

VML:MB
Vicki Lukritz
3810 6221

12 July 2018

Sir/Madam

Notice is hereby given that a Meeting of the **WORKS, PARKS AND SPORT COMMITTEE** is to be held in the **Council Chambers** on the 2nd Floor of the Council Administration Building, 45 Roderick Street, Ipswich commencing at **9.30 am or 10 minutes after the conclusion of the Infrastructure and Emergency Management Committee, whichever is the earlier** on **Monday, 16 July 2018.**

<u>MEMBERS OF THE WORKS, PARKS AND SPORT COMMITTEE</u>	
Councillor Morrison (Chairperson)	Councillor Wendt (Acting Mayor) Councillor Bromage Councillor Silver Councillor Martin

Yours faithfully

CHIEF EXECUTIVE OFFICER

WORKS, PARKS AND SPORT COMMITTEE AGENDA

9.30 am or 10 minutes after the conclusion of the Infrastructure and Emergency Management Committee, whichever is the earlier on

Monday, 16 July 2018

Council Chambers

Item No.	Item Title	Officer
1	Road Maintenance and Performance Contract 2018–2019	TO(MP)
2	Draft Submission in Response to Queensland Government's 'Transforming Queensland's Recycling and Waste Industry' Directions Paper	CO(S)
3	Delegation Report – Urban and Rural Greening Program – 'Granting Licences and Permits to Use a Park' – 1 April 2018 to 30 June 2018	EA
4	North Ipswich Open Space Masterplan Finalisation following completion of the Community Consultation Phase	PO(NR)

** Item includes confidential papers

WORKS, PARKS AND SPORT COMMITTEE NO. 2018(07)

16 JULY 2018

AGENDA

1. ROAD MAINTENANCE AND PERFORMANCE CONTRACT 2018–2019

With reference to a report by the Technical Officer (Maintenance Planning) dated 22 June 2018 concerning the implementation of the Road Maintenance and Performance Contract (RMPC) for the 2018 – 2019 financial year between Ipswich City Council (ICC) and the Department of Transport and Main Roads (DTMR).

RECOMMENDATION

That Council enter into the Road Maintenance Performance Contract with The State of Queensland through Queensland Department of Transport & Main Roads for road maintenance services (to be undertaken by Council, as detailed in the proposed contract) for the sum of \$3,006,512.00 (excl GST) for the period 1 July 2018 to 30 June 2019.

2. DRAFT SUBMISSION IN RESPONSE TO QUEENSLAND GOVERNMENT'S 'TRANSFORMING QUEENSLAND'S RECYCLING AND WASTE INDUSTRY' DIRECTIONS PAPER

With reference to a report by the Coordinator (Sustainability) dated 28 June 2018 concerning the draft submission made in response to the Department of Environment and Science (DES) directions paper for "Transforming Queensland's Recycling and Waste Industry".

RECOMMENDATION

That the submission as shown in Attachment B to the report by the Coordinator (Sustainability) dated 28 June 2018 to the Queensland Government 'Transforming Queensland's Recycling and Waste Industry – directions paper', be endorsed.

3. DELEGATION REPORT - URBAN AND RURAL GREENING PROGRAM - 'GRANTING LICENCES AND PERMITS TO USE A PARK' – 1 APRIL 2018 TO 30 JUNE 2018

With reference to a report by the Executive Assistant dated 5 July 2018 concerning the exercise of delegations which require the submission of a report as part of the conditions of delegation for "*Granting Licences and Permits to use a Park*" for the period 1 April 2018 to 30 June 2018.

RECOMMENDATION

That the report be received and the contents noted.

4. NORTH IPSWICH OPEN SPACE MASTERPLAN FINALISATION FOLLOWING COMPLETION OF THE COMMUNITY CONSULTATION PHASE

With reference to a report by the Principal Officer (Natural Resources) dated 25 June 2018 concerning the final North Ipswich Open Space Master Plan (NIOSMP).

RECOMMENDATION

- A. That Council note the public display period survey results and support for the draft North Ipswich Open Space Master Plan as outlined in Attachment B to the report by the Acting Principal Officer (Natural Resources) dated 25 June 2018.
 - B. That Council adopt the final North Ipswich Open Space Master Plan as provided in Attachment C of the report by the Acting Principal Officer (Natural Resources) dated 25 June 2018.
-

** Item includes confidential papers

and any other items as considered necessary.

Works Parks and Sport Committee	
Mtg Date: 16.07.18	OAR: YES
Authorisation: Bryce Hines	

CLH:CLH

\\Council\Data\WPR\Departmental\Committee Reports\1807 CLH RMPC contract 2018-19 (A4915787).docx

22 June 2018

MEMORANDUM

TO: PRINCIPAL OFFICER (CITY MAINTENANCE)

FROM: TECHNICAL OFFICER (MAINTENANCE PLANNING)

RE: ROAD MAINTENANCE AND PERFORMANCE CONTRACT 2018 - 2019

INTRODUCTION:

This is a report by Technical Officer (Maintenance Planning) dated 22 June 2018 concerning the implementation of the Road Maintenance and Performance Contract (RMPC) for the 2018 – 2019 financial year between Ipswich City Council (ICC) and the Department of Transport and Main Roads (DTMR).

BACKGROUND:

The RMPC is a contract between ICC and DTMR for routine maintenance carried out on state-controlled roads within the boundaries of the Ipswich Council region. Ipswich City Council has delivered this contract for the past 22 years primarily based through a sole invitee arrangement. Ipswich City Council acts as the contractor providing a stewardship role for the road network on behalf of DTMR.

Road Section Name †	Through Start Distance	Through Distance End	Length (kms)
Ipswich-Boonah Road	0.000	11.477	11.477
Karrabin-Rosewood Road	0.000	14.76	14.76
Ipswich-Cunningham Highway Connection Road	7.3	14.89	7.59
Ipswich Warrego Highway Connection Road	0.000	7.5	7.5
Rosewood-Marburg Road	0.000	10.52	10.52
Ipswich-Rosewood Road	0.000	12.83	12.83
Haigslea-Amberley Road	0.000	9.42	9.42
Rosewood-Warrill View Road	0.000	10.12	10.12
Rosewood-Laidley Road	0.000	18.89	18.89
River Road	0.000	0.98	0.98
Centenary Highway (Springfield Link Pedestrian Bridge)	20.87	20.87	N/A
Riverview-Moggill Ferry Road	0.000	2.52	2.52

Table A: Road Network

The proposed funding for the 2018 - 2019 financial year is \$3,264,466.00 including \$257,954.00 for aesthetic maintenance (mowing and vegetation maintenance across the network in urban areas). A copy of the contract is shown in Attachments A and B.

BENEFITS TO COMMUNITY AND CUSTOMERS:

DTMR and local government are responsible for a safe environment for the road user whilst integrating environmental considerations in line with the value for money objectives outlined in the Queensland Procurement Policy.

Road user satisfaction and public expectation are important drivers for the RMPC. It is essential that current specific assessment on the road network is measured and that feedback and information can be provided to the road user when required.

CONCLUSION:

The RMPC is a benefit to the whole community ensuring the road network is maintained to a high level of service. It also allows smooth and efficient integration with Council roads which compliments the whole environment for the road user.

The RMPC provides a consolidated document for which Ipswich City Council can apply an equitable and consistent approach to road network maintenance.

ATTACHMENTS:

Name of Attachment	Attachment
Proposed Road Maintenance Performance Contract Ipswich City Council for 2018/19 – Section 1	 Attachment A
Proposed Road Maintenance Performance Contract Ipswich City Council for 2018/19 – Section 2	 Attachment B

RECOMMENDATION:

That Council enter into the Road Maintenance Performance Contract with The State of Queensland through Queensland Department of Transport & Main Roads for road maintenance services (to be undertaken by Council, as detailed in the proposed contract) for the sum of \$3,006,512.00 (excl GST) for the period 1 July 2018 to 30 June 2019.

Cameron Hoger

TECHNICAL OFFICER (MAINTENANCE PLANNING)

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

Colin Russ

PRINCIPAL OFFICER (CITY MAINTENANCE)

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

David Baker

CITY MAINTENANCE MANAGER

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

Bryce Hines

ACTING CHIEF OPERATING OFFICER (WORKS PARKS AND RECREATION)

Conditional Agreement

RMPC Sole Invitee



Queensland Government

C6094

Agreement Between

Ipswich City Council

referred to as the **Contractor**, and

The State of Queensland through Queensland
Department of Transport & Main Roads

referred to as the **Principal**

Invitation Number

CN - 9894

District

Metropolitan

Ratified by (✓ if required)

Principal

✓

Contractor

Recitals

1 The Principal invited the Contractor to offer to perform the road maintenance services in accordance with the Contract Documents.

2 The Contractor has offered to carry out the road maintenance services in accordance with the Contract Documents.

3 Payment under the Contract will be part Schedule of Rates / Part Lump Sum / Part Provisional Sum with a Total Contract Amount of

\$3,006,512.00

and a Total GST Amount of

\$300,651.20

4 Does the Queensland Code and Queensland Guidelines apply

5 The Contract Period will be from

1/7/18

to

30/6/19

with

1

years

guaranteed renewal period (subject to Clause 4.3 of General Conditions).

Agreement

Subject to any required ratification of this Agreement within 28 days of the date of this Conditional Agreement, both

the Principal and the Contractor agree that they will comply with all the conditions and matters as set out or reasonably inferred in this Agreement.

The Contractor agrees that it will not commence road maintenance operations until it receives a notice of Ratification (where required) from the Principal or, alternatively, until the start date of the Contract Period.

Authorisation

For the Contractor

Name/Position

Bryce Hines, Chief Operating Officer

Signature

Date

For the Principal

Name/Position

Graham Kerr, A/Deputy Regional Director (Metro)

Signature

Date

Conditional Agreement

RMPC Sole Invitee



C6094

List of Contract Documents

Invitation Number

CN - 9894

A. This Conditional Agreement dated

B. Documents to be completed by the Contractor

Description	Identification	Description	Identification
Schedule Summary	C6084.1	Minor Works Schedule(s) (if applicable)	C6084.3
Network Schedule 1	C6084.2	Daywork Schedule	C6087
Intervention Levels / Response Time Schedule for Network 1	C6095	Standing Offer Rates	C6086
Network Schedule 2	C6084.2	Programmed Expenditure Flow for Network 1	C6088
Intervention Levels / Response Time Schedule for Network 2	C6095	Programmed Expenditure Flow for Network 2	C6088
Queensland Code Compliance, if required	C6810.S6	Environmental Plan	
Quality Plan		Quality System Requirements	C6089

C. Documents that apply directly

Description	Identification	Description	Identification
Invitation to Offer (C6081)	C6081 April 2015		
General Conditions (C6083)	C6083 April 2015		

D. Documents incorporated by Reference

Description	Identification	Description	Identification
Standard Specifications Roads		Road Maintenance Performance Contract Sole Invitee	April 2015
The Roads & Transport Alliance	2013/18	Guidelines for Undertaking Routine Maintenance	
Mutual Obligation Agreement (if applicable)		Manual of Uniform Traffic Control Devices (Qld)	November 2016

Conditional Agreement

RMPC Sole Invitee



Queensland Government

C6094

Contractor's Details

Invitation Number

CN - 9894

To be completed by the Offerer

Local Government



TMR Service Delivery Unit

Name (Full Name in Block Letters)

Ipswich City Council

of

Street Address

50 South Street, Ipswich Qld 4305

Postal Address

PO Box 191, Ipswich Qld 4305

Contractor's Delegate

Name

Colin Russ

Telephone Number

07 3810 7887

Email

Colin.Russ@ipswich.qld.gov.au

Insurance

Workers Compensation

Policy Number

Policy Number Local Government Workcare
SE100000017

Expiry Date

31/05/2019

Public Liability

Insurer/Policy Number

Insurer/Policy Number Jardine Lloyd
Thompson Pty Ltd IPSW000083

Expiry Date

30/06/2019

Insured Amount

\$

\$600,000,000.00

Professional Indemnity

Insurer/Policy Number

Insurer/Policy Number Qld Local Government
Mutual Liability Pool IPSWIC000083

Expiry Date

30/06/2019

Insured Amount

\$

\$600,000,000.00

Note: Public Liability and Professional Indemnity Insurance not required where the Contractor is a TMR Service Delivery Unit.

The Department of Transport and Main Roads collects personal information on this form so that you may execute the contract for and on behalf of the contractor. The information on this form is accessible by authorised departmental officers and third parties engaged to administer the contract or resolve disputes who will not disclose your personal details to a third party without your consent unless required to do so by law.

Conditional Agreement

RMPC Sole Invitee



C6094

Details of Network

Invitation Number

CN - 9894

1. National Highways

Road Section No.	Road Section Name †	Through Start Distance	Through Distance End	Length (kms)	Applied to Schedule Nos.

† If parts of the Network are to be excluded, this should be noted here.

2. Other State Controlled Roads

Road Section No.	Road Section Name †	Through Start Distance	Through Distance End	Length (kms)	Applied to Schedule Nos.
211	Ipswich-Boonah Road	0.000	11.477	11.477	215,234
3002	Karrabin-Rosewood Road	0.000	14.76	14.76	215,234
301	Ipswich-Cunningham Highway Connection Road	7.3	14.89	7.59	215,234
302	Ipswich Warrego Highway Connection Road	0.000	7.5	7.5	215,234
303	Rosewood-Marburg Road	0.000	10.52	10.52	215,234
304	Ipswich-Rosewood Road	0.000	12.83	12.83	215,234
3041	Haigslea-Amberley Road	0.000	9.42	9.42	215,234
305	Rosewood-Warrill View Road	0.000	10.12	10.12	215,234
308	Rosewood-Laidley Road	0.000	18.89	18.89	215,234
309	River Road	0.000	0.98	0.98	215,234
910	Centenary Highway (Springfield Link Pedestrian Bridge)	20.87	20.87	N/A	215
916	Riverview-Moggill Ferry Road	0.000	2.52	2.52	215,234

† If parts of the Network are to be excluded, this should be noted here.

Principal Details

Name

Graham Kerr - A/Deputy Regional Director

Street Address/Postal Address (if different)	Progress Claim/Electronic File Transfer Address (if different)
Floor 20 313 Adelaide Street Brisbane City QLD 4000	PO Box 70 Spring Hill QLD 4000

Principal's Delegate

Name

Telephone No.

Email

Jeffrey Weeks - Manager (Delivery)

(07) 3066 9172

Jeffrey.J.Weeks@tmr.qld.gov.au

Schedule Summary

RMPC Sole Invitee



C6084.1

Invitation Number	CN-9894
District	Metropolitan

Summary of Schedules

Fund Category

(National Highways)

1

Funding Element	Sch. #	Sch. Total

Fund Category Total

\$0

\$ 0

Fund Category

(Other State-Controlled Roads)

2

Funding Element	Sch. #	Sch. Total
15	215	2,946,512.00
34	234	60,000.00

Fund Category Total

\$3,006,512

\$ 3,006,512

Routine Maintenance Total \$ 3,006,512

Additional Minor Works

Minor Works Schedule(s)

National Highways

pages

A

\$	

Minor Works Schedule(s)

(Other State-Controlled Roads)

pages

B

\$	

Total Contract Amount

\$ 3,006,512

Total GST Tax Amount

\$ 300,651.20

Authorisation

Name

Bryce Hines

Position

Acting Chief Operating Officer (Works, Parks and Recreation)

Signature

Date

Government Use Only	
3PCM Contract ID	CN-9894
3PCM Project ID	12976

Network Schedule

RMPC Sole Invitee



Queensland Government

C6084.2

Fund Category

2

Invitation Number

CN - 9894

1. National Highway

District

Metropolitan

2. Other State Controlled Roads

Funding Element*

15

Schedule Number

215

* Activities in each Schedule will bill to one Funding Element only. Refer to the RMPC Activities Mapped to Elements document.

Activity	Description of Activity	Unit	Unit Rate	Estimated Quantity	Discretionary		Extended Amount (\$)	Element #
			\$ c		+	-		
Amount carried forward from page (where applicable)								
Pavement								
101	Edge Repair (Manual)	t	1,040.00	3	100	100	\$3,120.00	15
105	Pothole Patching	t	2,180.00	20	100	100	\$43,600.00	15
110	Surface Correction with Premix/Asphalt (Manual)	t	840.00	120	100	100	\$100,800.00	15
120.01	Fill Crack - Day shift	Litre	32.00	1,500	100	100	\$48,000.00	15
120.02	Fill Crack - Night shift	Litre	40.00	250	100	100	\$10,000.00	15
120.03	Fill Crack - Weekend shift	Litre	40.00	250	100	100	\$10,000.00	15
124	Concrete Joint & crack treatment	m	150.00	300	100	100	\$45,000.00	15
130.01	Surface Sweeping - Day shift	m2	1.74	1,000	100	100	\$1,740.00	15
130.02	Surface Sweeping - Night shift	m2	2.05	200	100	100	\$410.00	15
130.03	Surface Sweeping - Weekend Shift	m2	2.05	200	100	100	\$410.00	15
142	Emergency Temporary Pavement Repairs	t	1,400.00	15	100	100	\$21,000.00	15
143.01	Pavement Repairs Mechanical (Minor) - Day shift	m2	180.00	5,000	100	100	\$900,000.00	15
143.02	Pavement Repairs Mechanical (Minor) - Night shift	m2	220.00	650	100	100	\$143,000.00	15
143.03	Pavement Repairs Mechanical (Minor) - Weekend shift	m2	220.00	100	100	100	\$22,000.00	15
157.01	Excavate and Replace Asphalt - Day shift	t	665.00	200	100	100	\$133,000.00	15
157.02	Excavate and Replace Asphalt - Night shift	t	705.00	25	100	100	\$17,625.00	15
157.03	Excavate and Replace Asphalt - Weekend shift	t	705.00	25	100	100	\$17,625.00	15

Total / Carried Forward

\$1,517,330.00

If Multiple Schedule Upper Limit

Nil

Network Schedule

\$2,946,512

Lower Limit

Nil

Authorisation

Name

Bryce Hines

Position

Acting Chief Operating Officer (Works, Parks and Recreation)

Signature

Date

Government Use Only	
3PCM Contract ID	CN-9894
3PCM Project ID	12976

Network Schedule RMPC Sole Invitee



Queensland Government

C6084.2

Fund Category

2

Invitation Number

CN - 9894

1. National Highway

District

Metropolitan

2. Other State Controlled Roads

Funding Element*

15

Schedule Number

215

* Activities in each Schedule will bill to one Funding Element only. Refer to the RMPC Activities Mapped to Elements document.

Activity	Description of Activity	Unit	Unit Rate	Estimated Quantity	Discretionary		Extended Amount (\$)	Element #
			\$ c		+	-		
Amount carried forward from previous page							\$1,936,422.00	15
Roadside								
401	Tractor Slashing-Rural	ha	725.00	356	100	100	\$258,100.00	15
406	Herbicide spot spraying	P.S.	1.00	90,000	100	100	\$90,000.00	15
419	Other Vegetation Control Work	P.S.	1.00	81,000	100	100	\$81,000.00	15
420	Roadside Litter Collection-Rural	P.S.	1.00	50,000	100	100	\$50,000.00	15
422	Graffiti Removal	m2	75.00	80	100	100	\$6,000.00	15
429	Other Roadside Works	P.S.	1.00	15,000	100	100	\$15,000.00	15
							\$2,436,522.00	

If Multiple Schedule Upper Limit

Nil

Network Schedule

\$2,946,512

Lower Limit

Nil

Authorisation

Name

Bryce Hines

Position

Acting Chief Operating Officer (Works, Parks and Recreation)

Signature

Date

Government Use Only	
3PCM Contract ID	CN-9894
3PCM Project ID	12976

Network Schedule

RMPC Sole Invitee



Queensland Government

C6084.2

Fund Category

2

Invitation Number

CN - 9894

1. National Highway

District

Metropolitan

2. Other State Controlled Roads

Funding Element*

15

Schedule Number

215

* Activities in each Schedule will bill to one Funding Element only. Refer to the RMPC Activities Mapped to Elements document.

Activity	Description of Activity	Unit	Unit Rate	Estimated Quantity	Discretionary		Extended Amount (\$)	Element #
			\$ c		+%	-%		
Amount carried forward from previous page							\$2,436,522.00	15
Road Furniture								
502.01	Repair/Replace Sign Type C	Each	535.00	14	100	100	\$7,490.00	15
502.02	Repair/Replace Sign Type B	Each	407.00	30	100	100	\$12,210.00	15
502.03	Repair/Replace Sign Type A	Each	205.00	25	100	100	\$5,125.00	15
502.04	Straighten Post and Sign	Each	125.00	75	100	100	\$9,375.00	15
506	Repair Guide Signs	P.S.	1.00	55,000	100	100	\$55,000.00	15
514	Repair Guide Posts	Each	22.50	1,500	100	100	\$33,750.00	15
515	Replace Guide Markers Standard	Each	90.00	500	100	100	\$45,000.00	15
519	Other Road Guide Post & Marker work	Each	68.00	30	100	100	\$2,040.00	15
							\$2,606,512.00	

If Multiple Schedule Upper Limit

Nil

Network Schedule

\$2,946,512

Lower Limit

Nil

Authorisation

Name

Bryce Hines

Position

Acting Chief Operating Officer (Works, Parks and Recreation)

Signature

Date

Government Use Only	
3PCM Contract ID	CN-9894
3PCM Project ID	12976

Network Schedule

RMPC Sole Invitee



Queensland Government

C6084.2

Fund Category

2

Invitation Number

CN - 9894

1. National Highway

District

Metropolitan

2. Other State Controlled Roads

Funding Element*

15

Schedule Number

215

* Activities in each Schedule will bill to one Funding Element only. Refer to the RMPC Activities Mapped to Elements document.

Activity	Description of Activity	Unit	Unit Rate	Estimated Quantity	Discretionary		Extended Amount (\$)	Element #
			\$ c		+	-		
Amount carried forward from previous page							\$2,606,512.00	15
Road Furniture								
522	Repair or Replace Guardrail, Barrier Furniture	P.S.	1.00	45,000	100	100	\$45,000.00	15
Structure								
859	Bridgework General	P.S.	1.00	15,000	100	100	\$15,000.00	15
Overheads								
901	Maintenance Requirement Assessment-Backlogger	P.S.	1.00	25,000	100	100	\$25,000.00	15
911	Implementation, monitoring, updating enviro.mgmt plan	P.S.	1	5,000	100	100	\$5,000.00	15
Shoulder Works for Rd 308								
229	Other Unsealed Shoulder Work	P.S.	1.00	50,000	100	100	\$50,000.00	15
Additional Works (If Ordered)								
214	Other Formation Work (If ordered)	P.S.	1.00	200,000	100	100	\$200,000.00	15
							\$2,946,512.00	

If Multiple Schedule Upper Limit

Nil

Network Schedule

\$2,946,512

Lower Limit

Nil

Authorisation

Name

Bryce Hines

Position

Acting Chief Operating Officer (Works, Parks and Recreation)

Signature

Date

Government Use Only	
3PCM Contract ID	CN-9894
3PCM Project ID	12976

Minor Works Schedule

RMPC Sole Invitee



Queensland Government

C6084.3

Note: This form can only be used where the Contractor has sole invitee status and where best value is demonstrated.

Minor Works Job No.		
Road No.	All	District
		Metropolitan
Location		
Funding Element*		Schedule Number

* Activities in each Schedule will bill to one Funding Element only. Refer to the RMPC Activities Mapped to Elements document.

Activity/ Item No.	Description of Activity/Item	Unit	Unit Rate	Estimated Quantity	Discretionary Change	Extended Amount (\$)	Element #
			\$ c				
Amount carried forward from page (where applicable)							
	Principal Reserve	P.S.	1.00	0	100	0	
						0	
						0	
						0	
						0	
						0	
						0	
						0	
						0	
						0	
						0	
						0	
Minor Works Schedule Total						0	

Note: Schedule Total for any Contract Period not to exceed \$150,000.00

Principal's Materials and/or Works

Materials Supplied and/or Work Carried Out by the Principal	Unit	Quantity Estimated

Designer (where design is required)

Engineer responsible for Certificate of Design

Signature

Position/RPEQ Certificate Number

Date

Standing Offer Rates

RMPC Sole Invitee



Queensland Government

C6086

Invitation Number

CN - 9894

District

Metropolitan

Activity/ Item No.	Description	Unit	Rate (\$)
141	Temporary Pavement Repairs (Mechanical)	m2	1,230.00
504	Cleaning Signs	Each	\$75.00
620	Inductive loops - Repair minor damage	Each	\$1,650.00

Note:

Activities not included in the Network Schedule(s) or the Minor Works Schedule(s), but with some possibility of being ordered as a variation or required due to a Reallocation should be included as Standing Offer Rates.

Authorisation

Name

Bryce Hines

Position

Acting Chief Operating Officer (Works, Parks
and Recreation)

Signature

Date

Daywork Schedule

RMPC Sole Invitee



Queensland Government

C6087

The Tenderer's attention is directed to the Invitation to Offer document and General Conditions of Contract. The following rates shall apply to Daywork performed in accordance with the General Conditions.

Labour Daywork Rates: The rates provided below must include and will be deemed to include all employment costs including, without limitation, all wages, salaries, leave allowances, bonuses, site mobilisation and disability allowances, workers' compensation insurance premiums, payroll tax, fringe benefit tax, superannuation costs, travelling and accommodation costs, on-site and off-site overheads, administrative costs, site supervision, establishment costs, attendance and profit.

Plant Daywork Rates: The rates provided below must include and will be deemed to include all operation and maintenance costs (including operator's cost outlined as per labour rates above), all necessary safety equipment, overheads, administrative costs, site supervision, attendance and profit.

Please include mobilisation and demobilisation cost for light machineries and heavy machineries rate (\$/km) as two separate line items.

Invitation Number **CN - 9894**

District **Metropolitan**

Reference No.	Description	Unit	Daywork Rate (\$)	Stand-down Rate (\$)
1	Routine Maintenance Superintendent & Vehicle	Hour	\$73.00	
2	District Technical Officer (vehicle not included)	Hour	\$78.00	
3	Labourer	Hour	\$42.00	
4	Concrete Finisher/Kerbmaker	Hour	\$45.00	
5	Crew Leader	Hour	\$47.00	
6	Backhoe (including operator)	Hour	\$75.00	
7	Kerbmaker	Hour	\$7.00	
8	Loader (including operator)	Hour	\$105.00	
9	Loader - Skid Steer (including operator)	Hour	\$80.00	
10	Profiler Attachments	Hour	N/A	
11	Franner Crane (including operator)	Hour	\$290.00	
12	Line Marker	Hour	\$80.00	
13	Concrete Cutter	Hour	\$1.00	
14	Post Hole Borer	Hour	N/A	
15	Herbicide Spray Unit	Hour	N/A	

Note:

- Any applicable stand-down rates should be included.

- Plant and equipment rates should include all relevant operator costs, including site allowance, mobilisation costs, travelling, fuel and servicing costs.

- Before executing the daywork activities prior agreement need to be made with the Principal.

Authorisation

Name

Bryce Hines

Position

**Acting Chief Operating Officer
(Works, Parks and Recreation)**

Signature

Date

Daywork Schedule

RMPC Sole Invitee



C6087

Invitation Number

CN - 9894

District

Metropolitan

Daywork Rates - Personnel, Plant, Equipment and Materials

Reference No.	Description	Unit	Rate (\$)	Stand-down Rate (\$)
16	Trailer - Low Loader (No truck or driver)	Hour	N/A	
17	Trailer - Plain	Hour	\$1.50	
18	Multi-Tyre Roller - 10t (including operator)	Hour	N/A	
19	Roller - 4t Vibrating (including operator)	Hour	\$65.00	
20	Roller - 10t Vibrating (including operator)	Hour	\$75.00	
21	Roller - Single Drum Pedestrian	Hour	\$4.00	
22	Cherry Picker	Hour	N/A	
23	Bitumen Spray Truck (operator not included)	Hour	N/A	
24	Bridge Truck (operator not included)	Hour	N/A	
25	Truck - Dual Cab (operator not included)	Hour	\$17.50	
26	Truck - Dual Cab 8t (operator not included)	Hour	\$18.00	
27	Truck - Dual Cab 11t (including operator)	Hour	\$70.00	
28	Truck - Gravel 15t (including operator)	Hour	\$80.00	
29	Truck 22.5t - Gravel (including operator)	Hour	\$115.00	
30	Wacker Packer	Hour	\$3.50	

Note:

- Any applicable stand-down rates should be included.

- Plant and equipment rates should include all relevant operator costs, including site allowance, mobilisation costs, travelling, fuel and servicing costs.

- Before executing the daywork activities prior agreement need to be made with the Principal.

Authorisation

Name

Bryce Hines

Position

Acting Chief Operating Officer
(Works, Parks and Recreation)

Signature

Date

Daywork Schedule

RMPC Sole Invitee



Queensland Government

C6087

Invitation Number

CN - 9894

District

Metropolitan

Daywork Rates - Personnel, Plant, Equipment and Materials

Reference No.	Description	Unit	Rate (\$)	Stand-down Rate (\$)
31	Brush Cutter/Weedeater	Hour	\$0.80	
32	Dog - Dual Axle Steerable	Hour	\$20.00	
33	Excavator - 230kw (including operator)	Hour	N/A	
34	Excavator - 290kw (including operator)	Hour	\$150.00	
35	Grader - Small (including operator)	Hour	N/A	
36	Grader - Medium (including operator)	Hour	N/A	
37	Grader - Large (including operator)	Hour	\$110.00	
38	Tractor (including operator)	Hour	\$70.00	
39	Slasher	Hour	\$2.50	
40	Road Broom	Hour	\$1.60	
41	Road Sweeper (includes driver and waste disposal)	Hour	\$145.00	
42	Prime Mover (including operator)	Hour	\$90.00	
43	Truck - Patching 12t Flowcon (including operator)	Hour	\$75.00	
44	Truck - Single Cab 8t (operator not included)	Hour	\$20.00	
45	Truck - Single Cab 11t (operator not included)	Hour	\$44.00	
46	Truck - Water 22.5t (including operator)	Hour	\$115.00	

Note:

- Any applicable stand-down rates should be included.

- Plant and equipment rates should include all relevant operator costs, including site allowance, mobilisation costs, travelling, fuel and servicing costs.

- Before executing the daywork activities prior agreement need to be made with the Principal.

Authorisation

Name

Bryce Hines

Position

Acting Chief Operating Officer
(Works, Parks and Recreation)

Signature

Date

Programmed Expenditure Flow

RMPC Sole Invitee



Queensland Government

C6088

Contractor

Ipswich City Council

Invitation Number

CN - 9894

District

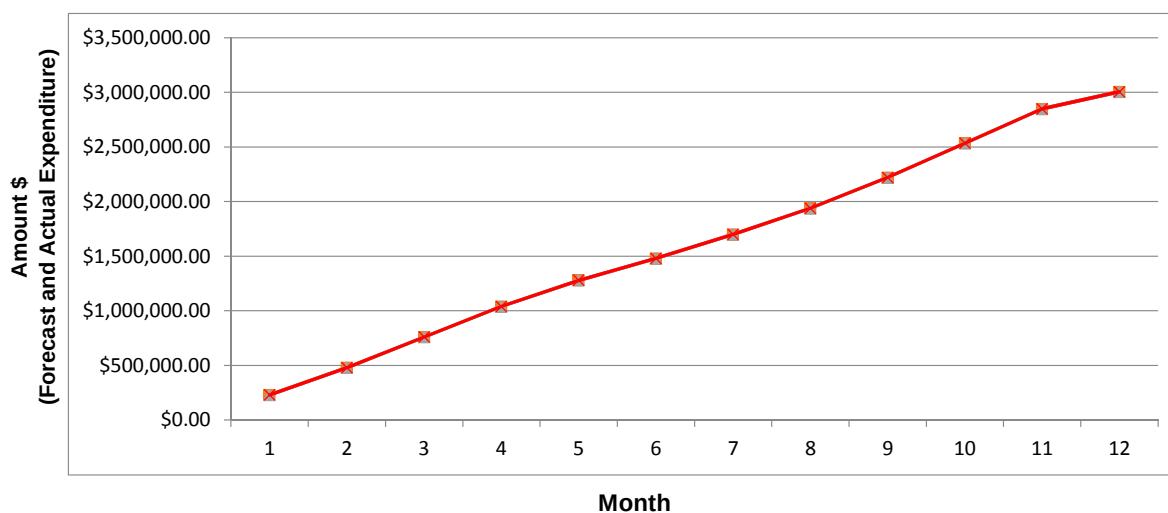
Metropolitan

Network Schedule

215

234

Month	Period		Forecast Expenditure (Monthly Total) (\$)	Forecast Expenditure (Accumulative Total) (\$)	Actual Expenditure (Accumulative Total) (\$)
	From	To			
1			\$240,000.00	\$230,000.00	
2			\$240,000.00	\$480,000.00	
3			\$280,000.00	\$760,000.00	
4			\$280,000.00	\$1,040,000.00	
5			\$240,000.00	\$1,280,000.00	
6			\$200,000.00	\$1,480,000.00	
7			\$220,000.00	\$1,700,000.00	
8			\$240,000.00	\$1,940,000.00	
9			\$280,000.00	\$2,220,000.00	
10			\$315,000.00	\$2,535,000.00	
11			\$315,000.00	\$2,850,000.00	
12			\$156,512.00	\$3,006,512.00	



Authorisation

Name/Position

Bryce Hines
Acting Chief Operating Officer (Works, Parks
and Recreation)

Signature

Date

Intervention Level/Response Time Schedule

RMPC Sole Invitee



Queensland Government

C6095

Invitation Number

CN - 9894

These values apply to Network Schedule

215
234

District

Metropolitan

Intervention Levels

Intervention Levels as per Routine Maintenance Guideline

Response Time

Response Times as per Routine Maintenance Guideline

Road Number/Description	Defect Code	Intervention Level
As per supplementary conditions of contract and specifications "S2 Defect Backlogging, Response Times and Priorities".		

Defect/Activity Code	Response Time	Exceptions/Comments
As per supplementary conditions of contract and specifications "S2 Defect Backlogging, Response Times and Priorities"		

Traffic Delays

Maximum Traffic Delays will be

10

minutes except for

Road Number/Description	Delay (minutes)

Road Number/Description	Delay (minutes)

Authorisation

For the Contractor

Name

Bryce Hines

Position

Acting Chief Operating Officer - Works, Parks and Recreation

Signature

Date

For the Principal

Name

Graham Kerr

Position

Acting Deputy Regional Director (Metro)

Signature

Date

PART 2

SUPPLEMENTARY CONDITIONS OF CONTRACT FOR ROUTINE MAINTENANCE

INVITATION NUMBER

ICC - 23

IPSWICH CITY COUNCIL

1ST JULY 2018 TO 30TH JUNE 2019

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S1 TRAFFIC MANAGEMENT

In addition to the requirements of *Clause 10.5 of the General Conditions of Contract, MRTS02* and the *Manual of Uniform Traffic Control Devices*, the following provisions shall apply.

S1.1 TRAFFIC MANAGEMENT PLAN

The Traffic Management Plan for Routine Maintenance Activities shall:

- Include the procedures which relate to compliance with the requirements of this Supplementary Specification.
- Include the procedure for the submission of project specific Traffic Management Plans for locations where the following may occur:
 - Traffic delays exceed the time limits specified
 - Access to residential or commercial premises are affected
 - Traffic queues are likely to extend across an intersection
 - local roads are to be used for detouring
 - Maintenance of trafficable surfaces (other than the sealed carriageway) such as a sidetrack may be required.
- Include the procedure for managing the risks identified in the Prohibition Notices as detailed in *Supplementary Conditions of Contract and Specifications S19 – Prohibition Notices*.
- Be submitted for acceptance by the Principal with the Quality Plan.

Any amendments required to the TMP following an audit of the initial submission shall be rectified and forwarded back to the Principal within 7 working days after the audit results have been forwarded to the Contractor. The timing for submission of further amendments shall be determined by the Principal; however, failure to provide an acceptable plan by this time shall be regarded as a breach of contract.

Diversion of the traffic from the normal gazetted carriageway in any situation will require the submission of a project specific TMP.

Project specific TMP shall include all the information as discussed above for the Routine Maintenance Activities, however, it is to be specific to the location. It shall be submitted to the Principal for acceptance a minimum of seven (7) working days prior to works commencing.

Bump trucks, mobile VMS and police are to be factored into unit rates for this contract to be used where required and in accordance with the MUTCD.

S1.1.1 LANE CLOSURE RESTRICTION GUIDE

A controlled copy of the Metropolitan Region Guide to Lane Closure Restrictions Manual has been issued to all routine maintenance Contractor's within Metropolitan Region.

This document is to be used as a guide to the times when lanes can be closed on the Region's network. It has been developed using the lane closure criteria listed in *Clause S1.2 - Criteria for Lane Closures'* and further developed using the experience of both the maintenance Contractor's staff and the Principal's staff.

It is to be noted that the traffic volumes listed in *Clause S1.2* are nominal only and hence volumes cannot be accurately predicted for any specific time or place.

The Contractor's attention is drawn to **S1.2.6 of this document** the maximum allowable delay times for this contract. The Contractor is responsible for making an on site judgment based on the traffic volumes at the time of the proposed lane closures and ensure that the traffic delay times are kept to the required minimum. Traffic volumes are to be monitored during the course of the lane closures and the lane/s are to be opened if traffic volumes increase to a level causing unacceptable delays.

In the case of traffic delays caused by lane closures, safety to the road user will always be the Contractor's priority, and regardless of the traffic delays incurred, the road must be in a safe condition before the lane is reopened.

S1.1.2 MANDATORY REQUIREMENTS

It shall be a mandatory requirement for the Contractor to provide Road Work Ahead warning signs prior to the last available exit when approaching any maintenance activity involving a lane closure. The purpose of these signs is to give the local traffic the opportunity to take an alternative route and hence reduce traffic volumes at the lane closure.

This requirement does not replace the Contractor's responsibility to keep the local community and road users informed of any road works on the road network that may cause traffic delays or disruptions, this obligation can be achieved by informing the Principal at least 14 working days prior to commencement date of such works. The principal will then deliver this information to the public by using either of, or all of the following methods, media (local papers/TV/radio), letter box drops, and refer to *Supplementary Condition of Contract and Specifications S27 – Environmental Requirements*.

S1.1.3 NOTIFICATION OF LANE CLOSURES

Metropolitan Region is committed to providing accurate details of lane closures to its customers through the Intra-net and ultimately the Internet. To achieve this, the full support of all Contractors is mandatory.

The Contractor is required to provide details of the closure to the Region two days prior to the proposed start date.

Details including Road Number, Road Name, Date, Time, Duration of closure, Location and a brief description of the works, for each lane closure is to be provided electronically, 7 days prior to the start date of proposed works or as soon as practicable.

Because of the variable nature of Routine Maintenance activities, the lane closure details are to be confirmed by phoning the BMTMC (3292 6095) the morning of their installation. If it is obvious, the Region (and/or BMTMC) will advise the Contractor that other works where lane closures have already been programmed for that location, in which case the Contractor will be required to contact those involved to determine if the proposed maintenance works can continue as planned without conflict, or be postponed for a more suitable date.

S1.1.4 EMERGENCY LANE CLOSURES

Lane closures brought about by emergencies are to be reported immediately to the Traffic Officer at the BMTMC on (07) 3292 6095.

Details reported to the BMTMC should include:

- Nature of emergency or delays
- Estimated delay times for closure
- Any detours or alternative routes available
- Completion of works.

S1.2 CRITERIA FOR LANE CLOSURE RESTRICTIONS

S1.2.1 TRAFFIC VOLUMES: Traffic Surveys and Data Management (TSDM) website.

<https://www.tap.qdot.qld.gov.au/tsdm/html/tsdm-index.html> (Green box (Traffic Census) top left - and then map navigation.)

LANE CLOSURE ACCESS TIMES: Refer to Appendix A: General Access Times Metropolitan District (Ver 1.1, 3 July 2017)

S1.2.2 REFERENCES

- Investigation into Lane Closure Restrictions – Queensland Department of Transport and Main Roads
- Manual of Uniform Traffic Control Devices

S1.2.3 COMMUNITY CONSULTATION

Community consultation should be carried out prior to the programming of major routine maintenance works to ensure that no special Community events have been planned for the time/day of your proposed lane closures, and so on school fetes, sporting events, community functions, concerts, yearly sales, etc.

S1.2.4 PAYMENT

No separate payment will be made for this work and the cost associated are deemed to have been included in the various unit rates and amounts in the agreed contract schedules.

S1.2.5 PUBLIC/SCHOOL HOLIDAYS

Special attention should be given to the days prior to and immediately after public holidays, long weekends and the start of school holidays with respect to work on the Arterial and Sub-Arterial roads.

The day prior to the Easter weekend and the Christmas break should be looked at and it is suggested that no lane closures be carried out on these days.

S1.2.6 ROAD CLOSURES AND TRAFFIC DELAYS

Traffic delays may only be caused for a maximum of ten (10) minutes for any single vehicle.

At the end of each day, and for as long as possible during the day, the Contractor shall organise his works in such a way as to cause minimum restriction of access to commercial and residential properties.

Accesses to commercial premises shall not be closed continuously for more than thirty (30) minutes at any time, and for not more than one (1) hour in total on any day.

S1.2.7 QUEUES

Traffic queues will not be permitted to extend into or across intersections, unless particular extenuating circumstances exist, and then constraints applied to delays will be reviewed by the Principal.

If this situation is likely to occur (that is, extension of traffic across an intersection), a project specific traffic management plan shall be prepared and forwarded to the Principal for acceptance a minimum of two (2) working days prior to works commencing.

S1.2.8 TRAFFIC DIVERSION

The Contractor shall make all arrangements and do all things necessary to divert traffic safely past any work under the Contract and shall take all precautions for the safety of workers and road-users.

S1.2.9 DETOURING VIA LOCAL ROADS

This requirement will generally relate to variation works carried out as part of the contract where construction type Activities are required rather than Routine Maintenance Activities.

To facilitate orderly traffic flow through and around the works, it may be possible to detour traffic via local roads. Prior to detouring traffic via local roads, the Contractor shall obtain documented approval from the Local Government detailing the agreed conditions associated with the use of local roads. This documentation shall be submitted together with a project specific traffic management plan for acceptance by the Principal a minimum of two (2) working days prior to such use occurring.

Any damage to the detour roads, due to additional traffic during the works, shall be repaired by the Contractor, to the satisfaction of the Local Government.

The cost of any such repair works and the costs of meeting any other Local Government requirements such as photographic and video cost (for example, before and after detouring), shall be deemed to be included in the scheduled Activities unless otherwise approved by the Principal.

S1.2.10 MAINTENANCE OF TRAFFICABLE SURFACES AND WARNING AND TRAFFIC CONTROL DEVICES

This requirement will generally relate to variation works carried out as part of the contract where construction type Activities are required rather than Routine Maintenance Activities.

Whilst required for use by traffic during the period of construction, local roads, any constructions provided by the Contractor to facilitate traffic movements, and the surface of the works which are constructed under traffic, shall at all times be fully maintained by the Contractor so as to be in a sound condition with a smooth running surface and without a dust problem.

The Contractor shall be responsible for dust control affecting traffic and residents within 200m of the limits of the works, to the satisfaction of the Principal.

The provision for dust control, removal of spilled materials, including all temporary surfacing, shall be deemed to be included in the unit rates.

All signing used to control and direct traffic through the works shall be in accordance with the Manual of Uniform Traffic Control Devices (Queensland), 2014 Edition.

Should the running surface, dust control and/or arrangement and extent of warning and traffic control devices become unsatisfactory, the Principal may direct that action be taken to correct the situation immediately. Should the situation not be corrected immediately, the Principal may have such work that is necessary to correct the condition carried out by others or in the case of inadequate traffic control, may remove the Contractor from the site until rectification of the signage, etc. is undertaken. Such work will be at the Contractor's expense.

The removal of the Contractor from the site for safety reasons (that is, improper signage) by the Principal will not be considered as grounds for a variation claim.

S1.2.11 DETAILS OF ERECTION AND REMOVAL OF REGULATORY TRAFFIC SIGNS / DEVICES – FORM M994

S1.2.11.1 General

Form M994 is to be completed by the Contractor whenever regulatory signs / devices are permanently altered either by the addition, removal or varied for works carried out under this RMPC. The locations of these devices must be accurately recorded using fixed reference points with accurately measured distances.

This form is only **required** for regulatory signs / devices and includes regulatory linemarking such as unbroken lane lines, barrier lines, give way lines, stop bars and pavement arrows.

Further, the department is developing guidelines for the use of speed cameras at job sites, including maintenance areas. In this instance the details on Form **M994** must be accurate as these records may be challenged in Court.

S1.2.11.2 Timing for Lodgement of Form M994 with the Principal

For any permanent changes to regulatory signs and devices, Form **M994** is to be completed and forwarded to the Principal's Delegate within one (1) week of the completion of these changes. (where applicable)

The Contractor shall submit a generic Form **M994** to cover temporary changes to regulatory signs for approval for a period of twelve (12) months.

S1.2.11.3 Traffic Management Records

As detailed in the MUTCD, the Contractor shall maintain accurate records of all traffic management operations including sign arrangements (including regulatory signs in place/removed), traffic guidance schemes by reference to the figure numbers provided in the MUTCD, the hours of operation and the condition of the road.

In the case of accidents, either witnessed or reported, accurate details of the type, size, condition and location of signs and devices, including photographs, the weather conditions and road geometry are to be recorded by the Contractor.

Copies of all of these records are to be maintained by the Contractor for the duration of the contract which may be requested by the Principal's delegate when required.

S1.2.11.4 Daily Routine Tasks and Record Keeping

This appendix sets out procedures and guidelines for the daily routine tasks, inspections and record keeping required for the overall safety and smooth operation of a traffic guidance scheme.

1. Notification of Traffic Control Arrangements for All Maintenance Works to Traffic Management Centre (BMTMC)
 - Before work commences: Supervisory personnel engaged on works which require traffic control arrangements by lane closures and/or traffic controllers should notify by email or fax (or phone in case of emergencies) to the BMTMC at least one day before work commences on site.
 - On site: Supervisory personnel should confirm/inform the BMTMC by phone of the details at the times of the commencement and the removal of the reported traffic control arrangement.
2. Record Keeping

- Supervisory personnel engaged on works which require the use of a traffic guidance scheme should keep the following records:
- Daily records should be kept in a diary, or in work sheets, of the sign arrangement or traffic guidance scheme, by reference to the figure number(s) (see section 5 of part 3 of the MUCTD) which generally applies to the layout of signs and devices erected on the road, the hours of operation, and the surface condition of the road.
- Any significant departures from, or additions to, the signs and devices included in the relevant figure(s) should also be noted.
- In the case of accidents, either witnessed or reported, involving the public or from which legal proceedings might arise, the actual type, size and location of signs and devices, in use at the time of the accident, should be recorded and the sign arrangement photographed for subsequent reporting. Details of the actual travelled path width and condition and weather conditions should also be recorded.

NOTE: This information may be critical should legal proceedings result from an accident. In such cases, authorities are often requested to provide details of signs and devices erected at the works site. Frequently such requests relate to works carried out in the distant past and cannot be accurately be answered unless detailed records are kept.

S1.2.12 NIGHT WORK

Where the Activities in the schedule(s) are required to be performed at night, the Contractor shall make adequate provision for lighting, night time vests, etc. to ensure the safety of the public and the workers.

Where the works are located adjacent to residential dwellings, the contractor shall provide notification to the principal at least 14 working days prior, to allow the Principal to advise the affected residents of proposed works

S1.2.13 PROHIBITION NOTICES

The Contractor must comply with the requirements of *Supplementary Conditions of Contract and Specifications S19 – Prohibition Notices* in relation to any current or future Prohibition Notices, a copy of current Prohibition Notices is contained in *Supplementary Conditions of Contract and Specifications S19 – Prohibition Notices*.

S1.2.14 NOTICE OF TRAFFIC CHANGES

If the Contractor proposes any significant change to traffic movements (especially on the Highways) at any stage of the Contract it shall submit details in writing to the Principal for approval.

Such details shall include the reasons for the change, and shall be submitted to the Principal at least five (5) working days prior to the proposed change. (where applicable)

Where change in traffic movements necessitate the relocation of bus routes and/or bus stops, at least ten (10) working days notice is required. (where applicable)

S2 DEFECT BACKLOGGING, RESPONSE TIMES AND PRIORITIES

S2.1 GENERAL

This section has been provided for use during the maintenance of roads under Road Maintenance Performance Contract (RMPC) in correlation with the Routine Maintenance Guidelines.

S2.2 INTRODUCTION

S2.2.1 Purpose

The purpose of this section is to provide contractual requirements including standards for the maintenance of roads under the RMPC.

S2.2.2 Scope

The procedures and requirements for the following types of maintenance are described in the.

- Routine Maintenance.
- Emergency Maintenance.

S2.2.3 Standards

The standards as set out in this section and the Guidelines may only be changed by written agreement between the parties to the contract.

The Activity Standards detailed in this section and the Guidelines may be used by the Contractor as part of the Contractor's Quality Plan for maintenance operations.

S2.2.4 Definitions

Terms used in this section shall have the meanings as set out unless the context indicates otherwise.

"Activity" Describes how a Defect is to be repaired.

"Activity Standards" means the minimum and specific requirements for an Activity including:-

- unique reference number (mandatory)
- description (mandatory)
- applicable specifications
- restoration standards
- units of measurement (mandatory)
- work items (if applicable)
- testing requirements
- work preparation or work operations details in lieu
- work planning, particular points to consider
- work procedures, particular points to consider or work operations details in lieu.

Note: These Activity Standards are not mandatory requirements (except where indicated), but may be used in preparing the Contractor's Quality Plan. They are detailed in the Principal's Routine Maintenance Guidelines (the Guidelines).

"Agreed Intervention Level" means the agreed magnitude of a Defect that requires rectification action by the Contractor, they are the Upper Intervention Levels and any changes recorded in the Intervention Level and Response Time Schedule.

"Defect" means any deficiency in the condition of the road transport infrastructure.

"Emergency Maintenance" refers to *Supplementary Condition of Contract and Specifications S7 – Emergency Call Outs*.

"Initial Intervention Level" refers to the magnitude of a Defect as set out in the **table 2.1**.

"Intervention Level" means the defect's Intervention Level and Upper Intervention Levels as set out in **Table 2.1** of this Supplementary Condition of Contract.

"Intervention Level/Response Time (IL/RT) criteria" means department's requirement for rectifying Defects as set out in **Table 2.1** of this Supplementary Condition of Contract.

"Maintenance" means all Activities required to rectify defects.

“Maintenance Management System (MMS)” refers to the Systematic Approach, supported by computer systems, to the Management of Road Maintenance.

“Maintenance Needs Survey” means a survey undertaken to identify the work required to maintain a Network to a specified standard for a nominated future period, it is now refer to Joint Maintenance Requirement Assessment (JMRA).

“Network” comprises those roads included in the Contract.

“Network Schedule Totals” means the amount(s) of money agreed by the parties for completion of Activities on the National Highway Network and the Other State-Controlled Network respectively.

“Other State Controlled Roads (OSCR)” means that part of the Network excluding the National Highway Network.

“Response Time” refers to the given time limit to complete an Activity once the Upper Intervention Level for the related Defect has been reached. Response times to each activity type can be found in Table 2.1.

“Restoration Standard” means the standard to which an Activity shall be completed as specified in the Quality Plan.

“Road Reference System (RR)” means the department's system that can be used to determine the location within the Road Network.

“Routine Maintenance Guidelines (the Guidelines)” refers to the department's technical document for Routine Maintenance, incorporating:

- Intervention Level and Response Time (IL/RT) criteria
- Corporate Activity Standards

“Routine Maintenance” refers to those activities as set out in the Guidelines.

“Upper Intervention Level” refers to the magnitude of a Defect as set out in the Guidelines indicating the need for rectification action.

“Work” means the physical Works delivered on the Network which includes Routine Maintenance, Minor Works, Emergency Maintenance and any other variations.

S2.3 DEFECT/ ACTIVITY OVERVIEW

S2.3.1 Defect Classification

The Defect may affect the safety, serviceability, structural capacity or appearance of the asset. Intervention Levels indicate the magnitude or state of a Defect at the point at which Maintenance action is required to correct the Defect.

Defects must be ranked in terms of their importance for Maintenance action. The basis to be used to determine priorities, in order of decreasing importance are:-

Priority 1 – Hazard

Defects where the likely hood of harm occurring is greater than a safety defect (as determined by the hazard procedure)

Priority 2 – Ordered Works

Work undertaken in accordance with the Principal's order and directions

Priority 3 – Safety

Defect that are considered to be of a safety nature

Priority 4 – Legislative

Defects that need to be repaired as required by legislation

Priority 5 – Preventative

Defect if treated prevent further asset deterioration

Priority 6 – Appearance/Usability

Defects that is considered a nuisance or unsightly.

Table 2.1 of this Supplementary Conditions of Contract contains details of all defects, together with indicative Priority Group, that may be encountered on the Network. A defect code is used to identify each particular Defect. The code are to be used to ensure there is consistency of reporting across the State and for the purpose of nominating response times. (Refer to **Table 2.1**).

S2.3.2 Defect Scoring

To determine the intervention levels and response times of a defect as specified in Table 2.1, a defect score is to be determined. This is determined by 3 weightings:

- Corporate Priority Weighting
- Field Weighting
- Location Score Weighting

Corporate Priority Weighting based on road user safety

This weighting is determined using the defect classification given to the defect as specified in S2.3.1 and intervention level criteria in table 2.1.

Hazardous defects – 10

Ordered works – 9

For other priority

Highest Point – 4

Lowest Point - 1

Field Weighting based on road asset deterioration

This weighting is determined by the field conditions of the defect.

Hazardous defects – 10

Ordered works – 9

For other priority

Asset rapid deterioration due to defect – 4

Asset moderate deterioration due to defect - 3

Asset low deterioration due to defect – 2

The defect is in monitoring stage - 1

Location Score Weighting

This weighting is determined by the Average Annual Daily Traffic (AADT) of the road as provided in Appendix B of this supplementary specification.

Category A (vpd > 30000) – 8

Category B (vpd 10000-30000) – 6

Category C (vpd 500-10000) – 4

Category D (vpd 100-500) – 3

Category E (vpd < 100) – 2

S2.3.3 Defect List

The Contractor shall record each identified defect, that is, each defect that is nominated in **Table 2.1**, onto a Defect List, no later than the date on which the defect reaches the initial Intervention Level. The appropriate Activity to be programmed, before or when it reaches the Upper Intervention Level.

Defect repairs are to be completed by the allocated response times set out in **Table 2.1**. If defects cannot be repaired within the nominated response times, the Contractor will notify the Principals Representative in writing, providing all relevant details surrounding the identification, logging and programmed repair of that defect.

S2.3.4 Measurement of Defects

Where it is difficult or unsafe to undertake the physical measurement of defects without additional and expensive control measures, for example lane closures, the defect can be estimated. If this estimated value is in dispute, or the defect forms part of a claim against the department, then the defect shall be physically measured.

S2.3.5 Activities

An Activity repairs a Defect. The Guidelines includes a listing of Activities to be used to correct Defects. A unique three-character reference number code is used to identify each particular Activity.

Some of these reference numbers as well as the Activity description are provided in **Table 2.1** as proposed Activities to repair the Defects described. Note that this is not a comprehensive list of Activities and the Contractor can use other appropriate Activities from the Guidelines.

S2.3.6 Valid Defect/ Activity Combinations

Once the Defects on the Network have been identified, a valid Activity can be selected to repair the Defect. Any particular Defect in **Table 2.1** is provided with some proposed Activities for the repair of that defect. Note as stated in *Clause S2.3.5*, this is not a comprehensive list and other Activities are available to the Contractor.

For example, the Defect NH (Grass, Trees and shrubs in sight line) could be treated by the following Activities:-

- Tractor Slashing 402 00 or
- Herbicide Spraying 407 00 or
- Clearing 405 00

S2.3.7 Activity Standards

Activity Standards are set out in the Guidelines and in the Supplementary Conditions of Contract.

The Activity Standards provide the minimum requirements (restoration standards and testing frequencies) and may form part of the Contractor's Quality Plan for Maintenance operations.

The following details for each of the Activities are contained in the Activity Standards:

- Unique reference number.
- Applicable Main Roads specifications.
- Restoration standards.
- Units of measurements.
- Testing requirements.

S2.4 PAYMENT

Payment for maintenance requirement assessment (backlogger) will be made under Activity 901.

No additional payment for other works will be made and the costs are deemed to be included in the Contractor's unit rates.

TABLE 2.1

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
		Defect Category 01 - Deformation and Potholes in Bituminous Surface																						
1	AA	Isolated Depressions and Bumps in Bituminous Surface																						
	AA1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard													110	See Hazard proc.		
	AA2_I	Area of ponding of water (not free draining) in the wheel path exceeds 3 m2: (free draining means water disperses without action of traffic)	3m2	3 - Safety	2		2	5 m2	10	10 m2	8	15 m2	6	20 m2	5	20 m2	4		111					
	AA2_R	Area of ponding of water (not free draining) in the wheel path the exceeds upper intervention level in AA2_I. (free draining means water disperses without action of traffic)	Upper IL	3 - Safety	3		3	4 weeks	11	2 months	9	3 months	7	4 months	6	6 months	5		161					
	AA3_I	Depression or bump on sealed pavements measured using a 1.2m straight edge exceeds 20mm:	20mm	3 - Safety	2		2	30 mm	10	40 mm	8	50 mm	6	75 mm	5	100 mm	4		155					
	AA3_R	Depression or bump on sealed pavements measured using a 1.2m straight edge exceeds upper intervention level in AA3_I:	Upper IL	3 - Safety	4		4	4 weeks	12	4 weeks	10	3 months	8	4 months	7	6 months	6		157					
	AA4_M	Depression or bump on sealed pavements measured using a 1.2m straight edge is less than 20mm:	20mm	5 - Preventative	1		1	Log the defect and monitor if ponding area is greater than 1 m2 or depth exceeds 10mm													169			
																			143					
																			144					
																			147					
																			148					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
		Defect Category 01 - Deformation and Potholes in Bituminous Surface																					
2	AB	Ruts in Bituminous Surface																					
	AB1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	110	See Hazard proc.		
	AB2_I	Area of ponding of water (not free draining) in the wheel path exceeds 3 m2: (free draining means water disperses without action of traffic)	3 m2	3 - Safety	3		3	5 m2	11	10 m2	9	15 m2	7	20 m2	6	20 m2	5		111				
	AB2_R	Area of ponding of water (not free draining) in the wheel path exceeds the upper intervention level in AB2_I: (free draining means water disperses without action of traffic)	Upper IL	3 - Safety	5		5	4 weeks	13	2 months	11	3 months	9	4 months	8	6 months	7		145				
	AB3_I	Depth of rut on sealed pavements measured laterally from top of ridge using a 1.2m straight edge exceeds 20 mm:	20mm	3 - Safety	2		2	30 mm	10	40 mm	8	50 mm	6	75 mm	5	100 mm	4		155				
	AB3_R	Depth of rut on sealed pavements measured laterally from top of ridge using a 1.2m straight edge exceeds the upper intervention level in AB3_I	Upper IL	3 - Safety	4		4	4 weeks	12	4 weeks	10	3 months	8	4 months	7	6 months	6		157				
	AB4	Depth of rut on sealed pavements measured laterally from top of ridge using a 1.2m straight edge is less than 20 mm:	20mm	5 - Preventative	1		1	Log the defect and monitor if ponding area is greater than 1 m2 or depth exceeds 10mm											1	160			

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
		Defect Category 01 - Deformation and Potholes in Bituminous Surface																					
3	AD	Shoving of Pavement or Asphalt																					
	AD1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	See Hazard proc.		
	AD2_I	Area of ponding of water (not free draining) in the wheel path exceeds 3 m2: (free draining means water disperses without action of traffic)	3 m2	3 - Safety	3		3	5 m2	11	10 m2	9	15 m2	7	20 m2	6	20 m2	5	140 169					
	AD2_R	Area of ponding of water (not free draining) in the wheel path exceeds the upper intervention level in AD2_I: (free draining means water disperses without action of traffic)	Upper IL	3 - Safety	5		5	4 weeks	13	4 weeks	11	3 months	9	4 months	8	6 months	7	143 144 141 151					
	AD3_I	Height/depth of shove on sealed pavements measured laterally from top of ridge using a 1.2m straight edge exceeds 20 mm:	20mm	3 - Safety	2		2	50 mm	10	75 mm	8	75 mm	6	100 mm	5	100 mm	4	152 113 129					
	AD3_R	Height/depth of shove on sealed pavements measured laterally from top of ridge using a 1.2m straight edge exceeds the upper intervention level in AD3_I	Upper IL	3 - Safety	4		4	4 weeks	12	4 weeks	10	3 months	8	4 months	7	6 months	6	146 146 147					
	AD4	Height/depth of shove on sealed pavements measured laterally from top of ridge using a 1.2m straight edge is less than 20 mm:	20mm	5 - Preventative	1		1	Log the defect and monitor if ponding area is greater than 1 m2 or depth exceeds 10mm												1	148 153 154		
	AD5_I	Height/depth of shove on sealed pavements measured longitudinally from top of ridge using a 1.2m straight edge exceeds 50 mm:	50mm	3 - Safety	3		3	75 mm	11	100 mm	9	125 mm	7	125 mm	6	150 mm	5						

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)				
		Defect Category 01 - Deformation and Potholes in Bituminous Surface																						
3	AD	Shoving of Pavement or Asphalt																						
	AD5_R	Height/depth of shove on sealed pavements measured longitudinally from top of ridge using a 1.2m straight edge exceeds the upper intervention level in AD5_I	Upper IL	3 - Safety	5		5	2 days	13	1 week	11	2 weeks	9	4 weeks	8	5 weeks	7		140, 169 143, 144 141,151 152, 113					
	AD6_M	Height/depth of shove on sealed pavements measured longitudinally from top of ridge using a 1.2m straight edge is less than 50 mm:	50mm	5 - Preventative	1		1	Log the defect and monitor if depth exceeds 30 mm										1	129, 146 146, 147 148, 153 154					
4	AF	Very Rough Surface (Isolated sections) in Bituminous Surface																						
	AF1_H	Any verified defect (not meeting the requirements of AA, AB, AD or AG) identified by inspections or complaint that is hazardous	NA	1 - Hazard	10	10	20	As a hazard										20	110, 107, 111, 161, 145, 155, 157, 160, 169, 112, 151, 152, 113, 146, 146, 147, 148, 153, 154					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
		Defect Category 01 - Deformation and Potholes in Bituminous Surface																						
5	AG	Potholes/ Delamination in Bituminous Surface																						
	AG1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	105 107 142 106	See Hazard proc.		
	AG2_I	Plan dimension on sealed pavements exceeds 100 mm:	100m m	3 - Safety	3		3	300 mm	11	400 mm	9	500 mm	7	500 mm	6	600 mm	5							
	AG2_R	Plan dimension on sealed pavements exceeds the upper intervention level in AG2_I	Upper IL	3 - Safety	5		5	24 hours	13	1 week	11	2 weeks	9	3 weeks	8	4 weeks	7							
	AG3_M	Plan dimension on sealed pavements is less than 100 mm	100m m	5 - Preventative	1		1	Log the defect and monitor if plan dimension exceeds 50 mm												1				
	AG4_I	Depth on sealed pavements exceeds 30 mm:	30mm	3 - Safety	3		3	40 mm	11	40 mm	9	50 mm	7	60 mm	6	80 mm	5							
	AG4_R	Depth on sealed pavements exceeds the upper intervention level in AG4_I	Upper IL	3 - Safety	5		5	24 hours	13	1 week	11	2 weeks	9	3 weeks	8	4 weeks	7							
	AG5_M	Depth on sealed pavements is less than 30 mm	30mm	5 - Preventative	1		1	Log the defect and monitor if depth exceeds 20 mm												1				
	AG6_P	Any pothole in the wearing surface that results in the loss of material under traffic	NA	2 - Ordered work	9	9	18	As advised by Principal																

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
		Defect Category 02 - Cracks in Bituminous Surface																						
6	BG	Crocodile Cracking in Bituminous Surface																						
	BG1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	145	See Hazard proc.			
	BG2_M	Plate size is less than 100 mm	100mm	5 - Preventative	1		1	Log the defect and monitor if plate size exceeds 50 mm											1	122 143				
	BG3_R	Moisture is entering/leaving the pavement	NA	5 - Preventative	1		1	300 mm	11	400 mm	9	500 mm	7	500 mm	6	600 mm	5		144					
7	BZ	Bituminous Surface Cracks General																						
	BZ1_H	Cracking that is hazardous	NA	1 - Hazard	10	10	20	Log the defect and monitor if plan dimension exceeds 50 mm											20	120 123 118 117	See Hazard proc.			
	BZ2_R	Individual crack width exceeds 3 mm or fine pumping	3mm	5 - Preventative	1		1	9 months	9	9 months	7	12 months	5	12 months	4	12 months	3		115 122 121	Managed at local level				

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks			
					Location Score → (C)			8		6		4		3		2						
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score														
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)		
		Defect Category 03 - Edge Defects Bituminous Surface																				
8	CA	Edge Break in Bituminous Surface																				
	0	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard													20	See Hazard proc. Edge break with narrow lanes to be prioritised
	CA2_I	Unsealed Shoulder From the average existing seal width, edge break exceeds 75 mm	75mm	3 - Safety	1		1	NA	9	100 mm	7	125 mm	5	150 mm	4	150 mm	3					
	CA2_R	Unsealed Shoulder From the average existing seal width, edge break exceeds the upper intervention level in CA2_I	Upper IL	3 - Safety	2		2	NA	10	4 week	8	4 week	6	4 weeks	5	4 weeks	4					
	CA3	Unsealed Shoulder From the average existing seal width, edge break is less than 75 mm	75mm	5 - Preventative	1		1	Log the defect and monitor if plan dimension exceeds 30 mm													1	
	CA4_I	Sealed shoulder (at least 500mm width) From the average existing seal width, measured from each side of the seal (from shoulder end), edge break exceeds 100 mm or encroaching into the edge line of road:	100mm	3 - Safety	2		2	125 mm	10	125 mm	8	125 mm	6	150 mm	5	150 mm	4		101 102 103 169			
	CA4_R	Sealed shoulder (at least 500mm width) From the average existing seal width, measured from each side of the seal (from shoulder end), edge break exceeds the upper intervention level in CA4_I or encroaching into the edge line of road:	Upper IL	3 - Safety	3		3	4 weeks	11	4 weeks	9	4 weeks	7	4 weeks	6	6 weeks	5					
	CA5_M	Sealed shoulder (at least 500mm width) From the average existing seal width, measured from each side of the seal (from shoulder end), edge break is less than 100 mm and not encroaching into the edge line of road:	100mm	5 - Preventative	1		1	Log the defect and monitor if depth exceeds 70 mm													1	

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
		Defect Category 03 - Edge Defects Bituminous Surface																					
9	CC	Edge Drop off in Bituminous Surface																					
	CC1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	101	See Hazard proc.		
	CC2_I	Unsealed shoulder Depth of edge drop-off measured using a 1.2m straight edge as vertical distance from the surface at edge of seal to the surface of the shoulder exceeds 40 mm:	40mm	3 - Safety	2		2	NA	NA	60 mm	8	75 mm	6	75 mm	5	75 mm	4		102				
																		103					
	CC2_R	Unsealed shoulder Depth of edge drop-off measured using a 1.2m straight edge as vertical distance from the surface at edge of seal to the surface of the shoulder exceeds the upper intervention level in CC2_I	Upper IL	3 - Safety	4		4	NA	NA	4 weeks	10	2 months	8	2 months	7	2 months	6		169				
	CC3_I	Sealed shoulder (at least 0.5 m width) Depth of edge drop-off measured using a 1.2m straight edge as vertical distance from the surface at edge of seal to the surface of the shoulder exceeds 40 mm:	40mm	3 - Safety	3		3	50 mm	11	60 mm	9	75 mm	7	75 mm	6	75 mm	5		215				
																		221					
	CC3_R	Sealed shoulder (at least 0.5 m width) Depth of edge drop-off measured using a 1.2m straight edge as vertical distance from the surface at edge of seal to the surface of the shoulder exceeds the upper intervention level in CC3_I	Upper IL	3 - Safety	4		4	4 weeks	12	4 weeks	10	2 months	8	2 months	7	2 months	6		222				
																		216					
	CC4_M	Edge drop-off measured using a 1.2m straight edge as vertical distance from the surface at edge of seal to the surface of the shoulder is less than 40 mm:	40mm	5 - Preventative	1		1	Log the defect and monitor if depth exceeds 30 mm											1	217			
																		218					
																		219					
																		229					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
		Defect Category 04 - Surface Texture Deficiencies Bituminous Surface																						
a	DC	Flushing, Bleeding Seal																						
	DC1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	118	See Hazard proc.			
	DC2_R	Bleeding leads to bitumen pick up on vehicle tyres likely to result in complaints	NA	3 - Safety	5		5	NA	NA	60 mm	8	75 mm	6	75 mm	5	75 mm	4		117					
	DC3_P	Any fatty strips is greater than 10 m on a horizontal curve or approach to a curve or within an intersection or 15 m on straights or 10% of lane km is fatty	10m	2 - Ordered works	9	9	18	As advised by Principal												119				
11	DE	Ravelling or Stripping Seal																						
	DE1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	118 155	See Hazard proc.			
	DE2_P	Any ravelling on a horizontal curve or approach to or within an intersection exceeds 5 m²	5 m²	2 - Ordered works	9	9	18	As advised by Principal											18	117 115				
	DE3_R	Any stripping in an area exceeds 10 m²	10 m²	5 - Preventative	1		1	Log the defect monitor and inform to Principal											1	114				
	DE4_R	Any ravelling or stripping where the gravel pavement visibility exceeds 1 m²	1 m²	5 - Preventative	1		1	Log the defect monitor and inform to Principal											1	119				
12	DZ	Other Bituminous Surface Texture Defects																						
	DZ1_M	Safety problem exists where loss of skid resistance is evident and or complaint received regarding excessive surface noise	NA	3- safety	1		1	Log the defect monitor and inform to principal												118, 155 117, 115 119				

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100			Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2									
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																	
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)				Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
		Defect Category 05 - Other Bituminous Surface																							
13	EA	Loose Stones or Debris on Sealed Roadway																							
	EA1_H	Any verified defect (debris, foreign material, loose stones, litter on roadway) identified by inspections, complaint or notification by Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard															20	130 423	See Hazardous process.
	EA2_R	Any verified defect (debris, foreign material, loose stones, litter) identified by inspections, complaint or notification by Principal that is unsafe	NA	3- safety	5		5	1 week	13	1 week	11	4 week	9	4 week	8	4 week	7								
14	EB	Grass on Sealed Roadway																							
	EB1_R	Control of vegetation growth around kerb and channel, along fence lines and on the road pavement that create unsafe road condition	NA	3- safety	5		5	3 days	13	3 days	11	2 weeks	9	4 weeks	8	6 weeks	7		407						
	EB2_R	Control of vegetation growth around kerb and channel, along fence lines and on the road pavement	NA	6 - Appearance /Usability	2		2	12 months	10	12 months	8	12 months	6	12 months	5	12 months	4								
15	ED	Dead Animals on Roadway																							
	ED1_H	Dead animals on roadway that are hazardous	NA	1 - Hazard	10	10	20	As a hazard															20	429	See Hazardous process.
	ED2_R	Dead animals on roadway	NA	3 - Safety	5		5	1 day	13	1 week	11	1 week	9	4 weeks	8	4 weeks	7								

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
		Defect Category 05 - Other Bituminous Surface																						
16	EE	Rough Manhole Covers and Grates (Rough Service access facility)																						
	EE1_H	Any verified defect (tolerance relative to surrounding ground etc.) identified by inspection, complaint or notification by Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	139	See Hazard proc.		
	EE2_I	Height or depth relative to surrounding ground exceeds 20 mm	20mm	3 - Safety	4		4	30 mm	12	30 mm	10	40 mm	8	40 mm	7	50 mm	6							
	EE2_R	Height or depth relative to surrounding ground exceeds the upper intervention level in EE2_I	Upper IL	3 - Safety	5		5	4 week	13	4 week	11	6 weeks	9	8 weeks	8	8 weeks	7							
17	RV	Debris on Sealed Shoulders																						
	RV1_H	Any verified defect (debris / foreign material / litter on sealed surface) identified by inspection, complaint or notification by Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	135 423	See Hazard proc.		
	RV2_M	Any verified defect (debris / foreign material / litter on sealed surface) identified by inspection, complaint or notification by Principal that is unsafe	NA	3 - Safety	1		1	Log the defect monitor and inform to Principal												1				
18	ZB	Depressions Service Reinstatement (Rough Service Trench Reinstatement)																						
	ZB1_H	Any verified defect identified by inspection, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	110 111 112	See Hazard proc.		
	ZB2_I	Depth of depression using a 1.2 m straight edge exceeds 20 mm	20mm	3 - Safety	3		3	40 mm	11	40 mm	9	50 mm	7	60 mm	6	80 mm	5							
	ZB2_R	Depth of depression using a 1.2 m straight edge exceeds the upper intervention level in ZB2_I	Upper IL	3 - Safety	4		4	24 hours	12	1 week	10	2 weeks	8	3 weeks	7	4 weeks	6			430				

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
		Defect Category 06 - Unsealed Shoulder Defects																						
19	GA	Insufficient (Adverse) Crossfall in Unsealed Shoulder																						
	GA1_H	Any verified defect identified by inspection, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	215	See Hazard proc.		
	GA2_I	Area of ponding of water (not free draining) in the wheel path exceeds 3 m2: (free draining means water disperses without action of traffic)	3 m2	3 - Safety	2		2	NA	N/A	10 m2	8	15 m2	6	20 m2	5	20 m2	4	221						
	GA2_R	Area of ponding of water (not free draining) in the wheel path exceeds the upper intervention level in GA2_I; (free draining means water disperses without action of traffic)	Upper IL	3 - Safety	3		3	NA	N/A	2 months	9	3 months	7	4 months	6	6 months	5	216	217	218				
	GA3_M	The defect causing water ponding on pavement edge or on shoulder	NA	5 - Preventative	1		1	Log the defect and monitor if plan dimension exceeds 1 m2										1			219			
20	GB	Excessive Crossfall in Unsealed Shoulder																						
	GB1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is likely to become hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	215	See Hazard proc.		
	GB2_I	Pavement without superelevation: the crossfall of shoulders is less than 6%	6%	5 - Preventative	1		1	NA	N/A	10%	7	10%	5	10%	4	10%	3	221						
	GB3_I	Pavement with superelevation: low side of pavements : the crossfall of shoulders is less than 6%	6%	5 - Preventative	1		1	NA	N/A	10%	7	10%	5	10%	4	10%	3	222	216	217				
	GB4_I	Pavement with superelevation: high side of pavements, the difference between the crossfall of the shoulder and the crossfall of the adjacent pavement is less than 3%	3%	5 - Preventative	1		1	NA	N/A	7%	7	7%	5	7%	4	7%	3	218						
	GB5_I	Pavement with superelevation: high side of pavements, the difference between the crossfall of the shoulder and the crossfall of the adjacent pavement is less than -1%	1%	5 - Preventative	1		1	NA	N/A	-5%	7	-5%	5	-5%	4	-5%	3	219	229					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mfce Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)				
		Defect Category 06 - Unsealed Shoulder Defects																						
21	GC	Lateral Scour Channels in Unsealed Shoulders																						
	GC1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is likely to become hazardous	NA	1 - Hazard	10	10	20	As a hazard														20	215	See Hazard proc.
	GC2_I	Where the seal width is less than 6, the depth exceeds 40 mm	40mm	3 - Safety	3		3	NA	N/A	NA	N/A	100 mm	7	125 mm	6	125 mm	5		221					
	GC2_R	Where the seal width is less than 6, the depth exceeds the upper intervention level in GC2_I	Upper IL	3 - Safety	4		4	NA	N/A	NA	N/A	6 weeks	8	2 months	7	3 months	6		222					
	GC3_M	Where the seal width is less than 6, the depth is less than 40 mm	40mm	5 - Preventative	2		2	Log the defect and monitor if depth exceeds 20 mm														2	216	
	GC4_I	Where the seal width is 6 -8 m, the depth exceeds 40 mm	40mm	5 - Preventative	2		2	NA	N/A	-5%	7	-5%	5	-5%	4	-5%	3		217					
	GC5_M	Where the seal width is greater than 8 m, the depth exceeds 60 mm	60mm	5 - Preventative	2		2	Log the defect and monitor if depth exceeds 20 mm														2	218	
																			219					
																			229					
22	GE	Hazardous Dry Loose Material in Unsealed Shoulders																						
	GE1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard														20	215, 221 222, 216	See Hazard proc.
	GE2_I	Loose shoulder material depth exceeds 40 mm	40mm	3 - Safety	2		2	NA	N/A	75 mm	8	75 mm	6	100 mm	5	125 mm	4		217, 218					
	GE2_R	Loose shoulder material depth exceeds the upper intervention level in GE2_I	Upper IL	3 - Safety	3		3	NA	N/A	4 week	9	4 weeks	7	2 months	6	3 months	5		219, 229					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)				
		Defect Category 06 - Unsealed Shoulder Defects																						
23	GH	Ruts in Unsealed Shoulders																						
	GH1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is likely to become hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	215, 221	See Hazard proc.		
	GH2_I	Where the seal width is less than 6, the depth exceeds 75 mm	75mm	3 - Safety	2		2	NA	N/A	NA	N/A	100 mm	6	150 mm	5	200 mm	4		222					
	GH2_R	Where the seal width is less than 6, the depth exceeds upper intervention level in GH2_I	Upper IL	3 - Safety	4		4	NA	N/A	NA	N/A	6 weeks	8	2 months	7	3 months	6		216					
	GH3_M	Where the seal width is less than 6, the depth is less than 75	75mm	5 - Preventative	2		2	Log the defect and monitor if depth exceeds 50 mm												2		217, 218		
	GH4_I	Where the seal width is 6 -8 m, the depth exceeds 75 mm	75mm	5 - Preventative	1		1	NA	N/A	75 mm	7	150 mm	5	200 mm	4	250 mm	3		219					
	GH5_M	Where the seal width is greater than 8 m, the depth exceeds 100 mm	100mm	5 - Preventative	1		1	Log the defect and monitor if depth exceeds 50 mm												1		229		
24	GG	Debris on Unsealed Shoulder																						
	GG1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	215, 221, 222, 216	See Hazard proc.		
	GG2_I	Any debris on shoulder exceeds 40 mm in height	40mm	3 - Safety	2		2	NA	N/A	75 mm	8	75 mm	6	100 mm	5	125 mm	4		217, 218					
	GG2_R	Any debris on shoulder exceeds upper intervention level in GG2_I	Upper IL	3 - Safety	3		3	NA	N/A	4 weeks	9	4 weeks	7	2 months	6	3 months	5		219, 229, 230, 231					
25	GK	Reduced Shoulder Width in Unsealed Shoulders																						
	GK1_I	Reduction of shoulder design width in general vicinity exceeds 20%	20%	5 - Preventative	2		2	NA	N/A	30%	8	30%	6	30%	5	30%	4		215, 221, 222, 216, 217, 218, 219, 229, 230, 231					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
Defect Category 06 - Unsealed Shoulder Defects																								
26	GL	Potholes in Unsealed Shoulder																						
	GL1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	220	See Hazard proc.		
	GL2_I	Depth of isolated holes exceeds 60 mm in 2 meters	60mm	3- Safety	2		2	NA	N/A	100 mm	8	125 mm	6	150 mm	5	150 mm	4							
	GL2_R	Depth of isolated holes exceeds upper intervention level in GL2_I	Upper IL	3- Safety	3		3	NA	N/A	4 weeks	9	4 weeks	7	2 months	6	3 months	5							
27	GZ	Shoulder Defects, General																						
	GZ1_P	Any shoulder defects likely to creates unsafe road condition to travelling public or accelerates shoulder deterioration	NA	2 - Order works	9	9	18	As advised by Principal												18	215, 221 222, 216 217, 218 219, 229 230, 231			
Defect Category 07 - Unsealed Roadway Defects																								
28	HD	Wheel Ruts in Unsealed Roadways																						
	HD1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	204, 201 206, 203 202, 208 207, 214	See Hazard proc.		
	HD2_W	Depth of wheel ruts and shoves using a 1.2 m straight edge (measured valley to crest in case of shoves and ruts) exceeds 80 mm	80mm	5 - Preventative	4		4	NA	N/A	NA	N/A	as a part of programmed works*					4							
29	HE	Shoving in Unsealed Roadways																						
	HE1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	204, 201 206, 203 202, 208 207, 214	See Hazard proc.		
	HE2_W	Depth of wheel ruts and shoves using a 1.2 m straight edge (measured valley to crest in case of shoves and ruts) exceeds 80 mm	80mm	5 - Preventative	4		4	NA	N/A	NA	N/A	as a part of programmed works*					4							

