Rail Infrastructure Manager, and the Rolling Stock Operator.

The two functions may be separately accredited and the accreditation may apply to an individual or a corporation.

As of 1 September 2010, all Queensland rail infrastructure managers and road managers must enter into an interface agreement for road or rail crossings on public roads. An interface agreement is a written agreement for managing risks in relation to rail or road crossings.

The definition for a crossing includes not only a railway level crossing but also pedestrian level crossing and a lane of a road on which trains move alongside road vehicles. This is particularly applicable to Howard Street and Mill Street.

An agreement will be required between the State (as road manager of the Currie Street intersection) and the rail manager. A further agreement will be required between Council (as road manager of Howard Street and Mill Street) and the rail manager if the rail manager is not Council.

The *Transport Operations (Road Use Management Act) 1995* and *Transport Operations (Road Use Management—Road Rules) Regulation 2009* also apply.

This Act provides for the effective and efficient management of road use in the State. The object of this regulation is to provide road rules in Queensland that are substantially uniform with road rules elsewhere in Australia.

The regulations contain references to trams, tram lanes, tram tracks, tram stops and tramways although these are not a feature of the Queensland streetscape.

Under this Act a local authority may install or remove official traffic signs on local roads in its area, notwithstanding that the State may override this and serve notice on a local authority to remove or install such signs. An official traffic sign must be installed in a way specified by the Manual of Uniform Traffic Control Devices (MUTCD).

Issues - Governance

The *Transport (Rail Safety) Act 2010* and the *Transport (Rail Safety) Regulation 2010* refer to *prescribed railway operations* and make a clear distinction between the functions of the Rail Transport Operator and the Rail Infrastructure Manager, although a person or entity may function in both capacities at the same time.

Furthermore, the Rolling Stock Operator need not necessarily be the owner of the rolling stock, however the Operator must have effective management and control of the rolling stock.

Similarly, the Rail Infrastructure Manager need not necessarily be the owner of the infrastructure however the Manager must have effective management and control of the infrastructure.

There are three Governance models considered in the Issues Paper:

- i) Council as Rail Infrastructure Manager & Rail Transport Operator.
- ii) Council as Rail Infrastructure Manager; contracted Rail Transport Operator.
- iii) Contracted Rail Infrastructure Manager; contracted Rail Transport Operator.

In each model Council retains ownership of the track, land, infrastructure and existing locomotives. Notwithstanding which scenario is adopted, model (iii) where Council is neither the Infrastructure Manager nor the Transport Operator presents the widest range of issues to be addressed, including the contracts and interface agreements between Council, DTMR and the infrastructure and operator entities.

The object of accreditation is the safe operation of railway operations and the management of the risks associated with such operations.

Accreditation does not attest that all risks have been identified or controlled. It is not a guarantee by the regulator that the controls employed will be adequate in all foreseeable circumstances.

It is not a process whereby the regulator takes over the responsibility for the safety of the railway operation by giving approval to the detail within operating systems.

There are four key areas that must be considered:

- Track and Infrastructure – fit for purpose, track bed, vertical and horizontal alignment. Safety alighting to and from the carriage at stations. Appropriate maintenance.
- Rolling stock – safe containment of passengers. Appropriate maintenance.
- Operation – identification and management of risks. Competency and skill of staff.
- Management – policies and procedures.

In considering potential risks the Infrastructure Manager and the Transport Operator need to demonstrate that they have the financial capability to meet their obligations to eliminate or reduce the risk.

It is assumed that the operation of any rolling stock on the heritage-listed track will not be commercially based, but run by a not-for-profit organisation staffed by volunteers. This presents a further set of issues to be addressed by the manager / operator, particularly with respect to staff scheduling, turnover, skills and training.

Issues - Scenarios

Whilst the Council resolution referred to the utilisation of the existing heritage listed sugar cane locomotive line, it must be stated clearly that additional track and other infrastructure will need to be provided beyond the ends of the existing track to support the management, storage, maintenance and running of any rolling stock.

At the western end of the track, a proposed retaining wall west of the Mill Street heritage cottages along the boundary of the Mill Lane extension has been deleted from the Coles construction and the area battered and landscaped. This will allow an additional area of land to be dedicated as road reserve adjacent to the cottage as an option to accommodate future track and infrastructure. The track and infrastructure requirement will be subject to detailed

design and consideration.

To a large extent, much of the track infrastructure including stations, storage and maintenance facilities, and traffic control will be common to all long-term scenarios.

The obvious scenario variations are the type and form of the locomotive and the passenger rolling stock. This may lead to variations in the end of track facilities required, not only for storage and maintenance purposes, but also for staff and passenger amenity. Frequency of operation will also have a large influence on the facilities required.

For the purposes of the Issues Paper, the following scenarios have been considered:

- Scenario 1. Standalone tram, battery-operated, solar recharge at depot possibly based on a vintage style tram.
- Scenario 2. Ex Moreton Mill diesel locomotive (e.g. "Petrie") with purpose built passenger carriages.
- Scenario 3. Ex Moreton Mill steam locomotive refurbished to diesel (e.g. "Bli Bli") with purpose built passenger carriages.
- Scenario 4. Visiting steam powered locomotive running for Special Occasions or celebrations. Example BFC5 from Woodford Museum. May operate with the purpose built passenger carriages.

Scenarios 2, 3 & 4 may also operate with cane trucks during Special Occasions celebrating events in Nambour linked to its Sugar Industry heritage.

These scenarios are not necessarily mutually exclusive and may develop over time to a point that within any period of a year or so several scenarios may apply.

A possible development sequence could be:

- Stage 1, Short term (less than 5 years) Scenario 2a & 2b and/or Scenario 4
- Stage 2, Medium Term (5 – 10 years) Scenarios 3 & 4
- Stage 3, Long term (over 10 years) Scenario 1

Legal

There will be legal implications if the project were to proceed.

Under this heading the project must address:

- Compliance with State legislation and regulations.
- The form, structure and registration of the Tramway operating entity, e.g. Community based, Trust, not-for-profit, Deductible Gift Recipient (DGR) status.
- Contractual arrangements with the State, e.g. interface agreement for the Currie Street / Howard Street signalised intersection.
- Contractual arrangements with Council. This will include leases for locomotives and other rolling stock, lease of land and structures, as well as interface agreements for Howard Street and Mill Street.

Whilst the operating entity will undoubtedly have its own legal advice (possibly pro bono), Council should ensure that it legally protects not only its own interests but also those of the wider community which may be involved in this project.

The Issues Paper identifies the range of Legislation and Regulation that may be applicable to the utilisation of the heritage-listed track in Nambour. There has not been an assessment as to the potential legal liabilities that Council may face if this project were to proceed.

These liabilities will depend on the Governance structure adopted. A critical Review of the legal implications for Council is required.

Policy

There is no Council policy direction guiding this potential project.

There will be however, Policy implications if and as the project moves forward to implementation and this project will then be subject to a wide range of existing Council Organisational and Strategic Policies.

It may trigger the review of some existing policies and the development of new ones that are specific to this project. For example, the new entity would be required to enter into contracts and interface agreements with both Council and the State. The interface agreements would identify the financial responsibility for works to be undertaken around the tracks and action plans for remedial maintenance works. Similarly, there would need to be contracts for the ongoing maintenance and use of Council owned locomotives.

In some cases, existing Policies will have a direct application, whereas in other cases it would be appropriate for the incorporated community entity to adopt policies that not only align with those of Council, but develop them further (e.g. Organisational Policy – Volunteers).

Risk

There will be a number of Risk implications if and as the project moves forward to implementation.

Safety

At all times the responsibility for ensuring the safety of railway operations remains with the railway organisation as Rail Infrastructure Manager & Rail Transport Operator.

If Council is both Rail Infrastructure Manager & Rail Transport Operator, this represents the most risk to Council. Conversely, if the railway organisation is not Council, this represents the minimum risk for Council in the operation of the railway operations.

Council will however take control of the Howard Street and Mill Street carriageways and has a Duty of Care to the other road users including pedestrians and cyclists to provide a safe, traffic environment. This is particularly important in what will be a unique traffic environment where the tram presence may cause some distraction, and/or disruption.

The rail safety legislation and regulations seek to minimise risks to personal health and safety and in doing so recognise that the elimination or reduction of a risk comes at a financial cost. Conversely then, if the budget of the operating organisation is inadequate, personal health and safety risks may not be appropriately addressed.

Financial

As the potential owner of the track and some of the locomotives the Council may contractually distance itself from the responsibilities of the rail operations but these contracts may not absolve Council totally of some financial impost should the community-based operating entity fail to meet its obligations.

It is important that before this project proceeds that Council undertakes community financial and legal due diligence and addresses the question *“Does the community have the capacity to support the project in terms of volunteers, sponsorship and funding from all sources?”*

What is the risk if Council proceeds to obtain the additional land at both ends but the community group fails after several years? Unlike cash grants, land is an asset that can be redeemed for another Council purpose or sold.

Previous Council Resolutions

8.1.3 Notice of Motion – Nambour Tramway Development (OM12/197), 13 December 2012.

That Council request the Chief Executive Officer, in consultation with the Divisional Councillor, to bring to Council a report including an issues paper for the development of the Nambour Tramway utilising the existing heritage listed sugar cane locomotive line with such reports to cover the following:

- *outline of the proposal*
- *proposed ownership and operations of rolling stock*
- *route alignment*
- *property tenure issues*
- *essential infrastructure required*
- *planning and approval issues*
- *key stakeholders and any agreements required*
- *community aspirations and limitations*
- *cost estimates for:*
 - *construction (Capital Costs)*
 - *operating costs*
- *revenue potential and*
- *other items as relevant.*

Related Documentation

There is no related documentation relevant to this report. There was, however, considerable research undertaken in the preparation of the Discussion Papers (Attachments to this Report) and the Issues Paper (an Appendix to this Report). Acknowledgment of sources is made within the respective Papers.

Critical Dates

It has been identified that the project is totally dependent on obtaining sufficient land beyond the eastern and western ends of the heritage-listed track to support the management, storage, maintenance and running of any rolling stock.

Land at both ends is under development pressure as the current owners seek to minimise their land holdings that are not part of their core business.

If these parcels are commercially redeveloped then the opportunity to develop this project may be severely constrained.

It is vitally important that if Council supports this proposed project then action be taken at the earliest opportunity to secure the required land to allow the project to proceed.

Implementation

If this project were to progress, then the first step is to undertake a detailed review of the project to determine Council's legal and financial liability and risk if this project were to proceed as outlined in the Issues Paper. This due diligence assessment should consider:

- detailed costing, including asset condition reports of existing infrastructure and rolling stock.
- funding sources

- cost-benefit / financial viability analysis
- Council's legal and financial liability
- extent of community capacity to support the project in terms of volunteers, sponsorship and funding from all sources
- the potential legacy implications for Council.

