VML:MB Vicki Lukritz 3810 6221

15 February 2018

Sir/Madam

Notice is hereby given that a Meeting of the **INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE** is to be held in the <u>Council Chambers</u> on the 2nd Floor of the Council Administration Building, 45 Roderick Street, Ipswich commencing at **8.30 am** on <u>Monday, 19 February 2018</u>.

PRESENTATION

At the commencement of the meeting Bradley Freiberg, the Principal Transport Planner, will be providing a summary of the outcomes of the 2017 Strategic Traffic Council Program, including a snapshot of the traffic growth and trends observed on Ipswich's strategic road network over the last five (5) years.

MEMBERS OF THE INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE									
Councillor Bromage (Chairperson) Councillor Silver (Deputy Chairperson)	Councillor Antoniolli (Mayor) Councillor Wendt (Deputy Mayor) Councillor Morrison Councillor Ireland								

Yours faithfully

ACTING CHIEF EXECUTIVE OFFICER

INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE AGENDA

8.30am on Monday, 19 February 2018

Council Chambers

Item No.	Item Title	Officer
PRESENTATION	At the commencement of the meeting Bradley Freiberg, the Principal Transport Planner, will be providing a summary of the outcomes of the 2017 Strategic Traffic Council Program, including a snapshot of the traffic growth and trends observed on Ipswich's strategic road network over the last five (5) years.	РТР
1	2017 Strategic Traffic Count Program Summary of Results	TP
2	Norman Street Bridge Stage 1 Business Case, Project Update 1 Divisions 4, 5, 6 and 7	ТР
3	Memorandum of Understanding – Queensland Fire and Emergency Services	PO(EM)
4	Infrastructure Delivery Progress as at 5 February 2018	CFM

** Item includes confidential papers

INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE NO. 2018(02)

19 FEBRUARY 2018

AGENDA

PRESENTATION

At the commencement of the meeting Bradley Freiberg, the Principal Transport Planner, will be providing a summary of the outcomes of the 2017 Strategic Traffic Council Program, including a snapshot of the traffic growth and trends observed on Ipswich's strategic road network over the last five (5) years.

1. <u>2017 STRATEGIC TRAFF COUNT PROGRAM SUMMARY OF RESULTS</u>

With reference to a report by the 7 February 2018 summarising the results of the 2017 Strategic Traffic Count Program.

RECOMMENDATION

That the report be received and the contents noted.

2. <u>NORMAN STREET BRIDGE STAGE 1 BUSINESS CASE, PROJECT UPDATE 1</u> <u>DIVISIONS 4, 5, 6 AND 7</u>

With reference to a report by the Transport Planner dated 25 January 2018 providing a project update on the status of the Business Case for Stage 1 of the Norman Street Bridge.

RECOMMENDATION

That the report be received and the contents noted.

3. <u>MEMORANUNDUM OF UNDERSTANDING – QUEENSLAND FIRE AND EMERGENCY</u> <u>SERVICES</u>

With reference to a report by the Principal Officer (Emergency Management) dated 1 February 2018 concerning a proposed Memorandum of Understanding with Queensland Fire and Emergency Services (QFES).

RECOMMENDATION

- A. That Council enter into a Memorandum of Understanding with Queensland Fire and Emergency Services, based on the proposed Schedule of Aims and Objectives, as detailed in Attachment B to the report by the Principal Officer (Emergency Management) dated 1 February 2018.
- B. That Council authorise the Chief Operating Officer (Works, Parks and Recreation) to negotiate and finalise the terms of the Memorandum of Understanding with Queensland Fire and Emergency Services, to be executed by Council and to do any other acts necessary to implement Council's decision in accordance with section 13(3) of the *Local Government Act 2009*.

3. INFRASTRUCTURE DELIVERY PROGRESS AS AT 5 FEBRUARY 2018

With reference to a report by the Commercial Finance Manager dated 5 February 2018 concerning the delivery of the 2017–2018 Infrastructure Services Capital Works Portfolio.

RECOMMENDATION

That the report be received and the contents noted.

** Item includes confidential papers

and any other items as considered necessary.

Infrastructure and Emergency Management Committee						
Mtg Date: 19.02.2018	OAR:	YES				
Authorisation: Charlie D	Dill					

7 February 2018

M E M O R A N D U M

TO: INFASTRUCTURE PLANNING MANAGER

FROM: TRANSPORT PLANNER

RE: 2017 STRATEGIC TRAFFIC COUNT PROGRAM SUMMARY OF RESULTS

INTRODUCTION:

This is a report by the Transport Planner dated 7 February 2018 summarising the results of the 2017 Strategic Traffic Count Program.

BACKGROUND:

Each year since 2010 Council has carried out the Strategic Traffic Count Program that comprises the gathering of traffic data from the same locations across Council's major road network. The program takes place in the months of October/November of every year at approximately 100 locations and the data captured delivers information on traffic growth rates across the city. This information is then used to advise Council's transport planning, traffic operations, investment programming and development assessment activities.

The program does not include the collection of traffic data from state-controlled roads. However, it must be noted that the operation and performance of state-controlled roads can have a direct impact on the traffic volumes on surrounding local controlled roads.

2017 COUNT SITES:

Minor changes were made to the 2017 Strategic Traffic Count Program count site locations. Three count sites were removed as they are now classified as State-controlled Roads and six new count sites were added to the program (Refer Table 1 below). Consequently, the 2017 program comprised of 103 count site locations across the Ipswich local government area.

ROAD	SUBURB	LOCATION / SECTION	STATUS
Swanbank Road	Raceview	50m south of South Station Rd	Removed
River Road	Dinmore	Between Earl St and King St	Removed
Riverview Road	Riverview	200m West of Jessica St	Removed
Brisbane Road	Riverview	Between St Peter Laver College and Slone St	New
McEwan Street	Riverview	East of Station Rd	New
Greenwood Village Road	Redbank Plains	Between Rice Rd and Redbank Plains Rd	New
Junction Road	Karalee	Between Torrens St and Melbourne St	New
Grampian Drive	Deebing Heights	Between the Centenary Hwy and Rawlings Rd	New
Grampian Drive	Deebing Heights	Between the Centenary Hwy and Broomfield Rd	New

TABLE 1 2017 COUNT SITE LOCATION AMENDMENTS

2017 RESULTS:

The Strategic Traffic Count Program for 2017 has been completed and the data analysed. A summary of the 2017 results for each count location is outlined in Attachment A. A comparison of the data collected through the program for the last five years is outlined in Attachment B.

COMMENTARY:

Busiest Roads

Based on the 2017 results, the top ten busiest Council controlled roads in Ipswich are outlined in Table 2 below. The top 9 roads are the same busiest roads as reported in 2015 and 2016 with some changes to the order. Pine Street has dropped out of the top ten this year (recording 16,536 vehicles per weekday), being replaced by Kingsmill Road/ Albion Street with 16,714 vehicles per weekday. The busiest Council road remains as Augusta Parkway as per previous years.

	ROAD SUBURB LOCATION / SECTION		DAILY V	OLUME*	CDOWTU	
NO.	KUAD	SUBURB	LOCATION / SECTION	2016	2017	GROWTH
1	Augusta Parkway	Augustine Heights, Brookwater	200m south of Technology Dr	31,380	31,830	1.4%
2	Springfield Greenbank Arterial	Springfield Central, Springfield Lakes	Main St & Sinnathamby Blvd	23,040	24,500	6.3%
3	Sinnathamby Boulevard	Springfield Central	200m north of Main St	23,640	24,420	3.3%
4	Old Toowoomba Road	Leichhardt, One Mile	Lobb St & Ernest St	23,930	23,400	-2.2%
5	Redbank Plains Road	Bellbird Park, Redbank Plains	200m north of Barry Dr	20,220	22,130	9.5%
6	Springfield Parkway	Springfield	SGA & Bridgewater Dr	21,080	21,890	3.8%
7	Brisbane Street	West Ipswich	Keogh St & Hooper St	20,240	20,070	-0.8%
8	Queen Street	Goodna	Eric St & Marie St	18,290	18,970	3.7%
9	Old Logan Road	Camira	200m south of Alice St	18,000	18,040	0.2%
10	Kingsmill Road/ Albion Street	Brassall, Coalfalls	South of Bremer River	16,790	16,710	-0.5%

TABLE 2 TOP TEN BUSIEST COUNCIL CONTROLLED ROADS

* Average weekday traffic (rounded) and measured as vehicles per day

Largest Increase

Based on the 2017 results, the top five roads with the largest percentage increase in traffic from 2016 are outlined below in Table 3.

NO.	ROAD	SUBURB	LOCATION / SECTION	DAILY V	OLUME*	INCR	EASE
				2016	2017	VEHICLES	%
1	Ripley Road	Ripley	North of Centenary Hwy	4,460	8,540	4,080	91.4%
2	Ripley Road	Ripley	Centenary Hwy & Providence Pde	3,330	6,160	2,830	85.0%
3	Briggs Road	Raceview	100m south of Colonial Dr	3,860	5,915	2,050	53.2%
4	Edwards Street	Flinders View, Raceview	50m east of Mary St	3,750	5,610	1,860	49.5%
5	Grange Road	Eastern Heights, Silkstone	Idolwood St & Dell St	3,860	5,080	1,220	31.7%

TABLE 3 LARGEST % INCREASE IN TRAFFIC

* Average weekday traffic (rounded) and measured as vehicles per day

The largest increase in traffic over the last year (in terms of vehicle volume and percentage) was recorded on Ripley Road just north of the Centenary Highway with an additional 4,076 vehicles per weekday – a 91.4% increase. Ripley Road between the Centenary Highway and Providence Parade also recorded an additional 2,830 vehicles per weekday – an 85% increase. This is most likely the result of the continued development and construction works associated with the Ripley Valley Priority Development Area.

Briggs Road and Edwards Street also recorded notable increases in traffic in 2017, though this is likely due to the completion of the Briggs Road pavement rehabilitation project which saw to the decrease in traffic on these roads in 2016.

Largest Decrease

Based on the 2017 counts, the top five roads with the largest percentage decrease in traffic from 2016 are outlined in Table 4 below.

	LARGEST % DECREASE IN TRAFFIC						
NO.	ROAD	SUBURB	UBURB LOCATION / SECTION		OLUME*	DECF	REASE
				2016	2017	VEHICLES	%
1	Ripley Road	Ripley	100m south of Cunningham Hwy	5,650	5,090	-560	-9.9%
2	King Edward Parade	Ipswich	200m east of Marsden Pde	9,130	8,250	-880	-9.6%
3	Bremer Street	Ipswich	West of Olga St	11,560	10,710	-850	-7.3%
4	Pine Street	North Ipswich	40m north of Ferguson St	17,650	16,540	-1,120	-6.3%
5	Whitehill Road	Eastern Heights	100m south of Phyllis St	2,670	2,500	-170	-6.3%

TABLE 4 LARGEST % DECREASE IN TRAFFIC

* Average weekday traffic (rounded) and measured as vehicles per day

The largest decrease in traffic over the last year (in terms of percentage) was recorded on Ripley Road 100m south of the Cunningham Highway with a -9.9% decrease. This is likely due to the completion of road work further south on Ripley Road, allowing additional traffic to redistribute to the Centenary Highway.

King Edward Parade and Bremer Street also saw notable decreases in traffic over the last year (in terms of percentage) and this is likely due to the CBD redevelopment and closure of key retailers in the locality such as Woolworths.

The largest decrease in traffic over the last year (in terms of vehicle volume) was recorded on Pine St 40m north of Ferguson St with a reduction of 1,115 vehicles per weekday – a -6.3% decrease. This is likely the result of the intersection upgrade of Pine St/ Delacy St by the State and the addition of the through movement from Delacy St to Downs St, no longer forcing westbound traffic on Delacy St south along Pine St.

By Area

Figure 1 (over) illustrates the areas of Ipswich in which the traffic count sites have historically been grouped for data collection and analysis purposes. As in previous years, the traffic growth rates for each area of Ipswich are summarised in Table 5 below.

	TRAFFIC GROWTH BY AREA						
AREA	EXAMPLE SUBURBS	2017 TOTAL DAILY	1 YE (between 201		5 YEAR (between 2013 & 2017) ³		
		VOLUME*1	VEHICLES	%	VEHICLES	%	
Ipswich Central	CBD, East Ipswich	120,880	-1,270	-1%	-1,090	-1%	
Inner East	Booval, Eastern Heights, Bundamba	122,430	1,060	1%	8,710	9%	
Eastern	Redbank, Redbank Plains, Goodna, Riverview, Collingwood Park	167,780	17,700	12%	25,770	20%	
Outer Eastern	Springfield, Bellbird Park, Augustine Heights, Camira	265,420	11,610	5%	58,610	31%	
North & West	North Ipswich, West Ipswich, Brassall	219,860	-2,000	-1%	21,810	13%	
Southern	Ripley, Raceview, Flinders View	109,060	13,220	14%	20,530	25%	
Citywide		1,005,430	40,310	4%	124,580	17%	

TABLE 5 TRAFFIC GROWTH BY AREA

*Average weekday traffic (rounded) and measured as vehicles per day

¹ Based on a comparison of 103 count sites

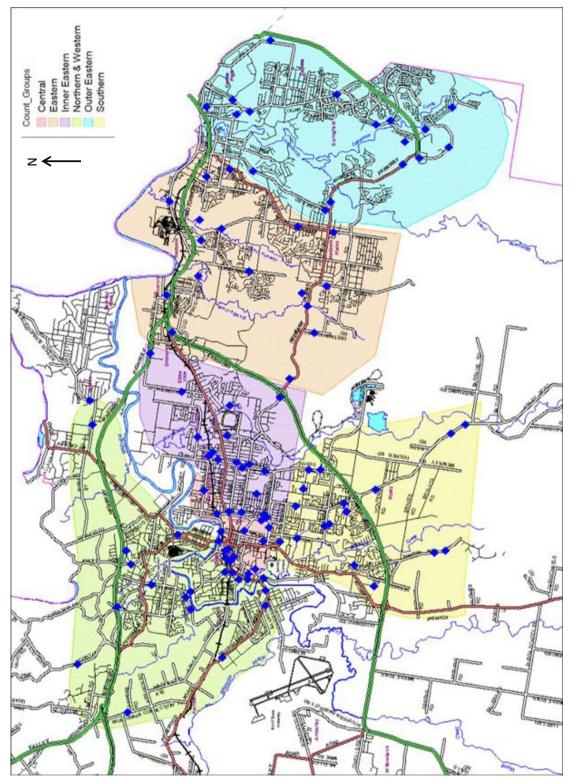
² Based on a comparison of 98 count sites which included the use of ad hoc counts where required ³ Based on a comparison of 91 count sites which included the use of ad hoc counts where required

Overall, a total daily volume of approximately 1 million trips across the 103 count sites was recorded during the 2017 program. Ipswich also recorded a traffic increase of 4% over the

past year and a 17% increase over the past five years.

Of note this year, the Southern Suburbs (Ripley, Raceview, Finders View etc.) had the highest one year growth rate of 14% with the Outer Eastern Suburbs (Springfield, Bellbird Park, Brookwater, Augustine Heights etc.) maintaining the highest five year growth rate at 31%.





Eastern and Outer Eastern Suburbs Traffic Redistribution

Analysis of the results from the 2017 program has identified that there has been a redistribution of traffic in the Eastern suburbs (Redbank, Redbank Plains, Collingwood Park etc.) and Outer Eastern suburbs (Springfield, Bellbird Park, Augustine Heights etc.) when compared to the previous year.

Figure 2 (over) illustrates an increase in east-west movement of traffic in 2016, primarily along Augusta Parkway (increase of approx. 4,800 vehicles per day 200m south of Technology Dr). Whereas in 2017, Augusta Parkway volumes remain relatively steady and the main increase in traffic volumes is instead seen in the area's key north-south roads (e.g. along School Road, Keidges Road, Collingwood Drive, Redbank Plains Rd and Jones Rd).

While it is highly likely that the continued growth of greenfield development areas in Redbank Plains South and Bellbird Park are contributing to the traffic volume increase and distribution in the area, there are also many other possible reasons for the redistribution of traffic. For local trips, this includes the trip attraction of the new Redbank Plains Shopping Complex and new Bellbird Park State Secondary College and for regional trips to Brisbane it could be associated with the congestion being experienced on the Centenary Highway and Augusta Parkway, making the Ipswich Motorway a more attractive choice.

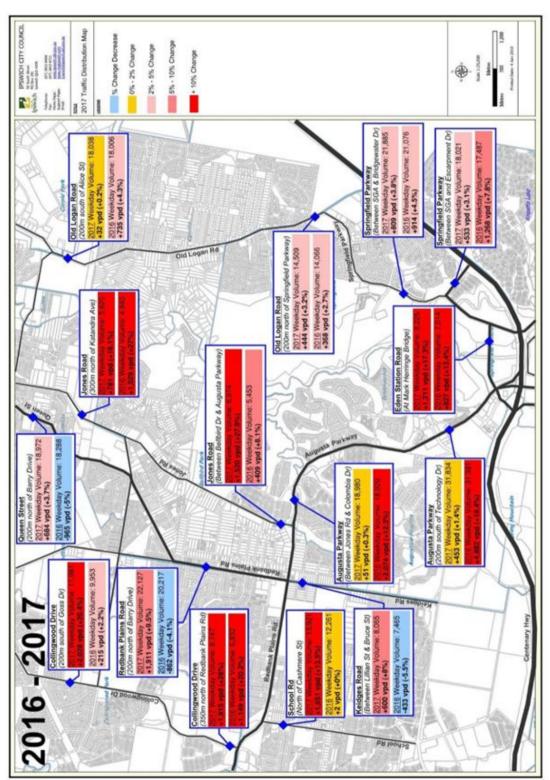
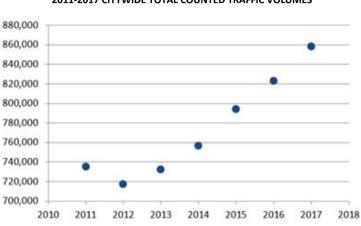


FIGURE 2 2016 AND 2017 TRAFFIC DISTRIBUTION MAPS EASTERN AND OUTER EASTERN SUBURBS

TRENDS AND COMPARISONS:

Looking more broadly, Figure 3 shows the total volume of traffic movements recorded at the same 82 count sites across Ipswich from 2011-2017. This graph demonstrates that Ipswich overall continues to experience relatively linear growth in traffic movements.



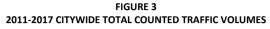


Figure 4 further analyses the citywide total traffic volumes and shows the percent change in traffic compared to 2013 volumes (5 year period) for each area of Ipswich. Similar to the previous two year's data, this graph illustrates that traffic growth in the 'Ipswich Central' area remained largely unchanged over the past 5 years. The Outer Eastern suburbs continued its traffic growth trend, though the Eastern suburbs and Southern suburbs recorded a significant increase in growth in the past year compared to their trend in previous years. Interestingly, the Inner Eastern suburbs and Northern and Western suburbs showed a decline in traffic growth in the last year compared to their trend in previous years.

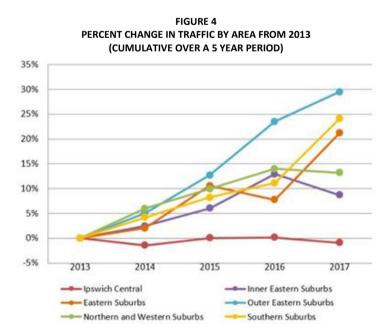
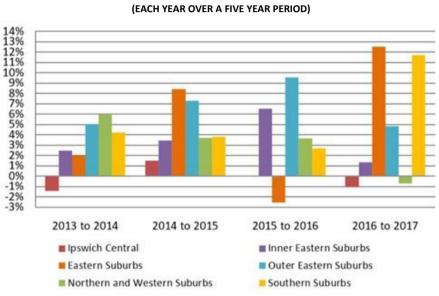
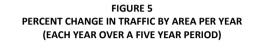


Figure 5 shows the percent change in vehicles counted per year for each area of Ipswich over a five year period. It illustrates that the Outer Eastern suburbs growth rate has slowed this year compared to the growing trend of previous years and that the Inner Eastern and Northern and Western suburbs also experienced their lowest growth rate in a given year when compared to the past five years.