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)				
Defect Category 07 - Unsealed Roadway Defects																								
30	HM	Potholes in Unsealed Roadways																						
	HM1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard													20	204, 201 206, 203 202, 208	See Hazard proc.	
	HM2_W	Any potholes	NA	5 - Preventative	3		3	NA	N/A	NA	N/A	as a part of programmed works*						3	207, 214					
31	HF	Insufficient Crossfall in Unsealed Roadways																						
	HF1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard													20	204, 201 206, 203 202, 208	See Hazard proc.	
	HF2_W	Any insufficient crossfall	NA	5 - Preventative	1		1	NA	N/A	NA	N/A	as a part of programmed works*						1	207, 214					
32	HG	Excessive Crossfall in Unsealed Roadways																						
	HG1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard													20	204, 201 206, 203 202, 208	See Hazard proc.	
	HG2_W	Any excessive crossfall	NA	5 - Preventative	1		1	NA	N/A	NA	N/A	as a part of programmed works*						1	207, 214					
33	HP	Loss of Pavement Running Course																						
	HP1_W	Any loss of pavement running course	NA	5 - Preventative	1		1	NA	N/A	NA	N/A	as a part of programmed works*						1	205					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
Defect Category 07 - Unsealed Roadway Defects																								
34	HN	Insufficient Formation Height Above Natural Surface																						
	HN1_H	Water ponds or Possibility of creating Water ponds on the roadway that cannot be drained off naturally	NA	1 - Hazard	10	10	20	As a hazard												20	205	See Hazard proc.		
	HN2_P	Loss of formation shape	NA	2 - Ordered work	9	9	18	NA	N/A	NA	N/A	As advised by Principal						18						
35	HZ	Unsealed roadway defects, general (such as wind rows of material, scour channels, corrugations, soft slippery areas, coarse surface texture, loose material, roughness)																						
	HZ1_H	Any isolated defects identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	204, 201 206, 203 202, 208 207, 214	See Hazard proc.		
	HZ2_M	Any other unsealed road defects unsafe for road user	NA	3 - Safety	3		3	NA	N/A	NA	N/A	Log the defect monitor and inform to principal						3						
Defect Category 08 - Surface Drain Defects																								
36	KZ	Surface Drain Defects																						
	KZ1_H	Blocked surface drain cause flooding to the roadway is identified by inspection, complaint or notification by the Principal that is hazardous	NA	1- Hazard	10	10	20	As a hazard												20	301 305	See Hazard proc.		
	KZ2_P	Blocked surface drain cause flooding to the private property	NA	2 - Ordered work	9	9	18	As advised by Principal												18		302		
	KZ3_M	Blocked surface drain increase shoulder/pavement deterioration	NA	5 - Preventative	1		1	log the defect and monitor drainage performance												1	303			
	KZ4_M	Scouring of drains	NA	5 - Preventative	1		1	log the defect and monitor drainage performance												1	319			

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
Defect Category 09 - Concrete Roadway, Culvert, Pipe, Pit & Floodway Defects																							
37	LA	Drainage Obstructed																					
	LA1_H	Any drainage obstruction creating water ponding and not free draining (free draining means water disperses without action of traffic) on pavement edge or on shoulder that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	301, 305	See Hazard proc.		
	LA2_P	Any drainage obstruction endangering private property	NA	2 - Order works	9	9	18	As advised by Principal											18	302, 303			
	LA3_I	Amount of waterway area obstructed exceeds 20 %	20%	5 - Preventative	1		1	30%	9	30%	7	50%	5	50%	4	50%	3	304, 319					
38	LP	Silt or Debris on Floodway Sections																					
	LP1_H	Any silt or debris encroaching into floodway sections of roadway identified by inspections, complaint that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	301, 305 302, 303 304, 319	See Hazard proc.		
39	LZ	Culvert, Pipe, Pit & Floodway Defects, Other																					
	LZ1_H	Damaged or missing drainage pit lids, surrounds, grates, in pedestrian areas or traffic lanes	NA	1- Hazard	10	10	20	As a hazard											20	320 322	See Hazard proc.		
	LZ2_M	Cracking >5mm in culvert components or visible movement	5mm	3 - Safety	4		4	Log the defect monitor and inform to principal											4	323			
	LZ3_M	Misalignment/ separation of culvert components > 20mm incl head wall separation	20mm	3 - Safety	4		4	Log the defect monitor and inform to principal											4	324			
	LZ4_M	Corrosion/ loss of section of steel components (including reinforcement in concrete structures)	visible corrosion	3 - Safety	4		4	Log the defect monitor and inform to principal											4	325 327			
	LZ5_M	possibility of reduction of structural integrity due to spalling over the concrete surface	NA	3 - Safety	4		4	Log the defect monitor and inform to principal											4	321			
	LZ6_M	Cracking in end structures (less than 5mm wide and no forward movement)	NA	5 - Preventative	1		1	Log the defect monitor and inform to principal											1	328			
	LZ7_M	Misalignment/ separation of culvert components < 20mm incl head wall separation	visible separation	5 - Preventative	1		1	Log the defect monitor and inform to principal											1	329 341			
	LZ8_M	Culvert or end structure silted up	NA	5 - Preventative	1		1	Log the defect monitor and inform to principal											1	342			
	LZ9_M	Scouring around culvert components	NA	5 - Preventative	1		1	Log the defect monitor and inform to principal											1	349			

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
		Defect Category 09 - Concrete Roadway, Culvert, Pipe, Pit & Floodway Defects																					
40	YA	Cracks in Concrete Roadway (diagonal, block, transverse, corner cracks, longitudinal, meandering and surface cracks)																					
	YA1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is likely to become hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	124	Hazard proc.		
	YA2_I	Individual crack width exceeds 3 mm or there is excessive cracking and moisture is penetrating the pavement	3mm	5 - Preventative	1		1	5 mm	9	5 mm	7	10 mm	5	20 mm	4	20 mm	1		125				
41	YB	Spalling of Joints - Concrete Pavement																					
	YB1_H	Evidence of spalling of concrete occurring adjacent to slab joints that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	124	Hazard proc.		
	YB2_R	When the plan dimension of spalling of joints exceeds 100 mm	100mm	5 - Preventative	1		1	4 weeks	9	6 weeks	7	6 weeks	5	3 months	4	6 months	3						
	YB3_P	Any spalling in wheel path attracts complaints due to unacceptable ride quality	NA	2 - Order works	9	9	18	As advised by Principal											18				
42	YC	Joint Sealant Defects in Concrete Pavement																					
	YC1_I	Percentage of missing sealant between concrete slabs exceeds 20%	20%	5 - Preventative	1		1	30%	9	30%	7	40%	5	40%	4	50%	3		126				
43	YD	Potholes in Concrete Pavement																					
	YD1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	127 129	Hazard proc.		
	YD2_I	Plan dimension on sealed pavements exceeds 100 mm	100mm	3 - Safety	3		3	300 mm	11	400 mm	9	500 mm	7	500 mm	6	600 mm	5						
	YD2_R	Plan dimension on sealed pavements exceeds the upper intervention level in YD2_I	Upper IL	3 - Safety	5		5	24 hours	13	1 week	11	2 weeks	9	3 weeks	8	4 weeks	7						
	YD3_M	Plan dimension on sealed pavements is less than 100 mm	100mm	5 - Preventative	1		1	Log the defect and monitor if plan dimension exceeds 50 mm															
	YD4_I	Depth on sealed pavements exceeds 30 mm	30mm	3 - Safety	3		3	40 mm	11	40 mm	9	50 mm	7	60 mm	6	80 mm	5						
	YD4_R	Depth on sealed pavements exceeds the upper intervention level in YD4_I	Upper IL	3 - Safety	5		5	24 hours	13	1 week	11	2 weeks	9	3 weeks	8	4 weeks	7						
	YD5_M	Depth on sealed pavements is less than 30 mm	30mm	5 - Preventative	1		1	Log the defect and monitor if depth exceeds 20 mm											1				
	YD6_P	Any pothole in the wearing surface that results in the loss of material under traffic	NA	2 - Ordered work	9	9	18	As advised by Principal											18				

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
Defect Category 09 - Concrete Roadway, Culvert, Pipe, Pit & Floodway Defects																							
44	YE	Sunken Concrete Pavement Slab (Stepping)																					
	YE1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard										20	128	See Hazard proc.			
	YE2_I	Any abrupt difference in height to adjacent slab/surface exceeds 3 mm	3mm	3- Safety	2		2	15 mm	10	20 mm	8	20 mm	6	20 mm	5	20 mm	4						
Defect Category 10- Subsoil Drain Defects																							
45	MZ	Subsoil Drain Defects																					
	MZ1_M	Any non functional or missing or decayed element of the subsoil drainage system including flush points and outlets cause reducing flow capacity or sub soil drainage integrity	NA	5 - Preventative	1		1	Log the defect monitor and inform to principal										1	330, 331 332, 339	See Hazard proc.			
Defect Category 11- Roadside Vegetation Defects																							
46	NC	Grass not in sight line																					
	NC1_P	Excessive Roadside Vegetation in rural area to control fire hazard or drainage, applies to designated areas only	NA	2 - Ordered work	9	9	18	As advised by Principal										18	401, 408 402, 403 415	discuss with element leader			
47	NE	Large Trees and Shrubs Close to Roadway (in consultation with environmental management staff)																					
	NE1_H	Large trees close to roadway which are considered to be a hazard	NA	1 - Hazard	10	10	20	As a hazard										20	405 419	See Hazard proc.			
	NE2_P	At Medians: Trees and shrubs with a trunk diameter exceeds 50 mm measured 300 mm above ground level within clear zone	50mm	2 - Ordered work	9	9	18	As advised by Principal										18					
	NE3_P	Other: Previously cleared area where regrowth is evident	NA	2 - Ordered work	9	9	18	As advised by Principal										18					
48	NF	Declared Plants																					
	NF1_P	Remove Noxious weeds and environmental weeds before they flower	NA	4- Legislative	1		1	As advised by Principal										1	406 407	discuss with element leader			

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)		
		Defect Category 11- Roadside Vegetation Defects																						
49	NG	Trees or Limbs Likely to Fall on Roadway						As a hazard											20	405	See Hazard proc.			
	NG1_H	Trees, overhanging branches or broken limbs most likely to fall on roadway to be a hazard	NA	1 - Hazard	10	10	20																	
	NG2_R	Limbs exceeds 100 mm in diameter with > 50% of foliage die back or evidence of dead or rotting or damaged timber hanging over any portion of the carriageway lane width	100mm	3 - Safety	4		4	2 weeks	12	1 month	10	1 month	8	2 months	7	3 months	6							
50	NH	Grass, Trees and Shrubs in Sight Line, in Drain or Obstructing Roadside Furniture						As a hazard																
	NH1_H	Any vegetation obscure sight distance, minimum stopping distance that is hazard	NA	1 - Hazard	10	10	20	As a hazard											20	401	See Hazard proc.			
	NH2_R	Any vegetation obscure sight distance and minimum stopping sight distance	NA	3 - Safety	4		4	2 weeks	12	1 month	10	1 month	8	2 months	7	3 months	6							
	NH3_R	Vegetation obscures sight lines of accesses or intersections or sight distances of previously cleared areas or any signs or guide posts	NA	3 - Safety	4		4	2 weeks	12	1 month	10	1 month	8	2 months	7	3 months	6							
	NH4_R	Any vegetation within 3.6 m of edge of roadway exceeds 500 mm on national highways and 700 mm in State roads	500mm or 700mm	3 - Safety	4		4	1 month	12	2 months	10	3 months	8	6 months	7	6 months	6		403					
51	NK	Landscaping Defects						Log the defect monitor and inform to principal											1	409, 411 412, 419 410				
	NK1_M	50% loss of asset	NA	6- Appearance /Usability	1		1																	
52	NL	Grass Growth on Medians						Log the defect monitor and inform to principal																
	NL1_I	Grass in urban areas	NA	6- Appearance /Usability	1		1	200mm	9	200mm	7	200mm	5	200mm	4	200mm	3		407, 408 404, 402 403					
	NL1_R	Urban areas growth exceeds 200mm in height	200mm	6- Appearance /Usability	1		1	1 months	9	1 Month	7	1 Month	5	2 Months	4	2 Months	3							
	NL2_I	Grass in rural Areas	NA	6- Appearance /Usability	1		1	500mm	9	500mm	7	500mm	5	500mm	4	500mm	3							
	NL2_U	Rural Areas growth exceeds 500mm in height	500mm	6- Appearance /Usability	1		1	1 Month	9	2 Months	7	2 Months	5	3 Months	4	3 Months	3							

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					Location Score → (C)			8		6		4		3		2									
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																	
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)			
Defect Category 12- Rest Area Defects																									
53	PB	Dead Trees or Limbs in Rest Area						As a hazard															20	405 440	See Hazard proc.
	PB1_H	Trees, overhanging branches or broken limbs most likely to fall on rest areas	NA	1 - Hazard	10	10	20																		
54	PC	Routine amenity servicing						As advised by Principal															18	440	
	PC1_R	Any verified defect identified by inspection, complaint, or notification by principal that renders the facility unusable	NA	Special	3		3	24 hrs	11	24 hrs	9	twice a week	7	weekly	6	Twice a month	5								
	PC2_P	Routine amenity services	NA	2 - Ordered work	9	9	18	As advised by Principal															18		
55	PA	Litter, Below Standard Amenity Furniture in Rest Area						As advised by Principal															18	440	
	PA1_R	Litter bins collection	NA	Special	2		2	24 hrs	10	24 hrs	8	weekly	6	weekly	5	Twice a month	4								
56	PZ	Rest Area Defects Other						As advised by Principal															18	440	
	PZ1_P	Rest area building maintenance (painting, plumbing, roofing etc.)	NA	2 - Ordered work	9	9	18	As advised by Principal															18	441	
	PZ2_R	Height of vegetation 200mm	200mm	3 - Safety	1		1	1 month	9	1 month	7	1 month	5	1 month	4	6 weeks	3								
	PZ3_R	Any pavement related defects	NA	3 - Safety	1		1	1 month	9	2 months	7	3 months	5	4 months	4	4 months	3		449						
Defect Category 13- Other Roadside Defects																									
57	RA	Unauthorised Signs						As advised by Principal															18	424	.
	RA1_P	Any verified unauthorized sign identified by inspection, complaint or notification by principal	NA	2 - Ordered work	9	9	18	As advised by Principal															18	426 427	
58	RB	Unstable Batter/ Embankment, Missing Material						As advised by Principal															18	426 427	
	RB1_P	Unstable cut/ embankment to be filled to manage scour, cracks, erosion or instability	NA	2 - Ordered work	9	9	18	As advised by Principal															18	426 427	
59	RC	Damaged Concrete or Paving Blocks						As a hazard															20	306	See hazard Proc.
	RC1_H	Damaged, displaced concrete or paving blocks in pedestrian areas, identified by complaint, inspection or notification by the principal that is hazardous	NA	1-Hazard	10	10	20	As a hazard															20		
	RC2_R	Damaged, displaced concrete or paving blocks in pedestrian areas potential unsafe situation to pedestrian	NA	3 - Safety	4		4	1 week	12	1 week	10	2 weeks	8	2 weeks	7	2 weeks	6								
	RC3_R	Damaged, displaced concrete or paving blocks potential unsafe situation to travelling public	NA	3 - Safety	2		2	2 weeks	10	2 weeks	8	4 weeks	6	4 weeks	5	6 weeks	4								

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100			Mtc Activity Number	Remarks						
					Location Score → (C)			8		6		4		3		2										
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																		
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)				Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)			
Defect Category 13- Other Roadside Defects																										
60	RD	Loose earth, Rock in Sight Line																								
	RD1_R	Earth, rock and loose material in sight line	NA	3 - Safety	4		0	1week	8	1week	6	2 weeks	4	2 weeks	3	2 weeks	2		425							
61	RE	Litter on Road Reserve																								
	RE1_H	Any verified litter(dumped tyres, oil waste etc.) on road reserve identified by inspection, complaint, or notification by principal that deemed a health hazard	NA	1-Hazard	10	10	20	As a hazard												20		420				
	RE2_P	Offensive litter on road reserve	NA	2 - Ordered work	9	9	18	As advised by Principal												18		421				
	RE3_M	Litter on environmentally sensitive locations	NA	4- Legislative	1		1	Log the defect monitor and inform to principal												1						
62	RF	Graffiti																								
	RF1_P	Any graffiti considered offensive and highly visible to public	NA	2 - Ordered work	9	9	18	As advised by Principal												18						
	RF2_R	Road user safety compromised by the graffiti	NA	3 - Safety	3		3	1 day	11	1 days	9	1 day	7	2 weeks	6	4 weeks	5		422							
	RF3_R	Any other graffiti	NA	6- Appearance /Usability	1		1	1 week	9	2 weeks	7	4 weeks	5	6 weeks	4	8 weeks	3									
63	RG	Scoured Areas on the Road Reserve																								
	RG1_H	Scour is likely to affect the structural capacity of the roadway	NA	1-Hazard	10	10	20	As a hazard												20		880, 429				
	RG2_P	Any scour is likely to cause environmental damage or likely to affect adjoining private property	NA	2 - Ordered work	9	9	18	As advised by Principal												18		310, 311				
64	RH	Abandoned Vehicles																								
	RH1_H	Any abandoned vehicle or equipment likely to be hazardous 18to travelling public or pedestrians	NA	1-Hazard	10	10	20	As a hazard												20		429				
	RH2_P	Any other abandoned vehicle or equipment in road reserve.	NA	2 - Ordered work	9	9	18	As advised by Principal														418				
65	RK	Illegal Accesses																								
	RK1_P	Any illegal accesses to TMR road network	NA	2 - Ordered work	9	9	18	As advised by Principal												18		429				
66	RL	Illegal Turning Areas																								
	RL1_P	Any illegal turning Areas within TMR road network	NA	2 - Ordered work	9	9	18	As advised by Principal												18		429, 439				

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
Defect Category 13- Other Roadside Defects																							
67	RM	Landscape Vegetation Defects																					
	RM1_M	Landscape Vegetation in any visually sensitive locations is likely to compromise road user safety	NA	3 - Safety	1		1	Log the defect monitor and inform to principal														1	429
	RM2_M	Landscape Vegetation in any visually sensitive locations	NA	6- Appearance /Usability	1		1	Log the defect monitor and inform to principal														1	
68	RN	Damaged Qld Dept. of Main Roads Fencing																					
	RN1_H	Fence damage that is a hazard	NA	1-Hazard	10	10	20	As a hazard														20	880
	RN2_M	Damage affecting effectiveness or purpose of the fence	NA	3 - Safety	3		3	Log the defect monitor and inform to principal														3	
	RN3_M	Poor aesthetics to travelling public or pedestrians	NA	6- Appearance /Usability	1		1	Log the defect monitor and inform to principal														1	
69	RP	Damaged Qld Dept. of Main Roads Noise Barrier Fencing																					
	RP1_P	One panel is missing or damage	NA	2 - Ordered work	9	9	18	As advised by Principal														18	870
70	RR	Damaged or Unserviceable Bus Shelters																					
	RR1_M	Damaged or Unserviceable Bus Shelters likely to compromise public safety	NA	3 - Safety	1		1	Log the defect monitor and inform to principal														1	890, 891
71	RT	Sediment Pond Defects General																					
	RT1_P	Silted or Unserviceable Sedimentation Pond Facilities	NA	2 - Ordered work	9	9	18	As advised by Principal														18	312
	RT2_M	Any defect likely to affect the proper functioning of the asset	NA	5 - Preventative	1		1	Log the defect monitor and inform to principal														1	313
72	RW	Damaged Roadside Weighing Area																					
	RW1_P	Facility is not functional	NA	2 - Ordered work	9	9	18	As advised by Principal														18	429

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
Defect Category 14 - Traffic Sign Defects																							
73	SA	Missing, Damaged or Dirty Regulatory, Warning or Hazard Sign																					
	SA1_H	Any sign or footing damage (including sign being unstable) that is hazard	NA	1 - Hazard	10	10	20	As a hazard										20	501 502 503	hazard Proc.			
	SA2_R	Regulatory signs (R1, R2, R3 and R4 series) missing , damaged or dirty sign face (after cleaning sign is not clearly legible from 150 m at night with lights on low beam in rural areas or legible within 2.5 secs of travel at the operational speed in urban areas)	NA	3- Safety	5		5	1 day	13	1 day	11	1 day	9	1 day	8	1 day	7						
	SA3_R	Regulatory signs (R5 Series e.g. parking limits) missing, damaged or dirty face (after cleaning sign is not clearly legible from 150 m at night with lights on low beam in rural areas or legible within 2.5 secs of travel at the operational speed in urban areas)	NA	3- Safety	3		3	2 months	11	3 months	9	3 months	7	3 months	6	3 months	5						
	SA4_R	Any hazard or warning sign missing, damaged or dirty sign face (after cleaning sign is not clearly legible from 150 m at night with lights on low beam in rural areas or legible within 2.5 secs of travel at the operational speed in urban areas)	NA	3- Safety	4		4	2 months	12	3 months	10	3 months	8	3 months	7	3 months	6						
74	SB	Missing or Defective Guide Sign																					
	SB1_H	Any verified defect on sign or support identified by inspection, complaint, or notification by principal that is likely to become hazardous to public	NA	1-Hazard	10	10	20	As a hazard										20	501, 502	See hazard Proc.			
	SB2_R	Any Guide sign missing , damaged or dirty sign face (after cleaning sign is not clearly legible from 150 m at night with lights on low beam in rural areas or legible within 2.5 secs of travel at the operational speed in urban areas) is likely to create unsafe road environment to travelling public	NA	3 - Safety	2		2	1 week	10	1 week	8	2 weeks	6	3 weeks	5	4 weeks	4	503, 504 506, 505 509, 507					
75	SC	Sign Misalignment																					
	SC1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard										20	509	hazard Proc.			
	SC2_R	Sign is reflecting glare from vehicles lights at night back to the motorist	NA	3- Safety	2		2	2 months	10	3 months	8	3 months	6	3 months	5	3 months	4						
	SC3_R	Sign is on a noticeable lean (greater than 15 degrees)	15°	3- Safety	1		1	2 months	9	3 months	7	3 months	5	3 months	4	3 months	3						
	SC4_R	Fix sign inclined to line of sight (twisted) by more than 30 degrees)	30°	3- Safety	2		2	2 months	10	3 months	8	3 months	6	3 months	5	3 months	4						

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
Defect Category 15- Traffic Furniture Defects																							
76	TA	Guide Post or Delineator Defects																					
	TA1_H	Any verified defect identified by inspections, complaint or notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard											20	525, 510 511, 512 513, 514 515, 519	See hazard Proc.		
	TA2_R	Any missing guide posts in a hazardous location for the travelling public or the post is on a noticeable lean or there is an inability at night to see at least two delineators ahead (both red, both white, or red and white) from a guide post location or any missing delineators on guardrail installation. (Above relates to observation after cleaning the post and delineator, on low beam)	NA	3- Safety	3		3	1 month	11	1 month	9	1 month	7	1 month	6	1 month	5						
77	TC	Guardrail, Fencing and Concrete Barrier Structural Defects																					
	TC1_H	Damaged guardrail or components (e.g.. terminal sections) are a potential hazard to traffic	NA	1 - Hazard	10	10	20	As a hazard											20			509, 522	hazard Proc.
	TC2_R	Guardrail, Fencing or Concrete barrier facility has a loss of structural integrity	NA	3 - Safety	5		5	1 week	13	2 week	11	3 weeks	9	2 months	8	3 months	7	523, 524					
	TC3_R	Guardrail panel is bent exceed 200 mm out of alignment	200mm	5- Preventative	2		2	1 month	10	2 months	8	3 months	6	6 months	5	6 months	4	530, 532					
	TC4_P	Aesthetic appearance decreased by accumulation of dirt, peeling paint etc.	NA	2 - Ordered work	9	9	18	As advised by Principal											18	534, 520 531, 559			
78	TB	Reference Marker Defects																					
	TB1_R	Reference Marker not visible or missing	NA	6- Appearance /Usability	1		1	3 months	9	3 months	7	4 months	5	6 months	4	6 months	3	512					
	TB2_R	Illegible when viewed from vehicle travelling at 80km/hr	NA	6- Appearance /Usability	1		1	3 months	9	3 months	7	4 months	5	6 months	4	6 months	3						
79	TD	Kerb or Dyke Defects																					
	TD1_H	Any verified defect identified by inspection, complaint, or notification by principal that likely to cause accidents	NA	1-Hazard	10	10	20	As a hazard											20	306 429	hazard Proc.		
	TD2_I	Damaged, misaligned kerbing or median noses ≥ 20mm, interrupted longitudinal drainage flow, tripping hazards.	20mm	3 - Safety	2		2	50mm	10	50mm	8	50mm	6	50mm	5	NA	0						
	TD2_R	Damaged, misaligned kerbing or median noses exceeds the upper intervention level in TD2_I that interrupted longitudinal drainage flow, tripping hazards.	Upper IL	3 - Safety	3		3	1week	11	1week	9	2 Weeks	7	4 Weeks	6	NA	0						
	TD3_M	Continuous kerbing damaged or missing	NA	6- Appearance /Usability	2		2	Log the defect monitor and inform to principal											2				

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
		Defect Category 15- Traffic Furniture Defects																					
80	TE	Guardrail, Fencing and Concrete Barrier Appearance Defects																					
	TE1_H	Poor visibility of guardrail, fencing, concrete barriers and its components due to dirt, peeling of paint or due to vegetation is verified by complaint, inspection or notify by principal that likely to cause accidents	NA	1-Hazard	10	10	20	As a hazard											20	521	hazard Proc.		
		Defect Category 16 - Traffic Marking Defects																					
81	UA	Missing or Faded Painted Road Lines and Markings																					
	UA1_M	Any verified defect identified by inspections, complaint or notification by the Principal that is unsafe	NA	3 - Safety	4		4	Log the defect monitor and inform to principal											4	701-714 719-725 729-731 735, 736 745, 750 759, 760 770			
82	UE	Raiseded Pavement Marker Defects																					
	UE1_M	Loss of, or loss of reflectivity(%) of markers on straights exceeds 25% on curves and exceeds 50% on straights in 100 m or any consecutive markers are missing	25% on curve or 50% on straights	3 - Safety	4		4	Log the defect monitor and inform to principal											4	740			

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
Defect Category 17 - Traffic Signal Defects																							
83	VA	Traffic Signal Controller Defects																					
	VA1_H	Any reported defect such as given below have potential to cause dangerous or hazardous situation: (I) Flashing Yellow (II) Site blacked out (III) Confusing signal displays (IV) Controller knocked down (V) Stuck in phase/ not cycling (VI) Safety critical times too short (VII) Skipping phase, not serving vehicle or pedestrian demands (VIII) Train (Heavy Rail) interface not operating correctly (IX) Tram (Light Rail) interface not operating correctly (X) Two lamps out or more per signal group failure	NA	1 - Hazard				4 hours														650	
84	VA	Traffic Signal Controller Defects																					
	VA2_P	Any reported defects where the installation is safe but is operationally degraded, including but not limited to ground mounted and overhead mounted traffic signals: (I) Twisted & non conflicting lantern arrangement; (II) Lamps out (other than pedestrian "Don't Walk" lamps); (III) Visors or louvres missing or damaged; (IV) Lenses damaged; (V) Missing/defaced labeling.	NA	2 - Ordered work				2 business days														650 602 619 610 950	
	VA3_R	(1) Detector failures causing phases to be called and/or extended unnecessarily (II) Communications failure (III) Timing fault (not safety critical times) (IV) Button failures causing phases to be called and/or extended unnecessarily	NA	3 - Safety				2 business days														650 619	

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
		Defect Category 17 - Traffic Signal Defects																					
85	VB	Traffic Signal Lantern Defects																					
	VB1_H	Any reported defect such as given below have potential to cause dangerous or hazardous situation: (I) Flashing Yellow (II) Confusing signal displays (III) Misaligned lantern causing confusing signal displays (IV) Damaged or open door on lantern (V) Damaged lantern or lantern parts at risk of falling	NA	1 - Hazard				4 hours														650	
	VB2_P	(i) Twisted & non Confusing lantern arrangement (ii) Missing or damaged hardware (i.e. missing pole and/or associated hardware) (iii) Lamp outages (iv) Visors, louvers or target boards missing or damaged (v) poor lantern aiming (vi) loss of displays	NA	2 - Ordered work				Missing pole and associated hardware (without footing damage) - 12 Business Days Missing pole and associated hardware (with footing damage) - 16 Business Days Otherwise monthly (Traffic Signal Lamp Failure Program)														650, 602 619, 610 950	
86	VC	Traffic Signal Electrical Defects																					
	VC1_H	Any reported defect such as given below have potential to cause dangerous or hazardous situation: (1) Flashing Yellow (II) Damaged or missing finial cap/traffic signal mast arm junction box/ JU pole terminal panel cover/controller cabinet door (III) Hanging or damaged cables (IV) Exposed wires/cables (V) Audio tactile unit fault.	NA	1 - Hazard				4 hours														650	

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
		Defect Category 17 - Traffic Signal Defects																					
87	VD	Traffic Signal Hardware Defects																					
	VD1_H	Any reported defect such as given below have potential to cause dangerous or hazardous situation: (I) Confusing signal displays (II) Damaged and dangerous post/pole (including knockdowns) (III) Controller knocked down; (IV) Damaged push button (V) Push button not operating and not placing a demand (VI) Stuck in phase/ not cycling (VII) Skipping phase, not servicing vehicle or pedestrian demands (VIII) Trivision sign fault causing confusion (IX) Audio tactile unit fault.	NA	1 - Hazard				4 hours														650	
	VD2_P	(I) Misaligned & non confusing lantern arrangement (II) Missing or damaged hardware (i.e. missing pole and/or associated hardware). (III) Lamp outages (IV) Visors, louvers or target boards missing or damaged (V) poor lantern aiming (VI) loss of displays (VII) failed inductive loops. (VIII) Finish, controller obviously out of plumb, pole obviously out of plumb, signal hardware out of plumb, Tidiness, Cleanliness, etc.	NA	2 - Ordered works				Missing pole and associated hardware (without footing damage) - 12 Business Days Missing pole and associated hardware (with footing damage) - 16 Business Days Otherwise monthly (Traffic Signal Lamp Failure Program)														650 619 602 610 950	
	VD3_R	(1) Detector failures causing phases to be called and/or extended unnecessarily (II) Communications failure (III) Timing fault (not safety critical times) (IV) Button failures causing phases to be called and/or extended unnecessarily	NA	3 - Safety				2 business days														650 619	
	VD6_P	Any reported defect not impinging the operation of the traffic equipment	NA	6- Appearance /Usability				Monthly (Traffic Signal Lamp Failure Program)														602 610	

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
Defect Category 17 - Traffic Signal Defects																							
88	VE	Traffic Signal Defects other																					
	VE1_H	Any reported defect such as given below have potential to cause dangerous or hazardous situation: (I) Vehicle detector on operating and placing a demand (II) Heavy Rail detector locked on or not operating (III) Queue det equipment on ramp metering (on Ramps & Off Ramps (IV) UPS Failure	NA	1 - Hazard				4 hours												650			
	VE2_P	(I) Misaligned & non confusing lantern arrangement (II) Missing or damaged hardware (i.e. missing pole and/or associated hardware). (III) Lamp outages (IV) loss of displays (V) failed inductive loops. (VI) Finish, controller obviously out of plumb, pole obviously out of plumb, signal hardware out of plumb, Tidiness, Cleanliness, etc.	NA	2 - Ordered works				Missing pole and associated hardware (without footing damage) - 12 Business Days Missing pole and associated hardware (with footing damage) - 16 Business Days Otherwise monthly (Traffic Signal Lamp Failure Program)												650 619 602 610 950			
	VE3_R	(1) Detector failures causing phases to be called and/or extended unnecessarily (II) Communications failure (III) Timing fault (not safety critical times) (IV) Button failures causing phases to be called and/or extended unnecessarily	NA	3 - Safety				2 business days												650 619			
89	VG	Electrical Cable Pit Defects																					
	VG1_P	Electrical cable pit is not safe for public	NA	2 - Ordered works				Readily accessible by public pedestrians - 4 hours Not readily accessible by public pedestrians (i.e. Motorway, rural road environment) - 5 business days												650, 635 640			
	VG2_R	Electrical cable pit has been made safe but is operationally degraded. Any reported missing/damaged electrical cable pit lid located in areas of the road reserve that are not readily accessible by pedestrian traffic (i.e. Motorway, rural road environment) ("make safe work")	NA	3 - Safety				18 business days												635 640			
90	VH	Inductive Loop Defects (Not at a traffic signal installation)																					
	VH1_H	Any reported defects where the equipment that is likely to cause personal injury/property damage	NA	1 - Hazard				5 business days		5 business days		2 business days		2 business days		2 business days		621					
	VH2_P	Any reported inductive loop failures	NA	2 - Ordered works				road lighting sites requiring access via low level level traffic - 10 business days road lighting sites requiring access via high level level traffic - 15 business days															

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B)		
Defect Category 17 - Traffic Signal Defects																							
91	VJ	Emergency Phone Defects																					
	VJ1_P	Emergency phone site is/has been made safe but is operationally degraded, including but not limited to: (I) Handset off holder; (II) Missing, damaged or faulty hardware;	NA	2 - Ordered works				8 business days												550			
Defect Category 18 - Public Lighting Defects																							
92	QA	Lighting switchboard defects																					
	QA1_H	Complete failure of switchboard resulting in electrical shock risk to people.	NA	1 - Hazard				4 hours												609			
	QA2_H	Switchboard door open or Pillar cover dislodged, visible and easily accessible to public.	NA	1 - Hazard				4 hours															
	QA3_R	Any reported lighting circuit, electrical switchboard or consumer mains failure. E.g. loss of circuit due to vermin attack, electrical fault etc. No electrical shock risk to people.	NA	3 - Safety				road lighting sites requiring access via low level level traffic - 5 business days road lighting sites requiring access via high level level traffic - 15 business days													651		
	QA4_R	Switchboard door/ pillar cover insecure/ not locked, potentially accessible to public.	NA	3 - Safety				4 hours															

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
		Defect Category 18 - Public Lighting Defects																					
93	QB	Lighting hardware defects																					
	QB1_H	Damaged or missing electrical cable pit lid located in areas of the road reserve that are accessible by pedestrians.	NA	1 - Hazard				4 hours														651, 635 640	
	QB2_H	Lighting pole knocked down and in path of traffic. Or pole falling imminent e.g. hit by mower/vehicle causing partial slip of slip base pole. Visibly loose nuts at the base of the pole. Signs of imminent danger e.g. significant swaying, leaning, soil erosion at footing, pole creaking, pole dented >20% pole diameter. Significant corrosion of pole. Outreach bracket hanging.	NA	1 - Hazard				4 hours														651	
	QB3_H	Luminaire visor/diffuser not secure/hanging. Or light is displaced/ re-aligned and as a result is causing disability glare to traffic. E.g. Pedestrian floodlight that was overslung is now underslung on outreach and now directs light onto approaching traffic and away from pedestrian crossing.	NA	1 - Hazard				4 hours														651	
	QB4_R	"Lighting pole knocked down and NOT in path of carriageway. Route lighting scheme is operationally degraded <95% service, due to: Missing, damaged or failed hardware.						Missing pole and associated hardware (without footing damage) - 10 business days Missing pole and associated hardware (with footing damage) - 15 business days														950	Failure of isolated lighting installations fall under this defect code.
	QB5_R	Road lighting circuit continuously on (i.e. photoelectric (PE) cell failure)	NA	5 - Preventative				5 business days														609	
	QB6_R	Light cycling (intermittent switching on and off)	NA	5 - Preventative				as per public lighting lamp run schedule														603, 604	
	QB7_R	Damaged or missing electrical cable pit lid located in areas of the road reserve that are not accessible by pedestrian traffic. Includes flooded cable pits.	NA	5 - Preventative				5 business days														650, 635 640	
	QB8_R	Lighting pole identified with cut/tear or dent <20% of pole diameter. Pole damaged but NO visible imminent danger e.g. pole leaning, significant swaying, pole creaking. Loss of galvanisation and or surface rust.	NA	5 - Preventative				As advised by Principal														609	

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtc Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)			
Defect Category 18 - Public Lighting Defects																							
94	QC	Lighting electrical defects																					
	QC1_H	Pole or pole hatchway missing, exposing potentially live cables.	NA	1 - Hazard				4 hours														651	
	QC2_H	Exposed cables in pit	NA	1 - Hazard				4 hours														651	
	QC3_R	Road lighting circuit failure (repairs to circuit in field). No electrical shock risk to people.	NA	3 - Safety				road lighting sites requiring access via low level level traffic - 5 business days road lighting sites requiring access via high level level traffic - 15 business days														609	
95	QD	Lighting general defects																					
	QD1_H	Failed navigation lights connected to a public lighting switchboard	NA	1 - Hazard				As advised by Principal														603, 604	
	QD2_R	Miscellaneous e.g. vermin infestation	NA	2 - Ordered works				As advised by Principal														609	
	QD3_R	Vegetation shading road lighting	NA	2 - Ordered works				As advised by Principal														609	
	QD4_R	Individual road lighting defect regarding luminaire or mounting e.g. outreach not correctly aligned/perpendicular, luminaire not horizontal or a single lamp failure (excluding flag or stand alone emergency stopping bay lighting).	NA	3 - Safety				as per public lighting lamp run schedule														603, 604	
	QD5_R	Any reported graffiti, vandalism, unauthorised banners.	NA	6 - Appearance/ Usability				As advised by Principal														609	
Defect Category 19 - Bridge & Miscellaneous Structure Defects																							
96	WD	Bridge Defects General- Debris on Bridges																					
	WD1_H	Any debris on overpass that can be used as projectiles that can be hazardous to travelling public or pedestrians	NA	1-Hazard	10	10	20	As a hazard														20	hazardous Process
	WD2_R	Debris on bridges that is likely to interrupt the drainage facility, operation of expansion joints or affect the usability of the bridge	NA	5 - Preventative	2		2	2 days	10	3 days	8	1 week	6	2 weeks	5	4 weeks	4	455					
Defect Category 20 - Emergency																							
97	ZZ	Emergency Call Out																					
	ZZ1_H	Any reported emergency incidents that likely to create unsafe situation to road users or likely to damage the road asset	NA	1-Hazard	10	10	20	report on site within 1 hr	20	report on site within 1 hr	20	mobilise in 1 hr	20	mobilise in 1 hr	20	mobilise in 1 hr	20	452, 860 450, 889 455					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks					
					Location Score → (C)			8		6		4		3		2								
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time :: Defect Final Score																
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Code Score (A+B)				
		Defect Category 21 - Bike Path Defects																						
98	JA	Bike path/lanes Surface defects						Defect Category 21 - Bike Path Defects																
	JA1_H	Any verified defect identified by inspections, complaint, notification by the Principal that is hazardous	NA	1 - Hazard	10	10	20	As a hazard												20	140 151 152 105 107 142 106 130 423 306 110 111 161 155 157 169 143 144 112 141	hazard Proc.		
	JA2_I	Accumulation of loose stones, sand or debris on the bike path exceeds 5mm in depth or area exceeds 1m²	5mm	3 - Safety	4	4	10mm	12	10mm	10	10mm	8	10mm	7	10mm	6								
	JA2_R	Accumulation of loose stones, sand or debris on the bike path exceeds the upper intervention level in JA2_I	Upper IL	3 - Safety	5	5	3 days	13	3 days	11	3 days	9	3 days	8	3 days	7								
	JA3_I	Accumulation of loose stones, sand or debris on the bike path exceeds 5mm in depth or area exceeds 1m²	1 m2	3 - Safety	4	4	2m²	4	2m²	4	2m²	4	2m²	4	2m²	4								
	JA3_R	Accumulation of loose stones, sand or debris on the bike path exceeds the upper intervention level in JA3_I	Upper IL	3 - Safety	5	5	3 days	5	3 days	5	3 days	5	3 days	5	3 days	5								
	JA4_I	Potholes / delamination / isolated slab failure exceeds 10mm in depth	10mm	3 - Safety	4	4	20mm	12	20mm	10	20mm	8	20mm	7	20mm	6								
	JA4_R	Potholes / delamination / isolated slab failure exceeds the upper intervention level in JA4_I	Upper IL	3 - Safety	5	5	3 days	13	3 days	11	3 days	9	3 days	8	3 days	7								
	JA5_I	Shoving, depressions, rutting, lumps or ridges exceeds 20mm in 1.2m straight edge	20mm	3 - Safety	4	4	30mm	12	30mm	10	30mm	8	30mm	7	30mm	6								
	JA5_R	Shoving, depressions, rutting, lumps or ridges exceeds the upper intervention level in JA5_I	Upper IL	3 - Safety	5	5	3 days	13	3 days	11	3 days	9	3 days	8	3 days	7								
99	JB	Vegetation defects - Bike paths						Defect Category 21 - Bike Path Defects																
	JB1_H	Trees, overhanging branches or broken limbs most likely to fall on bike path to be a hazard	NA	1 - Hazard	10	10	20	As a hazard												20	405 419 404 402 401 407 405 408 403	hazard Proc.		
	JB2_P	Previously cleared area where regrowth is evident	NA	2- Ordered works	9	9	18	As advised by Principal												18				
	JB3_R	Unwanted trees and shrubs or grass obscures in sightlines	NA	3 - Safety	2	2	2 weeks	10	2 weeks	8	2 weeks	6	2 weeks	5	2 weeks	4								
	JB4_M	Trees or limbs likely to fall on bike path	NA	3 - Safety	3	3	Log the defect and monitor if it become critical												3					

Defect No	Defect Code	Defect Intervention Level Criteria / Description	Initial Intervention level	Corporate Priorities	Road Category			"Category A vpd > 30000		"Category B vpd 10000-30000		"Category C vpd 500 - 10000		"Category D vpd 100-500		"Category E vpd < 100		Mtce Activity Number	Remarks				
					Location Score → (C)			8		6		4		3		2							
					Corporate Priorities and Defect Scoring			Upper Intervention Level :: Maximum Response Time ::Defect Final Score															
					Corporate Priority weighting (A)	Field Weighting (B)	Code Score (A+B)	Upper Intervention on Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Upper Intervention Level / Response Time	Corporate Score (A+B+C)			Upper Intervention Level / Response Time	Corporate Score (A+B+C)	Code Score (A+B)	
		Defect Category 21 - Bike Path Defects																					
100	JC	Drainage defects - Bike paths																					
	JC1_I	Obstructed drainage cause water ponding on bike path exceeds1m² or private property is endangered.	1 m2	3 - Safety	3		3	2m²	11	2m²	9	2m²	7	2m²	6	2 m²	5	301 305 302 303 304 319					
	JC1_R	Obstructed drainage cause water ponding on bike path exceeds the upper intervention level in JC1_I	Upper IL	3 - Safety	3		3	2 days	11	2 days	9	2 days	7	2 days	6	2 days	5						
	JC2_R	Obstructed drainage cause water ponding adjacent to bike path	NA	5 - Preventative	1		1	2 weeks	9	2 weeks	7	2 weeks	5	2 weeks	4	2 weeks	3						
	JC3_I	Blocked drainage, culverts or pipes over 20% of the capacity	20%	5 - Preventative	1		1	30%	9	30%	7	30%	5	30%	4	30%	3						
	JC3_R	Blocked drainage, culverts or pipes exceeds the upper intervention level in JC3_I	Upper IL	5 - Preventative	1		1	2 weeks	9	2 weeks	7	2 weeks	5	2 weeks	4	2 weeks	3						
	JC4_R	Culverts, pipes and pits defects likely to impact on the integrity of the unit	NA	5 - Preventative	1		1	4 weeks	9	4 weeks	7	4 weeks	5	4 weeks	4	4 weeks	3						
101	JD	Bike path Defects General																					
	JD1_R	Damaged bike path fencing creates unsafe riding environment to cyclists	NA	3 - Safety	1		1	2 days	9	2 days	7	2 days	5	2 days	4	2 days	3	880 501 504 502 506 505 509					
	JD2_R	Missing or defective regulatory or warning sign	NA	3 - Safety	1		1	2days	9	2 days	7	2 days	5	2 days	4	2 days	3						
	JD3_R	Missing or defective guide sign	NA	6 - Appearance/ Usability	1		1	2 weeks	9	2 weeks	7	2 weeks	5	2 weeks	4	2 weeks	3						
102	XA	Inspection Needed																					
	XA1_P	Additional inspection needed by complaints, specific reason or incidents	NA	2 - Ordered work	9	9	18	As advised by Principal										18	901 RMPC JMRA				
	Note 1: Priority group definition: 1 Hazard, 2 Ordered work, 3 Safety, 4 Legislative, 5 Preventative, 6 Appearance /Usability																						
	Note 2: Road Cat A >= 30000 AADT, Road Cat B >= 10000 & <30000 AADT, Road Cat C >=500 & < 10000 AADT, Road Cat D >= 100 & < 500 AADT, Road Cat E < 100 AADT																						
	Note 3: * Program of works must be in place for unsealed roads.																						
	Note 4: All criteria where intervention limit is given as "as advised by Principal" must be reported to Principal in 4 weeks.																						
	Note 5: One month is equal to 30 days																						
	Note 6: defect sub code acronyms: H – Hazard, P - Principal Ordered, I - defect within the Intervention level, R - defect breached upper intervention level, M - defect in monitoring stage, W - Program of works for unsealed roads																						
	Note 7: Corporate priority weighting; Priority 1 defects (Hazardous) – 20, Priority 2 defects (Ordered works) – 18, Priority 3 to 6 defects - 5 to 1																						
	Note 8: Field weighting; Asset rapid deterioration due to defect – 4, Asset moderate deterioration due to defect – 3, Asset low deterioration due to defect – 2, The defect is in the monitoring stage - 1																						
	Note 9: Response time starts when the defect has reached to its upper intervention level																						

S4A ROUTINE MAINTENANCE OF STRUCTURES

S4A.1 DEFINITIONS

A structure includes bridges and large culverts, and is defined as:

- All bridges (excluding all road furniture, delineation and wearing surface).
- All culverts (other than steel pipes) with an opening span length or diameter $\geq 1.8\text{m}$, culvert height $\geq 1.5\text{m}$ and a waterway area $> 3.0\text{m}^2$ (excluding all road furniture, delineation, handrails/guardrails, wearing surface).
- All Steel Pipes

For the purposes of this contract “culvert” refers to all other culverts that are not classed as structures.

S4A.2 SCOPE OF WORK

General servicing of items including the maintenance of the wearing surface (less than 1m^2 and approved by Principal prior to works), delineation, roadside furniture attached to the structure, and the clearing of scuppers, and is considered to be covered by this contract.

The routine maintenance (servicing and maintenance) of the remainder of the structure, including Level 1 bridge inspections and above is not covered by this agreement. Network responsibility for routine bridge maintenance is detailed in *Supplementary Condition of Contract and Specification S 22—Network Stewardship, Clause S22.3.3, and Table 22. 1 & 22.2* under Activity Group 800.

S4A.3 NETWORK STEWARDSHIP

In accordance with *Clause 3.1, Network Stewardship, of the General Conditions of Contract*, routine maintenance contractors are to report in writing any maintenance defects associated with structures on the road network forming part of this contract to the Principal's Delegate. These defects will be forwarded to the relevant maintenance contractor for inclusion into their maintenance backlog and subsequent action.

S4A.4 PAYMENT

Payment for clearing of scuppers will be made under Activity 801. All other Routine Maintenance works attached to the structure will be paid under the relevant activity as detailed in *Supplementary Condition of Contract and Specification S 22 — Network Stewardship, Clause S22.3.1*.

S5 ROUTINE MAINTENANCE OF LINEMARKING

S5.1 ADDITIONAL REQUIREMENTS

Notwithstanding those requirements detailed in the Routine Maintenance Guidelines and Supplementary Condition of Contract S34, routine line marking will be carried out by the Department of Transport and Main Roads commercial line marking unit, RoadTek Network Services.

S5.2 NETWORK STEWARDSHIP

In accordance with Clause 3.1 (Network Stewardship) of the General Conditions of Contract described in the Road Maintenance Performance Contract Manual, routine maintenance contractors are to report in writing, any maintenance defects associated with line marking on the road network forming part of this contract to the Principal's Delegate. These defects will be forwarded to the relevant maintenance contractor for inclusion into their backlog of works and subsequent action as the intervention level and priority determines.

S5.3 PAYMENT

No additional payment will be made for this work and the associated costs are deemed to have been included in the contractor's unit rates.

S6 ROUTINE MAINTENANCE OF GUIDE SIGNS

S6.1 DEFINITION

Guide signs are those signs having a face area of greater than 2m².

S6.2 REQUIREMENTS

Under this agreement the Contractor is responsible for the repair of any damaged guide signs identified on the network as described in *Supplementary Condition of Contract and Specification S22 – Network Stewardship, Clause S22.3.3 and Table 22.1*, under the 'On Road' activity groups 100, 200, 300 and 500.

Any guide signs identified as deteriorating to an unsafe standard are to be reported to Principal's Delegate to negotiate the most appropriate strategy to effect repairs.

S6.3 PAYMENT

Payment for damaged guide signs will be made under Activity 509, with method of payment for the repair of deteriorated signs determined by the Principal's Delegate.

S7 EMERGENCY CALLOUTS

S7.1 DESCRIPTION OF WORKS

ACTIVITY	DESCRIPTION OF WORK	UNIT OF MEASUREMENT
450	Emergency Callout	Prov.sum

S7.2 BACKGROUND

There are two categories of emergency maintenance namely:

- **Type 1:** Those initiated by members of the public, Police or other recognised authorities to attend to an emergency situation such as a traffic accident or safety issue, etc.
- **Type 2:** Those associated with natural occurring events such as cyclones, bush fires, flooding or continuous, heavy rainfall etc., which may be eligible for reimbursement under the Natural Disaster Relief and Recovery Arrangements.

Under these types, there are two elements of emergency maintenance:

Element 1: Make Safe' Work

This Work is to be performed immediately by the Contractor when the emergency occurs. The department must be notified as soon as possible after the emergency situation arises. The claim for the Work can be included in the next progress claim and the department will treat that part of the claim as a variation.

Element 2: Substantial further Work

After making the situation safe, the Contractor is not to undertake further Work until it has notified the department and received authorisation.

S7.3 PROCEDURE

Both types of emergency maintenance are attended to as part of this RMPC.

With **Type 1** call outs, if there has been damage to the network infrastructure or clean up costs incurred due to an accident/vandalism etc., the cost of these repairs may be recovered from the perpetrator. Refer to Supplementary Condition of Contract S30, Recovery of Costs from Damaged Infrastructure, which describes the process to be adopted for such incidents.

With **Type 2** call outs, the Minister's Office will declare the incident as a natural disaster, that is, Floods, fires etc. The costs incurred to temporarily and permanently repair damage caused by such events are to be identified separately and invoiced, to allow the Region to claim reimbursement from Emergency Services. The emergency call outs may include repairs of a temporary nature which do not meet the minimum standards specified for maintenance works under this RMPC but which are necessary for safety and will be superseded by permanent repairs under the various RMPC activities at a later date (that is, Pothole, pavement repairs, etc.).

The Contractor is to include the following details in his Emergency Callout records:-

1. Date of callout.
2. Time of callout.
3. Location.
4. Road number.
5. Type of repairs carried out.
6. Identify source of call out (that is, Police/ Emergency service/ member of Public including details of call out source).
7. Detailed day works costing, including the total amount claimed.

S7.4 PAYMENT

If these works cannot be claimed under the conditions given above, payment of emergency callouts is to be under Activity 450 based on dayworks costing using the rates provided in the Conditional Agreement and as determined by *Supplementary Conditions of Contract and Specifications S15 - Provisional Sum Activities, S25 - Monthly Claim requirements, and S30 - Recovery of Cost from Damaged Infrastructure.*

S8 MAINTENANCE OF SIGNS

S8.1 ADDITIONAL REQUIREMENTS

The size the signs to be used in the work activities, shall be limited to signs having a face area of 2.0 m² or less.

For the relocation, repair, or replacement of signs over 2.0 m² refer to *Supplementary Condition of Contract and Specification S6 – Routine Maintenance of Guide Signs*.

S8.2 THE USE OF STIFFENERS

All new signs installed with a surface area equal to or greater than a Size “C” sign, are to be provided with sign stiffeners.

S10 WARRANTY PERIOD

S10.1 ACTIVITIES AND WARRANTY

Warranty periods shall apply to activities in this contract as listed below in **Table 10.1**. The warranty given shall apply to material quality and workmanship only. It is understood that underlying conditions may affect the longevity of the repair, but the Contractor has an obligation to take this warranty period into account when determining the repair method, extent of work, and types of materials used in the repair.

Activity No.	Description	Warranty Period
102 00	Edge Repair – Mechanical	6 Months
110 00	Surface Correction with Premix / Asphalt – Manual	6 Months
111 00	Surface Correction with Premix / Asphalt – Mechanical	6 Months
216 00	Heavy Shoulder Grading	6 Months
155 00	Asphalt Overlay	6 Months
156 00	Replace Excavated Asphalt	6 Months
157 00	Excavate and Replace Asphalt	6 Months
117 00	Reseal	6 Months
143 00	Pavement Repairs Minor – Mechanical	6 Months
144 00	Pavement Repairs Major – Mechanical	6 Months
For all other activities the Contractor shall apply a 3 month design life when determining the repair method, extent of work, and types of materials used.		

Table 10.1

S10.2 IDENTIFICATION OF WORKS

To identify the commencement of the warranty period for the activities listed above for each section of work the Contractor must either:

Accurately record the chainages of these major activities in their maintenance management system, including all other Works Order details i.e. completion date, quantity, lane codes, etc,

Or

Identify each section by painting on the road, the month and year the warranty period commenced. This identification is to be no greater than 150 mm in height and is to be located on the repair. The following example is of an asphalt overlay carried out in 26th August 1998.

Day/Month/Year – 01/07/18

The colour of paint used for these markings should be unique to the Contractor and remain constant throughout the contract period. The colour chosen by the Contractor is to be submitted to the Principal for approval prior to it being used.

S10.3 Premature Failure of Work

The Principal's Delegate is to be notified of any works not achieving the specified warranty period, and it will be jointly investigated to determine if the cause was:

- 1) Material quality.

- 2) Workmanship.
- 3) Design of repairs.
- 4) Unforeseen underlying conditions.

S10.3.1 Material Quality and Workmanship

If it is determined that material quality and/or workmanship is the cause of premature failure then any defects in work done by the Contractor, or defects in other work caused by defects in the work done by the Contractor shall be rectified at the Contractor's own cost.

S10.3.2 Design and Underlying Causes

If it is determined that poor design and/or unforeseen underlying conditions were the cause, then

- (a) The cost of rework will be negotiated and apportioned as applicable.
- (b) Learnings gained will be applied to approach and design of subsequent repairs of this nature.

S10.3.3 Temporary Pavement Repairs

With regard to temporary pavement repairs, Activities 142 00 and 141 00, the Principal will only entertain payment of such activities once only for any one area, prior to permanent repairs being carried out.

S13 TRAFFIC MANAGEMENT RECORDS AND FORM M994

S13.1 THE USE OF FORM M994

FORM M994 WILL BE COMPLETED BY THE CONTRACTOR, TO COVER ALL ACTIVITIES OUTLINED IN S1.2.11.1.

S13.2 TRAFFIC MANAGEMENT RECORDS

As detailed in the MUTCD, the Contractor shall maintain accurate records of all traffic management operations including sign arrangements (including regulatory signs in **PLACE/REMOVED**), **TRAFFIC GUIDANCE** schemes by reference to the figure numbers provided in the MUTCD, the hours of operation and the condition of the road.

In the case of accidents, either witnessed or reported, accurate details of the type, size, condition and location of signs and devices, including photographs, the weather conditions and road geometry are to be recorded by the Contractor.

Copies of all of these records are to be maintained by the contractor, should they be required by the Principal's Delegate in the future.

S14 VARIATIONS TO THE CONTRACT

THE FOLLOWING INFORMATION CONCERNING VARIATIONS IS PROVIDED:

1. THE TYPES OF VARIATIONS ISSUED AS PART OF THE CONTRACT;
2. THE DEFINITION OF DIFFERENT TYPES OF VARIATIONS;
3. THE PROCESS FOR REQUESTING, APPROVING AND COMPLETING VARIATIONS, AND;
4. THE CONTRACTOR'S RESPONSIBILITY IN RELATION TO THE MANAGEMENT OF VARIATIONS.

S14.1 ALLOWABLE TYPES OF VARIATIONS

S14.1.1 Types of Variations

S14.1.1.1 Type A - Routine Maintenance Activities Not Included in the Contract Schedule

A request for work by either the Contractor or Principal that can be identified as a Defect in *Supplementary Condition of Contract and Specification S2 – Defect Backlogging, Response Times and Priorities*, or *Volume 3 Road Maintenance Performance Contracts (Guidelines for Undertaking Routine Maintenance)*, but is not contained within the scheduled Activities for the contract.

This type of variation deals with Routine Maintenance Activities and will not be funded with an additional allocation to the contract, refer to *Clause S14.2.2*.

S14.1.1.2 Type B – Non-Routine Maintenance Activities

Request for work that has been identified as a network need but is not a defect contained within *S2 – Defect Backlogging, Response Times and Priorities*, or *Volume 3 Road Maintenance Performance Contracts (Guidelines for Undertaking Routine Maintenance)*. This type of variation will generally be funded with an increase to current contract allocation if such funds are available, refer to *Clause S14.2.2*.

S14.1.1.3 Type C – Additional Contract Allocation

Additional Funding relates to the approval of additional funds by the Principal's Delegate for use on various Activities within the schedule. The allocation of these funds to Activities within the contract schedule shall be left to the discretion of the Contractor, unless otherwise specified by the Principal's Delegate, refer to *Clause S14.2.2*.

Approval by the Principal, however, of the Contractor's distribution of the additional funds, for Type A and Type C variations, will still be required in the form of a schedule review in accordance with the General Conditions of Contract.

S14.1.2 Approval of Variations

Approval of the different types of variations should be handled as follows:

S14.1.2.1 Type 'A' Variations - Routine Maintenance Activities Not Included in the Contract Schedule

- 1) Type A variations can be identified by either the Contractor or the Principal.
- 2) The priority of this defect is compared against the current backlog priorities.
- 3) If this defect is regarded as having a high enough priority to make it to the program of works, an Activity number is generated from *Volume 3 Road Maintenance Performance Contract (Guidelines for Undertaking Routine Maintenance)*. The method of payment and associated unit rates are determined by negotiation (if applicable).
- 4) Details of this new Activity (quantities, unit rates, etc.) as well as details of those currently scheduled activities that will have their quantities reduced to allow for the inclusion of these new activities without increasing the current allocation, is to be provided to the Principal's Delegate in the form of a Schedule Review. Refer to *Supplementary Condition of Contract and Specifications S22 - Schedule Review Clause S22.4*.

S14.1.2.2 Type B Variations

- 1) Type B variations are requested by recording all relevant details in Section 1 of Form **MD06F01**, refer to *Appendix A 'Standard Forms'*.

- 2) The Contractor completes Section 2 estimating the cost of these additional works and method of costing preferred by the contractor. A detailed cost breakdown showing all day works, profits and overheads is to be attached. Section 2 is then signed and dated.
- 3) The variation request is forwarded to the Principal's Delegate or his representative for consideration and negotiation with the Contractor, if required.
- 4) Irrespective of weather the variation is approved or rejected, the request will be issued with a variation number by the Principal's Delegate. This is recorded in Section 3 of Form **MD06F01**.
- 5) The Contractor will be advised of the acceptance or rejection of his request on receipt of Form **MD06F01**. These details will be provided in Section 3 of this form, including reasons for rejection if applicable.
- 6) In the case of acceptance of the variation the Contractor is free to begin work according to the program of works. The work however, **MUST** be completed and claimed in the financial year it was initiated unless otherwise arranged with the Principal.
- 7) On completion of the work the Contractor is to indicate the completion date and final cost to be claimed for this work in Section 4 of Form **MD06F01**. This form is then returned to the Principal's Delegate. If the final cost exceeds the estimated cost by more than 10%, reasons for this over expenditure as well as approval from the Principal's Delegate or his Representative is to be provided on Form **MD06F01** or attached.
- 8) All Type B variations are to be claimed under an Activity to be advised by the Principal.

S14.1.2.3 Type C Variations

There are two major financial reviews during each year, one at the end of October and the other at the end of February. These reviews are used to re-evaluate the needs of the Region and realign the Region maintenance budget accordingly. This may result in an increase, decrease or no change to the contract allocations. In the case of an increase or decrease in available funds the Contractor's distribution of these funds will be required in the form of a schedule review in accordance with the General Conditions of Contract.

S14.1.3 Claiming Of Variations

Payment for all associated costs is deemed to be included in the final cost of the variation. Payment of variations is to be under the relevant activity number with a Child Number designated prior being used as the works order number.

Payment for variations will not be made until the completed Form **MD06F01** has been received by the Principal's Delegate or his Representatives, unless part payment has been previously arranged with the Principal. This will only be considered for approval when the variations are large and of a prolonged duration.

S14.1.3.1 Example

An example of the claim file format required for payment of variations is provided below -:

Variation number V27 (Activity 120 99) on road 18A (other state controlled road – Schedule 215) between chainages 5.20 and 6.250, having a total approved value of \$27 455.

The claim file will read:

T215 | **120 99** | D | 688.000 | 27455.00 | V27 | 18A | | 5.200 | 6.250 |

S14.2 MANAGEMENT OF VARIATIONS

Approval of the different types of variations should be handled as follows:

S14.2.1 Variations Registers:

The Contractor is required to maintain a Variation Register for all Type B variations and shall be attached to each monthly progress claim to facilitate payment by the Principal.

The minimum information required for a variations register is provided below, with a sample form, Form **MD06F02**, provided in *Appendix A 'Standard Forms'*.

- 1) The Contractor's Name.
- 2) The Contract Number.
- 3) Schedule Number (a separate register is required for each schedule).
- 4) Sequential Numbering of variations.
- 5) Work Description.
- 6) Road Number.
- 7) Estimate of cost.
- 8) Date approved.
- 9) Actual cost.
- 10) The claim number in which the variation has been claimed.
- 11) As soon as a Form **MD06F01** has been received from the Principal with Section 3 completed, the variation should be recorded in the register.

S14.2.2 Schedule Reviews:

All schedule reviews shall include all approved Type "A" and "C" variations.

S14.2.3 Accrued Expenditure Forecast:

All future accrued expenditure forecast reports **must include** all approved Type A, B and C variations. This will apply to the reports presented at the monthly meetings as well as any other reports that may be required.

S15 PROVISIONAL SUM ACTIVITIES

This Supplementary Condition of Contract shall be read in conjunction with the General Conditions of Contract. Where a discrepancy exists, the Supplementary Conditions of Contract shall take precedence.

The Provisional Sum Activity 450 - Emergency Call Out and 950 – Damage Recovery are excluded from this section.

Work described by Provisional Sum Activities (i.e. Activities identified by the payment type "P") shall be managed in accordance with the Intervention Levels and Activity Standards contained within the contract documents (or any amendments approved by the Principal during the contract period) and treated in the following manner:

1. The Contractor is **NOT** required to gain approval for provisional sum works. The Contractor shall however, keep the Principal Informed of major provision sum activities by providing details of programmed works at the regular contract meetings, refer to *Supplementary Condition of Contract and Specifications S26 - Quarterly Meetings*.
2. The Principal **does not** take responsibility for the management of the Contractor's Provisional Sum activities; this is managed by the contractor, and based on the programming of priority works as detailed in *Supplementary Condition of Contract and Specifications S2 - Defect Backlogging, Response Times and Priorities*.
3. The Contractor is required to work within the allocated budget, including the reallocation of funds as per Supplementary Condition of Contract *S25 - Monthly Claim Requirements*. Consideration of work predicted to exceed \$100 000.00 is based on discussions between the Principal's Delegate and the Contractor's Delegate regards the cost benefits of each situation.

S16 REMOVAL OF UNAUTHORISED SIGNS

S16.1 DESCRIPTION OF WORK

This work involves the removal of unauthorised (illegal) signs causing distraction to drivers.

S16.2 REGULATIONS FOR THE ERECTION OF ADVERTISING SIGNS

It is the responsibility of the Contractor to make self aware of the relevant sections of the Traffic Act ensuring that all staff involved in the collection of “Unauthorised” signs have a clear understanding of the criteria which constitutes a sign being “ Unauthorised “.

S16.3 PROCEDURE

- 1) The Principal's Delegate will request the Contractor collect unauthorised signs.
- 2) Generally a police officer will accompany the crew of the collecting the unauthorised signs.
- 3) A current list of all ‘approved’ advertising devices should be secured from Metropolitan Region's Road Corridor Permits.
- 4) The names and contact details of any persons retrieving their signs shall be recorded and forwarded to the Principal's Delegate.

S16.4 DISPOSAL OF SIGNS

Collected signs must be stored for a minimum of three (3) months, before being disposed of.

S16.5 PAYMENT

The cost of all work including, collection of signs, their storage, disposal, complaints, collection of signs by their owners and disposal of unwanted signs shall be negotiated and agreed between the Contractor and the Principal's Delegate.

S18 TRAFFIC SIGNALS, LIGHTING AND REPORTING DAMAGED ELECTRICAL PITS & POLES

S18.1 ADDITIONAL REQUIREMENTS

Maintenance of all Traffic Signals, Route/Intersection lighting requiring specialist trades persons, within the Metropolitan Region's network are to be undertaken by the Department of Transport and Main Roads commercial unit, RoadTek Network Services (South), and are **not included** in this contract.

S18.2 NETWORK STEWARDSHIP

In accordance with *Clause 3.1 Network Stewardship, of the General Conditions of Contract*, the routine maintenance contractors are to report the details of damage to the Principal's Delegate through the Brisbane Metropolitan Traffic Management Centre (BMTMC). These details should include the location and type of damage to infrastructure for example ducting, signals, light poles, and live electrical pits identified on the road network forming this contract. These defects will be forwarded to the relevant maintenance contractor or Service Authority for their action.

S18.2.1 PROCEDURE FOR NOTIFICATION

1. Notify the BMTMC (07) 3292 6095 or 131 940 of the Damage/Fault details:
 - Pole Number if available.
 - Size of pit (No.3, No.4, No.7 or other).
 - Location.
 - Priority of damage.
 - General description of damage.
 - Suggested owner of pit / pole.
2. Evaluate and make necessary arrangements to make the site safe until such times as it can be repaired.

S18.3 PAYMENT

No additional payment will be made for this work and the associated costs are deemed to have been included in the contractor's unit rates.

S19 PROHIBITION NOTICES

S19.1 GENERAL REQUIREMENTS

The Contractor's attention is drawn to the Prohibition Notices issued on Queensland Transport, now currently the Department of Transport and Main Roads, under the *Workplace Health and Safety Act*. These Workplace Health and Safety Act, Prohibition Notices are still in force. The Contractor is to ensure that the risks identified in the Prohibition Notices are managed by the Works Procedures for the various work Activities or by a specific procedure in the Traffic Management to cover all Activities.

Copies of known and relevant prohibition notices issued to the Department of Transport and Main Roads will be provided to the Contractor at the Pre-Start meeting for this agreement, refer to Form **MD15F01** of Appendix A 'Standard Forms'.

Copies of any subsequent prohibition notices issued to the Department of Transport and Main Roads will be provided to the contractor as soon as they are available.

S19.2 DEFINITIONS

For the purpose of the current Notices 06514, 06564, 06565, and any future notices, the following definition shall apply:

Freeway – A freeway shall be “any multi-lane highway where the signed traffic speed is 100 km/hour or greater”.

S19.3 FUTURE PROHIBITION NOTICES

The Contractor shall comply with the terms of any prohibition notice issued to him or her by an inspector pursuant to *Section 118 of the Workplace Health and Safety Act 1995* in respect of a workplace Activity, plant or substance of which the Contractor is in control for the purpose of performing his or her obligations under this Contract.

S20 FAULTY HELP PHONES

S20.1 NETWORK STEWARDSHIP

Routine maintenance contractors are to report the details of any faulty 'Help Phones' they become aware of to the BMTMC (07) 3292 6095. These defects will be forwarded to the relevant maintenance contractor or Service Authority for their action.

S20.2 PAYMENT

No additional payment will be made for this work and the associated costs are deemed to have been included in the contractor's unit rates.

S21 AUDITING, NONCONFORMANCE REPORTS AND TRACEABILITY OF WORKS

S21.1 TRACEABILITY OF COMPLETED WORKS

The Contractor shall be responsible for ensuring that all completed works remain traceable from the Works Orders to the actual Work Site and visa versa. Traceability of the completed work at the site must be maintained for a minimum of three (3) months for all Activities or a greater period equal to the Warranty period where specified.

S21.2 AUDITING BY THE PRINCIPAL

The Principal will be conducting audits on the Contractor on a quarterly basis in the following areas:

- 1) Management of the Contract
- 2) Quality of works
- 3) Traffic Management
- 4) Backlog Accuracy
- 5) Progress Claim

A copy of the results of these audits will be provided to the Contractor on their completion, and will be discussed at each Quarterly Meeting, refer to S26, under the heading 'Quality System', also refer to Form **MD22F04** of Appendix 'A' Standard Forms.

The documented performance from these audits may be used by the Principal in the evaluation of the Contractor for future Maintenance contracts.

S21.3 NON-CONFORMANCE REPORTS

The Contractor shall provide to the Principal's Delegate for his approval, any Nonconformance Reports internally generated in which the 'Corrective' or 'Preventative' action seeks to compromise or lower the standards set out in the documents listed in Form **C6262, (open tender) or C6094 (sole invitee)** of the Offer Documents. This requirement is to be included as part of the Contractor's nonconformance control process and a copy of this process is to be provided to the Principal's Delegate when available, but no later than, the Contractor's first progress claim for this Contract.

S21.4 REWORKED ACTIVITIES

The Principal's Delegate is to be notified in writing of any rework to be carried out by the contractor. Details are to include:

- Works Order Number
- Road Number
- Chainage of rework
- Non-conformance number
- Brief description of rework activity
- Approximate rework date / time
- Name of officer coordinating the rework activity

S22 Network Stewardship

General

As indicated in *Clause 3.1 of the General Conditions of Contract*, the Contractor is to act in the Principal's interest at all times and this includes the management of Public queries, and should only be referred to the Principal or his Representatives when necessary.

Procedure for Public Enquiry / Complaint / Service and Maintenance Request

Step 1 Lodgement of Issue

Public *Enquiries* / Complaints / Service and Maintenance Requests can be lodged with TMR – Metropolitan Region through the following channels:

- 1) *Brisbane Metropolitan Transport Management Centre – (BMTMC)*
This centre is manned 24hrs a day, whole year round. On receipt of an issue, a Traffic Incident (SIMs) Report would be generated.
- 2) *Routine Maintenance Provider for the area*
An enquiry is made directly to the routine maintenance provider, who will generate a Works Request when the issue is lodged.
- 3) *TMR - Metropolitan Region General Enquiries Hotline (metropolitanregion@tmr.qld.gov.au)*
Enquiries Hotline is only manned during office hours and on receipt of issue, details would be recorded into the Customer Feedback Form (CFR) Database.
- 4) *Local Councillor, State / Federal Member, Minister, Premier's office, Main Roads Website – Via 'Contact Us' Link*
On receipt of the enquiry by TMR, an internal MC xxxx / CE xxxx / WE xxxx / E xxxxxx no. is generated for the particular issue.

Any issue received by an officer not through the above mentioned channels is to be re-directed it in the following manner:

- 1) *Immediate Safety issue / traffic hazard (Written and Verbal)*
Immediate Safety issue / traffic hazard on the network is to be reported to the BMTMC directly for immediate action. On receipt of issue, BMTMC would provide a Ref No. for recording keeping purposes.
(BMTMC - Public No: 13 19 40; Direct Internal Line: 07 3292 6095).
- 2) *Verbal enquiry (Non Critical Safety Issue)*
All Verbal enquiries are to be forwarded to the TMR - Metropolitan Region General Enquiries Hotline for recording into the CFR Database.
(Metropolitan Enquiries / 07 3066 5499).
- 3) *Written enquiry (Non Critical Safety Issue)*
All written enquiries are to be forwarded to the Metro Region - Communications Team via the Metropolitan Enquiries Mail box for saving into the system and the assignment of the relevant DMS-E number.
(Metropolitan Enquiries / metropolitanregion@tmr.qld.gov.au).

Step 2 Enquiry Details

The following minimal details are to be recorded when the enquiry is received.

- 1) Contact Details of Enquirer (Name, Address, Phone number)
- 2) Date/time issue is received
- 3) Location of Issue (i.e Road name, leg of the intersection if at an intersection, closest intersecting side street, closest landmark, direction of travel etc)
- 4) Local government area / Region's road number
- 5) Issue Details including any other relevant advice or information

Step 3 Determination of Jurisdiction

- 1) Brisbane Metropolitan Transport Management Centre – (BMTMC)
- 2) Enquiries received by the BMTMC are to be passed on directly by phone to the respective Callout Crew who has the associated Maintenance responsibilities for the area by the BMTMC (ie RoadTek / Council / Relevant contractor who has 'Possession of site' for construction purposes etc).
- 3) Go to *Step 4 (a)* – Investigation of the Issue.
- 4) Maintenance Provider for the area
- 5) Maintenance provider would evaluate the enquiry to determine if it forms part of their maintenance responsibilities.
- 6) If it is deemed to be the responsibility of the routine maintenance unit then Go to *Step 4 (a)* (Investigation of the Issue).
- 7) If it does not form part of their maintenance responsibilities the maintenance provider is to advise the originator of the applicable agency responsible for issue. Go to *Step 6 (b)* (Closing out of issue and Records Keeping).
- 8) TMR - Metropolitan Region General Enquiries Hotline
- 9) Officer receiving the call would evaluate to their best knowledge if the enquiry is part of TMR's maintenance responsibilities.
- 10) If it is deemed to be our responsibility, forward all information to the Principal's Delegate responsible for the issue for investigation then Go to *Step 4 (b)* (Investigation of the Issue).
- 11) If the officer is unsure / unclear, treat it as 'Yes' and forward all information via email to the Principal's Delegate responsible for the issue then Go to *Step 4 (b)* (Investigation of the Issue).
- 12) If it is deemed not be part of our maintenance responsibilities, the officer is to allocate the enquiry to the correct area responsible, or advise the caller of the applicable agency responsible for issue. Go to *Step 6 (c)* (Closing out of issue and Records Keeping).
- 13) Local Councillor, State / Federal Member, Minister, Premier's office, Main Roads Website – Via 'Contact Us' Link
- 14) Issue including all details would be forwarded by the Communications Advisor via email to the relevant Principal's delegate in the respective TMR sections / regions.
- 15) Principal's Delegate for the RMPC will evaluate the issue to clarify if the issue is part of TMR's jurisdiction and part of Routine Maintenance's responsibility.
- 16) If deemed to be part of the Region's routine maintenance responsibilities, Go to *Step 4 (b)* (Investigation of the Issue).
- 17) If it is deemed not to be part of the Region's maintenance responsibilities, the Principal's Delegate is to advise Communications Advisor via email of outcome and where applicable; relevant section within TMR / other external agencies to forward issue to. (ie Road Ops, Environmental, Council, QR, QML etc), Go to *Step 6 (d)* (Closing out of issue and Records Keeping).

Step 4 – Investigation of the Issue**1. Maintenance Provider for the area**

Delegate for the Maintenance Provider's is to investigate issue and formulate any remedial works to mitigate the issue.

If there are any concerns relating to the scope / extent / cost of the remedial actions required, delegate for the Maintenance Provider's is to discuss issue with Principal's Delegate for the RMPC.

If remedial works are to be undertaken, Go to **Step 5** (Remedial Actions).

If no remedial works are to be undertaken Go to **Step 6** (Closing out of issue and Records Keeping).

2. Principal's Delegate / PD Roadwork Inspector / Vegetation Inspector

Principal's Delegate, PD Roadwork Inspector, and Vegetation Inspector (when applicable) will investigate the issue by whatever means necessary to determine if remedial actions are required, who is responsible for managing those actions, and formulate advice on remedial works required to mitigate the issue.

Details of the enquiry including actions to be taken and/or work required is to be forwarded via email to the relevant maintenance provider for their action and the relevant PD Roadwork Inspector, and/or Vegetation Inspector (when applicable) for their information (if not already involved),

If remedial works are to be undertaken, Go to **Step 5** (Remedial Actions).

If no remedial works are to be undertaken Go to **Step 6** (Closing out of issue and Records Keeping).

Step 5 Remedial Actions

The relevant Program Delivery staff, including, Roadwork Inspectors, Principal's Delegate, and Vegetation inspector (when applicable) will in all circumstances, provide advice and support to the routine maintenance provider to help deliver a successful outcome.

The routine maintenance provider is to keep accurate records of the outcome of the issue, including the details of any remedial action undertaken. A "Log of Public Enquiries" is to be maintained and updated with the following minimum information for future reference:

- ◆ Enquirers Name
- ◆ Issue
- ◆ Date received
- ◆ Action Officer
- ◆ Actions

Close Out Date

Depending on the source of the notification, as outlined in **Step 1** (Lodgement of issues), the following has to be undertaken:

1. Brisbane Metropolitan Transport Management Centre – (BMTMC)

The maintenance provider is to provide prompt updates to the BMTMC on the progress and any possible delays (when applicable) relating to the issue and also on completion of the callout. All debris / hazards are to be taken off site and disposed of / kept in temporary storage.

If remedial action could not be undertaken on the same day and has to be programmed, maintenance provider is to update BMTMC when site has been made safe and all debris cleared off site.

Go to **Step 6 (a)** (Closing out of issue and Records Keeping).

2. Maintenance Provider for the area

The maintenance provider is to update originator of the issue on the outcome and any applicable remedial action.

If remedial action could not be undertaken on the same day and has to be programmed, maintenance provider is to provide originator of the issue an estimated date (weather permitting) that works could be completed by.

Go to **Step 6 (b)** (Closing out of issue and Records Keeping).

3. TMR - Metropolitan Region General Enquiries Hotline

The maintenance provider is to update the relevant PD Roadwork Inspector, Principal's Delegate, and/or Vegetation inspector (when applicable) on the outcome and any applicable remedial action.

If remedial action could not be undertaken on the same day and has to be programmed, maintenance provider is to provide PD Roadwork Inspector, Principal's Delegate, and/or Vegetation inspector (when applicable) an estimated date (weather permitting) that works could be completed by.

The relevant PD Roadworks Inspector, Principal's Delegate, or Vegetation inspector (when applicable) will update the CFR Database with the information received from the maintenance provider. For programmed works, the PD Inspector, Principal's Delegate, or Vegetation inspector is to include also the contact details of the maintenance provider in the response for the CFR administrator to follow up on the issue at a later stage.

Go to **Step 6 (c)** (Closing out of issue and Records Keeping).

4. Local Councillor, State / Federal Member, Minister, Premier's office, Main Roads Website – Via 'Contact Us' Link

The maintenance provider is to update the Principal's Delegate on the outcome and any applicable remedial action.

If remedial action could not be undertaken on the same day and has to be programmed, maintenance provider is to provide Principal's Delegate an estimated date (weather permitting) that works could be completed by.

Once all programmed remedial action has been completed, maintenance provider is to update Principal's Delegate of outcome.

The relevant Principal's Delegate would provide all information received from the maintenance provider via email to the PD Communications Advisor who would draft a response to the source of notification for the issue.

If the source of notification for the issue specifically requested not to be contacted or updated, wishing only to notify TMR of the issue, the Communications Advisor is to save response from Principal's Delegate in the system as the final response and for future reference.

Go to **Step 6 (d)** (Closing out of issue and Records Keeping).

Step 6 Closing Out of issue and Records Keeping.

Depending on the source of notification of the issue, the following steps are to be undertaken to close out the issue.

a) Brisbane Metropolitan Transport Management Centre – (BMTMC)

On receipt of information from the maintenance provider that all remedial works has been completed / for the case when remedial works has to be programmed and site has been made safe, BMTMC is to update information in the relevant Traffic Incident (SIMs) Report and close out issue.

BMTMC is to archive the closed out Traffic Incident (SIMs) Report for future reference.

b) Maintenance Provider for the area

Once all applicable remedial action has been completed and there is a successful outcome, the maintenance provider is to contact originator of issue with a follow-up call and ensure issue can be closed out and confirm that there are no more outstanding issues or works.

Once acknowledgement has been received from the originator of the issue, the maintenance provider is to close out the issue in their system and save all correspondence (inwards / outwards) for archiving.

c) TMR - Metropolitan Region General Enquiries Hotline

Once all applicable remedial action has been completed and there is a successful outcome, Principal's Delegate is to contact originator of issue with a follow-up call and ensure issue can be closed out and there are no more outstanding issues / works.

If the source of notification for the issue specifically requested not to be contacted or updated, wishing only to notify TMR of the issue, the Principal's Delegate is to save response in the CFR Database as the final response and request for closing out of the issue with the CFR administrator.

If remedial action has to be programmed (when applicable), Principal's Delegate would on advice from the maintenance provider notify the originator of the issue of the estimated date (weather permitting) that works could be completed by. The CFR administrators would then amend the 'due date' for the issue to be resolved in the CFR Database and would follow-up on the issue at a later stage with the maintenance provider to ensure all remedial works has been completed.

Once all applicable programmed remedial action has been completed and there is a successful outcome, CFR administrator is to contact originator of issue with a follow-up call and ensure issue can be closed out and there are no more outstanding issues / works. CFR administrator would then proceed with the closing out of the issue in the system.