Whilst Council may offer technical, administrative and financial support and advice, the impetus and ongoing management for this project must come from the local community.

The governance model (iii) proposes that a local community entity undertakes the roles of Rail Infrastructure Manager, and the Rolling Stock Operator.

7.2 CORPORATE SERVICES**7.2.1 DECEMBER 2013 FINANCIAL PERFORMANCE REPORT****File No:** Corporate**Authors:** Coordinator Financial Services
Corporate Services Department
Treasury and Rates Coordinator
Corporate Services Department**Attachments:** Att 1 - December 2013 Financial Performance Report 27

PURPOSE

To meet council's legislative obligations, a monthly report is to be presented to council on its financial performance and investments.

To amend the 2013/2014 budget to increase capital expenditure to reflect council resolution OM14/17.

EXECUTIVE SUMMARY

The monthly financial performance report provides council with a summary of performance against budget at the end of each month in terms of the operating result and delivery of the capital program.

The operational result at 31 December 2013 shows a positive variance of \$2.3 million compared to the forecast position.

This operating result variation is made up of higher than expected revenue of \$4.3 million (1.9%) and higher than expected operating expenses of \$1.9 million (0.9%). Further detail is provided in the proposal section of this report.

As at 31 December 2013, \$80.5 million (43.5%) of council's \$185 million 2013/2014 Capital Works Program was financially expended.

As at 31 December 2013 an interim transfer of \$32 million in cash and \$40 million in debt was transferred to Noosa Shire Council.

Council's investment portfolio remains within the guidelines established under the Investment Policy.

In response to council's resolution at the 30 January 2014 Ordinary Meeting, the report includes a recommendation to increase the Strategic Land and Commercial Properties capital budget by an amount of \$755,000. The funds are for the acquisition of land, stamp duty, valuation costs and funds to commence the preparation of an impact assessable development application. This increased budget allocation is to be funded via an internal loan. Information will be presented to council through the 2014/15 budget process in relation to the allocation of additional funds and the potential funding of the entire project via an external loan.

OFFICER RECOMMENDATION

That Council:

- (a) receive and note the report titled “December 2013 Financial Performance Report” and
- (b) amend the 2013/2014 budget by increasing the Strategic Land and Commercial Properties capital budget by an amount of \$755,000 funded via an internal loan for land acquisition and associated matters.

FINANCE AND RESOURCING

There are no financing and resourcing implications as this is an information only report.

CORPORATE PLAN

Corporate Plan Theme:	<i>Great governance</i>
Emerging Priority:	8.1 - Ethical, accountable and transparent decision-making
Strategy:	8.1.2 - Ensure legislative compliance and awareness
Corporate Plan Theme:	<i>Great governance</i>
Emerging Priority:	8.3 - Strong financial management
Strategy:	8.3.1 - Develop long term financial plans and indicators to achieve optimum use of resources and alignment to strategic priorities
Corporate Plan Theme:	<i>Great governance</i>
Emerging Priority:	8.3 - Strong financial management
Strategy:	8.3.2 - Ensure council’s financial performance is well managed and leads to a strong financial position

Consultation**Internal Consultation**

All departments or branches participated in the formation of the recommendations associated with this report.

External Consultation

No external consultation is required for this report.

Community Engagement

No community engagement is required for this report.

PROPOSAL

The operational result at 31 December 2013 shows a positive variance of \$2.3 million compared to the forecast position.

This operating result variation is made up of higher than expected revenue of \$4.3 million and higher than expected operating expenses of \$1.9 million.

Operating Revenue**Fees and Charges**

Of the \$2.6 million favourable variance in fees and charges, \$2 million relates to development applications revenue. The volume of applications has exceeded the previous month's trend and now shows a 20% increase on 2012/2013 volumes. Sunshine Coast Airport fees are up \$380,000 on budget. Sunshine Coast Holiday Park revenue is also up \$230,000 compared to budget, but this is offset by higher than budgeted expenditure.

Other Revenue

Of the \$1.2 million favourable variance in other revenue, \$800,000 relates to a refund from the Office of State Revenue for over charged payroll tax. \$200,000 relates to higher than anticipated sales of recyclable materials.

Operating Expense**Materials and Services**

As at December 2013 month end, materials and services spend is overspent by \$1.5 million

This variance is made up of an overspend on legal costs of \$1.6 million. This overspend is a consequence of additional expenditure on the Settler's Cove case of \$2.11 million. This case was transferred to Noosa Shire Council as at 1 January 2014, so no further costs will be incurred by Sunshine Coast Council.

Capital Expenditure

As at 31 December 2013, \$80.5 million (43.5%) of council's \$185 million 2013/2014 Capital Works Program was financially expended. Detail by Capital Program is outlined below:

Program	Original Budget \$000	Current Budget \$000	YTD Actual \$000	% of Annual Budget Spent
Buildings and Facilities	6,548	7,324	4,827	66%
Coast and Canals	1,949	2,388	714	30%
Divisional Allocations	3,100	4,540	2,450	54%
Environmental Assets	1,238	1,276	116	9%
Fleet	1,000	1,000	703	70%
Parks and Gardens	10,317	12,228	3,718	30%
Stormwater	4,161	4,241	2,786	66%
Transportation	52,952	65,632	28,202	43%
Information Communication Technology	3,927	4,871	1,802	37%
Strategic Land & Comm Properties	9,422	50,034	19,838	40%
Aerodromes	-	399	8	2%
Sunshine Coast Airport	3,400	8,237	5,287	64%
SC Holiday Parks	1,455	3,093	347	11%
Quarries	150	637	698	109%
Waste	9,651	19,103	8,999	47%
TOTAL COUNCIL	109,270	185,003	80,494	44%

Balance Sheet

As at 31 December 2013 an interim transfer of \$32 million in cash and \$40 million in debt was made to Noosa Shire Council. The confirmed cash, debt and asset transfers will be finalised over the coming months, with a target completion date of 14 February 2014.

Investment Performance

All investment parameters remain within the guidelines established by the Investment Policy.

For the quarter ending 31 December 2013, council has maintained a fairly strong return in the current market conditions with \$194 million cash (excluding Trust Fund) with an average interest rate of 3.73%, being 1.17% above benchmark. This is compared to 31 December 2012 with \$211 million cash (excluding Trust Fund) where the average interest rate was 4.69%, being 1.25% above benchmark.

The benchmark used to measure performance of cash funds is the UBS Bank Bill Index and the Bank Bill Swap Rate (BBSW) for term deposits.

The Reserve Bank of Australia (RBA) cash rate remains unchanged at 2.5%.

Budget Amendments

In response to council's resolution at the 30 January 2014 Ordinary Meeting, the report includes a recommendation to increase the Strategic Land and Commercial Properties capital budget by an amount of \$755,000. The funds are for the acquisition of land, stamp duty, valuation costs and funds to commence the preparation of an impact assessable development application. This increased budget allocation is to be funded via an internal loan. Information will be presented to council through the 2014/15 budget process in relation to the allocation of additional funds and the potential funding of the entire project via an external loan.

Legal

This report ensures that council complies with its legislative obligations, with respect to financial reporting in accordance with Section 204 of the *Local Government Regulation 2012*.

Investment of funds is in accordance with the provisions of the *Statutory Bodies Financial Arrangements Act 1982* and the associated Regulations and the *Local Government Act 2009*.

Policy

Council's Investment Policy.

Risk

The current risks associated with the operating result are as follows:

1. the expected full year growth in rateable properties is less than forecast, with lower revenue than budgeted
2. in June 2013 the Federal Government pre-paid half of the 2013/2014 Financial Assistance Grant of \$6.3 million. Since half of the grant was pre-paid into 2012/2013 there is a potential shortfall of \$2.1 million in the current budget
3. there is \$4.7 million net savings for the Organisational Review loaded into the budget;

4. the achievement of de-amalgamation reductions in Materials & Services budget occurs after separation from 1 January 2014 and
5. there is \$4.4 million employee vacancy savings loaded into the budget which may be difficult to achieve along with the Organisational Review.

Previous Council Resolution

On 25 June 2013, council adopted the 2013/2014 budget.

On 19 September 2013, council adopted the Budget Review 1 2013/2014.

On 12 December 2013, council adopted the Budget Review 2 2013/2014.

Related Documentation

There is no related documentation for this report.

Critical Dates

There are no critical dates for this report.

Implementation

There are no implementation details to include in this report.

Sunshine Coast
Council

FINANCIAL PERFORMANCE REPORT
December 2013



FINANCIAL PERFORMANCE REPORT

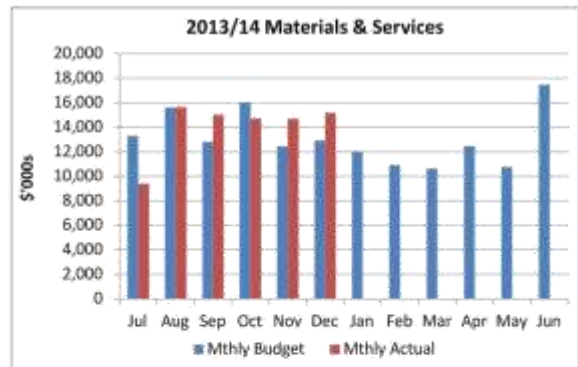
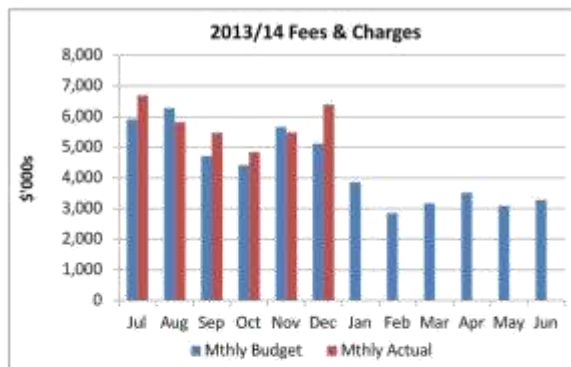
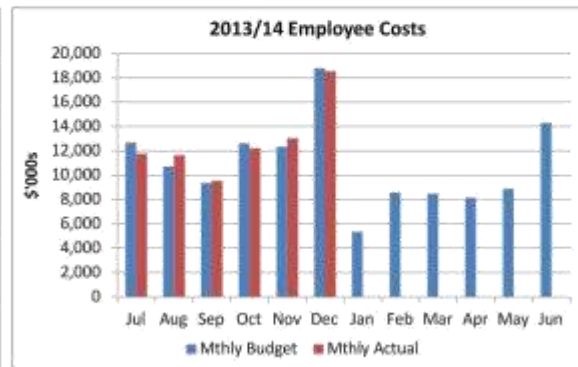
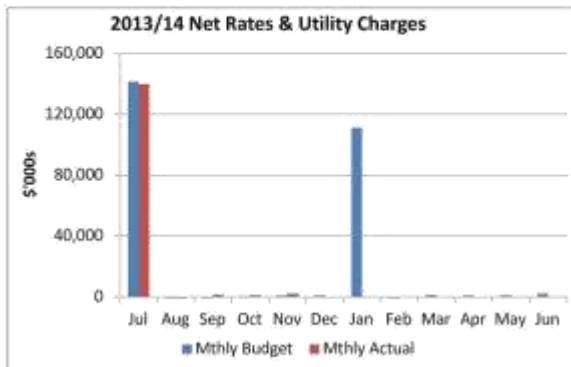
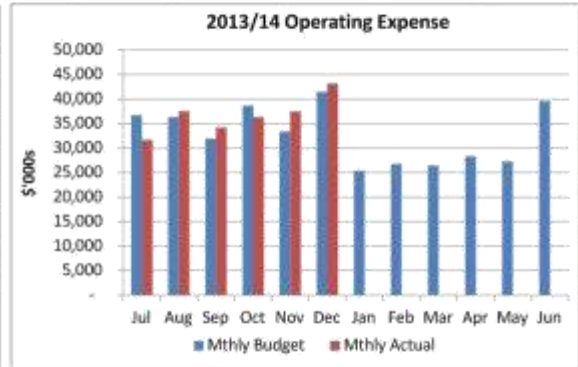
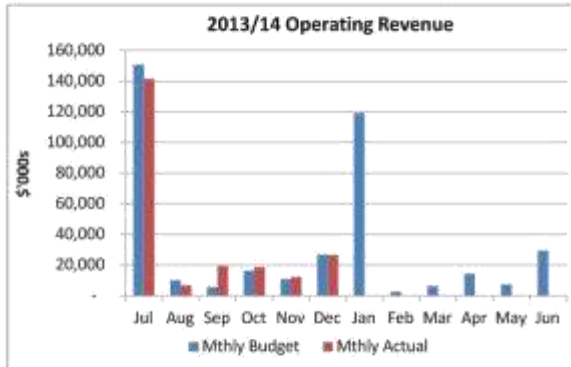
December 2013