This graph also shows that this year the Eastern suburbs and Southern suburbs have experienced the largest growth rate in a given year compared to all other suburbs over the past five years (12.5% and 11.7%).





CONCLUSION:

The 2017 Strategic Traffic Count Program has been completed and the results analysed. These results will be used to inform Council's transport planning, traffic operations, investment programming and development assessment activities. Of note, the results have delivered a valuable snapshot into the performance of Ipswich's existing road network.

The results have also identified that a number of two-lane roads within the city's transport network continue to perform near or over their carrying capacity. These roads have already been identified for future investment by Council and prioritised for citywide investment within the 10 Year Transport Infrastructure Investment Plan (2017-2027).

Finally, the results outlined in this report provide further evidence of the current population growth and development occurring in Ipswich and the need to deliver on the objectives of the City of Ipswich Transport Plan (iGO) in order to maintain a safe and reliable transport network. In particular, the continued high growth trend in vehicle trips provides justification for the need for Ipswich residents to be provided access to viable and high quality public and active transport alternatives.

ATTACHMENTS:

Name of Attachment	Attachment
Attachment A 2017 Strategic Traffic Count Program Data Summary (NOTE: best viewed at A3 size)	Attachment A
Attachment B Strategic Traffic Count Program Data Comparison 2013 – 2017 (NOTE: best viewed at A3 size)	Attachment B

RECOMMENDATION:

That the report be received and the contents noted.

Jessica Cartlidge TRANSPORT PLANNER

I concur with the recommendation contained in this report.

Tony Dileo INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

Attachment A

2017 Strategic Traffic Count Program Data Summary

Division	Road	Suburb	Location	Start Date	Finish Date	Average Daily Traffic	Average Weekday Traffic	% Com.	Average vehicle	Weekday avg. AM	Weekday avg. AM	Weekday avg. PM	Weekda avg. PM	
						(ADT) Veh/d	(AWT) Veh/d	vehicles	speed (km/h)	peak start hour	t peak flow (veh/h)	peak start hour	peak flow (veh/h)	
Group 1 I	pswich Central (15 Sites) Roderick Street	Ipswich	West of Ellenborough St	1	1	2.946	3,450	4.87%	46.6	8am	314	4pm	367	
7	Bremer Street	Ipswich	West of Olga St (at #14)			9,438	10,709	6.39%	43.5	8am	1135	3pm	1069	
7	Limestone Street	Ipswich Ipswich	Approx. 10m west of Foote Lane Between Murphy St & Waghorn St			11,019 9,331	11,943 9,935	5.96% 6.05%	39.5 47.7	8am 10am	1013 668	3pm 3pm	912 790	
7	Brisbane Street	Ipswich	Between Ellenborough St & Nicholas St	5/10/2017	11/10/2017	8,891	9,627	7.32%	29.5	8am	795	3pm	733	
7	Brisbane Street Moffatt Street	Ipswich Ipswich, West Ipswich	Between Waghorn St & West St Approx. 250m east of Pound St	5/10/2017	11/10/2017	8,009 10,094	8,479 11,155	8.42% 5.33%	25.4 60.2	8am 8am	680 1052	3pm 3pm	628 1115	
7	King Edward Parade Jacaranda Street	Ipswich East Ipswich	200m east of Marsden Pde Between Nathan St & Callaghan St				7,525	8,249 9,230	3.85% 3.61%	55.7 58.4	8am 8am	789 829	3pm 3pm	838 896
5	Chermside Road	East Ipswich	Between York St & Kendall St			4,223	4,667	6.21%	53.3	8am	454	3pm	497	
7	Salisbury Road Griffith Road	Eastern Heights, Ipswich Ipswich	100m west of Jackes St East of Milford St	4/10/2017	10/10/2017	11,313 7,266	12,577 8,157	6.41% 4.58%	59.9 47.4	8am 8am	1326 766	3pm 3pm	1217 740	
7	Chermside Road	Eastern Heights, Ipswich West Ipswich, Sadliers Crossing	South of Karagaroo St 150m west of Challinor St	5/10/2017	11/10/2017	7,065	7,586	5.79%	54.0	8am	688	3pm	702	
7	Tiger Street Thorn Street	Ipswich	30m south of Short St	4/10/2017	10/10/2017	406 4,052	426 4,693	11.81% 4.01%	50.9 51.6	11am 8am	33 539	3pm 3pm	34 472	
Group 2 I 5/7	nner Eastern Suburbs (18 Sites) Glebe Road) Newtown	Between Chermside Rd & Whitehill Rd		1	4,756	5,224	5.29%	49.4	8am	479	3pm	480	
7	Blackstone Road	Eastern Heights, Newton	Between Chermside Rd & Whitehill Rd	4/10/2017	10/10/2017	7,658	8,504	6.43%	54.0	8am	865	3pm	767	
7	Robertson Road Glebe Road	Eastern Heights Booval, Silkstone	Between Chermside Rd & Whitehill Rd Between South Station Rd & Cole St	5/10/2017	11/10/2017	9,043 4,585	10,082 5,030	5.88% 4.43%	51.8 44.6	8am 8am	969 468	3pm 3pm	918 505	
4	Stafford Street	Booval	South of Wearne St	4/10/2017	10/10/2017	6,121	6,547	3.57%	54.2	8am	455	4pm	593	
4	Wattle Street Dudleigh Street	Booval, North Booval Booval	Between Bergin St & Dudleigh St Between the train line & Clifton St	11/10/2017 4/10/2017	17/10/2017 10/10/2017	2,677 3,295	2,877 3,523	7.06% 5.84%	52.6 50.2	8am 8am	237 312	3pm 3pm	260 330	
4	Mary Street Blackstone Road	Blackstone Silkstone	100m west of Cunningham Hwy 20m east of Cole St	5/10/2017	11/10/2017	14,207 12,991	15,786 14,246	8.37% 4.21%	49.0 51.3	8am 8am	1413 1277	3pm	1500 1258	
4	Bergins Hill Road	Bundamba	North of Elms St	4/10/2017	10/10/2017	3,395	3,731	4.21% 5.44%	56.6	8am	403	3pm 3pm	380	
4	Bergin Street Bognuda Street	Booval Bundamba	100m south of Clifton St Between Archer St & Boundary St	4/10/2017	10/10/2017	4,017 4,507	4,295 5,059	2.61%	46.9 62.3	8am 8am	315 353	3pm 3pm	404 481	
4/7	South Station Road	Silkstone	100m south of Trumpy St	5/10/2017	11/10/2017	10,284	10,988	3.59%	55.3	8am	978	3pm	1043	
4 4/7	Ashburn Road South Station Road	Bundamba Silkstone	200m east of Hoepner Rd Between Blackstone Rd & Glebe Rd	4/10/2017	10/10/2017	3,981 7,790	4,755 8,246	17.76% 5.70%	67.5 52.1	8am 9am	348 607	2pm 3pm	377 744	
7	Whitehill Road	Eastern Heights	100m south of Phyllis St	5/10/2017	11/10/2017	2,334	2,498	4.55%	50.5	8am	260	3pm	259	
7	Grange Road Gledson Street	Eastern Heights, Silkstone Bundamba, North Booval	Between Idolwood St & Dell St 40m west of Bundamba Creek	4/10/2017	10/10/2017	4,839 5,506	5,079 5,960	4.61% 5.65%	51.6 61.5	8am 8am	407 519	3pm 3pm	483 565	
Group 3 B	Eastern Suburbs (17 Sites)				r									
3	Brisbane Road Old Ipswich Road	Riverview Riverview	Between St Peter Claver College and Slone St 200m east of Duncan St	4		2,515 3,586	2,804 3,979	6.34% 5.51%	63.7 53.9	8am 8am	270 460	3pm 3pm	307 478	
3	McEwan Street	Riverview	East of Station Rd	-		2,162	2,431	9.80%	60.6	8am	200	3pm	228	
2/3	Kruger Parade Brisbane Terrace	Collingwood Park, Redbank Goodna, Redbank	50m south of Goodna Creek At Goodna Creek			10,125 2,996	10,810 3,474	7.77% 14.84%	60.2 62.0	8am 7am	886 275	3pm 4pm	977 331	
3	Collingwood Drive	Collingwood Park, Redbank Redbank	Between Drysdale St & Namatjira Dr			14,038	15,316	5.80%	54.7	7am	1096 656	3pm	1312	
3	Smiths Road Collingwood Drive	Collingwood Park	Approx. 500m east of Collingwood Dr 200m south of Goss Rd			6,480 10,356	7,065 11,981	4.94% 5.45%	67.2 56.3	8am 8am	969	3pm 3pm	699 1135	
2/3 3/9	Redbank Plains Road Redbank Plains Road	Bellbird Park, Redbank Plains Collingwood Park, Redbank Plains	200m north of Barry Dr At Six Mile Creek	17/10/2017	23/10/2017	20,928	22,127 14,127	4.75%	55.8 65.8	8am 8am	1638 1240	3pm 3pm	1781 1247	
3/9	Redbank Plains Road	New Chum, Swanbank	Between Cunningham Hwy & Austin St			13,758	15,255	7.54%	61.6	8am	1325	3pm	1353	
9	School Road Smiths Road	Redbank Plains Goodna	North of Cashmere St West of Albert St			13,029 6,620	13,912 7,254	7.50%	56.9 55.0	8am 8am	1110 625	3pm 3pm	1187 673	
2	Queen Street	Goodna	Between Eric St & Marie St			17,800	18,972	4.13%	52.5	7am	1177	4pm	1347	
3	Collingwood Drive Keidges Road	Collingwood Park Bellbird Park, Redbank Plains	350m north of Redbank Plains Rd Between Lillian St & Bruce St	-		8,033 7,444	8,747 8,065	5.89% 4.43%	61.4 49.9	8am 8am	850 998	3pm 3pm	912 826	
3/9	Greenwood Village Road	Redbank Plains	Between Rice Rd and Redbank Plains Rd	1		1,337	1,456	6.55%	62.3	8am	119	3pm	144	
Group 4 0	Duter Eastern Suburbs (17 Sites Formation Street	Carole Park	200m north of Old Logan Rd	-	[8,692	9,974	4.98%	73.9	7am	930	3pm	764	
1	Johnson Road Alice Street	Carole Park Camira	150m east of Cobalt St Between Old Logan Rd & Newman St			12,169 9,236	13,931 10.321	9.36%	60.8 60.0	7am 8am	994 983	3pm 3pm	1150 935	
1	Old Logan Road	Camira, Springfield	200m north of Springfield Parkway			13,247	14,509	4.11%	57.5	8am	1364	3pm	1311	
1	Old Logan Road Jones Road	Camira Bellbird Park. Goodna	200m south of Alice St 300m north of Katandra Ave			16,237 4,973	18,038 5.620	6.54% 3.96%	50.8 59.7	8am 8am	1419 449	4pm 3pm	1538 562	
2	Jones Road	Bellbird Park	Between Bellbird Dr & Augusta Pkwy			6,315	6,974	3.85%	50.1	8am	605	3pm	678	
2	Augusta Parkway Augusta Parkway	Augustine Heights, Bellbird Park Augustine Heights, Brookwater	Between Jones Rd & Colombia Dr 200m south of Technology Dr	13/11/2017	19/11/2017	17,645 29,523	18,980 31.834	7.05%	66.9 61.6	8am 8am	1603 2825	3pm 3pm	1679 2786	
1/9	Sinnathamby Boulevard	Springfield Central	At Mountain Creek			12,351	13,697	7.19%	61.6	8am	1348	3pm	1265	
1/9	Sinnathamby Boulevard Springfield Greenbank Arterial	Springfield Central Springfield Lakes	Approx. 200m north of Main St Between Grande Av & Sinnathamby Blvd (At Opposum Creek Bridge)			22,820 16,569	24,423 17,655	7.07% 9.65%	59.4 71.6	8am 7am	1987	5pm	2242 1588	
1	Springfield Greenbank Arterial Springfield Parkway		Between Main St & Sinnathamby Blvd								1342	5pm		
1		Springfield Central, Springfield Lakes	Detween Main of a china handy bird			22,725	24,506	6.23%	54.3	8am	1773	5pm	2055	
	Springfield Parkway	Springfield Springfield	Between Springfield Greenbank Arterial & Bridgewater Dr Between Springfield Greenbank Arterial & Escarpment Dr	-		22,725 20,060 16,466	24,506 21,885 18,021	6.23% 4.20% 5.67%	54.3 59.2 57.4	8am 8am 8am			2055 2066 1476	
1	Springfield Parkway Eden Station Road	Springfield Springfield Springfield Central	Between Springfield Greenbank Arterial & Bridgewater Dr Between Springfield Greenbank Arterial & Escarpment Dr 250m west of Springfield Greenbank Arterial (At Mark Herringe Bridge)	-		20,060 16,466 7,365	21,885 18,021 8,225	4.20% 5.67% 5.46%	59.2 57.4 62.4	8am 8am 8am	1773 2196 1491 839	5pm 3pm 5pm 5pm	2066 1476 780	
1 2	Springfield Parkway Eden Station Road Old Logan Road Northern & Western Suburbs(20	Springfield Springfield Springfield Central Galles Sites)	Between Springfield Greenbark Arterial & Bridgewater Dr Between Springfield Greenbark Arterial & Eccargoment Dr 250m west of Springfield Greenbank Arterial (At Mark Herringe Bridge) Between Waterford Rd & Marshall St			20,060 16,466 7,365 6,111	21,885 18,021 8,225 6,824	4.20% 5.67% 5.46% 6.51%	59.2 57.4 62.4 50.1	8am 8am 8am 7am	1773 2196 1491 839 487	5pm 3pm 5pm 5pm 4pm	2066 1476 780 705	
1 2	Springfield Parkway Eden Station Road Old Logan Road	Springfield Springfield Springfield Central Gailes	Between Springfield Greenbank Arterial & Bridgewater Dr Between Springfield Greenbank Arterial & Escarpment Dr 250m west of Springfield Greenbank Arterial (At Mark Herringe Bridge)			20,060 16,466 7,365 6,111 11,066	21,885 18,021 8,225 6,824 11,683	4.20% 5.67% 5.46% 6.51% 7.42%	59.2 57.4 62.4 50.1 65.6	8am 8am 7am 7am	1773 2196 1491 839 487 984	5pm 3pm 5pm 5pm	2066 1476 780	
1 2 Group 5 1 5 5 6	Springfield Parkway Eden Station Road Old Logan Road Vorthern & Western Suburbs(20 Junction Road Junction Road Holdsworth Road	Springfield Springfield Central Galles Sites Karalee Karalee North Ipswich	Between Springfield Genetinak Artitral & Bridgewater Dr Between Springfield Genetinak Artitral & Escarpment Dr 250m west of Springfield Genetinak Artitral (At Mark Herringe Bridge) Between Vlasteford Rd & Marshall St. East of Rea Rd Between Torrens St and Melbourne St. 200m west of Patan St.	3/11/2017	9/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,291	21,885 18,021 8,225 6,824 11,683 9,831 3,554	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16%	59.2 57.4 62.4 50.1 65.6 57.5 55.1	8am 8am 8am 7am 7am 8am 8am	1773 2196 1491 839 487 984 840 250	5pm 3pm 5pm 5pm 4pm 5pm 5pm 5pm	2066 1476 780 705 1086 915 368	
1 2 Group 5 1 5 5	Springfield Parkway Eden Station Road Old Logan Road Northern & Western Suburbs(20 Junction Road Junction Road	Springfield Springfield Central Gailes Sites Karalee Karalee	Between Springfield Greenback Arterial & Bridgewater Dr Between Springfield Greenback Arterial & Encaryment Dr 250m west of Springfield Greenback Arterial (At Mark Herringe Bridge) Between Waterford Rd & Marshall St East of Res Rd Between Torrens St and Melbourne St	3/11/2017	9/11/2017	20,060 16,466 7,365 6,111 11,066 9,235	21,885 18,021 8,225 6,824 11,683 9,831	4.20% 5.67% 5.46% 6.51% 7.42% 8.38%	59.2 57.4 62.4 50.1 65.6 57.5	8am 8am 7am 7am 7am 8am	1773 2196 1491 839 487 984 840	5pm 3pm 5pm 5pm 4pm 5pm 5pm	2066 1476 780 705 1086 915 368 1164 1441	
1 2 Group 5 1 5 5 6 6 5 / 6 6	Springfield Parkway Eden Station Road Old Logan Road Vorthern & Western Suburbs(20 Junction Road Junction Road Holdsworth Road Waterworks Road Prine Street Hunter Street	Springfield Springfield Anti- Springfield Central Caralee Karalee Karalee North Ipswich North Ipswich North Ipswich North Ipswich	Between Springfield Greenbark Arterial & Bridgewater Dr Between Springfield Greenbark Arterial & Excarpment Dr 250m west of Springfield Greenbark Arterial & Excarpment Dr 250m west of Springfield Screenbark Arterial (At Mark Herringe Bridge) Between Torrens St and Melbourne St 200m west of Paten St 40m north of Ferguson St 40m north of Ferguson St			20,060 16,466 7,365 6,111 11,066 9,235 3,291 12,643 15,025 14,233	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 6.22%	59.2 57.4 62.4 50.1 65.6 57.5 55.1 51.4 48.8 46.9	8am 8am 7am 7am 8am 8am 8am 8am 8am	1773 2196 1491 839 487 984 840 250 1151 1593 1208	5pm 3pm 5pm 5pm 4pm 5pm 5pm 5pm 3pm 3pm 3pm	2066 1476 780 705 1086 915 368 1164 1441 1262	
1 2 Group 5 1 5 5 6 6 5 / 6	Springfield Parkway Eden Station Road Old Logan Road Junction Road Junction Road Holdsworth Road Waterworks Road Pine Street Humer Street Humer Street Pine Mountain Road, Albion Street Pine Mountain Road	Springfield Springfield Cantral Gaules Strep Karates Karates North Ipswich North Ipswich North Ipswich Brassall Brassall Brassall	Between Springfield Greenbark Arterial & Bridgewater Dr Between Springfield Greenbark Arterial & Enzarpment Dr 250m west of Springfield Greenbark Arterial & Enzarpment Dr 250m west of Springfield Greenbark Arterial (At Mark Herringe Bridge) Between North Rd & Marshall St Each of Rea Rd Between Torrsms St and Melbourne St 200m west of Planes St 40m ondrh of Horines St 40m ondrh of Horines St 40m ondrh of Horines St 50m dr Between Ward St South of Stemen Fiver Between Ward St 50m dr Between Ward St 50m dr St 50m dr Between Ward St 50m dr St	3/11/2017 4/11/2017 7/11/2017	9/11/2017 10/11/2017 13/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,291 12,643 15,025 14,233 15,365 2,637	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138 16,714 2,902	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 6.22% 6.82% 6.71%	59.2 57.4 62.4 50.1 65.6 57.5 55.1 51.4 48.8 46.9 60.2 46.6	8am 8am 7am 7am 8am 8am 8am 8am 8am 8am 8am	1773 2196 1491 839 487 984 840 250 1151 1593 1208 1706 202	5pm 3pm 5pm 5pm 4pm 5pm 5pm 3pm 3pm 3pm 3pm 3pm 4pm	2066 1476 780 705 1086 915 368 1164 1441 1262 1546 324	