Once Issue has been closed out, CFR administrator would save all information relating to the issue in the CFR Database to DMS. The relevant PD Inspector, Principal's Delegate, or Vegetation inspector is also to save all related correspondence (inwards / outwards) to DMS.

d) Local Councillor, State / Federal Member, Minister, Premier's office, Main Roads Website – Via 'Contact Us' Link

The PD Communications Advisor is to forward the draft response (when applicable) to the Superintendent for the RMPC and the Communications Team leader for approval. Once approval has been given, final response is to be disseminated to all relevant parties and issue closed out.

Once the issue has been closed out, PD Communications Advisor, Superintendent for the RMPC, Communications Team leader, PD Roadworks Inspector, Principal's Delegate, and Vegetation inspector (when applicable) is to save all related correspondence (inwards / outwards) to DMS.

S22.3 Metropolitan Region Routine Maintenance Responsibilities

For Activity Code definition Refer to *Volume 3 Road Maintenance Performance Contract (Guidelines for Undertaking Routine Maintenance)*.

S22.3.1 Activity Code Details

ACTIVITY CODE	ACTIVITY
100	Sealed Surfaces
200	Unsealed Surfaces
300	Drainage
400	Roadside (Vegetation/Aesthetics)
500	Road Furniture
600	Lighting and Traffic Signals
700	Traffic Delineation (Linemarking)
800	Structures

S22.3.2 Network Stewardship Details

The network responsibilities of the contractors listed below in *Clause S22.3.3* with respect to the following are provided in **Table 22.1 and 22.2**.

- On road activity groups 100/200/300/500
- Off Road activity group 400
- Lighting and Signals activity group 600,
- Linemarking activity group 700, and
- Maintenance of Structures activity group 800

S22.3.3 Routine Maintenance Provider Contact Details

Maintenance Provider	Contact	Phone No.
RoadTek South - Brisbane Operations "Roads" – (Rtek-R)	Pinak Dholakia	07 3066 4422
RoadTek South – Downs South West Operations "Roads" – (Rtek-DSW)	David Gibson	07 4699 9372
RoadTek South – Brisbane Operations "Linemarking" – (Rtek-L)	Ashley William	07 3066 4406
RoadTek South – Brisbane Operations "Traffic" – (Rtek-T)	Charles Goh	07 3066 4416
Road Asset Management Contract (RAMC)	Miguel Batista	07 3347 5235
Ipswich City Council – (ICC)	Colin Russ	07 3810 7887
Redland City Council – (RCC)	John	07 3829 8366

S22.3.4 Network Stewardship Details

The network responsibilities of the contractors listed above in **S22.3** with respect to:

- ◆ On road activity groups 100/200/300/500
- ◆ Off Road activity group 400
- ◆ Linemarking activity group 600
- ◆ Lighting and Signals activity group 700, and
- ◆ Maintenance of Structures activity group 800

Are provided in **Table 22.1 and 22.2** below:

Road No.	Road Name	Road Sections		Activity Code Responsibility For Road Section			
		Start Chainage	Finish Chainage	On Road 100 & 200 300 & 500	Vegetation 400	Linemarking 600	Structures 800
17A	Cunningham Highway Connection Road	0.00	7.77	RAMC	RAMC	Rtek-L	Rtek-R
17B	Cunningham Highway	0.00	28.79	RAMC	RAMC	Rtek-L	Rtek-R
18A	Warrego Highway	0.00	28.90	RAMC	RAMC	Rtek-L	Rtek-R
42A	Brisbane Valley Highway	0.00	5.53	RAMC	RAMC	Rtek-L	Rtek-R
U12A	South East Arterial Road	0.00	17.33	RAMC	RAMC	Rtek-L	Rtek-R
N239	Gateway Motorway (Eight Mile Plains – Nudgee)	0.00	1.20	RAMC	RAMC	Rtek-L	Rtek-R
U13C	Gateway Arterial Road – North (Gateway Motorway – North)	0.00	15.36	RAMC	RAMC	Rtek-L	Rtek-R
U14	Gympie Arterial (State)	0.00	13.68	RAMC	RAMC	Rtek-L	Rtek-R
U14	Gympie Arterial (National)	13.68	14.31	RAMC	RAMC	Rtek-L	Rtek-R
U15	Mt Lindesay Arterial Road	0.00	11.87	RAMC	RAMC	Rtek-L	Rtek-R
U16	Cunningham Arterial Road (Ipswich Motorway)	0.00	11.23	RAMC	RAMC	Rtek-L	Rtek-R
U18A	Western Arterial Road – (Ellen Grove – Toowong)	0.00	18.3	RAMC	RAMC	Rtek-L	Rtek-R
U18B	Western Arterial Road – (Toowong – Everton Park)	0.00	8.8	RAMC	RAMC	Rtek-L	Rtek-R
U19	East – West Arterial Road	0.00	9.65	RAMC	RAMC	Rtek-L	Rtek-R
U20	Griffith Arterial Road	0.00	7.41	RAMC	RAMC	Rtek-L	Rtek-R
U21	Nathan Connection Arterial Road	0.00	0.82	RAMC	RAMC	Rtek-L	Rtek-R
U27	Port Of Brisbane Motorway	0.83	6.45	RAMC	RAMC	Rtek-L	Rtek-R
U28A	South East Busway (Brisbane CBC – Woolloongabba)	0.00	2.67	RAMC	RAMC	Rtek-L	Rtek-R
U28B	South East Busway (Woolloongabba – Springwood)	0.00	14.27	RAMC	RAMC	Rtek-L	Rtek-R
U28C	South East Busway (Springwood Bus Station)	0.00	0.4	RAMC	RAMC	Rtek-L	Rtek-R
U29A	Inner Northern Busway (City – Petrie Terrace)	0.00	1.235	RAMC	RAMC	Rtek-L	Rtek-R
U29B	Inner Northern Busway (Petrie Terrace – Bowen Hills)	0.00	2.83	RAMC	RAMC	Rtek-L	Rtek-R
U30	Northern Busway 1	0.00	0.94	RAMC	RAMC	Rtek-L	Rtek-R
U30	Northern Busway 2-5	0.94	3.98	RAMC	RAMC	Rtek-L	Rtek-R
U31	Eastern Busway (1 and 2) and Boggo Road Busway	0.00	3.03	RAMC	RAMC	Rtek-L	Rtek-R
U88	Sandgate Sub-Arterial	0.00	10.06	RAMC	RAMC	Rtek-L	Rtek-R
U90	Logan Sub-Arterial Road	0.00	4.75	RAMC	RAMC	Rtek-L	Rtek-R
U91	Redland Sub-Arterial	0.00	11.95	RAMC	RAMC	Rtek-L	Rtek-R

Table 22.1

Road No.	Road Name	Road Sections		Activity Code Responsibility For Road Section			
		Start Chainage	Finish Chainage	On Road 100 & 200 300 & 500	Vegetation 400	Linemarking 600	Structures 800
U93	Strathpine Sub-Arterial	0.00	1.19	RAMC	RAMC	Rtek-L	Rtek-R
U94	Albany Creek Sub-Arterial	0.00	4.27	RAMC	RAMC	Rtek-L	Rtek-R
U95	Samford Sub-Arterial	0.00	7.10	RAMC	RAMC	Rtek-L	Rtek-R
U96	Moggill Sub-Arterial Road	0.00	17.36	RAMC	RAMC	Rtek-L	Rtek-R
U98	Cleveland Sub-Arterial Road	0.00	7.20	RAMC	RAMC	Rtek-L	Rtek-R
U99	Redcliffe Sub-Arterial	0.00	3.62	RAMC	RAMC	Rtek-L	Rtek-R
108	Beenleigh - Redland Bay Road	10.96	16.05	RAMC	RCC	Rtek-L	Rtek-R
109	Cleveland - Redland Bay Road	0.00	15.36	RAMC	RCC	Rtek-L	Rtek-R
110	Redland Bay Road	0.00	9.48	RAMC	RCC	Rtek-L	Rtek-R
111	Mount Cotton Road	0.00	9.99	RAMC	RCC	Rtek-L	Rtek-R
112	Cleveland - Capalaba Road	0.00	7.94	RAMC	RCC	Rtek-L	Rtek-R
122	Brighton – Redcliffe Road	0.00	2.88	RAMC	RCC	Rtek-L	Rtek-R
211	Ipswich - Boonah Road	0.00	11.47	ICC	ICC	Rtek-L	Rtek-R
301	Ipswich-Cunningham Highway	0.00	7.30	RAMC	RAMC	Rtek-L	Rtek-R
301	Ipswich-Cunningham Highway	7.30	14.61	ICC	ICC	Rtek-L	Rtek-R
302	Ipswich - Warrego Highway	0.00	7.50	ICC	ICC	Rtek-L	Rtek-R
303	Rosewood - Marburg Road	0.00	10.52	ICC	ICC	Rtek-L	Rtek-R
304	Ipswich - Rosewood Road	0.00	12.83	ICC	ICC	Rtek-L	Rtek-R
305	Rosewood - Warrill View Road	0.00	10.12	ICC	ICC	Rtek-L	Rtek-R
308	Rosewood - Laidley Road	0.00	18.89	ICC	ICC	Rtek-L	Rtek-R
309	River Road	0.00	0.98	ICC	ICC	Rtek-L	Rtek-R
900	Everton Park – Albany Creek	0.00	7.7	RAMC	RAMC	Rtek-L	Rtek-R
902	Linkfield Connection Road	0.86	2.69	RAMC	RAMC	Rtek-L	Rtek-R
904	Port Of Brisbane Road	0.00	6.63	RAMC	RAMC	Rtek-L	Rtek-R
905	Brisbane – Redland Road	0.00	3.80	RAMC	RAMC	Rtek-L	Rtek-R
910	Centenary Motorway	0.00	25.67	RAMC	RAMC	Rtek-L	Rtek-R
913	Southern Cross way	0.00	6.05	RAMC	RAMC	Rtek-L	Rtek-R
916	Riverview - Moggill Ferry Road	0.00	2.52	ICC	ICC	Rtek-L	Rtek-R
1000	East Coast Road	0.00	16.90	RCC	RCC	Rtek-L	Rtek-R
1082	Victoria Point Road	0.00	3.73	RCC	RCC	Rtek-L	Rtek-R
1102	Capalaba – Victoria Point Road	0.00	6.42	RCC	RCC	Rtek-L	Rtek-R
1122	Birkdale Road	0.00	6.81	RCC	RCC	Rtek-L	Rtek-R
2106	Swanbank Road	0.00	4.15	RAMC	RAMC	Rtek-L	Rtek-R
3002	Karrabin - Rosewood Road	0.00	14.76	ICC	ICC	Rtek-L	Rtek-R
3041	Haigslea - Amberley Road	0.00	9.42	ICC	ICC	Rtek-L	Rtek-R
3042	Mt Crosby Road	0.00	6.74	RAMC	RAMC	Rtek-L	Rtek-T
3042	Mt Crosby Road	6.74	19.65	RAMC	RAMC	Rtek-L	Rtek-T

Table 22.2

S23 AESTHETIC MAINTENANCE AGREEMENTS

S23.1 Background

Metropolitan Region has in place, aesthetic maintenance agreements with various Local Governments to undertake vegetation control, e.g. Mowing, visibility clearing, pruning etc. As well as associated activities such as mulching, garden bed maintenance, on the Department's behalf. These maintenance activities are excluded from Routine Maintenance contracts for the road sections, and are nominated in Section **S23.2**.

S23.2 Description Of Excluded Work Activities

ACTIVITY	DESCRIPTION OF WORK	UNIT OF MEASUREMENT
401	Tractor Slashing – Rural	Ha
402	Tractor Slashing – Urban	Ha
403	Tractor Slashing – Boom Mower	M2
404	Hand Mowing	M2
405	Clearing	Prov.Sum
407	Herbicide Spraying	Litres
408	Tractor Treatment – Chemical	Ha
409	Seeding or Planting	M2
410	Landscape Planting – Urban	Each
412	Mulching	M2
419	Other Vegetation Control Works	Prov.Sum
423	Roadside Sweeping	M
421	Roadside Litter Collection – Urban	M3
411	Maintain Landscaped Shrubs	Prov.Sum

S23.3 ROAD SECTIONS COVERED BY AESTHETIC MAINTENANCE AGREEMENTS

Road sections on which Aesthetic Maintenance activities are carried out by a Local Authorities are nominated in *Supplementary Condition of Contract S22 - Network Stewardship*. Section **S22.3.4** and **Table 22.1 to Table 22.3** identifies the contractors responsible for vegetation under the Activity Group 400.

S23.4 Network Stewardship

In accordance with *Clause 3.2 (Network Stewardship) of the General Conditions of Contract* described in the *Road Maintenance Performance Contract Manual Volume 1*. Routine maintenance contractors are to report in writing, any defects associated with the routine maintenance activities described in **S23.2** on the road networks described in **S22.3.4, Table 22.1 to Table 22.3**, under activity group 400, that they are not responsible for, to the Principal's Delegate. These defects will be forwarded to the relevant aesthetic maintenance contractor for inclusion into their backlog of works and subsequent action as the intervention level and priority determines.

S25 MONTHLY CLAIM REQUIREMENTS

This Supplementary Condition of Contract shall be read in conjunction with the General Conditions of Contract. Where a discrepancy exists, the Supplementary Conditions of Contract shall take precedence.

Claims shall be submitted on a monthly basis, unless otherwise agreed with the Principal's delegate, in accordance with the General Conditions of Contract and shall be accompanied by the following information:

- ◆ Electronic Claim – ASCI file record format
- ◆ Claim Progress Summary Report (C6096)
- ◆ Claim Quantities by Schedule Report (C6097, C6098, C6099)
- ◆ Summary of Completed Works Orders Report
- ◆ Schedule Reviews
- ◆ Updated Variations Register
- ◆ Copies of permits and other documentation associated with Environmental Dump Fees

The Contractors performance in relation to the timely submission of contract claims and the accompanying information will be assessed and reported in the Monthly Maintenance Meetings.

S25.1 CLAIMS PROGRESS SUMMARY REPORT

The Claim Progress Summary Report shall contain the following information:

- ◆ Contractor's Name
- ◆ Claim Number
- ◆ Claim Period
- ◆ Total amount claimed for each fund category
- ◆ Total amount claimed to date
- ◆ Total amount previously paid

This shall be presented using the Road Maintenance Performance Contract Manual's *Progress Claim Summary Form* (C6096).

S25.2 CLAIM QUANTITIES BY SCHEDULE REPORT

The Claim Quantities by Schedule Report shall contain the following information:

- ◆ A complete list of the tendered Activities
- ◆ A complete list of the tendered quantities and their respective amounts
- ◆ The cost to date for each Activity
- ◆ The quantity to date for each Activity
- ◆ The quantity completed this claim for each Activity
- ◆ The cost this claim for each Activity

This shall be presented using the Road Maintenance Performance Contract Manual's *Progress Claim Forms* (C6097, C6098, C6099).

S25.3 SUMMARY OF COMPLETED WORKS ORDERS REPORT

The Summary of Completed Works Orders Report shall contain the following information:

- ◆ Road Number
- ◆ Works Order Number
- ◆ Activity Number
- ◆ Claimed quantity
- ◆ Claimed amount
- ◆ Date completed

S25.4 SCHEDULE REVIEW

The Schedule Review shall identify the changes required to the previously approved and scheduled quantities and their respective values for each Activity as a result of works completed for the current claim period. Reasons for changes required to the quantities and their respective values for all Activities shall accompany the review (that is, decisions to reallocate funds based on the current Maintenance needs of the Network).

The total reviewed Contract Value is to match the Approved Amended Contract Value (that is, the Original Contract Value plus any “Type C Variations to the Allocation”). Refer to *Supplementary Conditions of Contract and Specifications S14 – Variations to the Contract*.

S25.4.1 Additional Requirement

S25.4.1.1 Quantity Changes

There are no discretionary limits on the quantities in this contract and all changes to the originally agreed Road Maintenance Performance Contract scheduled quantities are to be updated on a four (4) monthly basis. These changes are identified on Form MD13F01 of *Appendix A ‘Standard Forms’*, and must bring the contract schedule back to the agreed budget. Form MD13F1 is to be forwarded to the Principal’s Delegate for his approval. The agreed schedule changes will be used to update the RMPC (ARMIS) payment system.

S25.4.1.2 Additional Activity Numbers

The Activity Numbers agreed upon in the Contract Schedules are not the only activities available for use by the Contractor. The Contractor shall use any Activities nominated in *Volume 3 Road Maintenance Performance Contract (Guidelines for Undertaking Routine Maintenance)*. – *Appendix 3*, required to perform the routine maintenance of the network specified in Form C6094 of the Offer Documents. The unit rate for any additional activity to be added to the original schedule is to be agreed with the Principal’s delegate before it is used. The addition of these new activities to the schedule will not be cause for the value of the Contractor’s schedules to be increased. Adjustments are to be made to existing activity quantities to provide funding for these new activities.

The Contractor is to use Form MD13F01, refer to *Appendix A ‘Standard Forms’*, to advise the Principal of any additional activities and their quantities for inclusion into the Contract Schedule. Details of these activities are to be forwarded to the Principal’s Delegate or his Representative at least one week prior to the progress claim in which they are to be first claimed. Any delays caused to the processing of the Contractor’s progress claim as a result of non-notification of new activities will be regarded as a Contractor’s delay.

S25.5 ELECTRONIC CLAIM FILE (INVOICE) REQUIREMENTS

The Contractor must provide with each progress claim, details of all completed Activities in the format below. Start and End locations for the various Activities must be in accordance with the Main Roads Road Reference System (RR).

The file is made up of a header record and a number of detailed records. The format of the header and detailed record is given as follows.

The file name will be in the format: ‘CONTRACT ID.nnn’, where

‘CONTRACT ID’ is the Contract Reference / Invitation Number and ‘nnn’ is the sequential number of the claim with leading zeros (for example, *Supplementary Conditions of Contract and Specifications, S2 – “Defect Backlogging, Response Time and Priorities g 003, 012 etc)*

Column positions are maximum lengths only. Delimit each column by the | character which is code 124 in the ASCII character set.

Header Record

COLUMN	POSITION		EXAMPLE
	nominal start	maximum length	
Record Type	1	1	H
Supplier's Name	3	40	ROADFIX PTY LTD
Contract Id	44	12	21.01
Date Start	57	8	31/12/94
Date End	66	8	31/01/95
Number of Detail Records	75	3	123
Checksum of Quantity	79	10	123456.123
Checksum of Product (Quantity * Unit Rate)	90	10	1234567.99
Amount Payable (whole dollars)	101	10	12345678
Claim Reference	112	10	Date, Invoice Number (optional)

Example

H|ROADFIXPTYLTD|21.01|21/12/94|31/01/95|123|123456.123|1234567.99|12345678|INVOICE|

Detail Record – where Contractor uses Through Distance

COLUMN	POSITION		EXAMPLE
	nominal start	maximum length	
Location Method	1	2	T for Through Distance
Schedule Number	2	2	23*
Activity Type	5	5	123
Activity Sub Type	11	1	- for Normal, D for Daywork, P for Provisional Sums
Quantity	13	10	123456.123
Amount	24	10	1234567.99
Works Order Reference Number	35	10	12345678XY
Road Section Id	46	4	10A †
Carriageway Code	51	1	3 (optional)
Lane Code	53	1	1 (optional)
Through Distance Start	55	9	12345.567 †
Through Distance End	65	9	12345.999 †
† optional if Activities paid by lump sum.			
* Schedule Number is a mandatory requirement (ranging from 1 to 99 as detailed in contract documentation).			

Example

T23|123|D|123456.123|1234567.99|12345678XY|10A|||12345.567|12345.999|

S25.6 Payment**S25.6.1 Element Management**

With the introduction of a State wide approach to Government funding, Element Management has been introduced, and more than one of these elements may be delivered under this RMPC. Funding is now provided via 37 individual elements, each having up to two project numbers, one for State and one for National Highway funding. RMPC Activity Numbers have been realigned to complement these elements, with no activity number relating to more than one element. In establishing the schedules and allocation for this RMPC, groups of activities relating to each element to be delivered will have already been considered and details will be provided in *The Conditional Agreement*.

S25.6.2 Non State Government Service Provider

After the claim has been processed, the Principal's Delegate or his Representative will contact the Contractor, notifying him of the approved amount of the claim. The Contractor is to then provide to the Principal after approval and processing of each claim, an invoice for the agreed amount including GST breakdowns.

A separate invoice will be generated for each element, and if applicable, further separated into State and National expenditure. Details of the groups of activities relating to each element will be provided in *The Conditional Agreement*.

S25.6.3 State Government Service Provider

After the claim has been processed, the Principal's Delegate or his Representative will contact the contractor, notifying him of the approved amount of the claim. The Contractor is to then provide to the Principal, a Transaction Entry Form **M3636** ES/Expenditure Voucher, for this amount including GST breakdowns.

Form M3636 will be broken down to show expenditure for each element (including project number), and if applicable, further separated into State and National expenditure. Details of the groups of activities relating to each element, and associated project numbers will be provided in *The Conditional Agreement*.

S26 QUARTERLEY MEETINGS

General

As part of the delivery of routine maintenance in Metropolitan Region regular meetings are to be conducted between the Principal's Delegate and the Contractor's delegate as well as their relevant staff. These meetings will be used to discuss the program of works, cash flows, quality, relevant issues, and will be held on a quarterley basis unless agreed otherwise with the Principal's Delegate.

Meeting Agenda

1.0 Minutes of Previous Meeting

- 1.1 Attendance
- 1.2 Acceptance of previous meeting minutes
- 1.3 Follow up

2.0 Progress for Last Month

- 2.1 Major Activities completed (Contractor's report required)
- 2.2 Variations to forecast of major activities (Contractor's report required)

3.0 Program for Next Month

- 3.1 Proposed Major Activities (Contractor's Report Required)

4.0 Management of Budget

- 4.1 Current expenditure
- 4.2 Review of forecast expenditure to the end of the year (Contractor's Report required)
- 4.3 Progress Claims
- 4.4 Schedule Review
- 4.5 Variations

5.0 Quality System

- 5.1 Contractor's System
 - 5.1.1 Old & Current Defect Backlog Reports
 - 5.1.2 Nonconformance reports
 - 5.1.3 System Changes
- 5.2 Principal
 - 5.2.1 Audits
 - 5.2.2 Corrective Action Reports

6.0 Network Stewardship

- 6.1 Communications with others and their response. (Contractor's Report Required)
- 6.2 Public Enquiries (List/Spreadsheet to be tabled by Contractor and Principal) (Contractor's Report Required)

7.0 General Business

8.0 Next Meeting

Supporting documentation

The Contractor's Delegate is to provide the following information to the Principal's Delegate no less than three (3) working days prior to the proposed meeting date.

- ◆ Reasons, if applicable, for any substantial changes to the programmed major activities carried out last month
- ◆ Programmed major activities for the coming month
- ◆ Actual Expenditure for last month and causes for variance to the forecast expenditure, if applicable
- ◆ Forecast expenditure for next month
- ◆ Any issues which are to be raised at the meeting

If this information is not received the proposed meeting may be cancelled and arranged when this information is forthcoming.

S27 ENVIRONMENTAL REQUIREMENTS

S27.1 ENVIRONMENTAL MANAGEMENT PLAN

S27.1.1 INTRODUCTION

The Contractor shall develop a Environmental Management Plan – Maintenance (EMP-M) and apply such plan to the full range of duties for which the Contractor is responsible for, including (but not limited to) all works, management and stewardship roles during the contract period as specified in the contract documents.

The EMP-M shall be the Contractor's plan of management to ensure that all Works (including the repair of any damage to the environment as a result of such works) undertaken by the Contractor (including all subcontractors) shall have minimal impact on the environment and shall be in accordance with all relevant Federal and State Government Legislation and Local Authority Laws and shall comply with and incorporate the requirements of the *Environmental Protection Act 1994 (EPA)*, *General Conditions of Contract*, *Supplementary Specifications and Conditions of Contract*. The Contractor is reminded that he has a "duty of care" under the abovementioned legislation.

Where the requirements of other Specifications relate to higher Environmental Control Standards than this Supplementary Specification, the higher standards shall be adopted. The requirements of this Supplementary Specification shall always be the minimum requirements that apply.

S27.1.2 WORK ITEMS

The Contractor should include the following work operations in the preparation and revision of the Environmental Management Plan – Maintenance.

No additional payment will be made for the Preparation and Maintenance of the EMP-M, including the following work operations, refer also *Supplementary Conditions of Contract and Specifications, S2 – "Defect Backlogging, Response Time and Priorities"*, and any associated costs incurred in the preparation, submission, revision and maintenance of the EMP is deemed to be included in the Contractor's tendered unit rates.

S27.1.2.1 Work Operations

- Preparation of EMP-M;
- Submission of EMP-M;
- Revision and resubmission of EMP-M to obtain initial acceptance by the Principal (if required); and
- Maintenance of EMP-M.

S27.1.3 STANDARDS

All relevant Australian Standards, Federal and State Government Legislation, Local Authority Regulations, other documents and the Contract Documents shall be taken into account in the preparation and implementation of the EMP-M.

27.2 ENVIRONMENTAL MANAGEMENT

The Contractor shall take all reasonable actions necessary to prevent (where feasible), or otherwise minimise, nuisance to others generated by the maintenance activities. Such action shall include:

S27.2.1 PURPOSE

The purpose of environmental management is to:

- Plan, manage and monitor operations to reduce the potential for environmental harm; and
- Provide the community with assurance that management of the Maintenance project will occur in an environmentally responsible manner.

S27.2.2 ENVIRONMENTAL MANAGEMENT PLAN

S27.2.2.1 General

The Contractor shall prepare a EMP-M to cover all Works (including variations to the Contract) required for the completion of the Contract including On-Site and Off-Site work.

The Contractor shall include his Environmental Management Statement which shall define his Environmental Management Policy and his commitment to addressing environmental issues within the EMP-M.

Maintenance shall incorporate best practice environmental management which is defined as "the management of an Activity to achieve an ongoing minimisation of the Activity's environmental harm through cost-effective measures assessed against the measures currently used nationally and internationally for the Activity".

In undertaking this, the Contractor is required to abide by all relevant statutory requirements. Consequently, the Contractor is responsible for obtaining all relevant approvals, licences, permits, etc. relating to Maintenance Activities.

The Contractors shall:

1. Include these processes in the EMP-M,
2. Obtain and pay for licences, permits, etc.,
3. Supply copies of such licences, permits, etc. to the Principal two working days prior to commencing the relevant works,
4. Recovery fees associated with (ii) via a Type A Variation.

All relevant Australian Standards, Federal and State Government Legislation and Local Authority Laws and other documents referenced in the EMP-M shall be listed in the EMP-M in an applicable reference section.

The EMP-M shall be a practicable and achievable plan of management for the Contractor to implement and shall ensure that the environmental impact of the Works is minimised.

For Activities covered by the contract the EMP-M shall include:

- (a) A schedule of safeguards and commitments;
- (b) Licensing arrangements in regard to environmental protection controls;
- (c) Monitoring and Maintenance requirements of the devices nominated in (a) and (b) above (including all testing and reporting of test results required under this specification);
- (d) An asset register detailing temporary and permanent devices installed in the Network to protect the Environment, access provisions and long term Maintenance requirements for such devices.
- (e) Supervision protocols and the assignment of responsibility for implementing (a) to (d) above.

The EMP-M shall include an Erosion and Sediment Control Program acceptable to the principal, and shall include at least the following for each Activity in the contract:

- The identification of environmental issues and impacts;
- The identification of the environmental measures to be undertaken for the management of the above point including the procedures for documenting, monitoring and implementing each measure;
- Tasks to be carried out;
- Deliverable(s) to be produced;
- The trigger for undertaking an action;
- Timing of each action;
- Details of who is responsible for ensuring the control measures are undertaken;
- Details of verification Activities to be performed;
- Details of who is responsible for verification Activities;
- Details of the reporting and recording process;
- Details of auditing requirements.
- Details of environmental emergency response mechanisms.

Clause S27.5 provides a list of the main Activities to be addressed in the EMP-M. Additional Activities may be applicable as a result of variations to the contract at which time the information requested in this Supplementary Specification will need to be submitted for these Activities to the Principal for acceptance prior to works commencing.

The procedures shall be implemented through the Contractors Quality system which shall include corrective action requests and verification.

27.3 ISSUES TO BE ADDRESSED IN THE EMP-M

The EMP-M shall address at least the following issues:

- (a) All Off-Site disposal of excavated, demolished and surplus materials;
- (b) Erosion and sediment control;
- (c) Environmental issues included in the Supplementary Specifications and relevant attachments.

S27.3.1 ENVIRONMENTALLY SENSITIVE AREAS

Where Maintenance work is necessary adjacent to environmentally sensitive areas such as National Parks, World Heritage Areas, Fish Habitat Areas, Wetlands, rivers or streams, the Contractor shall pay specific attention to the Maintenance methods to be implemented to ensure the protection of these environments.

In addition to the above, the Contractor shall also request advice from Main Roads Metropolitan Region Environment and Cultural Heritage Team (ph: 07 3066 6744) regarding the location and management requirements of any 'significant environmental areas' identified under current Main Roads Policy.

Where approvals and/or permits to perform works are necessary, the Contractor shall not undertake any works outside the area defined in such approvals or permits. Proof of these approvals or permits shall be provided to the Principal at least two days prior to the commencement of works.

S27.3.2 FLORA AND FAUNA

The Contractor shall minimise the impact of the Works on flora and fauna.

The Contractor shall implement procedures to prevent injury or death to fauna. All procedures shall be based upon standards acceptable to other relevant authorities e.g. Department of Environment and Resource Management (DERM). Any native fauna injured as a result of Maintenance shall be transported by the Contractor (at the Contractor's expense) to a native animal hospital or refuge.

Details on the locations of native animal hospital or refuges are available by contacting the Department of Environment and Resource Management on Telephone 1300 130 372 (press option 1) (all hours).

To minimise the impact on flora and fauna, the removal of vegetation (excluding declared plants, sugar cane and banana plants) shall be restricted to the minimum areas required for Maintenance works and shall not exceed the limits specified in *Clause 6.2 of MRS 11.04 "General Earthworks" or the Drawings*, whichever is the lesser.

In accordance with Main Roads and relevant legislative requirements identified within the *Nature Conservation (Koala) Conservation Plan 2006* (the Koala Plan), the Contractor is required to implement the sequential clearing requirements detailed below.

Sequential **clearing conditions** means all of the following –

- The clearing of trees is carried out in a way which ensures that animals in the area being cleared (**the clearing site**) have enough time to move out of the clearing site without human intervention.
- The clearing of trees is carried out in a way which ensures that, during clearing operations, appropriate habitat links are maintained within the clearing site and between the site and its adjacent areas to allow animals living on the site to move away;
- That no tree is cleared in which an animal is present and that no tree is cleared which overlaps a tree in which animals are present.

The Department of Transport and Main Roads (TMR) have an agreement with DERM to undertake a number of standard activities without applying for clearing of 'least concern' protected plants or damage mitigation permits. In addition the department has a Memorandum of Agreement with DERM in relation to Government Supported Transport Infrastructure within the South East Queensland Koala Protection Area. This MOA establishes the criteria to be used to identify when the Koala SPRP applies. Any works that is required for the maintenance and repair (including safety and emergency work) or ancillary to the maintenance and repair of the state-controlled road network or transport infrastructure (bus, rail) is exempt from the Koala SPRP.

The contractor shall notify the Transport & Main Roads Metropolitan District Environmental and Cultural Heritage Team (ph: 07 3066 6744) details of any clearing activities of native least of concern plants and koala habitat trees (angophora, corymbia, eucalyptus, lophostemon and melaleuca) carried out under the above mentioned agreements. Details shall include

- Road
- Project number
- Date of clearing
- Map of area cleared
- Types(s) of Regional Ecosystem (RE) cleared
- Extent of RE cleared (m2)
- Extent of vegetation replace (m2) through offsets or landscaping
- Number of obvious animal breeding places destroyed
- Number and species of koala habitat trees cleared.

S27.3.2.1 Requirements for a Fauna Spotter

A fauna spotter-catcher is required to be on-site during any clearing. During clearing a fauna spotter-catcher must be in close proximity with clear vision to the vegetation being cleared. The role of the fauna spotter-catcher is to spot for fauna in vegetation, mark any trees appropriately and ensure that fauna are not injured during clearing activities. They are required to relay instructions to the machine operator/s to identify vegetation not to be disturbed. Where there is more than one machine operating, or if there is more than one area being cleared at the same time, and the fauna spotter-catcher doesn't have a clear and uninterrupted view of all clearing activities, then the Contractor shall employ sufficient fauna spotter-catchers to meet this requirement.

Fauna are not to be physically removed from one location to another location. Any tree (or patch of vegetation), which has been identified by the fauna spotter as being a risk to the animal if cleared, must not be felled, damaged or interfered with until the animal has moved from the site of its own accord.

Should an animal (not limited to koalas) be found sick or injured, contact must be made with a suitable treatment [facility or QPWS hotline on 1300 130 372 regarding the most appropriate course of action](#).

For a person/s to undertake the duties associated with fauna spotting, they must be suitably qualified for the task and also have the appropriate permits/licences in place from the State Government (DERM), [for example a "Rehabilitation Permit" under the Nature Conservation Act 1992](#).

The EMP-M shall address the methods the Contractor proposes to ensure these limits are not exceeded. The Contractor shall detail the method of vegetation removal in the EMP-M and ensure that the measures take into account erosion and sedimentation control and water turbidity.

The Contractor shall include in the EMP-M intended methods to:

- Dispose of the cleared and grubbed vegetation;
- Identify and dispose of declared plants;
- Determine vegetative cover for hydromulching acceptance criteria;
- Identify and relocate/replace habitat logs;
- Protect flora and fauna identified (including sequential clearing and presence of a fauna spotter);
- Ensure Maintenance Materials are not contaminated with declared plants or exotic fauna and flora, in particular the Red Imported Fire Ant;

- Ensure Maintenance Plant which operates or travels from areas contaminated with declared plants or exotic flora or fauna, in particularly the Red Imported Fire Ant, to a non-infested area is washed down in accordance with guidelines pursuant to the *Rural Lands Protection Act*.

With reference to declared plants, the Contractor must notify Main Roads Metropolitan Region Environment and Cultural Heritage Unit (ph: 07 3066 6741) the location of any declared plants found.

S27.3.3 LANDSCAPING

The landscaping Specification MRTS 16 shall be considered the absolute minimum requirements. The EMP-M shall incorporate additional treatments where necessary to meet the requirements of the Environmental Protection Act and the Supplementary Specifications.

All On-Site and Off-Site spoil areas, side tracks, access tracks constructed for the Contractor's convenience, etc. shall be restored in a manner that encourages fauna habitat and floristic diversity. Disturbed areas shall be deep ripped along the contour before replacement of topsoil and replanting.

S27.3.4 CULTURAL HERITAGE

The Contractor shall comply with all relevant Cultural Heritage legislation.

Where required, the Contractor shall allow monitoring by a representative(s) of the traditional owners to occur.

If, during Maintenance of the Network, items of cultural heritage are discovered, Maintenance shall immediately cease in the immediate surrounds of the discovery and the items shall be left and kept in a safe condition. The Contractor shall immediately notify the Principal. In this instance a variation to the contract may apply and shall be priced in accordance with the General Conditions of Contract and *Supplementary Conditions of Contract and Specifications S14 – Variations to the Contract*.

The EMP-M shall detail procedures to be implemented should any items of cultural heritage be discovered.

S27.3.5 WATER QUALITY

The Contractor is to use the Environmental Protection (Water) Policy 2009 (or as updated) as a minimal requirement.

In the EMP-M the Contractor shall detail procedures to prevent the pollution of stormwater and subsequent runoff from the Site. The Contractor shall take all precautions necessary to prevent the discharge into waterways of any paints, solvents, oils or similar materials or of any detergents (whether biodegradable or non-biodegradable), cement powder, etc. No untreated wastes shall be discharged directly or indirectly to waters except as permitted by current Legislation. The Contractor shall take all precautions necessary to minimise discharge of water containing visible suspended matter into waterways on, and adjacent to the Sites. The Contractor shall construct, maintain and operate any effective measures that may be necessary, to prevent such discharges.

A procedure is required for all plant and equipment Maintenance to manage accidental spillage and methods of removal and disposal of such materials shall be specified in the EMP-M. All paints, oils or fuel spilt or leaking from any plant or equipment shall be cleaned up immediately (at the contractor's expense), if necessary, by excavation of affected soil and its removal to an approved disposal area. Water that is contaminated by fuels, oils, chemicals or hazardous waste shall not be discharged into stormwater or natural drainage systems.

If any waterways become contaminated as a result of the Contractors failure to comply with the requirements of this Clause, the Contractor shall notify the Principal and the Relevant Authority in accordance with the environmental legislation and shall, at his own expense, comply with all directions given to him by any Relevant Authority to clean up the contaminated areas.

The application of fertiliser during stabilisation and landscaping has potential for the runoff to contain higher than normal nutrient levels. The procedures for the application of fertilisers and its concentration shall be included in the EMP-M and shall take this into consideration to minimise excess nutrient levels in runoff.

S27.3.6 EROSION AND SEDIMENTATION CONTROL

The Contractor must undertake the works in accordance with the provisions set out in the "Best Practice Erosion & Sediment Control Guidelines' International Erosion Control Association (Australasia), November 2008.

Except during floods with an Average Recurrence Interval (ARI) of more than 1 year, releases from sedimentation basins and traps and runoff from any part of the Sites shall contain not more than 50 mg/L suspended solids. Discharges over 50 mg/L suspended solids shall be considered a breach of Contract.

Notwithstanding the above requirements, differential sediment loads in flood waters upstream and downstream of the Works, shall not exceed 10%.

Payment for the installation and Maintenance of Temporary Erosion and Sediment Control measures will be made under the provisional sum items 769P Installation of Erosion/ Sediment Control Measures and 771P Maintenance of Erosion/ Sediment Control Measures.

Erosion and Sediment Control Program

The Erosion and Sediment Control Program (ESCP) shall include the elements defined within the "Best Practice Erosion & Sediment Control Guidelines' International Erosion Control Association (Australasia), November 2008. The ESCP shall use the principles, techniques, etc. contained within that document except where alternative methods provide better protection for site specific reasons. Where alternative methods are proposed prior acceptance by the Principal will be required. The ESCP shall include Erosion and Sediment Control Plans, Specifications and Maintenance Details for the Control Techniques to be used. The ESCP shall be developed using the Guidelines and shall have the checklists provided therein appended to the ESCP. The ESCP shall be approved by the Contractor by personnel trained and qualified in Erosion and Sediment Control.

The Contractor shall implement, monitor, and (where necessary) amend the Erosion and Sediment Control Program to ensure that soil erosion and sedimentation control meets the requirements of this Specification.

The ESCP shall detail pre-Maintenance, Maintenance and post Maintenance controls and management practices that will be in place and implemented to control erosion and minimise sedimentation. The Contractor shall also detail monitoring procedures to ensure that any specified criteria are being achieved.

The following mandatory control principles shall be included in the ESCP:

- Plan the work stages to minimise erosion;
- Divert or pass, up slope uncontaminated water around or through the Site without mixing with contaminated Site water. Catch banks, channels, etc. used for this purpose shall be stabilised;
- Install all temporary erosion and sediment control measures before commencing or in conjunction with clearing, grubbing operations;
- Install sedimentation control measures at all median inlet structures, gully pits and drainage culvert inlet and/or outlet structures that carry site runoff water;
- Stabilise disturbed areas as soon as possible;
- Commence temporary or permanent revegetation treatment on all areas not being actively worked within one week of Activity ceasing in that area;
- Minimise the area of land that is bare of vegetation at any one time;
- Stabilise materials (excluding pavements and screenings) stockpiled for periods longer than one month;
- Obtain from a registered NATA seed testing laboratory, certificates that all seed and mulch materials to be used in the project (including temporary revegetation materials) are free from Declared Plants and supply such certificates to the Principal at least 10 days prior to their being needed on the site.

Procedures that show how the samples submitted to registered laboratory for testing are representative of the product used in the project.

Temporary revegetation treatment is defined as any revegetation treatments or work that will not form part of the completed Works but is required to meet the requirements of this specification. No additional payment will be made for temporary revegetation treatments unless prior approval is obtained from the Principal.

If in the opinion of the Principal, the Contractor's operations cause or are likely to cause erosion hazards, the Contractor shall, at his own expense, undertake soil conservation measures of these areas when directed by the Principal and in accordance with the practices and procedures described within this Supplementary Specifications.

Soil conservation measures shall be carried out to ensure that the required protection has been established.

S27.3.7 NOISE CONTROL

The Contractor will use the *Environmental Protection (Noise) Policy 1997* as minimum requirements.

The Contractor is also required to comply with the provision of the "*Main Roads Road Traffic Noise Management: Code of Practice, November 2013*".

The Contractor shall implement noise control measures during Maintenance, with particular reference to drilling, blasting, excavation and earth moving plant, compressors and pumps, fabrication areas, workshops, concrete aggregate batching and mixing plants, and all other Maintenance equipment including vehicles. Where practicable, compounds, fabrication areas, etc. and other noise generating Activities shall be sited away from buildings.

The Contractor shall also implement Maintenance noise control measures where noise sensitive properties are likely to be affected.

The Contractor shall prevent noise from being a nuisance to the Site's neighbours where practicable. Where the project includes the Maintenance of noise barriers, such barriers shall be completed before the commencement of any other works where practicable.

The Contractor shall notify neighbouring properties likely to be affected by noise, of the duration and purpose of the noise generating works. This includes properties adjacent to haul routes. A copy of the notification is also to be forwarded to the Principal at the same time.

In work areas that abut neighbouring noise sensitive areas, the following shall apply:

- The Contractor shall advise all residents within the noise sensitive area (at least by letterbox drop) of the time, duration and purpose of the works at least 48 hours before the work is scheduled to occur;
- The Principal may order the Contractor to change any part of his operation (including plant, Maintenance sequence or methods, etc.) which in the opinion of the Principal is causing excess noise or noise intrusion into buildings; and
- The Contractor shall arrange his works to minimise noise intrusion into the affected residences.

Refer to AS2702 for definition of road noise levels and AS2436 for noise control measures.

The Contractor shall ensure Maintenance equipment has effective and properly maintained noise suppression equipment.

The following noise control methods shall be considered and implemented, where relevant, by the Contractor as part of the noise control program:

- Substitution by alternative process
- Silencing
- Placement of equipment (location direction and distance from noise sensitive receivers)
- Enclosures
- Screening

The Contractor shall detail in the EMP-M a noise control program including the control measures that will be undertaken to minimise the noise impact of the Works.

S27.3.8 GROUND VIBRATION AND AIR BLAST LEVELS

Before commencement of Maintenance processes likely to cause ground vibrations and/or blast pressures, the Contractor shall notify neighbouring properties likely to be affected by vibration of the duration and purpose of the vibration generating works in writing at least 48 hours prior to the proposed time. A copy of the notification is also to be forwarded to the Principal at the same time.

Peak particle velocity for ground vibrations from blasting shall not exceed the limits in the following table.

Type of Building or Structure	Particle Velocity (VR max.) for construction activity	Particle Velocity (VR max.) for single blasting event
Historical buildings, monuments and buildings of special value or significance.	2.0 mm/sec	2.0 mm/sec
Houses and low-rise residential buildings and commercial buildings not included below.	5.0 mm/sec	10.0 mm/sec
Commercial and industrial buildings or structures of reinforced concrete or steel maintenance.	5.0 mm/sec	25.0 mm/sec

The above table does not apply to high-rise buildings, buildings with long span or suspended floors, specialist structures such as reservoirs, dams, hospitals and buildings housing scientific equipment sensitive to vibration. The Contractor shall seek specialist advice when working near these types of structures.

The Contractor shall modify his Maintenance processes to ensure compliance with the above requirements where measured ground vibrations exceed the specified limit.

The Contractor shall also design his blasting operations to ensure that adjacent buildings and permanent structures such that the air blast measured by overpressure at the adjacent buildings or permanent structures shall not exceed the following limits:

Time of Explosion	Maximum airblast level dB (linear)
Mon - Sat 9:00 am - 5:00 pm	120
Mon - Sat 5:00 pm - 9:00 am	115
Sundays and Public Holidays	115

The above table does not apply near hospitals, historic buildings, in the presence of sensitive machinery and buildings housing scientific equipment. The Contractor shall seek specialist advice when working close to these types of structures.

Where the Contractor intends to use blasting processes in proximity to existing houses and permanent structures, he shall undertake such trials that may be necessary to determine geotechnical parameters that are likely to affect ground vibrations and air blast pressures.

The Contractor shall ensure that vibrations generated during Maintenance with particular reference to blasting and vibratory compaction processes are monitored and do not cause damage to adjacent buildings and permanent structures.

Notwithstanding the above, ground vibrations caused by sources of a continuous nature (e.g. vibrating rollers and traffic) shall not exceed a Peak Particle Velocity (VR max.) of 5 mm/sec.

The Contractor shall detail in the EMP-M a vibration control program including the measures that will be undertaken to minimise the vibration impact of the Works.

S27.3.9 AIR QUALITY, DUST AND VEHICLE EMISSIONS

The Contractor shall undertake all practicable control measures to reduce dust generation and to prevent dust generated by the Works from affecting the Site's neighbours, including any adjacent bushland, by following all relevant dust suppression techniques in accordance with the Standards.

Control measures may include but are not limited to:

- Regular watering of the Site and access roads.
- Avoiding or minimising dust generating Activities (and so on stripping, excavation, etc.) during dry and windy conditions.
- Fitting all rock drilling equipment with dust collection devices.
- Stabilising all materials (excluding pavements and screenings) stockpiled for longer than one (1) month by grassing or another approved method.
- Covering materials stockpiled for less than 1 month with plastic, geotextile, surface binding agents, etc.
- Ensuring that all Maintenance facilities erected on the Site are designed and operated to prevent the emission of smoke, dust, cement dust and other objectionable matter into the atmosphere.
- Promptly removing and disposing of materials, mud, concrete or the like spilled on to the road surface from vehicles transporting materials to and from the Site and which may cause a dust nuisance. This is to be at the Contractor's own expense.

The Contractor shall obtain the approval of the Relevant Authorities before burning off any materials. Burning of tyres, oil, bitumen products and materials that will create toxic emissions shall not be permitted. The Contractor shall demonstrate compliance with these requirements. A copy of the approval is to be forwarded to the Principal two days prior to commencing the works.

All vehicles and plant shall be maintained to keep emissions below the limits set by Australian Design Rules.

The Contractor shall detail in the EMP-M an air quality, dust and vehicle emission control program including the measures that will be undertaken to minimise the impact of the Works.

S27.3.10 ON-SITE STORAGE AND HANDLING OF HAZARDOUS GOODS AND FUELS ETC.

The Contractor shall supply operating, maintenance and emergency procedures in accordance with the provisions of *Australian Standard 1940 – 1993*.

Appropriate signs and fire fighting equipment shall be provided for the storage of hazardous goods and fuels. Staff shall be trained in the use of equipment and so on fire extinguishers. Operating procedures shall be drafted and utilised by the Contractor to ensure no contamination of the surrounding environment.

Storage and handling hazardous goods, fuels, etc. on-site shall be undertaken within a bunded area away from drainage systems and comply with the relevant standards. All safety procedures shall be identified and precautions shall be in place to ensure that any accidental spills will not escape into stormwater and/or natural drainage systems. Where work is being performed in water courses, pile driving equipment, compressors, etc. shall operate in bunded areas where practicable.

The Contractor shall detail in the EMP-M the measures that will be undertaken to minimise the risk of hazardous goods, fuels, etc. impacting on the environment and measures to be implemented to minimise the environmental impact of the Works should hazardous goods or fuel be released.

Bunded areas for hazardous goods, fuels, chemicals, etc. shall be in accordance with the requirements of AS1940.

S27.3.11 LAND CONTAMINATION

The Contractor shall undertake all practicable control measures to prevent the contamination of the land on or around the Maintenance site and associated areas. The EMP-M shall detail all such measures including the following:

(a) **Acceptance of Clean Fill**

All imported fill material to be used on Site for embankment construction or Maintenance, backfilling to excavations, filling around culverts or other purpose shall be free of contamination. Fill shall not be obtained from sites prescribed under the Environmental Protection 1994 unless prior written approval has been received from the DERM.

Proof of this approval shall be provided to the Principal by the Contractor two days prior to work commencing. Such proof may include:

- A declaration from the supplier that the fill is free of contamination with confirmation from DERM Contaminated Land Team that the source is not on the Contaminated Land Register;
- Information as to the source of the fill and a declaration that the source is not prescribed under the Environmental Protection 1994;
- Laboratory test results.

Contamination levels refer to those investigation threshold levels detailed in the *Guidelines for the Assessment and Management of Contaminated Land in Queensland 1998* or other standards considered acceptable by DERM.

Where areas within the road reserve and the immediate surrounding areas support exotic plants and/or declared plants, any top soils stripped or any borrow obtained from such area, intended for reuse in the Maintenance may only be reused in the area from whence it came.

(b) Fuel, Chemicals and Other Hazardous Materials

All practicable steps shall be taken to ensure contamination of land does not occur through fuelling and maintenance of vehicles or equipment, storage of fuel, chemicals and other hazardous materials and spillage of such materials onto the land, by ensuring all such Activities are conducted in bunded and sealed areas.

(c) Clean up of Land Contamination

All land contaminated by the Contractor shall be cleaned up by the Contractor, at the Contractor's expense, in accordance with Local Authority and Government Regulations.

Any contaminated spoil material (whether or not contaminated by the Contractor) to be disposed of Off-Site shall be disposed of in accordance with the Local Authority and Government Regulations. The Contractor shall provide documentation demonstrating that contaminated material has been disposed of legally.

Land farming of contaminated soil will be permitted when approved by the Department of Environment.

S27.3.12 WASTE MANAGEMENT AND SITE CLEAN UP

The Contractor shall instigate strategies to ensure the efficient use and conservation of resources, particularly non-renewable resources. The EMP-M shall detail Strategies for Waste Management that shall include:

- Waste minimisation which seeks to reduce volumes of waste which must ultimately be disposed of; and
- Waste containment which seeks to handle, treat and ultimately dispose of wastes without affecting the environment or public health.

The EMP-M shall detail measures to avoid, reduce, reuse, recycle resources as a high priority, using disposal as a last resort.

The Contractor shall detail in the EMP-M procedures to ensure that waste to be disposed will be done so legally.

The Contractor shall ensure that all rubbish and waste materials for disposal (fuel, oil, chemicals, sewage, earth, silt, etc.) are suitably contained on Site until disposal, and do not escape into bushland, creeks, stormwater drains and/or onto neighbouring properties.

The Contractor shall regularly clean and dispose of all Site rubbish and waste in accordance with Local Authority and Government Regulations.

The Contractor on completion of the Works shall clear the Site of all rubbish and waste and leave the Site in a clean and tidy condition.

S27.3.13 LIGHTING

The EMP-M shall detail the procedures to ensure that temporary lighting minimises nuisance to residents and nocturnal fauna but shall ensure the safety of the Contractor's employees, the Principal's Employees and road users.

S27.3.14 MONITORING

The Contractor shall monitor the control measures implemented to minimise the environmental impact to the Works on the environment. This may include measuring devices, water sampling, etc. An inspection of these environmental controls shall be undertaken as part of day-to-day general business.

Water samples shall be collected in accordance with the Water Quality Sampling Manual Produced by Environmental Protection Agency.

The EMP-M shall detail all monitoring procedures to be implemented during Maintenance of the Works. The EMP-M shall also detail how the Contractor proposes to rectify any deficiencies discovered during the monitoring process.

S27.3.15 ENVIRONMENTAL COMPLAINTS

The Contractor shall maintain a register of all environmental complaints received and shall immediately notify the Principal of each complaint. Complaints received by the Principal and referred to the Contractor shall also be detailed in the register.

The Contractor shall investigate all environmental complaints received and, where necessary, undertake measures to address the complaint. All measures taken to address complaints shall be detailed in the register and notified to the Principal.

The EMP-M shall detail how the Contractor registers, investigates and addresses environmental complaints received and notifies the Principal.

S27.3.16 ENVIRONMENTAL INCIDENTS

Should an environmental incident occur during the Works, the Contractor shall immediately take the appropriate action to minimise any impact and inform the Principal and the relevant authorities. The Contractor shall carry out any instructions received from the Principal and/or the Relevant Authorities.

The Contractor is responsible for the clean up of any contamination caused by the Works and no additional payment will be made. This includes the removal of sediment that has found its way into any rivers, streams, watercourses, etc. and any other remedial work necessary to correct damage that has occurred as a result of the sedimentation.

The EMP-M shall address the procedure to be followed should an environmental incident (being environmental nuisance, material environmental harm or serious environmental harm as defined in the *Environmental Protection Act 1994*) occur.

S27.3.17 ENVIRONMENTAL TRAINING

The Contractor shall ensure that all employees (including Subcontractors) have received environmental training and are aware of and have an understanding of the EMP-M and the Contractor's environmental operating guidelines.

The Contractor shall also ensure that all employees (including Subcontractors) have received general environmental awareness training which shall include specific requirements relating to general environmental duty, duty to notify, etc.

The EMP-M shall detail procedures to ensure that all employees (including Subcontractors) will receive environmental training about the EMP-M.

The EMP-M shall also contain procedures to identify training needs of all employees and train relevant employees to use the machinery and materials on Site efficiently to minimise all environmental problems.

S27.3.17 RED IMPORTED FIRE ANTS**S27.3.17.1 INTRODUCTION**

The Queensland Government, through all its Departments, is committed to Management Plans to reduce the risk of spreading Red Imported Fire Ants (RIFA). The pest has been made notifiable under *Section 12 of the Plant Protection Act 1989*.

The Department of Employment, Economic Development and Innovation (DEEDI), as lead agency for the elimination of RIFA, has identified the Department of Transport and Main Roads with its agents and contractors as a high risk enterprise because the Department trades in and transports a number of high risk materials and items that are attractive to RIFA.

This Supplementary Condition of Contract applies to the provision of Management Plans to control the spread of RIFA during the period of the Contract.

S27.3.17.2 MANAGEMENT PLAN FOR THE CONTROL OF RIFA

Refer to the Department of Employment, Economic Development and Innovation (DEEDI) website for information regarding the development and implementation of a *RIFA Management Plan*.

Website addresses are provided below:

- The general DPI site:
www.dpi.qld.gov.au
- The first one gives you the overview of the fire ant issue and requirements.
http://www.dpi.qld.gov.au/cps/rde/dpi/hs.xsl/4790_4538_ENA_HTML.htm
- If this link doesn't work there is a link on the first page to 'restricted areas' under 'Services'.
http://www.dpi.qld.gov.au/cps/rde/dpi/hs.xsl/4790_7502_ENA_HTML.htm

The second reference takes you to the page that has the restricted area maps. Basically if works are occurring in a restricted area, there are requirements for contractors to have approved DEEDI management plans. You will see the reference to the restricted area maps for South East Queensland.

S27.3.17.3 IMPLEMENTATION OF THE RIFA MANAGEMENT PLAN

The Contractor shall implement and maintain the Management Plan while carrying out the work under the Contract.

Inspection and other procedures shall be submitted to the Superintendent, for a direction as to their suitability, no later than 7 days prior to the commencement of the applicable work.

At all times the Contractor shall comply with any notice and/or inspectors approval issued by an officer of the Department of Employment, Economic Development and Innovation (DEEDI) in accordance with the *Plant Protection Regulation 2002*, and any express written direction issued by an authorised DEEDI officer, whether or not such directions is contrary to any other conditions of contract or contract specifications. The Contractor shall forward a copy of any such notices to the Superintendent within 2 days of receipt of any notice.

27.4 IMPLEMENTATION AND MONITORING OF ENVIRONMENTAL MANAGEMENT PLAN

S27.4.1 IMPLEMENTATION

The Contractor shall be solely responsible for the full implementation of the EMP-M. Implementation of the EMP-M shall address all issues contained within this Supplementary Specification.

S27.4.2 MONITORING

The Contractor shall fully implement a program to monitor the environmental aspects of the Maintenance and control measures to minimise the environmental impact specified in the EMP-M. Should the control measures put in place prove unsatisfactory, then the Contractor shall amend the EMP-M to comply and submit to the Principal for acceptance.

S27.4.3 AMENDMENT OF EMP-M

When the Contractor, Principal or other Relevant Authority identifies a need to amend the EMP-M for any reason, work shall immediately cease on the operations causing the need for amendment and the Contractor shall immediately notify the Principal. A hold point shall occur and no Works shall proceed until written acceptance of the amended section of the EMP-M relevant to that particular Maintenance operation is received from the Principal.

The Contractor shall submit an amended EMP-M within 7 days of the need for amendment being identified.

Within 7 days of receiving the amended EMP-M, the Principal will audit the EMP-M and advise the Contractor of any non-conformances in the EMP-M. The Contractor shall amend its EMP-M within 7 days of receiving any advice from the Principal and resubmit the EMP-M to the Principal.

The contractor shall regularly review the EMP-M on a 2 yearly basis (or less if required) from initial submission and resubmit to the principal any amendments for acceptance.

No additional payment will be made for amending the EMP-M.

S27.4.4 PENALTIES, COSTS AND EXPENSES

The Contractor shall pay all penalties, costs and expenses that may be incurred concerning offences committed or alleged to be committed under various Acts relating to environmental management. Acceptance of the EMP-M by the Principal does not absolve the Contractor's Liability or responsibility to comply with all Legislation.

The Contractor shall be responsible for the clean up of any contamination caused by the works and no additional payment will be made.

S27.4.5 MAINTENANCE AND WORK OUTSIDE NORMAL HOURS

Should environmental devices become unsatisfactory or an environmental issue come to the notice of the Principal, the Principal may direct that corrective action be taken to rectify the situation within a defined time. Should the situation not be fully corrected within the defined time, the Principal may have corrective action undertaken by others at the Contractor's expense.

The Contractor shall notify the Principal of the name, address and telephone number of a nominated person(s) who can be called upon at any time. Such person(s) shall have the authority to coordinate and expedite immediate repairs to and Maintenance of such part of the Works as may be considered necessary by the Principal and should carry out such work at the Principal's direction.

If the nominated person(s) becomes unavailable to perform such duties, the Contractor shall immediately nominate another person, and provide full details of such person.

S27.4.6 AUDITS

The Principal may carry out Audits of the EMP-M and its implementation at any time. During any Audit, the Contractor and/or Contractor's representative present during the audit shall provide the Principal with all documentation, access and assistance necessary for the Audit. The Contractor or his representative will be present during the audit. No additional payment will be made for providing assistance during any audit of the EMP-M.

27.5 ACTIVITIES AND ENVIRONMENTAL CONSIDERATIONS.

This section contains summary of the most common Routine Maintenance Activities encountered on this type of contract (some of the Activities listed do not form part of the contract).

Recorded against each Activity is a list of the key issues that the Department considers may have some likelihood of impacting on the environment as a result of performing these Activities. It is not intended to be a comprehensive list, but is provided as a tool to assist the Contractor in identifying potential areas of conflict in order for appropriate action to be recorded in the Environmental Management Plan - Maintenance (EMP-M)

The EMP-M should address at least these areas as a minimum.

Activity		Environmental Issue to Address
101(#)	Edge Repair (Manual)	D W
102(#)	Edge Repairs (Mechanical)	D W
105(#)	Pothole Patching	D W
123(#)	Surface Strip Treatment of Cracks	D
130(#)	Surface Sweeping	ADu D
111(#)	Surface Correction with Asphalt (Mechanical)	W D
118(#)	Seal Coating – Minor	D W
142(#)	Temporary Pavement Repairs	D W
155(#)	Asphalt Overlay (Day and Night)	W D
215(#)	Light Shoulder Grading (Rural)	D ADu W ES NV
216(#)	Heavy Shoulder Grading – Rural	D ADu W ES NV
220(#)	Shoulder Pothole Patching	D
219(#)	Gravel Supply - Heavy Shoulder Grading	ADu
117(#)	Reseal	D W ADu
143(#)	Pavement Repairs (Mechanical) – Minor (Day and Night)	ADu W D ES NV L
144(#)	Pavement Repairs (Mechanical) – Major	ADu W D ES NV L
141(#)	Temporary Pavement Repairs (Mechanical)	D W
204(#)	Gravel Supply - Heavy Formation Grading	ADu
203(#)	Heavy Formation Grading	D ADu W ES N
301(#)	Install Earth Surface Drain	W ES D ADu NV FF
305(#)	Clean Earth and Concrete Surface Drains	W ES D ADu NV FF
322(#)	Clean Culverts, Pipes and Pits – Major	W ES D ADu NV FF
330(#)	Install Subsoil Drains	D ES W N V
401(#)	Tractor Slashing – Rural	C FF
407(#)	Herbicide Spraying	C FF
405(#)	Clearing	D N ADu ES FF
404(#)	Hand Mowing	N W C FF
402(#)	Tractor Slashing – Urban	C FF
440(#)	Rest Area Servicing	D
424(#)	Removal of Unauthorised Signs – Rural	D
421(#)	Roadside Litter Collection	L D W
501(#)	Install New Signs (excluding Guide Signs)	D
504(#)	Clearing Signs	W
502(#)	Repair Signs (excluding Guide Signs)	D
503(#)	Relocate Existing Signs (excluding Guide Signs)	D W
506(#)	Repair Guide Signs	
522(#)	Repair or Replace Guardrail Barrier Furniture	D
512(#)	Repair or Replace Guide Markers	D
452(#)	Emergency Call Out Activities	D ADu W ES L NV
403(#)	Tractor Slashing – Boom Mower	C
310(#)	Installation of Erosion/Sediment Control Measures	D W FF
311(#)	Maintenance of Erosion/Sediment Control Measures	D W FF
406(#)	Herbicide Spot Spraying	C W FF

Activity		Environmental Issue to Address
	Stockpiling	D ES ADU C NV W
	Hauling	D ADu NV C
	Landscaping	C ES D W FF

Legend

D	Disposal (Waste and Materials)	NV	Noise and Vibration
ES	Erosion and Sediment	FF	Flora & Fauna
ADu	Air Quality & Dust	W	Water
C	Contamination (eg transport of seeds, chemicals, spills)	L	Lighting

References

- Alloway, B.J. and Ayers, D.C., (1997), Chemical Principles of Environmental Pollution (2nd ed.), Blackie Academic and Professional, ISBN 0 7514 0380 6.
- Hunt, J.S. (ed.), (1992), Urban Erosion and Sediment Control, NSW Department of Conservation and Land Management, ISBN 0 7305 9876 4.
- Witheridge, G (November 2008), Best Practice Erosion & Sediment Control - International Erosion Control Association (Australasia).
- Department of Main Roads - MRS11.51 - Environmental Management Specification
- Department of Main Roads (January 2008), Road Traffic Noise Management: Code of Practice.
- Department of Environment and Resource Management (2009), Least Concern Protected Plant Exemption and Species Management Program for Tampering with Animal Breeding Places.
- Department of Environment and Resource Management and Department of Transport and Main Roads, (2010), Memorandum of Agreement in relation to Government Supported Transport Infrastructure within the Southeast Queensland Koala Protection Area.

S28 SHOULDER AND UNSEALED FORMATION GRAVEL

S28.1 GENERAL

Gravel imported for shoulder grading, shoulder resheeting or shoulder pothole patching shall meet the requirements of either S28.2 or S28.3 (below).

S28.2 MODIFIED SPECIFICATION FOR TYPE 2.5 UNBOUND PAVEMENT

Imported shoulder gravel shall meet the specifications for a Type 2.5 material in MRTS 05 with the exceptions noted below:

- **Grading:** The grading envelope shall be Grading C or D from **Table 9** of MRTS 05.
- **Linear Shrinkage:** Linear Shrinkage shall be a minimum of 4 and a maximum of 10%.
- **Ratio 0.075 to 2.36:** The ratio of the percentage of the material passing the AS 0.075 mm sieve and the percentage passing the AS 2.36 mm sieve shall be between 0.3 and 0.6. (Paragraph (a) of *Clause 6.2.4* referring to the ratio of % passing 0.075 mm to % passing 0.425 mm shall not apply.)

S28.3 PROVEN MATERIAL APPROVED BY THE PRINCIPAL

Gravel which has been proven to perform satisfactorily for shoulders in the past may continue to be used subject to the approval of the Principal.

A request for approval of such material shall be accompanied by the following information:

- The name of the source;
- The source material group (as defined in Table 2 of MRTS 05);
- Evidence of past performance (i.e. locations where the material is currently in use, the time since last treatment of those locations and the average time between treatments);
- Test results on 3 samples of the material (from stockpile) showing:
 - Grading
 - Linear shrinkage
 - Ratio % percent passing 0.075 mm to % passing 2.36 mm.
- Results of one CBR test;
- A target specification against which this material shall be tested should its use be approved.

The specification shall be based on the test results provided and, as a minimum, consist of:

- A grading envelope;
- Minimum and maximum values for linear shrinkage;
- Minimum and maximum values for ratio % percent passing 0.075 mm to % passing 2.36 mm;
- Minimum CBR.

The Principal shall not be responsible for the cost of providing this information.

In considering a request to approve such material, the Principal shall consider:

- Results of inspections of the material in use;
- The past performance of the material compared to the likely performance of gravel conforming to Section 28.1 above;
- The price offered by the Contractor for the material compared to the price of a material conforming to Section 28.2 above.

S28.4 RECYCLED MATERIAL (168P)

Any material that has been stockpiled as re-usable material is to be approved by the Principal as acceptable for re-use before incorporation into the works.

S29 GRAFFITI REMOVAL

29.1 DESCRIPTION OF WORK ITEMS

Activity	Description Of Work	Unit Of Measurement
422	Graffiti Removal	m2

29.2 METHOD OF REMOVAL

Graffiti on fences and concrete structures is to be removed by painting over using the standard colours provided in *Table 29.1*.

29.3 STANDARD APPLICATION PAINT COLOURS

In consultation with Local Councils and other Regions, to provide a consistent treatment throughout Metropolitan Region *Table 29.1* outlines standard colours that shall be used in painting out Graffiti.

The attached list of colours has been developed by Maintenance for use on DTMR roads.

Specified Colour	Example of Application
Colourbond Pale Eucalypt	timber sound barriers, fences, power poles
Colourbond Dune	concrete (incl. Hebel), old power poles
Colourbond Windspray	galvanised anti-glare screens, road light poles, traffic signal posts, traffic signal box's, back of VMS's
White	bridge posts/rail, guide posts
Colourbond Surfmist	feature bridge parapets
Black	SET anti-glare screens, black coated fencing
Colourbond Harvest	RW panels along Pacific Motorway & Mt. Lindesay Hwy

Table 29.1

29.3.1 PAINTED CONCRETE STRUCTURES

Some structures within Metropolitan Region are painted specific colours and the Contractor is to match these colours as near as practical, when painting over graffiti. All costs associated with identifying the colours, sourcing the paint type, preparing the surface and painting over are to be included in agreed unit rates.

29.4 REVISED INTERVENTION LEVELS

Notwithstanding the intervention levels described elsewhere in the Documents, Activity 422 - Graffiti Removal shall be carried out as outlined in SCC 2, Table 2.1

- Offensive wordings or symbols – As advised by the Principal, generally within 24 hours of notification or detection.

S30 RECOVERY OF COSTS FROM DAMAGED INFRASTRUCTURE

S30.1 BACKGROUND

From time to time there are traffic accidents or incidents where the cost of damage to infrastructure can be recovered through the perpetrator or his insurance.

The following procedure is to be adopted in relation to the recovery of costs for the damage to Metropolitan Region Infrastructure as well as any associated Emergency Callout costs.

S30.2 PROCEDURE

Step 1

Damaged infrastructure is identified by Police, DTMR Staff, Contractor, BMTMC, and members of the Public, and so on

There are two types of damage:

Recoverable Damage

Recoverable damage is when the damage caused to the Region's infrastructure can be recouped from those who have caused the damage. This may be claimed through their insurance company or through them personally.

Irrecoverable Damage

Irrecoverable damage is when damaged caused to the Region's infrastructure but through lack of information, cannot be recouped from those who have caused the damaged.

Step 2

For consistent communication through one point of contact, the Routine Maintenance Provider will nominate an officer in charge of all incoming damage recovery reports.

Once the routine maintenance provider is aware of the incident, the site will be made safe until permanent repairs can be organized (if required).

Step 3

The Maintenance Provider will record all available details of the incident on section 1 and 2 of Form MD12F01 for damage to road furniture or MD12F02 for damage to traffic infrastructure (light poles, signals and so on). The Form is then forwarded to metropolitan.claims@tmr.qld.gov.au who will investigate and determine if a perpetrator for the damage is likely to be identifiable. This is a judgment call based on the severity of the damage, its location, and the information available at the time of the decision, that is, do you have a Police TIN number, the name of the officer in attendance, photos of the perpetrator's number plate, date of damage, or the severity of the damage is such that you strongly believe the Police would have attended.

In the case of traffic signals, if the damage is such that the signals have been affected, they will generally be considered as recoverable damage as the Police are always called out to attend in the case of malfunctioning signals.

If there is insufficient information available for the Region to identify and prosecute the perpetrator, the Maintenance Provider is advised that this is considered an irrecoverable damage, **Go to Step 9.**

If there is sufficient information available for the Region to identify and prosecute the perpetrator, the Maintenance Provider is advised that this is considered a recoverable damage, **Go to Step 4**

Step 4

All available details of the incident are recorded on section 1 and 2 of Form MD12F01 for damage to road furniture or MD12F02 for damage to traffic infrastructure (light poles, signals and so on). The maintenance provider can acquire an 'F' number (furniture) or 'T' Number (traffic) from the Metropolitan Damage Recovery Clerk (Business Services). Phone 3066 4356 Fax: 3220 6071.

Step 5

The maintenance provider will quantify materials and resources required to carry out the repair works, recording these on Form MD12F01 or MD12F02.

A completed copy of this form is forwarded to the Metropolitan Damage Recovery Team, as an email to metropolitan.claims@tmr.qld.gov.au. The Metropolitan Damage Recovery Clerk will follow through with identifying and claiming damage costs from the perpetrator or their insurance providers.

Step 6

The maintenance provider will then carry out repairs in accordance with applicable QTMR specifications, keeping Program Delivery staff informed of progress.

QTMR staff may audit repairs, as per MD04P - Activity Audit.

Step 7

Once the repairs are completed, a full cost breakdown of the repair, including date, plant, labour and materials, is and forwarded to the Metropolitan Damage Recovery Team, via an email to metropolitan.claims@tmr.qld.gov.au, clearly referencing the T or F number it relates to. The breakdown should include any other claimable activities associated with the incident, for example, the original emergency callout costs.

Part payment can be claimed, but the Metropolitan Damage Recovery Team **must** be informed that it is a part payment and must also be informed when the final claim for each damage recovery item is claimed.

Step 8

Recoverable damage recovery costs are claimed under Activity 950 of the Routine Maintenance Performance Contract, using the 'F' or 'T' number as the Works Order Number. Refer to *Supplementary Specification S25 – Expenditure and Progress Claims* for the payment process.

Step 9

Irrecoverable damage is logged in the contract backlog of works, assigned an appropriate priority rating, with repairs then being carried out in accordance with relevant RMPC requirements. Work will be claimed under the relevant RMPC Activity for that type of repair. In order to provide the Region with details on the costs of un-recoverable damages, once the appropriate activity number has been selected, a "Child" Number of 99 will be used for all irrecoverable damage claims.

For example if electric light poles are repaired under activity 634, then the activity number 634 99 is to be used to repair a light pole that has been damaged due to irrecoverable damage.

S31 STORAGE OF PRINCIPAL'S MATERIALS

From time to time, the Contractor will be required to remove materials from the road which may be of some value or suitable for re-use. Examples include sign components, guardrail components, pipes, environmental components and pavement gravel. All storage sites are to be approved by the Superintendent's Representative.

All materials of any value or suitable for re-use shall remain the property of the Principal and shall be transported and stored by the Contractor at the Contractor's expense. When use of these Principal's materials for road Maintenance is proposed, a reduction in the scheduled unit rate for the relevant Activity shall be negotiated, taking into account the costs incurred by the Contractor in storing the materials.

Where materials removed from the road pavement during Maintenance Activities are suitable for re-use (for example, for shoulder re-sheeting), the Contractor shall stockpile those materials at the nominated stockpile sites (unless otherwise agreed to by the Principal or where the cartage distance is greater than 5 km to the nearest nominated stockpile site).

Materials which may be stored within the Stockpile Sites

- ◆ Excavated material that is suitable for re-use as pavement or shoulder materials.
- ◆ Cover aggregate to MRTS 22
- ◆ Vegetation Pruning's

Storage Of VEGETATION Prunings

S31.2.1 Reuse Of Pruning's

The Principal encourages the mulching of pruning from shrubs and trees for reuse as mulch for garden beds and other landscaped areas to save on dump charges and provide environmentally sound processes.

S31.2.2 Storage Of Pruning's On The Road Reserve

Vegetation pruning's stored within the road reserve (not including approved storage sites) prior to milling, or removal to established storage sites, is to be limited to two (2) weeks. Storage of any materials adjacent to the roadway must be in accordance with requirements, and in particular, the acceptable distances from the edge line as detailed in the MUTCD.

S31.2.3 Payment

Costs associated with mulching & maintenance of these sites by RMPC provider shall be carried out under day works, and charged to the RMPC through an applicable activity in the contract schedule.

Site clean up

The Contractor shall leave the site of any Maintenance Activity clean and tidy. Material is not to be left in drainage paths, around guide posts or signs, or in such a way as to interfere with mowing or to be hazardous to traffic or the environment.

S32 QUALITY SYSTEM REQUIREMENTS

S32.1 General Requirements

The Quality System requirements for this contract consist of Five (5) main components as follows. These components shall be submitted to the Principal for acceptance within thirty (30) days after the date on the Letter of Acceptance:

- Quality Plan
- Inspection Plan
- Safety Plan
- Traffic Management Plan
- Environmental Management Plan

Any amendments required to the Plans following an audit of the initial submission shall be rectified and forwarded back to the Principal within 30 days after the audit results have been forwarded to the Contractor. The timing for submission of further amendments shall be determined by the Principal. However, failure to provide an acceptable plan by this time shall be regarded as a breach of contract.

In addition to the requirements of the General Conditions of Contract and Supplementary Conditions of Contract and Specifications, the following level of detail shall be provided as a minimum in the above documents:

S32.2 Quality Plan

The Quality Plan is required to address the specific requirements of this contract and in this regard, general motherhood statements derived from a Quality System will not be accepted.

The Quality Plan shall include as a minimum the following details:

- Evidence that the Contractor has achieved Third Party Accreditation for Maintenance type Activities
- Copies of the following Procedures:
 - The identification and Backlogging of Defects
 - The prioritisation of Defects
 - The planning and scheduling of Activities
 - The recording and filing of completed works orders
 - The method used to maintain traceability of the completed works for the purpose of
 - Auditing and warranty periods
 - The managing of variations to the contract
 - Invoicing of completed works orders
 - Managing the approved allocations (e.g. on time and within budget - programs, cash flows etc.)
 - For the provision of reports required under the Supplementary Conditions of Contract and Specifications (e.g. monthly meetings etc.)
 - Internal audit programs for Product and Compliance (refer to S26 - i.e. self audits for work in progress and completed works)
 - The method used to ensure compliance with the specified restoration standards for all Activities listed in the Schedules (e.g. checklists etc.)

S32.3 Inspection And Test Plan

The Inspection and Test Plan shall identify and record priority 1, 2 and 3 defects, as described in S2, from cradle to grave.

The inspection and test plan shall include the following –

- The inspection frequency for all roads, providing risk assessment details used to determine such frequencies. The highrisk roads with high speed, high traffic volumes and sections of roads subject fallen rocks or other natural risks, shall have higher inspection frequencies.
- Change management to cover additional inspections after natural occurring events such as bushfires, flooding, or continual rain, etc.
- The identification and recording of defects (Backlog).
- The prioritisation of defects, both corporate and field.
- Programming of defect repairs.
- Removal and archiving of completed defects from the backlog.
- Compliance testing results as per Road Maintenance Performance Contracts – Vol 1 Sole Invitee.

S32.4 Safety Plan

The Safety Plan is required to address the specific requirements of this contract and in this regard, general motherhood statements derived from a Quality System will not be accepted.

The Safety Plan shall include as a minimum the details contained in the General Conditions of Contract.

The lump sum payment for the Safety Plan, when included by the Principal in the contract schedules, shall include all necessary maintenance and revisions of the Plan as required.

S32.4.1 Obligations of the Contractor under the Workplace Health and Safety Act

The contractor is appointed as principal contractor for the purposes of the Workplace Health and Safety Act 1995 Qld, or any Act which may replace that Act.

The contractor shall undertake all the obligations of a Principal Contractor under that Act.

In particular, where that Act imposes an obligation which must be carried out by either the employer or the Principal Contractor, the contractor shall carry out that obligation.

S32.5 Traffic Management Plan

The Traffic Management Plan is required to address the specific requirements of this contract and in this regard, general motherhood statements derived from a Quality System will not be accepted.

The Traffic Management Plan shall include as a minimum the following details:

- Copies of the all the Procedures which detail compliance with the following requirements:
 - The use of MRS02, MRTS02 and the Manual of Uniform Traffic Control Devices (MUTCD)
 - That the restriction of work on public holidays / school holiday periods occurs
 - The effective monitoring of delays, access to commercial premises, queue lengths and traffic infringement across intersections (including the submission of an acceptable project specific TMP if required where commercial premises and intersections are affected, prior to the work commencing)
 - The safe diversion of traffic through all work sites
 - Requirements for detouring traffic via local roads, including the submission of an acceptable project specific TMP if required, prior to works commencing
 - The Maintenance of trafficable surfaces etc., if required
 - Compliance with the Prohibition Notice (refer S19)
 - The forwarding of all notification for any of the above where required

S32.6 Environmental Management Plan

Please refer to S27 Environmental Requirements for information on the Environmental Management Plan.

S33 GUARDRAIL MAINTENANCE

S33.1 BACKGROUND

Because the different types and extent of damage inflicted to network guardrail components, it is very difficult to provide a unit rate for guardrail repairs which caters for all types of damage type, without applying significant margins to these rates to cover the Contractor's risk. It is for this reason that a Provision Sum Item is to be used for the repair of guardrail other than those repairs which are to be claimed as Damage Recovery Items, refer to *Supplementary Conditions of Contract and Specifications S30 – Recovery of Costs from Damaged Infrastructure*.

S33.2 DESCRIPTION OF WORK ITEMS

Activity	Description Of Work	Measurement For Payment
522	Other Furniture Repairs	Prov

S34 REINSTATEMENT OF LINEMARKING

S34.1 BACKGROUND

The Metropolitan District linemarking is carried out by RoadTek Network Services in order to provide a uniform standard of linemarking across the network.

S34.2 TEMPORARY REINSTATEMENT OF LINEMARKING

It is the Contractor's responsibility to organize the reinstatement of any linemarking removed by any routine maintenance activities. The reinstatement shall be to an equivalent standard on a like for like basis. This work can be carried out by any suitably qualified suppliers, but must be in accordance with the MUTCD and TMR Linemarking Manual. As the Region's preferred provider, you, are encouraged to contact the RoadTek Network Services Linemarking Unit to arrange for the reinstatement of any linemarking removed during routine maintenance operations. Please provide the RoadTek Network Services Linemarking Unit with all necessary details of the work including the following:

- Road number
- Direction of travel
- Chainage/s, and
- Works Order number
- Applicable time frames and expectations

The Metropolitan Region contact for the RoadTek Network Services Linemarking Unit is Chris Burgess, and is available on 07 3066 4417 or email on Christopher.W.Burgess@tmr.qld.gov.au

Prior to the removal of any existing linemarking, the contractor shall take such measures, as digital images, sketches and measurements, etc, as deemed necessary to ensure the accurate re-establishment of the linemarking can be undertaken once the work has been completed, and in accordance with Table 34.2.

In order to make the carriage way safe, the Contractor shall supply and install temporary raised reflectorised pavement markers on all areas when the Longitudinal linemarking, Stop Bars or Pedestrian Crossings have been removed as per Table 34.1. The temporary markers are to be installed in the correct longitudinal alignment as to allow the linemarking unit to use them as a spotting line when the permanent linemarking is installed.

Gazetted Traffic Speed	0-60 Km/hr	61-80 Km/hr	81-110 Km/hr
Maximum allowable continuous loss of longitudinal linemarking (Including RRPM's) before temporary linemarking is required.	10m	15m	25m
Maximum Allowable Continuous Loss of Stop Bars, and Pedestrian Crossings before temporary linemarking is required.	Nil	Nil	Nil

Table 34.1

As per Table 34.1, all applicable lines including Stop Bars or Pedestrian Crossings which have been removed or covered over are to be reinstated with temporary reflectorised tape before the site is disestablished for that day's work.

S34.3 PERMANENT REINSTATEMENT OF LINEMARKING

All linemarking, including RRPM's removed as part of routine maintenance activities are to be permanently remarked as soon as possible after the works have been completed and must not exceed the maximum times provided in Table 34.2.

The maintenance provider shall remain responsible for the works, including the maintenance of all temporary linemarking and devices, for example stick and stomps, and reflectorised tape, etc, until the permanent linemarking is reinstated.