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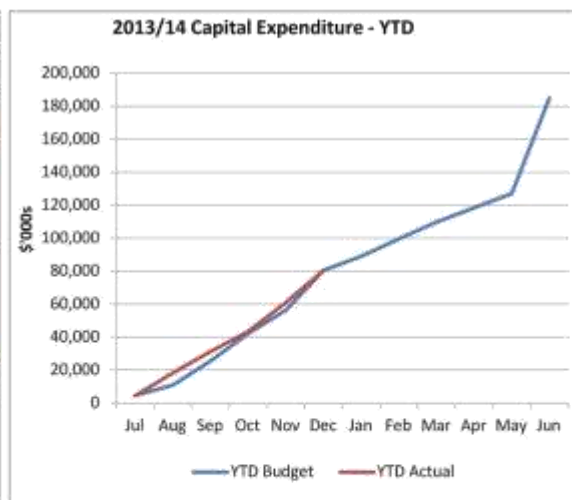
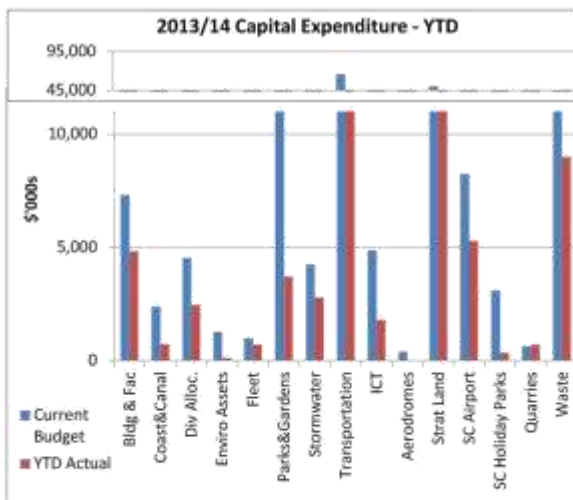
FINANCIAL PERFORMANCE REPORT December 2013
HEADLINE - OPERATING

	Annual		YTD			
	Original Budget \$000s	Current Budget \$000s	Current Budget \$000s	Actuals \$000s	Variance \$000s	Variance %
Operating Revenue	400,295	399,438	220,281	224,555	4,274	1.9%
Operating Expenses	387,582	391,938	218,273	220,205	1,933	0.9%
Operating Result	12,713	7,500	2,008	4,350	2,341	116.6%
NET Result	54,287	50,621	22,482	25,699	3,217	14.3%

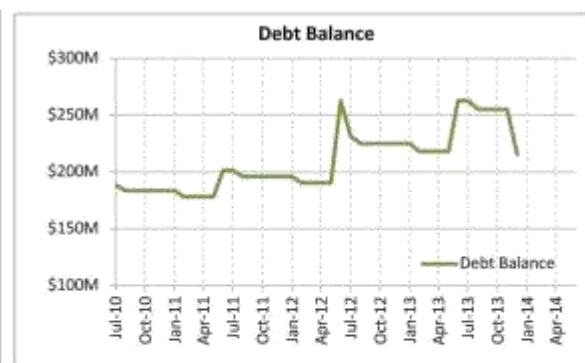
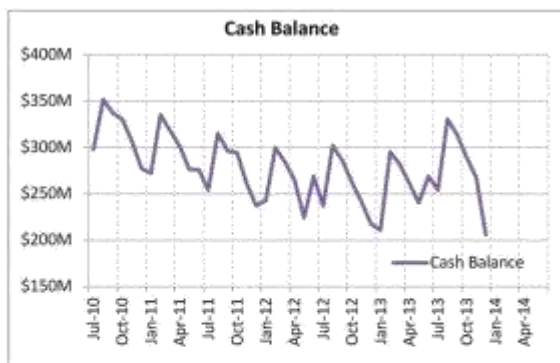
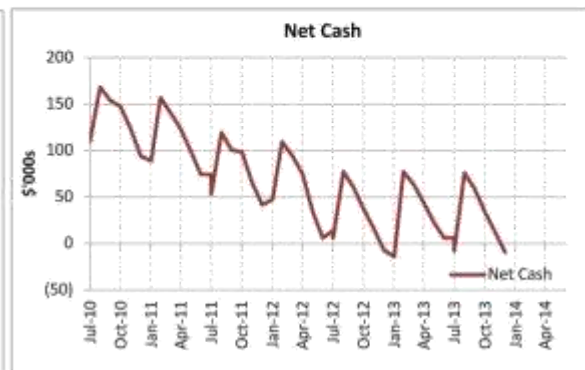
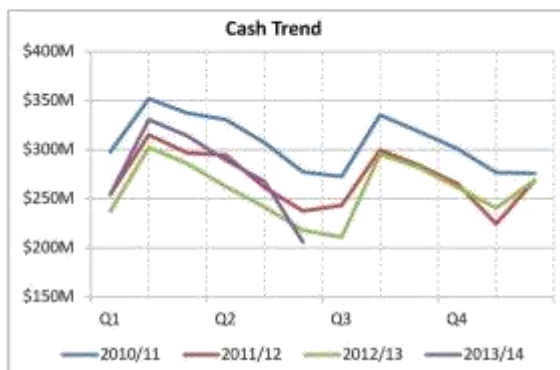


FINANCIAL PERFORMANCE REPORT December 2013

HEADLINE - CAPITAL	Annual		YTD			
	Original Budget	Current Budget	Current Budget	Actuals	Variance	Variance
	\$000s	\$000s	\$000s	\$000s	\$000s	%
Capital Revenues (included in NET Result)	37,101	38,648	18,275	19,151	876	
Other Capital Revenues	86,410	86,409	40,797	40,747	(50)	
Total Capital Revenues	123,511	125,057	59,072	59,898	826	
Capital Works Expenditure	109,270	185,003	80,185	80,493	308	0.4%
Other capital Expenditure	41,150	33,550	16,685	16,115	(570)	
Total Capital Expenditure	150,420	218,553	96,870	96,609	(262)	
Funds from General Revenue	26,909	93,496	37,799	36,711	(1,088)	



FINANCIAL PERFORMANCE REPORT				December 2013
HEADLINE - CASH & BALANCE SHEET				
	Annual		YTD	
	Original Budget \$000s	Current Budget \$000s	Actuals \$000s	
CASH FLOWS				
Opening Cash	196,241	264,747	261,336	
Net Cash Inflow/(Outflows) from:				
Operating Activities	48,186	43,454	54,636	
Investing Activities	(93,697)	(157,471)	(67,857)	
Financing Activities	476	476	(40,048)	
Net Increase/(decrease) in Cash Held	(45,035)	(113,541)	(53,269)	
Cash at year end	151,206	151,206	208,067	
BALANCE SHEET				
Total Current Assets	216,289	216,289	249,412	
Total Non Current Assets	4,511,393	4,511,393	5,301,261	
Total Assets	4,727,682	4,727,682	5,550,673	
Total Current Liabilities	70,183	70,183	83,064	
Total Non Current Liabilities	240,480	240,480	239,127	
Total Liabilities	310,663	310,663	322,191	
Net Community Assets/ Total Community Equity	4,417,019	4,417,019	5,228,482	



* In December 2013 \$32 million in cash and \$40 million in debt were transferred to Noosa. Final cash and debt figures are still being calculated and are expected to be transferred by the end of February 2014

FINANCIAL PERFORMANCE REPORT

December 2013

HEADLINE - COMMENTARY

Income & Expense Statement

Council's financial results at 31 December 2013 shows the organisation with a \$2.3 million higher than forecasted operating position against the year to date budget. This operating result variation is made up of operating revenue being \$4.3 million higher than the year to date budget, along with operating expenses being \$1.9 higher than the year to date budget.

Operating Revenues

Of the \$2.6 million favourable variance in fees and charges, \$2 million relates to development applications, with the volume being approximately 20% higher in 2013/2014 than compared to same time in 2012/2013.

Of the \$1.2 favourable variance in other revenue, \$800,000 relates to a refund from the Office of State Revenue for over charged payroll tax.

Operating Expenses

The unfavourable variance in operating expenses of \$1.9 million relates to Materials & Services of \$1.5 million.

Materials and Services relates to an overspend on legal fees of \$1.6 million. This overspend is due to a \$2.1 million spend on the Settler's Cove case, which was transferred to Noosa shire Council as at 1 January 2014

Capital Expenditure

As at 31 December 2013, \$80.5 million (43.5%) of council's \$185 million 2013/2014 Capital Works Program was financially expended.

Cash Flows & Balance Sheet

As at 31 December 2013, \$32 million in cash and \$40 million in debt was transferred to Noosa Shire Council. The remaining balance sheet transfers will occur over the coming months.