1 2 Group 5 1 5 6 6 5 / 6 6 6 7 6 6	Springfleid Parkway Eden Station Road Old Logan Road Jonction Road Junction Road Junction Road Holdsworth Road Waterworks Road Pine Street Hunter Street Pine Street Pine Mountain Road Gregory Street	Springfield Springfield Cartral Caales Caales Karalee Karalee Karalee North Ipswich North Ipswich North Ipswich North Ipswich Brassall Brassall Brassall Brassall	Between Springfield Cerethnik Artitral & Bridgewater Dr Between Springfield Cerethnik Artitral & Escarpment Dr 250m weat of Springfield Cerethnik Artitral (At Mark Herringe Bridge) Between Vlateford Rd & Marshall St East of Rea Rd Between Torrens St and Melbourne St 200m weat of Patran St 40m south of Holmes St 40m north of Ferguson St 100m north of Mins St South of Bremer Flover Between Warnago Hwy & North High St 100m weat of Vogel Rd	4/11/2017 7/11/2017	10/11/2017 13/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,291 12,643 15,025 14,233 15,365 2,637 4,088	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138 16,714 2,902 4,387	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 6.22% 6.82% 6.82% 6.71% 2.95%	59.2 57.4 62.4 50.1 65.6 57.5 55.1 51.4 48.8 46.9 60.2 46.6 60.2	8am 8am 7am 7am 8am 8am 8am 8am 8am 8am 8am 8am 8am	1773 2196 1491 839 487 984 840 250 1151 1593 1208 1276 202 377	5pm 3pm 5pm 5pm 5pm 5pm 5pm 3pm 3pm 3pm 3pm 3pm 3pm	2066 1476 780 705 1086 915 368 1164 1441 1441 1262 1546 324 445	
1 2 Group 5 1 5 6 6 6 6 6 6 7 6 6 6 6 70 8	Springfler Parkway Eden Station Road Old Logan Road Janction Road Janction Road Janction Road Waterworks Road Park Street Hunter Street Hunter Street Knigmill Road, Albion Street Pine Montain Road Oregony Street Wulkurata Connection Road Lubb Street	Springfield Springfield Cartral Caales Caales Karalee Karalee Karalee North Ipswich North Ipswich North Ipswich North Ipswich Rarssall Brassall Brassall Brassall Blackstone, Karrabin Churchil	Between Springfeld Cerethank Artitral & Bridgewater Dr Between Springfeld Cerethank Artitral & Escarpment Dr 250m weat of Springfeld Cerethank Artenia (At Mark Herringe Bridge) Between Vlateford Rd & Marshall St Between Torrens St and Melbourne St 200m weat of Para RS 40m south of Holmes St 40m south of Holmes St 40m south of Holmes St 40m south of Holme St 100m nort of Min St Between Flwer Between Warmago Hwy & North High St 100m weat of Vogel Rd Between Redmil Rd & Larens Rd 20m south of Betwee St	4/11/2017	10/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,291 12,643 15,025 14,233 15,365 2,637 4,088 6,485 9,585	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138 16,714 2,902 4,387 7,525 10,328	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 6.22% 6.82% 6.82% 6.71% 2.95% 2.95% 5.14%	59.2 57.4 62.4 50.1 65.6 57.5 55.1 51.4 48.8 46.9 60.2 46.6 60.2 68.7 59.8	8am 8am 8am 7am 7am 8am	1773 2196 1491 839 487 984 840 250 1151 1593 1208 1706 202 377 860 979	5pm 3pm 5pm 5pm 5pm 5pm 5pm 5pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm	2066 1476 780 705 1086 915 368 1164 1441 1262 1546 324 445 858 963	
1 2 Group 5 1 5 6 6 6 6 6 6 7 6 6 6 6/7 6 6 6/10 8 8	Springflord Parkway Edem Station Road Old Logan Road Verttem & Western Suburbis20 Junction Road Junction Road Holdsworth Road Waterworks Road Pine Street Hunder Street Hunder Street Rongsmin Road, Albon Street Gregory Street Wulkurska Connection Road Lobb Street Toongara Road	Springfield Springfield Cartral Carlies Strep Karales Karales Karales Karales Karales Karales Karales Karales Karal Brassal Brassal Brassal Brassal Brassal Brassal Lackstone, Karabin Churchill Lackhard	Between Springfield Greenbark Arterial & Bridgewater Dr Between Springfield Greenbark Arterial & Ensarpment Dr 250m west of Springfield Greenbark Arterial & Ensarpment Dr 250m west of Springfield Greenbark Arterial (At Mark Herringe Bridge) Between Vaterford Rd & Marshall St Eeffective St Between Vaterford Rd & Marshall St 200m west of Paten St 40m noth of Ferguson St 100m west of Vaten St 50m dr Greene River Between Ward Rd Mel St South of Breme River Between Vaterford Rd & Lamens Rd 20m south of Ner St 100m west of Vaten St 200m oth of Ner St 200m oth oth Ner St 200m oth of Ner St 200m oth of Ner St 200m oth oth Ner St 200m oth	4/11/2017 7/11/2017 3/11/2017	10/11/2017 13/11/2017 9/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,291 12,643 15,025 14,233 15,025 14,233 15,365 2,637 4,088 6,485 9,585 13,160	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138 16,714 2,902 4,387 7,525 10,328 10,328 11,429	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 6.22% 6.82% 6.71% 9.35% 9.35% 5.14% 4.69%	59.2 57.4 62.4 50.1 65.6 57.5 55.1 51.4 46.9 60.2 46.6 60.2 59.8 51.5	8am 8am 7am 7am 8am	1773 2196 1491 839 487 984 847 250 1151 1593 1208 202 377 860 979 979 1235	5pm 3pm 5pm 5pm 5pm 5pm 5pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3	2066 1476 780 705 1086 915 368 1164 1441 1262 1546 324 445 858 963 1345	
1 2 Group 5 1 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 8 8 8 8	Springflord Parkway Edem Station Road Old Logan Road Verttem & Western Suburbis20 Janction Road Janction Road Holdswordh Road Waterworks Road Pine Street Hunter Street Hunter Street Hunter Street Walkurska Connection Road Gregory Street Walkurska Connection Road Lobb Street Toongarna Road Old Toongarna Road Old Toongarna Road	Springfield Springfield Cantral Canles Streigheld Cantral Canles Karatele K	Between Springfield Greenbank Arterial & Bridgewater Dr Between Springfield Greenbank Arterial & Bridgewater Dr 250m west of Springfield Greenbank Arterial & Bcaaryneert Dr 250m west of Springfield Greenbank Arterial & Marshall St Eetween Korten S1 and Melibourne S1 200m west of Par Brit 40m south of Holpen S1 40m sout	4/11/2017 7/11/2017	10/11/2017 13/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,291 12,643 15,025 14,233 15,025 14,233 15,365 2,637 4,088 6,485 9,585 13,160 21,428 2,621	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138 16,714 2,902 4,387 7,525 10,328 14,429 23,405 3,130	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 6.40% 6.71% 6.22% 6.82% 9.35% 5.14% 4.69% 9.58% 9.58%	59.2 57.4 62.4 50.1 55.1 55.1 51.4 48.8 46.9 60.2 46.6 60.2 68.7 59.8 51.5 52.1 42.8	8am 8am 8am 7am 7am 8am 8am	1773 2196 1491 839 487 984 840 250 1151 1593 1208 1706 202 377 860 979 1235 1943 418	Spm	2066 1476 780 705 1086 915 368 1164 1441 1262 1546 324 445 858 963 1345 2067 363	
1 2 Group 5 1 5 6 6 6 5 / 6 6 6 6 7 6 6 6 6/10 8 8 8 8	Springfler Parkway Eden Station Road Old Logan Road Warthen & Western Suburbs/20 Janction Road Janction Road Waterworks Road Pres Street Hunte Street Hunte Street Krogmil Road, Albion Street Pre Mountain Road Orgony Street Wulkurata Connection Road Labb Street Toongarn Road Old Toowcomba Road	Springfield Springfield Cartral Ganles Ganles Karalee North Ipswch North Ipswch North Ipswch North Ipswch North Ipswch North Ipswch North Ipswch Brassall Brassall Brassall Brassall Brassall Brassall Blacktone, Karrabin Churchill Laichhardt Laichhardt Laichhardt Laichhardt North Ipswich	Between Springfield Cerestinak Artitral & Bridgewater Dr Between Springfield Cerestinak Artitral & Escarpment Dr 250m weat of Springfield Cerestinak Artitral (At Mark Herringe Bridge) Between Vaterford Rd & Marshall St East of Rea Rd Between Torrems St and Melbourne St 200m weat of Paran St 40m south of Holmes St 30m orth of Min St Between Namago Hwy & North High St 100m cont of Min St Between Robit IR d& Lamens Rd 20m south of Brems Rd Between Robit Rev St Between Nofa St & Frendt St Between Mofatt St & Knogh St	4/11/2017 7/11/2017 3/11/2017 4/11/2017	10/11/2017 13/11/2017 9/11/2017 10/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,291 12,643 15,025 14,233 15,365 2,637 4,088 6,485 9,585 13,160 21,428	21,885 18,021 8,225 6,824 11,683 9,831 3,555 16,536 15,138 16,714 2,902 4,387 7,525 10,328 14,429 23,405	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 2.95% 9.35% 9.35% 9.35% 8.41% 6.74%	59.2 57.4 62.4 50.1 65.6 57.5 55.1 51.4 48.8 46.9 60.2 68.7 59.8 51.5 52.1	8am 8am 8am 7am 7am 8am	1773 2196 1491 839 487 984 840 250 1151 1593 1208 1706 202 377 860 979 1235 1943	5pm 3pm 5pm 5pm 5pm 5pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3	2066 1476 780 705 1086 915 368 1164 1441 1262 1546 324 445 858 963 1345 2067 363 1669	
1 2 Group 5 I 5 6 6 6 6/7 6 6 6/7 6 6 6/10 8 8 8 7 7 7 7	Springfled Parkway Eden Station Road Old Logan Road Austrian & Western Suburbs20 Jandian Road Haidwardh Road Haidwardh Road Haidwardh Road Haidwardh Road Haidwardh Road Haidwardh Road Haidwardh Road Haidwardh Road Marana Connection Road Gregory Shreet Haidward Connection Road Carl Convortion Road Dard Toonama Road Dard Toonama Road Dard Toonama Road Dard Toonama Road Burbane Street Burbane Street	Springfield Springfield Central Gaales Gaales Karalee Karalee North (pswch North (pswch North (pswch North) (pswch North) (pswch Rorssall Brassall Brassall Brassall Blacktone, Karrabin Churchill Leichhardt Leichhardt Leichhardt Churchill Kest (pswch West (pswch	Between Springfeld Greenbark Artinal & Bridgewater Dr Between Springfeld Greenbark Artinal & Escarpment Dr 250m west of Springfeld Greenbark Artenia (At Mark Herringe Bridge) Between Vlasteford Rd & Marshall St Between Torrens St and Melbourne St 200m west of Patans IS. 400m south of Holmes St 400m south of Holmes St 400m south of Holmes St 400m south of Holmes St 400m south of Holmes St 300m dest of Holmes St 400m south of Holmes St 300m dest of Holmes St 300m dest of Holmes St 300m south of Holmes Rd Between Rebill Rd & Larsens Rd 200m south of Kerwe St Between Ddi Tookonomba Rd & McNamars St Between Ddi Tookonomba Rd & McNamars St Between Ddi St & Honger St Between Ddi St & Honger St Between Ddi St & Honger St	4/11/2017 7/11/2017 3/11/2017 4/11/2017 3/11/2017	10/11/2017 13/11/2017 9/11/2017 10/11/2017 9/11/2017	20,060 16,466 7,385 6,111 11,066 9,235 3,291 12,643 15,025 2,637 14,233 15,025 2,637 14,233 15,365 2,637 14,233 15,365 2,637 14,238 14,233 15,365 2,637 14,233 15,365 2,621 13,160 21,422 2,621 18,810 12,417 18,084	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138 16,714 2,902 4,387 7,525 10,328 14,429 23,405 3,130 20,066 13,355 19,216	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 6.22% 6.82% 6.71% 5.24% 5.14% 4.69% 9.35% 5.14% 5.14% 5.58%	59.2 57.4 62.4 50.1 65.6 57.5 55.1 51.4 48.8 46.9 60.2 68.6 60.2 51.4 48.8 46.6 60.2 68.7 59.8 51.5 52.1 42.8 40.5 43.0	8am 8am 7am 7am 8am 8am 8am 8am 8am 8am 8am 8am 8am 8	1773 2196 1491 839 487 984 840 250 1151 1593 1208 1706 202 377 877 877 979 1235 1943 148 1606 1243 1477	5pm 3pm 5pm 5pm 5pm 5pm 5pm 5pm 3pm	2066 1476 780 705 915 368 1164 1441 1262 1546 324 445 858 963 1345 2067 363 1669 1194 1521	
1 2 Group 5 1 5 6 6 6 6 7 6 6 6 7 6 6 6 7 6 8 8 8 8 7 7 7	Springfluck Parkway Edem Station Road Old Logan Road Anton Road Janction Road Janction Road Janction Road Holdsworth Road Waterworks Road Prio Street Hunter Street Hunter Street Road Connection Road Gragory Street Watkaraka Connection Road Lobb Street Toongaria Road Old Tooxocmba Road Pourd Street Britsbane Street Britsbane Street Britsbane Street Britsbane Street	Springfield Springfield Cartral Caales Karalee	Between Springfeld Greenbank Arterial & Bridgewater Dr Between Springfeld Greenbank Arterial & Bridgewater Dr 250m west of Epringfeld Greenbank Arterial (At Mark Herringe Bridge) Estwoen Waterford Rd & Marshall St Estwoen Torrans St and Melibourne St 200m west of Pape 31 40m south of Holpen 31 40	4/11/2017 7/11/2017 3/11/2017 4/11/2017 3/11/2017	10/11/2017 13/11/2017 9/11/2017 10/11/2017 9/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,291 12,643 15,025 14,233 15,365 2,637 4,088 6,485 9,585 13,160 21,428 2,621 18,810	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138 16,714 2,902 4,387 7,525 10,328 10,328 10,328 14,429 23,405 3,130 20,066	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.71% 6.22% 6.82% 6.71% 9.35% 5.14% 4.69% 9.58% 8.41% 6.74% 5.34%	59.2 57.4 62.4 50.1 55.5 55.1 55.1 51.4 48.8 60.2 68.7 59.2 51.5 52.1 42.8 40.0	8am 8am 7am 7am 8am 8am 8am 8am 8am 8am 8am 8am 8am 8	1773 2196 14839 487 984 840 250 1151 1593 1208 270 202 377 860 979 1235 1943 418 1606 1243	5pm 3pm 5pm 5pm 4pm 5pm 5pm 3pm 3pm 3pm 3pm 3pm 3pm 3pm 3	2066 1476 780 705 1086 915 368 1164 1441 1262 1546 324 445 858 963 1345 2067 363 1345	
1 2 Group 5 1 5 6 6 6 6 7 6 6 6 7 7 7 7 7 6 6 6 5 5 7 7 7 7 6 5 5 7 7 7 6 6 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7	Springflord Parkway Edem Station Road Old Logan Road Verttem & Western Suburbis20 Janction Road Janction Road Holdswordh Road Waterworks Road Prie Street Hunder Street Hunder Street Hunder Street Old Toongarna Road Old Toongarna Road Old Toongarna Road Brisbana Street Brisbana Street Brisbana Street Brisbana Street Brisbana Street Brisbana Street Brisbana Street Brisbana Street Brisbana Street	Springfield Springfield Cartral Caales Karalee	Between Springfield Ceventiak Arthraf & Bridgewater Dr Between Springfield Ceventiak Arthraf & Bridgewater Dr 250m west of Springfield Ceventiak Arthraf & Beargment Dr 250m west of Springfield Ceventiak Arthraf (At Mark Herringe Bridge) Between Waterford R & Marshall St 200m west of Para St 40m south of Harten St 40m south of St	4/11/2017 7/11/2017 3/11/2017 4/11/2017 3/11/2017 4/11/2017	10/11/2017 13/11/2017 9/11/2017 10/11/2017 9/11/2017 10/11/2017	20,060 16,466 7,365 6,111 11,066 9,235 3,221 12,643 15,025 14,233 15,365 2,637 4,088 6,485 9,585 13,160 21,428 2,621 18,810 12,417 18,084 8,058	21,885 18,021 8,225 6,824 11,683 9,831 3,554 13,705 16,536 15,138 16,714 2,902 4,387 7,525 10,328 14,429 23,405 3,130 20,066 13,355 19,216 9,022	4.20% 5.67% 5.46% 6.51% 7.42% 8.38% 5.16% 6.40% 6.22% 6.82% 6.71% 6.22% 6.82% 9.35% 5.14% 5.14% 5.14% 5.84% 5.84% 5.84%	59.2 57.4 62.4 50.1 55.5 55.5 55.5 51.4 48.8 46.9 60.2 68.6 60.2 68.7 59.8 51.5 52.1 42.8 40.5 40.0 43.0 61.7	8am 8am 7am 7am 8am 8am 8am 8am 8am 8am 8am 8am 8am 8	1773 2196 1477 839 487 984 840 250 1151 1593 1208 1706 202 377 860 979 1235 1943 418 1606 1243 1477 825	5pm 3pm 5pm 5pm 5pm 5pm 5pm 5pm 3pm	2066 1476 780 705 915 368 1164 1441 1262 1546 324 445 858 963 1345 2067 363 1669 1194 1521 842	
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Attachment B