Category	AADT	Maximum Period (Weeks)
Category 1	0 – 5000	4
Category 2	> 5000	2

Table 34.2

S34.3 PAYMENT

No additional payment will be made for this work, including the reinstatement of Network linemarking, the cost of such work is deemed to be included in the Contract Unit Rates for that activity

S35 CRACK SEALING

S35.1 ADDITIONAL REQUIREMENTS

The treatment of cracks (10mm or less in width) within the road network defined in this contract is to be carried out using Activity 120 – Fill Cracks, and in accordance with the requirements set out in Section 35.2 below.

S35.2 DESCRIPTION

The sealing or bridging of cracks typically not wider than 10mm in bituminous pavements with polymer – modified products.

S35.3 APPLICABLE SPECIFICATIONS

- All loose material shall be removed from the road surface for 100 mm either side of the crack.
- The crack sealant shall be a Polymer – modified bituminous sealant approved by the Principal.
- The sealant shall be applied with an approved applicator that places a band of sealant over the crack.
- If the sealant is not to be immediately overlaid with asphalt or a sprayed seal, sand will be spread over the newly applied sealant prior to cool down to provide surface texture.
- The sand used for this purpose will be a course screened sand similar to that used for insitu density sand replacement testing (refer QDMR test Method Q111B). The grading of the sand is 90% passing 1.18mm sieve, and 90% retained 0.600mm sieve, it should also be used in a dry state.

S35.4 RESTORATION STANDARD

- The crack shall be covered along its length for a minimum width of 50 mm + or – 10 mm, and shall not be less than 2 mm + 1 mm – 0 mm in thickness.
- Install TRPM's and/or Linemarking if required.
- The surface shall be trafficable after 5 minutes.

S35.5 TESTING REQUIREMENTS

Thickness of Polymer - modified bitumen is to be checked and recorded by field staff at 25 meter intervals.

S37 SEALING AROUND EDGES OF ASPHALT PAVEMENT REPAIRS

S37.1 DESCRIPTION OF APPLICABLE WORK ITEMS

Activity	Description Of Work	Measurement For Payment
107	Heavy Patching	tonne
140	Pavement Repairs - Manual	m2
156	Replace Excavated Asphalt	tonne
157	Excavate & Replace Asphalt	tonne
143	Pavement Repairs (Mechanical) - Minor	m2
144	Pavement Repairs (Mechanical) - Major	m3
169	Other Pavement Work	Prov.Sum

S37.2 ADDITIONAL REQUIREMENTS

For all Activities listed in Section 37.1 above, where there is a joint between the existing pavement and the repair works, the Contractor is required to provide the following:

- A seal around the edges of the newly completed patches with a strip of an approved bitumen emulsion, covering approx 30-50mm either side of the joint between the existing and the new asphalt. The proposed bitumen emulsion product specification is to be approved by the Principal's Delegate or his Representative prior to its use.
- This bitumen emulsion strip shall be gritted with an approved coarse sand or fine aggregate to provide adequate skid resistance. Gritting is to be carried out before the site is open again to traffic.
- The sand used for this purpose will be a coarse screened sand similar to that used for insitu density sand replacement testing (refer QDMR test Method Q111B). The grading of the sand is 90% passing 1.18mm sieve, and 90% retained 0.600mm sieve, it should also be used in a dry state.

S37.3 PAYMENT

No additional payment will be made for this work and any additional cost are deemed to be included in the Contractors tendered unit rates.

S38 VEGETATION MANAGEMENT

S38.1 Slashing

As a general rule, for safety reasons of workers on site, hand mowing/slashing shall not be carried out unless:

- For small, non-regular, urgent works such as to restore lines of vision at intersections as a result of complaints from members of the public, or
- When approval has been obtained by the Superintendent.

The Contractor shall instead use mechanical slashing (for example, tractor slashers and slope mowers) wherever it is possible. In terrains where it is not possible or suitable to use tractor slashers or slope mowers, the Contractor shall program to take actions such as removing trees, levelling ground surface, etc. to facilitate mechanical slashing. The scope and costs of these preparation works shall be discussed with and agreed by the Superintendent before the works take place.

Unless requested by the Superintendent, all hand mowing/slashing works shall be paid at the same rate as if they were done by mechanical mowing/slashing (Activities 401, 402, 403).

S38.2 Quantities and Frequencies Guidelines

The Quantities and Frequencies will depend wholly on climatic conditions and intervention levels.

S38.3 Tree clearance

- No tree clearing to be carried out unless approved by Principal and TMR cultural and heritage unit.
- Payments for these works are to be claimed as a Provisional Sum under Activity 405.

S38.4 Use of Herbicides (Roadside Furniture)

- (a) Details of herbicides for roadside furniture treatments such as type and name of products, application rates, etc. are to be approved by the Superintendent before use.
- (b) The Contractor shall keep a record of each day of spraying with details such as locations, date, name of operators, herbicides used, spraying rates, weather, etc. A copy of this record shall be forwarded to the Superintendent together with the monthly progress payment claims.
- (c) Spraying shall be carried out with boom sprayers for accuracy and efficiency.

S38.5 Use of Herbicides (Spot Spraying)

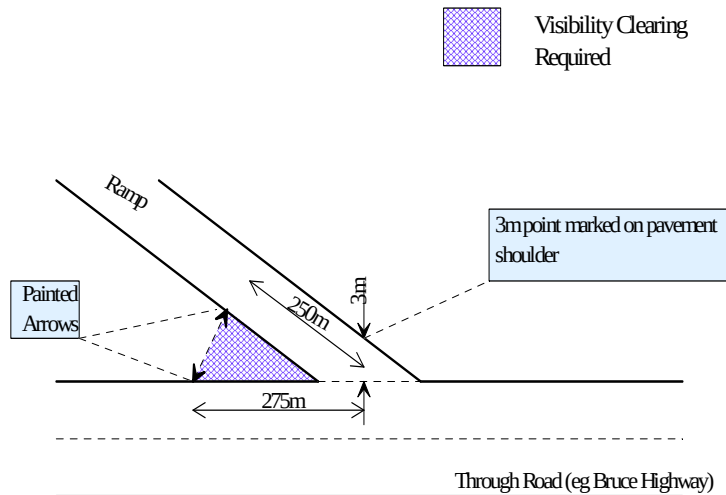
- (a) Spot Spraying may be required to treat isolated vegetation growing in cracks and joints, and on edges of the road surface.
- (b) Details of herbicides for roadside furniture treatments such as type and name of products, application rates, etc. are to be approved by the Superintendent before use.
- (c) Payments for these works are to be claimed under Activity 406.

S38.6 Use of Herbicides (Declared Plants)

- (a) THE activity for treatment of Declared Plants is funded out of the RMPC.
- (b) The Contractor shall engage with the Element Manager (Declared Plant) to nominate suitable herbicides and methods (including appropriate times of the year) to treat each of the following declared weeds: Mother of Millions, Rag Weed, Groundsel and Prickly Pear.

- (c) The costs to undertake declared plants treatment will be agree with and paid for by the Element Manager.

S38.7 Guidelines for visibility clearing at interchange merges



Clearing Diagram

The sight triangle as shown in the above diagram allows for the last 20km/hr of acceleration to Highway speed to enable a merge to occur. This provides approximately 8 - 10 seconds manoeuvring time depending on speed.

On the ramp, at 250m from the 3m conflict point, vehicles should be able to reach a speed equal to 20km/hr below the 85th percentile of the outer lane of the highway. Where the geometry or obstruction will not allow this distance, a parallel lane past the 3m point should be recommended for the balance of the length required.

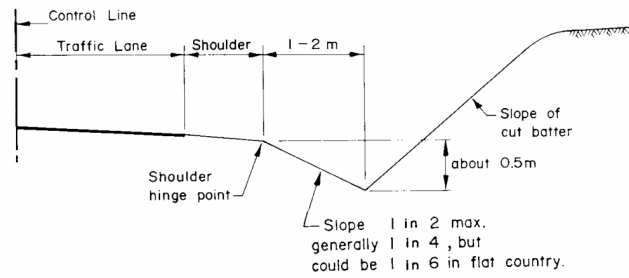
Where the ramp is on a grade, the 250m should be retained to provide the manoeuvring time, but on upgrades, additional length is required for acceleration as follows:

3 - 4% Factor = 1.6

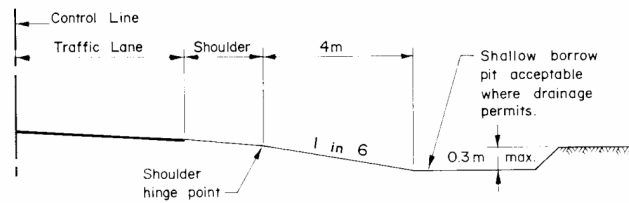
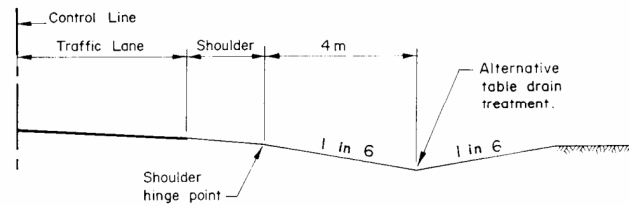
5 - 6% Factor = 2.5

Refer Table 5.9 Austroads Guide to Traffic Engineering Practice - Part 5

S38.6 NAASRA Guide to the design of the road surface drainage



NORMAL APPLICATION



FLAT COUNTRY APPLICATION

TYPICAL TABLE DRAINS

FIGURE 6

S41 CONTRACTOR'S STAFF

S41.1 GENERAL

The experience of key Personnel will be discussed as part of the Pre-Start meeting, refer to Standard Form MD15F01,

The Contractor shall nominate the personnel required to adequately deliver the works, refer to Table 41.1 for possible positions required. These will be discussed and agreed with the Principal's Delegate, and shall be the Contractor's Key personnel for the Contract.

The Contractor shall maintain these key personnel on the work under the Contract, and shall not replace them unless the Principal's Delegate approves the substitute.

Any vacancy of key personnel shall be promptly filled by the Contractor with a person who shall possess at least equal experience, qualifications and ability as the person replaced, and shall be subject to the approval of the Principal's Delegate.

Possible Key Staff	
Project Manager (Engineering)	Landscape Representative
Project Engineer	Environmental Representative
Project Officer (Resourcing)	Safety Representative
Contractor's Quality Representative	Works Supervisor

Table 41.1

S61 DAMAGES TO DAVID TRUMPY PEDESTRIAN FENCING

The fencing separating pedestrians from traffic lanes on the David Trumpy Bridge is regularly damaged, and although Ipswich City Council has the routine maintenance responsibilities for this part of the network, the permanent repairs to this fencing are the responsibility of Ipswich City Council. Due to the sensitive nature the works it is critical to have a process in place to maintain the safety of this area from when the damage occurs, to when site is made safe, by council, and then until RoadTek are able to program the permanent repair works.

S61.1

ABBREVIATIONS

ICC - Ipswich City Council.
BMTMC - Brisbane Metropolitan Traffic Management Centre.
QPS - Queensland Police Service.
TMR - Transport and Main Roads.
RMPC - Road Maintenance Performance Contract.
PMP – Pedestrian Management Plan.

Step 1 Damage is identified

The damage is identified by a call from QPS Yamanto, the BMTMC, the ICC Customer Service Centre, or a member of the public.

As the local RMPC provider, ICC is the first response to incidents/events which cause damage to the pedestrian fence, whether the damaged is caused by accident or vandalism.

Step 2 First Response

ICC responds to the call out, which could involve one, more or all of the following actions:

- Assist with traffic management.
- Make site safe and when required, install signage as per S61.2 Pedestrian Management Plan (David Trumpy Bridge).
- Tidy area.
- Keep the BMTMC updated.
- Reporting to TMR.
- Collect details for possible damage recovery claim refer to Supplementary Condition Of Contract **S30**.

Step 3 Risk Assessment and make site safe for Pedestrians.

Install safety signs and devices, as described in S61.2 Pedestrian Management Plan.

These safety signs and devices will remain in place until damage repairs are later fully closed out by the RoadTek Bridge Maintenance team.

Once the damaged site has been made safe for both pedestrians and vehicles using the bridge the BMTMC is advised of status of this site,

Are more permanent repairs required?

If Yes go to Step 4.

If no more repairs required, refer to Supplementary Condition of Contract S30 to recover damage costs from a known perpetrator. If details are not known, claim for these works under activity 452-99 under the current ICC RMPC.

Go to step 6**Step 4 Second Response Reporting****4.1**

- ICC Officers on site notify TMR of the damage, so repairs can be programmed.
- Advise TMR of the damage, and the extent of the damage. During office hours, TMR Office, 3066 5499, or after hours, the BMTMC 32926090

4.2

- TMR or BMTMC staff will contact the RoadTek Bridge Supervisor on 0409 962 177, and/or leave a message for that supervisor, at the RoadTek Hemmant office on 07 3066 4444 during working hours,
- ICC staff may choose to contact the bridge supervisor direct, day or night time, if so, advice TMR and or BMTMC of this action.
- Early notice to the bridge maintenance supervisor is highly desirable, to allow as much time as possible towards the prioritising of resources for these urgent/sensitive works, which are undertaken at night, to avoid traffic congestion/delays.
- If considered necessary, ICC may elect to email the bridge maintenance supervisor (wayne.z.hansford@tmr.qld.gov.au) any information and photos of the damage that may assist that supervisor with resourcing the response to the repair works request.
- ICC officers will forward any damage recovery data collected on site direct to the Bridge Maintenance Supervisor.

Step 5 Repair damage by RoadTek Bridge Maintenance Team

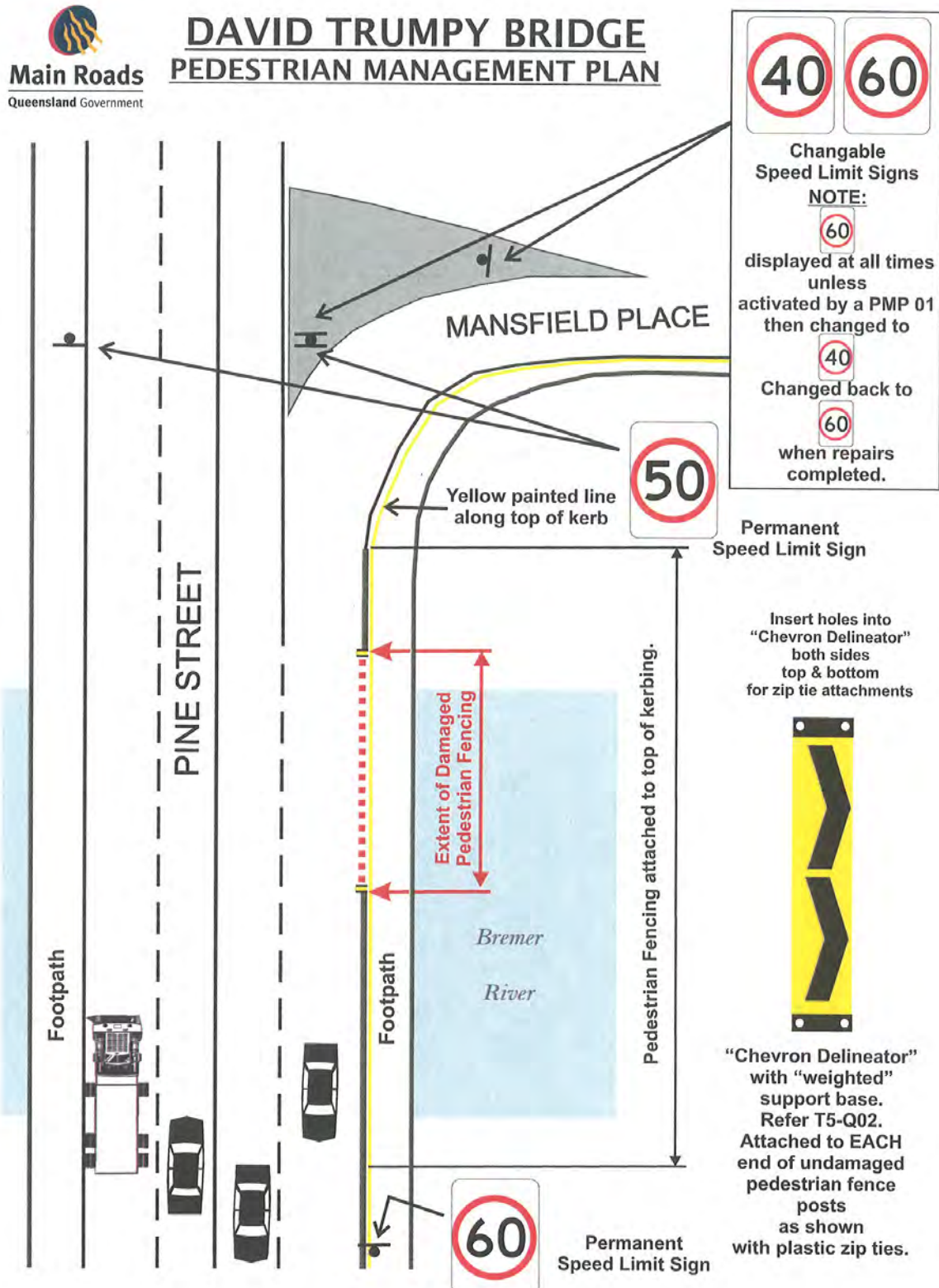
The RoadTek Bridge Maintenance Team will:

1. Set up traffic management and notify BMTMC.
2. Inspect damage, request/source additional resources, if/as required,
3. Repair/replace damage fence.
4. Leave site tidy and safe.
5. Remove traffic management and notify BMTMC.
6. Restore permanent traffic conditions, e.g. 60 k/h, as per PMP.
7. Arrange for any ICC or TMR devices that were used as temporary safety measures, to be returned to ICC.

Step 6 Finalising process

Report status of repairs back to the TMR Office [07 3066 5499](tel:0730665499), during office hours..

Pedestrian Management Plan



APPENDIX A

STANDARD FORMS

Form Number	Description
MD06F01	Variations Request Proforma
	Damage Recovery Form – Furniture
MD13F01	Change Of Schedule Proforma
	Prestart Meeting Agenda
	Quarterly meeting Agenda

APPENDIX B

LANE CLOSURE TIMES

General Access Times

Metropolitan District

TMR (SEQ Operations, Version 1.1, 3 July 2017)

Metropolitan District

Road Name	Page	Road Name	Page	Road Name	Page
17A CUNNINGHAM HIGHWAY (Ipswich Motorway)	1	U94 ALBANY CREEK SUB-ARTERIAL ROAD	46	309 RIVER ROAD	78
17B CUNNINGHAM HIGHWAY (Ipswich - Warwick)	2	U95 SAMFORD SUB-ARTERIAL ROAD	47	900 EVERTON PARK - ALBANY CREEK ROAD	79
18A WARREGO HIGHWAY (Ipswich - Toowoomba)	5	U96 MOGGILL SUB-ARTERIAL ROAD	48	902 LINKFIELD CONNECTION ROAD	80
42A BRISBANE VALLEY HIGHWAY (Ipswich - Harlin)	7	U98 CLEVELAND SUB-ARTERIAL ROAD	52	904 PORT OF BRISBANE ROAD	81
U12A SOUTH EAST ARTERIAL ROAD (Pacific Motorway)	8	U99 REDCLIFFE SUB-ARTERIAL ROAD	55	905 BRISBANE - REDLAND ROAD	83
U13C GATEWAY ARTERIAL ROAD (Gateway Motorway - North)	12	108 BEENLEIGH - REDLAND BAY ROAD	56	910 CENTENARY MOTORWAY	84
U14 GYMPIE ARTERIAL ROAD	14	109 CLEVELAND - REDLAND BAY ROAD	57	913 SOUTHERN CROSS WAY	88
U15 MOUNT LINDESAY ARTERIAL ROAD	17	110 REDLAND BAY ROAD	61	916 RIVERVIEW - MOGGILL FERRY ROAD	89
U16 CUNNINGHAM ARTERIAL ROAD (Ipswich Motorway)	20	111 MOUNT COTTON ROAD	63	1000 EAST COAST ROAD	90
U18A WESTERN ARTERIAL ROAD (Ellen Grove - Jindalee)	24	112 CAPALABA - CLEVELAND ROAD	64	1082 COLBURN AVENUE	91
U18B WESTERN ARTERIAL ROAD (Jindalee - Everton Park)	27	122 BRIGHTON - REDCLIFFE ROAD	66	1102 CAPALABA - VICTORIA POINT ROAD	92
U19 EAST-WEST ARTERIAL ROAD	29	200 SPRINGWOOD CONNECTION ROAD	67	1122 BIRKDALE ROAD	93
U20 GRIFFITH ARTERIAL ROAD	33	211 IPSWICH - BOONAH ROAD	68	2106 SWANBANK ROAD	94
U21 NATHAN CONNECTION ARTERIAL ROAD	36	301 IPSWICH - CUNNINGHAM HWY CONN. ROAD	69	3002 KARRABIN - ROSEWOOD ROAD	95
U27 PORT OF BRISBANE MOTORWAY	37	302 IPSWICH - WARREGO HWY CONN. ROAD	72	3041 HAIGSLEA - AMBERLEY ROAD	96
U88 SANDGATE SUB-ARTERIAL ROAD	38	303 ROSEWOOD - MARBURG ROAD	74	3042 MOUNT CROSBY ROAD	97
U90 LOGAN SUB-ARTERIAL ROAD	41	304 IPSWICH - ROSEWOOD ROAD	75		
U91 REDLAND SUB-ARTERIAL ROAD	43	305 ROSEWOOD - WARRILL VIEW ROAD	76		
U93 STRATHPINE SUB-ARTERIAL ROAD	45	308 ROSEWOOD - LAIDLEY ROAD	77		

1 Cunningham Highway to Mount Flinders Road (0 - 11.477)

211 IPSWICH - BOONAH ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetted	SB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted	NB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

NOTES:

The above Lane Closure 'General Access Times' are to be used as a guide only and does not guarantee approval.

TMR reserves the right to review and assess applications on a case by case basis.

Where contraflow is required to perform works, TMR will consider this on a case by case basis.

No closures should occur between the hours of 06:30-09:00 & 14:30-18:30 weekdays within 100m of a TMR signalised intersection

* Generally lane closures are not permitted during these periods. Additional justification/reasoning will be required during assessment

1 Ipswich Motorway to South Station Road (0 - 5.55)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	SB	WEEKDAY	2	1	1	1	1	1	1	0	0	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1
		SATURDAY	2	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1
A/Gazetta	NB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1
		SATURDAY	2	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1
		SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

2 South Station Road to Chermiside Rd (5.55 - 7.3)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	SB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	NB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1
		SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

3 Chermiside Rd to East St (7.3 - 8.43)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	SB	WEEKDAY	2	1	1	1	1	1	1	0	0	0	0	0	1	0	0	0	0	1	1	1	1	1	1	1
		SATURDAY	2	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	NB	WEEKDAY	2	1	1	1	1	1	1	1	0	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1
		SATURDAY	2	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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No closures should occur between the hours of 06:30-09:00 & 14:30-18:30 weekdays within 100m of a TMR signalised intersection

* Generally lane closures are not permitted during these periods. Additional justification/reasoning will be required during assessment

4 Brisbane SW/Limestone St to Churchill St (8.43 - 8.85)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazettel SB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1
A/Gazetta NB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1

5 Churchill St to Salisbury Rd (8.85 - 9.86)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazettel SB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta NB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

6 Salisbury Rd to Bremer State High School Access (9.86 - 10.8)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazettel SB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta NB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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7 Bremer State High School Access to Lobb St (10.8 - 11.8)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta SB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1
A/Gazetta NB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1

8 Lobb St to Hall St (11.8 - 14.09)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta SB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
A/Gazetta NB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1

9 Hall St to Cunningham Hwy (14.09 - 14.85)

301 IPSWICH - CUNNINGHAM HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta SB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta NB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

NOTES:

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1 Brisbane St to South of David Trumpy Bridge (0 - 0.29)

302 IPSWICH - WARREGO HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	WB	WEEKDAY	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1

2 South of David Trumpy Bridge to Pine St (0.29 - 0.65)

302 IPSWICH - WARREGO HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	WB	WEEKDAY	2	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1

3 Pine St to Lowry Lane (0.65 - 1.05)

302 IPSWICH - WARREGO HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	WB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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4 Lowry Lane to Waterworks Rd (1.05 - 3.4)

302 IPSWICH - WARREGO HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazettel	WB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
	SATURDAY		1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SUNDAY		1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	SATURDAY		1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	SUNDAY		1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1

5 Waterworks Rd to Hunter St (3.4 - 4.35)

302 IPSWICH - WARREGO HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazettel	WB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	SATURDAY		1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1
	SUNDAY		1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY		2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY		2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

6 Hunter St to Warrego Hwy (4.35 - 7.5)

302 IPSWICH - WARREGO HWY CONN. ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazettel	WB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	SATURDAY		1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1
	SUNDAY		1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	SATURDAY		1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1
	SUNDAY		1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1

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1 Walloon Rd to Warrego Highway (0 - 10.52)

303 ROSEWOOD - MARBURG ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetla NB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetla SB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

NOTES:

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1 Cuningham Highway to 700m West of Haigslea Amberley Road (0 - 3)

DIRECTION		DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetel	WB	WEEKDAY	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

2 700m West of Haigslea Amberley Road to Karrabin-Rosewood Road (3 - 12.83)

DIRECTION		DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetel	WB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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1 School St to 700m South of Blancs Rd (0 - 10.12)

305 ROSEWOOD - WARRILL VIEW ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	SB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	NB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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1 Rosewood - Marburg Rd to 4.3km West of Doonans Rd (0 - 18.89)

308 ROSEWOOD - LAIDLEY ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	WB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	EB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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1 River Rd between Riverview Rd and Brisbane Rd (0 - 0.95)

309 RIVER ROAD

DIRECTION	WB	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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1 Riverview Rd (0 - 2.52)

916 RIVERVIEW - MOGGILL FERRY ROAD

DIRECTION	WB	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetta	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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1 South Station Road to Memorial Drive (0 - 4.15)

2106 SWANBANK ROAD

DIRECTION	DAY	LANES	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Gazetta	EB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetta	WB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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1 Toongarra to Queen St (0 - 6.6)

3002 KARRABIN - ROSEWOOD ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetted	WB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted	EB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

2 Queen St to John St (6.6 - 14.76)

3002 KARRABIN - ROSEWOOD ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetted	WB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted	EB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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1 Warrego Highway to Queen St (0 - 3.52)

3041 HAIGSLEA - AMBERLEY ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetted SB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted NB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

2 Queen St to Ipswich Rosewood Road (3.52 - 9.42)

3041 HAIGSLEA - AMBERLEY ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetted SB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted NB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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1 Delacy St to Mt Crosby Rd Overpass (0 - 3.85)

3042 MOUNT CROSBY ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetted	EB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	1	1	1	0	0	0	0	0	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted	WB	WEEKDAY	1	1	1	1	1	1	1	1	0	0	1	1	1	0	0	0	0	0	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1

2 Mt Crosby Rd Overpass to Colledge Rd (3.85 - 7.35)

3042 MOUNT CROSBY ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetted	EB	WEEKDAY	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	0	0	0	1	0	0	0	0	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted	WB	WEEKDAY	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	0	0	0	1	0	0	0	0	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1

3 Colledge Rd to Tanderra Way (7.35 - 12.62)

3042 MOUNT CROSBY ROAD

DIRECTION	DAY	LANES	12-1 AM	1-2 AM	2-3 AM	3-4 AM	4-5 AM	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM	10-11 PM	11-12 PM
Gazetted	EB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted	WB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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4 Tanderra Way to Moggill Rd (12.62 - 19.65)

3042 MOUNT CROSBY ROAD

DIRECTION	DAY	LANES	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Gazetted	EB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A/Gazetted	WB	WEEKDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SATURDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		SUNDAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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Works Parks and Sport Committee	
Mtg Date: 16.07.18	OAR: YES
Authorisation: Bryce Hines	

SJS:SJS

\\Council\Data\WPR\Departmental\Committee Reports\1807_SJS_DES_WasteDirectionPaper.docx

28 June 2018

MEMORANDUM

TO: ACTING CHIEF OPERATING OFFICER (WORKS PARKS AND RECREATION)

FROM: COORDINATOR (SUSTAINABILITY)

RE: DRAFT SUBMISSION IN RESPONSE TO QUEENSLAND GOVERNMENT'S
'TRANSFORMING QUEENSLAND'S RECYCLING AND WASTE INDUSTRY'
DIRECTIONS PAPER

INTRODUCTION:

This is a report by the Coordinator (Sustainability) dated 28 June 2018 concerning the draft submission made in response to the Department of Environment and Science (DES) directions paper for "Transforming Queensland's Recycling and Waste Industry". DES called for submissions to be made by Friday, 29 June 2018. As such, a draft submission has been made to meet the submission deadline and awaits Council's endorsement for finalisation.

BACKGROUND:

In March 2018, the Queensland Government announced that a comprehensive waste strategy would be developed which would include the re-introduction of a waste disposal levy to stimulate recycling and recovery activities and create new jobs.

As part of the new Queensland waste strategy development, the directions paper was released to provide the ability for government agencies, industry, businesses and individuals to respond and comment on the core elements of the proposed strategy.

DIRECTIONS PAPER SUMMARY:

The directions paper presents two key parts and an appendix (a copy is shown in Attachment A). Part A addresses the waste disposal levy and suggests introducing the levy at \$70 per tonne to commence in the first quarter of 2019.

Part B discusses the 'resource recovery, recycling and waste management strategy' and outlines the move towards a circular economy, market development for recycling and recovery and the delivery of long-term environmental outcomes. Appendix A provides a draft review of the *Queensland Waste Avoidance and Resources Productivity Strategy 2014-2024*.

Below is a summary of the two key parts of the directions paper.

PART A – Waste disposal levy

- Commencement of waste disposal levy in the first quarter of 2019 at \$70 per tonne for all general waste streams with higher rates for regulated waste (Category 1 - \$150 per tonne and Category 2 - \$100 per tonne).
- The levy will increase \$5 per tonne per year over the next four years.
- The levy will have no direct impact on household wastes which will be achieved by providing Councils within the levy zones with an advanced payment.
- The advance payment will be calculated by 105 percent of the tonnage of municipal solid waste (MSW) disposed in the previous financial year multiplied by the current levy rate.
- There are levy zones set out across Queensland that will have the levy imposed. Typically, more remote communities are non-levy zones.
- Wastes that will be exempt from the levy are: 1) wastes from declared natural disasters; 2) wastes required to be disposed by regulation e.g. asbestos; 3) litter and illegally dumped waste; 4) waste received by charities; 5) wastes disposed on sites where they are produced e.g. fly ash, feedlot manures; and 6) materials segregated for recovery not disposal at a landfill site.
- Operators of waste disposal facilities will collect the levy.
- Legislation will be developed for the introduction of the levy.
- Levy proceeds proposed to go to waste, environmental and community program funding.

PART B – Resource recovery, recycling and waste management strategy

- Moving towards a circular economy and zero avoidable waste to landfill by 2050 with associated mid-period targets.
- Recognition of high value materials to recover and reuse.
- Incentivised industry investment stimulated by the re-introduction of the waste levy.
- Companion measures such as landfill bans.
- Clear objectives and targets.
- Product stewardship programs.
- National engagement on inter-jurisdictional waste issues.
- Best practice performance monitoring system and comprehensive waste database.
- Policy on waste to energy.

COUNCIL DRAFT DIRECTIONS PAPER RESPONSE SUMMARY:

It is recommended that Council agrees in principle with the core elements of the proposed new waste strategy; in particular, the introduction of the waste levy and the move to provide stronger targets and incentivised measures to increase resource recovery.

A draft response has been submitted to meet the deadline of 29 June 2018 (a copy is shown in Attachment B). Below is a summary of the draft submission responding to the two key parts of the paper.

PART A – Waste disposal levy

It is proposed that Council:

1. Supports the waste levy amount of \$70 per tonne and \$5 increased increment per year over four years.
2. Requests inclusion of treated timber as a regulated waste exemption under the levy.
3. Recommends the introduction of the levy be at the start of FY19.
4. Supports the advance payment concept with no direct cost impact to households.
5. Requests that the term municipal solid waste (MSW) be defined adequately in order to calculate the advance payment accurately.
6. Highlights that the advance payment alone will not be adequate to support the reinvestment in infrastructure, supporting infrastructure and social programs to divert waste from landfill in the short to medium terms; especially with the additional pressure of an expected 5% population growth rate per year in Ipswich.
7. Supports the inclusion of self-haul general waste being subjected to the levy.
8. Supports all proposed levy exemptions though would like clarity regarding waste collected from public place areas (parks and street bins). ICC believes waste collected in these areas should not be levy exempt.
9. Proposes that there be a capped or fixed percentage amount of levy monies collected dedicated to the administration of the levy including enforcement, data and reporting activities. To be reviewed every three years.
10. Seeks clarity and assurance of the expected funding disbursements and access arrangements (will it be competitive?) between local councils and small business and industry for levy funds collected.
11. Does not support waste levy funding being used for broader environment programs that are not specific to recycling and waste, and where there are already existing programs in place e.g. ecoBiz.
12. Does not support allowing waste levy funds to be funnelled into Queensland Government consolidated revenue to be utilised for services that are unrelated to the recycling and waste industry.
13. Recommends that all monies collected from the waste levy be 100% utilised by the recycling and waste industry for a minimum five year period and/ or until such time that specific recycling and waste targets are met.

PART B – Resource recovery, recycling and waste management strategy

It is proposed Council:

1. Agrees that Queensland's current waste strategy be updated and supports the direction of the new waste strategy as proposed in the Directions Paper.

2. Supports the development of a waste-to-energy (W2E) policy for Queensland.
3. Strongly recommends the Department consult more broadly with Councils on the matter of W2E and alternative waste technologies (AWT) and ensure that thermal combustion technologies are included in the policy and that correct industry terminology is used.
4. Agrees and concurs with the *Queensland Waste Avoidance and Resource Productivity Strategy 2014-2024* review findings and agrees with all recommendations.

CONCLUSION:

Industry and business, local government and individuals have been given the opportunity to respond to the Queensland Government's directions paper which will inform the new waste policy for Queensland. A draft submission has been lodged with the Queensland Government putting forward Council's proposed position; commenting on the waste disposal levy and the general elements of the new waste strategy. It is recommended that Council agrees with the components and direction of the new Queensland waste strategy which includes the reintroduction of the waste disposal levy. The submission has been made in draft to meet the submission deadline and awaits Council endorsement to be finalised.

ATTACHMENT/S:

Name of Attachment	Attachment
Queensland Government 'Transforming Queensland's Recycling and Waste Industry – directions paper'	 Attachment A
Ipswich City Council submission regarding the <i>Transforming Queensland's Recycling and Waste Industry - Directions Paper</i> (draft)	 Attachment B

RECOMMENDATION:

That the submission as shown in Attachment B to the report by the Coordinator (Sustainability) dated 28 June 2018 to the Queensland Government 'Transforming Queensland's Recycling and Waste Industry – directions paper', be endorsed.

Samantha Smith
COORDINATOR (SUSTAINABILITY)

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

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

Transforming Queensland's Recycling and Waste Industry

Directions Paper

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Introduction

On 20 March 2018, the Queensland Government announced the development of a comprehensive waste management strategy underpinned by a waste disposal levy to increase recycling and recovery and create new jobs.

This paper outlines the directions for Queensland's new resource recovery, recycling and waste management strategy that will support the Government's *Advance Queensland* agenda by promoting growth and jobs in the resource recovery and recycling industry. The strategy will provide the waste and resource recovery sector with the policy certainty that has been lacking, resulting in significant under investment in new and expanded resource recovery infrastructure in Queensland.

Key principles

Queensland's new waste management strategy will:

- Attract industry investment and innovation
- Create new jobs for our communities
- Have no direct impact on Queensland households
- Deliver long-term value to our environment
- Move Queensland towards a circular economy

The centrepiece of the strategy will be a waste disposal levy. An avoidable charge, the waste disposal levy will be instrumental in changing waste management behaviour and practices in Queensland. It will reduce the incentive to dispose of waste to landfill, make material that is currently disposed of more attractive to be diverted as a vital feedstock for the state's biofutures industries and create new industries that manufacture products using recycled content. A crucial element of the levy design will be measures that avoid direct cost impacts to households as a result of the levy.

The waste disposal levy will provide a much needed source of funding for programs to support local government, business and industry in reducing the amount of waste they generate and increase recycling, and for the development of new markets and products. A portion of the funds raised through the levy will also be put towards programs to enhance the natural environment that all Queenslanders enjoy.

Importantly, the levy will also provide a disincentive to the practice of long-distance transport of waste for disposal in Queensland. Queensland is currently the only mainland state that does not have a levy on the disposal of waste to landfill. The introduction of a levy was recommended in the independent *Investigation into the Transport of Waste into Queensland* report commissioned by the Premier in August 2017.

Part A of this paper outlines the underlying directions for the waste disposal levy, including the proposed model and the levy's role within the strategy.

Part B of this paper outlines the direction the Government will take to reinvigorate Queensland's waste strategy. The development of a new waste strategy will fulfil the statutory requirement under the *Waste Reduction and Recycling Act 2011* (the Act). The final comprehensive waste strategy will be released following the statutory consultation process required by the Act.

The strategy will also contain proposed regulatory and complementary measures, such as landfill disposal bans and product stewardship programs that will help reinforce the effect of the levy in reducing the amount of waste disposed to landfill.

The Department of Environment and Science (the department) has established a Recycling and Waste Management Stakeholder Advisory Group. The Advisory Group is comprised of peak body representatives from industry, local government and the housing and business sectors. The role of the Advisory Group is to:

- help shape the new strategy
- identify opportunities for industry and market development
- assist in the design of the waste disposal levy
- advise on potential companion measures to complement the strategy and levy
- advise on potential challenges and impediments that may pose barriers to improved practice, and offer solutions to overcome these challenges.

The development of the waste strategy will be informed not only through feedback and advice from the Advisory Group and as a result of public consultation, but also by waste data reports and commissioned reports.

Overall context

Queensland is a major under performer in resource recovery by both national and international standards and is the recipient of the largest quantities of interstate waste. Annual data reported to the Queensland Government between the 2007–08 and 2015–16 financial years demonstrates that Queensland's recovery rate has remained virtually unchanged over this time and Queensland continues to have one of the lowest recycling rates of all jurisdictions.

The department estimates a 2016–17 recovery rate in Queensland of 44.5 per cent. This is more than 30 per cent lower than the best performing Australian jurisdiction - South Australia - at close to 80 per cent. To reach the national average recovery rate of 61 per cent, Queensland would need to recover an additional 1.5 million tonnes of waste, a 38 per cent increase on the volume currently recovered.

Nevertheless, there is considerable innovation in Queensland's waste and resource recovery industry with many companies ready to make infrastructure investments to grow the industry under the right leadership and policy directions from Government.

It is widely recognised that the current *Queensland Waste Avoidance and Resource Productivity Strategy (2014–2024)* did not deliver opportunities for the resource recovery sector to grow and prosper. While the current waste strategy establishes the vision and targets for waste management and resource recovery in Queensland, it has failed to deliver the necessary policy and regulatory certainty and stability to inspire new investment, market opportunities and job growth for Queensland. This is largely because the strategy is unfunded, relies upon the development of voluntary sectoral action plans and is not underpinned by a market mechanism to encourage behavioural change.

The disposal of waste into landfill without an incentive to recover resources is a lost economic opportunity and creates avoidable environmental problems such as additional greenhouse gas emissions and the need for long-term management of contaminated land.

A 2009 Access Economics report indicates that every 10,000 tonnes of waste disposed into landfill supports 2.8 full time jobs, whereas if the same 10,000 tonnes of waste were recycled, 9.2 jobs would be supported.

Greater resource recovery and recycling will significantly contribute to the Advance Queensland vision to establish a biofutures industry that will attract investment and create regional jobs by securing the feedstock these industries need. Growing the resource recovery sector in Queensland will directly contribute to the new high skilled jobs that the *Advance Queensland* agenda is seeking to deliver.

The Government's *Queensland Biofutures 10-Year Roadmap and Action Plan* aims to develop a \$1 billion biofutures industry by 2026. Waste provides a valuable source of feedstock to the industry and the market signal provided by a waste levy would generate additional availability and certainty.

Queensland has a unique opportunity to learn from international experiences and build on the gains in other Australian jurisdictions in order to improve practices through modern infrastructure, technology and innovation and provide sustainable and viable domestic and local processing and market development.

In 2017, the Queensland Government commissioned Queensland Treasury Corporation (QTC) to undertake an assessment of economic opportunities for Queensland's waste industry. This assessment noted that Queensland's current waste management framework is not supported by effective mechanisms to overcome poor recovery rates. The absence of a waste levy is cited by QTC as an important cause of investment uncertainty in the sector. With greater investment in resource recovery infrastructure, QTC estimates 3000 direct jobs could be created.

QTC reviewed other Australian and international jurisdictions and found that best practice waste management requires an overarching policy framework to support the right investments, develop desired outcomes for the sector, sustain rigorous monitoring and compliance activities and promote best practice to government, business and the community.

QTC found that a waste disposal levy is a foundational element in any jurisdiction with a high recovery rate. A levy has the dual purpose of:

1. providing a market signal to reduce waste generation and increase recovery
2. providing a source of funding for reinvestment into the resource recovery and waste sector and programs to help reduce the amount of waste to landfill.

The QTC report also observed that an overarching strategic approach to waste management and resource recovery has significant direct and indirect benefits including:

1. developing a regional approach to planning and funding
2. reducing greenhouse gas emissions associated with disposal
3. reducing the unproductive use of land by providing a more strategic approach to the identification of the need of new landfill sites
4. developing high quality data collection to enable more informed decision making
5. establishing key performance indicators (KPIs) to provide for transparent monitoring and reporting.

A key observation from the QTC report is that levies in other jurisdictions in Australia and across the world are applied as part of a comprehensive waste strategy. This includes a clear statement of objectives and a framework for how the levy revenue would be used to promote investment in new and expanded recycling infrastructure, market development opportunities, and behaviour change that reduces waste generation.

Current initiatives

Current waste management actions and initiatives have focused on mitigating the impact of contaminants on the environment, providing regulatory reform for industry to stimulate future infrastructure investment and jobs growth, and an ongoing commitment to improving the recovery of priority waste streams.

Collaboration and partnerships with business and industry that deliver on-ground initiatives have been vital in achieving successful outcomes to date.

Both at the national and state levels, a range of wastes have been identified as priority issues. Key projects have more recently targeted the most problematic wastes with a high level of environmental impact and community concern, especially those for which collection and recycling presents domestic business opportunities.

The Queensland Government is currently implementing a number of initiatives that complement and support the strategic direction of improved waste management and resource recovery in Queensland. These initiatives include:

- the introduction of a ban on the supply of single-use lightweight plastic shopping bags on 1 July 2018
- the introduction of a Container Refund Scheme on 1 November 2018
- regulatory reform of the regulated waste and waste-related Environmentally Relevant Activity frameworks
- strategic partnerships to deliver outcomes to improve management of organic wastes
- development of a Plastic Pollution Reduction Plan.

PART A— Waste disposal levy

A waste disposal levy was first introduced in December 2011. The levy of \$35.00 per tonne applied to all general waste disposed of to landfill, with the exception of MSW (Municipal Solid Waste—household waste collected by or under contract to local government). Some exemptions also applied for charity waste (on application) and disaster management waste. A discounted levy rate also applied to the disposal of recycling residuals.

A levy zone comprised of 34 local government areas was established. Public and private sector landfills within the levy zone were required to report on the waste received for disposal and remit levy payments to the department. To avoid the transport of waste for disposal to cheaper or lower standard landfills in other parts of the state, the levy also applied to waste that was generated within the levy zone and disposed of outside the levy zone.

In 2012, the former Queensland Government (2012–2015) repealed the levy. In a two-stage approach, the levy was changed to \$0 through regulation in July 2012 with amendments to the Act to remove the levy provisions occurring at the end of 2012.

During the seven months the levy was in place, \$42.9 million was collected. Levy revenue was directed to three funds: the Waste and Recycling Program Fund, the Local Government Sustainable Futures Fund (administered by the Local Government Association of Queensland (LGAQ)) and an Environment Fund.

Advance funding was provided to assist local government install weighbridges and other infrastructure at landfill facilities. This funding ceased when the levy was terminated.

The levy received considerable criticism and backlash from the business sector because household waste was excluded from the levy.

The removal of the levy in 2012, combined with the inability of the New South Wales (NSW) Government to restrict the long distance transport of its waste, has resulted in more than 900,000 tonnes of interstate waste being reported as received in Queensland in 2016–17.



Waste investigation

In August 2017, the Queensland Government commissioned the Honourable Peter Lyons QC, former Supreme Court Judge, to undertake an investigation into the transport of waste into Queensland.

The investigation found there is a real prospect that the quantity of waste from interstate will continue to increase under the current policy framework.

The key recommendation of the investigation is that the Government consider implementing a general levy on all waste disposed of at landfill in Queensland.

On 20 March 2018, the Government released the report and its response to the recommendations, including the development of a new waste strategy and re-introduction of the waste disposal levy.

The Queensland Government supports the re-introduction of a waste disposal levy on the condition there is no direct cost impact on households.

The investigation considered the comparable regulatory frameworks across Australia and internationally. The report also recommended that Government continue discussions with other jurisdictions on a national framework to reduce the unnecessary transportation of waste within Australia.

In response to the investigation report, industry feedback and recommendations, and international and national best practice waste management experience, the Queensland Government intends to re-introduce a waste disposal levy that will be operated along similar lines to the previous levy with some important modifications.

The introduction of a waste disposal levy will:

- act as a price signal that encourages waste avoidance and resource recovery behaviour, and discourages disposal as the first option
- provide an adequate source of funding for programs to assist local government, business and industry to establish better resource recovery practices, improve overall waste management practices and sustain Queensland's natural environment
- provide certainty and security of feedstocks for advanced technologies and processing
- facilitate industry investment in resource recovery infrastructure.

To be effective and engender business, industry and community confidence, a waste disposal levy must be applied in the context of the new comprehensive waste strategy described in Part B.

The Recycling and Waste Management Stakeholder Advisory Group will assist in refining the design of the waste disposal levy. A key design factor for the levy is ensuring it incorporates measures to avoid direct cost impacts to Queensland households.

A significant communications and education program will ensure Queenslanders better understand the benefits of the levy including where the levy revenue will be spent and how it will operate to meet long-term goals and targets to improve waste management and resource recovery practices.

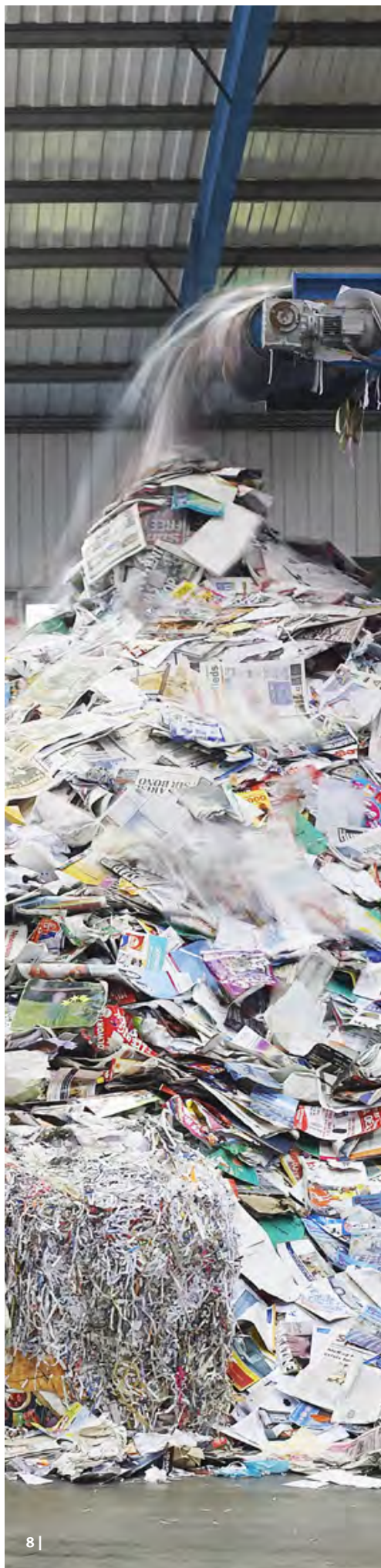
The way forward

A waste disposal levy will come into effect in the first quarter of 2019

Significant preparatory work is required to implement the new levy. The legislative and regulatory framework, including a detailed levy model, needs to be drafted, consulted on with stakeholders and progressed through the required approval processes.

Additionally, landfill infrastructure, such as weighbridges and security fencing, needs to be made 'levy-ready'. Industry and government information technology systems need to be redeveloped and made able to 'interface' with each other so waste can be measured and the levy owed to be calculated. Staff training and broader awareness and education needs to be developed and delivered.

Stakeholders will be consulted throughout this process.



The levy will apply to all major waste streams

The waste disposal levy will apply to all general waste streams—MSW, Commercial and Industrial (C&I) waste and Construction and Demolition (C&D) waste—and regulated wastes that originate from a defined levy zone or are disposed to landfills within that zone.

Exemptions and concessions for specific waste streams are discussed later in this Directions Paper.

The levy rate will commence at \$70 per tonne for all general waste streams, with higher rates for regulated waste, and increase by \$5 per year

A waste disposal levy needs to be set at a level that is going to drive waste diversion and facilitate resource recovery, without stifling business and economic growth.

Levies in other states vary considerably, with NSW having the highest levy at \$138.20 per tonne. This creates a significant incentive for the transport of waste to lower cost facilities.

A levy rate set at a minimum of \$70.00 per tonne for the disposal of all general wastes will ensure that an appropriate level of disincentive is provided to move waste from disposal to higher order and value-add uses.

This rate has been suggested for the following reasons:

1. It avoids the high rate in the Sydney metropolitan area of \$138.20. A high levy rate would create a shock to the market and the current resource recovery infrastructure capacity may struggle to meet high demand to divert material from landfill disposal. However, \$70 per tonne is still considered to be high enough to send an appropriate price signal to the market and will act as an immediate incentive to divert heavier materials, such as concrete, from landfill.
2. It is broadly in line with the rates in Victoria and South Australia, and would provide a strong market signal to divert waste from landfill without the market shock of a rate in line with NSW.
3. It provides a disincentive to transport a significant proportion of interstate waste to Queensland.

Table 1: Waste disposal levy rates

Waste classification	Levy rate (per tonne)
Regulated waste: Category 1	\$150
Regulated waste: Category 2	\$100
General waste: C&D, C&I and MSW	\$70

Regulated wastes are those wastes, as defined in the Environmental Protection Regulation 2008, whose characteristics mean that they have the potential to pose an increased risk to the environment if they are not managed appropriately. Some of these wastes also have high resource recovery value and there are disposal alternatives available. A higher levy on these wastes will help to address some of the cost imbalance between disposal and higher order recovery options.

Waste disposal levies in other states have annual increments that increase the levy rate over time. The Queensland levy rates will increment at \$5 per year over the next four years to continue to incentivise change in material recovery, recycling and waste disposal behaviours and practices.

Higher gate fees in NSW may maintain the incentive to transport some waste to Queensland. Gate fees (excluding the levy rate) are determined by a combination of market factors and reflect impacts including site management and disposal costs, competition and relative scarcity of landfill space in proximity to Sydney. This is why the new waste management strategy is also proposing companion measures, such as landfill disposal bans, to further reduce incentives for the transport of interstate waste.

Further work will be informed through the Stakeholder Advisory Group and public consultation processes to develop the detailed levy model.

The levy will have no direct impact on households

On average, a Queensland household disposes approximately 700 kilograms of waste each year through the ‘red top’ kerbside bin service. The amount of waste disposed increases to approximately 800 kilograms each year when ‘self-haul’ waste is included.

While it is proposed that the levy will apply equally across all general waste streams, the Queensland Government has committed to avoiding direct costs to households. This will be achieved in the following manner:

- The Queensland Government will provide an annual advance on levy charges to those local councils that dispose of household MSW in the levy zone.
- The rate of the annual advance is proposed to be set at 105 per cent of the tonnage disposed of in the previous financial year multiplied by the current levy rate. The formula will be reviewed in future years.
- As an example, for a local council with 60,000 kerbside-serviced households, an annual average of 700kg of ‘red top’ bin waste per household and a levy rate of \$70 per tonne, this equates to an annual advance payment of around \$3 million.
- If the local council makes savings in the amount of household waste that is disposed of—e.g. through the establishment of a new green waste collection service—any derived savings would be retained by the council.
- This provides local government with enough money to offset its levy costs, avoid passing on costs to households, as well as providing additional funds to invest in measures to recover MSW and encourage the progressive reduction of disposal to landfill.
- Over time, it would be anticipated that the relative proportion of payment would reduce as councils re-invest the funds to achieve greater efficiencies and diversion.

This option is preferred to ensure an incentive for improving recycling and waste practices applies to household waste while meeting the Government’s commitment to avoid the direct costs of the levy being borne by households.

To exclude household waste from the levy would undermine the objectives of transforming Queensland’s resource recovery, recycling and waste management industry as many household waste streams, such as organics, will have significant recycling value, particularly for emerging biofutures industries.

Excluding MSW would also undermine the overall success of the waste strategy as it puts all the burden on small business and other industry sectors.

Research into waste disposal levies in other jurisdictions across Australia and globally indicates that no other scheme excludes MSW.

The levy will apply to a levy zone that covers the populated areas of Queensland

A designated levy zone where the levy will apply is proposed. This recognises in part the special needs of remote Queensland communities and removes the administrative cost of collecting, remitting and reporting against the levy. In order to avoid communities outside the levy zone becoming 'dumping grounds', waste that is brought into the zone where the levy does not apply will still incur the levy if this waste is disposed of. It is proposed that this also include interstate waste if this creates an incentive to transport waste beyond South East Queensland. Further work will determine the infrastructure and regulatory requirements to apply the levy to this waste and this may require further infrastructure at non-levy zone landfill sites.

The introduction of a levy will create regional job opportunities through the attraction of investment and creation of new markets for recycled material. A waste disposal levy also creates a much needed source of funding for regional waste infrastructure programs that can assist in providing new or enhanced facilities to improve waste management practices across the state.

Figure 1 provides a map of the proposed levy zone local government areas. Thirty-eight local government areas out of a total of 77 will be included in the levy zone, which covers over 90 per cent of Queensland's population.

Figure 1: Levy zone by local government area

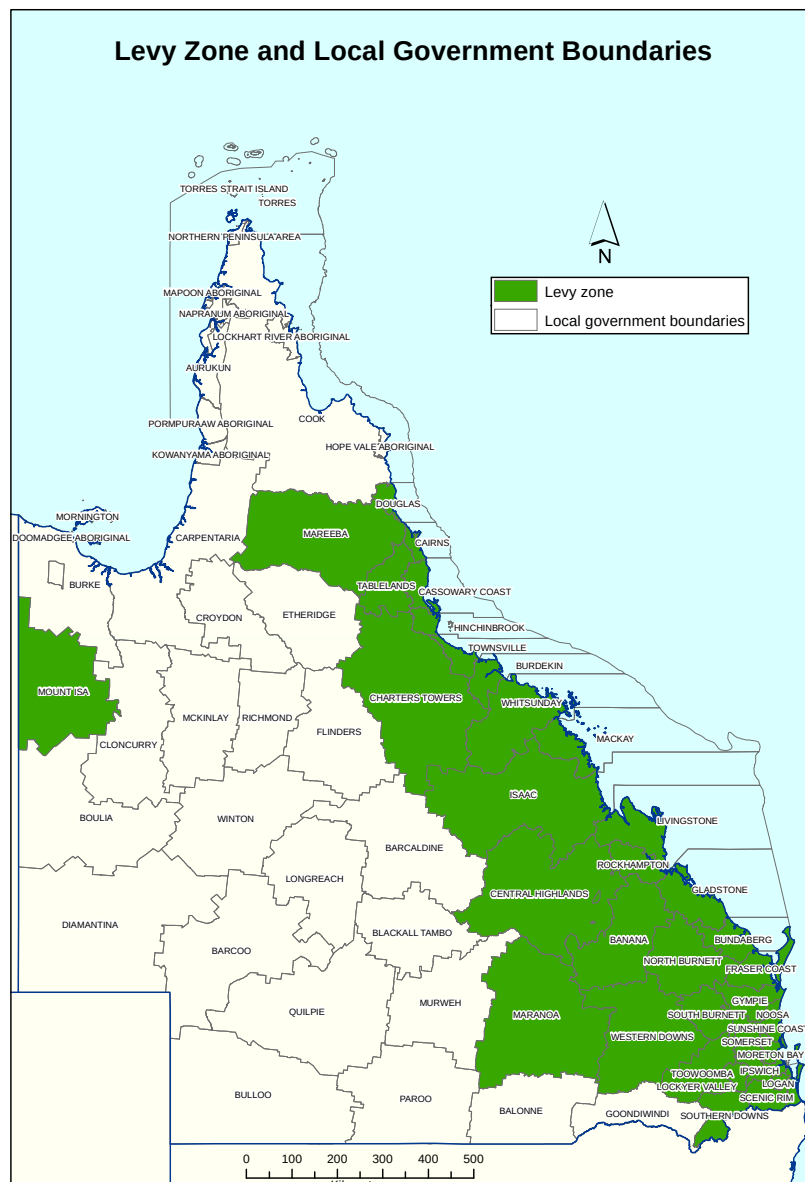


Table 2 contains detail on how the levy zone will operate.

Table 2: Application of the levy zone

Waste generated in	Waste disposed in	Levy applied
Levy zone	Levy zone	Levy zone rate applicable to waste type
Levy zone	Rest of Queensland	Levy zone rate applicable to waste type
Rest of Queensland	Levy zone	Levy zone rate applicable to waste type
Rest of Queensland	Rest of Queensland	None
Other states	Queensland	Levy zone rate applicable to waste type

Clear exemptions to the levy will be identified

To be effective the levy will need to apply to all wastes. However, it is recognised that special circumstances may require some wastes to be exempt, including:

- wastes resulting from a declared natural disaster such as a cyclone, bushfire or flood
- wastes where disposal is required by a regulation, such as asbestos, quarantine waste or fire ant infested material
- litter and illegally dumped waste collected by a local council, community group or other organised participant involved in an initiative such as Clean Up Australia Day
- waste that has been received by charities as part of donations or that has been left in and around charity donation bins and stores.

Exemptions are likely to be conditional and for the most part will require an application.

Exemption example—charity donation waste

Exemptions for ‘charity waste’ may apply to a charitable recycling organisation that:

- is a not for profit group
- is a constituted charity organisation in accordance with the *Collections Act 1966*
- has obtained Deductible Gift Recipient status from the Australian Taxation Office and
- actively and consistently operates a recycling and reuse program for the purpose of emergency assistance and or the support of the charitable purpose of the organisation.

The exemption would apply to levyable waste that has been received as a donation but that cannot practicably be used for the purposes of the organisation. The exemption would not apply to waste that is generated as part of the normal business operation of the organisation.

A charitable organisation may apply for a ‘long term’ exemption (e.g. for waste disposed of over a number of years) or on an as-needs basis. The charitable organisation would be issued with an exemption certificate and the exemption certificate code provided to the nominated disposal site or sites.

Targeted consultation will be undertaken with specific sectors such as charities (through the peak body the National Association of Charitable Recycling Organisations) to design a suitable and appropriate arrangement.

The exemptions system will be reviewed regularly and changes made as appropriate. Exempt wastes and conditions around exemptions will be contained in regulation and guidance material.

Other wastes will be specifically excluded from the application of the levy, including:

- wastes that are disposed of on the site where they are produced, including, for example, red mud, fly ash, feedlot manures and waste rock from mining activities, and
- materials that are segregated for recovery not disposal at a landfill site.

Residual waste resulting from legitimate recycling activities will have a concessional levy rate

The waste disposal levy will also recognise that legitimate resource recovery and recycling activities still result in residual waste streams that may need to be landfilled, by providing for a discounted rate or an exemption.

This rate may increase over time in order to encourage greater efficiencies in resource recovery practices and opportunities for additional resource recovery to be explored.

Token recycling efforts in order to avoid the levy will be prevented by regulation by clearly defining a resource recovery activity and the eligibility criteria for the discounted rate.

Operators of waste disposal facilities will collect the levy

The operator of a waste disposal facility will be required to collect the levy when the waste is presented to the facility for disposal. A waste disposal facility may be operated by, or on behalf of, a local government or by a private company. The operator of the facility is required to remit the amount of levy owed, at a timing, and through a process, to be determined in legislation.

Operators will also be required to submit data in relation to the waste received at the site for disposal and what was received and segregated for recovery.

The levy will have a firm legislative base

Legislation is required to introduce the levy. It will make provision for application of the levy and provide penalties for non-compliance. Non-compliance issues may be in relation to failure to collect the levy, failure to remit the levy payment or correct levy payment by the due date, and failure to keep records.

While the legislation will establish the levy head of power and framework, regulation will set the levy amount, the administrative requirements for collection and disbursement, any future increases and the levy collection zone. This will also include rules around stockpiling so this cannot be used as a long-term way to avoid the levy. The legislation will allow for reviews of the levy amount, levy differentiation and application.

Levy proceeds will go to waste, environmental and community program funding

Revenue from the levy will be available to fund levy administration, enhanced compliance and enforcement activities and improved data and reporting. It will also fund waste programs designed to achieve the strategy's waste reduction and resource recovery targets. Programs include statewide and industry-specific programs such as funding to help local government prepare and implement waste management plans, industry and market development, and grants and rebate schemes. These programs are essential for Queensland to meet the strategy's targets.

Local government

Local government will be a beneficiary of the proposed levy with funding available for activities. For example:

- waste disposal infrastructure upgrades
- education and awareness raising
- reducing greenhouse gas emissions from waste.

Individual councils will also benefit in the longer term as lower rates of disposal of waste to landfill will reduce council operating costs and extend the lifespan of local government landfills.

Small business and industry

Substantial business and industry funding will be available to assist businesses implement programs to help reduce the amount of waste that needs to be disposed of and to identify and develop waste avoidance and resource efficiency practices. The expansion of existing initiatives such as *ecoBiz* will provide a channel for funding and the development of targeted and sectoral programs.

The levy will also provide the ability to create grants and funding programs such as low-interest green loans that can assist the resource recovery sector to upgrade infrastructure and develop new markets for recovered materials.

Levy funds will be used to stimulate further capital investment for expanded and innovative technologies that process residual waste and support local processing facilities in regional areas. This will help attract private sector investment and boost the development of best practice infrastructure to manage waste in Queensland.

The environment

Levy funds will also be used to fund new programs, such as incentives to business to reduce their energy, waste and water consumption.

The community

Surplus funds from the levy will benefit the entire Queensland community by supporting our schools, hospitals, essential infrastructure and other front-line services.

PART B—Resource recovery, recycling and waste management strategy

In 2017, the department conducted a review of the current *Queensland Waste Avoidance and Resource Productivity Strategy (2014–2024)*, as required every three years under the Act. The current strategy is based on a voluntary approach and, while there are stated objectives, targets and priorities, these are not supported by a coordinated program of work or market-based mechanisms for behaviour change.

Discussions as part of the statutory review process confirmed that Queensland should replace the current waste strategy with a new strategy that contains strong targets, clear market-based incentives and companion measures to reduce waste and increase resource recovery and recycling.

Stakeholder feedback also highlighted the commonly held view that the current strategy has not provided an effective platform to drive improved practice nor incentivised industry investment in new infrastructure or expansion of existing capacity. A consistent theme raised during consultation was that a new waste strategy must provide the overall strategic direction for waste management in Queensland. It must clearly prioritise actions and identify companion measures such as landfill disposal bans, infrastructure development, pricing signals and programs to assist in greater resource recovery and landfill diversion.

The 2018 *Queensland Waste Avoidance and Resource Productivity Strategy 2014–2024 Draft review report* is attached to this paper (Appendix 1). Submissions on this report and the proposals contained in this directions paper are invited to help inform the development of a new resource recovery and waste management strategy.

The department will develop this new strategy in consultation with the Stakeholder Advisory Group, the waste and resource recovery industry, local government, business and industry, environmental groups and the wider community.

The new strategy will focus on opportunities for economic and market development and job growth, and the readiness and capacity of business and industry and the resource recovery sector to take action to transform.

The priorities will also reflect current and emerging national and state priorities and the new strategy will reflect the need to build harmonisation across states and territories in key areas.

A new norm, which includes changing and volatile commodities market and international policies that reflect a growing concern about the quality of recovered materials that are received, will impact on the development of the new strategy and companion measures.

One such policy, the China National Sword, has caused significant concern in the industry. In 2013, China introduced Operation Green Fence, which placed some import restrictions on low-quality bales of material being shipped to China.

In July 2017, China advised that further quality restrictions were being introduced for low grades of recovered mixed paper, plastics and some metals with quality standards of less than 5 per cent contamination being enforced. And in January 2018, under the National Sword Policy, China tightened these specifications further, reducing the level of allowable contamination to 0.5 per cent.

While the National Sword Policy does not ban the import of mixed plastics or mixed paper and cardboard, due to changes over time to sorting equipment and practices, the recent tightening of contamination levels makes meeting the export quality standards extremely difficult for a number of facilities.

Despite the tighter restrictions, the Chinese Government is encouraging legitimate quality recycling and allows processed (pelletised) single-stream plastics to be imported under permit. Several companies have successfully applied for an import permit while other companies responded to the earlier signals from the Chinese Government and sourced other international markets.

The new strategy needs to recognise these changes and the challenges that they present, while at the same time identifying the local and domestic opportunities that can be created from the implementation of a future-looking and comprehensive approach.

Clear objectives and targets will be developed to ensure performance and progress can be measured, monitored and evaluated.

New regulatory measures will be developed to support the goals and objectives of the strategy. These include landfill disposal bans and product stewardship programs.

These regulatory measures will work alongside a waste disposal levy to drive higher rates of diversion from landfill. Where markets and infrastructure are in place to process the diverted material, regulatory measures such as landfill disposal bans will be incorporated into the strategy.

The application of product stewardship programs at a state and national level can also be explored to support the goals and objectives of the strategy.

Programs will be developed to support priority areas and help direct reinvestment of levy revenue to:

- facilitate waste avoidance, landfill diversion and recycling activities
- enhance economic development opportunities led by building advanced processing and technology capacity
- facilitate and encourage waste infrastructure investment in key regional areas
- promote regional market and job development opportunities
- support targeted compliance and education.

The key directions underpinning the new strategy are set out in the following pages.



The way forward

Queensland will progressively move toward a ‘circular economy’ to realise resource recovery opportunities and grow recycling sector investment and jobs

The global economy is transforming towards a more circular economy. Queensland’s economy is predominantly linear, which means that things are typically made from virgin raw materials, used, and then thrown away as part of a ‘take-make-dispose system’ commonly referred to as ‘cradle-to-grave’. The majority of these end-of-life products end up in landfill.

In contrast, a circular economy is one in which products and materials keep circulating within the economy at their highest value for as long as possible, through re-use, recycling, remanufacturing, delivering products as services and sharing.

Moving to a circular economy encourages improved resource efficiency, and protects businesses from fluctuating and sometimes volatile commodity prices, thus providing a more stable operating environment for manufacturers, retailers and consumers.

Businesses operating under the circular economy model create the opportunity of new revenue streams, markets and product lines, which help to further economic growth across the state and align with the *Advanced Queensland* strategy.

The circular economy is predicted to have significant net benefits for states and cities through additional revenue opportunities and the delivery of new jobs in the areas of re-use, remanufacturing and materials innovation.

New performance targets

New performance targets are necessary to drive a substantial reduction in the amount of waste disposed to landfill in Queensland. Targets are proposed as follows:

- 20 per cent avoidable waste disposed of to landfill by 2030
- 10 per cent avoidable waste disposed of to landfill by 2040
- Zero avoidable waste disposed of to landfill by 2050.

Under the circular economy model, wastes that are disposed of to landfill or incinerated (with or without energy recovery) are considered a material loss. The strategy will drive recognition of the material value in our waste, and targets and actions will be set accordingly.

In 2016–17, more than 50 per cent of Queensland’s municipal, commercial and industrial, and construction and demolition wastes (collectively termed “headline wastes” in the *Recycling and waste in Queensland 2017* report) was disposed to landfill.

The new strategy will identify what needs to be done where and by when to work towards Queensland becoming a zero avoidable net waste economy by 2050. Zero avoidable net waste equates to eliminating all waste where it is technologically, environmentally and economically practicable to do so.

This target is intended to align with the *Pathways to a clean growth economy—Queensland Climate Transition Strategy* which seeks to achieve zero net emissions by 2050 and acknowledges the role that waste has to play in achieving Queensland’s climate targets.

The mid-period targets set for 2030 and 2040 will ensure that the strategy’s progress can be tracked and performance monitored.

Additional targets to measure the strategy’s objectives and specific priorities will be developed in consultation with key stakeholders. Examples include increased resource recovery and recycling and decreased per capita waste generation. In the first instance, these targets will be designed to ensure Queensland is on par with the best performing states by the end of the next decade.

Queensland will pursue landfill disposal bans on selected waste streams where proven feasible

The department has already undertaken preliminary work to identify waste streams that may be feasible in the future for landfill disposal bans. These include tyres, e-waste and agvet chemical containers. Landfill disposal bans on these waste streams will support the objectives of existing product stewardship programs that already have well-established collection and recovery networks.

Bans on the disposal of other waste streams including concrete and green waste could support further industry development to process these materials and the increased uptake of recycled content products.

Further economic modelling will be undertaken to demonstrate the economic feasibility and benefits of implementing landfill disposal bans for other waste streams.

Queensland will only introduce disposal bans where markets exist and will allow sufficient transition time for infrastructure to be put in place before commencement of the bans. The feasibility of implementing staged bans across the state for certain end-of-life products will also be considered as part of this work.

Queensland will adopt product stewardships schemes where national action fails and community demand is evident

Product stewardship approaches are being identified as a means for the generators of the products that end up as waste to take responsibility for what happens to those products at the end of their useful life.

Many product stewardship schemes across Australia are currently focused on take-back and recycling. A number of these schemes have been operating successfully for some time. There is now a significant chance to move the stewardship discussion to the next level to explore the opportunities presented around product re-design and lifecycle responsibility.

Queensland is taking the lead by implementing a product stewardship approach to the Container Refund Scheme.

Queensland will continue to support national action supporting new product stewardship programs such as the development of a scheme for photovoltaic systems that is currently under discussion and is prepared to lead the development of national schemes where national action is lacking, or where state based action is better suited. For example, Queensland has taken a leadership role in the development of a national product stewardship program for end-of-life handheld rechargeable batteries and has piloted a manufacturer-led sugarcane fertiliser bag stewardship program which has since expanded to include other fertiliser bags.

Queensland will only consider state based product stewardship schemes where there is no prospect of, or case for, a national solution and there is evidence that the Queensland community demands action.

The Queensland Government will explore the development of waste-to-energy

Waste-to-energy is a complex and diverse topic area. There are a range of technological solutions that are already available commercially, and a host of new and emerging innovative technologies that may require support to continue their development.

There is also a significant body of literature on waste-to-energy in reducing the amount of waste that goes to landfill, and the role that waste-to-energy plays in a transition towards a more circular economy.

To align with the implementation of the levy, the department will develop a policy to promote the safe and sustainable delivery of waste-to-energy. This will be developed in collaboration with key stakeholders across government and industry.

Queensland will take on board the lessons learned from other jurisdictions and seek to ensure the most appropriate types of waste are used for waste-to-energy.

Fundamentally, the introduction of waste-to-energy cannot simply be a replacement for landfill, but can be a complementary measure in a society that achieves significantly higher rates of recycling.

The policy will seek to place limits on the use of certain types of waste as feedstock for waste-to-energy technologies. Waste-to-energy will be appropriate for residual wastes where the best outcome is to recover remaining energy from the material. Residual wastes have no economically, socially or environmentally viable recovery or recycling options.

The policy will also consider the potential environmental impacts, including odour and air quality concerns, and planning considerations of the various waste-to-energy technologies.

The Queensland Government will continue to engage nationally on interjurisdictional waste issues and take a lead national role where necessary

It is recognised that many businesses, industries and waste and resource recovery companies operate across the national market and streamlining regulatory requirements, definitions and reporting will create a more efficient and less administratively burdensome operating environment.

There are significant opportunities to develop economies of scale to overcome some of the market development challenges faced by individual states and territories. For example, the Queensland and Victorian governments are leading work to implement the national market development strategy for end-of-life tyres. In this way, existing programs, markets and activities can be leveraged to create a national driver for stronger landfill diversion and advanced on-shore processing and markets for waste derived products.

Queensland will also continue to work with other jurisdictions on measures to harmonise waste definitions, data arrangements and compliance activities.

While it is acknowledged that Queensland has one of the worst resource recovery and recycling rates of the Australian jurisdictions, the Government also recognises the need to demonstrate leadership to drive national harmonisation and markets that will ultimately help to improve Queensland's performance.

There is significant opportunity to build on the initiatives that are currently under way, including leading work with national retailers to explore options to reduce the supply of heavier 'department store-style' plastic bags and leading the development of a national product stewardship scheme for handheld rechargeable batteries.

Queensland has chosen to take the lead in areas where there is:

- significant community support (such as plastic bags)
- an identified gap in the national agenda (batteries)
- a clear identified direct state interest (tyres).

Queensland will develop a best practice performance monitoring system underpinned by a comprehensive waste database

Accurate data provides a strong foundation for business and policy decisions about waste management and helps to educate and inform the behaviour and choices within our communities. Quality data also helps local government and the waste and resource recovery industry identify material flows and commercial opportunities to manage waste in new and innovative ways.

The primary methods for measuring and monitoring the performance of the strategy are the annual report on waste disposal and recycling, and the triennial statutory review period for the waste management strategy required under the Act.

Compiled by the department, the annual report and statutory review provide analyses and insights into waste disposal, recycling and resource recovery. Information is provided by a number of entities, including local government, landfill and incinerator operators, recyclers, organic processors and waste handlers. Solid baseline data has been collected since the Act was implemented in 2011 to enable accurate point-in-time and trend analyses to be undertaken.

In addition, Queensland's waste and resource recovery data contributes to Queensland's *State of the Environment* report, the Commonwealth Government's national waste and national greenhouse gas emissions reporting, as well as reports for relevant international agreements. Maintaining consistency with other states and territories and the Australian Government in the way data is defined and collected will remain a priority to ensure the reliability, repeatability and comparability of Queensland's waste and resource recovery performance.

The web-based Queensland Waste Data System is the primary tool used by the department to collect the data for the annual report.

The use of this web-based tool will continue and technological advances, stakeholder feedback and industry changes will be incorporated to monitor and confirm the performance of the waste and resource recovery industry.

In addition, waste characterisation, litter and illegal dumping, waste infrastructure and other issue-specific surveys are also undertaken to gather objective, attitudinal and behavioural change information that informs policy development.

Recognising the intrinsic economic drivers in waste management, there are opportunities to identify and incorporate new indicators related to employment and the economic value of the waste and resource recovery sector. Exploring these could be a focus of future work programs.



Next steps

The *Transforming Queensland's Recycling and Waste Industry—Directions Paper* has been prepared to guide the development of the Queensland Government's new strategy that will, in part, help to support the *Advance Queensland* and broader sustainability agendas.

The Recycling and Waste Management Stakeholder Advisory Group convened by the department will be invited to help shape the final form of the strategy and the underpinning levy.

Public input into this process is also sought and public submissions are invited on this paper.

Your input into the development of the new strategy will ensure opportunities and challenges can be identified to ensure the transformation and growth of Queensland's recycling and waste manage industry.

Submissions are due by 5pm on Friday 29 June 2018.

Making a submission

Email: wastepolicy@des.qld.gov.au

Mail: Directions Paper
Strategic Environment and Waste Policy
Department of Environment and Science
GPO Box 2454
Brisbane Qld 4001

Appendix 1

Queensland Waste Avoidance and Resource Productivity
Strategy 2014–2024 Draft review report

Queensland Waste Avoidance and Resource Productivity Strategy 2014–2024

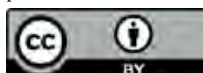
Draft review report

January 2018

Prepared by: Waste Policy and Legislation, Department of Environment and Science

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1 Introduction

1.1 Background to the strategy

The *Queensland Waste Avoidance and Resource Productivity Strategy 2014-2024* (the Strategy), was released in December 2014. Development of the Strategy was led by the Waste Avoidance and Resource Productivity Strategy Steering Committee (Steering Committee) comprised of representatives from business and industry, the waste and resource recovery sector, local government, and community and environment groups.

The Strategy sets out a vision for Queensland to become a national leader in avoiding unnecessary consumption and waste generation, adopting innovative resource recovery approaches, and managing all products and materials as valuable and finite resources. This vision is underpinned by five key principles, four objectives, several priorities, and several state-wide and regional targets to be achieved by 2024 (as shown in Table 1).

The Strategy was intended to be implemented through voluntary action plans developed by the Queensland Government, industry sectors, and peak bodies. Each action plan was intended to describe how the Strategy's targets and objectives would be achieved. Voluntary action plans were not required from councils and state government departments that were already required to prepare waste reduction and recycling plans under Chapter 6 of the *Waste Reduction and Recycling Act 2011* (the Act).

1.2 Scope of the review

The former Department of Environment and Heritage Protection (EHP) commenced the statutory triennial review of the Strategy in early 2017, in accordance with the requirements of Chapter 2 of the Act), to inform the development of a revised or new waste and resource recovery strategy for Queensland. This review, which covers the three-year period from 1 July 2013 to 30 June 2016, has considered:

- the progress towards achieving the targets, objectives and vision of the Strategy
- the issues affecting implementation of the Strategy
- the ongoing relevance of the strategic settings
- opportunities to improve the Strategy.

1.3 Consultation

This draft review report has been prepared by the Department of Environment and Science (the department) and is informed by preliminary consultation undertaken during March and April 2017 between the former EHP and other Queensland Government departments, waste generators, the waste and resource recovery industry, environment groups, and stakeholders, as identified in Appendix 1.

Table 1: Framework of the Strategy

Vision	Queensland will become a national leader in avoiding unnecessary consumption and waste generation, adopting innovative resource recovery approaches, and managing all products and materials as valuable and finite resources			
Key principles	1. Protecting human health and the environment to secure our future prosperity 2. Sharing responsibility for avoiding unnecessary consumption and improving resource management 3. Recognising the economic, environmental and social costs of waste generation and disposal 4. Recognising regional differences and opportunities 5. Full lifecycle management of resources			
Objectives	1. Driving cultural change	2. Avoidance and minimisation	3. Reuse, recovery and recycling	4. Management, treatment & disposal
Priorities	• Awareness & communication • Avoidable consumption • Partnerships, networks & programs • Roles & responsibilities for driving change	• Education & training • Sustainable design • Production efficiency & cost savings to business • Avoidable consumption	• Industrial ecology & infrastructure planning • Green procurement • Research & development • Improved data to highlight business opportunities • Regional collaboration & partnerships • Product stewardship • Market development & appropriate incentives	• Infrastructure & planning • Appropriate regulation & enforcement • Full cost accounting of all disposal • Disaster waste management • Litter & illegal dumping • Technology & innovation
Implementation	To be implemented through voluntary action plans developed by the Queensland Government, industry sectors and peak bodies			
Measuring progress	Performance indicators	2013 Baseline	2016 Target [1]	2024 Target
	General waste generation (tonnes per person per year)	1.86	1.84	1.8
	MSW recycling rate – State	33%	38%	50%
	MSW recycling rate – metropolitan areas	37%	42%	55%
	MSW recycling rate – regional centres [2]	30%	34%	45%
	Remote areas MSW recycling rate	Not specified	n/a	As much as practicable
	C&I waste recycling rate	40%	44%	55%
	C&D waste recycling rate	61%	66%	80%
	Waste disposal to landfill (tonnes)	4,675,000	4,483,750	3,973,750
	Management of priority wastes	Not established	n/a	To be determined

Acronyms: C&D = construction and demolition; C&I = commercial and industrial; MSW = municipal solid waste

Note: [1] The 2016 targets are not original to the Strategy, but have been calculated for this review, to enable progress under the strategy to be measured. Each 2016 target was calculated by assuming that the corresponding 2024 target would be achieved in equal annual increments (or decrements) from the 2013 Baseline.

[2] The regional centres are Darling Downs-Maranoa, Wide Bay-Burnett, Fitzroy, Mackay, Townsville, and Cairns.

2 Implementation progress

2.1 Progress against targets

This section summarises the progress achieved under the Strategy as of the end of Financial Year (FY) 2016 when compared to targets. Progress towards a specific 2024 target is considered to be 'on track' if the progress as at FY2016 equals or exceeds the corresponding 2016 target calculated in Table 1.

Figure 1 and Figure 2 demonstrate the changes in waste generation rate, landfilled waste tonnages, and recycling rates against the interim targets, between FY2013 (baseline year) and FY2016 inclusive. Based on the analysis, the following 2024 targets are considered to be on track to be achieved:

- Municipal solid waste (MSW) recycling rate for regional centres (Figure 2)
- Commercial and Industrial (C&I) waste recycling rate (Figure 2).

The 2024 targets for the other quantitative indicators are not on track to be achieved. In the case of the state-wide MSW recycling rate, there was no improvement compared to the FY2013 baseline. In the case of waste generation, landfilled waste, and the recycling rates for metropolitan areas and C&D waste, the performance in FY2016 has worsened compared to the FY2013 baseline.