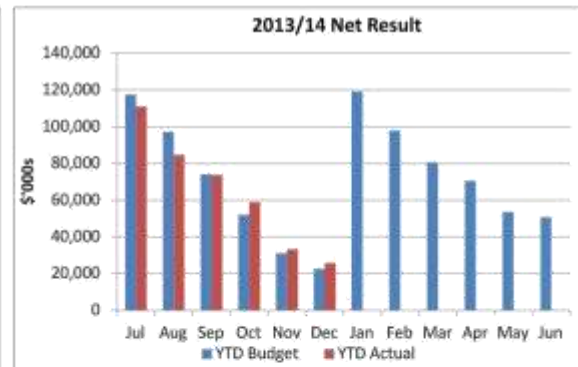
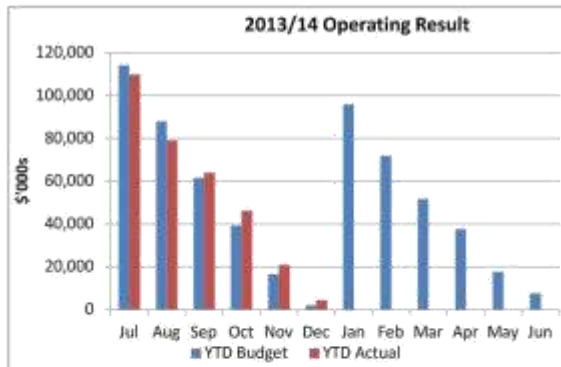
Investing activities are tracking \$90 million behind the full year budget. Investing activities follows the trend of capital spend. This variance will decrease as the remaining \$100 million is spent on fulfilling the capital program

HEADLINE - RISKS

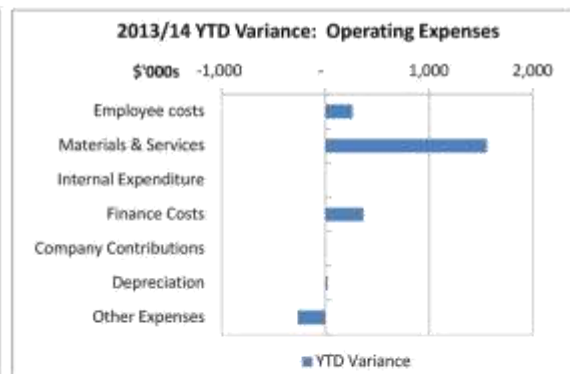
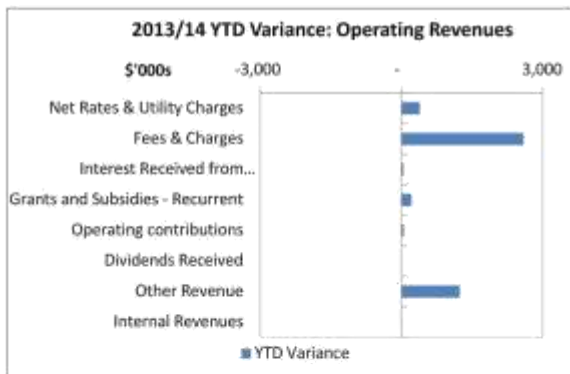
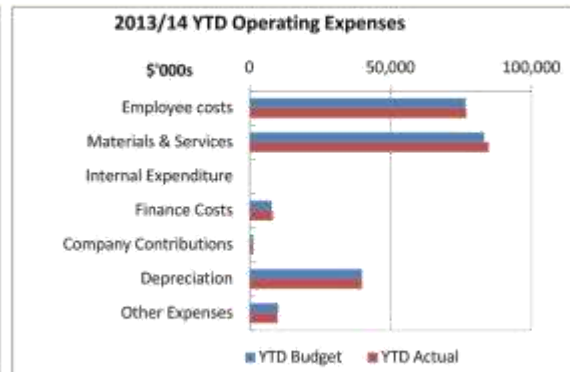
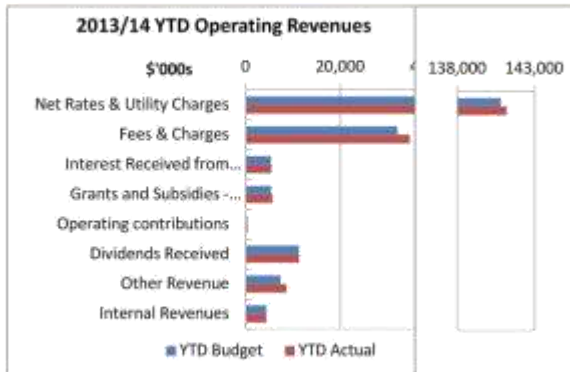
Income & Expense Statement

1. General Rates growth - lower than anticipated growth of rateable properties of 1.0% against forecast of 1.5%. This approximately equates to lower revenue than budgeted
2. Financial Assistance Grant - during 2012/2013 more than one half of the grant (\$6.3 million) was paid early into June 2012. This prepayment has created a budget impact of \$2.1 million in the current 2013/2014 budget.
3. Organisation Review - \$4.7 million net savings loaded into the budget.
4. De-amalgamation - risk that not all costs associated with the de-amalgamation are being charged to Noosa Shire Council.
5. Employee Vacancy Factor - \$4.4 million loaded in the budget. May be difficult to achieve this saving along with Organisation Review.

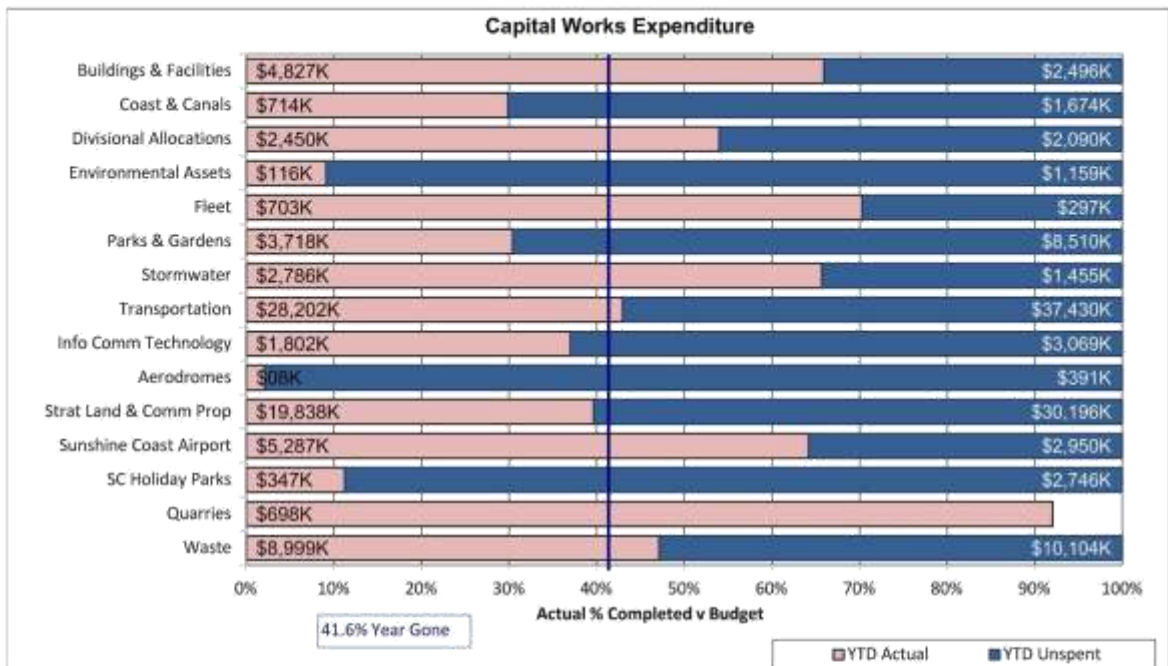
FINANCIAL PERFORMANCE REPORT							December 2013
STATEMENT OF INCOME & EXPENSES							
	Annual		YTD				Annual
	Original Budget \$000s	Current Budget \$000s	Current Budget \$000s	Actuals \$000s	Variance \$000s	Variance %	Forecast Budget \$000s
Operating Revenue							
Gross Rates & Utility Charges	262,411	262,480	145,788	147,573	1,785	1.2%	262,480
Interest from Rates & Utilities	2,053	2,053	1,300	1,207	(93)	-7.1%	2,053
Less Discounts, Pensioner Remissions	(11,374)	(11,374)	(6,283)	(7,587)	(1,304)	-20.8%	(11,374)
Net Rates & Utility Charges	253,090	253,159	140,804	141,192	388	0.3%	253,159
Fees & Charges	53,274	51,841	32,086	34,679	2,592	8.1%	51,841
Interest Received from Investments	8,512	8,512	5,316	5,362	46	0.9%	8,512
Grants and Subsidies - Recurrent	10,780	11,091	5,365	5,575	210	3.9%	11,091
Operating contributions	570	570	315	367	52	16.4%	570
Interest received from Unitywater	26,205	26,205	13,565	13,305	(260)	-1.9%	26,205
Dividends Received	27,001	27,001	11,215	11,215	(0)	0.0%	27,001
Other Revenue	13,249	13,485	7,309	8,546	1,236	16.9%	13,485
Internal Revenues	7,614	7,575	4,306	4,316	10	0.2%	7,575
Community Service Obligations	0	0	0	0	0	0.0%	0
Total Operating Revenue	400,295	399,438	220,281	224,555	4,274	1.9%	399,438
Operating Expenses							
Employee costs	130,879	130,235	76,495	76,756	261	0.3%	130,235
Materials & Services	152,860	157,321	83,087	84,641	1,554	1.9%	157,321
Internal Expenditure	0	0	0	0	0	0.0%	0
Finance Costs	14,197	14,197	7,747	8,112	365	4.7%	14,197
Company Contributions	1,152	1,152	1,152	1,152	0	0.0%	1,152
Depreciation	70,510	70,510	39,797	39,816	20	0.0%	70,510
Other Expenses	17,984	18,522	9,996	9,729	(267)	-2.7%	18,522
Competitive Neutrality Adjustments	0	0	(0)	0	0	-100.0%	0
Total Operating Expenses	387,582	391,938	218,273	220,205	1,933	0.9%	391,938
Operating Result	12,713	7,500	2,008	4,350	2,341	116.6%	7,500
Capital Revenue							
Capital Grants and Subsidies	2,900	12,042	5,237	5,974	736	14.1%	12,042
Capital Contributions	7,201	7,206	4,038	4,223	186	4.6%	7,206
Contributed Assets	27,000	19,400	9,000	8,954	(46)	-0.5%	19,400
Other Capital Revenue	4,472	4,472	2,198	2,198	0	0.0%	4,472
Total Capital Revenue	41,573	43,120	20,473	21,349	876	4.3%	43,120
Net Result	54,287	50,621	22,482	25,699	3,217	14.3%	50,621