Strategic Traffic Count Program Comparison (2013-2017)

			1		Ave	rage Weekd Veh	lay Traffic (AWT)			2017 (1 Y	2016	2013 (5 Y	- 2017
Road Name	Suburb	Site Description	2017	2016	2015	2014	2013	2012	2011	2010	AWT Vol Change		AWT Vol Change	AWT %
	Camira Yamanto	Between Old Logan Rd & Newman St 200m east of South Deebing Creek Rd	10,321 10,322	10,323 10,478	10,085 9,685	10,413 9,996	10,978 9,801	10,854 10,364	11,345	12,070	-2	-0.0%	-657 521	-6.0% 5.3%
Ashburn Road	Bundamba	200m east of Hoepner Rd	4,755	5,019	3,899	3,706		3,360	3,197		-156	-1.5%		31.0%
Augusta Parkway Augusta Parkway	Ausgustine Heights, Bellbird Park Augustine Heights, Brookwater	Between Jones Rd & Colombia Dr 200m south of Technology Dr	18,980 31,834	18,929 31,381	16,855 26,499	15,532 23,221	14,490 20,400	14,237 19,451	18,735		51 453	0.3%	4,490 11,434	31.0% 56.0%
Bergin Street Bergins Hill Road	Booval Bundamba	100m south of Clifton St North of Elms St	4,295	4,487 3,573	4,533	4,307	4,297	2 694	2.710	2,729	-192 158	-4.3% 4.4%	-1 1.048	-0.0%
Blackstone Road	Eastern Heights, Newton	Between Chermside Rd & Whitehill Rd	8,504	8,115	8,045	7,729	7,511	7,638	7,935		389	4.8%	993	13.2%
Blackstone Road Bogunda Street	Silkstone Bundamba	20m east of Cole St Between Archer St & Boundary St	14,246 5,059	13,984 4,938	13,451 4,164	13,054 3,826	12,816	13,053 3,737	13,245 3,778	12,164 3,569	262	1.9%	1,431	11.2%
Bremer Street Briggs Road	Ipswich Raceview	West of Olga St (at #14) 100m south of Colonial Ct	10,709	11,555 3.861	11,421 5.628	11,481	11,657	11,957	11,871 4,959	11,838	-846 2.053	-7.3% 53.2%	-948	-8.1%
Brisbane Road	Riverview	Between St Peter Claver College and Slone St	2,804					.,		4,430	2,000	33.270		
Brisbane Street Brisbane Street	Ipswich Ipswich	Between Ellenborough St & Nicholas St Between Waghorn St & West St	9,627 8,479	9,807 9,017	10,230 9,106	9,943 8,916	10,463 9,172	10,200 9,230	10,359 10,419		-180 -538	-1.8% -6.0%	-836 -693	-8.0%
Brisbane Street Brisbane Street	West Ipswich	Between Keogh St & Hooper St	20,066	20,238	19,810 19,695	19,214 19,310	18,433	18,678	18,591	17,821	-172	-0.8%	1,633	8.9%
Brisbane Terrace	West Ipswich Goodna, Redbank	Between Clay St & Burnett St At Goodna Creek	3,474	2,777	3,286	2,776	2,542	3,103	5,513	5,069	-965 697	-4.8% 25.1%	932	36.7%
Burnett Street Cascade Street	Sadliers Crossing, Woodend Raceview	Between Darling St & Woodend Rd Between Wildey St & Thornton St	13,355 4,317	13,674	13,517 4,401	13,039 4,357	13,381 4,394	13,606 5,297	13,721 4,513	12,270 4,280	-319	-2.3%	-26	-0.2%
Cemetery Road	Raceview	50m east of Thorn St	6,755	6,693	6,957	6,722	6,543	6,343	6,483	6,549	61	0.9%	212	3.2%
Chermside Road Chermside Road	East Ipswich Eastern Heights, Ipswich	Between York St & Kendall St South of Karagaroo St	4,667 7,586	4,673 7,611	4,726 7,559	4,776 7,803	4,813 7,937	4,978 8,106	4,927 8,610	4,872 8,756	-6 -25	-0.1%	-146 -351	-3.0%
Collingwood Drive Collingwood Drive	Collingwood Park, Redbank Collingwood Park	Between Drysdale St & Namatjira Dr 200m south of Goss Rd	15,316	13,030 9,953	13,289	12,250	12,338 7,507	12,587 7,740	15,045 7,501	7,294	2,286	17.5%	2,978 4,474	24.1% 59.6%
Collingwood Drive	Collingwood Park	350m north of Redbank Plains Rd	8,747	6,832	5,684	0			7,301	7,254	1,915	28.0%	4,474	
Dudleigh Street Eden Station Road	Booval Springfield Central	Between the train line & Clifton St 250m west of Springfield Greenbank Arterial (At Mark Herringe Bridge)	3,523 8,225	3,570 7,014	3,706 6,187	3,780 0	4,010	4,097			-47 1,211	-1.3% 17.3%	-487	-12.1%
Edwards Street	Flinders View, Raceview	50m east of Mary St	5,606	3,751	4,834	4,641 9,419	10,331	3,566	3,860 10,728	3,347	1,855	49.5%	0.57	2.50
Formation Street Glebe Road	Carole Park Newtown	200m north of Old Logan Rd Between Chermside Rd & Whitehill Rd	9,974 5,224	9,537 5,365	9,128 5,451	5,527	5,630	9,873 5,435	5,735	10,205	437 -141	4.6%	-357	-7.2%
Glebe Road Gledson Street	Booval, Silkstone Bundamba, North Booval	Between South Station Rd & Cole St 40m west of Bundamba Creek	5,030 5.960	5,168 6,198	5,375 5.871	5,337 5,499	5,381	5,371 5.607	5,615 5,420	5.617	-138 -238	-2.7%	-351	-6.5%
Grampion Drive	Deebing Heights	Between Centenery Hwy and Rawlings Rd	2,794	0,100	0,011	0,400		0,001	0,420	0,011	-200	-0.070		
Grampion Drive Grange Road	Deebing Heights Eastern Heights, Silkstone	Between Centenery Highway and Broomfield Rd Between Idolwood St & Dell St	1,653 5,079	3,857	3,744	3,815					1,222	31.7%		
Greenwood Village Road	Redbank Plains	Between Rice Rd and Redbank Plains Rd	1,456 4,387	4,142	4,219	4,058	3,861	3,660	3,512		245	5.9%	526	13.6%
Gregory Street Griffth Road	Brassall, Wulkuraka Ipswich	100m west of Vogel Rd East of Milford St	8,157	7,970	8,074	7,882	7,834	8,058	8,274	8,312	245	2.4%	323	4.1%
Holdsworth Road Hunter Street	North Ipswich Brassall	200m west of Paten St 100m porth of Mihi St	3,554	3,558	3,428	3,288	3,061	3,001	2,836	2,956	-5 182	-0.1%	492 952	16.1% 6.7%
Jacaranda Street	East Ipswich	Between Nathan St & Callaghan St	9,230	9,805	9,766	9,851	10,012	10,402	10,441	10,392	-575	-5.9%	-782	-7.8%
Johnson Road Jones Road	Carole Park Bellbird Park, Goodna	150m east of Cobalt St 300m north of Katandra Ave	13,931 5,620	13,272 4,840	12,870 3,811	12,814 4,387	12,748 4,571	12,507 4,330	12,563 4,319		659 781	5.0% 16.1%	1,183	9.3% 23.0%
Jones Road Junction Road	Bellbird Park Karalee	Between Bellbird Dr & Augusta Pkwy East of Rea Rd	6,974 11,683	5,453 11,914	5,044	5,251 11.322	5,225 10.864	10.930	10,596	4,199	1,520	27.9%	1,749 819	33.5% 7.5%
Junction Road	Karalee	Between Torrens St and Melbourne St	9,831				10,004	10,850	10,550	10,242			018	1.370
Keidges Road King Edward Parade	Bellbird Park, Redbank Plains Ipswich	Between Lillian St & Bruce St 200m east of Marsden Pde	8,065 8,249	7,465 9,128	7,898	7,460 8,770	8,997	9.606	9,221		600 -880	8.0%	-748	-8.3%
Kingsmill Road, Albion Street	Brassall, Coalfalls	South of Bremer River	16,714	16,790	16,569	16,031	15,795	15,766	15,954	10.005	-76	-0.5%	919	5.8%
Kruger Parade Limestone Street	Collingwood Park, Redbank Ipswich	50m south of Goodna Creek Approx. 10m west of Foote Lane	10,810 11,943	10,681 12,066	11,145 12,330	13,046 12,127	12,877 12,240	12,689 12,035	12,754 11,717	13,925 10,829	129 -123	1.2% -1.0%	-2,067	-16.1%
Limestone Street Lobb Street	Ipswich Churchill	Between Murphy St & Waghorn St 20m south of River St	9,935 10.328	9,959 10.630	10,116 9,778	10,040 9,425	9,889 6,921	10,181 8,772	9,435	8.985	-24	-0.2%	46 3.407	0.5%
Mary Street	Blackstone	100m west of Cunningham Hwy	15,786	15,111	13,570	12,785	12,335	11,862	12,822	10,906	675	4.5%	3,451	28.0%
McEwan Street Moffatt Street	Riverview Ipswich, West Ipswich	East of Station Rd Approx. 250m east of Pound St	2,431	10,486	10,277	9,774	10,716	9,248	9,196	8,837	669	6.4%	439	4.1%
Old Ipswich Road Old Logan Road	Riverview Gailes	200m east of Duncan St Between Waterford Rd & Marshall St	3,979 6,824	3,433 6,651	3,794 6,276	4,015 6,316	4,304	4,541 6,610	10,909 6,563	7,023 6,117	546 173	15.9% 2.6%	-325	-7.6%
Old Logan Road	Camira, Springfield	200m north of Springfield Parkway	14,509	14,066	13,698	13,622	14,564	13,786	14,140		444	3.2%	-55	-0.4%
Old Logan Road Old Toowoomba Road	Camira Leichhardt. One Mile	200m south of Alice St Between Lobb St & Ernest St	18,038 23,405	18,006 23,930	17,271 22,253	17,463 21,285	18,982	18,393 20.432	18,059 20.981	18,184	32 -525	0.2%	-944 3.232	-5.0% 16.0%
Pine Mountain Road	Brassall Muirlea	Between Warrego Hwy & North High St	2,902	2,949	2,762	2,449	2,272	2,199	2,036	1.278	-47	-1.6%	630	27.7%
Pine Mountain Road Pine Street	North Ipswich	300m south of Houghs Rd 40m north of Ferguson St	1,209	1,206 17,651	1,209 16,784	1,191 16,665	16,216	1,144 15,585	1,087	1,278	3	0.2% -6.3%	320	2.0%
Pisasale Drive Pound Street	Yamanto West lpswich	Between Warwick Rd and Kerners Rd Between Moffatt St & Keogh St	4,523	4,105	3,282	3,045	2.167	1.996			418 531	10.2%	963	44.5%
Queen Street	Goodna	Between Eric St & Marie St	18,972	18,288	19,252	19,515	19,042	19,415	19,044	19,362	684	3.7%	-70	-0.4%
Raceview Street Redbank Plains Road	Raceview Bellbird Park, Redbank Plains	Between Cemetery Rd & Cascade St 200m north of Barry Dr	9,492 22,127	9,036 20,217	9,132 21,078	8,741 22,439	8,375 22,371	8,287 22,065	8,747 22,217	8,770 20,440	455 1,911	5.0% 9.5%	1,116 -244	13.3% -1.1%
Redbank Plains Road Redbank Plains Road	Collingwood Park, Redbank Plains New Chum, Swanbank	At Six Mile Creek Between Cunningham Hwy & Austin St	14,127 15,255	11,811 13,264	12,254	10,730 12,561	10,587 12,397	11,004 12,309	11,455	10,149	2,316	19.6% 15.0%	3,539 2,857	33.4% 23.0%
Reif Street	Flinders View	Between Wallace St & Plover St	8,284	7,841	7,600	7,337	7,248	5,387	7,479		443	5.6%	1,037	14.3%
Ripley Road Ripley Road	Flinders View Ripley	Between Reif St & Gurn St Between Centenary Hwy and Providence Pde	9,929 6,160	8,147 3.330	8,294 1,994	7,672	7,113	4,008	7,932	7,624	1,781 2.830	21.9% 85.0%	2,816	39.6%
Ripley Road	Ripley	North of Centenary Hwy	8,537	4,461	3,744	2,622	2,278 3,770	1,360	12,371	4,377	4,076	91.4%	6,258	274.7%
Ripley Road Robertson Road	Ripley Eastern Heights	100m south of Cunningham Hwy Between Chermside Rd & Whitehill Rd	5,085 10,082	5,647 9,477	4,979 8,959	4,103 8,780	3,770 8,256	8,209	8,070	4,377	-561 605	-9.9% 6.4%	1,315 1,826	34.9% 22.1%
Roderick Street Salisbury Road	Ipswich Eastern Heights, Ipswich	West of Ellenborough St 100m west of Jackes St	3,450	3,156 12,235	3,200	3,014 11,057	2,890	2,948 10,488	2,938	9,834	294 342	9.3% 2.8%	559 1,955	19.3%
School Road	Redbank Plains	North of Cashmere St	13,912	12,261	12,259	10,588	10,003	9,371	9,447	8,620	1,651	13.5%	3,909	39.1%
Sinnathamby Boulevard Sinnathamby Boulevard	Springfield Central Springfield Central	At Mountain Creek Approx. 200m north of Main St	13,697 24,423	11,714 23,639	9,813 19,492	8,576 16,765	7,751 16,585	7,194	5,651	4,564 11,220	1,983 785	16.9% 3.3%	5,946 7,838	76.7% 47.3%
Smiths Road	Redbank	Approx. 500m east of Collingwood Dr	7,065	6,685	6,838	6,727	6,517	6,033	8,368		380	5.7%	548	8.4%
Smiths Road South Station Road	Goodna Silkstone	West of Albert St Between Blackstone Rd & Glebe Rd	7,254 8,246	6,686 8,517	7,016 8,755	6,925 8,756	6,766	6,342 9,043	8,856 9,308	4,710 9,259	569 -272	8.5% -3.2%	488	7.2%
South Station Road South Station Road	Silkstone Raceview	Between Cascade St & Kordan Blvd 100m south of Trumpy St	12,294 10,988	11,892	10,954	10,648 11,280	11.952				402	3.4%	-965	-8.1%
Springfield Greenbank Arterial	Springfield Lakes	Between Grande Av & Sinnathamby Blvd (At Opposum Creek Bridge)	17,655	17,379	16,282	15,396	13,335	11,980	12,858	10,361	275	1.6%	4,319	32.4%
Springfield Greenbank Arterial Springfield Parkway	Springfield Central, Springfield Lakes Springfield	Between Main St & Sinnathamby Blvd Between Springfield Greenbank Arterial & Bridgewater Dr	24,506 21,885	23,043 21,076	20,122 20,162	19,181 19,324	15,745 16,569	14,177 15,835	14,139 18,411	12,500 16,186	1,463 809	6.3% 3.8%	8,761 5,316	55.6% 32.1%
Springfield Parkway	Springfield	Between Springfield Greenbank Arterial & Escarpment Dr	18,021 6,547	17,487	16,219	15,730	6,998	6,934	7,076	6,974	533	3.1%	454	
Stafford Street Sydney Street	Booval Brasall	South of Wearne St 300m east of Vogel Rd	3,723	6,843 3,611	6,674 3,685	6,923 3,467	0,998				-296 112	-4.3% 3.1%	-401	-6.4%
Thorn Street Tiger Street	Ipswich West Ipswich, Sadliers Crossing	30m south of Short St 150m west of Challinor St	4,693 426	4,249 439	4,533 439	4,352		4,074	4,178	3,939	444 -13	10.5%	_	
Toongarra Road	Wulkuraka	220m west of Beirne St	9,022	8,775	8,226	7,810	10	6,959	7,191	7,293	248	2.8%		10
Toongarra Road Waterworks Road	Leichhardt North Ipswich	Between Old Toowoomba Rd & McNamara St 40m south of Holmes St	14,429 13,705	14,571 13,664	14,282 13,266	13,797 12,759	12,721 12,015	13,155 12,047	13,283 11,532	11,649	-142 41	-1.0% 0.3%	1,709 1,690	13.4% 14.1%
Wattle Street Whitehill Road	Booval, North Booval Flinders View	Between Bergin St & Dudleigh St 50m north of Thomas St	2,877 7,399	3,041 7,662	3,159 6,926	3,174 7,335	3,365	3,483 7,932	7,317		-164	-5.4%	-488	-14.5%
Whitehill Road	Eastern Heights	100m south of Phyllis St	2,498	2,665	2,473	2,636					-167	-6.3%		
Wulkuraka Connection Road	Blacksoil, Karrabin	Between Redhill Rd & Larsens Rd	7,525	7,126	6,391	5,754	4,533	4,768	4,817	4,707	399	5.6%	2,992	66.0%

Infrastructure and Emergency Management Committee						
Mtg Date: 19.02.2018	OAR:	YES				
Authorisation: Charlie D	Dill					

25 January 2018

<u>MEMORANDUM</u>

TO:	INFRASTRUCTURE PLANNING MANAGER

FROM: TRANSPORT PLANNER

RE: NORMAN STREET BRIDGE STAGE 1 BUSINESS CASE PROJECT UPDATE 1 DIVISIONS 4, 5, 6 AND 7

INTRODUCTION:

This is a report by the Transport Planner dated 25 January 2018 providing a project update on the status of the Business Case for Stage 1 of the Norman Street Bridge.

BACKGROUND:

At its Ordinary Meeting on 26 July 2016, Council endorsed the preparation of a Business Case for Stage 1 of the Norman Street Bridge and that during the preparation of the Business Case, update reports be submitted to Council at key milestones [refer to Item 2 tabled at City Infrastructure and Emergency Management Committee Meeting No. 2016(04)] (Refer Attachment A).

PROCESS:

The Queensland Government's Project Assurance Framework (PAF) process for the preparation of a Business Case is outlined in detail in Table 1 (over) and consists of the following steps:

- 1) Strategic Business Case;
- 2) Preliminary Business Case; and
- 3) Detailed Business Case.

TABLE 1 PROJECT ASSURANCE FRAMEWORK BUSINESS CASE STEPS

	1	2	3	
Step:	Strategic Assessment	Preliminary Evaluation	GATEWAY	Detailed Business Case
Elements:	Define: - Problem - Need - Objectives - Benefits	Identify and evaluate options (and sub-options) Recommend a preferred option/s (and sub- option/s)	DECISION GAT	Detailed assessment of preferred option/s (and sub-option/s)

PROJECT STATUS:

As identified, Step 1 of the PAF process is the development of the Strategic Business Case. The Strategic Business Case begins with the identification/ definition of a problem or opportunity and ends with a number of initiatives to be considered for further development and analysis. The development of the Strategic Business Case is supported by an Investment Logic Map which is used to identify a wide range of initiatives, potentially ranging from non-asset solutions to major asset capital solutions. The purpose of the Strategic Business Case is to ensure that a wide range of initiatives are considered and assessed by Council through the PAF process instead of immediately concluding that an asset solution is required.

The project team have now completed the Strategic Business Case (Refer Attachment B) and this was presented to the Project Steering Group in December 2017.

NEXT STEPS:

The project team have now started Step 2 of the PAF process, being the Preliminary Business Case. The purpose of the Preliminary Business Case is to assess the identified initiatives and recommend an option to be considered for detailed assessment in the Detailed Business Case. The Preliminary Business Case is to be supported by technical assessments (e.g. traffic modelling, economic analysis, social impact assessments, environmental assessments etc.) and a stakeholder Multi-Criteria Analysis Options Assessment and Risk Management workshop. The Preliminary Business Case is expected to take approximately six months to complete.

CONCLUSION:

The Norman Street Bridge Stage 1 Strategic Business Case has now been completed and the project team have commenced preparation of the Preliminary Business Case.

ATTACHMENTS:

Name of Attachment	Attachment
Attachment A - Report from the City Infrastructure and Emergency Management Committee 2016(04) regarding the Norman Street Bridge Stage 1 Business Case Preparation	Attachment A
Attachment B - Project Steering Group Submission No. 1 – Strategic Business Case	Attachment B

RECOMMENDATION:

That the report be received and the contents noted.

Jessica Cartlidge TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Tony Dileo INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

ATTACHMENT A

City Infrastructure & Emergency Management Committee			
Mtg Date: 18/07/2016	OAR:	YES	
Authorisation: Charlie D	ill		

ITEM 2

8 July 2016

<u>MEMORANDUM</u>

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: PRINCIPAL TRANSPORT PLANNER

RE: NORMAN STREET BRIDGE STAGE 1 BUSINESS CASE PREPARATION DIVISIONS 4, 5, 6 & 7

INTRODUCTION:

This is a report by the Principal Transport Planner dated 8 July 2016 concerning the preparation of a Business Case for Stage 1 of the Norman Street Bridge.

BACKGROUND:

Council's transport and land use planning framework includes a proposed new bridge crossing of the Bremer River linking North Ipswich and East Ipswich in the vicinity of Norman Street. For planning purposes, the project is called the *"Norman Street Bridge"*. It is forecast that the Norman Street Bridge will be required within the next eight years. Notwithstanding, the delivery of the project will be contingent on full funding becoming available.

Stage 1 Works

Stage 1 of the Norman Street Bridge includes:

- The new bridge;
- Roadworks on the approach to the bridge along Lawrence Street and Norman Street (between Downs Street and Chermside Road);
- Capacity and safety works along:
 - Jacaranda Street (East Ipswich);
 - Wattle Street (North Booval);
 - Dudleigh Street (Booval);
 - Brisbane Road (Newtown, East Ipswich and Booval); and
 - Brisbane Road / Chermside Road / Glebe Road / Queen Victoria Parade ("5 Ways")

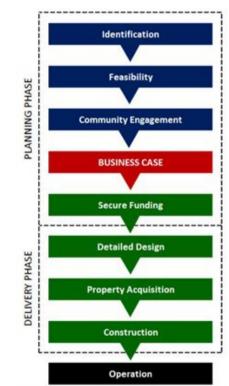
• Adjustments, embellishments, amenity and supplementary works to Cribb Park, the Bremer River open space corridor, local streets (e.g. Lennon Lane, Kendall Street) and some community facilities (schools, churches, club houses etc).

Strategic Delivery Process

The strategic delivery process for Norman Street Bridge is outlined in Figure 1.