Figure 1: Progress in waste generation (left) and landfilled waste (right) (lower values are better)



Figure 2: Progress in recycling rates between FY2013 and FY2016 (higher values are better)

2.1.1 Action plans

As at December 2016, two voluntary action plans under the Strategy had been developed. These were developed by the Waste Recycling Industry Association of Queensland (WRIQ), and the Australian Organics Recycling Association (AORA).

Additionally, the former EHP released *Queensland's Litter and Illegal Dumping Action Plan* (Litter Plan) in 2013 to complement the anticipated release of the Strategy. The Litter Plan sets out the Government's vision to create a Queensland free from litter.

As at 30 June 2016, action plans required under Chapter 6 of the Act have been developed by all 22 Queensland Government departments and 44 out of 77 local governments. Many of these action plans consider the targets, objectives and vision of the Strategy and therefore contribute to its implementation.

2.1.2 Data limitations

In reviewing the progress against targets, it is important to note the following limitations and assumptions concerning the underlying data.

- **Data coverage:** The waste data represented in this report and in the Strategy were provided to the department by reporting entities designated under chapter 7 of the Act and registered with the Queensland Waste Data System (QWDS). Reporting entities include all 77 councils in Queensland as well as non-council waste facilities that receive, sort, recycle, treat or dispose of at least 1,000 tonnes of waste in the previous financial year. Reporting is not mandatory for entities that fall below this regulatory threshold of 1,000 tonnes, however some of these facilities do voluntarily report these data to the department. At the time the review was initiated, data was available up to the end of the 2016.
- **Missing data:** Facilities that fall below the 1,000 tonne per annum threshold are not mandated to report to the department, and so data is only captured where operators volunteer this information. Additionally, data is not collected for activities undertaken by illegal waste operators or for illegally dumped waste that goes undetected. The magnitude of this 'missing' data is not currently known.
- **Baseline setting:** The baseline data used to set interim targets at the start of the strategy period includes waste brought into Queensland from other states (interstate waste) and wastes associated with the management of natural disasters (disaster waste). These source streams are the result of external factors that are not necessarily a reflection of Queensland's consumption and waste generation practices, however insufficient data is available for the FY2013 year to allow the effects of these waste streams to be isolated. It should be noted that there were several severe weather events in 2013 including ex-Tropical Cyclone Oswald and tropical lows generated disaster waste that may have contributed to the reported rise in the per capita waste generation rate (1.86 tonnes in 2013 compared to 1.64 tonnes in the previous year), and potentially influenced the baselines calculated and reported in the Strategy.
- **Changes to allocation of waste materials to source streams:** Prior to 2013, all green wastes were deemed to be MSW. This categorisation changed in 2013, when green waste reported by local governments was deemed to be MSW with the remainder (from other sources) deemed to be C&I waste. Further changes were introduced in 2015, when green waste not delivered by independent commercial operators was deemed to be MSW. The categorisation of timber waste and scrap metal has also been refined over time. As a result of these changes, the recycling rates for individual source streams (MSW, C&I, C&D) across various years are not directly comparable.
- **Regional data:** The Strategy includes recycling targets for SEQ, regional centres, and remote areas. However, tracking and measuring the flow of recyclable materials on a regional basis is problematic, particularly when it involves large companies operating in multiple regions. For example, the point of measurement and reporting for an entity that collects waste materials in a regional centre may be in SEQ. This would result in a higher apparent recovery rate for SEQ rather than the regional centre, where the waste originated.
- **Data confidence:** Data estimation techniques have improved over time, for example, through the use of weighbridges at waste facilities. As a consequence there is a higher degree of confidence in the 2016 data compared to the preceding years.

2.2 Other notable progress

2.2.1 Litter and illegal dumping

According to the National Litter Index¹, between 2008 and 2016, the number of littered items and the volume of litter reported for Queensland decreased by 28 per cent and 52 per cent respectively. In 2016, retail precincts recorded the highest number of littered items while beaches and industrial precincts were found to have the greatest volume of litter. Cigarette litter (butts and packaging) accounted for 43 per cent of the littered items, while beverage containers were responsible for 41 per cent of the total litter volume.

The factors responsible for the reduction in litter and illegal dumping are not immediately clear. The implementation of the Litter Plan and the *Love Queensland - Let's Keep It Clean* campaign are likely to have played a role in the declining trend, but the specific contribution cannot be quantified at this time.

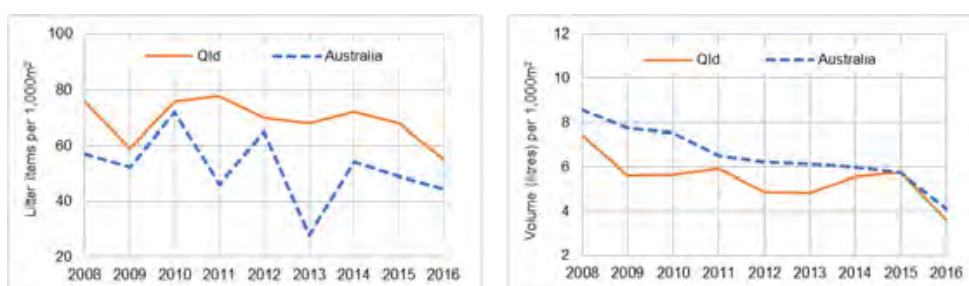


Figure 3: Litter in Queensland

2.3 Projects and policy initiatives

The department has implemented or commenced implementation of several projects and policy initiatives under the Strategy, as listed in Table 2. As the majority of initiatives are pilot projects or still in progress, it is not possible to quantify their potential contributions to the targets of the Strategy; rather, each initiative is described in Appendix 2.

Table 2: Project and policy initiatives under the Strategy

Objective	Project or initiative
Driving cultural change	- Love Queensland. Let's keep it clean (in progress) - Container refund scheme (CRS) (in progress) - Introduction of a plastic bag ban (in progress)
Avoidance and minimisation	Government policy on balloon releases (in progress)
Reuse, recovery and recycling	- Sugarcane fertiliser bag recycling trial (completed) - Organic waste recycling trial (completed) - Emergency lighting batteries stewardship (in progress) - Power tool battery recycling trial (completed) - Tyre recycling demonstration project (in progress) - National market development study for end-of-life tyres (in progress) - Coffee cup recycling trial (completed) - Biofutures waste review (completed)
Management, treatment and disposal	- Regulated waste framework review (in progress) - Waste-related environmentally relevant activities framework review (in progress) - End of waste framework (in progress) - Online waste tracking (completed) - Landfill disposal bans (in progress) - Queensland Waste Infrastructure Project (in progress) - Operation TORA (in progress)

¹ The National Litter Index (NLI) published by Keep Australia Beautiful, measures the number and volume of litter items across specific sites in Australia as surveyed during November and May each year. In Queensland, the NLI measures litter across 151 sites (beaches, car parks, highways, industrial sites, recreational parks, residential sites, retail sites, and shopping centres) covering an area of 224,004 square metres.

3 Findings

This chapter presents the findings of the review, which were determined through preliminary consultations with stakeholders from the department, the Queensland Government and the waste industry. The chapter is structured under the key themes of the review, to present the headline comment, followed by a summary of the key points identified during the review.

3.1 Approach to developing the Strategy

1. The industry-led approach to developing the Strategy relied on a consensus approach and resulted in a Strategy that did not provide the necessary clarity and implementation details

The development of the Strategy was guided by a multi-stakeholder Waste Avoidance and Resource Productivity Strategy Steering Committee (Steering Committee) supported by five technical working groups. The large composition and diversity of representation on the Steering Committee and technical working groups made it difficult to reach consensus on the Strategy's specific actions, resulting in a strategy that lacks implementation details, concrete actions or specific commitments. Instead, the Strategy relies on these details being specified in voluntary action plans. When these action plans were not developed (with the exception of the few that were) and implemented as intended, the strategic framework essentially became ineffectual.

3.2 Strategic framework

2. Key elements of the strategic framework are not aligned and require further clarity

The key elements of the strategic framework include the title, vision, key principles, objectives, priorities and targets. The findings for each of these elements are summarised below.

- (a) The title of the Strategy introduces the concept of 'resource productivity', which is neither defined in the Strategy nor linked to the other elements such as the objectives and performance indicators. This makes the Strategy inaccessible to all but those in the waste and resource recovery industry.
- (b) The Strategy's vision, while aspirational, introduces concepts that are difficult to measure objectively (for example 'avoiding unnecessary consumption'), not underpinned by corresponding actions, and not aligned with the targets. For example, the Strategy envisions Queensland as a 'national leader', yet other Australian jurisdictions including South Australia, Victoria, and NSW have targets that exceed Queensland targets for resource recovery performance. Stakeholders also suggested that the vision should reflect the complementary economic, social, and environmental benefits of resource recovery and waste management.
- (c) The Strategy is guided by five key principles to guide its implementation. Feedback suggested that the Strategy's principles would benefit from further refinement to ensure that the Act's principles are appropriately incorporated.
- (d) The Strategy identifies the waste and resource management hierarchy (the hierarchy) as the important tool for setting the order of preference for managing waste, however it seemingly sits outside of the strategic framework. This could be improved, for example, by enshrining the hierarchy as one of the key principles.
- (e) The Strategy's objectives are broadly consistent with those of other jurisdictions and remain relevant for Queensland. However, there is scope to simplify and improve understanding of the objectives by using plain English (e.g. "reduce the impacts of waste" rather than "management, treatment and disposal").
- (f) Each objective is underpinned by several priority areas for action, which are largely still relevant. However, the lack of implementation details around each priority is concerning, and consideration should be given to whether the priorities could be further streamlined.
- (g) The Strategy designates seven quantitative targets and one qualitative target to be achieved by 2024. The quantitative targets were set lower than the existing performance of other States and will result in Queensland lagging behind other states (Figure 4). In making this comparison, it should be noted that resource recovery in the jurisdictions compared are driven by a landfill levy, which does not exist in Queensland.
- (h) Targets should, in general, be ambitious but achievable. In this respect, stakeholders expressed the view that the targets needed to be more ambitious, while others were satisfied with the current settings, preferring to see a greater emphasis on implementation actions. Stakeholders were also critical of the lack of clarity and rigour around the process for establishment of the targets.



Figure 4: Comparison of resource recovery targets in several Australian jurisdictions

- (i) The Strategy identifies five priority waste streams, which have potentially high risk associated with landfill disposal (such as high toxicity or greenhouse gas emissions), social impacts (such as community concern or amenity), or for which recovery would present resource savings or business opportunities. Priority materials are identified for each waste stream. Some stakeholders were of the view that the classification of priority wastes under the *Queensland Waste Avoidance and Resource Productivity Strategy 2014–2024* required review and streamlining. Matters suggested for consideration include:
- improving consistency by listing all priority waste materials or products by type (e.g. 'mattresses'), instead of by sector (e.g. 'mining and industry development' waste)
 - providing a secondary classification for waste materials or products (e.g. CRS plastics)
 - flagging priority materials which are currently covered under the end of waste framework.
- (j) Chapter 4 of the Act enables the Queensland Government to gazette a 'priority statement' that identifies priority wastes or priority products. The priority wastes listed in the Strategy have not undergone the gazettal process prescribed under the Act. Doing so will ultimately strengthen the case for action on priority wastes and allow for robust consultation with industry and the community.

3. The Strategy misses the opportunity to take advantage of potential synergies with other major sector strategies and plans

The intended contributions of the Strategy to the goals and objectives of *The Queensland Plan* are well articulated. Less so, are the links, potential synergies and opportunities between the Strategy and other sector strategies, although it is noted that some of these were developed after the release of the Strategy. These include:

- The *Advance Queensland Biofutures 10-year Roadmap and Action Plan*, which sets a vision for a \$1 billion sustainable and export-oriented industrial biotechnology and bioproducts sector that is focused on the development and manufacturing of products from sustainable organic and/or waste resources, rather than fossil fuels²
- the *Reef 2050 Long-Term Sustainability Plan*³, which identifies marine debris and land-based sources of wastes as major reef threats
- the *Queensland Climate Adaptation Strategy 2017-2030*⁴, which encourages integrating climate adaptation consideration into policies
- the *Queensland Climate Transition Strategy*⁵, which outlines the path to a low carbon economy.

Leveraging these broader efforts across government could help to achieve greater resource recovery and waste management outcomes. This view was shared by some stakeholders who felt that better harmonisation and

² Source: <https://statedevelopment.qld.gov.au/resources/plan/biofutures/biofutures-10yr-roadmap-actionplan.pdf>

³ Source: <http://www.environment.gov.au/marine/gbr/long-term-sustainability-plan>

⁴ Source: <http://www.ehp.qld.gov.au/assets/documents/climate/qld-climate-adaptation-strategy.pdf>

⁵ Source: <http://www.ehp.qld.gov.au/assets/documents/climate/qld-climate-transition-strategy.pdf>

integration of the Strategy settings with other whole-of-government policy settings and strategies, and greater coordination across the responsible departments and agencies could be improved.

3.3 Implementation of the Strategy

4. The implementation of the Strategy was hindered when action plans did not eventuate as intended

There are several issues with reliance on voluntary action plans to implement the Strategy:

- All stakeholders expressed dissatisfaction with the effectiveness of voluntary action plans as the implementation mechanism for the Strategy. Stakeholder feedback included:
 - disappointment with the perceived lack of clarity around the specific roles and responsibilities of stakeholders in developing the plans, and lack of guidance materials on action plan development
 - misunderstandings about whether individual entities (e.g. councils) were each responsible for achieving the targets stipulated in the Strategy
 - concerns about the lack of visibility given by government to action plans that were developed.
- Industry stakeholders called for a more flexible approach, noting that there was little value to some companies in developing a separate action plan since waste and resource recovery initiatives were already being implemented through environmental management plans and other plans.
- The cycle of developing multiple voluntary action plans as intended could place a significant time and resource burden on the Queensland Government, as it would require multiple meetings and discussions with each sector or organisation to negotiate and agree on the actions, roles and responsibilities of each party. Further, as the needs of each sector/organisation are different, the process would require careful management to ensure that the government's efforts are not spread too thinly across multiple action plans.

5. There is no formal mechanism in place to provide implementation oversight and to support coordination and engagement with stakeholders

Although the Strategy was developed using an industry-led approach with a strong emphasis on shared responsibility, the department has sole responsibility for overseeing its implementation. There is no governance structure in place to provide Strategy implementation oversight, or to facilitate and support broader coordination and engagement with stakeholders.

To improve implementation of the Strategy, consideration should be given to establishing a high-level Strategy advisory group, ideally comprised of representatives from state and local governments and the waste and resource recovery industry. This group would enable stakeholders to participate in the Strategy implementation process at the highest level and would also contribute to strengthening the working relationships between the department and various stakeholders. Similar groups are often successfully established by the department at the project level to guide implementation of specific projects or initiatives (e.g. CRS Implementation Advisory Group).

3.4 Monitoring and evaluation of the Strategy

6. The Strategy lacks a formal monitoring, evaluation and reporting framework

'Monitoring' typically involves tracking the achievement of activities and outputs, and to a lesser degree, intermediate outcomes. In contrast, evaluation (such as this review) takes place at specific moments, and permits a strategy's progress (at the outcome and impact levels) to be assessed over a longer period of time. A good monitoring and evaluation framework should clearly outline how each activity and expected outcome relates to and facilitates the achievement of each objective, and how objectives relate to each other and the ultimate goal. High quality data should also be available to support an effective monitoring and evaluation framework.

The monitoring, evaluation and reporting framework is described in the "How will progress be measured?" chapter of the Strategy. It consists solely of a set of five outcome-based measures or indicators linked to source streams. There is insufficient implementation details in the Strategy (e.g. activities, outputs, intermediate outcomes) which likely hindered the development of a contemporary monitoring, evaluation and reporting framework. Other shortcomings of the monitoring and evaluation framework include the following:

- The performance indicators were not defined, even though they carry unique meanings that differ from their common or ordinary definitions. For example, the term 'recycling' as used in the Strategy encompasses all the

waste recovered through recycling (i.e. manufacturing into the same or similar products), reprocessing (e.g. composting), stockpiling for future use, and energy recovery.

- Some stakeholders made a specific recommendation to consider 'domestic kerbside waste' as an additional indicator that could provide a more accurate measure of household waste recycling trends compared to the 'MSW recycling rate' which includes the waste from public litter bins, street sweepings, and clean-up activities.
- The validity and usefulness of regional recycling indicators are uncertain given the difficulties involved in tracking and reporting the flow of waste and recovered resources across the state (section 2.1.2).
- The Strategy's baseline may have been distorted by waste generation associated with severe weather events during FY2013, as well as by waste imported into Queensland from other states (section 2.1.2). The baseline should be established using a suitable method that normalises the impacts of one-off or special events such as major disaster waste generation, interstate waste, and other seasonal variations in waste generation such as large amounts of green waste generated during exceptionally wet years.

In view of these shortcomings, the Strategy requires a more comprehensive and robust monitoring and evaluation framework. In parallel, the waste data framework could be further enhanced to ensure that the information collected to support monitoring and evaluation of the Strategy is normalised, accurate and relevant.

3.5 Communication of the Strategy

7. The release and implementation of the Strategy may not have been communicated well to all stakeholders

Several stakeholders questioned the validity of the Strategy, citing a lack of awareness of the Strategy.

In terms of general communication during implementation the Strategy, some stakeholders cited the need for more strategic communication from government on the benefits of waste management to businesses and the manufacturing sector in terms of improving resource efficiency, productivity and competitiveness.

3.6 Adequacy of the Strategy settings going forward

8. The industry-led Strategy lacks effective measures to reverse the current negative trends and to achieve the waste reduction, resource recovery and landfill disposal targets

The available data suggests that the amount of solid waste generated per person is increasing (9.1 per cent over eight years), while the overall resource recovery rate has virtually stalled over the same period (1.3 per cent increase over eight years). The Strategy does not identify specific interventions or incentives to address these negative trends. For example, there are no incentives to reduce state-wide waste generation and drive resource recovery, to overcome the barriers of scale and distance associated with resource recovery in remote areas, to encourage greater household participation in kerbside recycling, or to encourage investment in resource recovery infrastructure.

Incentives for resource recovery

- The lack of incentives under the Strategy compounded by an uncertain policy environment were a recurring issue raised by stakeholders. Industry stakeholders indicated that the repeal of the Queensland landfill levy in July 2012—seven months after its introduction—undermined investor confidence and created a barrier to future infrastructure investments. For example, several operators established C&D waste recycling facilities when the landfill levy was rolled out, only to scale back or abandon operations when the levy was repealed.
- There was a strong call from stakeholders to reintroduce a landfill levy to incentivise the waste and resource recovery industry and boost resource recovery rates, and introduce landfill bans for certain recoverable material streams to eliminate the disposal option, with regulations to limit the stockpiling of banned materials.

Viable markets for recovered resources

The combined (MSW, C&I, and C&D) recovery rate has only increased by 1.3 per cent since FY2008, which suggests that there has been no appreciable change in the demand for secondary resources. Stakeholders called for greater leadership and support from the Queensland Government to develop the markets that would encourage the recovery, enhancement, marketing, and use of resources from waste. In particular, there was a strong call for:

- state and local government to adopt and enforce green procurement practices that mandate, or set targets for the use of secondary resources in government projects and operations

- developing local markets in close proximity to the recovered resources, particularly in remote areas, which would reduce prohibitive transportation costs for both the waste and the recovered resource.
- market development to be supported by landfill bans to eliminate the cheap disposal option, and regulations to limit stockpiling of banned materials. Organic waste, tyres, mattresses and glass were given as examples of waste types which would benefit from stronger government-led market development.

Waste management and resource recovery infrastructure capacity

In 2015, Arcadis Australia Pacific (Arcadis) was engaged by the former EHP to undertake a comprehensive assessment of waste infrastructure capacity across Queensland, including the capacity that would be required to meet the Strategy's resource recovery targets.

The findings of the assessment indicate that several regions will require significant additional resource recovery infrastructure to meet the targets for MSW, C&I and C&D recycling. Whilst the department has commenced the process to develop a state-wide infrastructure plan, there is an obvious lack of measures in the Strategy to address this critical infrastructure gap, for example through financing and incentive mechanisms, or through raising the profile of waste infrastructure priorities under the *State Infrastructure Plan*.⁶

Regional and remote issues

Councils in the remote region of Queensland typically dispose of more waste to landfill, recover less resources from waste, offer fewer waste management services, and are confronted by litter and illegal dumping when compared to SEQ and regional centres. While the Strategy recognises the importance of regional development, it lacks the interventions to address these disparities and the underlying challenges faced by these councils, including:

- significant distances to markets for recovered resources
- difficult road conditions with limited accessibility in the wet season
- limited availability of parts and skills for operating and maintaining waste infrastructure and equipment
- in the case of the Torres Strait Islands, quarantine restrictions on the southward movement of goods (including recyclables) to the mainland
- small dispersed populations with limited financial resources
- poor infrastructure and equipment for waste management.

9. The Strategy lacks effective interventions to reverse the current waste disposal trends

The amount of waste per capita going to landfill has increased by 2.2 per cent since FY2008 and by 5 per cent since FY2013, partly due to increased importation of waste into Queensland from other Australian jurisdictions (interstate waste), continuous improvement in compliance monitoring and enforcement by state and local governments resulting in more waste entering the lawful waste management system, and continuous improvements in the accuracy of data measurement (for example, through the increasing use of landfill weighbridges).

The Strategy does not identify specific interventions or a credible pathway to achieve the 2024 target of reducing landfilled waste to 3.97 million tonnes. Because the amount of waste going to landfill has increased since 2013, achieving the 2024 target of 3.97 million tonnes would require the amount of waste landfilled in FY2016 to be reduced by approximately 20 per cent. In order to address this widening gap, a range of regulatory, economic, social and other incentives and disincentives must be identified and evaluated.

Interstate waste

On average, more than 465,000 tonnes per year of interstate waste were received by Queensland's landfills between 2014 and 2016, accounting for 5.4 per cent of the reported general waste total (Table 3). While the majority of this waste is directed to a few facilities in SEQ where it provides an additional source of revenue for waste operators, it also consumes landfill capacity that may shorten the operating lifetime of existing facilities.

The majority of stakeholders felt that more needed to be done to discourage interstate waste, and in this respect called for the reintroduction of a landfill levy. Conversely, one stakeholder viewed interstate waste as an economic and jobs opportunity for the waste industry and felt that interstate waste should be encouraged.

⁶ Department of Infrastructure, Local Government and Planning 2016, *State Infrastructure Plan Part A: Strategy* <<http://www.dilgp.qld.gov.au/resources/plan/sip/sip-part-a.pdf>> accessed 7 August 2017.

In August 2017, the Queensland Government launched an independent investigation into the transport of waste into Queensland, to understand the financial, economic and regulatory drivers that are giving rise to the transport of waste into Queensland.

Table 3: Interstate waste disposal in Queensland

Parameter	2014	2015	2016	3-yr Average
Total general waste reported in Queensland (tonnes)	8,364,369	8,439,043	9,165,361	8,656,258
Interstate waste received (tonnes)	477,000	353,000	566,000	465,333
Interstate waste (as % of total general waste)	5.7%	4.2%	6.2%	5.4%

4 Summary

The purpose of the Strategy was to improve resource recovery and waste management through shared responsibility. However, progress under the Strategy has been slow and in some cases regressive. Progress has also been hindered by the lack of clearly articulated strategic actions or direction for Queensland. Moreover, the heavy reliance on implementation through voluntary action plans, which did not eventuate, impeded the Strategy's success.

Although the Strategy has been useful in guiding the business of the department, it has not been widely embraced by other stakeholders, nor has it been supported by appropriate policy instruments to drive resource recovery. The key findings of the review are summarised below.

1. **The industry-led development of the Strategy relied on a consensus approach and resulted in a Strategy that did not provide the necessary clarity and implementation details.** The result is a strategy that lacks depth and breadth to effect substantial improvements in waste management and resource recovery.
2. **Key elements of the strategic framework are not aligned and require further clarity.** For example, the Strategy's title includes a major but undefined concept of 'resource productivity' that does not connect with the other elements of the Strategy, the vision does not align with the targets, the targets may not be sufficiently ambitious, and further clarity around priority wastes is required.
3. **The Strategy misses the opportunity to take advantage of potential synergies with other major sector strategies and plans.** The potential synergies and opportunities between the Strategy and other sector strategies (some of which were developed after the release of the Strategy) have not been explored.
4. **The implementation of the Strategy was hindered when action plans did not eventuate as intended.** The lack of mandatory actions and commitments in the Strategy meant that there was little implementation of the Strategy when voluntary action plans were not developed as intended. Moreover, the cycle of developing multiple voluntary action plans as intended could consume significant time and resources of the Queensland Government.
5. **There is no formal mechanism in place to provide implementation oversight and to support coordination and engagement with stakeholders.** Although the Strategy was developed using an industry-led approach with a strong emphasis on shared responsibility, the department is solely responsible for implementation oversight.
6. **The Strategy lacks a formal monitoring, evaluation and reporting framework.**
7. **The release and implementation of the Strategy may not have been communicated well to all stakeholders.** Several industry stakeholders were uncertain about the official status of the Strategy. Specific communication issues were also identified which suggested a potential breakdown in communication of the objectives of the strategy between state and local governments.
8. **The industry-led Strategy lacks effective measures to reverse the current negative trends and to achieve the waste reduction and resource recovery targets.** The available data indicates that the solid waste generation and landfill disposal rates are increasing, whilst the resource recovery rate has stalled over the last eight years. There are no incentives identified to reduce state-wide waste generation, to overcome the barriers of scale and distance associated with resource recovery in remote areas, to encourage greater household participation in kerbside recycling, or to encourage industry to invest in resource recovery.
9. **The Strategy lacks effective interventions to reverse the current waste disposal trends and to achieve the waste disposal targets.** The amount of waste landfilled per capita increased by 2.2 per cent since FY2008 and by 5 per cent since FY2013. The proportion of interstate waste received has also increased in the last year. The Strategy does not identify specific interventions or a credible pathway to reverse these trends and achieve the 2024 target of reducing landfilled waste to 85 per cent of FY2013 levels.

5 Recommendations

In light of the key findings, the department recommends that the Strategy be replaced with a new long-term strategy developed in consultation with stakeholders. The replacement strategy should articulate concrete actions, roles, and responsibilities for relevant stakeholders to improve waste and resource recovery performance in Queensland. Furthermore, the following specific recommendations, at times informed by the approach used in other jurisdictions (Appendix 3), should be considered and explored in greater depth during the process to develop the strategy.

1. The Queensland Government should take the lead in developing the new waste strategy with advisory and technical support from diverse stakeholder groups as necessary.
2. Evaluate the full range of policy tools available to divert waste from landfill into higher order resource recovery, drawing where appropriate on successful instruments used in other Australian and international jurisdictions, such as market-based, regulatory, fiscal, social and other instruments that provide the desired incentives.
3. Establish a contemporary strategic framework to ensure alignment and links between the individual elements. Ensure that terms and concepts used in the strategy are defined in plain English.
4. Ensure greater integration and linkages between the next waste strategy and other whole-of-government policy settings and priorities including, for example, the *Reef 2050 Long-term Sustainability Plan*, the *Queensland Climate Adaptation Strategy*, the *Queensland Climate Transition Strategy*, and the *Advance Queensland Biofutures 10-year Roadmap and Action Plan*.
5. Include time-bound, high-level strategic actions in the strategy that commit stakeholders to act and that provide a mandate for the development of action (implementation) plans. In addition to the plans already commenced (infrastructure plan, plastic pollution reduction plan), the following priority implementation plans should be considered:
 - Waste and resource recovery data framework: this should seek to ensure the collection and availability of standardised, accurate, and relevant data in the immediate and longer-term, to support ongoing monitoring of the state's waste strategy. This could include, for example, measures to improve the rigour around data collection.
 - Waste education plan: which would contribute to a state-wide coordinated approach to waste and resource recovery education programs including littering and illegal dumping. In this regard, Victoria's approach to developing a Waste Education Strategy could prove insightful.
6. Develop a whole-of-government action plan that demonstrates 'leadership-by-example' in resource efficiency. This could also serve as a template for other sectors/organisations.
7. Establish a high-level advisory group to advise on the implementation of the strategy. The advisory group should ideally comprise of representatives from state and local governments and the waste and resource recovery industry.
8. Develop a monitoring, evaluation and reporting framework for the strategy to ensure that the progress towards achieving the goals, objectives and activities of strategy can be reliably and consistently tracked and reported. As part of this framework:
 - Select performance indicators that better reflect the intent and scope of the indicator (e.g. 'waste reported' rather than 'waste generated', and 'recovery rate' rather than 'recycling rate'). Define indicators in plain English and provide guidance on their measurement.
 - Establish and calculate a robust baseline for the strategy in a way that isolates the effects of disaster waste, interstate waste, and seasonal variations such as fluctuations in green waste.
 - Develop performance indicators and targets subject to data availability, including for domestic kerbside waste (e.g. kerbside disposal amount), and for specific waste streams (e.g. green waste recovery rate, and concrete recovery rate).
9. Evaluate benefits from aligning the strategy development and review cycle.
10. Develop a communication and engagement framework to underpin the strategy and improve messaging and communication with various stakeholders on the development, release and implementation of the strategy. This should include exploring strategic approaches to improve and maintain good relations between the department,

councils and industry on waste and resource recovery, and in particular around compliance enforcement. This may include strengthening (and perhaps regularising) meaningful and strategic engagement with existing groups such as the South East Queensland Council of Mayors, and the Local Government Association of Queensland.

11. Develop a 'market development plan' to stimulate the demand for recovered resources. This could include measures to develop minimum standards for recovered resources and products containing them, and to mandate the use of recovered resources in public projects.
12. Develop a regional collaboration framework that identifies tailored solutions to the unique challenges and barriers of regional and remote Queensland. The framework should explore regional approaches to implementing policies, infrastructure and asset planning, capacity building and other initiatives.

Appendix 1: Stakeholders consulted

The following table identifies the stakeholders consulted during the preparation of this review report. The initial consultations were designed to enable collection of preliminary information to help inform the content of the review report.

Sector	Stakeholder consulted
State government	Aboriginal and Torres Strait Islander Partnerships Environment and Heritage Protection Fire and Emergency Services Health Housing and Public Works Infrastructure, Local Government and Planning Natural Resources and Mines Premier and Cabinet Transport and Main Roads Treasury
Local government	Local Government Association of Queensland
Waste and recycling industry	Australian Council of Recycling Waste Recycling industry Association Qld Inc. Australian Organics Recyclers Association Waste Management Association of Australia
Resources sector	Queensland Resources Council
Agriculture	Queensland Farmers Federation
Community environment sector	Boomerang Alliance
Business	Chamber of Commerce and Industry Queensland

Appendix 2: Projects and policy initiatives

Objective 1: Driving cultural change

Love Queensland. Let's keep it clean (in progress). This campaign aims to create awareness of major littering and illegal dumping sites around the state. It also encourages Queenslanders to take responsibility for their litter and waste, and to report incidences of littering and illegal dumping.

Container refund scheme (CRS, in progress). Commencing in 2018, the CRS will provide a 10 cent refund on eligible empty containers (sized between 150 ml and 3 litres inclusive) returned to an approved collection point. Certain exemptions will be provided, in line with the exemptions in other states (for example, containers for plain milk and wine, and large pure juice containers). The CRS should also contribute to the achievement of Objective 3: Reuse, recovery and recycling.

Introduction of a plastic bag ban (in progress). The legislative ban, which will be effective as of 1 July 2018, targets lightweight single-use supermarket-style shopping bags. Options for voluntary action to reduce the use of heavier-weight 'department store' plastic bags will also be investigated. The plastic bag ban also contributes to the achievement of Objective 2: Avoidance and minimisation.

Objective 2: Avoidance and minimisation

Government policy on balloon releases (in progress). Investigations have commenced on the development of a government policy to restrict the release of lighter-than-air (helium) balloons from state government-owned venues and events sponsored or coordinated by state government entities.

Objective 3: Reuse, recovery and recycling

Sugarcane fertiliser bag recycling trial (completed). A trial recycling program was conducted in North Queensland between September 2015 and February 2016 to demonstrate the feasibility of recycling sugarcane fertiliser bags. The trial was managed by Farm Waste Recovery, with support from the former EHP, regional councils, fertiliser manufacturers—Incitec Pivot Limited and Impact Fertilisers—and the peak industry body for Australian sugarcane growers (CANEGROWERS). As at December 2016, more than 700 tonnes of used fertiliser bags (enough to manufacture 3,500 park benches) had been collected from 23 sites and employment opportunities created for seven staff.

Organic waste recycling trial (completed). The City of Gold Coast estimates that food waste from its hospitality sector accounts for about 50 per cent of the 39,000 tonnes of food waste generated on the Gold Coast annually. In early 2016, the former EHP partnered with the City of Gold Coast to pilot the collection and recycling of commercial food waste with a view to establishing a city-wide collection scheme and improving organic waste management on the Gold Coast ahead of the 2018 Commonwealth Games.

Emergency lighting batteries stewardship (in progress). The emergency lighting battery pilot project commenced in mid-2015 and seeks to develop a voluntary product stewardship program to increase the recycling rate of end-of-life emergency lighting batteries in Queensland. The pilot project is implemented in partnership with the Lighting Council Australia and complements national efforts to develop a national handheld battery product stewardship scheme for hazardous and rechargeable batteries.

Power tool battery recycling trial (completed). This pilot program, funded by the former EHP and managed by the Australian Battery Recycling Initiative, trialled the collection of power tool batteries (less than 500 grams) to help inform the development of a national rechargeable handheld battery program. More than 500kg of batteries were returned to participating hardware stores in the Brisbane City Council area over nine months, and a further 1000kg of stockpiled batteries were collected for recycling from the service centre of one hardware store.

Tyre recycling demonstration project (in progress). This partnership between the Department of Transport and Main Roads and the Australian Road Research Board seeks to investigate the feasibility of increasing the use of crumbed rubber modified (CRM) binder from end-of-life tyres in road applications such as spray seals and asphalt. This initiative supports the national voluntary tyre product stewardship scheme, which is focused on the recovery and recycling of tyres.

National market development study for end-of-life tyres (in progress). Queensland is co-leading a project with the Victorian Government and in partnership with Western Australia, New South Wales and Tyre Stewardship

Australia to prepare a national market development strategy for used tyres. The strategy is intended to map out actions for short, medium and long-term prioritisation of market development opportunities. These actions are expected to reduce reliance on export markets, and strengthen domestic tyre recycling capacity in Australia.

Coffee cup recycling trial (completed). This 20-day Brisbane-based trial resulted in the collection of 4,296 disposable coffee cups in the Brisbane City Council Green Square where approximately 700 people work. The information will be used to help develop a national business case to attract investment into recycling this waste stream (either by recycling into new plastic and paper products, or in energy recovery).

Biofutures initiative (in progress). The Queensland Government's *Biofutures 10-year Roadmap and Action Plan* (Biofutures Roadmap) includes strategies and actions to achieve its vision for a \$1 billion sustainable and export-oriented industrial biotechnology and bioproducts sector attracting significant international investment, creating regional, high-value and knowledge intensive jobs. Under the Biofutures Roadmap, a review of wastes in Queensland that may be suitable for diversion from disposal to higher-order and more sustainable uses has been completed. A further investigation into the policy and market development opportunities to encourage re-use of waste currently going to landfill was also conducted in 2017. The outputs of these actions will help to facilitate and attract investment in the resource recovery sector.

Objective 4: Management, treatment and disposal

Regulated waste framework review (in progress). This review aims to introduce a regulated waste classification system that reflects the link between waste and the potential risk to human health and the environment. Four regulated waste categories are proposed (in order of decreasing risk): category 1, category 2, category 3, and the not regulated waste category.

Waste-related environmentally relevant activities (ERA) framework review (in progress). The review aims to develop a modern framework for regulating waste-related ERAs that better reflects current waste management practices and the environmental risks associated with each activity. It also seeks to identify opportunities for improved waste management and resource recovery, industry growth, and where appropriate, facilitate the use of new and innovative technologies.

End of waste framework (EoW) (in progress). The EoW framework provides the means by which a waste can be reclassified into a resource, allowing it to be used for other purposes. As a resource, the material would be considered the same as other non-waste resources and would not be controlled as a waste. This is intended to encourage diversion of potential resources from landfill and into new uses.

Online waste tracking (completed). This online waste tracking system was introduced to facilitate rapid completion (by industry) and analysis (by the department) of waste transport certificates that track the movement of trackable wastes (schedule 2E of the Environmental Protection Regulation 2008). The online system enables an equitable fee charging regime, reduces the administrative burden on the department involved in processing paper-based tracking certificates, and provides more timely access to waste tracking information for compliance investigation purposes.

Landfill disposal bans (in progress). A 2014 cost-benefit analysis of the implementation of landfill disposal bans in Queensland identified that introducing a landfill ban for sorted concrete, tyres and MSW green materials would be feasible on the basis that it would result in a net economic benefit over a 10-year period. Additional work is being completed to evaluate the potential impacts of a legislative ban on the waste materials.

Queensland Waste Infrastructure Project (in progress). This project seeks firstly to improve understanding of waste flows and existing waste and resource recovery infrastructure across the state, and secondly to develop a series of long-range waste infrastructure plans for Queensland's regions to ensure sufficient infrastructure capacity to support the Strategy targets. A key outcome of this project to date is an interactive map of licensed waste facilities that are open to the public.

Operation TORA (in progress). Implemented by the Waste Industry Compliance Investigation Taskforce, Operation TORA is a coordinated compliance program to stamp out unlicensed waste management operators in Queensland. Between August 2015 and January 2017, Operation TORA conducted 207 investigations into alleged unlicensed waste operators which resulted in 69 enforcement outcomes.

Appendix 3: Waste management strategies in other jurisdictions

Overview

The following waste management strategies were analysed to identify distinguishing or notable features that could help to inform this review:

- *NSW Waste and Resource Recovery Strategy 2014-2021* (NSW strategy)
- *South Australia's Waste Strategy 2015-2020* (SA strategy)
- *The Tasmanian Waste and Resource Management Strategy* (TAS strategy)
- *Victoria's State-wide Waste and Resource Recovery Infrastructure Plan* (SWRRIP)
- *Western Australian Waste Strategy: Creating the Right Environment* (WA strategy)

The jurisdictional analysis did not include a detailed analysis of the specific targets or strategic directions for each state. This is because each state's strategic settings are influenced by a range of factors which may not be applicable to the Queensland context, including the way in which waste is classified, the accuracy and availability of data, delivery of specific election commitments, and other political and socio-economic drivers.

To help provide context to the chapter, a comparison of the resource recovery rates of the jurisdictions analysed is provided in Table 4. Based on this comparison, Queensland is the joint lowest performer (tied with WA) for resource recovery overall.

Jurisdictional findings

The following noteworthy features were identified from the jurisdictional analysis. Where appropriate, these features have been used to help inform possible approaches to address the overall findings of the review.

- The objectives/goals of most strategies are typically around the themes of behaviour change, waste avoidance and reduction, resource recovery, disposal, and landfill diversion. The TAS strategy is the only one that identifies a reduction in greenhouse gas emissions as one of its main objectives.
- Most strategies specify numerical targets to be achieved by specific dates. Used to a lesser extent are qualitative targets that describe the desired trend without committing to a numerical target (e.g. 'reduce the rate of waste generation per capita'), and targets benchmarked against another indicator (e.g. 'the growth in waste generation rate is less than the population growth rate' as used in the ACT). The use of qualitative targets are useful when there is a lack of data to support the establishment of numerical targets.
- NSW is unique among jurisdictions in that the governing law requires an expert reference group to set the NSW strategy targets.
- All of the strategies analysed specify high-level strategic actions or directions and allow the implementation details (e.g. specific actions, timeframes and responsibilities) to be specified in annual business plans (Victoria and WA), thematic implementation plans such as for illegal dumping or organic waste (Victoria and NSW), and regional plans (Victoria).
- Victoria and Tasmania are the only states that appear to have formal mechanisms in place to oversee implementation of their strategies. Oversight for strategy implementation is provided by waste and resource recovery groups consisting of multiple councils in Victoria, and the multi-stakeholder Waste Advisory Committee in Tasmania.

Table 4: Comparison of 2014–15 resource recovery rates in Australian jurisdictions⁷

Rank	MSW recovery rate [1]	C&I recovery rate [1]	C&D recovery rate [1,2]	Overall recovery rate [1]
1	SA: 71%	SA: 84%	NSW: 74%	SA: 77%
2	NSW: 59%	VIC: 72%	Vic: 73%	VIC: 69%
3	VIC: 53%	WA: 63%	SA: 72%	NSW: 64%
4	WA: 42%	TAS: 59%	Qld: 47%	TAS: 50%
5	QLD: 41%	NSW: 56%	WA: 42%	QLD: 48%
6	TAS: 38%	QLD: 56%	TAS: 1%	WA: 48%

Note: [1] Recovery rate = (energy recovery + recycling) / generation; [2] The C&I and Overall recovery rates exclude fly ash

- Victoria's strategic framework is extensive and underpinned by the following:
 - seven 10-year Regional Waste and Resource Recovery Implementation Plans developed by statutory Waste and Resource Recovery Groups
 - the *Victorian Waste Education Strategy*, which seeks to provide a state-wide coordinated approach to waste and resource recovery education programs
 - the *Victorian Market Development Strategy for Recovered Resources*, which identifies interventions to address the imbalance in the supply and demand for recovered resources
 - the *Victorian Organics Resource Recovery Strategy*, which aims to establish a vibrant recycled organics market
 - a five-year engagement strategy that develops the key messages and engagement mechanisms to ensure the right stakeholders are engaged appropriately throughout implementation of the SWRRIP.
- The NSW strategic framework is also underpinned by several supporting strategies, including:
 - *Changing behaviour Together: NSW Waste Less, Recycle More education strategy 2016-21*
 - *Draft NSW Litter Prevention Strategy 2017-20*
 - *NSW Illegal Dumping Strategy 2017-21*
 - *Draft Waste and Resource Recovery Infrastructure Strategy 2017-2021*.

⁷ Blue Environment Pty Ltd and Randell Environmental Consulting 2017, *Australian National Waste Report 2016*, Department of the Environment and Energy, Canberra.

Your reference
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22 June 2018

Dear Sir/ Madam

Re: Ipswich City Council submission regarding the *Transforming Queensland's Recycling and Waste Industry - Directions Paper*

Ipswich City Council (ICC) would like to take the opportunity to provide a submission in response to the Department of Environment and Science (the Department) *Transforming Queensland's Recycling and Waste Industry – Directions Paper* (the Directions Paper). Please note, this response is subject to final formal confirmation by Council.

In summary and in principle, ICC agrees with the core elements of the proposed new waste strategy; in particular, the introduction of the waste levy and the move to provide stronger targets and incentivised measures to increase resource recovery.

Summary of Comments from Ipswich City Council

PART A – Waste disposal levy

ICC:

1. Supports the waste levy amount of \$70 per tonne and \$5 increased increment per year over four years.
2. Requests a levy exemption for regulated waste 67 - waste with wood-preserving chemicals (treated timber).
3. Recommends the introduction of the levy be at the start of FY19 rather than the first quarter of 2019.
4. Supports the advance payment concept with no direct cost impact to households.
5. Requests that the term municipal solid waste (MSW) be defined adequately in order to calculate the advance payment accurately.
6. Highlights that the advance payment alone will not be adequate to support the reinvestment in infrastructure, supporting infrastructure and social programs to divert waste from landfill in the short to medium terms; especially with the additional pressure of an expected 5% population growth rate per year in Ipswich.
7. Supports the inclusion of self-haul general waste being subjected to the levy.

8. Supports all proposed levy exemptions though would like clarity regarding waste collected from public place areas (parks and street bins). ICC believes waste collected in these areas should not be levy exempt.
9. Proposes that there be a capped or fixed percentage amount of levy monies collected dedicated to the administration of the levy including enforcement, data and reporting activities. To be reviewed every three years.
10. Seeks clarity and assurance of the expected funding disbursements and access arrangements (will it be competitive?) between local councils and small business and industry for levy funds collected.
11. Does not support waste levy funding being used for broader environment programs that are not specific to recycling and waste, and where there are already existing programs in place e.g. ecoBiz.
12. Does not support allowing waste levy funds to be funnelled into Queensland Government consolidated revenue to be utilised for services that are unrelated to the recycling and waste industry.
13. Recommends that all monies collected from the waste levy be 100% utilised by the recycling and waste industry for a minimum five year period and/ or until such time that specific recycling and waste targets are met.

PART B – Resource recovery, recycling and waste management strategy

ICC:

1. Agrees that Queensland's current waste strategy be updated and supports the direction of the new waste strategy as proposed in the Directions Paper.
2. Supports the development of a waste-to-energy (W2E) policy for Queensland.
3. Strongly recommends the Department consult more broadly with Councils on the matter of W2E and alternative waste technologies (AWT) and ensure that thermal combustion technologies are included in the policy and that correct industry terminology is used.
4. Agrees and concurs with the *Queensland Waste Avoidance and Resource Productivity Strategy 2014-2024* review findings and agrees with all recommendations.

ICC RESPONSES

PART A – Waste disposal levy

Waste levy amount

General waste

ICC supports the waste levy amount of \$70 per tonne for all general waste streams, with higher rates for regulated waste, and increased by \$5 per year, being proposed by DES provided that the mechanisms imposed ensure no direct cost increase to residents.

ICC regards the levy as being reasonable and agreeable for the following reasons that are also in alignment with the Directions Paper:

- A waste levy at \$70 per tonne is of the magnitude that will be a strong and viable financial mechanism to influence and incentivise the diversion of waste from landfill;
- The levy will create a more even playing field for the introduction of alternative waste technologies (AWT) that are currently not able to compete with the comparatively low cost of landfill gate fees; and
- The levy will serve to deter the interstate transport of waste to Queensland landfills and bring Queensland in line with all other states who have existing waste levies.

ICC agrees that the incremental increase of \$5 per year of the levy over the next four years is acceptable and will serve to continue to incentivise materials recovery and improved waste management practices over this time.

Regulated waste

A waste levy at \$150 per tonne is of the magnitude that will be a strong financial mechanism to encourage waste generators to seek alternatives to regulated waste generation.

However, a mechanism will be required to enable an option to expand approved exemptions to regulated waste categories. ICC supports the levy exemption for asbestos since it is such a difficult waste material to manage and has limited options for landfill diversion. There are other regulated wastes such as treated timber (waste with wood-preserving chemicals) that also have limited diversion options. As such, ICC seeks a levy exemption for regulated waste 67 - waste with wood-preserving chemicals (treated timber).

Landfill disposal bans

ICC supports introducing landfill disposal bans as companion measures in the new waste strategy to deter interstate waste and stimulate further materials recovery efforts.

Timing of levy coming into effect

From a financial and industry transition viewpoint, ICC does not support the introduction of the waste levy in the first quarter of 2019. It would be best commenced at the beginning of next financial year (FY19) to enable Council to budget for the increased cost to its operations.

From a practical implementation viewpoint, ICC considers that the timeframe may be too constrained to ensure that proper and appropriate consultation occurs for the introduction of new (or revised) legislation for the levy and its administration.

In addition, from an on-ground procurement and implementation perspective, it may be difficult to have all necessary 'levy-ready' infrastructure and information technology systems in place to be able to administer the levy at landfill sites.

No direct impacts on households

Advance payments to Councils in the levy zone

ICC is in support of the advance payment concept and rationale for Councils disposing municipal solid waste (MSW) in the levy zone to avoid passing on direct levy costs to householders.

Municipal solid waste definition

ICC requests that MSW be adequately defined to ensure that all waste arising from municipal or residential activities is completely understood and accounted for in the advance payment. MSW is generated from more services than simply the kerbside general waste collection service and self-haul to the transfer stations. There is also waste generated from street litter bin services, street sweeping, event bins, infrastructure maintenance and construction work (roads, parks and gardens) and facility management. ICC believes that any exclusions of these services to the advance payment concept will result in a direct levy cost to households as a result of the need to increase Council's fees and charges.

ICC expects that all MSW, under the agreed definition which is subjected to the waste levy, would therefore be accounted for in the advance payment.

It should be noted that the Ipswich domestic collection service (including kerbside general waste, street litter and parks bins) are currently generating 950kg per household per annum through the kerbside collection service and self-haul to the transfer stations.

Advance payment alone is not adequate for short-term reinvestment

The proposed method of calculating the annual advance payment of 105 percent of the MSW tonnage disposed at landfills in the previous financial year multiplied by the current levy rate is adequate provided that other funding mechanisms are available to drive waste minimisation and diversion from landfill.

In the first instance, ICC expects that the advance payment will be used to primarily cover levy expenditure and associated administration costs. The advance payment will not provide funds to adequately re-invest in materials recovery infrastructure and ancillary services to produce the desired outcome of reducing waste to landfill in Ipswich in a short-term timeframe.

In addition, Ipswich has a population growth rate of approximately 5% per year over the next 25 years. In a 'do nothing scenario', the advance payment at 105 percent will only address the current population and growth rate.

ICC is concerned that that it will be difficult to 'get ahead of the game' to have infrastructure installed to support the diversion of waste from landfill; implement appropriate change management and behaviour programs; and to address the 5% population increase per year using the advance payment alone.

Levy on household MSW and self-haul

ICC agrees that the levy should apply to all household waste that is collected via the kerbside service and self-haul general waste in order to simplify the waste collection process and avoid loop-holes for levy avoidance. ICC is in support of self-haul general waste being subjected to the levy to prevent potential levy avoidance exploitation by commercial operators and to achieve more expedient positive environmental outcomes for Ipswich. However, as previously mentioned self-haul material would also need to be accounted for in the advance payment concept.

Levy formula review

ICC would like more detail and information regarding the timeframes of when the Department expects the advance payment formula to be reviewed and if there is any prediction of how the formula may change influencing future payments.

ICC expects there will be clear targets placed on the reduction of volumes of waste to landfill across Queensland based on a per capita rate or other normalised benchmark to ensure that investments are being made to divert waste from landfill.

Levy zones

ICC agrees that remote local government areas (LGAs) and communities to be designated outside of the levy zones. However, ICC is keen to see what measures will be proposed to track and account for waste that is brought in from inter-state and levied zones into the non-levied zones.

ICC agrees that some levy funding be directed to regional communities, including non-levy areas, to assist in the development of appropriate infrastructure for recycling, materials recovery and waste management.

Levy exemptions

ICC supports the exemptions outlined in the Directions Paper for wastes resulting from natural disasters; waste disposal required by regulation (e.g. asbestos, fire ant infested materials); litter and illegally dumped waste; and for waste received by charities.

Other exemptions mentioned in the Directions Paper include wastes that are disposed of on the site where they are produced; and materials that are segregated for recovery not disposal at a landfill site; both of which ICC support. ICC also supports the concessional levy rate for residual waste resulting from recycling activities.

It is unclear from the Directions Paper whether waste collected from public place areas (parks and street bins) are levy-exempt. ICC takes the view that public place waste should not be exempt and should be subject to the levy to incentivise waste education and public place source separated waste infrastructure.

Legislation for levy

ICC appreciates that the levy will require legislation and an associated regulation for administering the levy. ICC would like to be included in the consultation process and given a timeframe for the delivery of the legislation.

Disbursement of levy proceeds*Administration of the levy*

ICC would like to propose that there be a capped or fixed percentage amount of levy monies collected dedicated to the administration of the levy including enforcement, data and reporting activities. The capped or fixed percentage amount for levy administration could be reviewed every three years.

Local government, small business and industry

Whilst it is understood that ICC will receive an advance payment for waste disposed to landfill (under an agreed MSW definition) for the previous financial year; the Direction Paper does not set out a clear delineation of the expected funding split and availability between local councils and small business and industry for the remainder of funds collected. For the purposes of planning and implementation for materials recovery infrastructure, community education and supporting systems, ICC would like to clearly understand the planned disbursement arrangements for the collected levy funds in the short, medium and long terms.

In addition, ICC would like to understand whether the access to these funds will be a competitive arrangement.

The environment

The Direction Paper cites that levy funds could be used to fund new programs for businesses to reduce their energy, water and waste consumption. However, the existing ecoBiz program that has been running for decades is set up to assist businesses in reducing consumption in all of these areas and is already funded by the Queensland Government. ICC believes that this is a broader sustainability program that in the first instance, does not need the support of waste levy funding.

The community – supporting services unrelated to waste

ICC does not support allowing waste levy funds to be funnelled into Queensland Government consolidated revenue to be utilised for services that are unrelated to the recycling and waste industry.

ICC recommends that all monies collected from the waste levy be 100% utilised by the recycling and waste industry for a minimum five year period and/ or until such time that specific recycling and waste targets are met.

PART B – Resource recovery, recycling and waste management strategy

ICC strongly agrees that Queensland's current waste strategy be updated to 'contain strong targets, clear market-based incentives and companion measures to reduce waste and increase resource recovery and recycling'.

Generally

ICC supports the direction of the new waste strategy as proposed in the Directions Paper with regards to the following:

- Moving towards a circular economy
- Moving towards zero avoidable waste to landfill by 2050 with associated mid-period targets

- Recognition of high value materials to recover and reuse
- Incentivised industry investment stimulated by the re-introduction of the waste levy
- Companion measures such as landfill bans
- Clear objectives and targets
- Product stewardship programs
- National engagement on inter-jurisdictional waste issues
- Best practice performance monitoring system and comprehensive waste database

Waste to energy (W2E) and alternative waste technologies (AWT)

ICC supports the development of a W2E policy for Queensland.

ICC has conducted preliminary investigations in to the viability of implementing W2E technologies and takes the view that W2E and alternative waste technologies (AWT) be considered in the overall mix of waste management options.

ICC would also like to make comment on the recent LGAQ report regarding options for W2E technologies and highlight that this particular report does not entirely reflect the views of ICC. The report was remiss in not including thermal combustion technology in its analyses which is one of the most widely deployed technologies across the world. The report (and the workshop session held on 7 June 2018), continually referred to thermal combustion technology as mass burn technology which is not correct and is misleading.

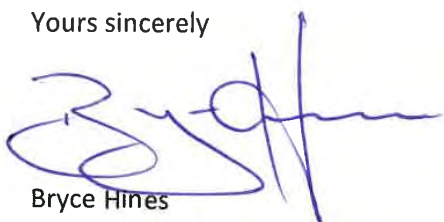
ICC strongly recommends that the Department consult more broadly with Councils on the matter of W2E and AWT as there are a number of Councils undertaking investigations on these fronts. ICC will also be undertaking an expression of interest (EOI) in the coming months regarding AWT and would like to ensure that any path open to us will be supported by the W2E/ AWT policy and will include thermal combustion technologies.

Queensland Waste Avoidance and Resource Productivity Strategy 2014-2024

ICC agrees and concurs with the strategy review findings and agrees with all recommendations. ICC found the review to be frank and fair in its assessment of progress to date and the lack of any teeth in the strategy to prompt action and change in the industry.

ICC understands that in the development of the new recycling and waste strategy, that the recommendations from this strategy review will be incorporated.

Yours sincerely



Bryce Hines

ACTING CHIEF OPERATING OFFICER (WORKS PARKS AND RECREATION)

Works, Parks and Sport Committee	
Mtg Date: 16.07.18	OAR: YES
Authorisation: Bryce Hines	

SAS: sas

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5 July 2018

MEMORANDUM

TO: ACTING CHIEF OPERATING OFFICER (WORKS, PARKS AND RECREATION)

FROM: EXECUTIVE ASSISTANT

RE: DELEGATION REPORT - URBAN AND RURAL GREENING PROGRAM - 'GRANTING LICENCES AND PERMITS TO USE A PARK' – 1 APRIL 2018 TO 30 JUNE 2018

INTRODUCTION:

This is a report by the Executive Assistant dated 5 July 2018 concerning the exercise of delegations which require the submission of a report as part of the conditions of delegation for "*Granting Licences and Permits to use a Park*" for the period 1 April 2018 to 30 June 2018.

In relation to the delegation, I advise as follows:

Granting Licences and Permits to Use a Park

Power delegated:

The power to grant and revoke a licence or permit for the rights of occupation and use of a specified park or reserve.

Action taken:

Attachment A lists the exercise of delegation which was approved between 1 April 2018 and 30 June 2018.

For the quarter ending 30 June 2018, the total expected revenue was \$94,085.17. This figure includes hire fees, seasonal fees and lighting field fees (does not include key deposits or bonds).

Of the permits issued, no fee waivers were approved for the quarter.

ATTACHMENTS:

Name of Attachment	Attachment
List of licences and permits granted to use a park during the period 1 April 2018 to 30 June 2018	 Attachment A

RECOMMENDATION:

That the report be received and the contents noted.

Sharon Smith
EXECUTIVE ASSISTANT

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

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



WORKS, PARKS AND RECREATION DEPARTMENT
BOOKING DELEGATION REPORT
01-Jul-2018

Note: Data is current as at close of business on the previous working day.

Alan Cumming Park

ALA Alan Cumming Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Queensland Police Service - Active Armed Offender Training	12077	Queensland Police Service	03-May-2018	11-May-2018
Divisional Sporting Carnival	12188	Works, Parks & Recreation Department	11-May-2018	13-May-2018
Ipswich Rugby League Referees Association	12360	Ipswich Rugby League Referees Association	03-Apr-2018	28-Jun-2018
Weekly Training and Games	12486	Rugby League Ipswich	02-Apr-2018	29-Jun-2018
Jets Training	12628	Ipswich Jets Rugby Leagues Club	03-Apr-2018	28-Jun-2018
Rugby League Ipswich	12779	Rugby League Ipswich	21-Apr-2018	22-Apr-2018
Lighting Maintenance	12983	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018

ALB Alan Cumming Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Queensland Police Service - Active Armed Offender Training	12077	Queensland Police Service	03-May-2018	11-May-2018
Divisional Sporting Carnival	12188	Works, Parks & Recreation Department	11-May-2018	13-May-2018
Ipswich Rugby League Referees Association	12360	Ipswich Rugby League Referees Association	03-Apr-2018	28-Jun-2018
Weekly Training and Games	12486	Rugby League Ipswich	02-Apr-2018	29-Jun-2018
Rugby League Ipswich	12779	Rugby League Ipswich	21-Apr-2018	22-Apr-2018
Lighting Maintenance	12983	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018

Andre Ripoll Park

ARPDS Andre Ripoll Park Remote Control Drag Strip

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Yr 9 Auto Systems Class Excursion	12872	St Edmund's College	07-Jun-2018	07-Jun-2018

ARPOF Andre Ripoll Park Remote Control Off Road Track

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
1/10 scale off-road radio controlled car racing	12287	South Brisbane Chargers Radio Controlled Car Club	01-Apr-2018	30-Jun-2018
Yr 9 Auto Systems Class Excursion	12872	St Edmund's College	07-Jun-2018	07-Jun-2018

Anzac Park



WORKS, PARKS AND RECREATION DEPARTMENT
BOOKING DELEGATION REPORT
01-Jul-2018

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ANA Anzac Park Oval A (Main Field)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Training Nights and Games	12390	Rosewood Junior Rugby League Football Club	01-Apr-2018	30-Jun-2018
Lighting Maintenance	12883	Works, Parks & Recreation Department	23-May-2018	23-May-2018

ANB Anzac Park Oval B (Junior Field)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Training Nights and Games	12390	Rosewood Junior Rugby League Football Club	01-Apr-2018	30-Jun-2018
School holiday fun day - 4 hours of inside and outside fun	12667	Rosewood & District Support Centre Inc	09-Apr-2018	09-Apr-2018
Lighting Maintenance	12883	Works, Parks & Recreation Department	23-May-2018	23-May-2018

ANC Anzac Park Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Training Nights and Games	12390	Rosewood Junior Rugby League Football Club	01-Apr-2018	30-Jun-2018

ANM Anzac Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

ANP Anzac Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	18-Apr-2018	27-Jun-2018
Active Parks Program - Free Fitness Classes	12720	Works, Parks & Recreation Department	16-Apr-2018	25-Jun-2018

Atlantic Drive Sporting Complex

ATA Atlantic Drive Sporting Complex Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Rugby Union Training and Home Games	12045	Springfield Lakes Junior Rugby Union	01-Apr-2018	30-Jun-2018
Mixed Touch Football Competition	12247	South West Queensland Touch Association Inc	04-Apr-2018	13-Jun-2018
Mixed Touch Football Competition	12249	South West Queensland Touch Association Inc	20-Jun-2018	27-Jun-2018
Sports Training for Students	12674	Springfield Lakes State School	04-May-2018	22-Jun-2018
Greater Springfield Sports AFL Games	12697	Greater Springfield Sports	22-Apr-2018	23-Jun-2018
Telecommunications - Maintenance	12819	Works, Parks & Recreation Department	07-May-2018	10-May-2018



WORKS, PARKS AND RECREATION DEPARTMENT
BOOKING DELEGATION REPORT
01-Jul-2018

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Maintenance Works	12884	Works, Parks & Recreation Department	25-May-2018	28-May-2018
Installing New Antenna	12956	Works, Parks & Recreation Department	14-Jun-2018	15-Jun-2018

ATB Atlantic Drive Sporting Complex Oval B				
<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Mixed Touch Football Competition	12247	South West Queensland Touch Association Inc	04-Apr-2018	13-Jun-2018
Mixed Touch Football Competition	12249	South West Queensland Touch Association Inc	20-Jun-2018	27-Jun-2018
Sports Training for Students	12674	Springfield Lakes State School	04-May-2018	22-Jun-2018
Greater Springfield Sports AFL Games	12697	Greater Springfield Sports	22-Apr-2018	23-Jun-2018
Telecommunications - Maintenance	12819	Works, Parks & Recreation Department	07-May-2018	10-May-2018
Maintenance Works	12884	Works, Parks & Recreation Department	25-May-2018	28-May-2018
Installing New Antenna	12956	Works, Parks & Recreation Department	14-Jun-2018	15-Jun-2018

ATC Atlantic Drive Sporting Complex Clubhouse				
<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Rugby Union Training and Home Games	12045	Springfield Lakes Junior Rugby Union	01-Apr-2018	30-Jun-2018
Mixed Touch Football Competition	12247	South West Queensland Touch Association Inc	04-Apr-2018	13-Jun-2018
Mixed Touch Football Competition	12249	South West Queensland Touch Association Inc	20-Jun-2018	27-Jun-2018
Greater Springfield Sports AFL Games	12697	Greater Springfield Sports	22-Apr-2018	23-Jun-2018
Telecommunications - Maintenance	12819	Works, Parks & Recreation Department	07-May-2018	10-May-2018

ATT Atlantic Drive Sporting Complex Tennis Courts				
<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Netball Training & Social Competition	12556	South West Wildcats Netball	03-Apr-2018	28-Jun-2018
Telecommunications - Maintenance	12819	Works, Parks & Recreation Department	07-May-2018	10-May-2018
Installing New Antenna	12956	Works, Parks & Recreation Department	14-Jun-2018	15-Jun-2018

Baines Park

BAA Baines Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>



WORKS, PARKS AND RECREATION DEPARTMENT
BOOKING DELEGATION REPORT
01-Jul-2018

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WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
Baines Park - ANZAC Day Memorial Service	12803	Cr David Martin	25-Apr-2018	25-Apr-2018

Bigges Camp Park

BIGA Bigges Camp Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Blackall Memorial - 7 Chelmsford Avenue

BLMA Blackall Memorial - Fountain & Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Blackstone Hall

BLAH Blackstone Hall

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
CANCELLED Playgroup Activities	11698	Mrs/Ms Anneliese Benita Parker	18-Apr-2018	27-Jun-2018
Mothers Group/Playgroup with a focus on nature play	11782	Mrs/Ms Anneliese Benita Parker	04-Apr-2018	27-Jun-2018
Highland Dance Class	12086	Manning Academy Of Highland Dancing	02-Apr-2018	25-Jun-2018
Blackstone Guides Meetings	12370	Guides QLD Blackstone Girl Guides	18-Apr-2018	27-Jun-2018
Ipswich Robotics Meetings & Competitions	12372	Queensland Robotics Sports Club	07-Apr-2018	30-Jun-2018
Castle Hill Blackstone Reserve - A Nature Play Program for the Kindergarten Children	12586	Bindarra Childrens Day Care Centre	03-Apr-2018	26-Jun-2018
Active Parks Program - Free Fitness Classes	12720	Works, Parks & Recreation Department	19-Apr-2018	28-Jun-2018
CANCELLED - The 2018 Annual General Club Meeting	12807	Ipswich Offroad Cyclists Inc.	11-May-2018	11-May-2018
Filming	12962	Ms Nadine Menezes	16-Jun-2018	16-Jun-2018

Blue Gum Reserve

BLUA Blue Gum Reserve Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Karalee Tornados Rugby League - Seasonal Booking	12192	Karalee Tornados Rugby League	03-Apr-2018	30-Jun-2018



WORKS, PARKS AND RECREATION DEPARTMENT
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CISSSA Rugby League Competition	12861	CISSSA Rugby League	30-May-2018	27-Jun-2018

BLUB Blue Gum Reserve Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Karalee Tornadoes Rugby League - Seasonal Booking	12192	Karalee Tornadoes Rugby League	03-Apr-2018	30-Jun-2018
CISSSA Rugby League Competition	12861	CISSSA Rugby League	30-May-2018	27-Jun-2018

BLUC Blue Gum Reserve Canteen

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Karalee Tornadoes Rugby League - Seasonal Booking	12192	Karalee Tornadoes Rugby League	03-Apr-2018	30-Jun-2018

Bob Gibbs Park

BOA Bob Gibbs Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal Sporting Use	12136	Springfield Junior Rugby League Football Club Inc	01-Apr-2018	30-Jun-2018
Weekly Ozttag Competition	12397	QLD Ozttag	02-Apr-2018	30-Apr-2018
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	05-Apr-2018	05-Apr-2018
Springfield Ozttag Junior Presentation	12732	Springfield Ozttag	14-Apr-2018	14-Apr-2018
Rugby League Gala Days	12844	St Augustine's College	25-May-2018	22-Jun-2018
Preparation for Queensland Ozttag Tri Series	12851	Springfield Ozttag	20-May-2018	10-Jun-2018
Training and weekly competition	12904	Springfield Ozttag Sports Association	04-Jun-2018	25-Jun-2018

BOB Bob Gibbs Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal Sporting Use	12136	Springfield Junior Rugby League Football Club Inc	01-Apr-2018	30-Jun-2018
Weekly Ozttag Competition	12397	QLD Ozttag	02-Apr-2018	30-Apr-2018
Springfield Ozttag Junior Presentation	12732	Springfield Ozttag	14-Apr-2018	14-Apr-2018
Rugby League Gala Days	12844	St Augustine's College	25-May-2018	22-Jun-2018
Preparation for Queensland Ozttag Tri Series	12851	Springfield Ozttag	20-May-2018	10-Jun-2018
Training and weekly competition	12904	Springfield Ozttag Sports Association	04-Jun-2018	25-Jun-2018

BOC Bob Gibbs Park Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>



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Seasonal Sporting Use	12136	Springfield Junior Rugby League Football Club Inc	01-Apr-2018	30-Jun-2018

Box Flat Memorial Park

BOXA Box Flats Memorial Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Briggs Road Hockey Complex

BRHA Briggs Road Hockey Field A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-May-2018	05-Jun-2018
Training Fixtures & other activities associated with the hockey season	12215	Ipswich Hockey Association Inc	01-Apr-2018	30-Jun-2018
Western Ranges District Sport	12289	Western District Ranges School Sport	04-May-2018	04-May-2018
Seasonal Booking	12471	Western Pride Football Club	10-Apr-2018	12-Apr-2018
Primary Interschool Hockey Competition	12638	Western District Ranges School Sport	20-Apr-2018	22-Jun-2018
Field Maintenance - Line Marking	12847	Works, Parks & Recreation Department	22-May-2018	22-May-2018

BRHB Briggs Road Hockey Field B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-May-2018	05-Jun-2018
Training Fixtures & other activities associated with the hockey season	12215	Ipswich Hockey Association Inc	01-Apr-2018	30-Jun-2018
Western Ranges District Sport	12289	Western District Ranges School Sport	04-May-2018	04-May-2018
Seasonal Booking	12471	Western Pride Football Club	10-Apr-2018	12-Apr-2018
Primary Interschool Hockey Competition	12638	Western District Ranges School Sport	20-Apr-2018	22-Jun-2018
Field Maintenance - Line Marking	12847	Works, Parks & Recreation Department	22-May-2018	22-May-2018

BRHC Briggs Road Hockey Field C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-May-2018	05-Jun-2018
Training Fixtures & other activities associated with the hockey season	12215	Ipswich Hockey Association Inc	01-Apr-2018	30-Jun-2018



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Western Ranges District Sport	12289	Western District Ranges School Sport	04-May-2018	04-May-2018
Seasonal Booking	12471	Western Pride Football Club	10-Apr-2018	12-Apr-2018
Primary Interschool Hockey Competition	12638	Western District Ranges School Sport	20-Apr-2018	22-Jun-2018
Field Maintenance - Line Marking	12847	Works, Parks & Recreation Department	22-May-2018	22-May-2018

BRHD Briggs Road Hockey Field D

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-May-2018	05-Jun-2018
Training Fixtures & other activities associated with the hockey season	12215	Ipswich Hockey Association Inc	01-Apr-2018	30-Jun-2018
Western Ranges District Sport	12289	Western District Ranges School Sport	04-May-2018	04-May-2018
Seasonal Booking	12471	Western Pride Football Club	10-Apr-2018	12-Apr-2018
Primary Interschool Hockey Competition	12638	Western District Ranges School Sport	20-Apr-2018	22-Jun-2018
Field Maintenance - Line Marking	12847	Works, Parks & Recreation Department	22-May-2018	22-May-2018

ZBRHE ZBriggs Road Hockey Field E

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-May-2018	05-Jun-2018

ZBRHF ZBriggs Road Hockey Field F

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-May-2018	05-Jun-2018

Briggs Road Sporting Complex

BRIA Briggs Road Sporting Complex Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-May-2018	05-Jun-2018
Football	12264	Western District Ranges School Sport	04-May-2018	04-May-2018
Seasonal Booking	12471	Western Pride Football Club	01-Apr-2018	30-Jun-2018

BRIB Briggs Road Sporting Complex Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-May-2018	05-Jun-2018



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Football	12264	Western District Ranges School Sport	18-Apr-2018	04-May-2018
Seasonal Booking	12471	Western Pride Football Club	01-Apr-2018	30-Jun-2018

BRIC Briggs Road Sporting Complex Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal Booking	12471	Western Pride Football Club	01-Apr-2018	30-Jun-2018

BRIF Briggs Road Sporting Complex Function Room

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cleaning - Briggs Road Sporting Complex	8433	Works, Parks & Recreation Department	04-Apr-2018	18-Apr-2018
21st Birthday Party	12350	Ms Marie Blacka	14-Apr-2018	15-Apr-2018
Seasonal Booking	12471	Western Pride Football Club	01-Apr-2018	30-Jun-2018
WPR Booking	12845	Works, Parks & Recreation Department	16-May-2018	04-Jun-2018

Browns Park

BRO1 Browns Park Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
The Salvation Army BBQ for Homeless	12448	The Salvation Army (Qld) Property Trust	02-Apr-2018	25-Jun-2018
Mothers Day Flower Stall	12454	Philadelphia Church Of God	13-May-2018	13-May-2018
Wedding Ceremony	12580	Ms Samantha Kutzer	23-Jun-2018	23-Jun-2018

BROM Browns Park Monument (Sangster Memorial)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

BROP Browns Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Personal Training and Group Sessions	11402	Furnell Fitness	07-Apr-2018	30-Jun-2018
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	19-Apr-2018	28-Jun-2018
Active Parks Program - Free Fitness Classes	12720	Works, Parks & Recreation Department	18-Apr-2018	27-Jun-2018

Bundamba Memorial - 254 Brisbane Road

BUME/ Bundamba Memorial - Pillar/Plaque

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>



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WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Bundamba Memorial Park

BUA Bundamba Memorial Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
ANZAC Day Dawn Service	12455	The Salvation Army (Qld) Property Trust	25-Apr-2018	25-Apr-2018

Caledonian Park

CALA Caledonian Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training and Games	12503	Rosewood United Church Soccer Club Inc	02-Apr-2018	30-Jun-2018

CALB Caledonian Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training and Games	12503	Rosewood United Church Soccer Club Inc	03-Apr-2018	30-Jun-2018

CALC Caledonian Park Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training and Games	12503	Rosewood United Church Soccer Club Inc	01-Apr-2018	30-Jun-2018

CALCC Caledonian Park Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training and Games	12503	Rosewood United Church Soccer Club Inc	02-Apr-2018	30-Jun-2018

Cameron Park

CA01 Cameron Park Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	03-Apr-2018	12-Apr-2018
ANZAC Day Service	12734	Eastern Suburbs Anzac Day Commemoration Committee	25-Apr-2018	25-Apr-2018
Movie Night Fundraiser for Ray	12855	Twilight Flicks Outdoor Cinemas	01-Jun-2018	01-Jun-2018
Community Sports Day	12990	Ipswich Malayali Association	30-Jun-2018	30-Jun-2018

CAMM Cameron Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>



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WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
ANZAC Day Service	12734	Eastern Suburbs Anzac Day Commemoration Committee	25-Apr-2018	25-Apr-2018

CAP Cameron Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Training Sessions	12618	Mr James Caden	03-Apr-2018	28-Jun-2018

Camira Recreation Reserve

CAMA Camira Recreation Reserve Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal use of fields for training & games for football club	12424	Western Spirit Football Club Inc	03-Apr-2018	28-Jun-2018

CAMB Camira Recreation Reserve Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal use of fields for training & games for football club	12424	Western Spirit Football Club Inc	03-Apr-2018	28-Jun-2018
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	10-Apr-2018	10-Apr-2018
Cricket Match Between Friends	12786	Mr/Ms Jordan Morris	25-Apr-2018	25-Apr-2018
T20 weekly Cricket competition	12812	Last Man Stands Ipswich	27-May-2018	24-Jun-2018

CAMC Camira Recreation Reserve Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal use of fields for training & games for football club	12424	Western Spirit Football Club Inc	03-Apr-2018	28-Jun-2018

CAMN Camira Recreation Reserve Netball Courts

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Netball Training	12596	Springfield Lakes Netball Club	03-Apr-2018	26-Jun-2018

Castle Hill Blackstone Reserve

CH1 Castle Hill Blackstone Reserve Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Filming	12962	Ms Nadine Menezes	16-Jun-2018	16-Jun-2018

CH2 Castle Hill Blackstone Reserve Zone 2

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Filming	12962	Ms Nadine Menezes	16-Jun-2018	16-Jun-2018

Colleges Crossing Recreation Reserve



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COZ1 Colleges Crossing Recreation Reserve Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	04-Apr-2018	04-Apr-2018
1st Birthday	12673	Mr/Ms Terriann Chambers	02-Jun-2018	02-Jun-2018
Birthday Party	12750	Mr Dain Heffernan	26-May-2018	26-May-2018
4th Birthday Party	12889	Ms Patrice Batty	10-Jun-2018	10-Jun-2018

COZ2 Colleges Crossing Recreation Reserve Zone 2

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
1st Birthday	12673	Mr/Ms Terriann Chambers	02-Jun-2018	02-Jun-2018
Employee Family Fun Day	12696	Ipswich Jets Rugby League Football Club	15-Apr-2018	15-Apr-2018
CANCELLED 10th Birthday Party	12753	Mr Oladapo Gbenga Kolawole	12-May-2018	12-May-2018
Birthday Party	12783	Mr/Ms Maz Morgan	12-May-2018	12-May-2018
4th Birthday Party	12900	Ms Jennifer Batty	10-Jun-2018	10-Jun-2018

COZP Colleges Crossing Recreation Reserve(Personal Trai

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	17-Apr-2018	26-Jun-2018
Kids Fitness Classes	11580	Mrs Adrianna Warren	02-Apr-2018	28-Jun-2018
Free Fitness Classes for Adults	11604	Mrs Adrianna Warren	02-Apr-2018	28-Jun-2018
Small Group Fitness Classes	11921	KT's Personal Training	02-Apr-2018	02-Apr-2018
Active Parks Program - Free Fitness Classes	12720	Works, Parks & Recreation Department	17-Apr-2018	26-Jun-2018

Cribb Park

CRA Cribb Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018
Western District Ranges Rugby Union & Rugby League Trials	12213	Western District Ranges School Sport	04-May-2018	12-Jun-2018
Interschool Rugby League	12560	Ipswich District School Sport	20-Apr-2018	22-Jun-2018
Training Sessions and Games	12570	Northern Suburbs Rugby League Club	01-Apr-2018	30-Jun-2018

CRB Cribb Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018



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Interschool Rugby League	12560	Ipswich District School Sport	20-Apr-2018	22-Jun-2018
Training Sessions and Games	12570	Northern Suburbs Rugby League Club	01-Apr-2018	30-Jun-2018

CRC Cribb Park Oval C (Madsen Oval)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018
Interschool Rugby League	12560	Ipswich District School Sport	20-Apr-2018	22-Jun-2018
Training Sessions and Games	12570	Northern Suburbs Rugby League Club	01-Apr-2018	30-Jun-2018

CRN Cribb Park Cricket Nets

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018

CRR Cribb Park Change Rooms

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Interschool Rugby League	12560	Ipswich District School Sport	20-Apr-2018	22-Jun-2018

Cunningham Knoll

CUA Cunningham Memorial

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

CUB Thomas Glassey Memorial

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Darcy Doyle Place

DA1 Darcy Doyle Place Zone 1 (Amphitheatre)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Ipswich Festival Street Party & Creative Kidz	12221	Ipswich Events Corporation Ltd.	12-Apr-2018	16-Apr-2018
Ipswich Art Gallery Treasure Hunt	12664	Ipswich Art Gallery	18-Jun-2018	30-Jun-2018
DVAC's Annual Remembrance Day March and Rally for Domestic Violence Prevention Month	12666	Domestic Violence Action Centre	02-May-2018	02-May-2018
Ride to Work Day	12716	Ipswich Hospital Foundation	18-Apr-2018	18-Apr-2018
Ipswich Model Band Performance	12718	Ipswich Model Band	26-May-2018	26-May-2018



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DA2 Darcy Doyle Zone 2 (Grassed Area)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Easter School Holiday Activity	12158	Ipswich Art Gallery	03-Apr-2018	13-Apr-2018
Ipswich Festival Street Party & Creative Kidz	12221	Ipswich Events Corporation Ltd.	12-Apr-2018	16-Apr-2018
Ipswich Art Gallery Treasure Hunt	12664	Ipswich Art Gallery	18-Jun-2018	30-Jun-2018
DVAC's Annual Remembrance Day March and Rally for Domestic Violence Prevention Month	12666	Domestic Violence Action Centre	02-May-2018	02-May-2018
Ride to Work Day	12716	Ipswich Hospital Foundation	18-Apr-2018	18-Apr-2018
Symphonics	12814	FSGA	03-May-2018	28-Jun-2018
Community BBQ	12898	Mr Steve Snyder	02-Jun-2018	16-Jun-2018

DA3 Darcy Doyle Place - Obelisk/Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Denmark Hill Conservation Estate

DEH Denmark Hill Conservation Estate

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Exploring a natural area, utilising the dinosaur shed, looking at flora & fauna	12772	Kindy Patch West Ipswich	01-May-2018	26-Jun-2018

Diggers Rest (Goodna)

DIA Diggers Rest Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
Anzac Day Commemoration	12668	RSL (Qld Branch) Goodna Sub Branch Inc	25-Apr-2018	25-Apr-2018

Ebbw Vale Memorial Park

EBA Ebbw Vale Memorial Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Hot Rod Show and Swap Meet	12153	Fine Iron Rod & Custom Car Club Inc	20-May-2018	20-May-2018
Soccer Training and Games	12520	Ipswich Knights Soccer Club Inc	03-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018



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Junior Soccer Training	12636	Dinmore Bushrats Soccer And Sports Club Inc	19-Apr-2018	28-Jun-2018

EBB Ebbw Vale Memorial Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Hot Rod Show and Swap Meet	12153	Fine Iron Rod & Custom Car Club Inc	20-May-2018	20-May-2018
Soccer Training and Games	12520	Ipswich Knights Soccer Club Inc	02-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018
Lighting Audit	12800	Works, Parks & Recreation Department	29-Apr-2018	29-Apr-2018

EBM Ebbw Vale Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Anzac Day Service	12683	Ebbw Vale Anzac Day Committee	25-Apr-2018	25-Apr-2018

EBVC Ebbw Vale Memorial Park Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Hot Rod Show and Swap Meet	12153	Fine Iron Rod & Custom Car Club Inc	20-May-2018	20-May-2018
Soccer Training and Games	12520	Ipswich Knights Soccer Club Inc	02-Apr-2018	30-Jun-2018
Junior Soccer Training	12636	Dinmore Bushrats Soccer And Sports Club Inc	19-Apr-2018	28-Jun-2018
Ecoman Young Entrepreneur Program	12809	Bundamba Secondary College	22-May-2018	24-May-2018

Evan Marginson Park

EVA Evan Marginson Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
School Athletics Carnival	11439	Hymba Yumba Community Hub Pace	31-May-2018	21-Jun-2018
School Athletics Carnival	11484	Hymba Yumba	08-Jun-2018	08-Jun-2018
School Athletics Carnival	12068	St Francis Xavier Primary School	29-Jun-2018	29-Jun-2018
Met West U15's Boys Rugby League training. 5 training sessions over 7 weeks	12425	Yeronga High School	02-Apr-2018	30-Apr-2018
Athletics Carnival	12435	Staines Memorial College	18-Jun-2018	18-Jun-2018
Metropolitan West 17-18 Years Rugby Union training	12514	Springfield Central State High School	05-Apr-2018	26-Apr-2018
Seasonal Sporting Use	12591	Goodna Rugby Union Club	01-Apr-2018	30-Jun-2018
Lighting Audit - Evan Marginson Park	12714	Works, Parks & Recreation Department	06-Apr-2018	06-Apr-2018