FINANCIAL PERFORMANCE REPORT December 2013
STATEMENT OF INCOME & EXPENSES



FINANCIAL PERFORMANCE REPORT							December 2013
CAPITAL EXPENDITURE							
Capital Works Program	Annual		YTD			Annual	
	Original Budget \$000s	Current Budget \$000s	Budget \$'000s	Actual \$000s	% of Annual Budget Spent	Forecast Budget \$000s	
Buildings and Facilities	6,548	7,324	5,498	4,813	65.7%	7,324	
Coast and Canals	1,949	2,388	1,040	714	29.9%	2,388	
Divisional Allocations	3,100	4,540	2,420	2,450	54.0%	4,540	
Environmental Assets	1,238	1,276	204	116	9.1%	1,276	
Fleet	1,000	1,000	934	703	70.3%	1,000	
Parks and Gardens	10,317	12,228	4,975	3,718	30.4%	12,228	
Stormwater	4,161	4,241	1,956	2,786	65.7%	4,241	
Transportation	52,952	65,632	29,347	28,202	43.0%	65,632	
Information Communication Technology	3,927	4,871	2,610	1,802	37.0%	4,871	
Strategic Land & Comm Properties	9,422	50,034	19,796	19,838	39.6%	50,034	
Aerodromes	-	399	7	8	2.1%	399	
Sunshine Coast Airport	3,400	8,237	5,359	5,287	64.2%	8,237	
SC Holiday Parks	1,455	3,093	913	347	11.2%	3,093	
Quarries	150	637	184	698	109.4%	637	
Waste	9,651	19,103	4,943	9,014	47.2%	19,103	
TOTAL	109,270	185,003	80,185	80,493	43.5%	185,003	

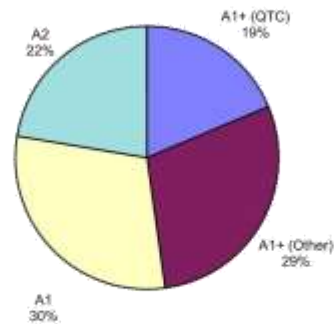
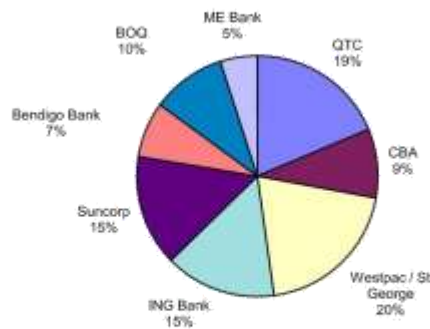


FINANCIAL PERFORMANCE REPORT December 2013
INVESTMENT PERFORMANCE

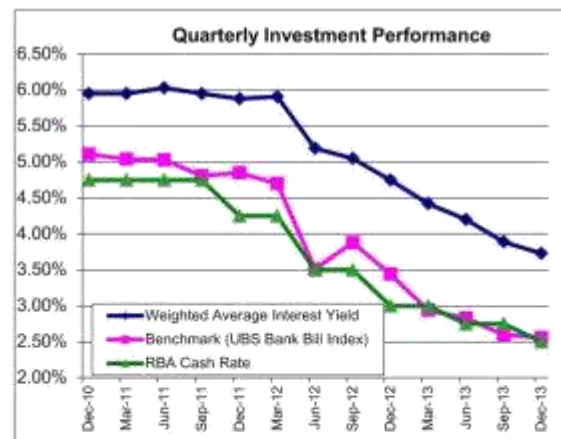
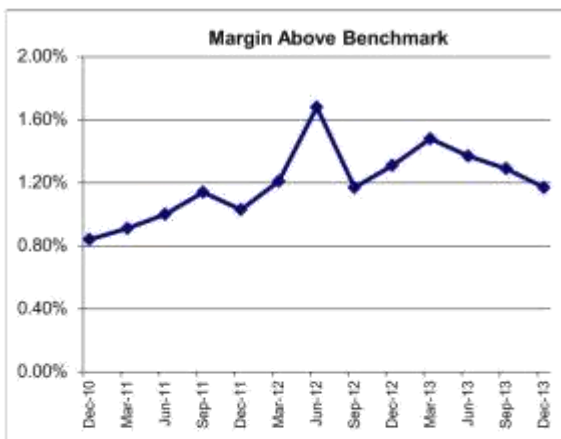
Liquidity as at:		31/12/2013	
		\$'000's	
At-call accounts			
QTC + CBA (exc trust)		\$37,539	18.66%
Investments Maturing within 7 days		\$0	0.00%
Total at-call		\$37,539	18.66%
Investment Policy Target			10.00%

	INVESTMENT SUMMARY AS AT			Investment Policy				
	31/12/2013		30/11/2013		31/12/2012		Individual Limit	Group Limits
A1+ (QTC)	\$37,539	18.7%	\$66,262	24.7%	\$13,884	6.7%	100%	100%
A1+ (Other)	\$58,599	29.1%	\$126,943	47.3%	\$134,146	64.5%	35%	100%
A1	\$60,000	29.8%	\$30,000	11.2%	\$30,000	14.4%	30%	30%
A2	\$45,000	22.4%	\$45,000	16.8%	\$30,000	14.4%	10%	30%
TOTAL	\$201,138		\$268,205		\$208,030			

Investment Portfolio



Investment Performance



7.3 COMMUNITY SERVICES

7.3.1 PROPOSAL TO NAME COUNCIL INFRASTRUCTURE

File No:	ECM
Author:	Coordinator Community Programs and Events Community Services Department
Attachments:	Att 1 - Bridge location map - Oceanside, Birtinya 43

PURPOSE

This report seeks Council endorsement to name a bridge owned by Sunshine Coast Council.

EXECUTIVE SUMMARY

It is proposed to name a Council owned bridge over the Western Waterway on Florey Boulevard, Oceanside, Birtinya as 'Geoff Shadforth Memorial Bridge'.

This recommendation is made in accordance with the provisions of Local Law No. 4 (Local Government Controlled Areas, Facilities, Infrastructure and Roads) 2011, section 7, and is consistent with the requirements of Council's *Naming of Parks, Places, Community Infrastructure, Roads and Street Numbering Policy* (2010).

The proposal was assessed on 16 December, 2013 by a Naming Panel consisting of staff from across Council. The Naming Panel's recommendation was reviewed by the Divisional Councillor (Division 3) for his input and endorsement. A community consultation program received no objections to the proposed name.

The recommendation to approve the proposal for the bridge to be named Geoff Shadforth Memorial Bridge is in memory of former director of Shadforth's Civic Engineering Contractors, Mr Geoff Shadforth, who died in a tragic accident last year. Importantly, Mr Shadforth was heavily involved in the planning and engineering of the nominated bridge and was instrumental in its construction.

OFFICER RECOMMENDATION

That Council:

- (a) receive and note the report titled "Proposal to Name Council Infrastructure"**
- (b) support the recommendation of the Naming Panel's assessment of 16 December 2013 and**
- (c) resolve to name the piece of Council infrastructure identified as 'bridge over Western Waterway, Florey Boulevard, Oceanside, Birtinya' as 'Geoff Shadforth Memorial Bridge'.**

FINANCE AND RESOURCING

There are no financial or resourcing implications arising from this report.

If approved, all costs associated with the production and installation of signage will be met by the developer and will be in line with relevant legislation and Council policy.

CORPORATE PLAN

Corporate Plan Theme: *Social Cohesion*

Emerging Priority: 5.3 - A sense of identity and belonging

Strategy: 5.3.4 - Facilitate social history programs to increase awareness of our local heritage

Corporate Plan Theme: *Great governance*

Emerging Priority: 8.1 - Ethical, accountable and transparent decision-making

Strategy: 8.1.1 - Develop and implement a governance framework that provides transparent and accountable processes and enhances council's reputation

CONSULTATION

Internal Consultation

In accordance with Council's Strategic Policy Naming of Parks, Places, Community Infrastructure, Roads and Street Numbering (2010), a Naming Panel was convened which comprised of:

- Manager Transport Infrastructure Management, Infrastructure Services (Asset Custodian)
- Senior Heritage Library Officer, Community Services
- Development Officer, Community Services

The Division 3 Councillor was consulted and reviewed the recommendations resulting from the Naming Panel.

The Senior Development Planner, Regional Strategy and Planning, was consulted in relation to Council ownership of the asset. Ownership of the asset was confirmed as effective 28 November, 2013.

The Project Engineer, Major Urban Developments, Regional Strategy and Planning was consulted in relation to the signage specifications and to confirm that signage costs will be met by the developer.

External Consultation

Project Engineer, Major Urban Developments, Regional Strategy and Planning consulted with Stockland Development regarding signage specifications and responsibility of signage installation and production costs, should the naming proposal be approved.

The father of Geoff Shadforth has provided family approval by signing the Naming Application Form.

Community Engagement

In line with Council's *Strategic Policy Naming of Parks, Places, Community Infrastructure, Roads and Street Numbering (2010)* and associated guidelines, Council engaged with the community via newspaper advertisements and consulted with Stockland Development. Given the location of the bridge is in a developing area with a limited number of residents, it was determined that advertising in the local paper would net the greatest community response.

Following the assessment of the application by the Naming Panel, the proposal to name the bridge was advertised in the Kawana Weekly on 9 January, 2014 and a notice was placed in the Kawana Library. The notice and advertisement invited public comments on the proposed name for the bridge within 14 days.

As the nominated bridge is located within a new precinct under construction, no local community groups were identified for consultation.

Only one comment was received in relation to the proposed naming of the bridge. The comment was in support of the proposed name Geoff Shadforth Memorial Bridge.

PROPOSAL

Local Law No. 4 (Local Government Controlled Areas, Facilities, Infrastructure and Roads) 2011, section 7 provides Council with the authority to name a place, including Council infrastructure.

Council's adopted Strategic Policy *Naming of Parks, Places, Community Infrastructure, Roads and Street Numbering* (2010) outlines the process through which names are proposed, considered and endorsed. All naming applications are assessed in accordance with the guiding principles set out in this policy.

This report seeks Council to endorse a recommendation from the Naming Panel made on 16 December, 2013 which was called together to consider a request and application from the community to name the bridge over the Western Waterway on Florey Boulevard, Oceanside, Birtinya (Attachment 1) as the Geoff Shadforth Memorial Bridge.

The Naming Panel was made up of the Asset Custodian (as determined in Council's Asset Matrix), the Heritage Officer to check historical accuracy, and a local Community Development Officer to provide comment on community engagement requirements. In this instance the Naming Panel consisted of the following Council staff:

- Manager Transport Infrastructure Management, Infrastructure Services (Asset Custodian)
- Senior Heritage Library Officer, Community Services
- Development Officer, Community Services

Other stakeholders, as per the Policy guidelines, may be invited to be a panel member, on a case-by-case basis. This was not required in this instance.