FIGURE 1

NORMAN STREET BRIDGE (STAGE 1) STRATEGIC DELIVERY PROCESS



The project is still in its *planning phase* with the following activities undertaken:

- Identification (1960s 1990s 2008);
- Feasibility Study (2012);
- Community engagement process (2013);
- Community feedback investigations (2014); and
- 3D model and promotional video (2015).

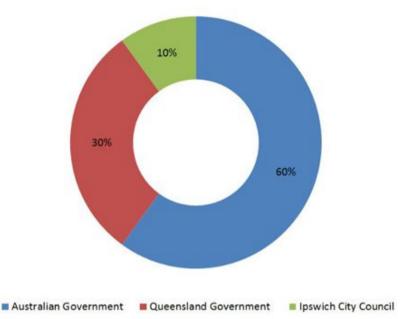
The outcomes of these activities have been formally reported to, and/or endorsed by, Council via the standing committee governance process.

It is now proposed to develop a Business Case for Stage 1 of the Norman Street Bridge to assist with securing funding from the Australian and/or Queensland Government and thus progress the project to the *delivery phase*. \$500,000 has been allocated in the 2016-2017 budget to commence the business case process with further allocations required in future years to complete the process.

INVESTMENT PARTNERSHIP:

It is proposed that Stage 1 of the Norman Street Bridge be delivered through the investment partnership with the Australian and Queensland Government with a proportional funding arrangement as outlined in Figure 2.

FIGURE 2 NORMAN STREET BRIDGE (STAGE 1) POSSIBLE PROPORTIONAL FUNDING ARRANGEMENT



This funding arrangement is similar to that used for the delivery of the Gold Coast Light Rail Project and the Moreton Bay Rail Link Project where the respective local government for each project contributed 10% of the project value. This proportional split is considered fair and reasonable for the value and benefits of the Norman Street Bridge project.

This also aligns with the Australian Government's recently released "Smart Cities" policy framework where investment partnerships across all levels of government (and the private sector) are seen as a sustainable future funding model for large infrastructure projects that have regional, local and multiple benefits to the community.

In essence, if the value of Stage 1 of the Norman Street Bridge is in the vicinity of \$200 million, Council's contribution would therefore be \$20 million. Given the duration of the delivery phase is likely to be about three years, Council's contribution will be split over a number of financial years. Council has already invested \$2.7 million into the project relating to the feasibility study, community engagement and corridor preservation.

It should be noted that various configuration, financing, funding, procurement and delivery options will be identified and investigated as part of the business case development process with a recommended delivery arrangement and more accurate cost estimate as the outputs.

GOVERNMENT ADVICE:

Australian Government

The Australian Government advises that for them to consider the Norman Street Bridge for investment under their *Infrastructure Australia* framework, Council first needs to obtain the support of the Queensland Government and then approach the Australian Government in partnership.

Queensland Government

Council officers have been in discussion with the Queensland Government's Department of Transport and Main Roads (TMR) who have advised that a business case will be required for the Queensland Government to formally consider providing their support and any funding assistance for the delivery of Stage 1 of the Norman Street Bridge. TMR advised that it would be worthwhile waiting until the establishment of *Building Queensland*.

BUILDING QUEENSLAND:

In December 2015, the Queensland Government formally established Building Queensland (BQ) as an independent statutory body to provide expert advice to the Queensland Government and their agencies on the development of major infrastructure proposals (that is, projects with a value > \$50 million). This includes assistance with project business cases, evaluation, procurement and delivery processes as well as research and data analysis activities. Further information on BQ is available from their website (www.buildingqueensland.qld.gov.au).

Council officers have established an initial relationship with BQ and met with their Group Director responsible for early stage project development. Stage 1 of the Norman Street Bridge is expected to require a Queensland Government monetary contribution of more than \$50 million. As such, BQ will need to be involved in the development of the business case. This report outlines the process and governance that Council needs to follow when developing a Business Case for Stage 1 of the Norman Street Bridge to satisfy BQ.

PROCESS:

BQ advises that the Queensland Government's *Project Assurance Framework* (PAF) should be followed for the development of a business case for Stage 1 of the Norman Street Bridge.

The PAF process for the preparation of a business case for a major project is outlined in detail in Table 1 (over) and consists of the following steps:

- (i) Strategic;
- (ii) Preliminary; and
- (iii) Detailed.

This process could take up to three years to complete depending on resourcing, technical complexities, decision making processes and funding availability to undertake Step 3 (Detailed Business Case). It should be noted that BQ has advised that Step 3 will cost in the

order of \$2.5 million to complete. It is hoped that the Queensland Government will provide funding assistance to Council to undertake Step 3.

A 'major decision gateway' is located at the end of Step 2 (Preliminary Business Case) where a decision to proceed to Step 3 (Detailed Business Case) will be required by the project's Steering Group (refer to the Governance Framework section below and over).

TABLE 1 PROJECT ASSURANCE FRAMEWORK BUSINESS CASE STEPS

	1	2		3
Step:	Strategic Preliminar			Detailed
Elements:	Define: - Problem (opportunity) - Benefits - Strategic Response - Stakeholders - Business Changes	Identify and evaluate a long list of options (and sub- options) Recommend a shortlist of option/s (and sub-option/s)	OR DECISION GATEWAY	Detail assessment of preferred option/s (and sub- option/s)
Cost Estimate Output:	order of cost (completed)	P50	MAJOR	P90
Design Definition:	esign Definition: concept (completed)		_	40%
Order of Cost:	\$500,000			\$2,500,000
Duration:	12 months			12 months

Step 2 and Step 3 will consist of the following outputs:

- Need and benefits identification;
- Configuration, staging, financing, funding, procurement & delivery options assessment;
- Preferred option identification;
- Demand modelling;
- Reference design;
- Cost estimate;
- Economic analysis;
- Affordability analysis;
- Risk assessment and mitigation;
- Benefit / cost ratio; and
- Net present value

GOVERNANCE FRAMEWORK:

BQ has advised that it would be prudent to establish a governance framework for the development of the Business Case to ensure appropriate reporting and decision making arrangements are clearly articulated and understood upfront.

Based on feedback provided by BQ, the proposed governance framework for the preparation of the Business Case for Stage 1 of the Norman Street Bridge is outlined in *Attachment A* and discussed below.

Ultimate Decision Making

Ultimately, the decision to accept, reject or seek clarification on the Detailed Business Case (and its outputs and outcomes) will be made through the formal governance arrangements of each entity. In the case of Council, this will be via the standing committee process and then a Council ordinary meeting/s. For the Queensland Government, this will be via the relevant Minister/s.

Steering Group

Strategic financial and technical considerations and recommendations will be made by a Steering Group consisting of six members (three senior representatives from Council and three senior representatives from the Queensland Government) with a senior representative of BQ as an 'observer'. It is proposed that Council be represented on the Steering Group by the Chief Operating Officer (Infrastructure Services), the Infrastructure Planning Manager and another senior manager such as the Chief Financial Officer. It is likely that the Steering Group will only need to meet on four or five occasions during the project cycle (i.e. inception and in the lead up to key project milestones including the 'major decision gateway').

Project Team

The preparation of the Business Case will be undertaken by a Project Team led by a Project Director with a Project Manager (who will be responsible for the day to day delivery of the business case project plan), project liaison officers from the Queensland Government's road and infrastructure / urban planning portfolios and an advisor from BQ.

Project Support

The Project Team will be supported by technical experts in the fields of engineering, demand modelling, finance, economics, legal and probity as well as project coordination and administration duties.

Further Arrangements

Further governance arrangements relating to the Steering Group's charter, meeting schedule and reporting timelines will be established by the Project Director accordingly as the project plan is developed.

Consultation

It is proposed that the Chief Executive Officer, the Mayor, the Deputy Mayor and the Chairperson of the City Infrastructure & Emergency Management Committee be regularly consulted by the Project Director during the business case development process, particularly in the lead up to key project milestones.

Update Reporting

'Status' updates on the preparation of the Business Case will be provided to Council via the standing committee when required.

PROJECT MANAGEMENT REQUIREMENTS:

The preparation of a Business Case for Stage 1 of the Norman Street Bridge will require the establishment and implementation of project management elements by the Project Director. These elements include human and financial resourcing, a master schedule, a detailed project plan, the procurement of external expertise and communication with the Queensland Government, BQ and other key stakeholders.

CONCLUSION:

It is proposed to commence the preparation of a Business Case for Stage 1 of the Norman Street Bridge in 2016-2017. The project will:

- Follow the Queensland Government's *Project Assurance Framework* (PAF) consisting of the three steps (1) Strategic; (2) Preliminary; and (3) Detailed;
- Take up to three years to complete (depending on resourcing, technical complexities and decision making processes);
- Cost in the order of \$3 million (noting \$500,000 has been allocated in the 2016-2017 budget to undertake PAF Steps 1 & 2);
- Include a governance process involving Council, the Queensland Government and Building Queensland consisting of a Steering Group and Project Team.
- Require the establishment and implementation of project management requirements.

ATTACHMENT:

Name of Attachment	Attachment
<u>Attachment A</u>	
Norman Street Bridge Stage 1	Carlo Carlo
Business Case Development Process	Attachment A
Governance Framework	Auditation

RECOMMENDATIONS:

- A. That the Chief Executive Officer prepare a Business Case for Stage 1 of the Norman Street Bridge in accordance with the process and governance framework outlined in the report by the Principal Transport Planner dated 8 July 2016 including the establishment of appropriate project management requirements.
- B. That the Chief Executive Officer submit update reports to Council at key milestones during the preparation of the Business Case for Stage 1 of the Norman Street Bridge as outlined in Recommendation A (above).
- C. That the Chief Executive Officer submit the Detailed Business Case for Stage 1 of the Norman Street Bridge to Council for their consideration and endorsement before it is finalised.

Nick Prasser PRINCIPAL TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Tony Dileo INFRASTRUCTURE PLANNING MANAGER

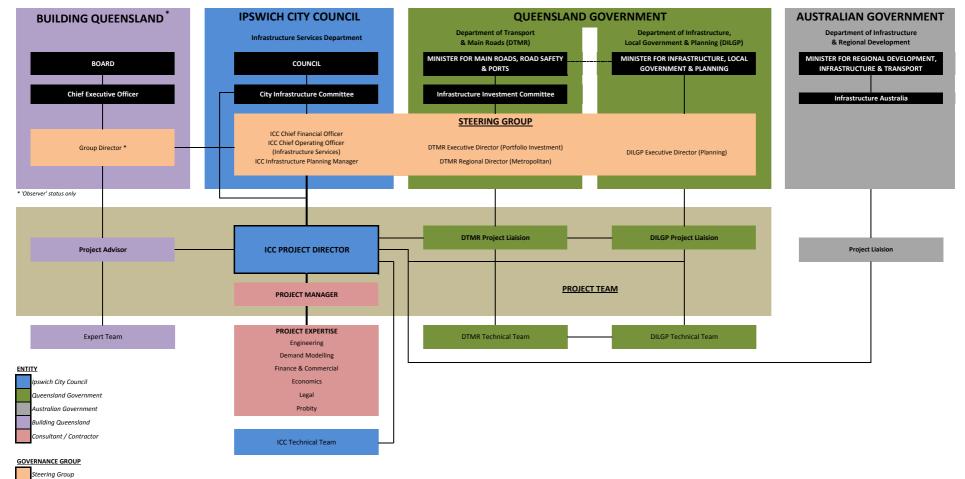
I concur with the recommendations contained in this report.

Charlie Dill CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

NORMAN STREET BRIDGE

Business Case Development GOVERNENCE FRAMEWORK

Project Team



Attachment A

Attachment A

ATTACHMENT B

Project Steering Group Submission No 1 Strategic Business Case

Addressing Congestion, Cross River Connectivity and Network Resilience in the Ipswich City Centre 12 December 2017







www.ipswich.qld.gov.au

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Sign off

The following Project Steering Group members have **confirmed** this document.

Project Steering Group Chair, Ipswich City Council

Name	Charlie Dill	
Position	Chief Operating Officer, Infrastructure Services	
Signature		Date
Project Stee	ring Group Member, Ipswich City Council	
Name	John Adams	
Position	City Planner, Planning and Development	
Signature		Date
Project Stee	ering Group Member, Department of Transport & Ma	in Roads
Name	James Ward	
Position	Manager, Project Planning and Corridor Manageme	nt
Signature		Date
Project Stee	ring Group Member, Department of Infrastructure,	Local Government & Planning
Name	Darren Nightingale	
Position	Director, Infrastructure, Innovation & Practice	

Date



Signature

1. Purpose

The purpose of this submission is to.

- a) Confirm the Project Steering Group (PSG) Charter. Refer to Attachment A.
- b) Present to the PSG for endorsement the findings of the Strategic Business Case to address congestion, cross river connectivity and network resilience in the Ipswich City Centre. Refer to **Attachment B**.

2. Background

The Ipswich City Centre was identified in the South-East Queensland Regional Plan (SEQRP) (2005 – 2026) as a Principal regional activity centre (and also in the current 2017 plan). In 2008, the Ipswich Regional Centre Strategy (IRCS) was developed in partnership with the Queensland Government to guide the economic and civic revitalisation of the Ipswich City Centre.

Detailed planning provisions within the Ipswich Planning Scheme furthered the intent for revitalisation with overall development outcomes for the City Centre providing increased non-residential and residential development potential, an enhanced public realm and streetscape with improved legibility and encouraging walking and cycling. The reduction of non-essential traffic through the CBD to minimise conflict between local and through traffic was specifically identified.

The Queensland Government has advised ICC that for them to consider investment in a project to reduce the non-essential traffic through the CBD, a business case must be prepared. Building Queensland has advised ICC that its Business Case Development Framework (BCDF) should be followed for the development of the business case, commencing with a Strategic Business Case (SBC).

For further background information, refer to Attachment C.

3. Governance

A PSG has been formed comprising of representatives from ICC, the Department of Transport and Main Roads (TMR) and the Department of Infrastructure Local Government and Planning (DILGP). The objective of the PSG will be to provide leadership, direction and governance through the business case development.

4. Problem Definition

4.1 Background

An Investment Logic Mapping (ILM) workshop was held on 26 October 2017 at the Ipswich Civic Centre. Stakeholders involved in the ILM workshop were representatives from ICC and TMR, Jacobs (technical advisors) and Corview (independent facilitator).



4.2 Problem Definition

Four discrete problems were identified at the workshop. Refer to Figure 7-1.

- 1. Congestion in the Ipswich City Centre, a SEQ Principal regional activity centre, is restricting successful revitalisation and economic development.
- 2. The single Ipswich City Centre Bremer River crossing is compromising connectivity, population growth, and broader economic growth.
- 3. Limited capacity and service life of the existing Ipswich City Centre/North Ipswich cross-river link (David Trumpy bridge and approaches) compromises the augmentation needed for traffic growth and mode shift.
- 4. Lack of network redundancy during incidents or major events (such as floods) lead to network failure.

5. Benefits Sought

The benefits expected from addressing the problems are summarised below. Refer to Figure 7-1.

- 1. Improved multi modal transport delivery.
- 2. Enhanced connectivity and network resilience.
- 3. Increased CBD amenity and appeal.
- 4. Achieve SEQ Regional Plan outcomes for Ipswich as a Principal regional activity centre including increased economic activity in the CBD.
- 5. Improved travel time and reliability and improve road safety.
- 6. Supporting Ipswich's sport and entertainment precinct and cultural facilities.

6. Service Need

The Service Need identified was to address congestion, inadequate cross river connectivity and lack of network resilience in the Ipswich City Centre for revitalisation, economic development and realisation of Ipswich's full potential as a Principal regional activity centre.

6.1 Strategic Response

The strategic responses to address at least part of the service need are listed below. Refer to **Figure 7-1**.

- 1. Transport policy/planning to maximise the capacity and use of the existing transport network, particularly via passenger and active modes.
- 2. Optimise/fully leverage existing cross-river capacity.
- 3. Increase cross-river capacity.



6.2 **Potential Initiatives**

Potential initiatives identified were mapped against the options categories identified in the State Infrastructure Plan 2016 (SIP) and are detailed in **Table 6-1.** Also refer to **Figure 8-1**.

Table 6-1 : Mapping the Initiative	es Against the SIP Priorities
------------------------------------	-------------------------------

SIP PRIORITY	INITIATIVE
Reform (non-asset initiative)	 Change Initiative Heavy vehicle restrictions in CBD Lane reallocation for modal prioritisation
Better use (improving service performance)	 Change Initiative Lane reallocation for modal prioritisation Tidal traffic flow on David Trumpy Bridge Fully utilise capacity of the existing (non-inner city) river crossings Network intersection optimisation
Improve existing (asset light solutions)	 Asset Initiative Increase capacity with additional lanes through increasing setbacks for future development in the CBD Widen/augment existing David Trumpy Bridge
New infrastructure (new asset)	 Asset Initiative New all modes Inner-City Bremer River bridge crossing New Inner-City Bremer River pedestrian, cycle and/or bus bridge crossing

7. Investment Logic Map

Figure 7-1 shows how the ILM responds to the service need of addressing congestion, inadequate cross river connectivity and lack of network resilience in the Ipswich City Centre.



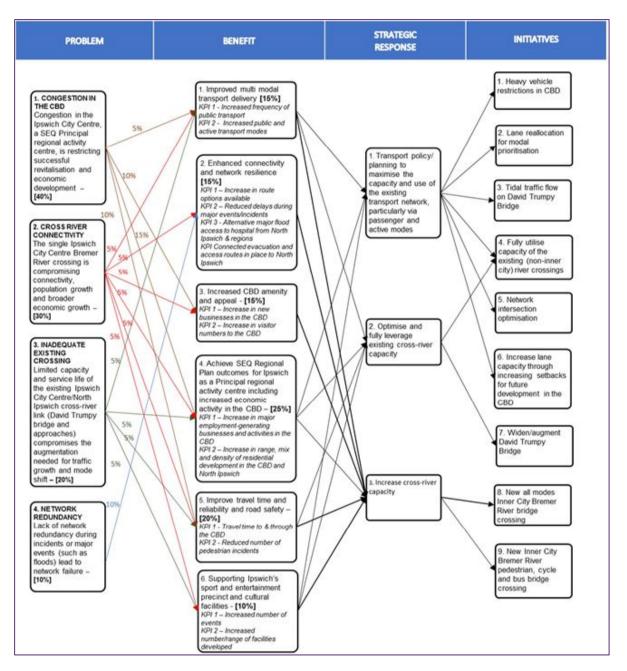


Figure 7-1: Investment Logic Map





8. Initiatives Map

Figure 8-1 shows the potential initiatives to address the service need of addressing congestion, inadequate cross river connectivity and lack of network resilience in the Ipswich City Centre.

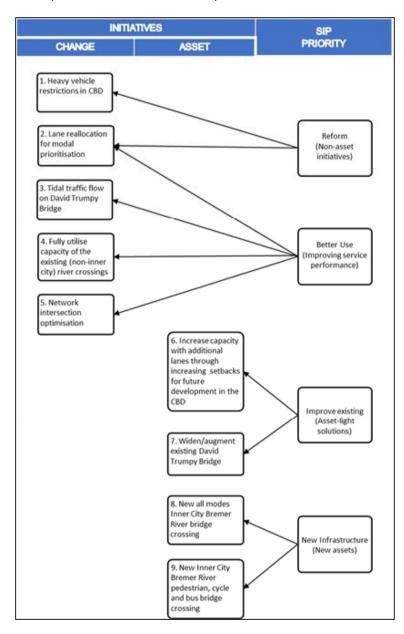


Figure 8-1 : Potential Initiatives Map



www.ipswich.qld.gov.au



9. Further Works

It is proposed that the following potential initiatives be further investigated in the Preliminary Business Case (PBC).