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Evan Marginson Park Maintenance	12765	Works, Parks & Recreation Department	07-May-2018	18-May-2018
CANCELLED - Athletics Carnival	12816	The Springfield Anglican College	20-Jun-2018	20-Jun-2018
Athletics	12899	Hymba Yumba	22-Jun-2018	22-Jun-2018
Soccer and Multisport Training	12908	W Sports Inc	04-Jun-2018	27-Jun-2018

EVB Evan Marginson Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
School Athletics Carnival	11439	Hymba Yumba Community Hub Pace	31-May-2018	21-Jun-2018
School Athletics Carnival	11484	Hymba Yumba	08-Jun-2018	08-Jun-2018
School Athletics Carnival	12068	St Francis Xavier Primary School	29-Jun-2018	29-Jun-2018
Athletics Carnival	12435	Staines Memorial College	18-Jun-2018	18-Jun-2018
Lighting Audit - Evan Marginson Park	12714	Works, Parks & Recreation Department	06-Apr-2018	06-Apr-2018
Homeless Sleep Out	12726	Goodna Street Life Inc.	19-May-2018	20-May-2018
CANCELLED - Athletics Carnival	12816	The Springfield Anglican College	20-Jun-2018	20-Jun-2018
Athletics	12899	Hymba Yumba	22-Jun-2018	22-Jun-2018

EV2 Evan Marginson Park - Union/Athletics Canteen

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal Sporting Use	12591	Goodna Rugby Union Club	01-Apr-2018	30-Jun-2018

EVN Evan Marginson Netball Courts

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
CANCELLED Yagera District Netball Competition	12274	Yagera District Sport	05-Jun-2018	26-Jun-2018
School Netball Gala	12797	Woodcrest College	25-May-2018	22-Jun-2018

Flinders Plum Picnic Area

FL1 Flinders Plum Picnic Area Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
CANCELLED Horse Trail Ride	12903	Ipswich And District Trail Horse Riders	23-Jun-2018	23-Jun-2018

George & Eileen Hastings Sports Centre

GECA George & Eileen Hastings Sports Centre Canteen

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Softball Fixtures	12637	Ipswich Softball Association	01-Apr-2018	30-Jun-2018



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GED1 George & Eileen Hastings Sport Centre Diamond 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	19-Apr-2018	22-Jun-2018
Lighting Maintenance	11967	Works, Parks & Recreation Department	01-Apr-2018	30-May-2018
District Sporting Trial - Softball	12144	Western District Ranges School Sport	14-Jun-2018	14-Jun-2018
Softball Fixtures	12637	Ipswich Softball Association	01-Apr-2018	30-Jun-2018
Sport Field Lighting Audits	12796	Works, Parks & Recreation Department	26-Apr-2018	26-Apr-2018

GED2 George & Eileen Hastings Sport Centre Diamond 2

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	19-Apr-2018	22-Jun-2018
Lighting Maintenance	11967	Works, Parks & Recreation Department	01-Apr-2018	30-May-2018
Softball Fixtures	12637	Ipswich Softball Association	01-Apr-2018	30-Jun-2018

GED3 George & Eileen Hastings Sport Centre Diamond 3

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Lighting Audit	12799	Works, Parks & Recreation Department	24-Apr-2018	30-May-2018

George Palmer Park

GPP George Palmer Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Personal Training / Group Fitness	11366	Profit International Health & Fitness	03-Apr-2018	29-May-2018

Goodna Memorial - 4 Church Street

GOODI Goodna Memorial & Pillar

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Goodna Memorial - 64 Brisbane Terrace

GOOM Goodna Stone and Plaque

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018



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Goupong Park

GOM Goupong Park Memorial Stone

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

GOP Goupong Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Group Fitness Sessions	11285	Mr Toby White	01-Apr-2018	08-May-2018
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	17-Apr-2018	26-Jun-2018

Grande Park

GRM Grande Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

GRP Grande Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Dance for fitness	11247	Prajakta Shrotri	01-Apr-2018	24-Apr-2018
Small Group Training	11711	In Shape Outdoors	02-Apr-2018	30-Jun-2018
Personal Training	12301	Real You Fitness Training	02-Apr-2018	29-Jun-2018
Group Fitness	12715	Hard Out Fitness	04-Apr-2018	30-Jun-2018

GRT1 Grande Park Tennis Court 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Tennis Fitness - Stay Fit Playing Tennis	11627	Mr Janmejey Dhuldhoya	03-Apr-2018	26-Jun-2018

GRT2 Grande Park Tennis Court 2

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Tennis Fitness - Stay Fit Playing Tennis	11627	Mr Janmejey Dhuldhoya	03-Apr-2018	26-Jun-2018

Hardings Paddock

HAR0 Hardings Paddock

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Flinders-Goolman Conservation Estate - Scientific Research	11584	Mr/Ms Chapa Manawaduge	25-Apr-2018	27-Jun-2018

HAR3 Hardings Paddock Zone 3 (Circle)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
CANCELLED Horse Trail Ride	12903	Ipswich And District Trail Horse Riders	23-Jun-2018	23-Jun-2018



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Henry Lawson Bicentennial Park

HE1 Henry Lawson Bicentennial Park Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Henry Lawson Bicentennial Park - A Rest Stop For The Ipswich 100 Bike Ride	12120	Ipswich Hospital Foundation	22-Apr-2018	22-Apr-2018
Dog on Patrol	12533	QPS Crime Prevention	29-Apr-2018	29-Apr-2018

Ipswich City Mall

ICM1 Zone 1 - Rotunda

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Ipswich Central Redevelopment	12820	Ipswich City Properties Pty Ltd	17-Apr-2018	30-Jun-2018

ICM2 Zone 2 - Grassed Area

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Ipswich Central Redevelopment	12820	Ipswich City Properties Pty Ltd	17-Apr-2018	30-Jun-2018

ICM3 Zone 3 - Grassed Area to Brisbane Street

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Ipswich Central Redevelopment	12820	Ipswich City Properties Pty Ltd	17-Apr-2018	30-Jun-2018
Vehicle Access - Relocating Office	12997	The Busy Group Ltd	25-Jun-2018	25-Jun-2018
Vehicle Access - Relocating Ipswich Events Corporation Office	13007	Ipswich Events Corporation	25-Jun-2018	25-Jun-2018

Ipswich Cycle Park

ICP108 1,080m Criterium Track Loop

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Ipswich Cycling Club Seasonal Booking	12648	Ipswich Cycling Club	01-Apr-2018	29-Jun-2018
Training Sessions on Recumbent Trikes in preparation for the RACQ Pedal Prix in July	12721	Redbank Plains State High School	26-Jun-2018	26-Jun-2018
Stage 1-2 of Junior and Women's Cycling Tour	12817	Balmoral Cycling Club	30-Jun-2018	30-Jun-2018
Lighting luminaire replacement -Ipswich Cycle track	12848	Infrastructure Services Department	12-Jun-2018	14-Jun-2018
Lighting Maintenance	13027	Works, Parks & Recreation Department	27-Jun-2018	28-Jun-2018

ICP400 400m Criterium Track Loop

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>



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Ipswich Cycling Club Seasonal Booking	12648	Ipswich Cycling Club	01-Apr-2018	29-Jun-2018
Training Sessions on Recumbent Trikes in preparation for the RACQ Pedal Prix in July	12721	Redbank Plains State High School	26-Jun-2018	26-Jun-2018
Stage 1-2 of Junior and Women's Cycling Tour	12817	Balmoral Cycling Club	30-Jun-2018	30-Jun-2018
Tuff Kids Duathlon	12836	Ipswich City Rotary Club	20-May-2018	20-May-2018
Lighting luminaire replacement -Ipswich Cycle track	12848	Infrastructure Services Department	12-Jun-2018	14-Jun-2018
Lighting Maintenance	13027	Works, Parks & Recreation Department	27-Jun-2018	28-Jun-2018

Ipswich Motorsport Precinct

IPSA1 Ipswich Motorsport Lease A - Big Track

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Driver Training Dirt Event	12238	Skid Control	08-Apr-2018	02-Jun-2018
Car Club Social Event	12243	Impreza WRX Club Of Queensland Inc.	20-May-2018	20-May-2018
2018 Off Road Rush Rally Drive Experience	12260	Off Road Rush Pty Ltd	07-Apr-2018	17-Jun-2018
2018 Rally School Rally Drive Experience	12269	Rally School Pty Ltd	05-May-2018	30-Jun-2018

IPSA2 Ipswich Motorsport Lease A - Small Track

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Dirt Kart Racing	12236	Ipswich City Dirt Kart Club	01-Apr-2018	30-Jun-2018
Hattonvale & District Kart Club Seasonal Sporting	12392	Hattonvale & District Kart Club Inc	27-May-2018	24-Jun-2018

IPSD1 Ipswich Motorsport - Lease D - Speedway

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Speedway & Flat Track Dirt Racing	12388	Ipswich Switches Junior Speedway Club Inc	01-Apr-2018	30-Jun-2018

IPSI Ipswich Motorsport - Lease I

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
350-440 Paynes Road, Ebenezer - Motorsport Based Challenge Program	12822	RSL RAEMUS Rover Racing	16-May-2018	30-Jun-2018

Ivor Marsden

IVA Ivor Marsden Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Season Booking - Ipswich Cats AFC	12619	Ipswich Cats AFC	03-Apr-2018	30-Jun-2018



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Amberley PFAS Investigation - Human Health Risk Assessment (HHRA)	12958	Works, Parks & Recreation Department	11-Jun-2018	29-Jun-2018

IVB Ivor Marsden Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Amberley PFAS Investigation - Human Health Risk Assessment (HHRA)	12958	Works, Parks & Recreation Department	11-Jun-2018	29-Jun-2018

IVC Ivor Marsden Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket Competition	12542	Red Dogs Cricket Club Ipswich	28-Apr-2018	30-Jun-2018
Cricket Training in the Nets	12707	Red Dogs Cricket Club Ipswich	08-Apr-2018	08-Apr-2018
Amberley PFAS Investigation - Human Health Risk Assessment (HHRA)	12958	Works, Parks & Recreation Department	11-Jun-2018	29-Jun-2018

IVCL Ivor Marsden Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Season Booking - Ipswich Cats AFC	12619	Ipswich Cats AFC	03-Apr-2018	30-Jun-2018

IVCN Ivor Marsden Cricket Nets

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket Training	12729	Red Dogs Cricket Club Ipswich	08-Apr-2018	28-Jun-2018
Training and Weekly Competition	12821	Ipswich Logan Cricket Association	02-Jun-2018	30-Jun-2018

IVD Ivor Marsden Oval D

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket Competition	12542	Red Dogs Cricket Club Ipswich	28-Apr-2018	30-Jun-2018
Amberley PFAS Investigation - Human Health Risk Assessment (HHRA)	12958	Works, Parks & Recreation Department	11-Jun-2018	29-Jun-2018

IVE Ivor Marsden Oval E (Baxter Oval)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	03-May-2018	11-Jun-2018
Cricket Competition	12542	Red Dogs Cricket Club Ipswich	28-Apr-2018	30-Jun-2018
Training and Weekly Competition	12821	Ipswich Logan Cricket Association	02-Jun-2018	30-Jun-2018
Amberley PFAS Investigation - Human Health Risk Assessment (HHRA)	12958	Works, Parks & Recreation Department	11-Jun-2018	29-Jun-2018

Jack Barkley Park

JAP Jack Barkley Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	18-Apr-2018	27-Jun-2018



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Jane Gorry Park

JGP Jane Gorry Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Bootcamp	12351	Mrs Jessica Leigh Barwick	03-Apr-2018	28-Jun-2018

Jim Donald Parklands

JDA Jim Donald Parklands Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training & Games	12329	Raceview Congregational Soccer Club	03-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018
Social Touch Rugby League Competition	12576	TRL Ipswich Pty Ltd	02-Apr-2018	21-May-2018
Maintenence	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Training and Weekly Competition	12957	TRL Ipswich Pty Ltd	18-Jun-2018	25-Jun-2018
Light Maintenance	12977	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018

JDB Jim Donald Parklands Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training & Games	12329	Raceview Congregational Soccer Club	03-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018
Social Touch Rugby League Competition	12576	TRL Ipswich Pty Ltd	02-Apr-2018	21-May-2018
Maintenence	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Training and Weekly Competition	12957	TRL Ipswich Pty Ltd	18-Jun-2018	25-Jun-2018
Light Maintenance	12977	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018

JDC Jim Donald Parklands Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Jim Donald Park Oval C & D Maintenance	12658	Works, Parks & Recreation Department	01-Apr-2018	13-May-2018
Maintenence	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Light Maintenance	12977	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018



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JDCR Jim Donald Parklands Club Room

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training & Games	12329	Raceview Congregational Soccer Club	03-Apr-2018	28-Jun-2018
Soccer Training & Competition Matches	12378	Silkstone Baptist Church Soccer Club	02-Apr-2018	30-Jun-2018

JDD Jim Donald Parklands Oval D

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training & Competition Matches	12378	Silkstone Baptist Church Soccer Club	02-Apr-2018	30-Jun-2018
Jim Donald Park Oval C & D Maintenance	12658	Works, Parks & Recreation Department	01-Apr-2018	13-May-2018
Maintenenace	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Light Maintenance	12977	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018

JDE Jim Donald Parklands Oval E

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training & Competition Matches	12378	Silkstone Baptist Church Soccer Club	02-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018
Maintenenace	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Light Maintenance	12977	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018

Jim Finimore

JFA Jim Finimore Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-Apr-2018	04-Jun-2018
District Sporting Trial - Touch Football	12145	Western District Ranges School Sport	08-May-2018	08-May-2018
Touch Football Interschool Games	12194	St Marys College	03-Apr-2018	01-May-2018
Interschool Touch Football Games	12195	St Marys College	05-Apr-2018	03-May-2018
Touch Football Games	12501	Ipswich Touch Association Inc	02-Apr-2018	15-Jun-2018
Round 2 Open Girls Metropolitan Touch Football Final	12849	Laidley State High School	17-May-2018	17-May-2018

JFB Jim Finimore Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>



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Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-Apr-2018	04-Jun-2018
District Sporting Trial - Touch Football	12145	Western District Ranges School Sport	08-May-2018	08-May-2018
Touch Football Interschool Games	12194	St Marys College	03-Apr-2018	01-May-2018
Interschool Touch Football Games	12195	St Marys College	05-Apr-2018	03-May-2018
Touch Football Games	12501	Ipswich Touch Association Inc	02-Apr-2018	15-Jun-2018
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	06-Apr-2018	06-Apr-2018

JFC Jim Finimore Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-Apr-2018	04-Jun-2018
District Sporting Trial - Touch Football	12145	Western District Ranges School Sport	08-May-2018	08-May-2018
Touch Football Interschool Games	12194	St Marys College	03-Apr-2018	01-May-2018
Interschool Touch Football Games	12195	St Marys College	05-Apr-2018	03-May-2018
Touch Football Games	12501	Ipswich Touch Association Inc	02-Apr-2018	15-Jun-2018

JFCL Jim Finimore Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Touch Football Games	12501	Ipswich Touch Association Inc	01-Apr-2018	15-Jun-2018

JFD Jim Finimore Oval D

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	24-Apr-2018	04-Jun-2018
District Sporting Trial - Touch Football	12145	Western District Ranges School Sport	08-May-2018	08-May-2018
Touch Football Interschool Games	12194	St Marys College	03-Apr-2018	01-May-2018
Interschool Touch Football Games	12195	St Marys College	05-Apr-2018	03-May-2018
Touch Football Games	12501	Ipswich Touch Association Inc	02-Apr-2018	15-Jun-2018

Kholo Gardens

KH1 Kholo Gardens Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Wedding Ceremony	9615	Ms Anna McLean	21-Apr-2018	21-Apr-2018
Wedding Ceremony	11149	Miss Maigan Greisbach	09-Jun-2018	09-Jun-2018
Wedding Ceremony	11232	Miss Fiona Lauder	02-Jun-2018	02-Jun-2018
Wedding Ceremony	11492	Miss Rachel King	28-Apr-2018	28-Apr-2018



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Wedding Ceremony	11589	Ms Lettisha Watson	16-Jun-2018	16-Jun-2018
Wedding Ceremony	11685	Mrs/Ms Natalie Joanne Lagas	12-May-2018	12-May-2018
CANCELLED - Wedding ceremony	11844	Miss Breean Jones	19-May-2018	19-May-2018
Wedding	11917	Miss Amanda Marjorie Stewart	07-Apr-2018	07-Apr-2018
Team Bonding Day	12299	Planning & Development Department	06-Apr-2018	06-Apr-2018
CANCELLED Wedding Ceremony	12335	Tiffany Marshall	21-Apr-2018	21-Apr-2018
Wedding Ceremony	12458	Mr Benjamin Bamford	24-Apr-2018	24-Apr-2018
Wedding Ceremony	12462	Ms Laura Melissa Dolley	05-May-2018	05-May-2018
Wedding Ceremony	12466	Ms Tara Meade	23-Jun-2018	23-Jun-2018
Wedding Ceremony	12493	Miss Melissa Currie	05-May-2018	05-May-2018
Wedding Ceremony	12552	Mr Terrence James Mehrtens	19-May-2018	19-May-2018
Wedding Ceremony	12693	Mrs/Ms Renee Power	20-Apr-2018	20-Apr-2018
Family Photos for Amberley Defence Families	12717	Amberley Defence Families Incorporated	21-Apr-2018	21-Apr-2018
First Birthday Picnic	12722	Mrs Jamie White	23-Jun-2018	23-Jun-2018
Wedding Ceremony	12723	Sandy Thompson	05-May-2018	05-May-2018

KHC Kholo Gardens Church

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Wedding Ceremony	12083	Ms Darlene Angela Muller	18-Apr-2018	05-May-2018
Wedding Ceremony & Reception	12214	Mrs/Ms Marie Everitt	21-Apr-2018	22-Apr-2018
Wedding Ceremony	12234	Ms Rachel Helen McGirr	01-May-2018	02-Jun-2018
Wedding Ceremony	12427	Ms Susan Stacey Lawrence	24-Apr-2018	27-Apr-2018
Wedding Ceremony	12512	Miss Berliza Birks	07-Apr-2018	07-Apr-2018
Wedding	12599	Mrs Therese Maureen Gordon	01-May-2018	23-May-2018
Small Wedding	12656	Mr Allen Byrne	14-Apr-2018	14-Apr-2018
Wedding Ceremony	12693	Mrs/Ms Renee Power	20-Apr-2018	20-Apr-2018
Kholo Switchboard Meter Maintenance	12713	Works, Parks & Recreation Department	11-Apr-2018	11-Apr-2018
Intimate Wedding	12738	Mr Mark VAN Til	09-Apr-2018	16-Jun-2018

KHFC Kholo Gardens Function Centre

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
CANCELLED - Wedding ceremony	11844	Miss Breean Jones	19-May-2018	19-May-2018
Wedding Ceremony & Reception	12214	Mrs/Ms Marie Everitt	21-Apr-2018	22-Apr-2018



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CANCELLED - Party	12412	Ms Michelle Elizabeth Beduhn	14-Apr-2018	14-Apr-2018
Wedding Ceremony	12458	Mr Benjamin Bamford	24-Apr-2018	24-Apr-2018
Wedding	12599	Mrs Therese Maureen Gordon	01-May-2018	23-May-2018
Kholo Switchboard Meter Maintenance	12713	Works, Parks & Recreation Department	11-Apr-2018	11-Apr-2018
Ipswich Recycle Mart Focus Session	12728	Works, Parks & Recreation Department	18-Apr-2018	19-Apr-2018
CANCELLED Birthday Party	12735	Ms Bianca Torluccio	15-Apr-2018	15-Apr-2018
Intimate Wedding	12738	Mr Mark VAN Til	09-Apr-2018	16-Jun-2018
Birthday Party	12818	Miss Tammy Anne Dennis	23-Jun-2018	23-Jun-2018
ICC WHS Training	12825	Finance & Corporate Services Department	25-May-2018	04-Jun-2018

Kingsmill Road-Albion Street Memorial

KINM Kingsmill Road-Albion Street Memorial Stone

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Kippen Park

KIA Kippen Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal hire for training & games for a soccer club	12410	Western Spirit Football Club Inc	01-Apr-2018	30-Jun-2018
Kippen Park Maintenance - Saw Cut of Concrete Slab	12768	Works, Parks & Recreation Department	14-Apr-2018	14-Apr-2018
Building Contractors working with the building site compound	12794	Infrastructure Services Department	21-Apr-2018	21-Apr-2018

KIB Kippen Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal hire for training & games for a soccer club	12410	Western Spirit Football Club Inc	01-Apr-2018	30-Jun-2018
Kippen Park Maintenance - Saw Cut of Concrete Slab	12768	Works, Parks & Recreation Department	14-Apr-2018	14-Apr-2018
Building Contractors working with the building site compound	12794	Infrastructure Services Department	21-Apr-2018	21-Apr-2018

KIC Kippen Park Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal hire for training & games for a soccer club	12410	Western Spirit Football Club Inc	01-Apr-2018	30-Jun-2018



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Building Contractors working with the building site compound	12794	Infrastructure Services Department	21-Apr-2018	21-Apr-2018

Leichhardt Park

LEM Leichhardt Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
ANZAC Day Service	12490	Division 8 Office	25-Apr-2018	25-Apr-2018

LEMC Leichhardt Park Model Plane Circles

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Flying Model Planes	11441	Control Line Aeronautical Society Ipswich Inc.	01-Apr-2018	30-Jun-2018

LEP Leichhardt Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Michael Rush Personal Training	11694	Mr Michael Patrick Rush	02-Apr-2018	28-Jun-2018

Limestone Park

LIA Limestone Park Oval A (Mark Marsh Oval)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Inter-school Cross Country Carnival	10521	SECA Sport Association	21-May-2018	21-May-2018
CANCELLED District Cross Country Carnival	11495	Central District School Sports	03-May-2018	03-May-2018
Catholic Girls Cross Country	11505	St Mary's College Ipswich	18-May-2018	31-May-2018
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018
2018 City of Ipswich Relay for Life	11559	Cancer Council Queensland Relay For Life	25-May-2018	28-May-2018
Cross Country Carnival	11918	Christian Schools Sports Association QLD	14-May-2018	14-May-2018
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	01-Jun-2018	01-Jun-2018
District Cross Country Event	12006	Central District Comets	10-May-2018	10-May-2018
Cross Country Day	12099	St Mary's College Ipswich	04-May-2018	04-May-2018
Northern Districts Cross Country Trials	12126	Northern Districts School Sport	11-May-2018	11-May-2018
District Sporting Trial - Cross Country	12157	Western District Ranges School Sport	09-May-2018	17-May-2018
AFL Seasonal Use for Ipswich Eagles AFC	12340	Ipswich Eagles AFC	02-Apr-2018	30-Jun-2018



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Limestone Park - Mud World	12363	Works, Parks & Recreation Department	20-Apr-2018	23-Apr-2018
RSPCA Million Paws Walk	12417	Ipswich City Council	20-May-2018	20-May-2018
Athletics Carnival	12435	Staines Memorial College	18-Jun-2018	18-Jun-2018
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	09-Apr-2018	09-Apr-2018
Outdoor Movie Night	12657	Ipswich Eagles AFC	21-Apr-2018	12-May-2018
Maintenance	12763	Works, Parks & Recreation Department	19-Apr-2018	19-Apr-2018
Annual Cross Country Championships	12777	The Great Public Schools' Association Of QLD Inc	18-May-2018	06-Jun-2018
Office Softball Training	12780	Mr Trevor Esera	18-Apr-2018	18-Apr-2018
Irrigation Maintenance	12843	Works, Parks & Recreation Department	15-May-2018	15-May-2018

LIB Limestone Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Inter-school Cross Country Carnival	10521	SECA Sport Association	21-May-2018	21-May-2018
CANCELLED District Cross Country Carnival	11495	Central District School Sports	03-May-2018	03-May-2018
Catholic Girls Cross Country	11505	St Mary's College Ipswich	18-May-2018	31-May-2018
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018
2018 City of Ipswich Relay for Life	11559	Cancer Council Queensland Relay For Life	25-May-2018	28-May-2018
Cross Country Carnival	11918	Christian Schools Sports Association QLD	14-May-2018	14-May-2018
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	01-Jun-2018	01-Jun-2018
District Cross Country Event	12006	Central District Comets	10-May-2018	10-May-2018
Bremer SHS Athletics Carnival	12037	Bremer State High School	27-Jun-2018	28-Jun-2018
Cross Country Day	12099	St Mary's College Ipswich	04-May-2018	04-May-2018
Northern Districts Cross Country Trials	12126	Northern Districts School Sport	11-May-2018	11-May-2018
District Sporting Trial - Cross Country	12157	Western District Ranges School Sport	09-May-2018	17-May-2018
Limestone Park - Mud World	12363	Works, Parks & Recreation Department	20-Apr-2018	23-Apr-2018
RSPCA Million Paws Walk	12417	Ipswich City Council	20-May-2018	20-May-2018
Athletics Carnival	12435	Staines Memorial College	18-Jun-2018	18-Jun-2018



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Annual Cross Country Championships	12777	The Great Public Schools' Association Of QLD Inc	18-May-2018	06-Jun-2018
Irrigation Maintenance	12843	Works, Parks & Recreation Department	15-May-2018	15-May-2018

LIBPC Limestone Park (Bill Paterson Clubhouse)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Junior Athletics Competition and Training	11841	Ipswich Branch Little Athletics Centre Inc	22-Apr-2018	22-Apr-2018
Seasonal Training	12516	Ipswich And District Athletics Club	02-Apr-2018	27-Jun-2018

LIBPO Limestone Park (Bill Paterson Oval)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Inter-school Cross Country Carnival	10521	SECA Sport Association	21-May-2018	21-May-2018
Cancelled - Athletics Carnival	11430	Hymba Yumba Community Hub	01-Jun-2018	01-Jun-2018
CANCELLED District Cross Country Carnival	11495	Central District School Sports	03-May-2018	03-May-2018
Catholic Girls Cross Country	11505	St Mary's College Ipswich	18-May-2018	31-May-2018
School Athletics Carnival	11526	Immaculate Heart Primary School	19-Jun-2018	22-Jun-2018
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018
2018 City of Ipswich Relay for Life	11559	Cancer Council Queensland Relay For Life	25-May-2018	28-May-2018
St Peter Claver College Inter-house Athletics Carnival	11749	St Peter Claver College	15-Jun-2018	15-Jun-2018
Junior Athletics Competition and Training	11841	Ipswich Branch Little Athletics Centre Inc	22-Apr-2018	22-Apr-2018
Cross Country Carnival	11918	Christian Schools Sports Association QLD	14-May-2018	14-May-2018
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	01-Jun-2018	01-Jun-2018
Lighting Maintenance 1/4/18 - 1/5/18	11952	Works, Parks & Recreation Department	01-Apr-2018	01-May-2018
Intra-School Athletics Carnival	11975	Sacred Heart Primary School	29-Jun-2018	29-Jun-2018
District Cross Country Event	12006	Central District Comets	10-May-2018	10-May-2018
St Joseph's Primary School Athletics Carnival	12026	St Josephs Primary School	13-Jun-2018	13-Jun-2018
Bremer SHS Athletics Carnival	12037	Bremer State High School	27-Jun-2018	28-Jun-2018
Westside Christian College Athletics Carnival	12076	Westside Christian College	11-Jun-2018	12-Jun-2018
Cross Country Day	12099	St Mary's College Ipswich	04-May-2018	04-May-2018



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Athletics Carnival	12100	St Mary's College Ipswich	26-Jun-2018	26-Jun-2018
Northern Districts Cross Country Trials	12126	Northern Districts School Sport	11-May-2018	11-May-2018
Track and Field Carnival	12142	Ipswich Grammar School	20-Jun-2018	20-Jun-2018
District Sporting Trial - Cross Country	12157	Western District Ranges School Sport	09-May-2018	17-May-2018
Bethany Lutheran School Sports Day	12174	Bethany Lutheran School	21-Jun-2018	21-Jun-2018
Limestone Park - Park Run	12325	Ipswich QLD Parkrun	07-Apr-2018	30-Jun-2018
Limestone Park - Mud World	12363	Works, Parks & Recreation Department	20-Apr-2018	23-Apr-2018
RSPCA Million Paws Walk	12417	Ipswich City Council	20-May-2018	20-May-2018
Athletics Carnival	12435	Staines Memorial College	18-Jun-2018	18-Jun-2018
Orienteering "come and try it" for Schools	12475	Orienteering Queensland	26-Apr-2018	26-Apr-2018
Seasonal Training	12516	Ipswich And District Athletics Club	02-Apr-2018	27-Jun-2018
Westside Christian College Carnival	12565	Westside Christian College	25-Jun-2018	25-Jun-2018
Queensland Pipe Band Championships	12593	Ipswich Thistle Pipe Band Inc	07-Jun-2018	09-Jun-2018
Annual Cross Country Championships	12777	The Great Public Schools' Association Of QLD Inc	18-May-2018	06-Jun-2018
Ipswich Central State School Athletics Day	12832	Ipswich Central State School	26-Jun-2018	26-Jun-2018

LIC Limestone Park Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Inter-school Cross Country Carnival	10521	SECA Sport Association	21-May-2018	21-May-2018
CANCELLED District Cross Country Carnival	11495	Central District School Sports	03-May-2018	03-May-2018
Catholic Girls Cross Country	11505	St Mary's College Ipswich	18-May-2018	31-May-2018
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018
2018 City of Ipswich Relay for Life	11559	Cancer Council Queensland Relay For Life	25-May-2018	28-May-2018
2018 Movies in the Park	11893	Economic Development Department	05-Apr-2018	05-Apr-2018
Cross Country Carnival	11918	Christian Schools Sports Association QLD	14-May-2018	14-May-2018
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	01-Jun-2018	01-Jun-2018
District Cross Country Event	12006	Central District Comets	10-May-2018	10-May-2018



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Maintenance - DO NOT BOOK	12027	Works, Parks & Recreation Department	01-Apr-2018	30-Jun-2018
Northern Districts Cross Country Trials	12126	Northern Districts School Sport	11-May-2018	11-May-2018
Limestone Park - Mud World	12363	Works, Parks & Recreation Department	20-Apr-2018	23-Apr-2018
RSPCA Million Paws Walk	12417	Ipswich City Council	20-May-2018	20-May-2018
Annual Cross Country Championships	12777	The Great Public Schools' Association Of QLD Inc	18-May-2018	06-Jun-2018

LICL Limestone Park Clubhouse (Whyte Family)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
AFL Seasonal Use for Ipswich Eagles AFC	12340	Ipswich Eagles AFC	02-Apr-2018	30-Jun-2018

LICN Limestone Park Cricket Nets

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018
2018 City of Ipswich Relay for Life	11559	Cancer Council Queensland Relay For Life	25-May-2018	28-May-2018
Northern Districts Cross Country Trials	12126	Northern Districts School Sport	11-May-2018	11-May-2018
Off Season Club Development Training	12682	Central Districts Cricket Club	02-Apr-2018	30-Jun-2018

LID Limestone Park Oval D

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Inter-school Cross Country Carnival	10521	SECA Sport Association	21-May-2018	21-May-2018
CANCELLED District Cross Country Carnival	11495	Central District School Sports	03-May-2018	03-May-2018
Catholic Girls Cross Country	11505	St Mary's College Ipswich	18-May-2018	31-May-2018
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	08-May-2018	08-May-2018
2018 City of Ipswich Relay for Life	11559	Cancer Council Queensland Relay For Life	25-May-2018	28-May-2018
2018 Movies in the Park	11893	Economic Development Department	05-Apr-2018	05-Apr-2018
Cross Country Carnival	11918	Christian Schools Sports Association QLD	14-May-2018	14-May-2018
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	01-Jun-2018	01-Jun-2018
District Cross Country Event	12006	Central District Comets	10-May-2018	10-May-2018
Maintenance - DO NOT BOOK	12027	Works, Parks & Recreation Department	01-Apr-2018	30-Jun-2018



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Northern Districts Cross Country Trials	12126	Northern Districts School Sport	11-May-2018	11-May-2018
Limestone Park - Mud World	12363	Works, Parks & Recreation Department	20-Apr-2018	23-Apr-2018
RSPCA Million Paws Walk	12417	Ipswich City Council	20-May-2018	20-May-2018
Annual Cross Country Championships	12777	The Great Public Schools' Association Of QLD Inc	18-May-2018	06-Jun-2018

LIM Limestone Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Personal Training and Group Sessions	11401	Furnell Fitness	02-Apr-2018	29-Jun-2018
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	20-Apr-2018	29-Jun-2018
Small Group Personal Training	11548	Jeffrey Williams	03-Apr-2018	30-Jun-2018
Running Group	11762	Ipswich Hospital Foundation	02-Apr-2018	29-Jun-2018
Children's Fitness Group	12345	Ginger Sport Pty Ltd	03-Apr-2018	26-Jun-2018
Bootcamp for Goodlife 12 Week Challenge	12447	Goodlife Health Clubs Ipswich	14-Apr-2018	28-Apr-2018
Group Outdoor Personal Training	12477	Step Into Life Ipswich Central	02-Apr-2018	30-Jun-2018
Bootcamp	12644	World Gym Ipswich	07-Apr-2018	14-Apr-2018
Bootcamp for Goodlife 12 Week Challenge	12647	Goodlife Health Clubs Ipswich	07-Apr-2018	28-Apr-2018
Personal Training	12737	Bee-Fit Personal Training Australia	03-Apr-2018	30-Jun-2018
Group Fitness Classes	12869	Mrs Adrianna Warren	24-May-2018	28-Jun-2018

LIME Limestone Park - Coal Miners Memorial

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
Northern Districts Cross Country Trials	12126	Northern Districts School Sport	11-May-2018	11-May-2018

LIN Limestone Park Netball Courts

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
2018 City of Ipswich Relay for Life	11559	Cancer Council Queensland Relay For Life	25-May-2018	28-May-2018
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	03-May-2018	03-May-2018
Northern Districts Cross Country Trials	12126	Northern Districts School Sport	11-May-2018	11-May-2018
RSPCA Million Paws Walk	12417	Ipswich City Council	20-May-2018	20-May-2018



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Ipswich Primary School's Interschool Sport Netball Competition	12468	Ipswich Primary School Sport	06-Apr-2018	22-Jun-2018
Seasonal Netball	12782	Ipswich Netball Association	01-Apr-2018	30-Jun-2018

LINCL Limestone Park Netball Court Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal Netball	12782	Ipswich Netball Association	01-Apr-2018	30-Jun-2018

ZLI1 ZLimestone Park Zone 1 (Grassed Amphitheatre)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Inter-school Cross Country Carnival	10521	SECA Sport Association	21-May-2018	21-May-2018

ZLI2 ZLimestone Park Zone 2

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Inter-school Cross Country Carnival	10521	SECA Sport Association	21-May-2018	21-May-2018

Lobley Park

LO2 Lobley Park - Memorial

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

LOP Lobley Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Boxercise Fitness Session	11776	Ipswich Hospital Foundation	04-Apr-2018	27-Jun-2018
Active Parks Program - Free Fitness Classes	12720	Works, Parks & Recreation Department	19-Apr-2018	28-Jun-2018

Local Parks - District 1

LD1 Local Parks - District 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Memorial Gardens (RSL) - Team Building Exercise/BBQ Lunch	12093	SEQ Water	21-May-2018	21-May-2018
Riverheart Parklands / Riverside - Ipswich Festival Fire on the River	12224	Ipswich Events Corporation Ltd.	12-Apr-2018	12-Apr-2018
Kholo Enviroplan Reserve - Bird Survey	12432	Ms Meg Gordon	24-Apr-2018	24-Apr-2018
The Cricket Pitch - Memorial Service for ANZAC Day	12688	Pine Mountain & Districts Historical Society	25-Apr-2018	25-Apr-2018
Reals Park - Division 7 Mobile Nursery	12767	Division 7 Office	23-Jun-2018	23-Jun-2018
Sapling Pocket Reserve - Bird Watching	12801	Mr Peter John Horler	21-Apr-2018	23-Jun-2018
Haig Street Quarry 'Bikes for Bailey'	12850	Mr Allan Lawrance	24-Jun-2018	24-Jun-2018



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Team Building Exercise/BBQ Lunch	12907	SEQ Water	11-Jun-2018	11-Jun-2018
Kholo Enviroplan Reserve - Bird Research Project	12920	Mr Patrick Webster	03-Jun-2018	03-Jun-2018

Local Parks - District 2

LD2 Local Parks - District 2

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Diggers Rest - Footprints in the Park Free Community BBQs	11408	Footprints In The Park Inc	06-Apr-2018	25-May-2018
Goupong Park - Footprints in the Park Free Community BBQs	11410	Footprints In The Park Inc	05-Apr-2018	31-May-2018
Landfill monitoring - Old Camira Landfill	11554	Works, Parks & Recreation Department	07-May-2018	07-May-2018
Nimmo Street Depot - Storage of Rowing Boats	11587	Youth Row Australia	01-Apr-2018	30-Jun-2018
Goupong Park - Footprints in the Park Free Community BBQs	12022	Footprints In The Park Inc	07-Apr-2018	30-Jun-2018
Limestone Park Old Cricket Nets - Cricket Training	12047	Souths Diamondbacks Aboriginal Corporation	03-Apr-2018	18-Apr-2018
Old Camira Landfill - GreyWings Model Flying Club (Ipswich) Seasonal Booking	12235	Greywings Model Flying Club (Ipswich)	02-Apr-2018	30-Jun-2018
Limestone Park - Mud World	12363	Works, Parks & Recreation Department	20-Apr-2018	23-Apr-2018
Rotary Park - Flower Stall	12453	Philadelphia Church Of God	13-May-2018	13-May-2018
Orienteering "come and try it" for Schools	12475	Orienteering Queensland	26-Apr-2018	26-Apr-2018
Rotary Bicentennial Park - Story Times in the Park	12536	Arts, Social Development And Community Engagement	04-Apr-2018	24-Apr-2018
Family Fun Day	12563	RAAF Amberley CSG Social Club	13-Apr-2018	13-Apr-2018
Castle Hill Blackstone Reserve - A Nature Play Program for the Kindergarten Children	12586	Bindarra Childrens Day Care Centre	03-Apr-2018	26-Jun-2018
Johnston Park - Come and Try Day for Girl Guides	12602	Moogerah Region Girl Guides	20-May-2018	20-May-2018
Opossum Creek Parklands - 2nd Birthday Party	12616	Mrs Kelly Malek	08-Apr-2018	08-Apr-2018
Parkour Workshops	12626	Works, Parks & Recreation Department	28-Apr-2018	23-Jun-2018
Hayden Park & Maculata Park - Community Car Show	12643	Riverview Neighbourhood Watch	15-Apr-2018	15-Apr-2018
Temporary Access to 50 Duncan Street Riverview	12710	Skerman Civil	04-Apr-2018	17-Apr-2018



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Spring Lake Park - School Cross Country Carnival	12719	Springfield Lakes State School	20-Apr-2018	20-Apr-2018
8 Fernbrooke Boulevard, Redbank Plains - Live Music Event	12724	Potters House Christian Centre	14-Apr-2018	14-Apr-2018
Catherine Morgan Park - Inter-House Cross Country Carnival	12730	St Augustine's College	01-May-2018	01-May-2018
Redbank Plains Memorial Park - Family Fun Day BBQ	12747	Be Brave Australia	28-Apr-2018	28-Apr-2018
Temporary Access through Outlook Park, Springfield for Pool Installation	12752	Mr Steve Robinson	01-May-2018	29-Jun-2018
Temporary Access behind 26 Colane Street Redbank Plains	12762	Gillies Plumbing Services	13-Apr-2018	13-Apr-2018
Rotary Bicentennial Park - Free BBQ for the Community	12774	El Shaddai Ministries International	28-Apr-2018	29-Apr-2018
Old Camira Landfill - Redbank Summerholm Silent Flyers Seasonal	12798	Redbank Summerholm Silent Flyers	01-Apr-2018	28-Jun-2018
DECLINED - Manson Park - Filming of Documentary	12805	Mr Jackson MacHado-Nunes	02-May-2018	03-May-2018
8 Fernbrooke Boulevard, Redbank Plains - Live Music Event	12833	Potters House Christian Centre	09-Jun-2018	09-Jun-2018
Temporary Access behind 22 Woodbine Avenue Camira	12840	Mr Neville Stephen Lake	15-May-2018	17-May-2018
Rotary Bicentennial Park - Free BBQ	12859	El Shaddai Ministries International	26-May-2018	26-May-2018
Redbank Plains Memorial Park - BBQ Fundraiser Event	12862	Be Brave Australia	16-Jun-2018	16-Jun-2018
Camira Recreation Park - Temporary Access	12879	Ms Lois Eileen Tranter	23-May-2018	23-May-2018
Temporary Access to back of 43 Whitlam Drive, Collingwood Park	12886	Mr Mark Christopher Lloyd	24-May-2018	04-Jun-2018
Jamboree Park - Disc Golf Event	12895	Swich City Disc Golf	03-Jun-2018	03-Jun-2018
Rotary Bicentennial Park - Birthday Party	12910	Mr/Ms Leata Matuauto	09-Jun-2018	09-Jun-2018
Bubble Soccer Game for Students	12940	YMCA Vocational School, Bundamba	20-Jun-2018	20-Jun-2018
Temporary Access - Hawke Avenue Park	12941	Mr Mark Christopher Lloyd	05-Jun-2018	05-Jun-2018
Rotary Bicentennial Park - Free BBQ	12973	El Shaddai Ministries International	30-Jun-2018	30-Jun-2018
Temporary Access through Bob Gamble Park	12982	Mr Eugene Lee	18-Jun-2018	18-Jun-2018



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Temporary Access to the back of 46 Katandra Crescent Bellbird Park through Annabelle Park	13002	Mr Sandy Boyter	21-Jun-2018	22-Jun-2018

Local Parks - District 3

LD3 Local Parks - District 3

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Stallard Park - Footprints in the Park Free Community BBQs	11409	Footprints In The Park Inc	03-Apr-2018	29-May-2018
Flinders-Goolman Conservation Estate - Scientific Research	11584	Mr/Ms Chapa Manawaduge	25-Apr-2018	27-Jun-2018
Flinders Goolman Conservation Estate - Walking Group	11725	Brisbane Bushwalkers Club	08-Apr-2018	24-Jun-2018
Brooking Parklands - Fitness Sessions	11791	Ipswich Hospital Foundation	02-Apr-2018	30-Jun-2018
Stirling Road Reserve - Bird Watching	11924	Mr Peter John Horler	12-May-2018	26-May-2018
Mount Grandchester Conservation Estate - Bird Watching	11926	Mr Peter John Horler	03-Apr-2018	23-Jun-2018
Henry Lawson Bicentennial Park - A Rest Stop For The Ipswich 100 Bike Ride	12120	Ipswich Hospital Foundation	22-Apr-2018	22-Apr-2018
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	12-Apr-2018	12-Apr-2018
Tom Lenihan Park- Microchipping Event	12612	Health, Security & Regulatory Services Department	11-May-2018	11-May-2018
Vista View Park - Interflow Sewer Relining Works	12661	Interflow	01-Apr-2018	19-Apr-2018
Lobley Park - Veteran Motorcycle Display	12670	Historical Motorcycle Club Of QLD	16-Jun-2018	16-Jun-2018
Temporary Access - through 180-250 Briggs Road Flinders View	12748	Barrier Reef Pools	11-Apr-2018	13-Apr-2018
Temporary Access to the back of 27 Prunda Parade Raceview	12761	Ms Donna Anderson	13-Apr-2018	31-May-2018
Prescribed Burns - White Rock and Mt Grandchester Conservation Estate	12841	Works, Parks & Recreation Department	01-Jun-2018	30-Jun-2018
Amberley PFAS Investigation - Human Health Risk Assessment (HHRA)	12958	Works, Parks & Recreation Department	11-Jun-2018	29-Jun-2018

Manson Park

MAA Manson Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018



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Marburg Community Oval

MCOA Marburg Community Oval

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
School Athletics Carnival	12867	Marburg State School	19-Jun-2018	19-Jun-2018

Memorial Gardens (RSL)

MEA Memorial Gardens (RSL)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
Memorial Gardens (RSL) - Team Building Exercise/BBQ Lunch	12093	SEQ Water	21-May-2018	21-May-2018
Team Building Exercise/BBQ Lunch	12907	SEQ Water	11-Jun-2018	11-Jun-2018

North Ipswich Reserve

NOA North Ipswich Reserve Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Queensland Police Service - Active Armed Offender Training	12077	Queensland Police Service	04-May-2018	11-May-2018
Divisional Sporting Carnival	12101	Rugby League Ipswich	12-May-2018	13-May-2018
Ipswich Jets Events	12341	Ipswich Jets Rugby League Football Club Inc	07-Apr-2018	30-Jun-2018
Ipswich Rugby League Referees Association	12360	Ipswich Rugby League Referees Association	11-Apr-2018	11-Apr-2018
Tentative booking for ANZAC Day	12630	Works, Parks & Recreation Department	24-Apr-2018	25-Apr-2018
Staff Meeting	12905	Works, Parks & Recreation Department	01-Jun-2018	01-Jun-2018

NOF1 North Ipswich Reserve Function Room 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cleaning - North Ipswich Reserve	8432	Works, Parks & Recreation Department	04-Apr-2018	25-Apr-2018
Wedding Reception	11490	Miss Rachel King	27-Apr-2018	30-Apr-2018
CANCELLED 2018 WPR Staff Workshops	11951	Works, Parks & Recreation Department	10-Apr-2018	15-May-2018
CANCELLED - 21st Birthday Party	11956	Mr Gavin John Turner	06-Apr-2018	08-Apr-2018
Cleaning - North Ipswich Reserve	11978	Works, Parks & Recreation Department	02-May-2018	27-Jun-2018
Queensland Police Service - Active Armed Offender Training	12077	Queensland Police Service	04-May-2018	12-May-2018



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Divisional Sporting Carnival	12101	Rugby League Ipswich	12-May-2018	13-May-2018
Rugby League Ipswich Events	12271	Rugby League Ipswich	15-Apr-2018	09-May-2018
CANCELLED Award Ceremony/ High Tea for Children Placed In Foster Care	12276	Key Assets Fostering	16-Jun-2018	16-Jun-2018
Ipswich Jets Events	12341	Ipswich Jets Rugby League Football Club Inc	07-Apr-2018	30-Jun-2018
DECLINED - Cross sector Alliance of government and NGOs to support local families	12408	Kummara Association Incorporated	09-Apr-2018	11-Jun-2018
Biggest Morning Tea	12442	Cancer Council QLD Ipswich Volunteer Branch	09-May-2018	09-May-2018
CANCELLED Community conference (Lateral/Community Violence)	12470	Arts, Social Development And Community Engagement	28-May-2018	28-May-2018
CANCELLED Property Seminar for First Home buyers	12558	Mr Chris Hall	21-Apr-2018	23-Apr-2018
Sit Down Birthday Celebration Dinner	12559	Mrs/Ms Alice Burgess	05-May-2018	06-May-2018
Club Presentation Night Event	12567	Central Districts Cricket Club	06-Apr-2018	07-Apr-2018
Foster and Kinship Care Appreciation Event	12629	Life Without Barriers	23-Apr-2018	24-Apr-2018
Tentative booking for ANZAC Day	12630	Works, Parks & Recreation Department	24-Apr-2018	25-Apr-2018
Education Session	12633	Economic Development And Marketing	24-May-2018	24-May-2018
Event No. 13901	12743	Mr Patrick Mutatayi-Tshiamanya	26-May-2018	26-May-2018
CANCELLED - Event No. 13984	12826	Ms Rachel Kamich	09-Jun-2018	09-Jun-2018

NOF2 North Ipswich Reserve Function Room 2

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cleaning - North Ipswich Reserve	8432	Works, Parks & Recreation Department	04-Apr-2018	25-Apr-2018
Wedding Reception	11490	Miss Rachel King	27-Apr-2018	30-Apr-2018
CANCELLED 2018 WPR Staff Workshops	11951	Works, Parks & Recreation Department	10-Apr-2018	15-May-2018
CANCELLED - 21st Birthday Party	11956	Mr Gavin John Turner	06-Apr-2018	08-Apr-2018
Cleaning - North Ipswich Reserve	11978	Works, Parks & Recreation Department	02-May-2018	27-Jun-2018
Queensland Police Service - Active Armed Offender Training	12077	Queensland Police Service	04-May-2018	12-May-2018
Divisional Sporting Carnival	12101	Rugby League Ipswich	12-May-2018	13-May-2018
Rugby League Ipswich Events	12271	Rugby League Ipswich	15-Apr-2018	09-May-2018



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CANCELLED Award Ceremony/ High Tea for Children Placed In Foster Care	12276	Key Assets Fostering	16-Jun-2018	16-Jun-2018
Ipswich Jets Events	12341	Ipswich Jets Rugby League Football Club Inc	07-Apr-2018	30-Jun-2018
DECLINED - Cross sector Alliance of government and NGOs to support local families	12408	Kummara Association Incorporated	09-Apr-2018	11-Jun-2018
Biggest Morning Tea	12442	Cancer Council QLD Ipswich Volunteer Branch	09-May-2018	09-May-2018
CANCELLED Community conference (Lateral/Community Violence)	12470	Arts, Social Development And Community Engagement	28-May-2018	28-May-2018
CANCELLED Property Seminar for First Home buyers	12558	Mr Chris Hall	21-Apr-2018	23-Apr-2018
Sit Down Birthday Celebration Dinner	12559	Mrs/Ms Alice Burgess	05-May-2018	06-May-2018
Club Presentation Night Event	12567	Central Districts Cricket Club	06-Apr-2018	07-Apr-2018
Foster and Kinship Care Appreciation Event	12629	Life Without Barriers	23-Apr-2018	24-Apr-2018
Tentative booking for ANZAC Day	12630	Works, Parks & Recreation Department	24-Apr-2018	25-Apr-2018
Education Session	12633	Economic Development And Marketing	24-May-2018	24-May-2018
Event No. 13901	12743	Mr Patrick Mutatayi-Tshiamanya	26-May-2018	26-May-2018
CANCELLED - Event No. 13984	12826	Ms Rachel Kamich	09-Jun-2018	09-Jun-2018

NOM North Ipswich Reserve Memorial

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Pan Pacific Peace Gardens

PAB Pan Pacific Peace Gardens Bush Chapel

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Wedding Ceremony	12727	Mr Matthew Fraser	05-May-2018	05-May-2018
Wedding Ceremony	12757	Mr Michael Anthony Duddy	04-May-2018	04-May-2018

Queens Park

Q1 Queens Park Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Ipswich Festival Fiesta & Jazz, Wine & Blues Festival	12210	Ipswich Events Corporation Ltd.	19-Apr-2018	23-Apr-2018
Outreach Program	12537	Rosies Youth Mission Inc	05-Apr-2018	28-Jun-2018



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School Holiday Kids Club Games	12555	Central Church Ipswich	10-Apr-2018	12-Apr-2018
Electrical Maintenance	12589	Works, Parks & Recreation Department	30-Apr-2018	18-May-2018
QHMC for National Motoring Heritage Day (Car Show)	12613	Queensland Historic Motoring Council	20-May-2018	20-May-2018
Multicultural Youth Carnival	12631	Infinity Group Services	15-Apr-2018	15-Apr-2018
Bubble Soccer Game for Students	12940	YMCA Vocational School, Bundamba	20-Jun-2018	20-Jun-2018

Q2 Queens Park Zone 2

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Roaming Fitness Activity	11753	Ipswich Hospital Foundation	05-Apr-2018	28-Jun-2018
Ipswich Festival Fiesta & Jazz, Wine & Blues Festival	12210	Ipswich Events Corporation Ltd.	19-Apr-2018	23-Apr-2018
Moogerah Girl Guides Shave for a Cure Event / Come and Try Day	12554	Moogerah Region Girl Guides	17-Jun-2018	17-Jun-2018
Electrical Maintenance	12589	Works, Parks & Recreation Department	30-Apr-2018	18-May-2018
QHMC for National Motoring Heritage Day (Car Show)	12613	Queensland Historic Motoring Council	20-May-2018	20-May-2018
Multicultural Youth Carnival	12631	Infinity Group Services	15-Apr-2018	15-Apr-2018

QUB Queens Park Bush Chapel

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Wedding Ceremony	11574	Ms Michelle Rhean Stoneham	07-Apr-2018	07-Apr-2018
Wedding Ceremony	11646	Ms Samantha Anne Mathew	21-Apr-2018	21-Apr-2018
Wedding Ceremony Reception	11671	Carl Behm	14-Apr-2018	14-Apr-2018
Wedding Ceremony	12079	Mr Gavin Martin	07-Apr-2018	07-Apr-2018
Wedding Ceremony	12084	Ms Bonnie-Louise Taylor	05-May-2018	05-May-2018
Wedding Ceremony	12206	Mrs/Ms Rosemary Baker	19-May-2018	19-May-2018
Wedding Ceremony	12395	Mr Alan Peter Warwick Chapman	09-Jun-2018	09-Jun-2018
Wedding Ceremony	12529	Debbie Fraser and Anne-Maree Byrnes	02-Jun-2018	02-Jun-2018
Vowel Renewal	12548	Mrs Emma Royle	14-Apr-2018	14-Apr-2018
Easter Sunday Sunrise Service	12603	The Salvation Army (Queensland) Property Trust	01-Apr-2018	01-Apr-2018
Wedding Ceremony	12620	Ms Pisia Toafa	12-Apr-2018	12-Apr-2018
Wedding Ceremony	12660	Ms Tausua Brown	18-May-2018	15-Jun-2018
A Wedding Celebration with Family and Events with Photos	12731	Mr Levi Marle	10-Apr-2018	10-Apr-2018



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Small Prayer Group	12739	Mr Tom Anderson	21-May-2018	21-May-2018
Wedding Ceremony	12775	Miss Jessica Bell	23-Jun-2018	23-Jun-2018
Wedding Ceremony	12892	Mr Raymond John Dempsey	30-Jun-2018	30-Jun-2018

QUC Queens Park Croquet Hall and Upper Lawns

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Wedding Ceremony Reception	11671	Carl Behm	14-Apr-2018	14-Apr-2018
Ipswich Croquet Club Seasonal Sporting	11756	Ipswich Croquet Club Inc	03-Apr-2018	30-Jun-2018
5th Birthday Party	12488	Ms Lexie Tuilawa	20-May-2018	20-May-2018
General Information Meetings	12505	Native Plants Queensland - Ipswich Branch	10-Apr-2018	12-Jun-2018
Baby Shower	12511	Mrs/Ms Madeleine Stigner	15-Apr-2018	15-Apr-2018
Active Parks Program - Free Fitness Classes	12720	Works, Parks & Recreation Department	16-Apr-2018	25-Jun-2018
Bridal Tea	12741	Ms Eliza Erin Crowley	22-Apr-2018	22-Apr-2018
Birthday Party	12769	Bunmi Kayode	26-Apr-2018	13-May-2018
Seniornet Committee Meetings, General Meetings and 2 Lunch Meetings	12773	SeniorNet Association Inc	04-Jun-2018	04-Jun-2018
CANCELLED - SRNR Team Meeting	12877	Works, Parks & Recreation Department	25-May-2018	25-May-2018

QUC2 Queens Park Croquet Lower Lawn

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Ipswich Croquet Club Seasonal Sporting	11756	Ipswich Croquet Club Inc	03-Apr-2018	30-Jun-2018

QUE Queens Park Educational Centre Conference Room

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Management & General Meetings for Seniornet	11062	SeniorNet Association Inc	02-Apr-2018	08-May-2018
Network Meeting	11255	BNI Accelerate	04-Apr-2018	25-Apr-2018
2018 Kids go Wild Activities	11569	Works, Parks & Recreation Department	02-Apr-2018	13-Apr-2018
2018 Bremer Catchment Association Monthly Meetings	11714	Bremer Catchment Association Inc	19-Apr-2018	21-Jun-2018
Breastfeeding Education Classes	12094	Australian Breastfeeding Assn - Ipswich Group	27-May-2018	27-May-2018
QASSP Branch Meetings, Training Events and Professional Development Opportunities	12166	Queensland Association of State School Principals	26-Apr-2018	22-Jun-2018
Smith Family Training Session	12251	Arts, Social Development And Community Engagement	17-Apr-2018	17-Apr-2018



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Laidley State School's Map of Mystery Excursion	12275	Works, Parks & Recreation Department	06-Jun-2018	06-Jun-2018
Nature Play QLD Workshops	12308	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018
UnitingCare Program	12314	Uniting Care Queensland	03-Apr-2018	26-Jun-2018
CANCELLED - DET Forum	12409	Department Of Education & Training	22-May-2018	22-May-2018
Client Update - 2018 Federal Budget	12446	Jade Financial Group	23-May-2018	23-May-2018
QPEEC Volunteers Meeting	12461	Works, Parks & Recreation Department	02-May-2018	02-May-2018
Workshop	12540	Planning & Development Department	20-Apr-2018	23-Apr-2018
CANCELLED Sale of Land for Unpaid Rates Auction	12544	Finance & Corporate Services Department	11-May-2018	11-May-2018
Heritage and Monuments Advisory Committee Meeting	12581	Planning & Development Department	19-Apr-2018	19-Apr-2018
SEQ Local Government Building and Development Forum	12646	Planning & Development Department	18-Apr-2018	18-Apr-2018
Regional Workshop	12686	Economic Development And Marketing	15-May-2018	15-May-2018
BNI Accelerate Weekly Meetings	12689	BNI Accelerate	02-May-2018	27-Jun-2018
HSRS Training Session	12759	Health, Security & Regulatory Services Department	24-Apr-2018	24-Apr-2018
Autism QLD Workshops	12770	Arts, Social Development And Community Engagement	10-May-2018	21-Jun-2018
Map of Mystery Tour	12791	Works, Parks & Recreation Department	20-Jun-2018	20-Jun-2018
Staff Development Day	12808	Milskil Amberley Training - RAAF Base Amberley	27-Apr-2018	27-Apr-2018
Graduation Ceremony	12815	QLD Fitness, Sport And Recreation Skills Alliance	22-Jun-2018	26-Jun-2018
HSRS Training	12838	Health, Security & Regulatory Services Department	04-Jun-2018	04-Jun-2018
A Payment Integrity (Fraud) Forum for service providers of the National Disability Insurance Scheme	12871	National Disability Insurance Agency	31-May-2018	31-May-2018
Team Building/Training Workshop (Tourism Team)	12916	Finance & Corporate Services Department	15-Jun-2018	15-Jun-2018
AV Equipment Upgrade	12921	Works, Parks & Recreation Department	08-Jun-2018	08-Jun-2018
Map of Mystery Tour - Patrick Estate State School	12952	Works, Parks & Recreation Department	29-Jun-2018	29-Jun-2018



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QUM Queens Park Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

QUNE Queens Park Nerima Gardens

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Formal Photos from 4:30pm	12760	Mrs Patricia Joyce Glew	21-Apr-2018	21-Apr-2018
Formal Photos	12846	Mrs Andrea Joy Meier	17-May-2018	17-May-2018
Nerima Gardens - School Formal Photos	12966	Mrs Katrina Suzanne Fowler	15-Jun-2018	15-Jun-2018
Wedding Photos - After Hours	12974	Nyx Photographpy	29-Jun-2018	29-Jun-2018

Redbank Monument - Bridge St & Brisbane Rd

REDM/ Redbank Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
ANZAC Day Services	12531	Redbank Sub-Branch RSL	25-Apr-2018	25-Apr-2018

Redbank Plains Recreation Reserve

RE1 Redbank Plains Recreation Reserve Zone 1

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
3 Gala Days in Rugby League and Soccer for Schools in the Goodna, Springfield Area	12172	St. Francis Xavier School	25-May-2018	22-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	27-May-2018	27-May-2018
CANCELLED Soccer Training & Coach and Referee Training	12679	Isoccer Australia	02-Apr-2018	30-Jun-2018

RE2 Redbank Plains Recreation Reserve Zone 2 (Planes)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Junior Carnival	12515	Ipswich Touch Association Inc	27-May-2018	27-May-2018
Old Camira Landfill - Redbank Summerholm Silent Flyers Seasonal	12798	Redbank Summerholm Silent Flyers	05-Apr-2018	28-Jun-2018

REA Redbank Plains Recreation Reserve Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	02-May-2018	03-May-2018
3 Gala Days in Rugby League and Soccer for Schools in the Goodna, Springfield Area	12172	St. Francis Xavier School	25-May-2018	22-Jun-2018



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Rugby League Training	12266	Eastern Cobras Rugby League Football Club	03-Apr-2018	28-Jun-2018
Sports Carnival (Touch Football and Futsal)	12433	Christian Community Ministries	21-Jun-2018	25-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	27-May-2018
Queensland Christian Soccer Association State Titles Carnival	12569	Westminster Warriors Soccer Club	04-May-2018	07-May-2018
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	11-Apr-2018	11-Apr-2018
Redbank Plains Rec Reserve Maintenance	12764	Works, Parks & Recreation Department	17-Apr-2018	17-Apr-2018
CANCELLED Soccer and Multisport Training	12824	W Sports Inc	07-May-2018	30-Jun-2018

REB Redbank Plains Recreation Reserve Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
3 Gala Days in Rugby League and Soccer for Schools in the Goodna, Springfield Area	12172	St. Francis Xavier School	25-May-2018	22-Jun-2018
2018 Westminster Warriors Seasonal Sporting	12281	Westminster Warriors Soccer Club	03-Apr-2018	30-Jun-2018
Sports Carnival (Touch Football and Futsal)	12433	Christian Community Ministries	25-Jun-2018	25-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	27-May-2018
Queensland Christian Soccer Association State Titles Carnival	12569	Westminster Warriors Soccer Club	04-May-2018	07-May-2018
QCSA West Zone Team Training	12655	QCSA West Zone Soccer	02-Apr-2018	30-Apr-2018
Redbank Plains Rec Reserve Maintenance	12764	Works, Parks & Recreation Department	17-Apr-2018	17-Apr-2018
Maintenance - Aeration	13028	Works, Parks & Recreation Department	29-Jun-2018	29-Jun-2018

REC Redbank Plains Recreation Reserve Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
3 Gala Days in Rugby League and Soccer for Schools in the Goodna, Springfield Area	12172	St. Francis Xavier School	25-May-2018	22-Jun-2018
2018 Westminster Warriors Seasonal Sporting	12281	Westminster Warriors Soccer Club	02-Apr-2018	30-Jun-2018
Sports Carnival (Touch Football and Futsal)	12433	Christian Community Ministries	25-Jun-2018	25-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	27-May-2018
Queensland Christian Soccer Association State Titles Carnival	12569	Westminster Warriors Soccer Club	04-May-2018	07-May-2018



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Redbank Plains Rec Reserve Maintenance	12764	Works, Parks & Recreation Department	17-Apr-2018	17-Apr-2018

REC1 Soccer-Redbank Plns Recreation Reserve Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
2018 Westminster Warriors Seasonal Sporting	12281	Westminster Warriors Soccer Club	02-Apr-2018	30-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	24-May-2018

REC2 League-Redbank Plns Recreation Reserve Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Training for teams U6-U17s	12267	Redbank Plains Bears RLFC	01-Apr-2018	30-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	24-May-2018

RED Redbank Plains Recreation Reserve Oval D

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	02-May-2018	03-May-2018
3 Gala Days in Rugby League and Soccer for Schools in the Goodna, Springfield Area	12172	St. Francis Xavier School	25-May-2018	22-Jun-2018
AFL Team Training	12366	Collingwood Park Australian Football Club	03-Apr-2018	30-Jun-2018
Sports Carnival (Touch Football and Futsal)	12433	Christian Community Ministries	21-Jun-2018	25-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	27-May-2018
Queensland Christian Soccer Association State Titles Carnival	12569	Westminster Warriors Soccer Club	04-May-2018	07-May-2018
Maintenance - Re-Lamping Rectifications	12681	Works, Parks & Recreation Department	01-Apr-2018	16-Apr-2018
Redbank Plains Rec Reserve Maintenance	12764	Works, Parks & Recreation Department	17-Apr-2018	17-Apr-2018
Lighting Audit	12800	Works, Parks & Recreation Department	24-Apr-2018	29-Apr-2018

REE Redbank Plains Recreation Reserve Oval E

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
3 Gala Days in Rugby League and Soccer for Schools in the Goodna, Springfield Area	12172	St. Francis Xavier School	25-May-2018	22-Jun-2018
2018 Westminster Warriors Seasonal Sporting	12281	Westminster Warriors Soccer Club	03-Apr-2018	30-Jun-2018
Sports Carnival (Touch Football and Futsal)	12433	Christian Community Ministries	21-Jun-2018	25-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	27-May-2018



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Queensland Christian Soccer Association State Titles Carnival	12569	Westminster Warriors Soccer Club	04-May-2018	07-May-2018
Maintenance - Re-Lamping Rectifications	12681	Works, Parks & Recreation Department	01-Apr-2018	16-Apr-2018
Redbank Plains Rec Reserve Maintenance	12764	Works, Parks & Recreation Department	17-Apr-2018	17-Apr-2018
Lighting Audit	12800	Works, Parks & Recreation Department	30-Apr-2018	30-Apr-2018

REF Redbank Plains Recreation Reserve Oval F

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	02-May-2018	03-May-2018
3 Gala Days in Rugby League and Soccer for Schools in the Goodna, Springfield Area	12172	St. Francis Xavier School	25-May-2018	22-Jun-2018
Training for teams U6-U17s	12267	Redbank Plains Bears RLFC	01-Apr-2018	30-Jun-2018
Sports Carnival (Touch Football and Futsal)	12433	Christian Community Ministries	21-Jun-2018	25-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	27-May-2018

REG Redbank Plains Recreation Reserve Oval G

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	02-May-2018	03-May-2018
3 Gala Days in Rugby League and Soccer for Schools in the Goodna, Springfield Area	12172	St. Francis Xavier School	25-May-2018	22-Jun-2018
Training for teams U6-U17s	12267	Redbank Plains Bears RLFC	01-Apr-2018	30-Jun-2018
Sports Carnival (Touch Football and Futsal)	12433	Christian Community Ministries	21-Jun-2018	25-Jun-2018
Junior Carnival	12515	Ipswich Touch Association Inc	24-May-2018	27-May-2018

REM Redbank Plains Recreation Reserve Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

REP Redbank Plains Recreation Reserve (Personal Traine

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Outdoor Fitness Group Training	11290	Ms Lorrae Madge	03-Apr-2018	08-May-2018
Personal Training	12248	Commit To Fit QLD	02-Apr-2018	30-Jun-2018
Group Fitness Training for Mums	12640	Ms Shea-Lee Carney	03-Apr-2018	26-Jun-2018
Group Fitness Training	12675	Ms Shea-Lee Carney	02-Apr-2018	27-Jun-2018



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Richardson Park

RIA Richardson Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Training Sessions and Games	12367	Goodna & District Rugby League Football Club Inc.	01-Apr-2018	30-Jun-2018

Riverheart Parklands

RIV2 Riverheart Parklands - Memorial Stone

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Robelle Domain

RD1 Robelle Domain The Circle

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Community Movies in the Park Free	11817	Woogaroo Swimming Club Inc	27-Apr-2018	22-Jun-2018
Tamil New Year Celebrations	12011	Varnam Cultural Society (Qld) Inc	28-Apr-2018	28-Apr-2018
Big Screen Fun in the Sun	12060	Australian Crawl (Goodna) Pty Ltd	05-Apr-2018	28-Jun-2018
Family Funday, rides, food vendors, dance competition, watoto performers, and performers	12199	Westside Community Care	19-May-2018	19-May-2018
Anzac Day Memorial Event	12502	Springfield Light Tower Inc	25-Apr-2018	25-Apr-2018
Candle Lighting Ceremony on the National Day to Remember	12535	VM Family Law	02-May-2018	02-May-2018
School Cross Country	12549	Springfield Central State High School	20-Apr-2018	20-Apr-2018
New Year Multicultural Event	12557	Bangladesh Association In Brisbane Inc.	14-Apr-2018	14-Apr-2018
Sri Lankan New Year Festival	12564	Lanka Lions Australia Inc	08-Apr-2018	08-Apr-2018
Community Celebration for Inauguration of New Facility	12594	Vedanta Centres Of Australia Limited	30-Jun-2018	30-Jun-2018
Church Picnic for Church Members	12597	Centro Church	07-May-2018	07-May-2018
Inter House Cross Country	12665	St Peter's Lutheran College	19-Apr-2018	19-Apr-2018
Healthy You HQ Community Event	12690	Healthy You HQ	07-Apr-2018	07-Apr-2018
CANCELLED - International Yoga Day	12894	Doddi Travel	23-Jun-2018	23-Jun-2018

RD3 Robelle Domain Pyramid Lawn

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Tamil New Year Celebrations	12011	Varnam Cultural Society (Qld) Inc	28-Apr-2018	28-Apr-2018



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Family Funday, rides, food vendors, dance competition, watoto performers, and performers	12199	Westside Community Care	19-May-2018	19-May-2018
School Cross Country	12549	Springfield Central State High School	20-Apr-2018	20-Apr-2018
New Year Multicultural Event	12557	Bangladesh Association In Brisbane Inc.	14-Apr-2018	14-Apr-2018
Sri Lankan New Year Festival	12564	Lanka Lions Australia Inc	08-Apr-2018	08-Apr-2018
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	13-Apr-2018	13-Apr-2018
Inter House Cross Country	12665	St Peter's Lutheran College	19-Apr-2018	19-Apr-2018
CANCELLED Birthday Party	12852	Ms Hope Little	16-Jun-2018	16-Jun-2018
2nd Birthday Party	12971	Mr/Ms Prathiba Venugopal	23-Jun-2018	23-Jun-2018

RD4 Robelle Domain White Gum Terrace

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Birthday Party	12499	Mrs/Ms Candice McDougall	27-May-2018	27-May-2018
School Cross Country	12549	Springfield Central State High School	20-Apr-2018	20-Apr-2018
New Year Multicultural Event	12557	Bangladesh Association In Brisbane Inc.	14-Apr-2018	14-Apr-2018
Sri Lankan New Year Festival	12564	Lanka Lions Australia Inc	08-Apr-2018	08-Apr-2018
Inter House Cross Country	12665	St Peter's Lutheran College	19-Apr-2018	19-Apr-2018
CANCELLED Birthday Party	12852	Ms Hope Little	16-Jun-2018	16-Jun-2018
Doga Class	12856	Best Paw Forward Dog Training And Revive Yoga	09-Jun-2018	09-Jun-2018

RD6 Robelle Domain Eucalypt Avenue

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
First Birthday Party	12323	Ms Evelyn Mejias	16-Jun-2018	16-Jun-2018
School Cross Country	12549	Springfield Central State High School	20-Apr-2018	20-Apr-2018
New Year Multicultural Event	12557	Bangladesh Association In Brisbane Inc.	14-Apr-2018	14-Apr-2018
Family Fun Day	12563	RAAF Amberley CSG Social Club	13-Apr-2018	13-Apr-2018
Sri Lankan New Year Festival	12564	Lanka Lions Australia Inc	08-Apr-2018	08-Apr-2018
Birthday Celebration	12653	Mrs Kathryn Gaye Leadbetter	07-Apr-2018	07-Apr-2018
Inter House Cross Country	12665	St Peter's Lutheran College	19-Apr-2018	19-Apr-2018
Birthday Party	12695	Mr/Ms Tau Samuela	28-Apr-2018	28-Apr-2018



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RD8 Robelle Domain Market/Stall Area

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Monthly Markets	8624	Springfield Markets	06-Apr-2018	01-Jun-2018

RDM Robelle Domain Memorial

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018
Anzac Day Memorial Event	12502	Springfield Light Tower Inc	25-Apr-2018	25-Apr-2018

RDP Robelle Domain (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Small Group Training	11381	Mrs Katrina Anne Mataruarua	01-Apr-2018	05-Jun-2018
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	20-Apr-2018	29-Jun-2018
Mums and Bubs Fitness Session	11763	Ipswich Hospital Foundation	06-Apr-2018	29-Jun-2018
Boot camp	11899	Adam McGuire	05-Apr-2018	28-Jun-2018
Hoola Hooping Classes	12253	Duck For Cover Entertainers Group	03-Apr-2018	30-Jun-2018
Boxing Boot Camp	12265	O and M Health and Fitness	02-Apr-2018	25-Jun-2018
Ginger Sport Coaching Sessions	12300	Ginger Sport Pty Ltd	02-Apr-2018	30-Jun-2018
Personal Training	12301	Real You Fitness Training	02-Apr-2018	29-Jun-2018
Yoga Classes	12474	Ms Mei-Fong Chung	07-Apr-2018	30-Jun-2018
Fitness Group / Personal Training	12577	Mr Wayne Booth	01-Apr-2018	30-Jun-2018
Parkour Workshops	12626	Works, Parks & Recreation Department	26-May-2018	26-May-2018
Active Parks Program - Free Fitness Classes	12720	Works, Parks & Recreation Department	21-Apr-2018	30-Jun-2018
Outdoor Group Training Sessions	12965	Healthy You HQ	11-Jun-2018	30-Jun-2018
Personal Training	12988	Mrs Katrina Anne Mataruarua	16-Jun-2018	30-Jun-2018

Roseberry Parade Monument

RPA Roseberry Parade Monument

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
WPR BLANKET BK - ANZAC & Remembrance Day	9528	Works, Parks & Recreation Department	25-Apr-2018	25-Apr-2018

Rosewood Showgrounds

ROCC Rosewood Showgrounds Cultural Centre

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>



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Cleaning - Rosewood Cultural Centre	8434	Works, Parks & Recreation Department	05-Apr-2018	26-Apr-2018
Wedding Reception	10375	Ms Maree Morton	20-Apr-2018	23-Apr-2018
2018 Meetings, Dances, Cent Auctions and Show	11498	Rosewood Show Society	02-Apr-2018	30-Jun-2018
CANCELLED - Wedding Reception	11558	Ms Genevieve Aiono	06-Apr-2018	09-Apr-2018
80th Birthday Party	11663	Mr Barry James Gerhardt	05-May-2018	06-May-2018
2018 Tae Kwon Do Events	11950	QLD Regional Tae Kwon Do	03-Apr-2018	28-Jun-2018
Cleaning - Rosewood Cultural Centre	11970	Works, Parks & Recreation Department	03-May-2018	28-Jun-2018
Rosewood Craft & Quilters	12036	Rosewood Craft & Quilters	04-Apr-2018	27-Jun-2018
CANCELLED Wedding Reception	12137	Mrs/Ms Florence Sheppard	11-May-2018	13-May-2018
Community Dinner	12687	Twic East Community Association Of Australia	01-Apr-2018	01-Apr-2018
Inspection	12842	Works, Parks & Recreation Department	14-May-2018	14-May-2018

ROE Rosewood Showgrounds Exhibition Pavillion

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
2018 Meetings, Dances, Cent Auctions and Show	11498	Rosewood Show Society	11-Jun-2018	30-Jun-2018
Country District Darts - Darts Social	11872	Country District Darts Association	03-Apr-2018	28-Jun-2018
Campdraft and Ranch Sorting	11933	Rosewood Campdraft Association Inc	27-Apr-2018	29-Apr-2018
WPR Parks Board Meeting	12766	Works, Parks & Recreation Department	16-May-2018	16-May-2018

ROM Rosewood Showgrounds Main Arena

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
2018 Meetings, Dances, Cent Auctions and Show	11498	Rosewood Show Society	11-Jun-2018	30-Jun-2018
Campdraft and Ranch Sorting	11933	Rosewood Campdraft Association Inc	27-Apr-2018	29-Apr-2018
South East QLD Penning 2018 Dates	11972	S.E.Q Team Penning Association	14-Apr-2018	24-Jun-2018
Rosewood Pony Club 2018 Dates	12042	Rosewood Pony Club	07-Apr-2018	17-Jun-2018
Rosewood Trail & Working Horse 2018 Dates	12043	Rosewood Trail And Working Horse Association	22-Apr-2018	09-Jun-2018

ROS Rosewood Showground Sand Arena

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
CANCELLED Horse Riding	11306	Pinto Horse And Pony Association	04-Apr-2018	13-Jun-2018
2018 Meetings, Dances, Cent Auctions and Show	11498	Rosewood Show Society	11-Jun-2018	30-Jun-2018



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National Barrell Horse Association	11733	National Barrel Horse Association	21-Apr-2018	07-Jun-2018
Campdraft and Ranch Sorting	11933	Rosewood Campdraft Association Inc	27-Apr-2018	29-Apr-2018
South East QLD Penning 2018 Dates	11972	S.E.Q Team Penning Association	14-Apr-2018	24-Jun-2018
Rosewood Pony Club 2018 Dates	12042	Rosewood Pony Club	07-Apr-2018	17-Jun-2018
Rosewood Trail & Working Horse 2018 Dates	12043	Rosewood Trail And Working Horse Association	22-Apr-2018	09-Jun-2018
2018 Barrel Racing	12063	QLD Barrel Racing Association	25-Apr-2018	20-Jun-2018

Sam's Reserve

SAMA Sam's Reserve Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket season	11858	Eastern Taipans Cricket Club and South East Redbacks Cricket Club Inc	03-Apr-2018	30-Jun-2018

SAMC Sam's Reserve Cricket Nets

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket season	11858	Eastern Taipans Cricket Club and South East Redbacks Cricket Club Inc	03-Apr-2018	30-Jun-2018

SAMC/ Sam's Reserve Canteen/Change Room

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket season	11858	Eastern Taipans Cricket Club and South East Redbacks Cricket Club Inc	03-Apr-2018	30-Jun-2018

Spring Lake Park

SPL Spring Lake Park Spring Lake Lawn

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Wedding Ceremony	11527	Miss Kerry Ann Dunn	28-Apr-2018	28-Apr-2018
Wedding Ceremony	11576	Ms Angel Mulivai-Apelu	02-Jun-2018	02-Jun-2018
Wedding Ceremony	12701	Ms Shannon Gibson	21-Apr-2018	21-Apr-2018
Spring Lake Park - School Cross Country Carnival	12719	Springfield Lakes State School	20-Apr-2018	20-Apr-2018

SPPT Spring Lake Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Bootcamp	11391	McGuire's Health And Fitness	07-Apr-2018	02-Jun-2018
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	21-Apr-2018	30-Jun-2018
Boot camp	11899	Adam McGuire	02-Apr-2018	27-Jun-2018



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Personal Training	12301	Real You Fitness Training	03-Apr-2018	28-Jun-2018
Active Parks Program - Free Fitness Classes	12720	Works, Parks & Recreation Department	21-Apr-2018	30-Jun-2018
Group fitness training	12972	Healthy You HQ	12-Jun-2018	29-Jun-2018

SPTB Spring Lake Park The Boardwalk

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Wedding Ceremony	11527	Miss Kerry Ann Dunn	28-Apr-2018	28-Apr-2018
Wedding Ceremony	12223	Ms Linda Louise Gloria Carroll	26-May-2018	26-May-2018
Wedding Ceremony	12228	Mr Scott James Rafferty	26-May-2018	26-May-2018
CANCELLED - Wedding Ceremony	12489	Ms Annette Cosh	19-May-2018	19-May-2018
Wedding Ceremony	12691	Mr Ernest Morataya Lopez	12-May-2018	12-May-2018
Spring Lake Park - School Cross Country Carnival	12719	Springfield Lakes State School	20-Apr-2018	20-Apr-2018

Stallard Park

STA Stallard Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Games and Training	11847	Whitehill Soccer Club	03-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018

STB Stallard Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Games and Training	11847	Whitehill Soccer Club	03-Apr-2018	30-Jun-2018

STP Stallard Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Active Parks Program - Fitness Classes	11405	Works, Parks & Recreation Department	19-Apr-2018	28-Jun-2018
Kids Fitness Classes	11581	Mrs Adrianna Warren	04-Apr-2018	27-Jun-2018

Sutton Park

SUA Sutton Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Football Season	12230	Ipswich City Soccer Allsports Club Inc.	01-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	03-Apr-2018	03-Apr-2018



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Annual Special Schools Cup run by Ipswich City Football Club	12924	Ipswich City Soccer Allsports Club Inc.	20-Jun-2018	20-Jun-2018

SUB Sutton Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Football Season	12230	Ipswich City Soccer Allsports Club Inc.	01-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018
Annual Special Schools Cup run by Ipswich City Football Club	12924	Ipswich City Soccer Allsports Club Inc.	20-Jun-2018	20-Jun-2018

SUC Sutton Park Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Football Season	12230	Ipswich City Soccer Allsports Club Inc.	07-Apr-2018	30-Jun-2018

SUCC Sutton Park Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Football Season	12230	Ipswich City Soccer Allsports Club Inc.	01-Apr-2018	30-Jun-2018

SUP Sutton Park (Personal Trainers)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Group Personal Training	11284	The Naomi Ferstera Group	02-Apr-2018	28-Apr-2018
Small Group Fitness Training	11379	Mr Jason Bradley Gent	03-Apr-2018	28-Jun-2018
Personal Training Session	12290	Mr Luke Galm	07-Apr-2018	30-Jun-2018
Personal Fitness Training	12324	Darien Gough	02-Apr-2018	02-Apr-2018
Commit to Fit Personal Training	12504	Commit To Fit QLD	02-Apr-2018	30-Jun-2018
6 Week Challenge Bootcamps	12538	Rockfit PT	01-Apr-2018	01-Apr-2018
Weekly Bootcamps	12651	Mr Aidan Horler	01-Apr-2018	24-Jun-2018

Tivoli Sports Complex

TIA Tivoli Sports Complex Oval A (J P Hogan Field)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Lighting Maintenance	12880	Works, Parks & Recreation Department	31-May-2018	31-May-2018
Maintenenace	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Light Maintenance	12977	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018

TIB Tivoli Sports Complex Oval B (T C McDonald Field)

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>



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Dog Agility Training, Workshops & Competitions	11740	Agility Dog Club of Qld Inc	01-Apr-2018	18-Apr-2018
Dog Agility Training, Workshops & Competitions	12590	Agility Dog Club of Qld Inc	01-Apr-2018	27-Jun-2018
Maintenence	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Light Maintenance	12977	Works, Parks & Recreation Department	14-Jun-2018	14-Jun-2018

TIC Tivoli Sports Complex Oval C

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket Training and Games	11833	Marburg-Mt Crosby Thunder Cricket Club Inc	01-Apr-2018	01-Apr-2018
AIC Rugby & Football Fixtures and Training	11850	St Edmunds College	04-Apr-2018	09-Jun-2018
Rugby/Football Training Skills Clinic	11854	St Edmunds College	09-Apr-2018	11-Apr-2018
Rugby / Football Training Skills Clinic	12151	St Edmunds College	12-Apr-2018	13-Apr-2018
Junior and Senior Oztag Tournament	12312	Ipswich Oztag	04-Apr-2018	27-Jun-2018
QCSA West Zone Team Training	12655	QCSA West Zone Soccer	02-Apr-2018	30-Apr-2018
Soccer Training	12897	Western Pride Football Club	31-May-2018	28-Jun-2018
Oval Maintenance	12953	Works, Parks & Recreation Department	11-Jun-2018	14-Jun-2018
Maintenance	12978	Works, Parks & Recreation Department	18-Jun-2018	19-Jun-2018

TICL Tivoli Sports Complex Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Simulated Fire Exercise at the Musketeers Clubhouse	12771	Bundamba Fire Station	10-May-2018	10-May-2018

TICN Tivoli Sports Complex Cricket Nets

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket Training and Games	11833	Marburg-Mt Crosby Thunder Cricket Club Inc	01-Apr-2018	01-Apr-2018

TID Tivoli Sports Complex Oval D

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket Training and Games	11833	Marburg-Mt Crosby Thunder Cricket Club Inc	01-Apr-2018	01-Apr-2018
AIC Rugby & Football Fixtures and Training	11850	St Edmunds College	04-Apr-2018	09-Jun-2018
Rugby/Football Training Skills Clinic	11854	St Edmunds College	09-Apr-2018	11-Apr-2018
Rugby / Football Training Skills Clinic	12151	St Edmunds College	12-Apr-2018	13-Apr-2018
Junior and Senior Oztag Tournament	12312	Ipswich Oztag	04-Apr-2018	27-Jun-2018



WORKS, PARKS AND RECREATION DEPARTMENT
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Note: Data is current as at close of business on the previous working day.