As per the Naming Panel recommendation and after consultation with the community and local Councillor (Division 3), the proposed name Geoff Shadforth Memorial Bridge is recommended for Council approval. The proposal was submitted by employees of Stockland Development who requested that the bridge be named in memory of the former director of Shadforth's Civic Engineering Contractors, Geoff Shadforth. Geoff Shadforth died suddenly in an accident in March 2013, while participating in a charity motorbike event in Cambodia.

Stockland has indicated that Geoff Shadforth's involvement in the planning and engineering of the nominated bridge was instrumental in commencement of its construction. Mr Shadforth and his family have, over many years, contributed significantly to the local Sunshine Coast region through their support for business and community.

Legal

Local Law No. 4 (Local Government Controlled Areas, Facilities, Infrastructure and Roads) 2011, section 7 provides Council with the authority to name a place:

Management of local government controlled areas, facilities, infrastructure and roads

Subject to the *Land Act 1994*, the local government may, by resolution, do the following things in respect of a local government controlled area (the relevant place) -

- (a) give the relevant place a name; and
- (b) establish specified classes, criteria and terms of membership regarding persons entitled to use the relevant place and any local government property, assets or resources at the relevant place; and
- (c) establish policies, guidelines and procedures regarding the operation and use of the relevant place; and
- (d) require the keeping of records by any person using the relevant place, including the -
 - i. records that must be kept; and
 - ii. place at which records must be kept; and
 - iii. period for which the records must be kept.

It should be noted this section includes the words “by resolution”. Section 257 of the *Local Government Act 2009* prohibits Council from delegating actions required to be undertaken by resolution, therefore each proposal will require a resolution from Council.

Policy

This report and recommendations are consistent with Council’s policy framework.

The proposal meets the criteria under the guiding principles of the Strategic Policy *Naming of Parks, Places, Community Infrastructure, Roads and Street Numbering* (2010).

Unless otherwise agreed by Council, the bridge naming sign shall comply with G6-2 as specified in the *Manual of Uniform Traffic Control Devices (MUTCD) Part 15* (Department of Transport and Main Roads).

By specifying ‘G6-2’ in accordance with the MUTCD, the letter height and location in relation to the road are specified. The sign will look and feel like a standard roadway sign.

Risk

As no objections were received as part of the community engagement, and the Divisional Councillor and Naming Panel support the proposal, no risks have been identified with the recommendations contained in this report.

The inclusion of word ‘memorial’ in the proposed name “Geoff Shadforth Memorial Bridge” will assist in alleviating concern regarding naming terms that may be construed as advertising a commercial or industrial enterprise, which should be avoided.

Previous Council Resolution**Council Resolution (OM10/238) – 15 September 2010**

That Council:

- (a) receive and note the report titled “Sunshine Coast Regional Council Naming Policy”;*
- (b) make the delegation as detailed Naming of Community Facilities, Places, Social Infrastructure and Roads (Appendix A); and*
- (c) adopt the proposed Sunshine Coast Regional Council Naming Policy (Appendix B).*

Related Documentation

Manual of Uniform Traffic Control Devices Part 15 (Department of Transport and Main Roads).

Critical Dates

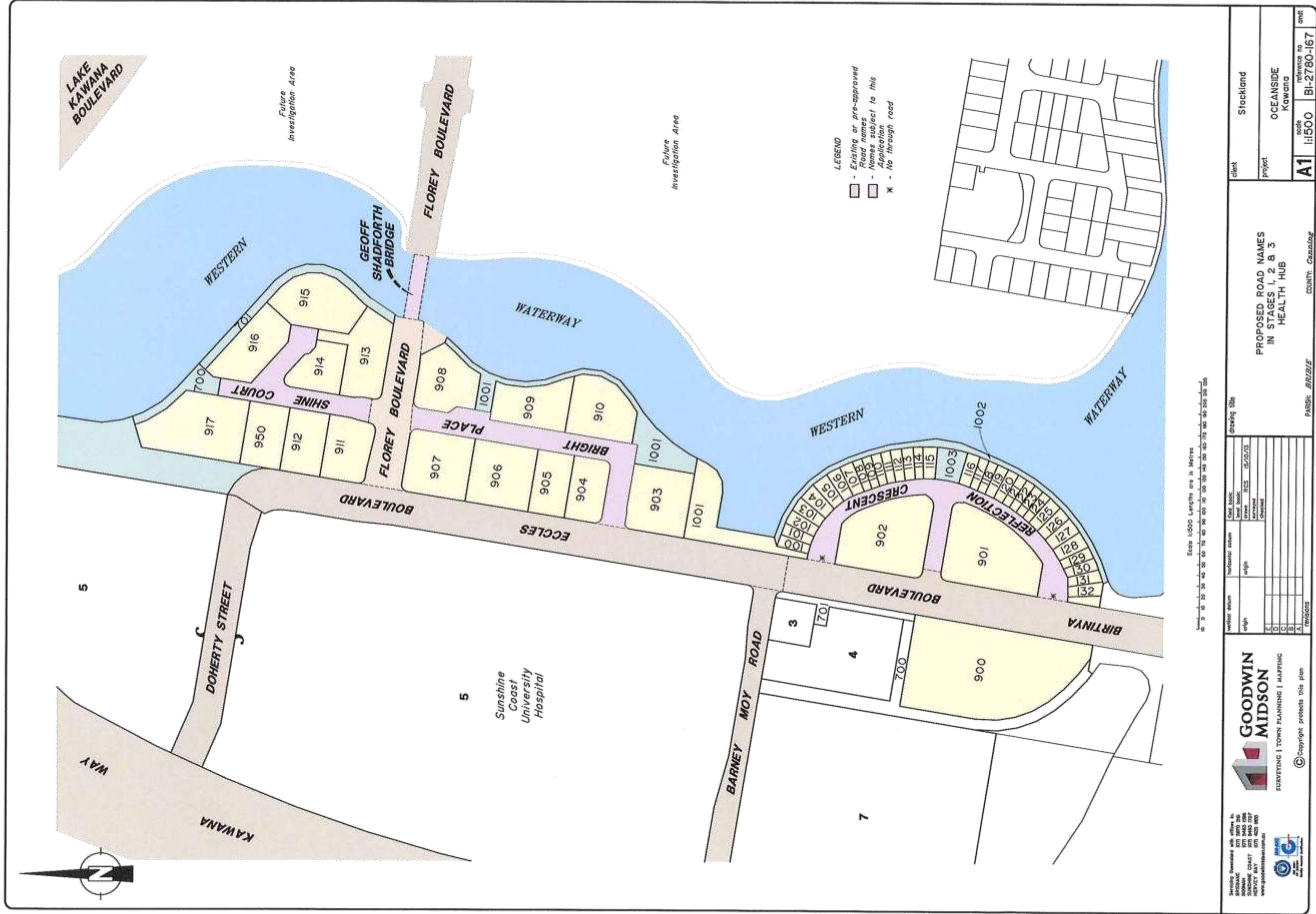
There are no critical dates that relate to this report.

Implementation

The applicant will be notified in writing of Council’s decision in relation to this recommendation.

If the recommendation is endorsed, the letter will include Council’s requirements in relation to the approved wording and the installation of signage.

Arrangements will be made for the Divisional Councillor to conduct a naming event if requested.



7.4 INFRASTRUCTURE SERVICES

7.4.1 ADOPTION OF SUNSHINE COAST COUNCIL AND NOOSA SHIRE COUNCIL LOCAL DISASTER MANAGEMENT PLAN 2014

File No: OM2702294SC_17

Author: Coordinator Disaster Management
Infrastructure Services Department

Appendices: App A - Sunshine Coast Council and Noosa Shire Council Local Disaster Management Plan 2014 (*Under Separate Cover*) ... Att Pg 77

PURPOSE

Under Section 1.3.1 of the *Queensland Disaster Management Act 2003*, a local government must develop a Local Disaster Management Plan consistent with the Strategic Policy Framework and the relevant disaster management guidelines. The Sunshine Coast Council and Noosa Shire Council combined LDMP 2014 (The plan) is presented for adoption by Council.

Please note that this is a transitional arrangement only, brought about by de-amalgamation and both councils intend to have separate plans established to reflect the existence of the two local disaster management groups by 2015.

EXECUTIVE SUMMARY

As a consequence of the deamalgamation of Noosa Council, the Sunshine Coast Council has committed to a coordinated approach to disaster management with the newly formed Noosa Council. To this end the two councils have signed a memorandum of understanding to provide each other with disaster assistance should the need arise, and have agreed to combine into a single document, their local disaster management plans for 2014.

The Sunshine Coast Council and Noosa Shire Council Local Disaster Management Plan 2014 (The plan) builds on the previously adopted Sunshine Coast Local Disaster Management Plan 2012-2013. The plan is a combined plan that covers the needs of both Sunshine Coast and Noosa Councils.

The combined draft plan was endorsed by the Sunshine Coast Local Disaster Management Group in December 2013, and has been approved by the Acting Minister for Police, Fire and Emergency Services on the 19th December 2013.

The plan's primary focus is to ensure the safety of our communities. It aims to preserve lives and prevent injuries, to mitigate property damage, and to protect our environment.

OFFICER RECOMMENDATION

That Council:

- (a) receive and note the report titled "Adoption of Sunshine Coast Council and Noosa Shire Council Local Disaster Management Plan 2014" and
- (b) formally adopt the Sunshine Coast Council and Noosa Shire Council Local Disaster Management Plan 2014 (Appendix A).

FINANCE AND RESOURCING

The Sunshine Coast Council and Noosa Shire Council Local Disaster Management Plan requires annual review. Recurrent costs associated with review of the Sunshine Coast Council components of the plan are funded from within the Strategic Disaster Management budget. It is envisaged that the 2015 plan will be a stand-alone Sunshine Coast Council plan.

CORPORATE PLAN

Corporate Plan Theme: *Great governance*

Emerging Priority: 8.5 - Advocacy and partnerships

Strategy: 8.5.1 - Establish strong partnerships with all levels of government and create alliances with peak bodies and the community

CONSULTATION

A consultation process was undertaken to ensure key stakeholders were provided the opportunity to review the new plan and to provide feedback in order to update the previous version of the plan.

Internal Consultation

- Executive Office
- Director Infrastructure Services / Local Disaster Coordinator
- Disaster Management Department
- Chief Executive Officer Sunshine Coast Council

External Consultation

- Sunshine Coast Local Disaster Management Group
- Acting Minister for Police, Fire and Emergency Services
- Queensland Fire and Emergency Services
- Transfer Manager Noosa Shire Council
- Chair Noosa Shire Council Local Disaster Management Group

Community Engagement

Considered but not required as the previous plan has had extensive community consultation.