- Heavy vehicle restrictions in CBD
- Lane reallocation for modal prioritisation
- Tidal traffic flow on David Trumpy Bridge
- Fully utilise capacity of the existing (non-inner city) river crossings
- Network intersection optimisation
- Increase capacity with additional lanes through increasing setbacks for future development in the CBD
- Widen/augment existing David Trumpy Bridge
- New all modes Inner-City Bremer River bridge crossing
- New Inner-City Bremer River pedestrian, cycle and/or bus bridge crossing

10. Preliminary Business Case Risk Assessment

Key strategic risks were identified in **Table 10-1** leading into the Preliminary Business Case (PBC), which ICC will seek to mitigate.

Table 10-1 : Strategic Risks

RISK	MITIGATION STRATEGY
Documentation does not comply with the requirements of Building Queensland's Business Case Development Framework	 Use BQ's BCDF and the available guidance and templates Provide assurance by following the Control Point checklists
Stakeholder expectations are not managed well during the PBC	 The Stakeholder Engagement Plan should be updated and reapproved by the Senior Responsible Officer
Options are not affordable	 Options to be refined in light of the investigations to reduce risk and cost Options are to be strategically, legally and practically viable
Social impacts are not clearly identified and accounted for in the decision making process.	 Social impact assessment to be undertaken Quantify/monetise as many social impacts as possible for inclusion in the cost benefit analysis Impact risk assessment to be undertaken on social impacts that cannot be monetised

11. Recommendations

It is recommended that the PSG confirm the PSG Charter in Attachment A.





It is also recommended that the PSG **endorse** the Strategic Business Case in **Attachment B** and that the following initiatives be investigated in the early stages of the Preliminary Business Case to determine their viability for further consideration.

- Heavy vehicle restrictions in CBD
- Lane reallocation for modal prioritisation
- Tidal traffic flow on David Trumpy Bridge
- Fully utilise capacity of the existing (non-inner city) river crossings
- Network intersection optimisation
- Increase capacity with additional lanes through increasing setbacks for future development in the CBD
- Widen/augment existing David Trumpy Bridge
- New all modes Inner-City Bremer River bridge crossing
- New Inner-City Bremer River pedestrian, cycle and/or bus bridge crossing





Attachment A Project Steering Group Charter



Project Steering Group Charter

Strategic and Preliminary Business Case Addressing Congestion, Cross River Connectivity and Network Resilience in the Ipswich City Centre December 2017





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10.	Review of the Charter	3





In signing this approval

Approval of this Project Steering Group Charter for development of the Strategic Business Case and Preliminary Business Case is an agreement to proceed to establishment and operation of the Project Steering Group.

Name	Charlie Dill	
Position	Chief Operating Officer, Infrastructure Services	
Signature		Date
Project Stee	ering Group Member, Ipswich City Council	
Name	John Adams	
Position	City Planner, Planning and Development	
Signature		Date
Project Stee	ring Group Member, Department of Transport & M	ain Roads
Name	James Ward	
Position	Manager, Project Planning and Corridor Managem	ent
Signature		Date
Project Stee	ring Group Member, Department of Infrastructure,	Local Government & Planning
Name	Darren Nightingale	
Position	Director, Infrastructure, Innovation & Practice	
Signature		Date

Project Steering Group Chair, Ipswich City Council





1. Purpose of the document

The purpose of the document is to detail a Project Steering Group (PSG) charter for the Strategic Business Case (SBC) and Preliminary Business Case (PBC) under Building Queensland's Business Case Development Framework (BCDF).

2. Project Background

The Ipswich City Centre has been identified in the South-East Queensland Regional Plan (SEQRP) (2005 – 2026) as a Principal regional activity centre (and also in the current 2017 plan). In 2008, the Ipswich Regional Centre Strategy (IRCS) was developed in partnership with the Queensland Government to guide the economic and civic revitalisation of the Ipswich City Centre.

Detailed planning provisions within the Ipswich Planning Scheme furthered the intent for revitalisation with overall development outcomes for the City Centre providing increased non-residential and residential development potential, an enhanced public realm and streetscape with improved legibility and encouraging walking and cycling. The reduction of non-essential traffic through the CBD to minimise conflict between local and through traffic was specifically identified.

The Queensland Government has advised ICC that for them to consider investment in a project to reduce the non-essential traffic through the CBD, a business case must be prepared. Building Queensland has advised Ipswich City Council (ICC) that its BCDF should be followed for the development of the business case, commencing with a SBC.

3. **Objectives of the Strategic Business Case**

The SBC aims to ensure the service need is substantiated and effectively articulated and that the benefits sought are achieved through the proposed initiatives. Completing a quality and robust SBC supports the integrity of the Preliminary and Detailed Business Cases ensuring that any investment decision addresses the underlying ' root causes' of the problem.

4. Objective of the Project Steering Group

The objective of the PSG is to provide leadership, direction and governance to ensure that gating requirements are met, key interdependencies and synergies are appropriately managed and that the project delivers on government priorities and agreed community outcomes.

5. Role of the Project Steering Group

The PSG will provide strategic oversight through the SBC and PBC phases. The PSG will critically evaluate and identify as necessary, significant risks and opportunities, review the performance of the project and provide advice, feedback and support to the project team. The PSG's role is not to approve recommendations from the project team, but to note or endorse the recommendations.





To fulfil these responsibilities, the PSG will:

- Provide leadership and direction to the project team.
- Take a whole of ICC view and identify target outcomes at key stages of planning, prioritising, programming and delivery to achieve a whole of project solution.
- Ensure there are effective relationships with federal, state and local governments, stakeholders and suppliers.
- Ensure that stakeholder needs and expectations are appropriately addressed.
- Consider and endorse major changes to the scope and significant variations and priorities and target outcomes, including a legacy of transport and social /economic/ environmental benefits to the local community.
- Monitor and evaluate the delivery of the project.
- Review the status of strategic risks and opportunities and unblock high-level risks and opportunities, as necessary.
- Facilitate and ensure there is a total team approach by PSG members to issues management and communication, knowledge and information management and effective operations.
- Ensure project governance is effective and that processes are conducted in an honest, transparent and ethical manner.
- Ensure asset transfer processes, including data and documentation requirements, occur in a timely manner throughout the life of the project.

6. Membership

The membership of the PSG includes representatives who have direct accountability for the planning, programming and delivery of major infrastructure projects. The PSG membership can be increased during the project phases as required.

IPSWICH CITY COU NCIL REPRESENTATIVES	ROLE
Charlie Dill, Chief Operating Officer, Infrastructure Services, ICC	Member and Chair
John Adams, City Planner, Planning and Development, ICC	Member
James Ward, Manager, Project Planning and Corridor Management, TMR	Member
Darren Nightingale, Director, Infrastructure, Innovation & Practice, DILGP	Member

A minimum of three members must be in attendance to form a quorum. A PSG member may nominate a proxy for the meeting who will have the full delegation, responsibilities and





accountabilities of the member including confirming or endorsing recommendations. Proxies may attend in the absence of a member, with notification to the Chair. It is the responsibility of the PSG member to fully brief the nominated proxy in advance of the meeting.

7. Role of the Secretariat

The Project Director, Tony Dileo, will also undertake the role of secretary to the PSG, with the support of the project team.

The role of the Secretariat is to ensure meetings are well organised and address the role accountabilities of the PSG.

Meeting agendas will be structured to provide regular and appropriate attention to the project.

The secretariat holds primary responsibility for ensuring that meeting preparations, proceedings, and follow-up actions, including documentation processes and procedures run efficiently and effectively. It ensures papers and presentations are complete and in line with the format for presentations. The secretariat enables the operation of the PSG by:

• Ensuring the governance and meeting calendar enables the PSG to fulfil its purpose and role.

• Identifying and providing structure to regularly report to the PSG to ensure advice from key stakeholders and matters for comment and review are highlighted.

- Advising presenters on the requirements for PSG presentations to achieve the expected outcomes.
- Advice to the PSG with regard to strategic leverage that may be exercised from a governance perspective.
- Undertake administrative duties to enable the PSG to function effectively and efficiently.

The agenda and working papers of the meeting will be distributed to PSG members at least three working days prior to each meeting.

The minutes will be recorded by the secretariat and will clearly record decisions and actions by responsible officer and the due date. The minutes will be circulated to team members within five working days after the meeting.

Alterations and comments may be provided to the secretariat immediately, or at the next meeting prior to the minutes being confirmed. An agenda item will confirm or amend the minutes of the previous meeting and report on the status of the actions arising from the meeting.





8. Key Support Roles

The Secretariat has a key advice and support role in facilitating the accuracy, reliability and formatting of reports for the assessment and provision of commentary and recommendations.

9. Meeting Freq uency

Meetings will be held at the times to be determined. Revised meeting schedules may be issued by the secretariat for approval by the PSG.

10. Review of the Charter

A review of the PSG's charter and operations will be undertaken at the completion of the Strategic Business Case.





Attachment B Strategic Business Case



Strategic Business Case

Addressing Congestion, Cross River Connectivity and Network Resilience in the Ipswich City Centre November 2017





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Attachment 1 - Previous ICC Studies

Attachment 2 - Preliminary Business Case Program





1. Introduction

The City of Ipswich is one of the fastest growing Local Government Areas (LGA) in Australia with its population forecast to more than double over the coming decades. Ipswich City Council (ICC) has recently released the City of Ipswich Transport Plan called ' iGO' to guide future policy and investment decisions for Ipswich's sustainable transport future.

The Ipswich City Centre has been identified in the South-East Queensland Regional Plan (SEQRP) (2005 – 2026) as a Principal regional activity centre (and also in the current 2017 plan). For the land use, transport and infrastructure outcomes of the regional plan to gain traction, SEQRP requires a number of successful Principal regional activity centres to accommodate key concentrations of employment, provide higher order business, retail, education, health, cultural and entertainment services with higher density living opportunities.

In 2008, the Ipswich Regional Centre Strategy (IRCS) was developed in partnership with the Queensland Government to guide the economic and civic revitalisation of the Ipswich City Centre. The IRCS identified 158 actions and 17 ' catalytic' projects to be undertaken to allow the Ipswich City Centre to redevelop into a vibrant and prosperous Principal regional activity centre for SEQ.

In June 2011, ICC endorsed the framework and objectives of the Ipswich City Centre Orbital Road System as a fundamental component of the city' s transport network planning and a guide for making future transport planning, land use planning, development assessment, infrastructure investment and site access decisions.

Detailed planning provisions within the Ipswich Planning Scheme furthered the intent for revitalisation with overall development outcomes for the City Centre providing increased non-residential and residential development potential, an enhanced public realm and streetscape with improved legibility and encouraging walking and cycling. The reduction of non-essential traffic through the CBD to minimise conflict between local and through traffic was specifically identified.

In 2014, ICC completed a traffic study for cross connectivity of the Bremer River. The Queensland Government has advised ICC that for them to consider investment in a project to reduce the nonessential traffic through the CBD, a business case must be prepared. Building Queensland has advised ICC that its Business Case Development Framework (BCDF) should be followed for the development of the business case, commencing with a Strategic Business Case (SBC).

Refer to Attachment 1 for a list of previous studies by ICC and TMR.

2. Governance

A Project Steering Group (PSG) has been formed comprising of representatives from ICC, the Department of Transport and Main Roads (TMR) and the Department of Infrastructure Local



Government and Planning (DILGP). The objective of the PSG will be to provide leadership, direction and governance through the business case development

3. Problem Definition: Investment Logic Mapping

3 .1 Background

An Investment Logic Mapping (ILM) workshop was held on 26 October 2017 at the Ipswich Civic Centre. The ILM workshop planning, preparation, facilitation and reporting followed the Business Queensland Investment Logic Mapping Guide.

3.2 Stakeholders

Table 3 -**1**ists the stakeholders involved in the ILM workshop and the development of this SBC. ICC, as the Business Owner, invited key participants from each of the stakeholders to the ILM workshop.

STAKEH OLDERS	REASON FOR INVOLVEMENT
Ipswich City Council	• Address State Infrastructure Plan and South-east Queensland Regional Plan issues relevant to ICC.
	Advise on local community, cultural, social and environmental impacts.
	 Advise on regional and local economic, employment & population growth pressures and priorities.
	Represent ICC's infrastructure and network planning priorities.
	Advise on network resilience and emergency management matters
	Advise on ICC's land use planning (Ipswich Planning Scheme)
Department of Transport and Main Roads	 Address State Infrastructure Plan issues relevant to the Department. Represent the Department's strategic & infrastructure planning priorities. Contribute State Government planning assessment and PAF process expertise.
	 Advise on condition of river crossing assets.
J acobs	Advise on State Infrastructure Plan priorities relevant to the Project.
	Advise on technical and pricing matters.
	Lead the Strategic and Preliminary Business Cases.
Corview	Independent ILM facilitation and Building Queensland Business Case Development Framework advice

Table 3-1 : ILM Workshop Stakeholders

3.3 Problem Definition

Stakeholders considered key drivers for change and refined these into four discrete problems that underpin the service need to be addressed. Each of the problems were then analysed from the perspectives of cause and effect. Refer to **Table 3** -2





PROBLEM	CAU SE	EFFECT
 Congestion in the Ipswich City Centre, a SEQ Principal regional activity centre, is restricting successful revitalisation and economic development 	 Non-essential through traffic is directed into the City Centre Increase in traffic volumes due to population and economic growth Increased activity as a result of the future Ipswich Mall redevelopment Key intersections are over capacity 	 Restricted growth (including economic) and revitalisation of the Ipswich City Centre (Principal regional activity centre) Increased congestion Streetscape and pedestrian improvements cannot commence Public transport services experience delays and the required mode shifts are not achieved
2. The single Ipswich City Centre Bremer River crossing is compromising connectivity, population growth, and broader economic growth	• Only one inner City crossing over the Bremer River, with a further two crossings in the western suburbs	 Restricted access between the northern and southern parts of the Ipswich City Centre Poorly connected current and planned Citywide open space network either side of the Bremer River No initial link as part of the broader Ipswich City Centre orbital road network No support for the growth and revitalisation of the Ipswich City Centre (as identified in the IRCS) Impact to public transport promotion and mode shift Constraint on the delivery of the Principal Cycle Network Restricted residential development
 Limited capacity and service life of the existing lpswich City Centre/North lpswich cross-river link (David Trumpy bridge and approaches) compromises the augmentation needed for traffic growth and mode shift 	 Aging infrastructure Does not meet current design standards Restrictions to widening the existing bridge 	 Restricted active and public transport connections for both commuters and recreational users with limited separation from general traffic Does not cater for traffic growth Continuing maintenance costs Significant challenges to augmentation Constrained development potential within North Ipswich
4. Lack of network redundancy during incidents or major events (such as floods) lead to network failure	 Major floods or accidents on the David Trumpy bridge (or its approaches) restrict cross river connectivity through north and south lpswich Lack of alternative routes for trips to/from/through North lpswich 	 Reduced resilience and redundancy of the transport network and increased network delays during times of emergency, natural disaster (such as a flood) or incidents (road closures) Reduced emergency services and community accessibility to emergency facilities such as hospitals from north of the Bremer River during bridge closure periods.

3.4 Benefits Sought

Following definition of the problems, the participants then identified the benefits expected from addressing the service need and key performance indicators (KPI's) for assessing whether the desired benefits are achieved. The benefits sought and outcomes to be achieved are summarised in **Table 3** -3 The KPIs seek to measure the outcomes for each benefit sought.



Table 3-3 : Benefits Sought

BENEFITS SOU GH T		OU TCOMES
1.	Improved multi modal transport delivery	 Improved public transport and active transport services, supporting the shift to sustainable modes identified in iGO (the City of Ipswich Transport Plan) Improved active transport connections for both commuters and recreational users Active transport movements separated from general traffic movements Achieved the State and Local Government's objective to deliver the Principal Cycle Network
2.	Enhanced connectivity and network resilience	 Improved resilience of the transport network and increased network redundancy for day to day operation, and during times of emergency, natural disaster (such as a flood)
3.	Increased CBD amenity and appeal	 Supported revitalisation of the Ipswich City Centre (as identified in the IRCS) Linked key elements of the current and planned Citywide open space network currently divided by the Bremer River Streetscape and pedestrian improvements
4.	Achieve SEQ Regional Plan outcomes for Ipswich as a Principal regional activity centre including increased economic activity in the CBD	 Significantly reduced the volume of non-essential through traffic from the City Centre core and supported the successful economic development and revitalisation of the Ipswich City Centre Potential to develop into a major economic hub featuring a diverse mix of economic activities such as commercial and professional services, health and tertiary education complemented by higher order retail and a civic heart Increased density and variety of housing, particularly in North Ipswich
5.	Improve travel time and reliability and improve road safety	 Facilitated the key initial link within the broader lpswich City Centre orbital road network, which provided travel time savings and road safety improvements Improved access between the southern and northern parts of the lpswich City Centre
6.	Supporting Ipswich's sport and entertainment precinct and cultural facilities	 Improved access between the southern and northern parts of the Ipswich City Centre Improved active transport connections for both commuters and recreational users Improved linkage of key elements of the current and planned Citywide open space network current divided by the Bremer River

3 .5 Statement of Service Need

For the people of Ipswich and its surrounding regional areas, CBD congestion, inadequate transport network connectivity, ageing infrastructure and a lack of network resilience are inhibiting the investment and revitalisation needed to underpin population and economic growth, civic renewal, multi-mode transport development and the Centre's function as a Principal regional activity centre.

The Service Need is to address congestion, inadequate cross river connectivity and lack of network resilience in the Ipswich City Centre for revitalisation, economic development and realisation of Ipswich's full potential as a Principal regional activity centre.



3.6 Strategic Response

Workshop participants then considered potential strategic responses which could address at least part of the service need and deliver some of the identified KPIs in the context of both the considerable strategic and planning investment by ICC and the State Government to date and ICC's ongoing commitment to the service need, including use of Building Queensland's Business Case Development Framework.

The strategic responses relevant to each of the Benefits sought are summarised in Table 3 -4

	STRATEGIC RESPONSE	BENEFITS
1.	Transport policy/planning to maximise the capacity and use of the existing transport network, particularly via passenger and active modes	 Improvements to multi modal transport delivery Contributes partially to the SEQ Regional Plan outcomes for Ipswich as Principal regional activity centre Improvements to travel time and reliability and road safety Supports Ipswich's sport and entertainment precinct and cultural facilities
2.	Optimise/fully leverage existing cross-river capacity	 Improvements to multi modal transport delivery Contributes partially to the SEQ Regional Plan outcomes for Ipswich as Principal regional activity centre Improvements to travel time and reliability and road safety Supports Ipswich's sport and entertainment precinct and cultural facilities
3.	Increase cross-river capacity	 Maximises improvements to multi modal transport delivery Enhanced connectivity and network resilience Improvements to CBD amenity and appeal Achieves the SEQ Regional Plan outcomes for Ipswich as a Principal regional activity centre including increased economic activity in the CBD Maximises the improvement to travel time and reliability and road safety Fully supports Ipswich's sport and entertainment precinct and cultural facilities

Table 3-4 : Strategic Response

3 .7 Potential Initiatives

Participants then identified a comprehensive set of potential initiatives that could solve at least some of the problems and deliver some of the KPIs. Broadly, the initiatives can be categorised as involving:

- Regulatory and traffic management change;
- Better use of existing infrastructure and capacity use initiatives through smart infrastructure;
- Augmenting and improving service performance of existing assets; and
- New infrastructure.

Based upon the knowledge of the workshop stakeholders, several other potential initiatives identified were not ultimately included in the Initiatives Map as they would require very significant



Government policy / regulatory change for which there is no discernible known community or political support for, including:

- Prohibiting development in North Ipswich
- Road space rationing (alternate day travel)
- Congestion charging
- Converting the existing railway bridge to a light transit connection

3.8 Mapping the Initiatives to the State Infrastructure Plan Priority Model

Finally, workshop participants mapped the potential initiatives identified against the options categories identified in the State Infrastructure Plan 2016 (SIP). These are detailed in **Table 3** -5

SIP PRIORITY	INITIATIVE
Reform (non-asset initiative)	 Change Initiative Heavy vehicle restrictions in CBD Lane reallocation for modal prioritisation
Better use (improving service performance)	 Change Initiative Lane reallocation for modal prioritisation Tidal traffic flow on David Trumpy Bridge Fully utilise capacity of the existing (non-inner city) river crossings Network intersection optimisation
Improve existing (asset lite solutions)	 Asset Initiative Increase capacity with additional lanes through increasing setbacks for future development in the CBD Widen/augment existing David Trumpy Bridge
New infrastructure (new asset)	 Asset Initiative New all modes Inner-City Bremer River bridge crossing New Inner-City Bremer River pedestrian, cycle and/or bus bridge crossing

Table 3-5 : Mapping the Initiatives Against the SIP Priorities

4. Investment Logic Map

Figure 4-1 shows how the ILM responds to the service need of addressing congestion, inadequate cross river connectivity and lack of network resilience in the Ipswich City Centre.