FBI and QCSA football competitions	12449	Colleges United Football Club	01-Apr-2018	30-Jun-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018
QCSA West Zone Team Training	12655	QCSA West Zone Soccer	02-Apr-2018	30-Apr-2018
Training	12888	Western Pride Football Club	24-May-2018	24-May-2018
Soccer Training	12897	Western Pride Football Club	31-May-2018	28-Jun-2018
Oval Maintenance	12953	Works, Parks & Recreation Department	11-Jun-2018	14-Jun-2018
Maintenance	12978	Works, Parks & Recreation Department	18-Jun-2018	19-Jun-2018

TIE Tivoli Sports Complex Oval E

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training and Games	11848	Whitehill Soccer Club	02-Apr-2018	30-Jun-2018
AIC Rugby & Football Fixtures and Training	11850	St Edmunds College	04-Apr-2018	09-Jun-2018
Rugby/Football Training Skills Clinic	11854	St Edmunds College	09-Apr-2018	11-Apr-2018
Rugby / Football Training Skills Clinic	12151	St Edmunds College	12-Apr-2018	13-Apr-2018
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018
Maintenenace	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Oval Maintenance	12953	Works, Parks & Recreation Department	11-Jun-2018	14-Jun-2018
Maintenance	12978	Works, Parks & Recreation Department	18-Jun-2018	19-Jun-2018

TIF Tivoli Sports Complex Oval F

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Soccer Training and Games	11848	Whitehill Soccer Club	02-Apr-2018	25-Jun-2018
AIC Rugby & Football Fixtures and Training	11850	St Edmunds College	04-Apr-2018	09-Jun-2018
Rugby/Football Training Skills Clinic	11854	St Edmunds College	09-Apr-2018	11-Apr-2018
Rugby / Football Training Skills Clinic	12151	St Edmunds College	12-Apr-2018	13-Apr-2018
Seasonal Booking	12471	Western Pride Football Club	04-Apr-2018	27-Jun-2018
Training	12888	Western Pride Football Club	24-May-2018	24-May-2018
Maintenenace	12943	Works, Parks & Recreation Department	07-Jun-2018	07-Jun-2018
Oval Maintenance	12953	Works, Parks & Recreation Department	11-Jun-2018	14-Jun-2018



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Note: Data is current as at close of business on the previous working day.

Maintenance	12978	Works, Parks & Recreation Department	18-Jun-2018	19-Jun-2018

TISF Tivoli Sports Complex Sports Facility

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Cricket Training and Games	11833	Marburg-Mt Crosby Thunder Cricket Club Inc	01-Apr-2018	01-Apr-2018
Soccer Training and Games	11848	Whitehill Soccer Club	02-Apr-2018	30-Jun-2018
AIC Rugby & Football Fixtures and Training	11850	St Edmunds College	04-Apr-2018	09-Jun-2018
Rugby/Football Training Skills Clinic	11854	St Edmunds College	09-Apr-2018	09-Apr-2018
Rugby / Football Training Skills Clinic	12151	St Edmunds College	12-Apr-2018	13-Apr-2018
Junior and Senior Oztag Tournament	12312	Ipswich Oztag	04-Apr-2018	27-Jun-2018
FBI and QCSA football competitions	12449	Colleges United Football Club	01-Apr-2018	30-Jun-2018

Tofa Mamao a Samoa Park

TOA Tofa Mamao a Samoa Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Active Breaks Easter School Holiday Program	12574	Works, Parks & Recreation Department	05-Apr-2018	05-Apr-2018
Church Sports Day	12663	Immanuel Worship Centre Christian Church	02-Apr-2018	02-Apr-2018
Church Sports Day	12746	Immanuel Worship Centre Christian Church	25-Apr-2018	25-Apr-2018

White Rock Conservation Estate

WHC White Rock Conservation Estate

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Flinders-Goolman Conservation Estate - Scientific Research	11584	Mr/Ms Chapa Manawaduge	25-Apr-2018	27-Jun-2018
Annual Spring Mt Challenge Endurance Ride	12758	Big Country Endurance Riders Jimboomba	13-May-2018	20-May-2018
Prescribed Burns - White Rock and Mt Grandchester Conservation Estate	12841	Works, Parks & Recreation Department	01-Jun-2018	30-Jun-2018

WHDU White Rock Day Use Area

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Prescribed Burns - White Rock and Mt Grandchester Conservation Estate	12841	Works, Parks & Recreation Department	01-Jun-2018	30-Jun-2018

WHY White Rock Yaddamun Trail

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Temporary Access	11687	Eureka Landscapes Pty Ltd	02-Apr-2018	29-Jun-2018



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Note: Data is current as at close of business on the previous working day.

Annual Spring Mt Challenge Endurance Ride	12758	Big Country Endurance Riders Jimboomba	13-May-2018	20-May-2018
Prescribed Burns - White Rock and Mt Grandchester Conservation Estate	12841	Works, Parks & Recreation Department	01-Jun-2018	30-Jun-2018

Willey Street Park (BMX Track)

WIBT Willey Street Park BMX Track

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal Use	12857	Ipswich & West Moreton BMX Club Inc	02-Apr-2018	29-Jun-2018

WIC Willey Street Park Canteen

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Seasonal Use	12857	Ipswich & West Moreton BMX Club Inc	02-Apr-2018	29-Jun-2018

Woodcrest College

WCA Woodcrest College Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Winter Season Booking and Mini Roos Carnival	11845	Springfield United Football Club	01-Apr-2018	30-Jun-2018
Maintenance	12678	Works, Parks & Recreation Department	03-Apr-2018	11-Apr-2018

WCB Woodcrest College Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Winter Season Booking and Mini Roos Carnival	11845	Springfield United Football Club	01-Apr-2018	30-Jun-2018
Maintenance	12678	Works, Parks & Recreation Department	03-Apr-2018	11-Apr-2018

WCC Woodcrest College Cricket Nets

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Junior & Senior Cricket Training & Matches, Entry level Cricket Programs T20 Blast & In2Cricket	11598	Greater Springfield Storm Sports	01-Apr-2018	01-Apr-2018

WCCA Woodcrest College Canteen

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Junior & Senior Cricket Training & Matches, Entry level Cricket Programs T20 Blast & In2Cricket	11598	Greater Springfield Storm Sports	01-Apr-2018	01-Apr-2018
Winter Season Booking and Mini Roos Carnival	11845	Springfield United Football Club	01-Apr-2018	30-Jun-2018

Woodend Nature Centre



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WNC Woodend Nature Centre

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Community Education Program	11333	U3A Ipswich & West Moreton Inc.	01-Apr-2018	08-May-2018
Community Education Program	12891	U3A Ipswich & West Moreton Inc.	09-May-2018	30-Jun-2018

Woodend Park

WOA Woodend Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
AIC Training (Rugby)	11851	St Edmunds College	02-Apr-2018	07-Jun-2018
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	04-Jun-2018	04-Jun-2018
Western District Ranges Rugby Union & Rugby League Trials	12213	Western District Ranges School Sport	04-May-2018	04-May-2018
Junior and senior rugby union training and fixtures	12369	Ipswich Rugby Union Club	01-Apr-2018	30-Jun-2018
Interschool Rugby League Competition (Woodend Park)	12561	Ipswich District School Sport	20-Apr-2018	22-Jun-2018
Ipswich & Toowoomba Grammar School Rugby Trial Games	12677	Ipswich Grammar School	31-May-2018	31-May-2018
Rugby 7's Tournament for the CISSSA Schools	12827	Queensland Rugby Union	30-May-2018	30-May-2018
Amberley PFAS Investigation - Human Health Risk Assessment (HHRA)	12958	Works, Parks & Recreation Department	11-Jun-2018	29-Jun-2018

WOB Woodend Park Oval B

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
AIC Training (Rugby)	11851	St Edmunds College	02-Apr-2018	07-Jun-2018
Metropolitan West School Sport QLD School Sport	11919	Metropolitan West School Sport	04-Jun-2018	04-Jun-2018
Western District Ranges Rugby Union & Rugby League Trials	12213	Western District Ranges School Sport	04-May-2018	04-May-2018
Junior and senior rugby union training and fixtures	12369	Ipswich Rugby Union Club	01-Apr-2018	30-Jun-2018
Interschool Rugby League Competition (Woodend Park)	12561	Ipswich District School Sport	20-Apr-2018	22-Jun-2018
Ipswich & Toowoomba Grammar School Rugby Trial Games	12677	Ipswich Grammar School	31-May-2018	31-May-2018
Rugby 7's Tournament for the CISSSA Schools	12827	Queensland Rugby Union	30-May-2018	30-May-2018
Amberley PFAS Investigation - Human Health Risk Assessment (HHRA)	12958	Works, Parks & Recreation Department	11-Jun-2018	29-Jun-2018



WORKS, PARKS AND RECREATION DEPARTMENT
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Note: Data is current as at close of business on the previous working day.

WOC Woodend Park Clubhouse

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Junior and senior rugby union training and fixtures	12369	Ipswich Rugby Union Club	01-Apr-2018	30-Jun-2018

Worley Park

WOR Worley Park

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Temporary Access to the back of 27 Prunda Parade Raceview	12761	Ms Donna Anderson	13-Apr-2018	31-May-2018

WORA Worley Park Oval A

<u>Event Name</u>	<u>Booking No.</u>	<u>Customer Name</u>	<u>Start Date</u>	<u>End Date</u>
Primary School Soccer Competition	12522	Western Ranges School Sport Association	20-Apr-2018	22-Jun-2018

Works, Parks and Sport Committee	
Mtg Date: 16.07.18	OAR: YES
Authorisation: Bryce Hines	

GS:GS

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25 June 2018

MEMORANDUM

TO: ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER

FROM: ACTING PRINCIPAL OFFICER (NATURAL RESOURCES)

RE: NORTH IPSWICH OPEN SPACE MASTERPLAN FINALISATION FOLLOWING
COMPLETION OF THE COMMUNITY CONSULTATION PHASE

INTRODUCTION:

This is a report by the Principal Officer (Natural Resources) dated 25 June 2018 concerning the final North Ipswich Open Space Master Plan (NIOSMP).

BACKGROUND:

At the Council Ordinary Meeting held on the 27 February 2018 it was resolved:

- A. That Council note the Draft North Ipswich Open Space Master Plan as outlined in Attachment A to the report by the Principal Officer (Natural Resources) dated 9 February 2018.
- B. That Council make a Draft of the North Ipswich Open Space Master Plan available for public display and comment for a four week period in March 2018.
- C. That the Chief Operating Officer (Works, Parks and Recreation) provide a report outlining the responses from the public display to a future Works, Parks and Sport Committee.

A copy of the report is shown in Attachment A.

This draft master plan provided Council with a visionary master plan for park land adjacent to the Bremer River within Ipswich Central. The North Ipswich Open Space Masterplan (NIOSMP) establishes how public open space will integrate with, complement and service future growth, development and infrastructure while meeting the City's recreation and open space needs.

The background documentation and planning which has been incorporated into this project includes:

1. Ipswich Regional Centre Strategy (2008)
2. Business Plan – North Ipswich Reserve Stadium (2009)
3. Major Regional Outdoor Sports Stadium (2004)
4. Ipswich Riverlink: pedestrian access and mobility site plan (2014)
5. Woollen Mills North Terrace Revitalisation Concept Design (24 March 2016)

In accordance with the adopted recommendations at the Works, Parks and Sport Committee (19 February 2018), the following actions have occurred:

Committee Recommendations	Action Outcomes
A. Make the Draft of the North Ipswich Open Space Master Plan available for public display and comment for a four week period in March 2018.	Completed The Draft NIOSMP was presented to the residents of Ipswich via a dedicated web page on Council's website for a four week period over March-April. This web page included the following information: 1) Draft North Ipswich Open Space Master Plan: Draft Master Plan Overview 2) Draft NIOSMP – Full Report 3) Online Survey (Attachment B)
B. That a report outlining the responses from the public display be presented to a future Works, Parks and Sport Committee.	Included in this report The summary of results from the public display period and survey is attached to this report (Attachment B).

SUMMARY OF PUBLIC DISPLAY AND SURVEY RESPONSES:

In general terms, 80% of the respondents to the online survey indicated that they supported the Draft NIOSMP. Further to this, the community was asked direct questions to add value to the NIOSMP from a user group perspective. These questions were:

1. What features of the masterplan are you most likely to use?
2. Choose one key feature you would like Council to prioritise in the masterplan?
3. What key element do you think is missing from the masterplan?

Detailed response information from the survey is available upon request. However, quantitative responses to the above questions are summarised in Attachment B. Respondents also provided additional qualitative feedback which, in general terms, can be summarised as the following:

1. Shade should be a key consideration when developing the park land.
2. Gardens and vegetated areas are considered important.
3. Consideration is needed regarding the integration of the Sports Precinct and Woollen Mills within the open space.

The survey feedback supports and reinforces the planning and design principles and outcomes of the masterplan. Further, the public display period feedback highlights to Council that in subsequent planning and prioritisation associated with the masterplan's delivery, focus should be given to:

- Shaded, walking paths and connecting people to the river
- Pedestrian bridges over the Bremer River
- Sports precinct / Stadium

CONSIDERATIONS:

In light of the positive feedback on and support for the draft master plan, no major changes or review are required.

The public display outcomes have been included in the final updated master plan report to document how the master planning process has responded to community feedback and informed the development of this final master plan.

CONCLUSION:

As per the findings from the public display period and survey, the residents of Ipswich have demonstrated support for the North Ipswich Open Space Master Plan (NIOSMP) and have provided valuable comments and confirmation that the master plan satisfies the needs of the community.

The divisional Councillors for Divisions 1, 5, 6 and 7 have been advised that this report will be submitted to the Works Parks and Sport Committee for July.

ATTACHMENTS:

Name of Attachment	Attachment
Works, Parks and Sport Committee No. 2018(02) of 19 February 2018 and Council Ordinary Meeting 27 February 2018	 Attachment A
Public Display Period: Summary of Results	 Attachment B
Final North Ipswich Open Space Master Plan Part 1 Part 2 Part 3	 Attachment C

RECOMMENDATION:

- A. That Council note the public display period survey results and support for the draft North Ipswich Open Space Master Plan as outlined in Attachment B to the report by the Acting Principal Officer (Natural Resources) dated 25 June 2018.
- B. That Council adopt the final North Ipswich Open Space Master Plan as provided in Attachment C of the report by the Acting Principal Officer (Natural Resources) dated 25 June 2018.

Grant Sorensen

ACTING PRINCIPAL OFFICER (NATURAL RESOURCES)

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

Kaye Cavanagh

ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER

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

Bryce Hines

ACTING CHIEF OPERATING OFFICER (WORKS PARKS AND RECREATION)

Works, Parks and Sport Committee	
Mtg Date: 19.02.18	OAR: YES
Authorisation: Bryce Hines	

GS:GS

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9 February 2018

MEMORANDUM

TO: SPORT RECREATION AND NATURAL RESOURCES MANAGER

FROM: PRINCIPAL OFFICER NATURAL RESOURCES

RE: DRAFT NORTH IPSWICH OPEN SPACE MASTERPLAN
DIVISIONS 5, 6 AND 7

INTRODUCTION:

This is a report by the Principal Officer (Natural Resources) dated 9 February 2018 concerning the draft North Ipswich Open Space Master Plan (NIOSMP).

BACKGROUND:

The Bremer River and adjoining open space areas play an intrinsic role in the fabric of Ipswich's history, culture and landscape character. With the current revitalisation of the Ipswich CBD underway and in preparation for increased demand on inner City open space, the Works Parks and Recreation Department identified the need to review the current and future open space parallel to the Bremer River. As such, to consolidate and articulate Council's vision, it was determined that a visionary master plan be developed for park land adjacent the river and investigate how it will integrate with, complement and service future growth, development and infrastructure.

In May 2017, Council engaged consultants Vee Design to develop a consolidated vision for the greater River Heart Parklands from Mihi Junction to Cribb Park.

The background documentation and planning which has been incorporated into this project includes:

1. Ipswich Regional Centre Strategy (2008)
2. Business Plan – North Ipswich Reserve Stadium (2009)
3. Major Regional Outdoor Sports Stadium (2004)

4. Ipswich Riverlink: pedestrian access and mobility site plan (2014)
5. Woollen Mills North Terrace Revitalisation Concept Design (24 March 2016)

KEY CONSIDERATIONS:

In addition to the above background documentation and planning undertaken by Council to date, there are several key considerations which have been taken into account in the development of this draft master plan. These are as follows:

Mall Redevelopment

- Providing suitable infrastructure to allow much needed pedestrian movement between the Mall redevelopment, Bradfield Bridge, Bremer Street and River Heart Parklands.
- Providing cross river connections to facilitate the existing and future demand for greater pedestrian movement across the Bremer River at key locations.

Norman Street Bridge

- Integrating the existing alignment and master planning undertaken as part of the Norman Street Bridge project.

Brassall Bikeway, Stage 6

- Brassall Bikeway Stage 6 connections and integration with the Bradfield Bridge and greater parklands.
- Through engagement with Infrastructure Services, urban design recommendations have informed the current design brief for Brassall Bikeway stage 6 - detailed design phase.

Future North Ipswich Reserve Stadium redevelopment

- Align and integrate with current planning
- Inform and enhance the urban design of the City Centre
- Integrate with the existing and future River Heart Parklands
- Inform the current stadium feasibility investigations being undertaken by Cox Architecture.

Cultural Precinct Opportunities

- Railway Workshops precinct.
- Queensland Woollen Mills precinct.

STAKEHOLDER ENGAGEMENT:

The draft master plan was developed in consultation with the following key internal stakeholders:

- Works Parks and Recreation Department
 - Sport Recreation and Natural Resources Branch
 - City Maintenance
- Infrastructure Services Department
 - Infrastructure Planning Branch

- Planning and Development Department
 - o Strategic Planning Branch

In addition, the draft master plan has been discussed with:

- Committee Chair Mayor Andrew Antonioli
- Division 5 Councillor and Deputy Mayor Cr Wayne Wendt
- Division 6 Councillor Cr Cheryl Bromage
- Division 7 Councillor Cr David Martin

CONCLUSION:

The draft North Ipswich Open Space Master Plan presents a vision of open space which carefully considers the extensive planning and development parallel to the Bremer River in the City Centre. With increased development occurring in the City Centre, this visionary master plan sets a planning direction for Council which enhances open space in the heart of the CBD while responding to growth, active transport and recreation needs of the City.

A summary of the draft master plan is provided in Attachment A. Owing to document size, the full draft plan is able to be provided upon request.

ATTACHMENT:

Name of Attachment	Attachment
Draft North Ipswich Open Space Masterplan: Draft Masterplan Overview Amended at WPS Committee 19.02.18	 Attachment A

RECOMMENDATIONS:

[Amended at WPS Ctee No. 2018\(02\) of 19.02.18](#)

- That Council note the Draft North Ipswich Open Space Master Plan as outlined in Attachment A to the report by the Principal Officer (Natural Resources) dated 9 February 2018.
- That Council make ~~at~~the Draft ~~of the~~ North Ipswich Open Space Master Plan available for public display and comment for a four week period in March 2018.
- That the Chief Operating Officer (Works, Parks and Recreation) provide a report outlining the responses from the public display to a future Works, Parks and Sport Committee.

Grant Sorensen

PRINCIPAL OFFICER (NATURAL RESOURCES)

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

KAYE CAVANAGH

SPORT RECREATION AND NATURAL RESOURCES MANAGER

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

BRYCE HINES

ACTING CHIEF OPERATING OFFICER (WORKS PARKS AND RECREATION)

North Ipswich Open Space Concept Master Plan Overview

MASTER PLAN

The North Ipswich Open Space Master Plan sets out the vision and intent to guide future design and development of key open space along the Bremer River. This conceptual Master Plan excludes the Ipswich Rail Yard site, however consideration has been given to future uses of this land, and other adjacent sites, to ensure alignment and integration opportunities are considered.

This concept achieves an uninterrupted open space network adjacent to the Bremer River, supplemented by a continuous pedestrian and cycle network which will connect to the existing Brassall Bikeway.

Key elements of the Master plan include:

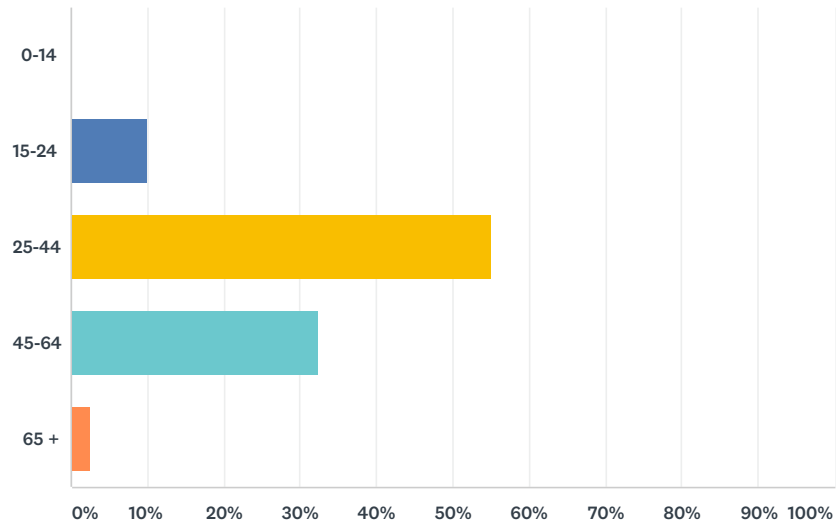
1 RETAINED WORKSHOPS RAIL MUSEUM	8 PROPOSED STADIUM
2 BIKEWAY	9 CRIBB PARK
3 RIVERLINK SHOPPING CENTRE	10 IPSWICH TRAIN STATION
4 PROPOSED ACTIVE TRANSPORT BRIDGES (LOW LEVEL PEDESTRIAN BRIDGE)	11 BELL STREET BUS INTERCHANGE
5 COMMUNITY AND SPORTING GROUNDS	12 BROWNS PARK
6 WOOLLEN MILLS	13 PROPOSED NORMAN STREET BRIDGE
7 YOUTH FACILITIES AND PARKLANDS	14 TRANSPORT HUB (OUT OF SCOPE)



North Ipswich Open Space Masterplan Questionnaire

Q1 Age

Answered: 40 Skipped: 0

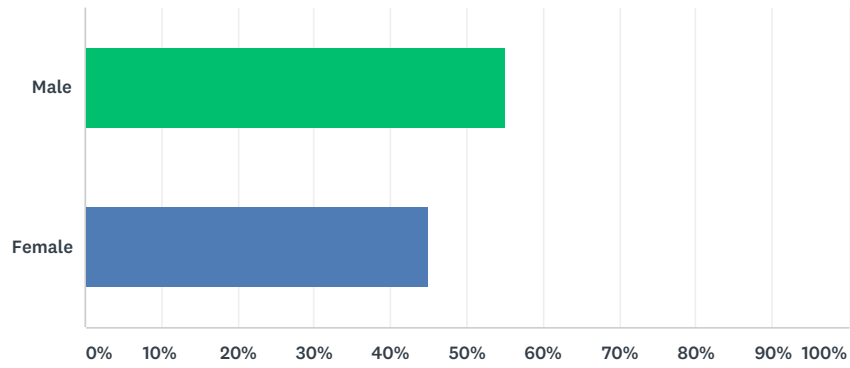


ANSWER CHOICES	RESPONSES	
0-14	0.00%	0
15-24	10.00%	4
25-44	55.00%	22
45-64	32.50%	13
65 +	2.50%	1
TOTAL		40

North Ipswich Open Space Masterplan Questionnaire

Q2 Gender

Answered: 40 Skipped: 0

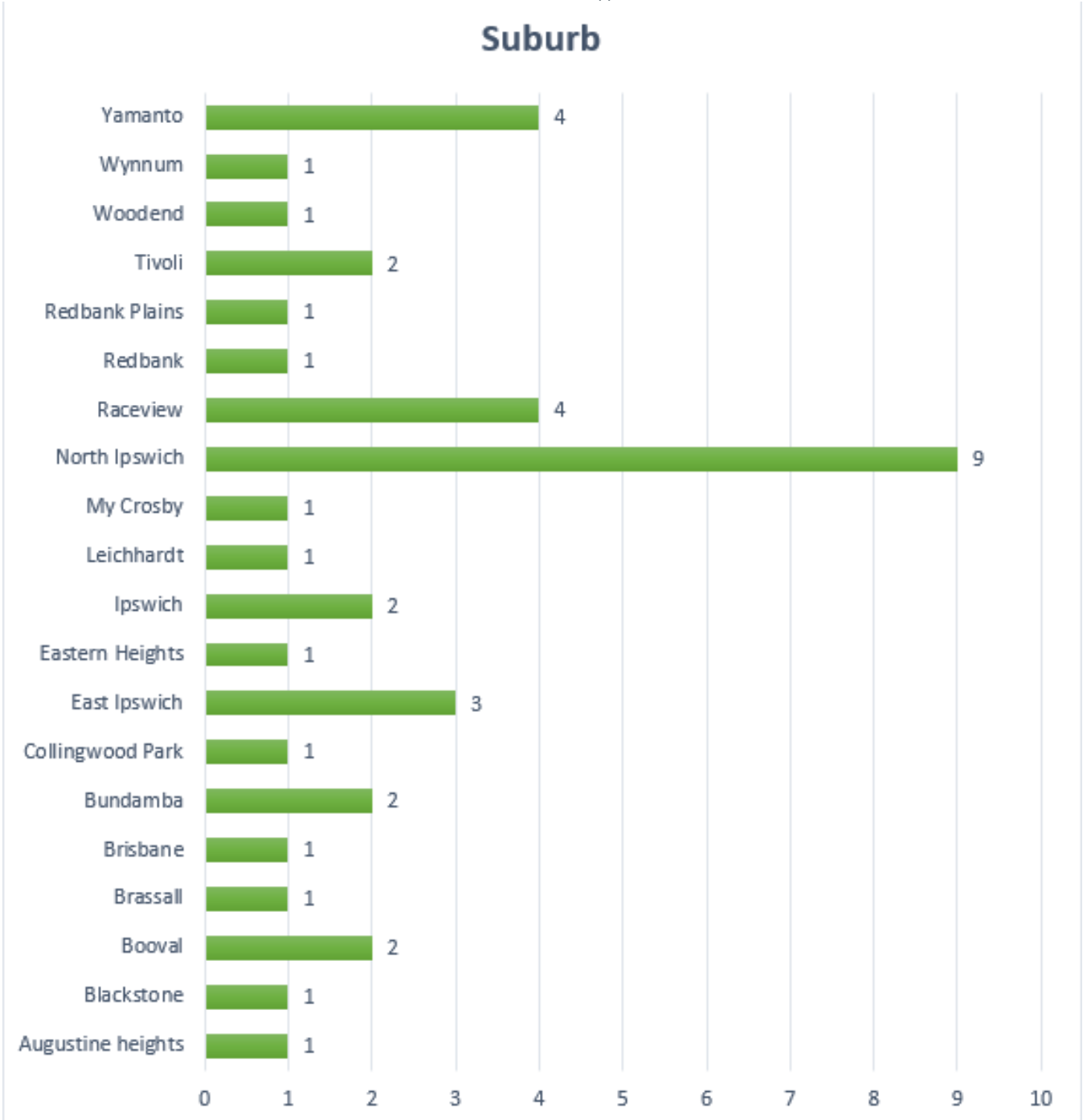


ANSWER CHOICES		RESPONSES	
Male		55.00%	22
Female		45.00%	18
TOTAL			40

North Ipswich Open Space Masterplan Questionnaire

Q3 What suburb do you live in?

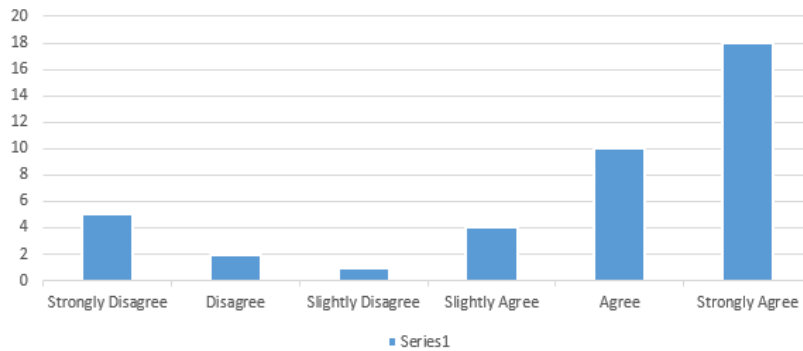
Answered: 40 Skipped: 0



North Ipswich Open Space Masterplan Questionnaire

Q4 Do you believe the North Ipswich Open Space Masterplan achieves the purpose of expanding and improving the river side parkland and connecting residents with the Bremer River in the heart of the City Centre?

Q. 6: Survey Responses



	STRONGLY DISAGREE	DISAGREE	SLIGHTLY DISAGREE	SLIGHTLY AGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
(no label)	12.50%	5.00%	2.50%	10.00%	25.00%	45.00%	40	4.65
	5	2	1	4	10	18		

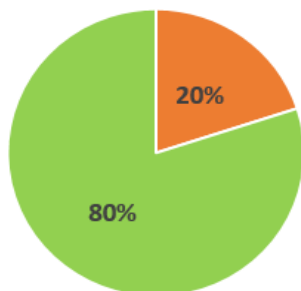
Strongly Disagree	5
Disagree	2
Slightly Disagree	1
Slightly Agree	4
Agree	10
Strongly Agree	18

40

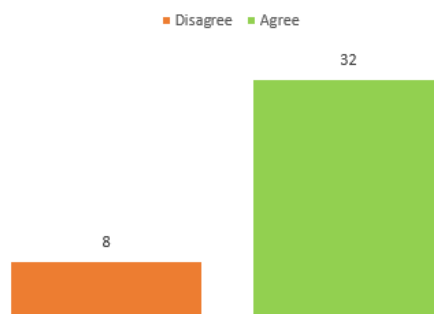
Response Total

Disagree	8
Agree	32

Q.6: General support the Masterplan achieves purpose



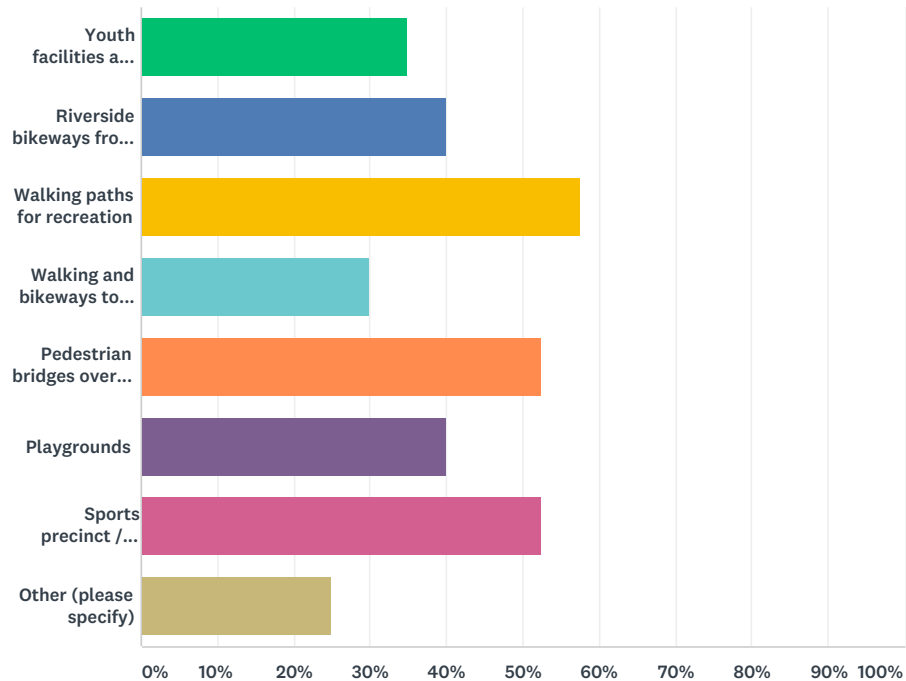
General Support



North Ipswich Open Space Masterplan Questionnaire

Q5 What features of the masterplan are you most likely to use? (Choose multiple)

Answered: 40 Skipped: 0

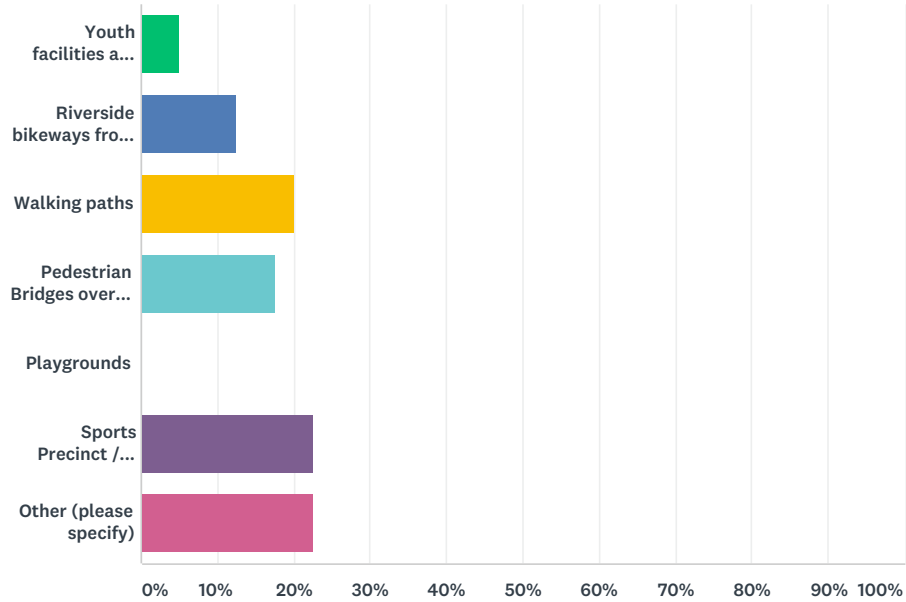


ANSWER CHOICES	RESPONSES	
Youth facilities and parkland precinct	35.00%	14
Riverside bikeways from Riverlink to Cribb Park	40.00%	16
Walking paths for recreation	57.50%	23
Walking and bikeways to commute to work / school	30.00%	12
Pedestrian bridges over the Bremer River	52.50%	21
Playgrounds	40.00%	16
Sports precinct / stadium	52.50%	21
Other (please specify)	25.00%	10
Total Respondents: 40		

North Ipswich Open Space Masterplan Questionnaire

Q6 Choose one key feature you would like Council to prioritise in the masterplan?

Answered: 40 Skipped: 0

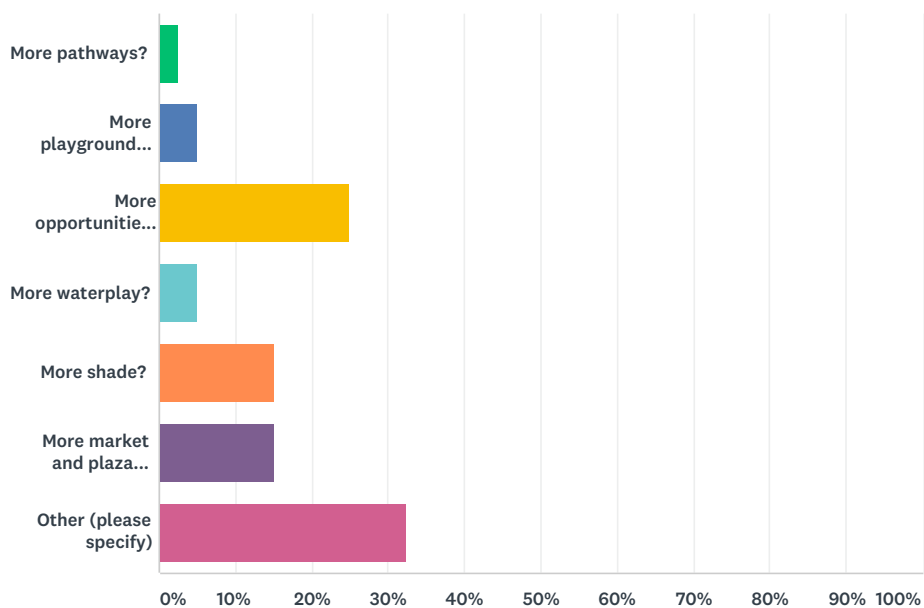


ANSWER CHOICES	RESPONSES	
Youth facilities and parkland precinct	5.00%	2
Riverside bikeways from Riverlink to Cribb Park	12.50%	5
Walking paths	20.00%	8
Pedestrian Bridges over the Bremer River	17.50%	7
Playgrounds	0.00%	0
Sports Precinct / Stadium	22.50%	9
Other (please specify)	22.50%	9
TOTAL		40

North Ipswich Open Space Masterplan Questionnaire

Q7 What key element do you think is missing from the masterplan?

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
More pathways?	2.50%	1
More playground areas?	5.00%	2
More opportunities to get from upper bank down to river edge?	25.00%	10
More waterplay?	5.00%	2
More shade?	15.00%	6
More market and plaza areas?	15.00%	6
Other (please specify)	32.50%	13
TOTAL		40



North Ipswich Open Space Master Plan

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DISCLAIMER

This draft concept masterplan report is a visionary plan to service future development and growth within the City Centre. The content of this report has been developed by consultants in collaboration with Council and informed by, and to align with, pre-existing planning documents, strategic master planning previously undertaken by Council, and site analysis of the open space included in the scope of this study.

The ideas, proposals and recommendations in this report are conceptual only and may require further analysis, due diligence and detailed feasibility assessment. As detailed in this report, further geomorphology and hydraulic assessment will be fundamental to the feasibility and constructability of the concepts proposed in this report.

This report also makes conceptual suggestions for development on land which council does not own and is purely for illustrative purposes.



document register

issue	date	prepared by	approved by	ICC review by
H (Final)	25.06.2018	ICC	ICC	Grant Sorensen
G (Draft for Committee)	25.03.2018	ICC	ICC	Grant Sorensen
F	15.10.2017	dh	dh	Grant Sorensen
E	22.09.2017	dh	dh	Grant Sorensen
D	13.07.2017	hp/dh	dh	Grant Sorensen
C	09.06.2017	hp/dh	dh	Grant Sorensen

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Executive Summary

North Ipswich Open Space Master Plan

VISION

The North Ipswich Open Space Master Plan is a consolidation of various individual studies and specialist, technical input concerning the planning and design of the Open Space network on the north banks of the Bremer River.

The North Ipswich Open Space Master Plan (NIOSMP) will set strategic direction for the future sustainable development of the Open Space network on the banks of the Bremer River, with consideration to the opportunities for key sites such as the Woollen Mill, Boral Hancock Site (former), Ipswich Rail Yards and Sports Precinct.

Over a number of years Ipswich City Council (ICC) has been securing key sites along both sides of the Bremer, to realise a greater vision of opening the city back up to the Bremer River and establishing a vibrant public linear open space network. There are a number of key objectives that have guided the NIOSMP focussed around the following key areas:

- » Connected linear Open Space Network;
- » Integrated Pedestrian & Cycle Network;
- » Unlocking Key Community Development Sites;
- » Integration of a signature Sports Precinct;
- » Public Transport;
- » Vehicle Connectivity; and
- » Protecting and enhancing the banks of the Bremer River.

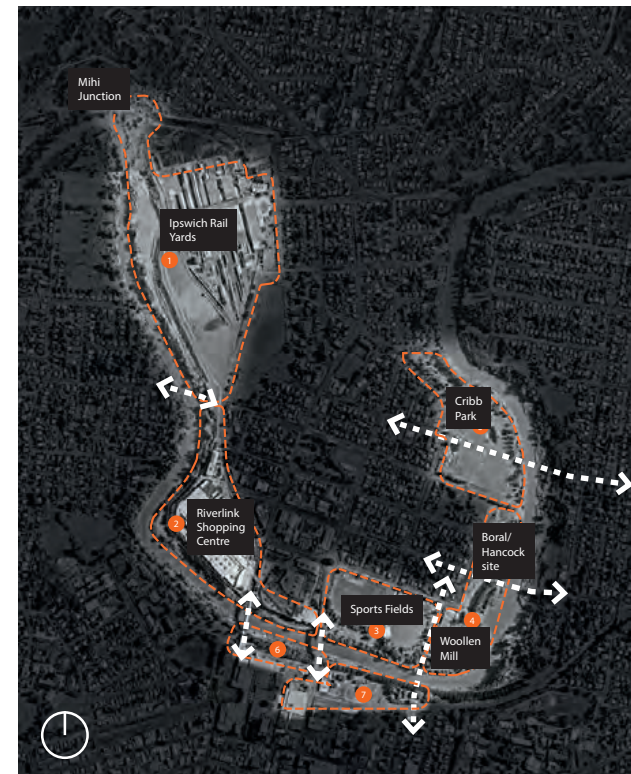
The study area extends from Mihi Junction to Cribb Park, but also considers important links back to Ipswich Central on the south side of Bremer River.

PRECINCTS

The Master Plan has been developed with consideration to seven distinct character use precincts

- 1 RAIL YARDS PRECINCT
- 2 RIVERLINK
- 3 SPORTS PRECINCT
- 4 WOOLLEN MILL
- 5 CRIBB PARK
- 6 BREMER STREET
- 7 KING EDWARD PARADE (WEST)

Each precinct has been considered with its individual recreation opportunities as part of one continuous connected open space network.



North Ipswich Open Space Master Plan

MASTER PLAN

The North Ipswich Open Space Master Plan sets out the vision and intent to guide future design and development of key open space along the Bremer River. This conceptual master plan excludes the Ipswich Rail Yard site, however consideration has been given to future uses of this land, and other adjacent sites, to ensure alignment and integration opportunities are considered.

This concept achieves an uninterrupted open space network adjacent to the Bremer River, supplemented by a continuous pedestrian and cycle network which will connect to the existing Brassall Bikeway.

Key elements of the Master plan include:

1 RETAINED WORKSHOPS RAIL MUSEUM	8 PROPOSED STADIUM
2 BIKEWAY	9 CRIBB PARK
3 RIVERLINK SHOPPING CENTRE	10 IPSWICH TRAIN STATION (OUT OF SCOPE)
4 PROPOSED ACTIVE TRANSPORT BRIDGES (LOW LEVEL PEDESTRIAN BRIDGE)	11 BELL STREET BUS INTERCHANGE (OUT OF SCOPE)
5 COMMUNITY AND SPORTING GROUNDS	12 BROWNS PARK (OUT OF SCOPE)
6 WOOLLEN MILL	13 PROPOSED NORMAN STREET BRIDGE (OUT OF SCOPE)
7 YOUTH FACILITIES AND PARKLANDS	14 TRANSPORT HUB (OUT OF SCOPE)





Issues and Considerations



1.1

Purpose of the Master Plan

PURPOSE

The NIOSMP sets the strategic direction for the future sustainable development of the Open Space network on the north banks of the Bremer River, with consideration to the opportunities for key sites such as the Woollen Mill, Boral Hancock Site, Ipswich Rail Yards and Northern Sports Fields.

The North Ipswich Open Space Master Plan is a consolidation of various individual studies and specialist, technical input concerning the planning and design of the Open Space network on the north banks of the Bremer River.

KEY INPUTS

In preparing the North Ipswich Open Space Master Plan, close consultation was undertaken with key stakeholders from within Ipswich City Council including:

- » Works, Parks and Recreation (all open space and stormwater / flooding).
- » Infrastructure Services (traffic and transport / active transport).
- » Planning and Development (strategic planning development, architecture and heritage).

PUBLIC DISPLAY & CONSULTATION

The background documentation and planning which has been incorporated into this project includes:

- » Ipswich Regional Centre Strategy (2008)
- » Business Plan – North Ipswich Reserve Stadium (2009)
- » Major Regional Outdoor Sports Stadium (2004)
- » Ipswich Riverlink: pedestrian access and mobility site plan (2014)
- » Woollen Mills North Terrace Revitalisation Concept Design (24 March 2016)

The Draft NIOSMP was presented to the residents of Ipswich via a dedicated web page on Council's website for a four week period over March-April, 2018.

The feedback and results from the public display period, established that residents were positive towards and supportive of the draft masterplan. Therefore, no major changes or review are required to the draft NIOSMP.

Below is a summary of the survey responses and feedback:

1. *"Do you believe the North Ipswich Open Space Masterplan achieves the purpose of expanding and improving the river side parkland and connecting residents with the Bremer River in the heart of the City Centre?"*

80% of respondents were supportive of the masterplan.

2. *What features of the masterplan are you most likely to use?*

Top three responses were:

- » Walking paths for pedestrians
- » Pedestrian bridges over the Bremer River
- » Sports precinct / stadium

3. *Choose one key feature you would like Council to prioritise in the masterplan?*

Top two responses were:

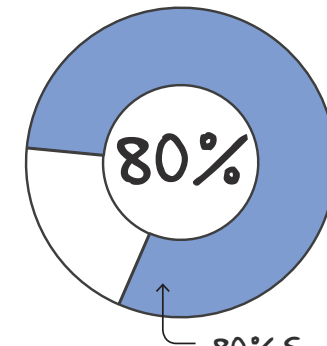
- » Sports precinct / stadium
- » Walking paths

4. *What key element do you think is missing from the masterplan?*

- » More opportunities to get from upper bank down to river edge.

The survey responses reinforce the planning and design principles applied to this masterplan. In addition, in subsequent site analysis, due diligence and prioritisation of the masterplan delivery, focus should be given to:

- » Walking paths and connecting people to the river.
- » Pedestrian Bridges over the Bremer River.
- » Sports precinct / Stadium.



80% Support for the masterplan

- ✓ More walking paths
- ✓ Pedestrian Bridges over the Bremer River
- ✓ Sports precinct / Stadium

1.2

Study Objectives



VISION

Over a number of years Ipswich City Council (ICC) has been securing key sites along both sides of the Bremer, to realise a greater vision of opening the city back up to the Bremer River and establishing a vibrant public linear open space network.

Over the past fifteen years various project works have been completed along the southern bank of the Bremer River to achieve this vision. It is now time to realise this vision on the northern banks of the Bremer River, from Mihi Junction to Cribb Park.

The North Ipswich Open Space Master Plan will scrutinise and test the possible uses, interfaces, connections and programming for the project site through the master planning process. There are a number of key objectives that will guide the development of the master plan.

LINEAR OPEN SPACE NETWORK

- » establish a continuous network of open space, linking key public features and attractions along the Bremer River.
- » reinforce a unified character and identity that pays homage to the new Ipswich CBD and celebrates the history and heritage of the site.
- » understand and maximise the opportunities presented by the change in topography.
- » integrate and respond to flooding from the Bremer River.

INTEGRATED PEDESTRIAN & CYCLE NETWORK

- » promote a legible and safe pedestrian and cycle link along the entire open space corridor.
- » provide an easy and integrated DDA- compliant circulation network that sits seamlessly in the landscape and topography.
- » connects to all major attractions, including links to the CBD.
- » Integrate with the active transportation network. This network has State (Principle Cycle Network) and Council (iGo Active Transport Action Plan) Approval.

UNLOCK KEY COMMUNITY DEVELOPMENT SITES

- » explore opportunities for reuse of the Woollen Mill and QR Rail Yards in keeping with an appropriate recreational program and alternative revenue generation.

INTEGRATION OF SPORTS PRECINCT

- » promote the seamless integration of the existing sports ground and proposed stadium into the open space network.

PUBLIC TRANSPORT

- » explore opportunities to improve public transport accessibility to the major attractors within the North Ipswich Open Space network.
- » identify ways to make public transport more attractive and convenient to site visitors, particularly during large event days.

VEHICLE CONNECTION

- » Integrate with the planned major transport network to ensure appropriate vehicle circulation and accessibility to the North Ipswich Open Space Network.

PROTECT AND ENHANCE THE BANKS OF THE BREMER RIVER.

- » acknowledge that the river is an asset for the community and future generations to cherish and engage with.
- » promote the Bremer River corridor is an invaluable asset as it provides amenity, retreat and comfort, unique experiences and enjoyment for diverse user groups and adjacent land uses.
- » accept that the river is a natural and powerful system.
- » acknowledge that infrastructure on the river banks (particularly lower bank and river edge) causes erosion, instability and loss of bank and inappropriate infrastructure on lower banks causes instability and erosion and eventual loss of bank and assets.
- » the geomorphic conditions of the river banks need to inform the detailed siting and design of infrastructure.
- » acknowledge that the optimal treatment of the banks of a waterway is a natural approach: the stabilisation of the bank; and protection and revegetation of endemic species. However, it must be accepted that in a civic landscape, like the City's CBD and its premier river side parklands, infrastructure is needed at the lower bank level to support and encourage interest, understanding and interaction with the waterway. This is also invaluable in promoting awareness and community ownership over the river. As such, suitable investment is needed to construct permanent, robust and resilient assets in a landscape exposed to inundation, flooding, high velocity flows while providing an attractive experience with minimal or unnecessary up front or maintenance costs for Council.

1.3

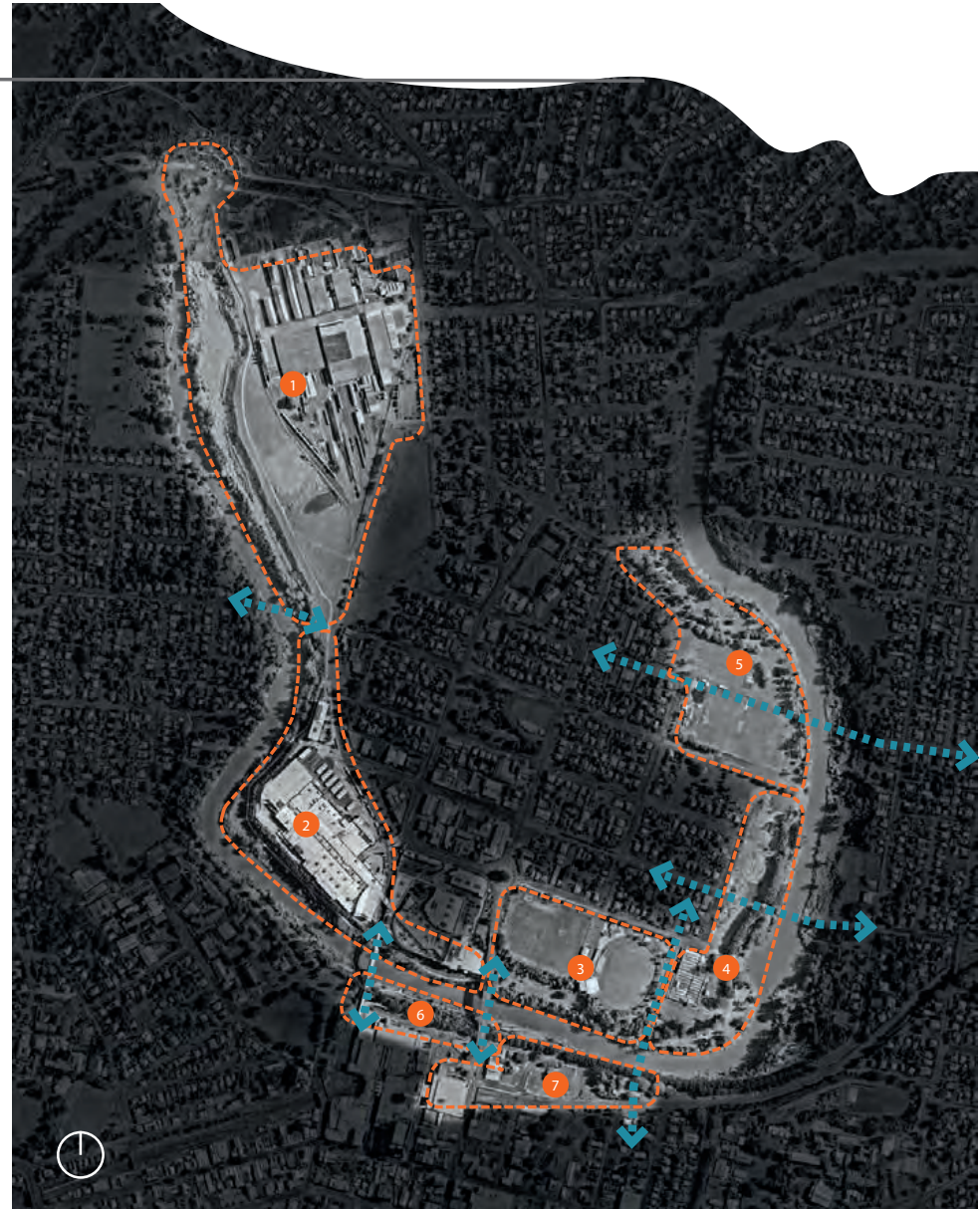
Study Precincts

The NIOSMP encompasses all riverfront land on the North Bank of the Bremer River, extending from Mihi Creek Reserve through to Cribb Park. Consideration has also been given to important linkages to the southern side of the Bremer River and linkages to the Ipswich CBD and Riverheart Parklands.

To assist in the development of the master plan the North Ipswich Open Space study area can be divided into a number of distinct broad precincts, defined by both geographic boundaries and character:

- 1 **RAIL YARDS**
 - » including the existing Railway Museum, open space between the rail yards and the Bremer River, links to existing Brassal Bikeway (a principal active transport corridor and the parcel of land currently owned by private developer).
- 2 **RIVERLINK**
 - » including pedestrian and cycle links to both the northern and southern sides of the Riverlink Shopping Centre, plus connection to the Bradfield Bridge linking to the new Ipswich Central (CBD) precinct.
- 3 **SPORTS PRECINCT**
 - » including the existing sports fields serviced Off The Terrace and the "Pine Street Reserve" and other open space on the northern banks of the Bremer River.
- 4 **WOOLLEN MILL**
 - » including the existing Woollen Mill building, adjacent open space on the banks of the Bremer, adjacent privately owner parcel of land (south of the Woollen Mill) and the old Boral site.
- 5 **CRIBB PARK**
 - » including the "North Tigers" Rugby League Football Club and fields, Cribb Park recreation park and proposed Norman Street Bridge
- 6 **BREMER STREET**
 - » including the treatment of the Bremer Street and greater connections between River Heart Parklands, Bradfield Bridge and the CBD.
- 7 **KING EDWARD PARADE (WEST)**
 - » exploring future opportunities for pedestrian movement between the Rail Station, Bell Street and River Heart Parklands.

It is acknowledged that through the future development and implementation of the master plan, precinct boundaries may shift and precincts may be divided or changed. Precinct boundaries are not intended to be hard lines, rather blurred, and will be influenced by connections to adjacent areas on both sides of the river.



2.0 Overall Master Plan



2.1

Master Plan Alternatives

ALTRNATIVES

In developing the NIOSMP, all key development sites were considered in order to explore the ultimate recreational open space opportunities for the city. Two development sites not currently owned by Ipswich City Council have been included as part of the NIOS Master Plan, these include:

- 1 The historic North Ipswich Railway Workshops, located to the north-west of the city; and
- 2 the small parcel of land between the Wollen Mill and the Bremer River.

The open space and recreation opportunities that these two sites offer is significant. In the case of the North Ipswich Railyards, the northern precinct of the NIOS Master Plan takes on a completely different use and level of intensity when this site is included.

However, due to the lack of certainty or time line around the future procurement of this land from Queensland Rail (QR), the NIOS Master Plan has considered two options for this precinct.

- » The "Preferred" Master Plan option will exclude the QR land exploring opportunities as a linear open space corridor, while
- » The "ultimate" Master Plan option explores the inclusion of the QR land and the development of this site in conjunction with the Bremer interface open space as a destination cultural precinct.



2.2

Preferred Master Plan

Overview

MASTER PLAN

The North Ipswich Open Space Master Plan sets out the vision and intent to guide future design and development of key open space along the Bremer River. This conceptual master plan excludes the Ipswich Rail Yard site, however consideration has been given to future uses of this land, and other adjacent sites, to ensure alignment and integration opportunities are considered.

This concept achieves an uninterrupted open space network adjacent to the Bremer River, supplemented by a continuous pedestrian and cycle network which will connect to the existing Brassall Bikeway.

Key elements of the Master plan include:

1 RETAINED WORKSHOPS RAIL MUSEUM	8 PROPOSED STADIUM
2 BIKEWAY	9 CRIBB PARK
3 RIVERLINK SHOPPING CENTRE	10 IPSWICH TRAIN STATION
4 PROPOSED ACTIVE TRANSPORT BRIDGES (LOW LEVEL PEDESTRIAN BRIDGE)	11 BELL STREET BUS INTERCHANGE
5 COMMUNITY AND SPORTING GROUNDS	12 BROWNS PARK
6 WOOLLEN MILL	13 PROPOSED NORMAN STREET BRIDGE
7 YOUTH FACILITIES AND PARKLANDS	14 TRANSPORT HUB (OUT OF SCOPE)



Primary Circulation



NORTH IPSWICH CIRCULATION SPINE

- » Pedestrian and Bicycle Network
- » Pathway network following the Northern Bremer edge and connects both the higher and lower levels of the river bank.
- » Linking the major recreation attractions of the North Ipswich Open Space network, but also connecting with back to Ipswich Central CBD.



SECONDARY PEDESTRIAN CIRCULATION

- » Alternative pedestrian access to and through Precincts.
- 1 The active transport Bridge connecting HUME ST and CANNING ST will not accommodate direct pedestrian/ cycle access across the rail tracks to Canning Street due to QR restrictions on additional crossings. Without a direct access across the rail line, pedestrians and cyclists travelling east-west would be required travel an additional 800m.



KEY ACTIVE TRANSPORT RIVER CROSSINGS

- » Critical Links established from the Southern Bank, CBD, East Ipswich, Basin Pocket and Woodend.



VEHICLE MOVEMENT

- » Improved vehicle circulation.
- » Norman Street Bridge connection through Cribb Park.



CAR PARKING

- » Additional Car parking provided to support the increased patronage of each precinct.
- » WOOLLEN MILL: approximately 650 on Street and in Cribb Park Car Park

PUBLIC TRANSPORT NETWORK

- » To ensure that these Precincts are successful, Improved Public Transport is essential



EXISTING BUS STOPS



EXISTING TRAIN STATION



PROPOSED BUS STOPS

- » Bus stop locations are suggested along Lamington parade and the opposite side of the LOWRY TO BARRY Active Transport Bridge.
- » Locations are chosen to service the Stadium and other recreational assets on the Northern Bank.
- » The location of "drop off" zones & car parking along Lamington Parade will alleviate vehicle congestion during stadium events.
- » Player drop off zones will be integrated into the service entry for the stadium.



PROPOSED LIFT COLUMNS



2.3 Ultimate Master Plan

Overview

MASTER PLAN

This ultimate master plan is a visionary plan which illustrates the potential extents of the park land and adjacent opportunistic development.

The North Ipswich Open Space Master Plan sets out the vision and intent to guide future detailed development of key open space along the Bremer River. Both existing and key future open space development sites have been explored as part of the Master Plan.

Offering uninterrupted open space infrastructure to the Bremer River, supplemented by a pedestrian and cycle network, The North Ipswich Circulation Spine will become significant community asset for Ipswich.

Key elements of the Master plan include:

1 RETAINED WORKSHOPS RAIL MUSEUM	8 PROPOSED STADIUM
2 BIKEWAY	9 CRIBB PARK
3 RIVERLINK SHOPPING CENTRE	10 IPSWICH TRAIN STATION
4 PROPOSED ACTIVE TRANSPORT BRIDGES(LOW LEVEL PEDESTRIAN BRIDGE)	11 BELL STREET BUS INTERCHANGE
5 COMMUNITY AND SPORTING GROUNDS	12 BROWNS PARK
6 WOOLLEN MILL	13 PROPOSED NORMAN STREET BRIDGE
7 YOUTH FACILITIES AND PARKLANDS	14 TRANSPORT HUB (OUT OF SCOPE)



Character Use Precincts

1 RAIL YARD PRECINCT (ultimate)

- » This area offers unique cultural experiences showcasing this historic community, and will attract locals and visitors day and night.
- » Sculpted river terraces and river steps connect this space with the iconic Bremer River
- » Ipswich Billabong offering highly anticipated swimming lagoon and water play activities.
- » The Rail Yard Promenade retains and reuses railway tracks, revealing layers of Ipswich's history and celebrating its unique identity.
- » Museums, creative arts studios, bars and restaurants, a sculpture plaza, outdoor performance plazas establish this area as a cultural and recreational hub.
- » Walking trails through a Botanical arboretum and along the riparian river zone offer visitors opportunities to benefit from the restorative effects of nature.
- » The post-industrial steam-punk theme playground offers all-inclusive play facilities and plenty of shaded seating and tables for friends to gather, play and relax.
- » Connecting to and facilitating movement corridors through the precinct so visitors to this space will have easy access to all other precincts by foot, bicycle and public transport, including a connection to the existing Brassall Bikeway and continuation of this movement corridor via the 'North Ipswich Circulation Spine'.

2 RIVERLINK

- » Visitors will flow into this commercial zone through enhanced pedestrian and bicycle connections via the North Ipswich Circulation Spine and the Bradfield Bridge Connector Ramp.
- » The revitalised river's edge provides more recreational linear space and access to the water whilst preventing the already extensive erosion

3 SPORTS PRECINCT

- » Featuring a new iconic stadium cantilevered over the natural reserve below, this precinct will activate the whole Ipswich Central on event days, attracting visitors and bringing the community together.
- » Community Space and practice fields adjacent the stadium.

- » To further activate economic drivers and recreational assets, create increased accessibility to the precinct via improved cross-river connections to the CBD, high quality public transport infrastructure at the stadium and the continuation of the 'North Ipswich Circulation Spine'.

4 WOOLLEN MILL

- » A multifunctional youth zone where young people can connect.
- » Street skating, a skate bowl, rock climbing, gym activities and "chill" spaces offer opportunities to learn and test new skills in urban sports.
- » Soccer, basketball and tennis facilities nurture opportunities for young people to keep fit while benefiting from the psychological and social benefits of team sports, with the community rallying behind them on game days.

5 CRIBB PARK

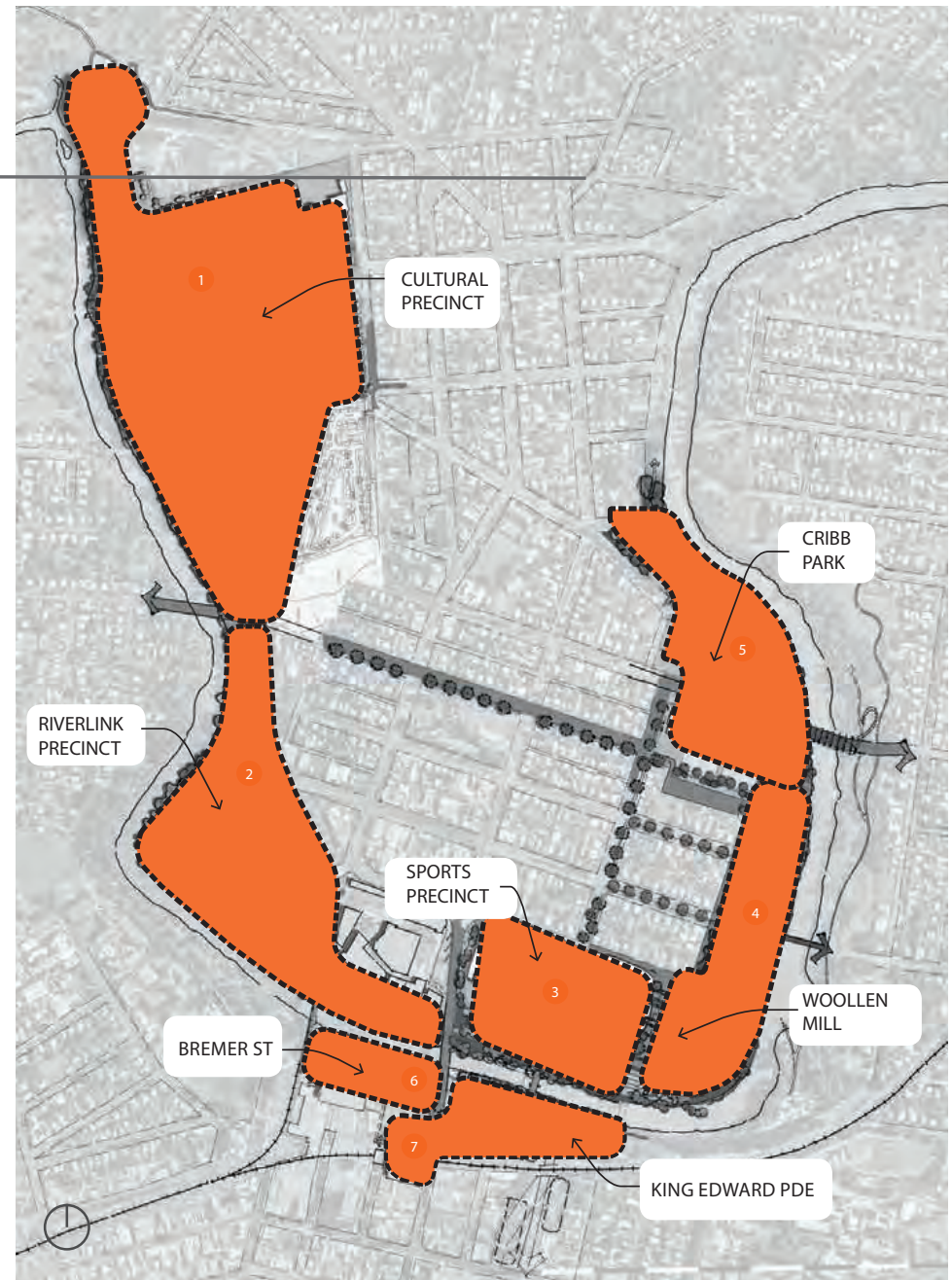
- » Enhanced connections to movement corridors via the Norman St Bridge and North Ipswich Circulation Spine connection.
- » A boat ramp will enable visitors to access the river and engage in fishing and boating activities, activating the riparian zone.
- » Existing sporting fields and playgrounds maintain those activity spaces for families to gather, connect and play.
- » Formalise the current activity of fishing by provide further infrastructure for this recreational past time.

6 BREMER STREET

- » including the treatment of the Bremer Street and greater connections between River Heart Parklands, Bradfield Bridge and the CBD.

7 KING EDWARD PARADE (WEST)

- » exploring future opportunities for pedestrian movement between the Rail Station, Bell Street and River Heart Parklands to the Northern Bank.



Primary Circulation



NORTH IPSWICH CIRCULATION SPINE

- » Pedestrian and Bicycle Network
- » Pathway network following the Northern Bremer edge and connects both the higher and lower levels of the river bank.
- » Linking the major recreation attractions of the North Ipswich Open Space network, but also connecting with back to Ipswich Central CBD.



SECONDARY PEDESTRIAN CIRCULATION

- » Alternative pedestrian access to and through Precincts.



KEY ACTIVE TRANSPORT RIVER CROSSINGS

- » Critical Links established from the Southern Bank, CBD, East Ipswich, Basin Pocket and Woodend.



VEHICLE MOVEMENT

- » Improved vehicle circulation.
- » Norman Street Bridge connection through Cribb Park.
- » Internal road access to the Rail Yards precinct for car parking and servicing the precinct.



CAR PARKING

- » Additional Car parking provided to support the increased patronage of each precinct.
- » RAIL YARDS: approximately 540 + 215 Existing
- » WOOLLEN MILL: approximately 650 on Street and in Cribb Park Car Park



PUBLIC TRANSPORT NETWORK

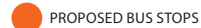
- » To ensure that these Precincts are successful, Improved Public Transport is essential
- » utilise exist QR corridor as light rail link between Ipswich Central and the Rial Yard precinct



EXISTING BUS STOPS



EXISTING TRAIN STATION



PROPOSED BUS STOPS

- » Bus stop locations are suggested along Lamington parade and the opposite side of the LOWRY TO BARRY Active Transport Bridge.
- » Locations are chosen to service the Stadium and other recreational assets on the Northern Bank.
- » The location of "drop off" zones & car parking along Lamington Parade will alleviate vehicle congestion during stadium events.
- » Player drop off zones will be integrated into the service entry for the stadium.



PROPOSED LIFT COLUMNS



Nodes & Gateways



NODES

- » The integration of Art Markers will be used at critical nodes throughout both Ipswich North and the corresponding parklands on the opposite bank, these visual beacons will serve as wayfinding devices which are integrated along both the pedestrian and vehicle networks.



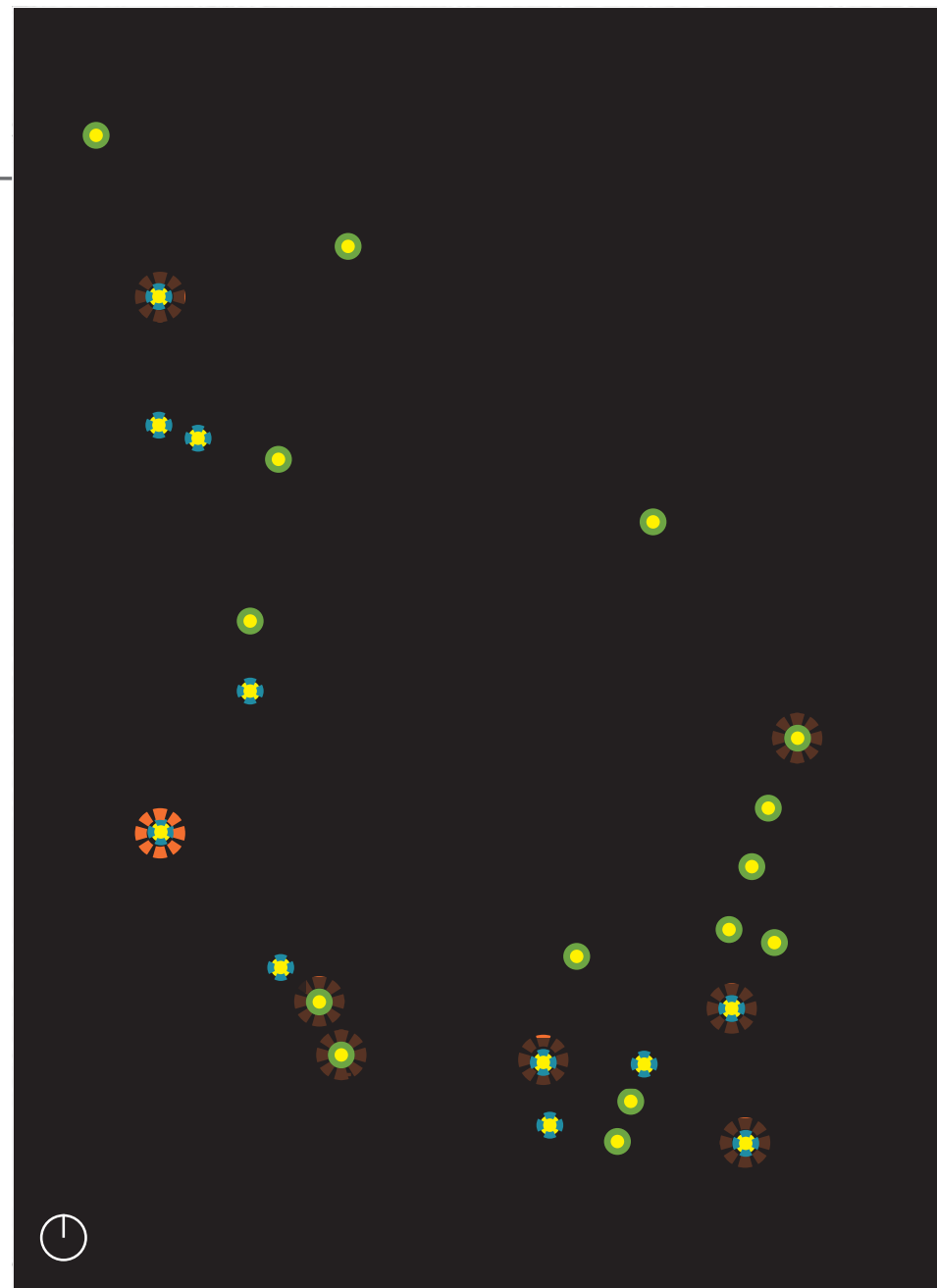
GATEWAYS

- » Portals or entry ways are utilised to give a sense of arrival to each precinct or are, with each gateway reinforcing the unique identity of each new precinct or zone.



MAJOR LANDSCAPE FEATURES/LANDMARKS

- » Landmarks will become recognised beacons in the landscape giving reference to key locations throughout the open space network. The use of major Landscape Feature & Landmarks shall be considered at the terminus of long vista and views.



Nodes



NODES

The integration of Art Markers will be used at critical nodes throughout both Ipswich North and the corresponding parklands on the opposite bank, these visual beacons will serve as wayfinding devices which are integrated along both the pedestrian and vehicle networks.

These artist Indicators will function as visual and informational amenity adding and prescribing to the character of Ipswich. The placement of these pieces will utilise the unique undulating terrain of the area and work with the existing vistas of the site, this placement will open visual access to each other, granting decision points and route information to pedestrians.

THESE MARKERS WILL:

- » signify key locations and Changes in direction
- » meeting and gathering spaces
- » areas to seek shelter or refuge
- » The convergence of green transport modes (pedestrian/cycle)

Gateways & Landmarks



GATEWAYS

Portals or gateways are utilised to give a sense of arrival to a precinct or key area, each gateway statement expressing the unique identity of the precinct. The use of Gateway Statements shall be located:

- » to signify key locations and Change in direction;
- » when entering and exiting a new Precinct;
- » as part of a Pedestrian (Active Transport) Bridge; and
- » along the North Ipswich Circulation Spine.



MAJOR LANDSCAPE FEATURES/LANDMARKS

Landmarks will become recognised beacons in the landscape giving reference to key locations throughout the open space network. The use of major Landscape Feature & Landmarks shall be considered at the terminus of long vista and views. Key locations include:

- » Workshop Rail Museum
- » Riverlink
- » Skybridge
- » Stadium
- » Bob Gamble/ River Heart Stage 2 (existing)
- » Norman Street Bridge



2.4

Bremer River

Ipswich Central River Corridor Treatment Plan

The NIOSMP includes the existing and future open space adjacent the Bremer River from Mihi Junction to Cribb Park. Current and future land uses and future projects have been considered in the NIOSMP. As such, this section establishes an aligned and consistent position and a basis for river bank treatment upon which the vision and objectives of the Master Plan can be developed.

Ipswich City Council's Works, Parks and Recreation Department have prepared the following information to outline Council's position on the treatment and protection of the Bremer River's banks to accommodate and support planned infrastructure within Ipswich Central.

KEY CONSIDERATIONS

Key considerations associated with the planning, design and delivery of River Heart Parklands and works which impact the Bremer River within Ipswich Central are:

1. To acknowledge that the river is an asset for the community and future generations to cherish and engage with.
2. In the context of Ipswich Central, the Bremer River corridor is an invaluable asset as it provides amenity, retreat and comfort, unique experiences and enjoyment for diverse user groups and adjacent land uses.
3. To accept that the river is a natural and powerful system.
4. Provision of infrastructure on the river banks (particularly lower bank and river edge) causes erosion, instability and loss of bank.
5. The geomorphic conditions of the river banks need to inform the siting and design of infrastructure.
6. To acknowledge that the optimal treatment to the banks of a waterway is a natural approach: the stabilisation of the bank; and protection and revegetation of endemic species. However, it must be accepted that in a civic landscape, like the city's CBD and its premier river side parklands, infrastructure is needed at the lower bank level to support and encourage interest, understanding and interaction with the waterway. This is also invaluable in promoting awareness and community ownership over the river. As such, suitable investment is needed to construct permanent, robust and resilient assets in a landscape exposed to inundation, flooding and high velocity flows, while providing an attractive experience with minimal up front or maintenance costs for Council.
7. Provision of inappropriate infrastructure on lower banks causes instability and erosion and eventual loss of bank and assets.



Ipswich Central River Corridor Treatment Plan

CURRENT PLANNING PROJECTS

Given the scale, sequencing and complexity of the Bremer River and River Heart Parklands within Ipswich Central, there are numerous projects and studies which share interdependencies and synergies and therefore can't be developed in isolation of each other.

Currently, there are five key interconnected projects relevant to Ipswich Central:

1. North Ipswich Open Space Master plan
2. North Ipswich Stadium Master plan
3. Greater River Heart and Bremer River Geomorphology Study
4. Bremer River Flood Study
5. Mall Redevelopment

SEQUENCING OF KEY PROJECTS

	2017					2018												2019		
	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
North Ipswich Open Space Masterplan																				
North Ipswich Stadium Masterplan																				
Greater River Heart and Bremer River Geomorphic Assessment																				
Bremer River Flood Study																				
Mall Redevelopment (works associated with parklands)																				

Table 1: The above table illustrates the sequencing of each project over the next two years. It is important to note that upon completion of the geomorphic assessment and Bremer River Flood Study, that design and delivery elements of all projects will require review to incorporate findings and outcomes of these projects.

1. NORTH IPSWICH OPEN SPACE MASTER PLAN (DELIVERED)

The NIOSMP is a visionary master plan which illustrates the ultimate plan for River Heart Parklands from Mihi Junction to Cribb Park.

2. NORTH IPSWICH STADIUM MASTER PLAN (CURRENT 17/18 & 18/19 PROJECT)

The North Ipswich Stadium Master plan will develop a concept master plan for the development of Ipswich's premiere sport and entertainment stadium, for approximately 15,000 people, in the heart of the City.

3. GREATER RIVER HEART AND BREMER RIVER GEOMORPHOLOGY STUDY

This project includes a detailed geomorphic assessment of the Bremer River corridor associated (may require broader investigation) to the North Ipswich Open Space Master plan. This body of work will provide Council with a detailed strategy and implementation plan to stabilise, protect and regenerate the river banks to allow the development of infrastructure adjacent the waterway while protecting and enhancing the waterway health, banks and amenity.

The outcomes of this project are fundamental to the planning, design and construction of future projects. Therefore, when completed, the project will provide the basis for delivery of infrastructure in this corridor.

4. BREMER RIVER FLOOD STUDY

The Bremer River Flood Study project will investigate the flood behaviour and characteristics of the Bremer River catchment and its major tributaries in detail with the latest guidance, technology and industry techniques. The study will aim to link the recently completed regional Brisbane River Catchment Flood Study and also investigate integrated catchment management across the area within its outcomes.