PROPOSAL

The Sunshine Coast Local Disaster Management Plan 2012-2013 required review in 2013 due to the deamalgamation of Noosa from the Sunshine Coast Council on the 1st January 2014. As a consequence of the deamalgamation of Noosa Council, the Sunshine Coast Council has committed to a coordinated approach to disaster management with the newly formed Noosa Council. To this end the two councils have signed a memorandum of understanding to provide each other with disaster assistance should the need arise, and have agreed to combine into a single document, their local disaster management plans for 2014.

The Sunshine Coast Council and Noosa Shire Council Local Disaster Management Plan 2014 (The plan) builds on the previously adopted Sunshine Coast Local Disaster Management Plan 2012-2013. The plan is a combined plan that covers the needs of both Sunshine Coast and Noosa Shire Councils.

The Sunshine Coast Council and Noosa Shire Council Local Disaster Management Plan 2014 was unanimously supported by the Sunshine Coast Local Disaster Management Group on the 4th December 2013.

The combined draft plan was endorsed by the Sunshine Coast Local Disaster Management Group in December 2013, and has been approved by the Acting Minister for Police, Fire and Emergency Services on the 19th December 2013.

The plan identifies actions to ensure an effective and coordinated response to a disaster event in support of our local communities and the means to facilitate a speedy recovery and return to a safe and secure environment as soon as possible after a disaster. The plan integrates federal and state disaster management arrangements and details how the district group can best provide assistance as and when required.

The plan is based upon the principles contained in the *Queensland Disaster Management Act 2003*, an all hazards approach, and a commitment to building resilient communities by undertaking specific strategies to prevent, prepare for, respond to and recover from disaster events. Adoption of the plan provides a coordinated approach to disaster management in 2014 for both Councils

Legal

Legal advice was sought to ensure that the *Disaster Management Act 2003* allows local governments to combine to develop the Sunshine Coast Council and Noosa Shire Council Local Disaster Management Plan 2014, which was confirmed to be the case.

Policy

The 2012-2013 Plan identified Council as having an active role in disaster management and supports a comprehensive approach to prevention, preparedness, response and recovery in partnership with the community and other key agencies.

As such, this new Plan continues to provide Council with a policy framework, governance arrangements and operational procedures to comply with its legislative obligations and deal with a range of disaster and emergency situations.

Risk

The 2012-2013 Plan identified and sought to mitigate the risks to people, the economy, the environment, infrastructure and property in the event of a disaster occurring on the Sunshine Coast.

A regional disaster risk assessment covering 24 natural and human-made hazards which may impact on the region was compiled. This risk assessment took into account seasonal variations of the risks to ensure a more dynamic and accurate assessment of the risk exposures for the region. The hazards considered in this assessment included:

1. East Coast Low Pressure System
2. Severe Thunderstorm / Electrical Storm
3. Tropical Cyclone (Cat 1/2/3 Sandy Cape to Point Danger)
4. Tropical Cyclone (Cat 4/5 Sandy Cape to Point Danger)
5. Storm Tide (> HAT 0.5m)
6. Flood (Q20 impacting on Sunshine Coast Region)
7. Dam Failure
8. Tornado (Grade F1 - Winds 117-180 kmh)
9. Major Earthquake

10. Tsunami (>10m wave and Land Inundation >1km inland)
11. Landslide
12. Prolonged Drought
13. Bushfire (Rural and Interface Areas)
14. Major Fire (Urban/Industrial Areas)
15. Hazardous Material Accident (Land Transport Corridor)
16. Hazardous Material Accident (Marine Environment)
17. Major Passenger Transport Accident (Road/Rail Casualties)
18. Major Air Transport Accident
19. Pandemic
20. Extreme High Temperatures (>36 degrees, >2 days)
21. Exotic Animal/Plant Disease
22. Terrorism
23. Cyber Security Incident (Emerging Risk)
24. Black Swan (Unpredictable, Extreme/Concurrent Events)

As a result of undertaking the risk assessment detailed sub plans to mitigate the highest areas of risk have been developed and included in the 2014 Plan.

Previous Council Resolution

At its Ordinary Meeting on the 8th May 2008 Council passed resolution OM08/13 which states:

That Council:

- (a) *nominate Councillor Dwyer (as Chairperson), Councillor Tatton (as Deputy Chairperson) and Councillor Abbot to be members of the Sunshine Coast Local Disaster Management Group, and;*
- (b) *delegate to the Chief Executive Officer the power; -*
 - (i) *to appoint members of the Sunshine Coast Local Disaster Management Group (excluding Councillors) as outlined in attachment one Delegation of Authority – Disaster Management;*
 - (ii) *to appoint the Executive Officer for the Sunshine Coast Local Disaster Management Group as outlined in attachment one Delegation of Authority – Disaster Management; and*
 - (iii) *to appoint a person to the Sunshine Coast District Disaster Management Group as outlined in attachment one Delegation of Authority – Disaster Management;*
- (c) *note the ongoing operation of the three local sub-groups.*

At its Ordinary Meeting on the 29th October 2009 Council passed resolution OM09/313 which states:

That Council:

- (a) *receive and note the report titled “Sunshine Coast Local Disaster Management Plan”;*
- (b) *adopt the Sunshine Coast Local Disaster Management Plan (November 2009 version) (Appendix A as amended) as its approved plan for disaster management on the Sunshine Coast;*
- (c) *note and endorse the membership of the Local Disaster Management Group as outlined of the Sunshine Coast Local Disaster Management Plan as shown at Appendix A (as amended);*
- (d) *request the Chief Executive Officer to ensure appropriate circulation and promotion of the Sunshine Coast Disaster Management Plan; and*
- (e) *acknowledge the excellent work of the Local Disaster Management Group and Council staff in the development of the Plan.*

At its Post Election Meeting on 23 May 2012, Council resolved (as part of resolution PEM 12/02) that Council:

- (d) *appoint Cr Tim Dwyer as a continuing member on the Sunshine Coast Local Disaster Management Group and both Cr Tim Dwyer and Cr Chris Thompson as continuing members on the Sunshine Coast Regional Council Audit Committee until such time as otherwise resolved by Council.*

At its Ordinary Meeting on the 23rd August 2012 Council passed resolution OM12/109 that Council:

- (a) *receive and note the report titled "2012/2013 Sunshine Coast Local Disaster Management Plan";*
- (b) *adopt the 2012/2013 Sunshine Coast Local Disaster Management Plan (Appendix A) as its approved plan for disaster management on the Sunshine Coast;*
- (c) *endorse the membership of the Sunshine Coast Local Disaster Management Group (Appendix B); and*
- (d) *delegate to the Mayor, as the Chair of the Sunshine Coast Local Disaster Management Group, the appointment of members of the Local Disaster Management Group in consultation with the Local Disaster Coordinator.*

Related Documentation

- Natural Disasters in Australia: Reforming mitigation, relief and recovery arrangements (2002) Council of Australian Governments' report
- *Queensland Disaster Management Act (2003)*
- Queensland Floods Commission of Inquiry Interim Report (2011)
- Queensland Floods Commission of Inquiry Final Report (2012)

Critical Dates

The *Disaster Management Act 2003* requires that Local Disaster Management Plans be reviewed annually.

The 2014 Plan has been prepared to take into account the experiences of the 2011, 2012 and 2013 wet seasons, the November 2010 amendments to the *Disaster Management Act 2003* and the recommendations of the Queensland Floods Commission of Inquiry. As such it represents a significant updating of the previous Plans and requires council approval.

Council approval for the 2014 Plan is required as soon as possible.

Implementation

Interim implementation of the plan commenced on the 1st January 2014, pending endorsement by both the Sunshine Coast Council and Noosa Shire Council in 2014.

The 2014 Plan, as endorsed by the Local Group, is currently providing operational guidance for local disaster management operations, including the local disaster coordination centre. As such it is available to the community on council's website.

Upon formal adoption by council it will be distributed to key agencies and partners and made available in hard copy to public through council's libraries and upon request to members of the public in electronic form.

7.4.2 SEALING OF LEES ROAD BRIDGES

File No:	ECM
Author:	Coordinator Infrastructure Investigations Infrastructure Services Department
Attachments:	Att 1 - Locality Plan - Lees Road55

PURPOSE

On November 11 2013 a petition was submitted to council, requesting that council seal Lees Road from Bunya Road to Browns Creek Road.

Cr Rogerson tabled the petition at the Ordinary Meeting on 14 November 2013. Council resolution OM13/237 states that the petition is to be referred to the Chief Executive Officer for consideration and a report back to council.

EXECUTIVE SUMMARY

An investigation, preliminary estimate and priority scoring has been completed for a project to seal the section of Lees Road, Mapleton (between Bunya Road and Browns Creek Road, approximately 1.7km) and the following points need to be considered:

- Lees Road is a through road and services approximately 15 properties not all with residential buildings.
- Maintenance grading of Lees Road is undertaken on average 2 times per year.
- Cost to seal this section of Lees Road has been estimated at approximately \$1.6million.
- Lees Road supports a school bus service.
- The average daily traffic volume is estimated to be 104 vehicles per day.

Council staff and divisions 1,5,7,9 & 10 councillors, in whose divisions the majority of unsealed roads are located, are engaged in developing a strategic plan for presentation to council in 2014 to recommend an achievable approach to upgrading the highest priority unsealed roads over a defined time frame. The highest priority unsealed roads being considered consist of approximately 100km of the total unsealed road network length of 500km.

OFFICER RECOMMENDATION

That Council:

- receive and note the report titled “Sealing of Lees Road Bridges” and**
- note that the sealing of Lees Road Bridges is not identified in Council’s ten year Capital Road Works program and that consideration of the project be deferred until the Unsealed Road Strategic Plan has been presented and considered by council in 2014 and**
- request the Chief Executive Officer to advise the lead petitioner accordingly.**

FINANCE AND RESOURCING

The project to seal Lees Road is currently unfunded and not identified in council's ten year capital works program. The project comprises upgrading of a 1.7km section of Lees Road from Bunya Road to Browns Creek Road to a 6m wide sealed traffic lanes and 1m sealed shoulders standard at a preliminary estimated cost of \$1.6 million.

The total allocation for sealing gravel roads in the 2013/2014 Capital Roadworks Budget was \$1.76 million. Prioritisation of projects is undertaken in accordance with council's adopted scoring system.

The unsealed section of Lees Road is currently maintained on average by grading 2 times per year at an approximate total cost of \$5000 per km per year.