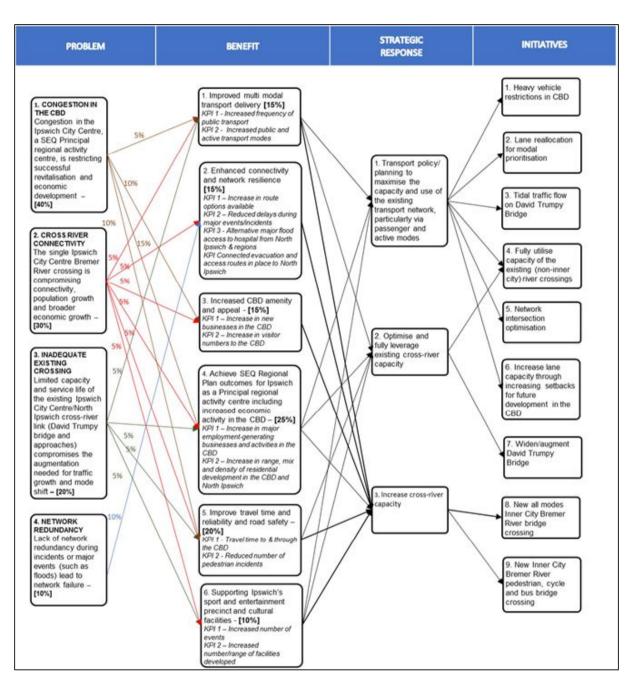


Figure 4-1 : Investment Logic Map





5. Initiatives Map

Figure 5 -**1** shows the potential initiatives to address the service need of addressing congestion, inadequate cross river connectivity and lack of network resilience in Ipswich City Centre.

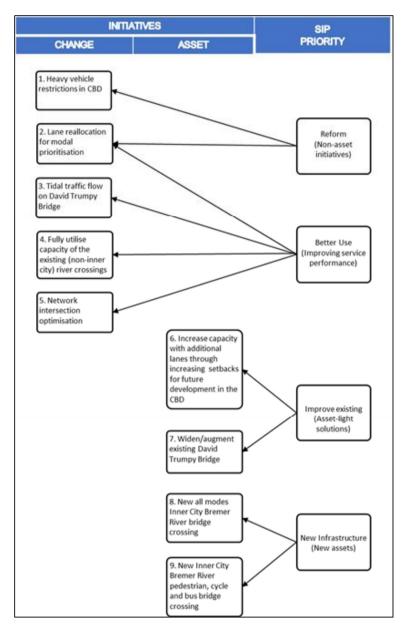


Figure 5-1 : Initiatives Map





6. Further Works

It is proposed that potential initiatives relevant to all the SIP Priority categories identified in the ILM Initiatives Map be further investigated in the Preliminary Business Case. These include:

- Reform (non-asset solution)
 - Heavy vehicle restrictions in CBD
 - Lane reallocation for modal prioritisation
- Better Use (improving service performance)
 - Lane reallocation for modal prioritisation
 - Tidal traffic flow on David Trumpy Bridge
 - Fully utilise capacity of the existing (non-inner city) river crossings
 - Network intersection optimisation
- Improve Existing (asset light solution)
 - Increase capacity with additional lanes through increasing setbacks for future development in the CBD
 - Widen/augment existing David Trumpy Bridge
- New Infrastructure (new asset)
 - New all modes Inner-City Bremer River bridge crossing
 - New Inner-City Bremer River pedestrian, cycle and/or bus bridge crossing

7. Preliminary Business Case Risk Assessment

Key strategic risks have been identified (**Table 7-1**) leading into the Preliminary Business Case (PBC), which ICC will seek to mitigate.

RISK	гікепноор	CONSEQUENCE	MITIGATION STRATEGY	RISK MANAGER	RISK OWNER
Documentation does not comply with the requirements of Building Queensland's Business Case Development Framework	Low	High	 Use BQ's BCDF and the available guidance and templates Provide assurance by following the Control Point checklists 	Jacobs	ICC
Stakeholder expectations are not managed well during the PBC	Medium	High	 The Stakeholder Engagement Plan should be updated and reapproved by the Senior Responsible Officer 	Jacobs	ICC

Table 7-1 : Strategic Risks



RISK	ПКЕЦНООD	CONSEQUENCE	MITIGATION STRATEGY	RISK MANAGER	RISK OWNER
Options are not affordable	Medium	High	 Options to be refined in light of the investigations to reduce risk and cost Options are to be strategically, legally and practically viable 	Jacobs Jacobs	ICC ICC
Social impacts are not clearly identified and accounted for in the decision making process.	Low	High	 Social impact assessment to be undertaken Quantify/monetise as many social impacts as possible for inclusion in the cost benefit analysis Impact risk assessment to be undertaken on social impacts that cannot be monetised 	Jacobs	ICC

8. Recommendations

It is recommended that the following initiatives that span the reform, better use, improve existing and new infrastructure categories of the State Infrastructure Plan be investigated in the early stages of the Preliminary Business Case to determine their viability for further consideration:

- Heavy vehicle restrictions in CBD
- Lane reallocation for modal prioritisation
- Tidal traffic flow on David Trumpy Bridge
- Fully utilise capacity of the existing (non-inner city) river crossings
- Network intersection optimisation
- Increase capacity with additional lanes through increasing setbacks for future development in the CBD
- Widen/augment existing David Trumpy Bridge
- New all modes Inner-City Bremer River bridge crossing
- New Inner-City Bremer River pedestrian, cycle and/or bus bridge crossing

A program is shown in **Attachment 2** for the work required in the Preliminary Business Case which includes scheduled meetings with the Project Steering Group.



Attachment 1 - Previous ICC and TMR Studies

- Ipswich Transportation Study, ICC, 19 67
- Ipswich Improvement Impact Study, ICC, 19 76
- Ipswich City Road Network Study, ICC, 19 86
- Ipswich Strategic Road Plan, ICC, 19 89
- Ipswich City Centre Planning Study, ICC, 19 9 5
- North Ipswich Road Network Study, ICC, 19 9 9
- Booval Major Road Network Investigation, ICC, 19 9 9
- Ipswich Planning Scheme, ICC, 2006
- Ipswich Regional Centre Strategy, ICC, 2008
- Ipswich Regional Centre Strategy, Network Options Testing, ICC, 2009
- Priority Infrastructure Plan, ICC, 2010
- Ipswich City Centre Orbital Road System, ICC, 2011
- Norman Street Bridge and Jacaranda Street Extension Study and Community Engagement, ICC, 2013
- Ipswich Area Transport Study, TMR, 2013
- Ipswich Orbital Road Study, TMR, 2015
- Bremer River Crossing Option Assessment Study, ICC, 2015
- iGO City of Ipswich Transport Plan, ICC, 2016
- Brisbane Road Corridor Preservation Study, TMR, 2016



Attachment 2 - Preliminary Business Case Program

D	Task Name	DurationStart	Finish			Dec 15 Jan ' 5 Feb '126 Feb 19 Mar 9 Apr '130 Apr S M T W T F S S M T W T F S S M T	
1	1 PROJECT MANAGEMENT	100 days Tue 3/10/17	Tue 6/03/18	TWTFSSM	I WITERS		WITF
20	2 STRATEGIC BUSINESS CASE	40 days Tue 10/10/17	Mon 4/12/17		-		
40	3 TECHNICAL ANALYSIS	100 days Tue 10/10/17	Tue 13/03/18		-		
77	4 PRELIMINARY BUSINESS CASE	151 day: Tue 10/10/17	Tue 29/05/18		-		-1
78	4.1 Project Options	16 days Thu 16/11/17	Fri 8/12/17		-1		
85	4.2 Risk Management	24 days Tue 10/10/17	Fri 10/11/17		-		
93	4.3 Control Point 1	6 days Fri 1/12/17	Fri 8/12/17		-		-
96	4.4 Strategic Considerations	40 days Wed 13/12/17	Wed 21/02/18		-		
99	4.5 Legal and Regulatory Considerations	40 days Wed 13/12/17	Wed 21/02/18		-		
105	4.6 Market Considerations	40 days Wed 13/12/17	Wed 21/02/18		-		
111	4.7 Public Interest Consideration	40 days Wed 13/12/17	Wed 21/02/18		-		
117	4.8 Preliminary Environmental Assessment	20 days Mon 20/11/17	Mon 18/12/17	-	-		
123	4.9 Control Point 2	5 days Thu 22/02/18	Wed 28/02/18			•	
126	4.10 Financial Analysis	40 days Wed 21/02/18	Thu 19/04/18			· · · · · ·	
135	4.11 Wider Economic Benefits	57 days Wed 17/01/18	Tue 10/04/18		-		
145	4.12 Control Point 3	5 days Fri 20/04/18	Fri 27/04/18		-	п	
148	4.13 Preliminary Social Impact Evaluation	45 days Wed 13/12/17	Wed 28/02/18		-		-
156	4.14 Preliminary Economic Analysis	50 days Wed 21/02/18	Fri 4/05/18		-	· · · · · · · · · · · · · · · · · · ·	
166	4.15 Control Point 4	5 days Thu 1/03/18	Wed 7/03/18		-	н	
169	4.16 Delivery Model Analysis	20 days Thu 8/03/18	Fri 6/04/18		-		
176	4.17 Affordability Analysis	20 days Thu 8/03/18	Fri 6/04/18				
183	4.18 Control Point 5	5 days Mon 9/04/18	Fri 13/04/18			н	
186	4.19 Preliminary Business Case Report	30 days Mon 16/04/18	Tue 29/05/18		-		-
192	4.20 Control Point 6	5 days Wed 9/05/18	Tue 15/05/18			н	
195	5 STEERING GROUP MEETINGS	105 days Tue 12/12/17	Tue 29/05/18		-		-1
196	5.1 SG Meeting No 1 - Strategic Business Case	0 days Tue 12/12/17	Tue 12/12/17		÷ 12/12		
197	5.2 SG Meeting No 2 - Control Point 2	0 days Wed 28/02/18	Wed 28/02/18			÷ 28/02	
198	5.3 SG Meeting No 3 - Control Points 3, 4 and 5	0 days Fri 4/05/18	Fri 4/05/18			÷ 4/05	6
199	5.4 SG Meeting No 4 - Control Point No 6	0 days Tue 29/05/18	Tue 29/05/18				e 29/05





Attachment C Background Information



Project Steering Group Submission No 1 Background Information

Strategic Business Case Addressing Congestion, Cross River Connectivity and Network Resilience in the Ipswich City Centre 12 December 2017





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1. Introduction

The purpose of this document is to provide background information for the Project Steering Group (PSG) members for PSG meeting No 1 to be held on Tuesday 12 December 2017.

2. Business Case Development Framework

2.1 Introduction

The Queensland Government has advised Ipswich City Council (ICC) that for them to consider investment in a project to reduce the non-essential traffic through the CBD, a business case must be prepared. Building Queensland has advised ICC that its Business Case Development Framework (BCDF) should be followed for the development of the business case.

To gain this support, a Strategic Business Case (SBC) and then Preliminary Business Case (PBC) needs to be prepared under the BCDF. This framework is closely aligned to the Queensland Government's Project Assessment Framework (PAF) which, in recent years, has guided project development and funding decisions for a number of TMR's major projects.



Figure 2-1 illustrates the alignment between the BCDF and the PAF



2.2 Business Case Development

The SBC is the first document in the Business Case suite of the BCDF. It aims to ensure the service need is substantiated and effectively articulated and that the benefits sought are achieved through





the proposed initiatives. Completing a Building Queensland SBC supports the integrity and quality of the PBC.

The PBC is the second document in the BCDF and aims to transition the concept documented in the SBC through an options generation and assessment process to culminate in a preferred option/s for analysis within the Detailed Business Case (DBC). The progression of the proposal through the SBC and PBC, and the alignment with the PAF, is illustrated in **Table 2-1**.

	STRATEGIC BU SINESS CASE	PRELIMINARY BU SINESS CASE
Purpose	 Conceptualisation: articulates the service need to be addressed identifies intended benefits 	 Options consideration: re-confirms service need generates possible options analyses options identifies preferred option/s confirms whether to invest in a Detailed Business Case
PAF Stage	Strategic Assessment of Service Requirements (SASR)	Preliminary Evaluation

Table 2-1 : Progression of Business Case Development

A robust and well-substantiated SBC is critical to the subsequent development of the PBC. A carefully considered and well-articulated SBC involves the identification of the actual service need and benefits sought as well as the articulation of potential initiatives that will address the service need and deliver the benefits required.

3. **Project H istory**

3.1 Introduction

As shown in Appendix 1 of the SBC, there have been numerous studies undertaken by ICC and TMR resulting in a number of ' catalytic' projects identified to allow the Ipswich City Centre to redevelop into a vibrant and prosperous Principal regional activity centre for SEQ.

Whilst these studies formed the basis for the ' catalytic' projects, it is acknowledged that the requirement of a SBC under the BCDF involves stepping back to identifying the problem and ultimately identifying potential initiatives to address the problem.

3 .2 Background

First identified in 19 67 in the Ipswich Transportation Strategy, the need for an additional Bremer River Crossing was firmly established and supported by a long history of both land use and transport studies delivered by the State and Council. These studies confirmed that an additional crossing was required to:



- Link North and East Ipswich
- Form part of an orbital road network
- Cater for district and regional transport growth
- Divert non-essential through traffic away from the City Centre to support its economic revitilisation

Further momentum for the project was achieved through the Ipswich City Centre Regional Centre Strategy (2008), with the Norman Street Bridge categorised as a 'catalytic project' in the revitalisation of the city. Its contribution to revitalisation was through enabling the diversion of non-essential through traffic and as a result facilitating a traffic environment in the City Centre conducive to streetscape improvements, on-street dining, speed limit reductions and enhanced pedestrian and public transport facilities.

The Ipswich City Centre Regional Centre Strategy was developed in response to the South East Queensland Regional Plan (2006 - 2026) identifying Ipswich City Centre as a Principal regional activity centre (also identified in the current 2017 plan) and to guide development to cater for planned growth in employment and population.

In June 2011, Council endorsed the framework and objectives of the "Ipswich City Centre Orbital Road System" as a long term solution to address increases in cross-city travel demands as a result of forecast growth. With the Norman Street Bridge, a key element of the orbital, a corridor study investigating the feasibility of the Norman Street Bridge and Jacaranda Street extension was commissioned. Refer to **Figure 3 -1**



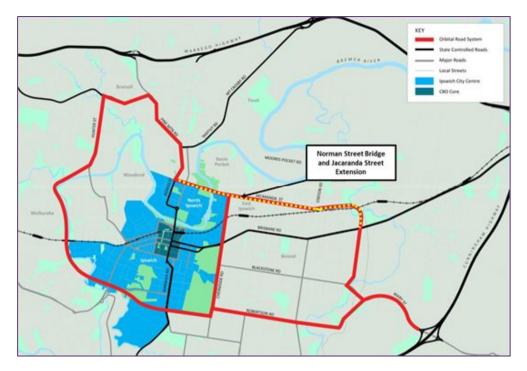


Figure 3-1 : Norman Street Bridge and Jacaranda Street Extension part of the Ipswich City Centre Orbital Road System¹

3 .3 Norman Street Bridge and J acaranda Street ex tension

The project drivers for the Norman Street Bridge and Jacaranda Street extension were;

- Provision of a second Bremer River crossing to relieve pressure on David Trumpy Bridge.
- Removal of non-essential through traffic from the city centre to allow reconfiguration and streetscape improvements to city streets.
- Facilitation of growth and redevelopment in the city centre in line with the Ipswich Regional Centre Strategy 2008.
- Cater for increasing development densities and district and regional traffic growth.
- Enhancing access to the Ipswich regional centre.
- Improvement of access to the Ipswich CBD from North Ipswich by removal of non-essential through traffic.
- Improved pedestrian and public transport facilities and links

¹ Map sourced from https://ipswichchamber.org.au/files/norman_street_bridge_study_outcomes_-_2014.pdf



The feasibility study of the proposed 'Norman Street Bridge and Jacaranda Street Extension' was undertaken through 2012 and finalised in early 2013. Refer to **Figure 3** -**2**The feasibility report identified the need for delivery of the ultimate route within 20+ years.

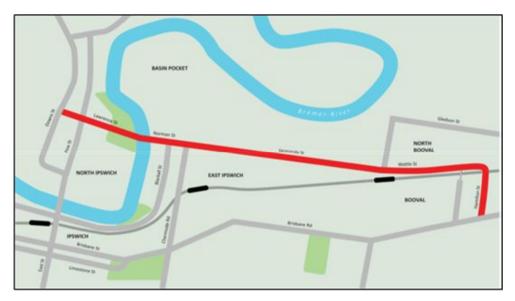


Figure 3-2 : Norman Street Bridge Proposal

3 .4 Norman Street Bridge Proposal – Stage 1

To respond to more immediate needs, a staged approach was considered with the delivery of Norman Street – Stage 1 project which was identified as needed within a 10-year timeframe to deliver significant benefits in terms of reduced traffic within the Ipswich City Centre.

The Norman Street Bridge Proposal – Stage 1 is shown in Figure 3 -3 and included the following.

- the Norman Street Bridge and approaches
- upgrades to Downs Street, Lawrence Street and Norman Street, together with associated intersection upgrades and the tie in to the existing Jacaranda Street.
- reconfiguration of the Brisbane Road / Chermside Road (5-ways) signalised intersection to 4ways
- Wattle Street / Dudleigh Street roundabout
- Dudleigh Street / Brisbane Road signalised intersections including the modification of Brisbane Road/Cothill Road to left in left out



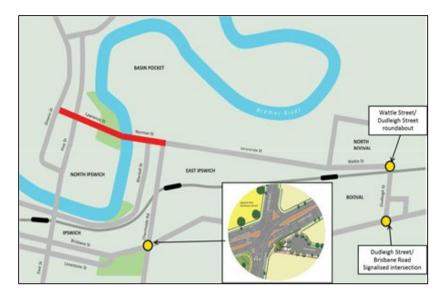


Figure 3-3 : Stage 1 Norman Street Bridge Project

3 .5 Stakeholders

The stakeholders for the Norman Street Bridge Proposal – Stage 1 are shown in **Table 3** -1 Note that these stakeholders were current at 10 December 2017 and will change as a result of the Queensland State election. The stakeholders will be updated as required during the ongoing project phases.