CORPORATE PLAN

Corporate Plan Theme: *Accessibility and connectedness*

Emerging Priority: 6.1 - A transport system that allows ease of movement

Strategy: 6.1.1 - Develop and implement an integrated transport strategy for both existing and new communities

CONSULTATION

Internal Consultation

- Senior Capital Works Program Planning Coordinator – funding in the 10 year capital works program
- Works Superintendent – maintenance history of Lees Road, frequency of visits, significant issues, problems
- Division 10 Councillor

External Consultation

There has been no external consultation undertaken in relation to this report

Community Engagement

No community engagement is required for this report however the report responds to the community petition.

PROPOSAL

A petition was tabled at council's Ordinary Meeting on 14 November 2013 requesting council seal Lees Road from Bunya Road to Browns Creek Road. The petition was received from a resident of Lees Road.

Since 2007 council has received 8 direct requests for sealing of Lees Road from six residents of Lees Road.

Lees Road is an unsealed road in Bridges servicing approximately 15 properties, not all with residential buildings. Lees Road is approximately 1.9km long of which approximately 200m (at the Bunya Road end) and 50m (at the Browns Creek Road end) is sealed.

Lees Road supports a school bus service.

There is one recorded vehicle crash since 1992 which occurred on the sealed section of Lees Road near the intersection with Bunya Road and was attributed to excessive speed.

It is estimated that the traffic volume along Lees Road is of the order of 104 vehicles per day. Traffic counts have been arranged to confirm this.

Maintenance grading of Lees Road is undertaken, on average, 2 times per year.

Council has investigated the scope of works required to upgrade to a sealed standard the unsealed section of Lees Road. A preliminary estimate of cost has been determined as \$1.6million. The project priority has been assessed as a moderate priority under council's adopted scoring system, and the project has been entered in council's future works database (Capital Works ID 13416).

The project to seal Lees Road is currently unfunded and is not on councils ten year capital works program.

Council staff and divisions 1,5,7,9 & 10 councillors, in whose divisions the majority of unsealed roads are located, are engaged in developing a strategic plan for presentation to council in 2014 to recommend an achievable approach to upgrading the highest priority unsealed roads over a defined time frame. The highest priority unsealed roads being considered consist of approximately 100km of the total unsealed road network length of 500km.

As part of this strategic plan development, a modified prioritisation assessment methodology is being developed and validated. The modified prioritisation assessment methodology takes a more focused approach to unsealed roads which generally have lower traffic volumes.

Validation of the modified prioritisation system has not yet been completed, however some roads, are being seen as having a higher priority for upgrading under the modified system compared to the conventional project prioritisation system.

A crucial part of the strategic plan, which is being developed for council consideration, is a funding proposal to enable the upgrading of the highest priority unsealed roads to be achieved within an adopted time frame.

If the strategic plan is adopted by council in 2014, it will form the basis for the review and development of the 10 year Capital Road Works Program.

It is recommended that consideration of the funding of a project to upgrade Lees Road between from be deferred until the business plan has been presented and considered by council in 2014.

Legal

There are no legal implications in relation to this report.

Policy

There are no current policy implications in relation to this matter.

It should be noted that an Unsealed Road Strategic Plan is currently under development for consideration of council in 2014.

Risk

There are no risk implications relevant to this report. The unsealed section of Lees Road is maintained in accordance with council's road maintenance regime.

Previous Council Resolution

Ordinary Meeting 14 November 2013 - Council Resolution OM13/237

That Council resolve the petition tabled by Councillor G Rogerson in relation to improvements to Lees Road, Bridges to be received and referred to the Chief Executive Officer to determine appropriate action and report back to Council

Related Documentation

Locality Plan – Lees Road (refer attached)

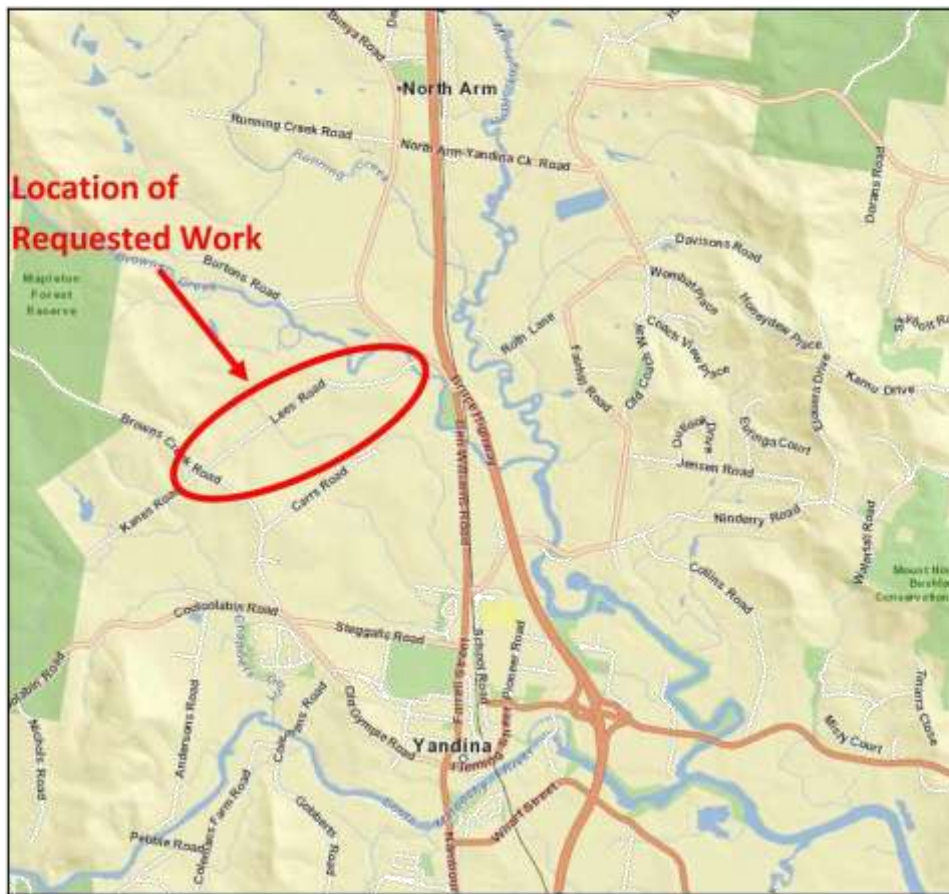
Critical Dates

There are no critical dates relevant to this report.

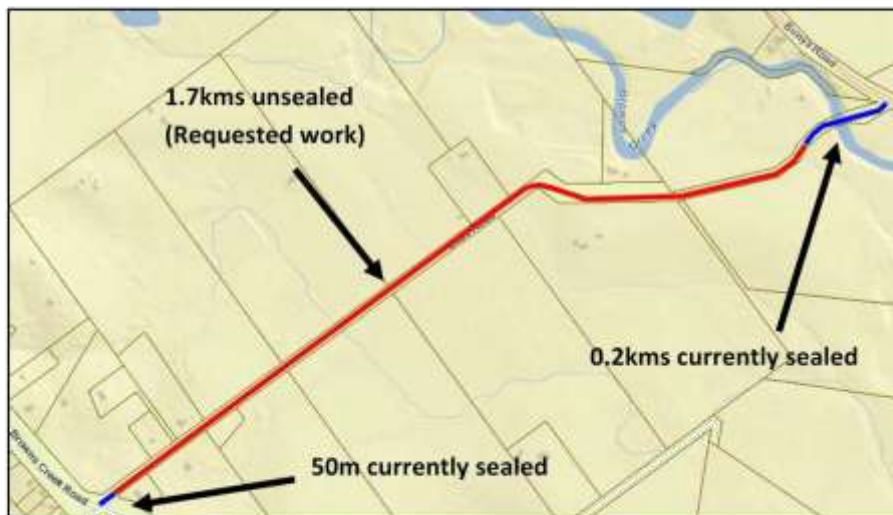
Implementation

There is no implementation relevant to this report.

Locality Plan – Lees Road



Lees road is currently sealed for the first 0.2kms from the east and the first 50m from the west, the remaining 1.7kms in the middle is unsealed. The proposal is for the sealing of the remaining 1.7kms, creating a continuous bitumen sealed pavement connecting Browns Creek Road to the west and Bunya Road to the east.



7.5 CORPORATE STRATEGY AND DELIVERY

Nil

7.6 OFFICE OF THE MAYOR AND THE CEO

Nil

8 NOTIFIED MOTIONS

9 TABLING OF PETITIONS

Petitions only eligible for submission if:

- * Legible
- * Have purpose of the petition on top of each page
- * Contain at least 10 signatures
- * Motion limited to:
 - Petition received and referred to a future meeting
 - Petition received and referred to the Chief Executive Officer for report and consideration of recommendation
 - Petition not be received

10 CONFIDENTIAL SESSION**10.1 REGIONAL STRATEGY AND PLANNING****10.1.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - PLANNING APPEAL - KUNDA PARK****File No:** MCU06/0067 & 1-20057**Authors:** Coordinator Appeals Management
Regional Strategy & Planning Department
Solicitor
Office of the Mayor and Chief Executive Officer

This report is confidential in accordance with section 275 (f) of the *Local Government Regulation 2012* as it contains information relating to starting or defending legal proceedings involving the local government.

10.2 CORPORATE SERVICES**10.2.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - STRATEGIC LAND ACQUISITION - NAMBOUR****FILE NO:** ECM**AUTHOR:** COORDINATOR PROPERTY, PROJECTS AND DEVELOPMENT
CORPORATE SERVICES DEPARTMENT

THIS REPORT IS CONFIDENTIAL IN ACCORDANCE WITH SECTION 275 (H) OF THE *LOCAL GOVERNMENT REGULATION 2012* AS IT CONTAINS INFORMATION RELATING TO 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.

10.3 COMMUNITY SERVICES

Nil

10.4 INFRASTRUCTURE SERVICES**10.4.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - RECEIPT OF RECYCLABLES AT NAMBOUR MATERIAL RECOVERY FACILITY**

File No: Statutory Meetings
Author: Acting Manager Waste and Resource Management
Infrastructure Services Department

This report is confidential in accordance with section 275 (e) (h) of the *Local Government Regulation 2012* as it contains information relating to contracts proposed to be made by it; AND 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.

10.5 CORPORATE STRATEGY AND DELIVERY**10.5.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - SUNSHINE COAST AIRPORT EXPANSION PROJECT ENVIRONMENTAL IMPACT STATEMENT**

File No: ECM
Author: General Manager Airports
Corporate Strategy and Delivery Department

This report is confidential in accordance with section 275 (h) of the *Local Government Regulation 2012* as it contains information relating to 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.

10.6 OFFICE OF THE MAYOR AND THE CEO

Nil

11 NEXT MEETING

The next Ordinary Meeting will be held on 27 March 2014 in the Council Chambers, 1 Omrah Avenue, Caloundra.

12 MEETING CLOSURE