Table 3-1 : Project Stakeholders

CATEGORY	STAKEH OLDER
Elected representatives	FEDERAL
	Shane Neumann, Member for Blair
	 Hon. Darren Chester MP (Federal Minister for Infrastructure & Transport)
	STATE
	Hon. Jennifer Howard MP, Member for Ipswich
	Hon. Jim Madden MP, Member for Ipswich West
	Hon. Jackie Trad MP, Minister for Transport
	 Hon. Mark Bailey, Minister for Main Roads, Road Safety and Ports
	Hon. Mark Furner MP, Minister for Local Government
	 Hon, Dr Anthony Lynham, Minister for State Development
	Hon. Anastacia Palasz cz uk MP, Premier
	IPSWICH CITY COU NCIL
	Mayor – Cr Andrew Antoniolli





CATEGORY	STAKEH OLDER
	 Division 4 – Cr Kylie Stoneman
	 Division 5 – Cr Wayne Wendt
	Division 6 – Cr Cheryl Bromage
	 Division 7 – Cr Dave Martin
State Government Agencies	Department of Transport and Main Roads
	 Department of Infrastructure, Local Government and Planning
	Building Queensland
Federal Government Agencies	Department of Infrastructure and Regional Development
Local Community	Directly affected property owners
	Business operators
	Transport operators
	• Residents
	Community groups
	Potential project advocates



Infrastructure and Emerge Management Committee	ency
Mtg Date: 19.02.18	OAR:
Authorisation: Bryce Hil	nes

MP:MP

H:\Departmental\Commitee Reports\0102 MP Report regarding SES MOU.docx

1 February 2018

<u>M E M O R A N D U M</u>

TO:	ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER
FROM:	PRINCIPAL OFFICER (EMERGENCY MANAGEMENT)
RE:	MEMORANDUM OF UNDERSTANDING – QUEENSLAND FIRE & EMERGENCY SERVICES

INTRODUCTION:

This is a report by the Principal Officer (Emergency Management) dated 1 February 2018 concerning a proposed Memorandum of Understanding with Queensland Fire and Emergency Services (QFES).

BACKGROUND:

At the Infrastructure and Emergency Management Committee No. 2017(03) of 27 November 2017 and Council Ordinary Meeting of 5 December 2017, Council resolved to provide annual funding up to the value of \$90,000 to support Queensland Fire and Emergency Services (QFES) in recruiting and retaining a suitable City of Ipswich State Emergency Service Local Controller (Attachment A).

Subsequent engagement with QFES has determined that the most effective means of recruitment, and to ensure an effective response capability, is for the SES Local Controller to be an employee of QFES and not Council.

A pilot program will be undertaken over a 3 year period underpinned by a Memorandum of Understanding (MOU) for the management services of the Ipswich City SES Unit to support mutually beneficial outcomes and clearly defined expectations, roles and responsibilities.

The benefits of establishing an MOU is that it will assist with managing expectations, allow Council to engage in the setting of priorities and entrench a strong collaborative partnership model.

MEMORANDUM OF UNDERSTANDING OVERVIEW:

The Memorandum of Understanding will set out the arrangements related to the management services including:

- Roles and responsibilities
- Recruitment process and employment arrangements
- Engagement and reporting
- Delivery outcomes

A schedule of the Aims and Objectives is provided in Attachment B.

It is expected that the SES Local Controller will work closely with Council's Principal Officer (Emergency Management) to ensure delivery of a response capability and community resilience.

CONSULTATION:

Consultation has occurred with the Chairperson and Deputy Chairpersons of the Local Disaster Management Group. This includes the Mayor, Deputy Mayor, Chair of Infrastructure and Emergency Management, and Division 1 Councillor.

CONCLUSION:

Following Council's endorsement to provide annual funding for the employment of a SES Local Controller in Ipswich, further consultation has been undertaken with QFES to identify the most efficient recruitment option. It is proposed that the SES Local Controller be an employee of QFES under an agreed arrangement with Ipswich City Council.

A Memorandum of Understanding will provide the necessary clarity and rigour to support the implementation of the annual funding to Queensland Fire and Emergency Services, outlining the expectations, roles and responsibilities of both parties.

ATTACHMENT:

Name of Attachment	Attachment
Infrastructure and Emergency Management Committee (27 Nov 2017) Report – Honorarium for SES Local Controller	Attachment A
Schedule of Aims and Objectives	Attachment B

RECOMMENDATIONS:

- A. That Council enter into a Memorandum of Understanding with Queensland Fire and Emergency Services, based on the proposed Schedule of Aims and Objectives, as detailed in Attachment B to the report by the Principal Officer (Emergency Management) dated 1 February 2018.
- B. That Council authorise the Chief Operating Officer (Works, Parks and Recreation) to negotiate and finalise the terms of the Memorandum of Understanding with Queensland Fire and Emergency Services, to be executed by Council and to do any other acts necessary to implement Council's decision in accordance with section 13(3) of the Local Government Act 2009.

Matthew Pinder
PRINCIPAL OFFICER (EMERGENCY MANAGEMENT)

I concur with the recommendation contained in this report.

Kaye Cavanagh ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER

I concur with the recommendation contained in this report.

Bryce Hines ACTING CHIEF OPERATING OFFICER (WORKS, PARKS AND RECREATION)

Infrastructure and Emergency		
Management Committee		
Date: 27.11.17	OAR:	Yes
Authorisation: Bryce Hines		

MJP:MJP

H:\Departmental\Commitee Reports\1711 MP IEM SES Local Controller.docx

6 November 2017

<u>M E M O R A N D U M</u>

TO: ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER

FROM: PRINCIPAL OFFICER (EMERGENCY MANAGEMENT)

RE: HONORARIUM FOR SES LOCAL CONTROLLER

INTRODUCTION:

This is a report by the Principal Officer (Emergency Management) dated 6 November 2017 concerning the role of SES Local Controller for the Ipswich City State Emergency Service (SES) Unit.

BACKGROUND:

The SES is a statutory body established under the *Fire and Emergency Services Act 1990*. Council provides resources and funding as a means to meet its obligations under the Disaster Management Act 2003 in terms of a response capability. Queensland Fire and Emergency Services (QFES) has carriage of the day to day operations, management and personnel matters related to the SES. This function is carried out by the (SES) Local Controller who is an independent statutory appointment.

Currently the Principal Officer (Emergency Management) is appointed to the role of Local Controller. This arrangement regarding the dual appointment has the potential to lead to a conflict of interest. The internal audit report states:

Audit considers that the dual role is somewhat convoluted in its current guise because of the conflicting codes of conduct, policies and doctrines of the two entities. For example, when the SES is stood up to activate, the Local Controller in the role of a volunteer may be expected to front the media, however, Council's Employee Code of Conduct has restrictions around making comments on Council related business.

Similarly, the Local Controller of the SES is unable to impose Council's Employee Code of Conduct upon SES volunteers who are not Council employees irrespective of them using Council assets and other Council resources.

The Local Controller also has to deal with alleged breaches of the QFES Code of Conduct from the public and from SES volunteers and any investigations arising from such allegations are usually conducted during Council time, again using Council resources.

The role of the Principal Officer (Emergency Management) during an emergency event is to assist Council to discharge its obligations pursuant to the *Disaster Management Act 2003*. At the same time however the Local Controller is expected to manage and coordinate all SES response for the City of Ipswich. The dual appointment presents an obvious risk when responding to emergency events.

Council invests significant capital and operating expenditure into the Ipswich City SES Unit to support the community following disaster events and in recognition of the vital activities that SES volunteers undertake. To ensure that the Council's resources are appropriately safeguarded and the community has access to a capable and supported voluntary emergency service, it would not be feasible for an individual to undertake this in a pure honorary capacity.

The payment of an annual honorarium to an individual, who is not a Council employee to undertake the role of Local Controller has significant merit. The actual nomination and later appointment of the Local Controller is prescribed in legislation and QFES policy and procedure. Accordingly it is outside the scope of this report. Council Officers are involved in this process, including the annual performance reviews.

BUDGET IMPACT:

In consideration of the role, its responsibilities and comparison to other local government areas a total cost of \$70,000 - \$90,000 is anticipated. This would be funded from within the existing departmental budget.

CONSULTATION:

The Chair of the Infrastructure and Emergency Management Committee has been consulted in regards to this report.

CONCLUSION:

Council values and appreciates the significant work of the SES within the greater Ipswich community. This appreciation is in the form of funding, resources and support. To assist in managing Council assets and to ensure good relationship with the Local Controller, the payment of an honorarium is warranted.

RECOMMENDATION:

A. That Council advise the Queensland Fire and Emergency Services that its preference is that the City of Ipswich State Emergency Service Unit Local Controller not be a Council Employee.

Amended at Infrastructure and Emergency Management Committee No. 2017(03) of 27 November 2017. cd

- B. That Council provide an annual honorarium funding up to the value of \$90,000.00 to support the Queensland Fire and Emergency Services in recruiting and retaining a suitable City of Ipswich State Emergency Service Local Controller.
- C. That the Chief Operating Officer (Works, Parks and Recreation) be authorised to finalise the necessary arrangements with Queensland Fire and Emergency Services.

Matthew Pinder
PRINCIPAL OFFICER (EMERGENCY MANAGEMENT)

I concur with the recommendations contained in this report

Kaye Cavanagh

ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER

I concur with the recommendations contained in this report

Bryce Hines ACTING CHIEF OPERATING OFFICER (WORKS, PARKS AND RECREATION)

ATTACHMENT 1

SCHEDULE OF AIMS AND OBJECTIVES

Aim:

To formalise relationship between Council and Queensland Fire and Emergency Services (QFES) in relation to the establishment of the provision of management services as a 3 year pilot program.

Objectives

- 1. Establish the roles and responsibilities of Council and QFES.
- 2. Define management services as the employment of an individual by Queensland Fire and Emergency Services to undertake the role of SES Local Controller, Ipswich City SES Unit.
- 3. Establish the recruitment and appointment process which will occur subject to the conditions of employment, policies and procedures of QFES.
- 4. Provide Council with a means to participate as panel member for the recruitment of the position and their annual performance review.
- 5. Define the reporting relationship between Council, QFES and the SES Local Controller.
- 6. Define the duties of the SES Local Controller.
- 7. Provide a resolution process for disputes.

Infrastructure and Emergency Management Committee		
Mtg Date: 19.02.18	OAR:	YES
Authorisation: Charlie Dill		

5 February 2018

<u>M E M O R A N D U M</u>

TO:	CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)
FROM:	COMMERCIAL FINANCE MANAGER
RE:	INFRASTRUCTURE DELIVERY PROGRESS AS AT 5 FEBRUARY 2018

INTRODUCTION:

This is a report by the Commercial Finance Manager dated 5 February 2018 concerning the delivery of the 2017-2018 Infrastructure Services Capital Works Portfolio.

BACKGROUND:

The Infrastructure Services (IS) Department is responsible for the planning and delivery of the city's transport and municipal capital infrastructure. The Infrastructure Services Monthly Activity Report (Attachment A) is for the month of January as of 5 February 2018.

CONCLUSION:

The Infrastructure Services Monthly Activity Report provides a status on the delivery of the Capital Works Portfolio, progress update on key capital projects and community affairs.

ATTACHMENT:

Name of Attachment	Attachment
Infrastructure Services Monthly Activity Report, January 2018	Attachment A

RECOMMENDATION:

That the report be received and the contents noted.

David Hillman COMMERCIAL FINANCE MANAGER

I concur with the recommendation/s contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

Infrastructure Services

Monthly Activity Report January 2018 Presented by Charlie Dill

lpswich.qld.gov.au

Ipswich

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Glossary of Terms

Term / Acronym	Description
СО	Financial carry-over from previous financial year
EOFY	End of Financial Year
FFC	Forecast Final Cost
FY	Financial Year
FYTD	Financial Year to Date
IS	Infrastructure Services Department

Introduction

Council's Department of Infrastructure Services (IS) is the lead service provider in the Ipswich community for the planning and delivery of the city's transport and municipal capital infrastructure. This includes Strategic Transport and Investment Planning, Program Development, Traffic Engineering & Road Safety Advice, Program Management, Design and Survey, Procurement, Project Management and Construction.

The IS Department's activities are delivered through its four (4) Branches:

- Infrastructure Planning, comprising of:
 - o Transport Planning
 - o Infrastructure Planning
 - Management of Customer Service Requests related to transport, traffic and local drainage
 - o Manage and operate the traffic signal network and intelligent transport systems
- Program Management & Technical Services, comprising of:
 - Program Management and Coordination Section (Pre-Tender Management)
 - o Technical Services Section (Design, Survey, Geotech)
- Construction, comprising of:
 - o Transport Delivery
 - o Municipal Works Delivery (Open Space, Drainage, Facilities, Divisional works)
- Business Support
 - o Cost Management
 - o Procurement
 - o Performance and Control

This monthly activity report, dated 5 February 2018, provides a status of Infrastructure Services key activities for the 2017-2018 Infrastructure Services Capital Works Portfolio.

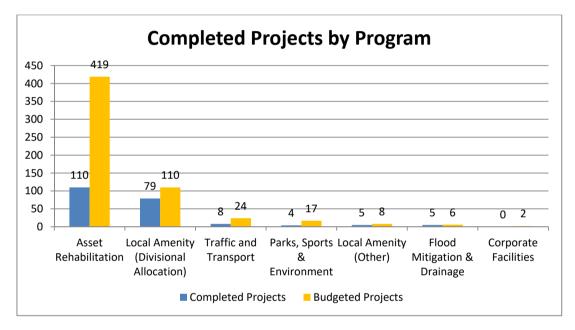
"Trusted Advisor to Council for Infrastructure Planning, Design and Delivery"

Capital Portfolio

Progress Summary

The 2017-2018 Portfolio performed well against the Master Schedule for the period. IS has completed 211 projects financial year to date out of approximately 586 construction projects. It should be noted that this includes 324 reseal and rehab road projects.

There were 19 projects carried over from the 2016-2017 financial year to be completed this financial year. Sixteen carryover projects have been completed. One (1) project is scheduled for completion in March 2018. The remaining two (2) projects Robelle Domain LED Gantry and Queens Park – Heritage Wall, as per last report.



Cost Summary

The Budget Amendment BAv2 was adopted in January 2018 and the 'IS Deliverable' Budget has decreased by \$1.4 million to \$81.6 million. The decrease was due to the net impact of changes to grants received, mainly from grant projects not approved.

Planning

The recommended actions outlined in iGO continue to be progressed; including strategy and policy development, investment and corridor planning, grant applications, project scoping and feasibility and provision of transport and traffic advice.

Norman Street Bridge Preliminary Business Case – In Progress (iGO Action R9). Preliminary Business Case for a proposed new bridge crossing of the Bremer River linking North Ipswich and East Ipswich in the vicinity of Norman Street. The second stage of the Preliminary Business Case has commenced and a project update report has been submitted to the February 2018 IEM Committee.

10 Year Transport Infrastructure Investment Plan (10 Year TIIP) – In Progress (iGO Action D8). The 10 Year TIIP provides intelligence for logical and effective program management and the delivery of major transport projects including effective planning, design, procurement, pre-construction and construction processes. The annual revision of the plan has commenced and will be further consulted on with Council's Executive Team prior to being reported to the Infrastructure and Emergency Management Committee.

Springfield Parkway Planning Study – In progress (iGO Action R2). A road corridor planning study for the upgrade of Springfield Parkway between Old Logan Road and the Centenary Highway to four (4) lanes. Procurement for an engineering consultant to assist with the Planning Study is complete and an inception meeting was held on 2 February 2018.

Goodna Roundabout Planning Study – In progress (iGO Action R2). Project analyses potential short to long term upgrade options which improve the intersection's traffic operations during peak hours (queuing and delays) and improves pedestrian safety and mobility when crossing approach roads of the intersection. Consultation with the Divisional Councillor will commence in the coming months.

iGO Public Transport Advocacy & Action Plan – In progress (iGO Action PT7). This project will identify short, medium and long term improvements to the future public transport system and advocacy strategies. A second stakeholder workshop was recently completed and a Councillors Workshop is scheduled for mid-February 2018.

iGO Parking Pricing Strategy – Commencement pending (iGO Action P6). The project will identify short, medium and long term pricing actions; technologies, zones, pricing models, etc. to effectively manage short and long stay parking arrangement in the Ipswich City Centre.

iGO Active Transport Action Plan Implementation – In progress (iGO ATAP Action 1.1, 1.2 and 2.2). Identification of the 2018-2019 projects is in progress.

TMR Cycle Network Local Government Grants – In progress (iGO ATAP Action 1.3). Grant project identification has been completed and endorsed by the Infrastructure and Emergency Management Committee. Grant applications have been submitted. Successful applications will be announced on 1 July 2018.

Annual Strategic Traffic Count Program – In progress (iGO Action TDM4). Project comprises the gathering of traffic data from approximately 100 locations across Council's major road network. The counting program has been completed and the results analysed. A summary of the program results has been submitted to the February 2018 IEM Committee.

Active Transport Way Finding Strategy – Commenced (iGO Action AT5 and iGO ATAP Action 6.1). Project involves the development of an active transport signage strategy and signage design guide. Procurement for a consultant to assist with the strategy has been completed and an inception meeting and development meeting were held in January 2018. Sign drafting and stakeholder engagement activities are to occur in February 2018.

DTMR Ipswich CBD Public Transport Study – In Progress. Project is a joint study between the Department of Transport and Main Roads and Council which will determine current and future public transport demands and infrastructure requirements within the Ipswich Central Business District. A consultant has been procured by DTMR and an initial stakeholder meeting with Council officers has been completed.

iGO Intelligent Transport Systems Action Plan – Commenced (iGO Action R5). Project involves the development of a strategic plan for road based technologies. Procurement for a consultant is nearing completion with the project to be delivered by the end of June 2018.

Deebing Creek Bikeway Corridor Plan – Commenced (iGO Action AT9 and iGO ATAP Action 1.4). A bikeway corridor planning study for Deebing Creek between Carr St (Ipswich) and the Cunningham Highway (Yamanto/ Flinders View) further building upon the work completed in the WPR & IS Deebing Creek Corridor Plan. Procurement of an engineering consultant has commenced.

Community

- Land acquisition negotiations are ongoing for the following projects:
 - o Blackstone and South Station (almost complete)
 - o Marsden Parade realignment
 - o Brisbane Street
- Ongoing consultation efforts to support the following projects:
 - o Ipswich Cycle Park
 - o Brisbane Street Interim Upgrade
 - o Old Toowoomba Road

Opening/Media Events

No opening/media events were held during this period. An opening for the Ipswich Cycle Park is being arranged by Council's Events Team for Sunday 11 March 2018.

Media Releases/Articles Published

On 23 January 2017, The Queensland Times published an article regarding the Ipswich Cycle Park.

Schedule

Key Capital Project Updates

Springfield Central Library – The construction tender has been awarded with commencement on site scheduled for mid-February 2018. Construction completion is scheduled for late May 2018, with the library setup and mobilisation to occur in June 2018.

Rosewood Library – Detailed Design is continuing, with the Development Application to be lodged in the coming weeks following completion of 40% detailed design.

Ipswich Cycle Park (Stage 1) – Construction progressing and scheduled to be completed late February 2018. An official opening is scheduled for early-March 2011.

Road Resurfacing Program – Scoping of Division 3, 4, 5, 6, 7, 8, 9 and 10 are complete. Scoping on Divisions 1 and 2 are underway and scheduled for completion end of February 2018. Construction works are complete in Divisions 9 and 10 with line marking to be completed in February 2018. Construction works in Division 8 has commenced and Division 7 will commence late February 2018.

Kerb & Channel (K&C) Program – The 2017-2018 Program is progressing well. The two remaining K&C projects Child Street (Div 3) and Franklin, Pat and Roy (Div 1) will be completed early March 2018. Forward design for the 2018-2019 K&C projects are underway.

Strategic Roads Program – Key projects:

- **Redbank Plains Stage 3** Request for Tender for the Design Contract has closed, anticipated Contract commencement is late February 2018.
- Old Toowoomba Road, Leichhardt Design complete. Relocation of major services schedule to commence from late February 2018 followed by the civil construction works to commence mid-2018.
- Brisbane Street, West Ipswich Design complete. Property truncation to be finalised late February 2018. Service relocations to commence late February 2018. Civil construction works to commence mid-2018.
- Blackstone/South Station Roads Intersection upgrade Property acquisitions are almost complete with one (1) out of the seven (7) property acquisitions remaining to be completed by March 2018. Service relocations are nearing completion for all accessible areas (completion of property acquisition required for remaining service relocations). Civil construction works to commence mid-2018.
- Marsden Parade realignment Design progressing. IS is assessing the feasibility and risks of completing the service station building demolition works this financial year including site contamination testing and remediation.