5. MALL REDEVELOPMENT

While physically disconnected to the riverine corridor, the mall redevelopment aims to transform and 'awaken' the potential for how the City Centre engages with and connects people to the River. Key projects like Bremer Street streetscaping, ramps, lookouts and other interfacing infrastructure relate heavily to the aesthetics, views and vistas and connections to and from the existing and future stages of River Heart Parklands. As such, there are numerous considerations and interdependencies which require careful consideration in scope and sequencing.

Ipswich Central River Corridor Treatment Plan

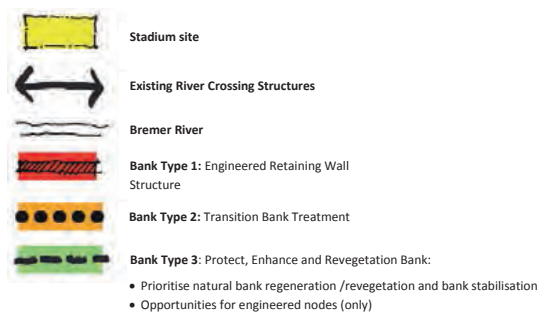
PRIORITY ACTION PLAN

Action	Description	Priority	Start	Responsibility
1	Bremer River Geomorphic Assessment Undertake a detailed geomorphic assessment of the Bremer River Corridor extents which is included in the North Ipswich Open Space Masterplan. This body of work will provide Council with a detailed strategy and implementation plan to stabilise and protect the river banks to allow the development of infrastructure adjacent the waterway while protecting and enhancing the waterway health, banks and amenity of the City's primary waterway.	HIGH	17/18 & 18/19	ICC WPR – Strategy Team
2	North Ipswich Stadium Based on the North Ipswich open Space Masterplan (NIOSMP) and the various findings and recommendations, develop a concept Masterplan for the development of the North Ipswich Reserve Stadium. This concept Masterplan will further test and refine the preferred stadium options into an overarching delivery plan which includes: A. A feasibility assessment of the site B. Concept Masterplan and visualisations C. Cross river pedestrian connection (consider railway station access) D. Staged development plan E. Cost estimates.	HIGH	17/18 & 18/19	WPR – SPA Team
3	Bremer River Flood Study The Bremer River Flood Study project will investigate the flood behaviour and characteristics of the Bremer River catchment and its major tributaries in detail with the latest guidance, technology and industry techniques. The study will aim to link the recently completed regional Brisbane River Catchment Flood Study and also investigate integrated catchment management across the area within its outcomes.	HIGH	17/18 & 18/19	ICC: WPR – Strategy External

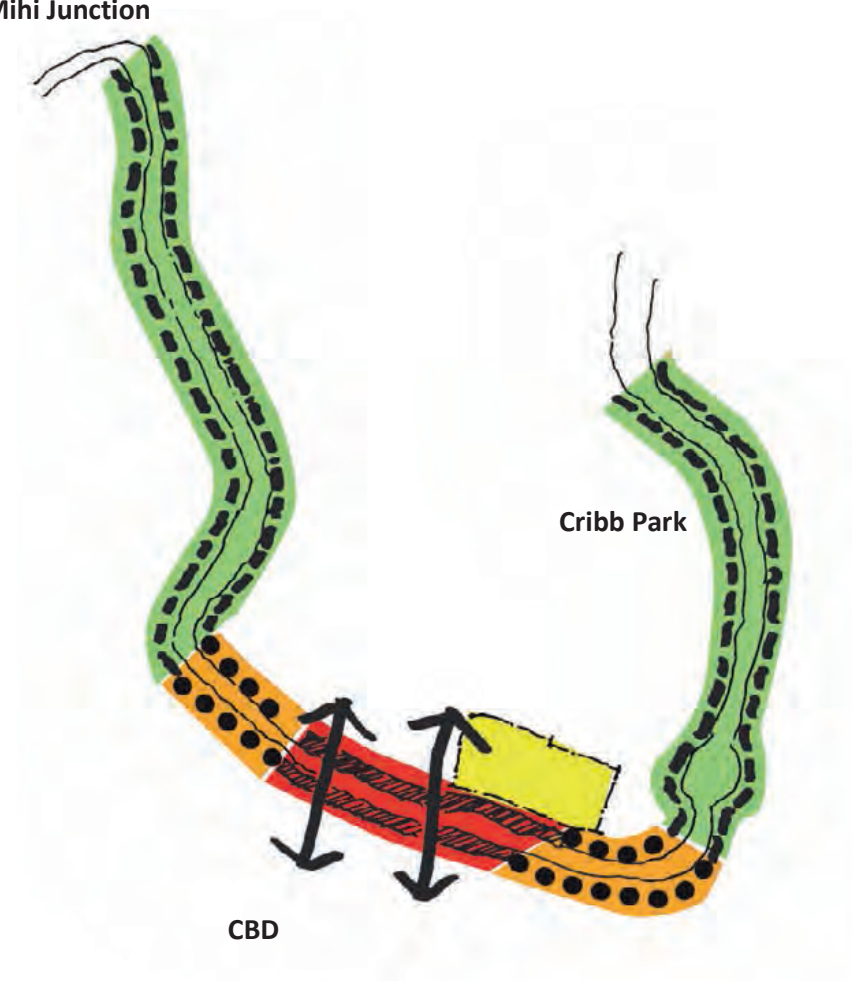
4	Bremer Street & King Edward Parade Streetscape Design Develop streetscape design packages for works relating to: A. Pedestrian & cyclist movement along Bremer Street and King Edward Parade B. Pedestrian & cyclist connection between Bremer Street, Mall redevelopment, Bradfield Bridge and River Heart Parklands.	HIGH	17/18 & 18/19	ICC WPR IPD + Teams
5	North Ipswich Open Space Masterplan Detailed Design & Staged Development Plan Further to the NIOSMP, develop a detailed design which includes a cost estimate and staged development plan which prioritises the following: A. City Centre River Edge retaining walls B. Transition Areas and high priority unstable areas C. <i>(Potential to include bridge design in project to optimise scope, time and budget)</i>	HIGH	18/19	ICC WPR – IPD Team
6	Bridge Design & Construction A. Detail Design of Barry to Lowry Street Pedestrian Bridge B. Bridge Construction	MEDIUM MEDIUM	18 / 19 19 / 20	ICC WPR – IPD Team

Ipswich Central River Corridor Treatment Plan

BREMER RIVER BANK TREATMENT



Mihi Junction



Ipswich Central River Corridor Treatment Plan

BREMER RIVER BANK APPLICATION

Bank Type Description	Examples
Bank Type 1 This type of bank treatment is required in the vicinity of the Bradfield and David Trumpy bridges. Public open space in these areas needs to celebrate the Bremer River and facilitate access to the waters edge without compromising the river banks. To ensure that the bank and assets are protected and robust to withstand the natural forces of the river, this edge treatment provides a permanent, retaining structure at the waters edge with minimal risk of erosion or subsidence which is currently and frequently experienced in River Heart. As per most city river edge landscapes, this type of structure also provides high amenity appropriate in the City Centre.	

Bank Type 2 This type of bank treatment is a transitional landscape edge. This allows infrastructure to transition from lower bank to upper bank. This design and treatment is also necessary to protect the banks at the edges of Bank Type 1 to minimise eddies and erosion caused by infrastructure and assets. It also support opportunistic infrastructure at key locations where boardwalks or lookouts may be appropriate to capitalise on views or vistas within the corridor.	
Bank Type 3 Bank type 3 prioritise preserves the natural bank profile and vegetation wherever possible or practival. It aims to restore the natural bank through regeneration and revegetation of endemic species. Infrastructure is provided at the upper bank to maximise opportunities for natural bank restoration and minimise construction in the banks.	





Precinct Master Plans



3.1

North Ipswich Rail Yards

Precinct Overview

VISION

The precinct of Open Space to the north of the study area adjoins the historic North Ipswich Railyards, currently under ownership of Queensland Rail and Queensland Museums. The corridor of open space is land locked between the Bremer River to the west and the Railyards to the east. The majority of land is low lying and subject to flooding.

As well as the historic North Ipswich Railway Workshops the precinct includes the alignment of the historic Mihi Rail Line. While very few remnants of the historic line remain (for example the historic stormwater crossing), opportunities exist to formalise a pedestrian/ cycle way along the original alignment of the rail corridor.

It is acknowledged that great opportunities exist if Council were able to negotiate the purchase or lease of the historic North Ipswich Railyards owned by Queensland Rail.

This sections explores two scenarios for the North Ipswich Railway Precinct

1. without the inclusion of the North Ipswich Railway Workshops, and
2. with the inclusion of the North Ipswich Railyards Workshops

ISSUES & CONSIDERATIONS

- » land on the banks of the Bremer River subject to flooding.
- » strong cultural and heritage character throughout precinct, similar in potential use to Woollen Mill precinct, point of difference to be considered.
- » possible contamination issues with post-industrial site.
- » vehicle and pedestrian access into the site is limited by adjacent land ownership and rail corridor.
- » Rail Yards still under the ownership of Queensland Rail.
- » any negotiations with Queensland Rail over the rail corridor are long and arduous
- » the buildings and much of the infrastructure are heritage listed.



Existing Features

- 1 WORKSHOPS RAIL MUSEUM:**
- » currently receiving good patronage, but would benefit from the area being developed as a cultural and heritage precinct.
 - » under control of the Queensland Museum, plans for an upgrade to part of the exhibition are being considered by the Queensland Museum Board.

- 2 QUEENSLAND RAIL YARDS WORKSHOPS:**
- » buildings date back to late 1800's and are predominately left unused.
 - » maintenance and upkeep has become expensive and difficult for QR.

- 3 RIVERFRONT OPEN SPACE:**
- » relatively flat zone on the lower bank of the Bremer River
 - » area subject to flooding

- 4 PRIVATE LAND PARCEL:**
- » flat land on the upper bank of the Bremer River
 - » currently owned by private developer
 - » area subject to flooding

- 5 PEDESTRIAN/ CYCLE LINK:**
- » Connection to existing Brassell Bikeway (commuter and Pedestrian and cycle corridor) to the north, which extends to Brassall, Wulkuraka and Pine Mountain. Planned extension of a pedestrian and cycle link through the precinct and to the CBD.

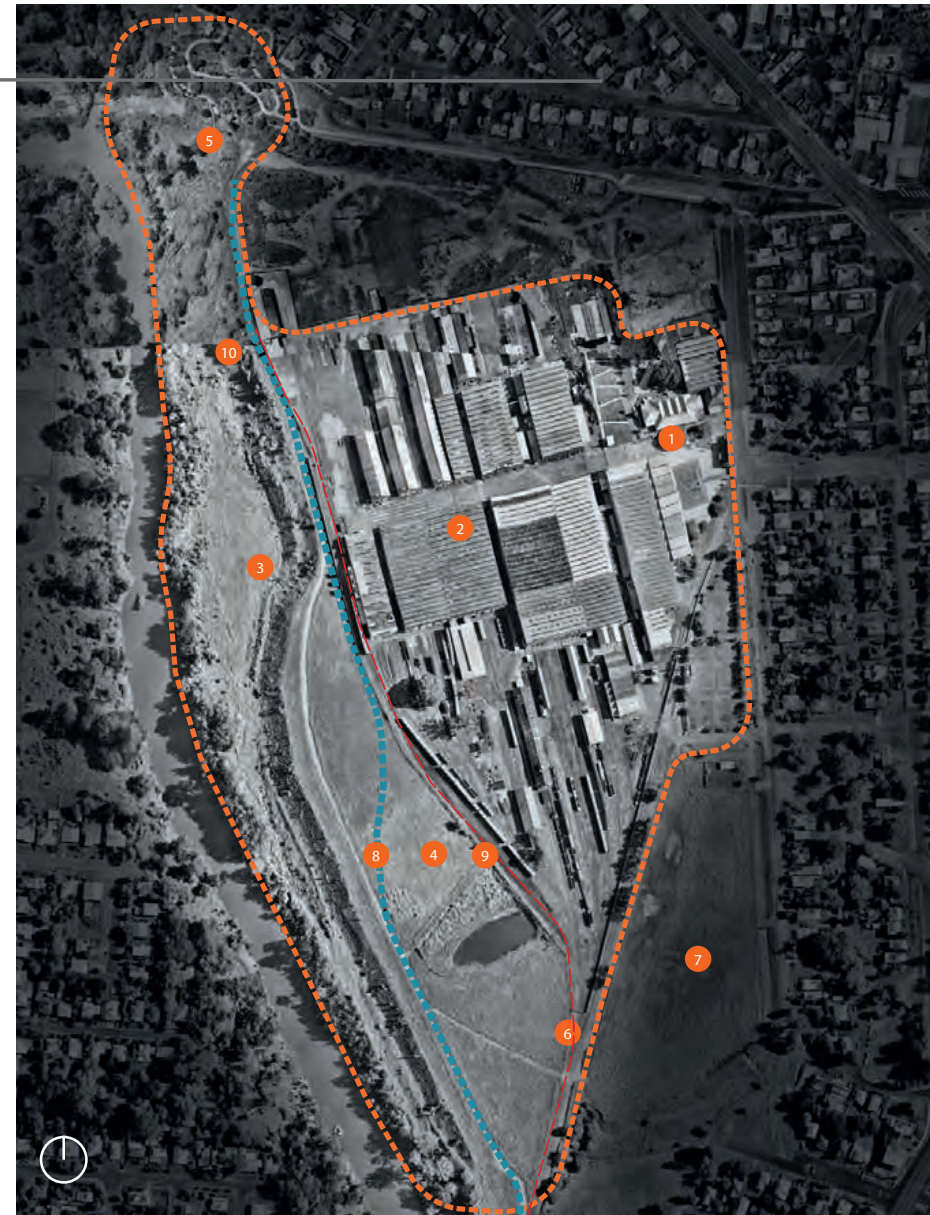
- 6 RAILWAY CORRIDOR:**
- » non-electronic line used in-frequently with limited opportunities for crossing .

- 7 PRIVATE LAND PARCEL:**
- » future development site, DA approved

- 8 HISTORICAL MIHI RAIL LINE:**
- » Part of the first railway line in Queensland and is State Heritage listed.

- 9 PROPERTY BOUNDARY:**
- » to the east is owned by Queensland Rail and the west by the Local Council.

- 10 REMNANT CROSSING:**
- » approximate location of existing historical stormwater outlet crossing.



Ipswich Rail Yards

Preferred Precinct Master Plan (without the North Ipswich Rail Workshops)

VISION

With the Ipswich Railyard Workshops remaining as existing the eastern edge of the open space corridor is bounded by existing fencing, while the western edge is confined by the Bremer River and riparian vegetation. Without activation of the corridors eastern and western edges, the greatest opportunity exists to formalise the shared pedestrian/ cycle way with a 4 metre wide concrete pathway following the alignment of the historic Mihi Rail line.

Opportunities also exist to incorporate:

- » Historical and environmental interpretive signage;
- » small seating spots at strategic vantage points along the pathway; and
- » artworks at strategic locations to identify gateways and discovery moments.

ISSUES & CONSIDERATIONS

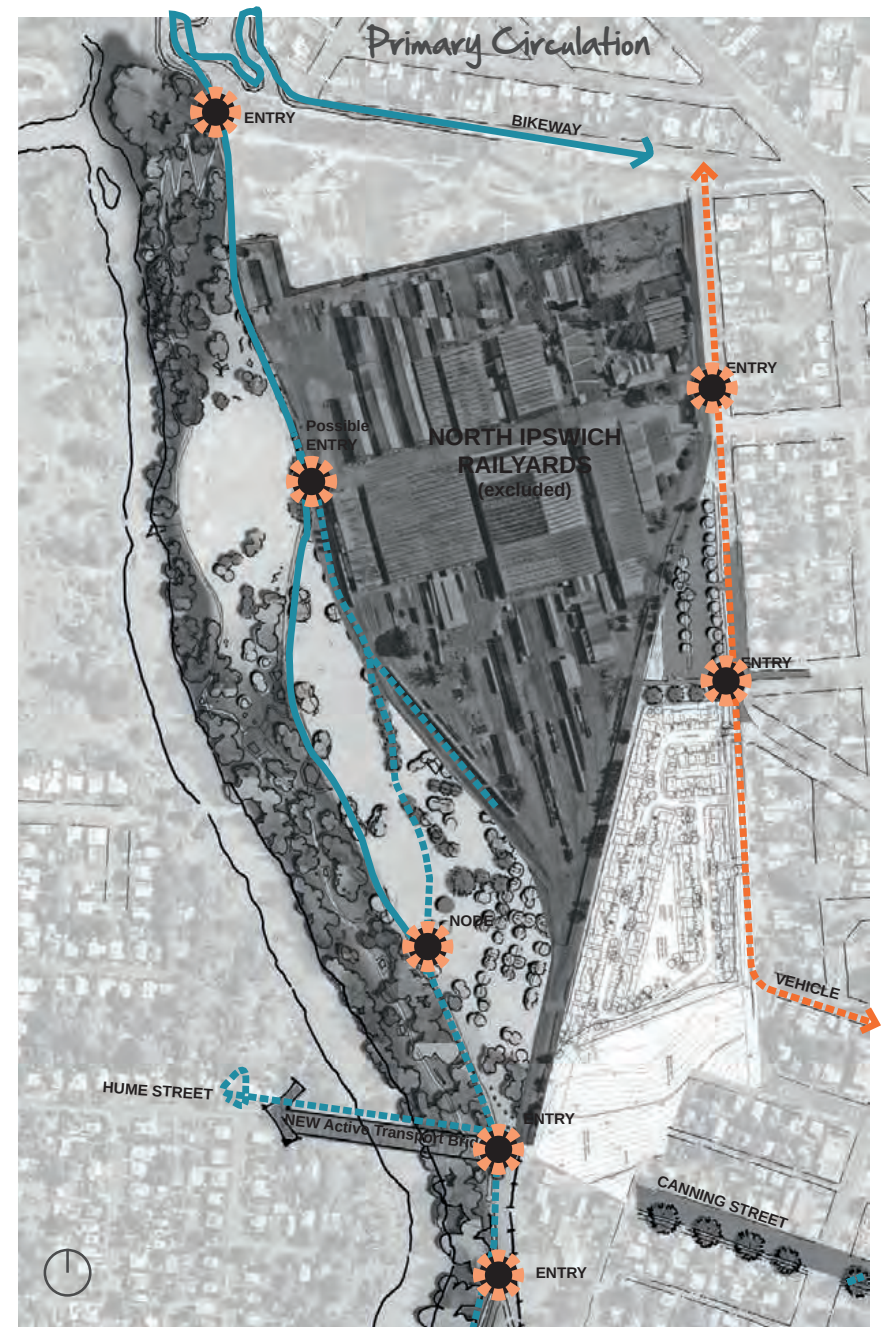
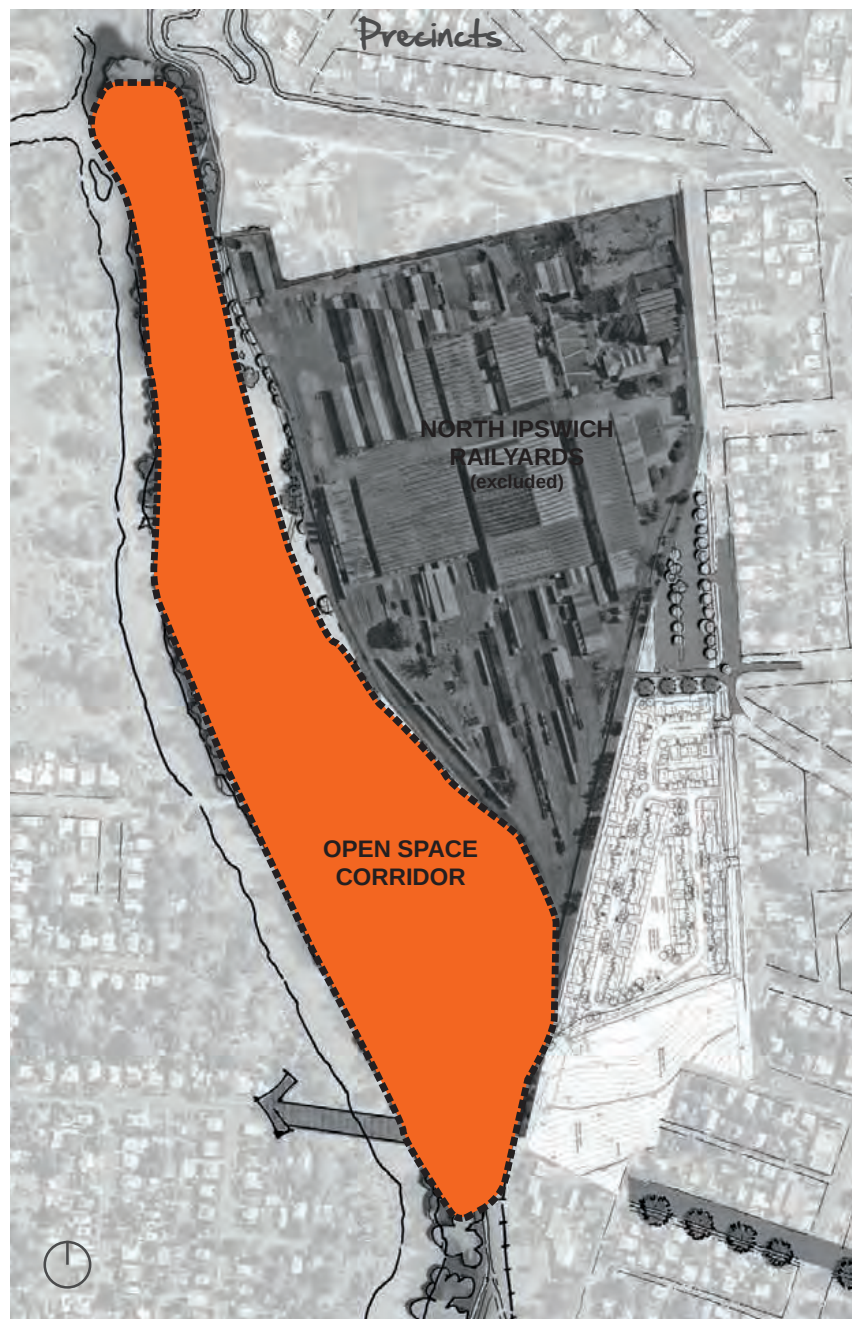
- » Land on the banks of the Bremer River is low lying, difficult to get to and subject to flooding.
- » Strong cultural and heritage character throughout the corridor with strongest reference to the Mihi Rail Line.
- » Possible CPTED issues due to limited access from the north and south only.
- » Lack of passive surveillance leading to undesirable behaviours.
- » Possible need for lighting and CCTV infrastructure.



Preferred Precinct Master Plan (without the North Ipswich Rail Workshops)

- 1 BIKEWAY**
 - » Formalised active function commuter cycle-way
 - » follow alignment of historic Mihi Rail line
 - » connect into existing formal network to the north
- 2 HISTORIC STORMWATER OUTFALL**
 - » signage to reference historic remnant
- 3 BREMER RIVER VEGETATION**
 - » retain and enhance the existing riparian vegetation along the Bremer River
- 4 BREMER RIVER WALK**
 - » opportunity for future walkway at lower level of the open space corridor
 - » simple robust path network capable of enduring regular flood inundation
 - » interpretive signage & small seating opportunities
 - » regular connections back to main path
- 5 GATEWAY MARKERS**
 - » opportunity for art elements to mark the gateways into the precinct
 - » artwork to be robust and positioned with good visual surveillance from adjacent roadways
- 6 OPEN GRASS AREA**
 - » possible open passive recreation areas with simple picnic facilities to encourage some day time use
- 7 PEDESTRIAN RAIL CROSSING**
 - » possible relocation of existing rail level crossing to align with Canning Street and new Active Transport Bridge to Hume Street
- 8 NORTH IPSWICH RAILYARDS**
 - » existing Historic North Ipswich Railyard Workshops excluded from the master plan
 - » assume no connections or integration with the open space corridor
- 9 ENTRY FORECOURT & SPINE**
 - » existing entry courtyard to Railway Museum
 - » does not connect to the open space corridor, however could be key entry point to the open space corridor if public easement could be negotiated
- 10 RAILWAY MUSEUM**
 - » existing museum operated by Queensland Museum
 - » does not connect to the open space corridor
- 11 FUTURE DEVELOPMENT SITES**
 - » Approved DA townhouses with no facings to Rail Yards
- 12 EXISTING CAR PARK**
 - » to service Railway Museum and North Ipswich Railyard Workshops





North Ipswich Rail Yards

Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

VISION

Opportunities exist for redevelopment of the North Ipswich Railyards into a regionally significant community destination offering a variety of tourism, heritage, cultural, civic, commercial and recreational attractions. The precinct will be unique to South East Queensland and will draw visitors and locals.

Utilising the existing rail corridor, public transport links directly to Ipswich Central CBD is easily achieved. Regional facilities could include museums, showgrounds, exhibition halls, performing arts, playgrounds, picnic lawns and a swimming lagoon.

ISSUES & CONSIDERATIONS

- » The precinct would become a major destination for visitors from outside the region.
- » North Ipswich Railyards is currently owned by Queensland Rail (QR) and negotiations with QR would be required to secure rights to develop the site.
- » Historical buildings would be a feature of the precinct with the ability to show case to the public.
- » Numerous opportunities exist for revenue generation to off-set the capital expenditure and cost of ongoing maintenance and operations.
- » The proposed uses would compliment the exiting Rail Museum and proposed Open Space corridor.



Character images taken from other locations

Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

- 1 ENTRY FORECOURT**
 - » utilise existing entry courtyard with signature elements
- 2 RAILWAY MUSEUM**
 - » existing museum operated by Queensland Rail to be retained
- 3 MOTOR VEHICLE & AIRCRAFT MUSEUM**
 - » retain and restore existing railway buildings
 - » refurbish to house new museum displays
- 4 EXISTING LANDSCAPE COURTYARD**
 - » enhance to provide connections to performing arts precinct
- 5 CREATIVE ARTS STUDIOS**
 - » retain and restore existing railway buildings
 - » refurbish to accommodate:
 - » art galleries
 - » art studios with artists in residence
 - » dance and performing arts studios and performance spaces
 - » studios and incubator spaces for creative industries, professionals and start-ups
 - » creative co-working spaces
- 6 BARS & RESTAURANTS**
 - » retain and restore existing railway buildings
 - » refurbish to accommodate high end restaurants and bars
 - » open up to outdoor dining and plazas
- 7 SCULPTURE PLAZA**
 - » paved and turf area with permanent and temporary art displays
 - » overlay grid of trees with botanical references to connect to adjacent proposed botanical arboretum
- 8 OUTDOOR PERFORMANCE PLAZAS**
 - » area for outdoor performances and art galleries as an extension of the creative arts studios
- 9 EXISTING CAR PARK**
 - » accommodates approximately 215 car spaces
- 10 VEHICLE ENTRY & EXIT**
 - » crossing point for vehicles and pedestrians entering the Railway precinct
- 11 LIGHT RAIL NETWORK**
 - » utilising existing rail corridor and infrastructure provides new public light rail transport link between the Railyards and the CBD
- 12 CAR PARK**
 - » new proposed car park to accommodate approximately 470 car spaces
- 13 INTERNAL ACCESS ROAD**
 - » low speed vehicle road
 - » proposed one way network
 - » parallel car parking along road accommodating approximately 70 car parks
 - » incorporates feature threshold paving at entries and exits, key junctions and pedestrian crossing points
- 14 RAILYARD PROMENADE**
 - » 4-5m wide pedestrian promenade
 - » feature paving with avenue of signature Hoop Pines
- 15 EVENTS & SHOW GROUNDS**
 - » open flexible oval areas suitable for a variety of events
 - » easy access for bump-in stage or exhibition
 - » surrounded by picnic shelters to encourage passive recreation use outside formal events
- 16 EXHIBITION HALL & PLAZA**
 - » retain and restore existing railway buildings
 - » refurbish as an Exhibition Hall to accommodate a variety of events from large machinery exhibitions to conferences
 - » Exhibition Plaza
 - » spill out plaza from the Exhibition Hall to accommodate outdoor seating, dining or displays
- 17 BIKEWAY**
 - » Active function commuter cycle-way along historic Mihi Train line alignment
 - » opportunity for seating nodes and interpretive signage
- THE IPSWICH BILLABONG**
 - » large naturalistic public swimming lagoon
 - » large graded depth beach entry (no sand)
 - » maximum 1.5m pool depth
 - » children's water play elements
 - » pedestrian circulation to all edges
 - » ample shade
- SUN BATHING LAWNS**
 - » terraced open lawn areas (possible artificial turf) to encourage gathering and lounging
 - » shade through shelters, umbrellas and trees
- SCULPTURAL TERRACE LAWN**
 - » open terraced lawns stepping down to river's edge and amphitheatre
 - » display of iconic permanent and temporary public art sculptures
- SCULPTURAL WATER TERRACES**
 - » stepping water feature linking to the lagoon pool
 - » display of iconic permanent water sculptures
- CULTURAL WALK**
 - » primary pedestrian promenade linking the various museums and cultural facilities
 - » proposed artistic harbour and vertical markers
 - » iconic ribbon seating to add interest, opportunities for pockets of planting and seating
- RIVER STEPS**
 - » wide pedestrian steps linking to the Bremer River
- BOTANICAL ARBORETUM**
 - » opportunity to display a variety of endemic and exotic tree species in a contemporary grid layout
 - » walking trails through existing and planted trees
- RIVERSIDE WALK**
 - » low boardwalk within the riparian river zone
 - » interpretive signage and iconic shade shelters
- REGIONAL POST-INDUSTRIAL ADVENTURE PLAYGROUND**
 - » iconic playground of city-wide significance
 - » all inclusive play facilities catering for all ages and abilities
 - » sufficient natural and structured shade
 - » picnic facilities within and adjacent
- PASSIVE RECREATION LAWNS**
 - » open picnic lawns
 - » picnic shelters and barbeque facilities
- FUTURE DEVELOPMENT SITES**
 - » approved DDA townhouses with no facings to Rail Yards
- RAIL STATION**
 - » possible location of new platform to align with primary pedestrian link into the precinct
- BUS STOP SET DOWN**
 - » Existing bus and coach set down for public bus stops and private coach set down
- QR RAIL WORKSHOP**
 - » accommodate small Queensland Rail workshop
 - » co-located with existing rail museum



Exemplars THE GROUNDS OF ALEXANDRIA

HUNTLEY ST, ALEXANDRIA NSW



POST- INDUSTRIAL PAST

- » A former warehouse and pie factory in the heart of the industrial area.
- » Remaining true to the sites heritage of organic industries, which originally included tanneries, wool washing factories and market gardens, The Grounds provides a wholesome, produce-driven menu.

ABOUT

- » The site spans approximately an acre within the inner west city fringe suburb of Alexandria
- » The initial concept of The Grounds was to turn the then industrial concrete car park into a thriving urban sanctuary.
- » One of the Sydney's most popular spaces since it opened its doors in April 2012, with 15,000 people coming through the door every week.

PROGRAMMING

- » FARMER'S MARKET- Both Saturday and Sunday
- » Florist
- » Atrium
- » Sustainable gardens
- » 3 food venues (a cafe - Indoors; The Potting Shed Bar - a place to eat, drink, relax and chat with an abundance of hanging plants, terracotta pots and timber beams meet brass, brick and iron; and The Garden - opening into a courtyard festooned with grapevines and greenery, garden beds of florals, vegetables and herbs and Farm yard animals)



Exemplars CARRIAGEWORKS

WILSON ST, EVELEIGH REDFERN NSW

POST- INDUSTRIAL PAST

- » The Eveleigh Rail Yards were built on the site between 1880 and 1889, including the now heritage listed Carriageworks site. The distinctive nineteenth century industrial atmosphere of the former railway carriage and blacksmith workshops have been retained, with many heritage iron and brick details featured in the regeneration of the building.
- » Train carriages for Sydney's expanding rail network were built from scratch and maintained within the building. Carriages built here include the Royal Carriages constructed specifically for the Governor General and visiting Royalty, the very first electric carriage, and the first air-conditioned train in Australia.

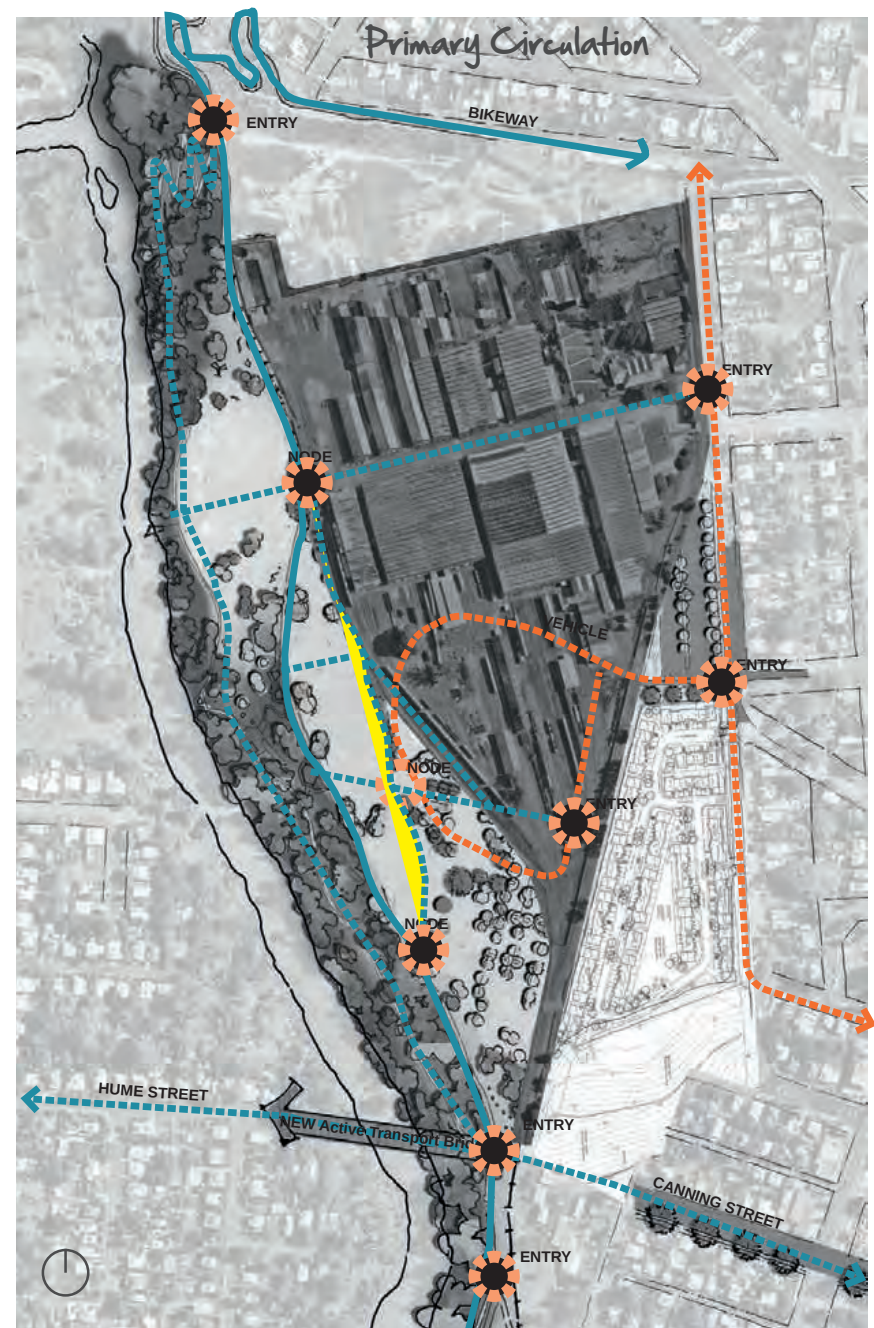
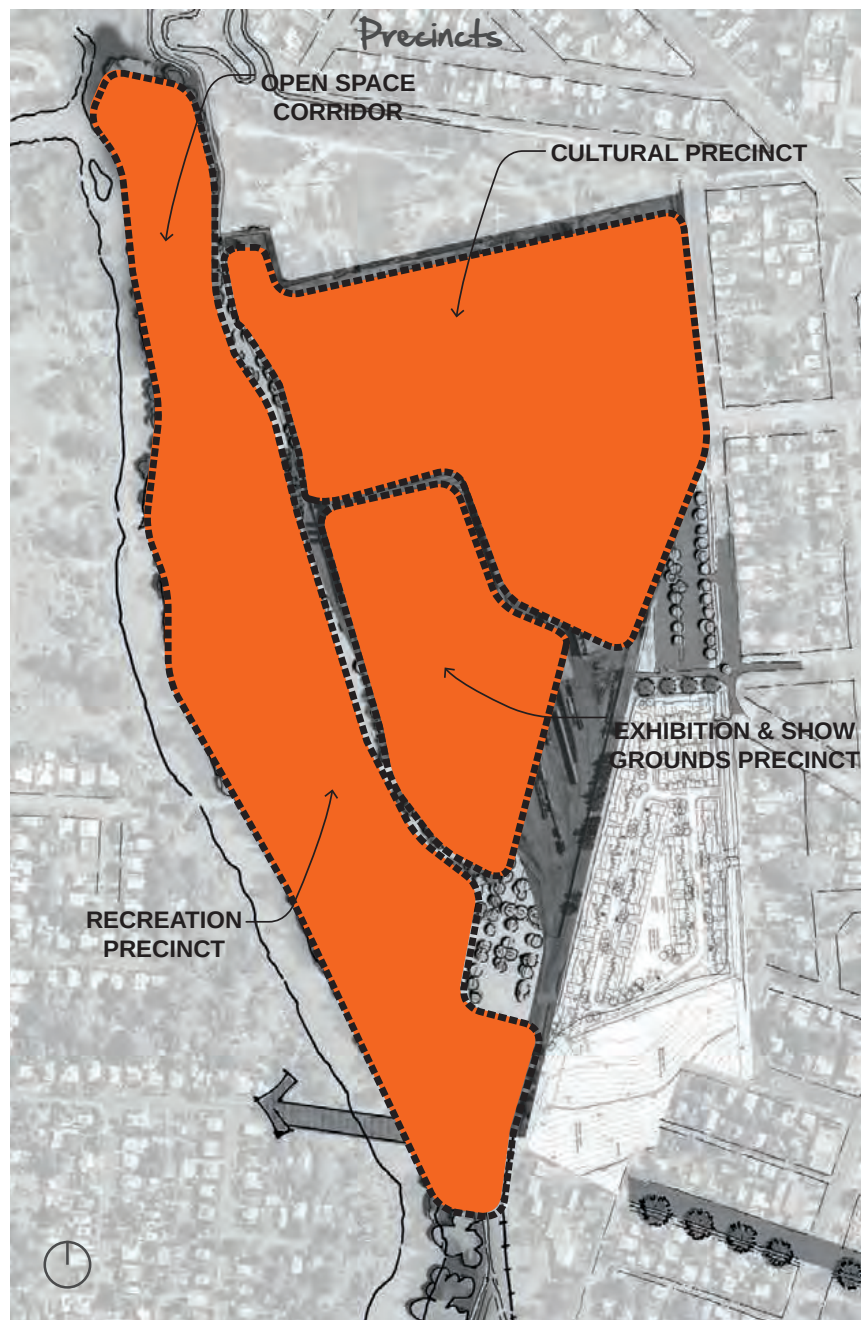
ABOUT

- » Carriageworks is the largest and most significant contemporary multi-arts centre of its kind in Australia.
- » Adaptive reuse of the workshop site began in 2003 with the housing of numerous contemporary arts practitioners, and Carriageworks officially opened in 2007.

PROGRAMMING

- » Farmer's market- all stalls focusing on seasonal produce including organic and biodynamic foods from farmers and artisan producer
- » Art installations and gallery spaces
- » Room for functions and weddings
- » Music concerts
- » Public speaking venues
- » Mercedes -benz fashion week
- » The national 2017: new Australian art festival
- » Night food markets
- » Vivid Sydney - a program of music, food and cultural events
- » Sydney table - a series of bespoke dining experiences
- » Masterclass and workshops - for a range of creative processes
- » Artist studios- artists in residence





Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

OVERALL RAILYARD SITE CHARACTER

- » The design will Utilise the site's current unique identity and work towards expanding this throughout the entire Landscape.
- » The identity of Ipswich is unique in the way that it has large scale dreams and desires but wholesome attitudes. The character of this district is rural and friendly, a highly lush and vegetated township which reflects its beginnings. The town subtly reveals the proud layers of history that it has as Queensland's oldest provincial city, holding dear these links to the past whilst reaching towards the future.
- » The design will Retain to the significance remnant cultural artefacts in order to demonstrate the importance of the processes that once took place here and the role it played within the broader story of Ipswich. Ipswich having the first train station in Queensland, this landscape of legacy will repurpose these Importance historical links, primarily the transit corridors of the site. These movement corridors will retain their use but be re-positioned towards pedestrian flow.



Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

MATERIALITY

Continuing the site's existing charm by using materials which match with the current post-industrial palate, coppers, metal, brick and stone. The vegetation palette will keep with the Australian native planting mix that currently exists in Ipswich and the site's unique exotic planting of fruit trees and other such interesting species. This planting aesthetic will work in with the structural materials and have a controlled overgrown appearance. The site's quality at the moment, being a neglected and overgrown postindustrial mix mash of history, will be interpreted and refined. This current and enchanting language will be expanded along the space.



Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

6 OPPORTUNITIES FOR BARS, RESTAURANTS & RETAIL

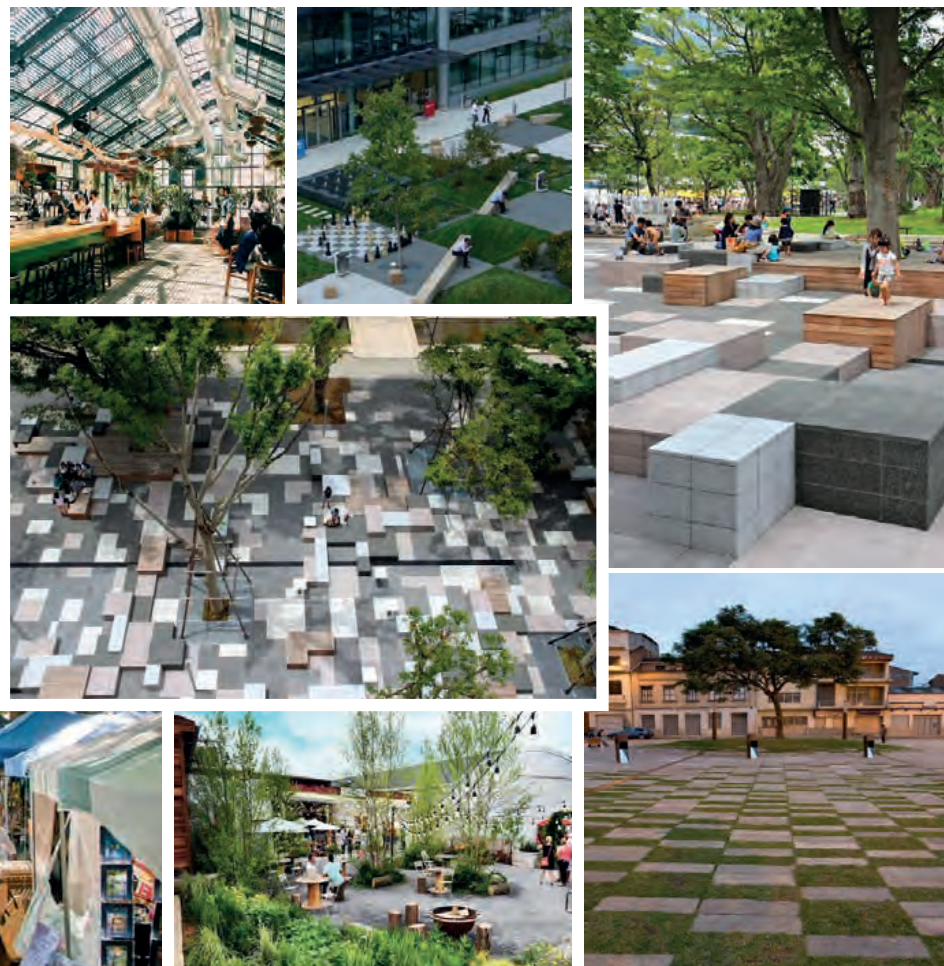
Opportunities exist to establish this precinct as an active vibrant place both day and night, not only through the variety of facilities and attractions, but through the careful inclusion of appropriate food and beverage offerings.



Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

8 PROGRAMMABLE PLAZAS

A mix of different plazas spaces will be scattered throughout the inner centre of the Rail yards. Each Plaza space can be assigned to a corresponding building programmed events to flow from inside to out. These courtyard spaces will work as free passive space when not needed.

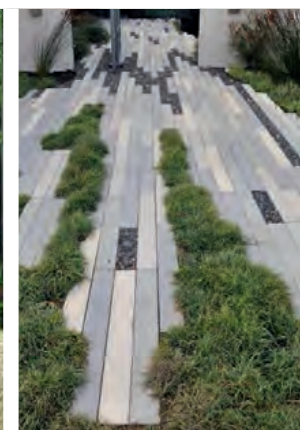
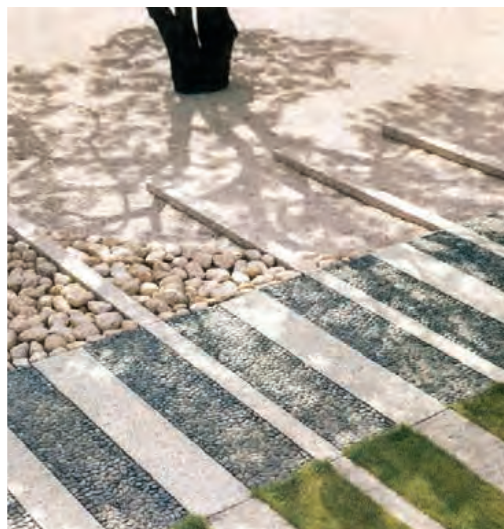


Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

14 RAILYARD PROMENADE

The re-purposing of old Rail tracks will be used to highlight the major Rail Yard Promenade which connects the Carpark and to the Ipswich Billabong and integrates into the pedestrian network. This pathway visually reference the past of the Site through the use of industrial and highly textualized materials. This pathway will consist of a patchwork of slices of texture. The train tracks will be reflected and represented on the horizontal plane through multiple surfaces and native vegetation planting and in the vertical through an industrial arbour.

- » 4-5m wide pedestrian promenade
- » Feature native planting and pavement to be referenced through the entire works.



Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

15 SHOWGROUNDS & EXHIBITION PLAZA

16 This exhibition plaza space will be designed to accommodate large groups of people to spill from the Exhibition Hall. This space will consist primarily of interesting earthy pavements and a grid of fruit trees. This vegetation choice will make a link back to the Plants that once grew in this space in the past, planted by the Railyard staff. These productive gardens will also connect to the spaces current use in the agricultural exhibitions that will be conducted here.

The Exhibition Plaza extends to the flexible Showgrounds lawn, to be used for major events or as passive open space when not being utilised for programmed activities.

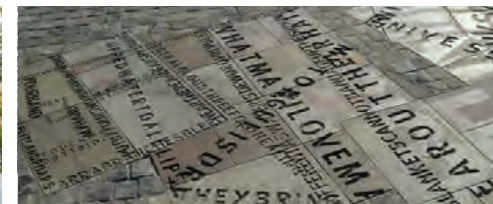


Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

17 BIKEWAY & HISTORIC MIHI WAY

The alignment of the bikeway pathway will follow the Mihi historical train line in parts, this being the first track in the entirety of Queensland. The significance of this historic cultural asset will be revealed through the use of interpretative signage and pavement. These elements will be representational of both the past of Ipswich and of the Rail industry in the area.

- » 4-5m wide pedestrian/cycle promenade
- » opportunities for signature artwork, furniture and signage to be integrated as part of the journey along the promenade



Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

18 SWIMMING LAGOON

A feature attraction of this precinct, the "Ipswich Billabong" is a public swimming lagoon similar to Southbank Parklands Lagoon and the Orion Swimming lagoon at Springfield. It will offer a different feel and character to Orion Swimming Lagoon by embracing a naturalistic and rustic theme characterised by informal edges, surrounded trees and vegetation (where practical) drawing upon its natural riverine and post industrial location.

The lagoon will drive the identity of the precinct and will become an asset for the entire community, creating huge economic opportunities for the area. Break away small rock pools for zero depth play and educational play with a central pool edging in boulders for large collective groups will support the different look and feel of the facility.

- » large public swimming lagoon with ample shade
- » large graded depth beach entry (no sand) maximum 1.5m pool depth
- » childrens' water play elements
- » pedestrian circulation to all edges



Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

20 SCULPTURAL TERRACE LAWN AND GARDENS

- » open terraced lawns stepping down to river's edge
- » display of iconic permanent and temporary public art sculptures
- » in flood plains so designed to be resistant

24 BOTANICAL ARBORETUM

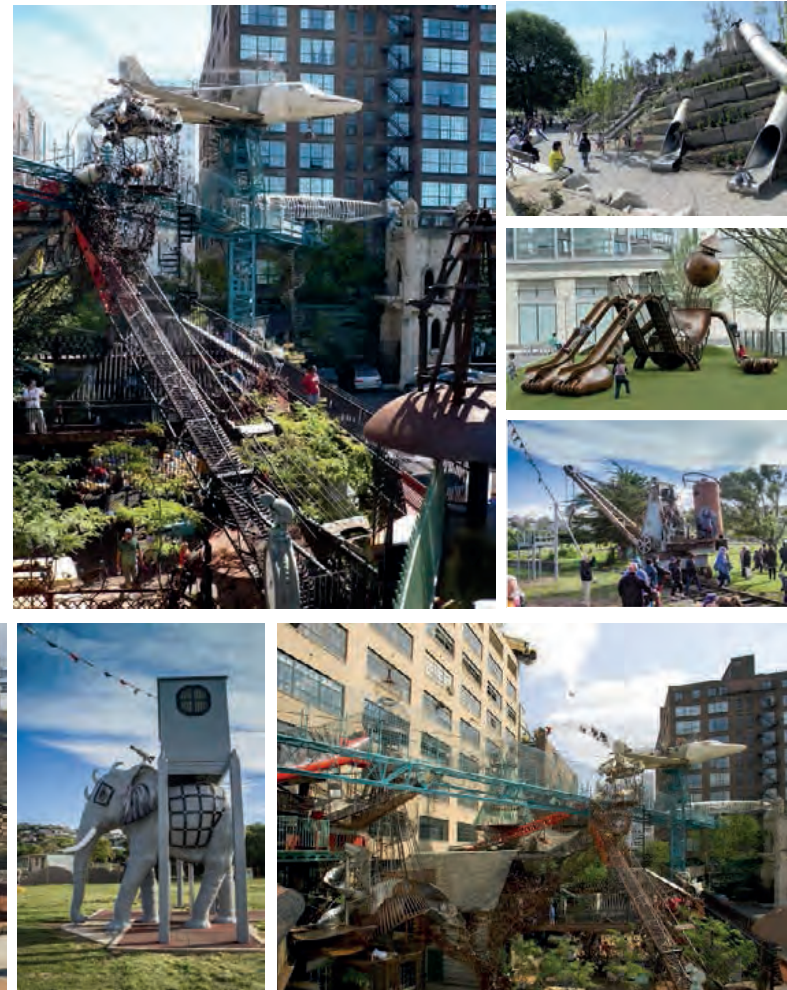
- » opportunity to display a variety of endemic and exotic tree species in a contemporary grid layout
- » walking trails through existing and planted trees



Ultimate Precinct Master Plan (inclusive of North Ipswich Rail Workshops)

26 ICONIC REGIONAL PLAYGROUND

Themed adventure playground, based on a post industrial character including multiple levels and areas for all ages and abilities. The playground will be iconic and will draw families from outside the local region.



3.2 Riverlink Precinct

Precinct Overview

VISION

- » Reinforce the safe and equitable movement of pedestrians and cyclists through and around the Riverlink shopping precinct, as part of a regional pathway network, with opportunities for pause and rest points along the journey.
- » Providing pedestrian and cyclists safe and equitable access to the CBD via the Bradfield Bridge and seamless connection into the Riverlink shopping Centre.

ISSUES & CONSIDERATIONS

- » land on the banks of the Bremer River subject to flooding.
- » CPTED issues with pathway between river and shopping centre
- » DDA compliant ramp from path to Bradfield Bridge is expensive and visually intrusive
- » any negotiations with Queensland Rail over the rail corridor are long and complex
- » northern bank subject to erosion



Existing Features

- 1 **RIVERFRONT BIKEWAY:**
 - » shared pedestrian and cycle pathway link adjacent the Bremer River
- 2 **SERVICE ACCESS PATHWAY:**
 - » existing connection from shared bike path to bus and shopping centre
- 3 **BRADFIELD BRIDGE:**
 - » provides pedestrian and cycle movement across the Bremer River
 - » bridge level is approximately 11- 12 metres above the river front pathway
- 4 **RAIL CORRIDOR:**
 - » nonelectric line used in-frequently
 - » designated pedestrian crossing point through the shopping centre and at Lowry St and the Riverlink Driveway (existing pedestrian mazes)
- 5 **OPEN FLAT AREA:**
 - » open flat lawn area adjacent the Bremer River (subject to flooding)
 - » opportunity to provide small recreation node
- 6 **DAVID TRUMPY BRIDGE:**
 - » has reached its 50 year design life but is likely to continue to function for many years, without significant upgrade
 - » structurally unsuitable for any Active Transport Bridge widening
- 7 **VEHICLE ACCESS:**
 - » current service vehicle access to Pine Street reserve under David Trumpy Bridge



Precinct Master Plan

1 BIKEWAY

- » Enhanced connections from the Rail Yards all the way to Cribb Park
- » Connections to all major public space assets and attractors.
- » Way finding devices along route showing the distance to certain attractions eg, Rail Yards, Ipswich Billabong and the Woollen Mill, CBD, Brassall and East Ipswich

2 RE VEGETATION

- » Existing planting of trees to be retained
- » Extensive planting of riparian vegetation which help with containing soil from erosion (suggestion of Species made in ISSUES AND CONSIDERATIONS
- » low grass re-vegetation for immediate edge relief and stability

3 BRADFELD BRIDGE RAMP CONNECTION

- » Ramp not designed as DDA route, alternative access currently exists
- » Ramp design to add to the current character of the bridge and
- » serve as a way finding device, operating as a vertical beacon through the use of interesting lighting and creative architecture.

4 EXISTING RIVERSIDE GREEN

- » Enhance this area with re vegetation around the edges and adding of a Focal Art Piece.

5 WAYFINDING VERTICAL ART PIECES

- » Way finding device which references others along the Rivers Edge, these structures visually relating to the Character of Ipswich .
- » Each piece varying slightly to dictate the Precincts own individual identity.
- » Art pieces will be at Nodes where Paths intersect and the entry to new Precincts

6 EXISTING AMPHITHEATRE

- » Hardening of the edge to prevent any further erosion on this already degraded edge.

7 HUME ST BRIDGE

- » New Active Transport Bridge at the around the 20m height connecting Hume Street and the new Major Pedestrian through fare of Canning Street.



Bradfield Bridge Connector Ramp

VISION

Linear Open Space Network

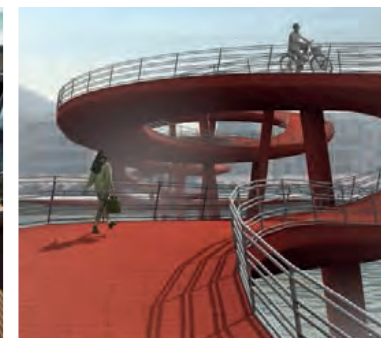
- » establish a continuous network of open space, linking key public features and attractions along the Bremer River.
- » reinforce a unified character and identity that pays homage to the new Ipswich CBD and celebrates the history and heritage of the site.
- » integrate and respond to flooding from the Bremer River.

Integrated Pedestrian & Cycle Network

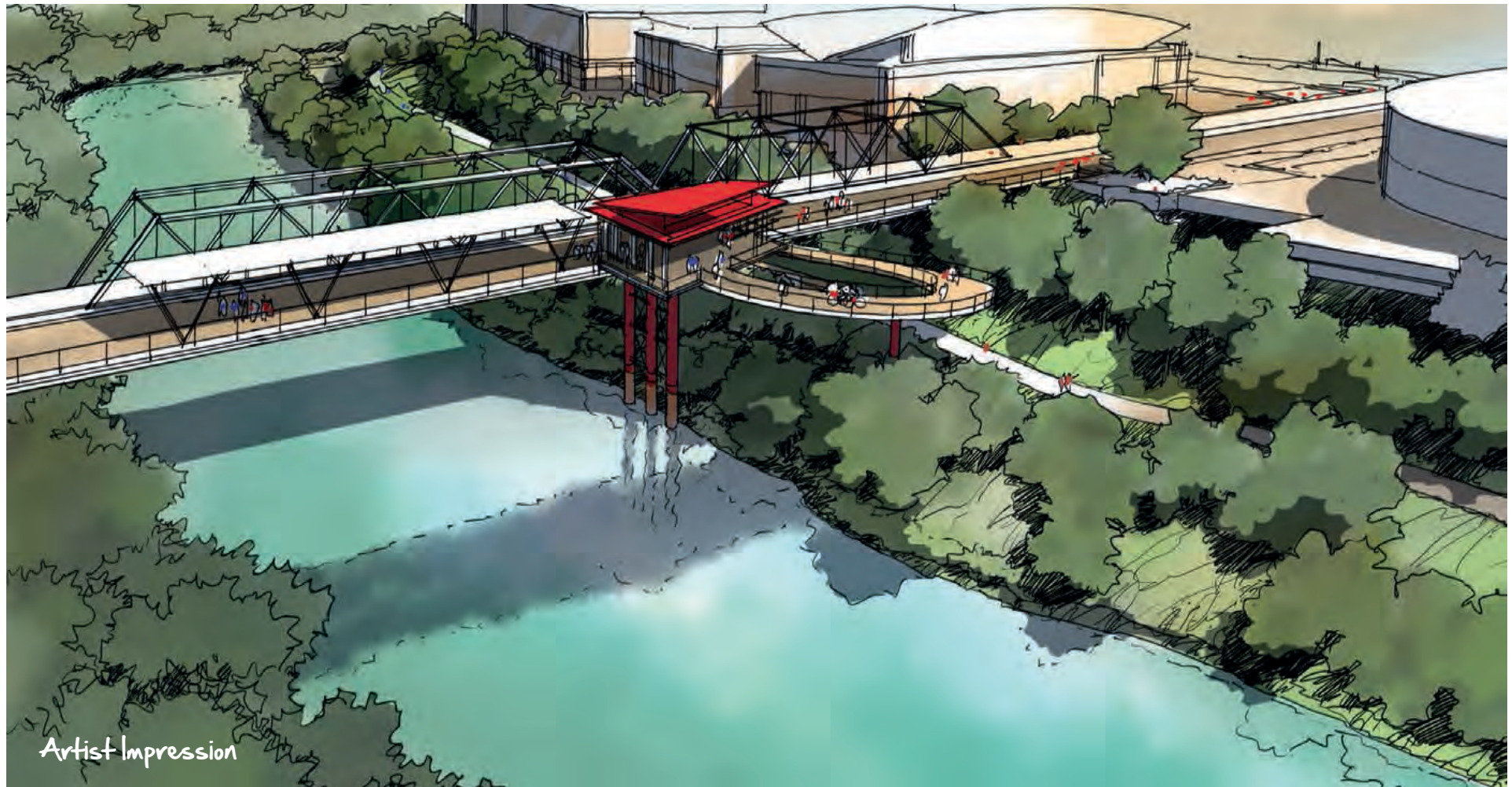
- » promote a legible and safe pedestrian and cycle link along the entire open space corridor.
- » provide an easy and integrated DDA-compliant circulation network that sits seamlessly in the landscape and topography.
- » connects to all major attractions, including links to the CBD.
- » Integrate with the planning citywide active transportation network. Network has State (Principal Cycle Network) and Council (iGo Active Transport Action Plan) Approval.

ISSUES & CONSIDERATIONS

- » Existing historical bridge abutment to be retained and protected from structures
- » Steep grades and tight corridors of open space offer limited options for alignment of ramp
- » Ramp structure to incorporate sculptural elements which are softly integrated into the existing network and park below.
- » Possible continuation of sculptural elements onto bridge to promote the celebration of arrival, add shade and make the experience of the journey more comfortable for pedestrian and bicycle traffic.
- » Ramp to assist the structural integrity of the northern bank to reduce erosion where practicable.
- » Utilisation of interesting lighting to promote this junction as a central landmark of Ipswich's pedestrian and bicycle network
- » incorporate CPTED principals.



Bradfield Bridge Connector Ramp PERSPECTIVE VIEW

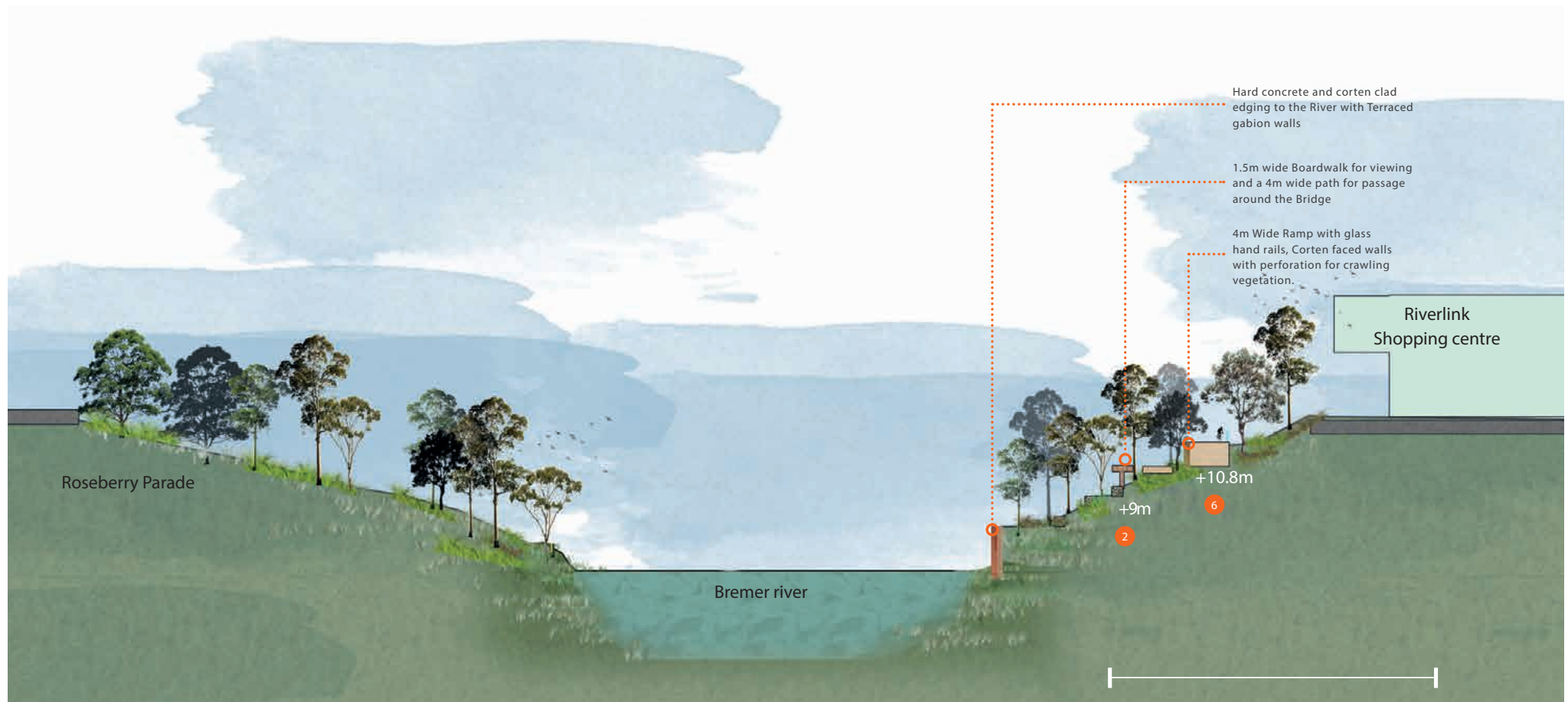


Bradfield Bridge Connector Ramp

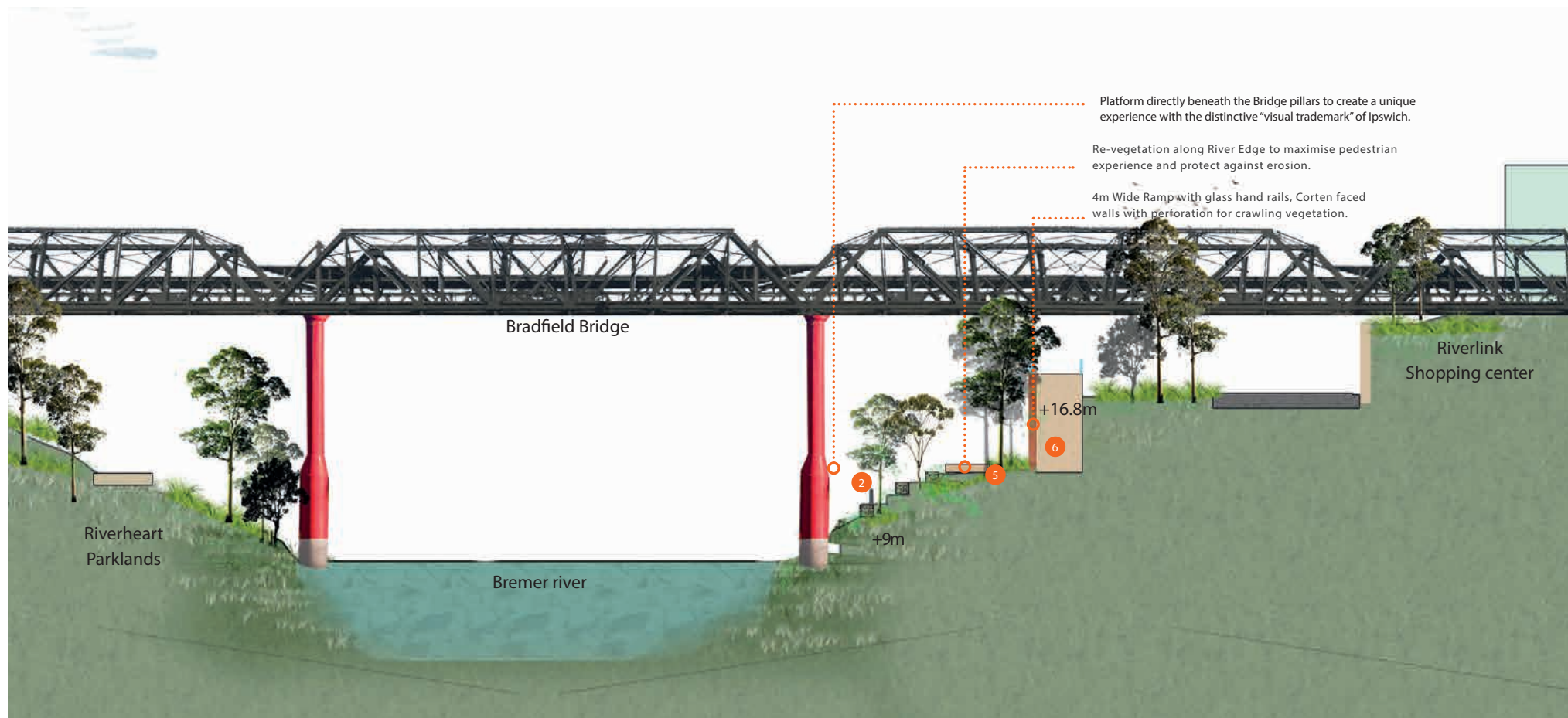
- 1 **BIKEWAY**
 - » Existing 4m wide Brassall Bikeway, bikeway to convert to board walk at node where Bradfield Bridge ramp begins.
- 2 **BOARDWALK AND VIEWING PLATFORMS**
 - » 3m wide Boardwalk for pedestrians and Cyclists, slightly meandering to slow movement.
 - » Viewing platforms with seating
 - » pier system to help in bank stabilisation
 - » Platform directly beneath the Bridge pillars to create a unique experience and node with the already distinctive "visual trademark" of Ipswich.
 - » Boardwalk to intergrade back into the existing network on the Eastern side, walkway crossing directly beneath ramp structure creating an unusual and intriguing gateway.
- 3 **RETAINING WALLS**
 - » Implementation of ramp to include Gabion terracing at the higher level of the river, proposed to start at the 4m + level to minimise erosion from edge.
- 4 **CONCRETED HARD EDGE**
 - » Hard concreted or steel walls to river edge, included within the scope of the ramp and extent in both directions to resolve the exceedingly slumped and scoured river profile.
- 5 **RE VEGETATION**
 - » Existing planting of trees to be retained
 - » Extensive planting of riparian trees which help with containing soil and preventing erosion (suggestion of Species made in MASTER PLAN ISSUES AND CONSIDERATIONS)
 - » Ornamental and productive vegetation between boardwalk and ramp, creating a lush treetop walk experience and minimising the perception of separation from the Bridge and Mall level.
- 6 **BRADFIELD BRIDGE PEDESTRIAN RAMP**
 - » Ramp to be graded at 5% longitude until underneath Bradfield Bridge. 10% longitude grade from Bradfield Bridge
- 7 **WAYFINDING VERTICAL ART PIECES**
 - » Way finding device which references to others along the Rivers Edge, these structures visually relating to the Character of Ipswich
- 8 **EXISTING AMPHITHEATRE**
 - » Hardening of the edge to prevent any further erosion on this already degraded edge.



Bradfield Bridge Connector Ramp SECTION 1



Bradfield Bridge Connector Ramp SECTION 2



Bradfield Bridge Connector Ramp

DESIGN, CHARACTER & IDENTITY

- » Ramp to be graded at 5% Longitude until underneath Bradfield Bridge, 10% Longitude grade from Bradfield Bridge.
- » Ramp location to be directly on top of existing pathway, this to maximise the reach of the path adjacent to the steep slope on the Riverlink side, the path in this location doesn't channel pedestrian access through but provides views to the river and the adjacent parklands.
- » The Ramp alignment is different from the preferred one shown in Appendix B package 3 and 3A from ICC, The ICC preferred positioning of this ramp would be extremely uncomfortable for those pedestrians and cyclists moving around this ramp on the continuation of travel, reducing most to all natural surveillance to this area and having serve breaches of CPTED principals. Additionally It would be harder to construct as would be closer to the River and have more flood related constraints. In the long run, it might be more expensive to construct the Design shown here but with this infrastructure being directly adjacent to the River heart Parklands (The Premier Central Parklands) this structure will be a visible landmark throughout this linear stretch and from the proposed Skybridge.
- » Ramp not designed as DDA route, alternative access currently exists
- » Ramp design to add to the current character of the bridge and
- » Ramp to serve as a way finding device, serving as a vertical beacon through the use of interesting lighting and a creative architectural approach
- » Ramp to circle existing tree and attach to the bridge abutment
- » Vines and corten cladding to ramp facing.



3.3 Sports Precinct

Precinct Overview



VISION

- » Redevelopment of the existing sports fields to establish a sports and events precinct housing the region's premier sporting and community events. Serviced by convenient public transport, easy pedestrian connections to the CBD, and close proximity to bars and restaurants.
- » This precinct will become a place of community pride to come alive on "game day" that will spill over into the CBD and near by entertainment precincts.

ISSUES & CONSIDERATIONS

- » northern bank highly visible from Ipswich River Heart Parklands
- » premier rectangular Sports stadium proposed for this precinct (16,000 - 20,000 capacity). Size and location to be explored as part of the Master Plan
- » physical and visual pedestrian connections to adjacent areas (Woollen Mill, CBD, etc.) offer great potential for complimentary programming of facilities
- » car parking and public transport will need to be carefully considered in any redevelopment plans to mitigate impact on adjacent residents
- » adjacent residential zoned for high density residential
- » David Trumpy Bridge structurally unsuitable for any Active Transport Bridge widening



Existing Features

- 1 **PREMIER QRL FIELD:**
 - » home of the QRL Ipswich Jets
 - » predominately uncovered grass spectator banks with one small grandstand and clubhouse
- 2 **SECOND FIELD (LEN JOHNSON OVAL):**
 - » open fields used primarily during football season and occasional community event
 - » serviced by small car park off "The Terrace"
- 3 **PINE STREET RESERVE:**
 - » under utilised open space between the sports fields and the Bremer River
 - » no formalised path network servicing this area, existing terrain provides challenges
- 4 **THE TERRACE:**
 - » only vehicle access road currently servicing the sports fields, dual carriage way road with unmarked parallel car parking to both sides
 - » servicing a number of traditional residential lots to the north, with driveway access
- 5 **IPSWICH RIVER HEART PARKLANDS:**
 - » linear open space along the southern banks of the Bremer River
 - » opportunity to explore pedestrian link at Marsden Parade across the Bremer River
- 6 **MARSDEN PARADE CAR PARK:**
 - » currently ground level open air public carpark
 - » opportunity to develop multilevel car park supported by good pedestrian links to the train station, CBD , River Heart Parklands and sports precinct via an Active Transport Bridge
- 7 **DAVID TRUMPY BRIDGE:**
 - » uncomfortable 2m wide pedestrian connection across Bremer River on either side of the bridge.



Exemplars

CBUS SUPER STADIUM

A rectangular football stadium in the Gold Coast suburb of Robina, Queensland. It is the home ground to the National Rugby League's Gold Coast Titans.

- » Public Transport is located extremely close to the facility and is recommended as the easiest way to reach the stadium on event days
- » There is no public car parking at the venue and resident permits are required to access nearby streets within the Traffic Management Area.
- » Capacity to seat 27,400 people
- » The Mudgeeraba Creek is located directly behind the Stadium
- » Robina Train Station and rail easements run along the South side of the Complex.
- » Large Plaza Space as Entry point



ANZ STADIUM

The Sydney Football Stadium, commercially known as the Allianz Stadium since February 2012, is a football stadium located in Moore Park, Sydney, Australia.

- » Public Transport is located extremely close, Both train and bus modes
- » There is Parking available at an off site facility.
- » Capacity to seat 83500 spectators
- » is a multi- purpose stadium located in the Sydney Olympic Park, in Sydney, Australia.
- » Large Plaza Space and breathable room around structure.



Exemplars

GARE DO ORIENTE

This iconic inter-modal transport hub is located in Portugal

- » Situated in an urban area of reclaimed industrial and abandoned buildings in Lisbon
- » Spacious courtyard as entry point
- » Well linked to the urban environment surrounding the structure
- » Glass roof protects people from the elements while still allowing lots of natural light
- » Ground level and subterranean access points
- » The white organic structure above gives way to cave-like concrete below

PANCHO ARENA

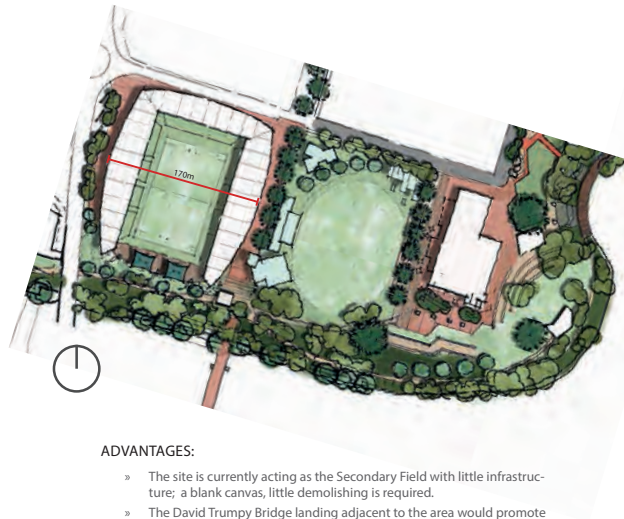
Located outside of Budapest, the 3,400-seat stadium by Doparum Architects exemplifies Hungarian organic architecture.

- » The 3,400-seat Pancho Arena, which hosts league matches and tournament games, maintains the style of the athletic academy's campus, which was master planned by Imre Makovecz, a prominent proponent of organic architecture. The 130,000-square-foot arena harmonizes with the natural environment, from the fan vaults that spread like tree branches to the use of timber as the primary building material.

Innovative and Iconic to the Region



Stadium Location Studies

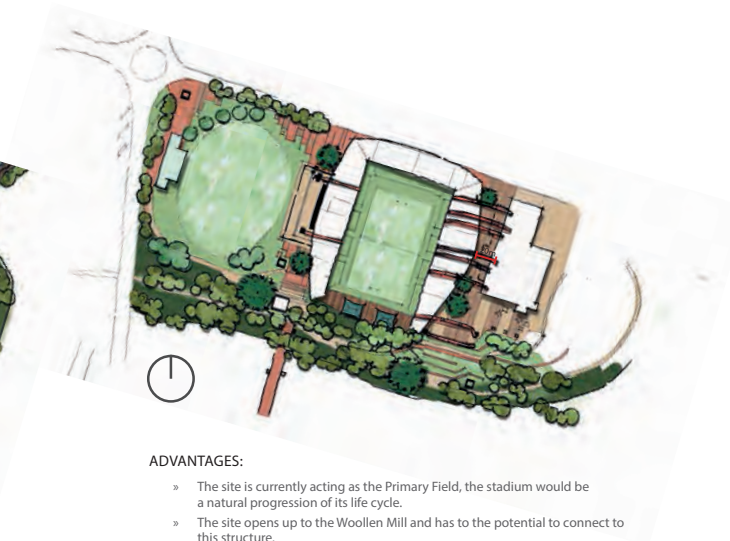


ADVANTAGES:

- » The site is currently acting as the Secondary Field with little infrastructure; a blank canvas, little demolishing is required.
- » The David Trumpy Bridge landing adjacent to the area would promote public transport to and from the CBD.
- » The central position in the Rivers bank would feed into the neighbouring precincts, the flow of people from this venue would lead directly through the city and other commercial outlets.
- » The inclusion of parking is minimised due to the relationship to the public transport network.
- » The structure would mirror Riverlink Shopping Precinct and provide a more centralised activity hub.
- » Greater synergy with the existing car park provided at Marsden Pde and its potential to be a multi-storey car park in the future.

CHALLENGES:

- » The location against Pine street could cause additional traffic- however with the inclusion of the proposed Active transport Bridge this issue would be lessened
- » The Bank of the site would require more grading then Option B which could be an issue with the Riverside pathway, however the inclusion of a ramp in this grading exercise could integrate this movement passage.
- » Size of the infrastructure required could minimise the amount of mature Vegetation along the Pine Street Reserve.



ADVANTAGES:

- » The site is currently acting as the Primary Field, the stadium would be a natural progression of its life cycle.
- » The site opens up to the Woollen Mill and has to the potential to connect to this structure.
- » With the Woollen Mill acting as a PRECINCT for youth and hosting other community events, the sites could feed into each other.
- » With the smaller sporting facility adjacent to it (Location B) on the Pine St side, there is a buffer of activity along the bank, spreading out the Public infrastructure along the bank more evenly.
- » Connections could be made through the mill to the land on the opposite side.

CHALLENGES:

- » The site is currently acting as the Primary Field and has a lot of infrastructure already in place. The grounds appear well maintained and could continue in their function for many more years without extensive enhancement.
- » The Woollen Mill have a strong aesthetic presence and Style, this connection could diminish the New Stadiums appearance in contrast. To match the Mill aesthetic it could degrade both facilities.
- » Connections between the Stadium and the Woollen Mill would most likely be blocked by the enclosed seating structure, creative architecture could resolve these issues.
- » The land adjacent, where the practice Field is in this rendition is, would be visually and physically disjointed from the community functions of the Woollen Mill

Precinct Master Plan Option A

- 1 **STADIUM**
 - » With the stadium located adjacent Pine Street there is opportunity for the stadium to establish as iconic gateway landmark to the north side of Ipswich. A cantilevered deck to the southern end of the stadium allows views directly into the stadium from David Trumpy Bridge.
- 2 **PEDESTRIAN PROMENADE**
 - » paved pedestrian link between the Community Oval and the Wollen Mill.
 - » Possible bars and cafes overlooking seating terraces connecting to the Community Oval
- 3 **PEDESTRIAN BRIDGE**
 - » The bridge access to the Ipswich River Heart Parkland and the CBD will be on the axes of this passageway further capturing a portal of views directly between these two extraordinary and distinguished structures.
- 4 **TERRACE LAWN**
 - » Large terraced platforms with a mix of landscape treatments, planting, turf, pavers and pebbles.
- 5 **ACCESS RAMP**
 - » DDA Ramp to upper level, crosses through terraced area.
- 6 **PLAZA TERRACE**
 - » Plaza space for commercial spill out.
- 7 **THE CORSO**
 - » Wide Pedestrian Corso to accommodate the movement of crowds at peak events
 - » feature paving and iconic Vertical art marker at terminus
- 8 **GRAND STAIR**
 - » Grand stairs case connecting community plaza to the bikeway
- 9 **RETAIN EXISTING BUILDING**
 - » retain existing stadium and community centre overlooking existing oval
- 10 **COMMUNITY OVAL**
 - » retain existing fields for community events, warm up and training
- 11 **LIFT**
 - » external lift of iconic design to address disability mobility between bridge/ bikeway level and the upper plaza and corso



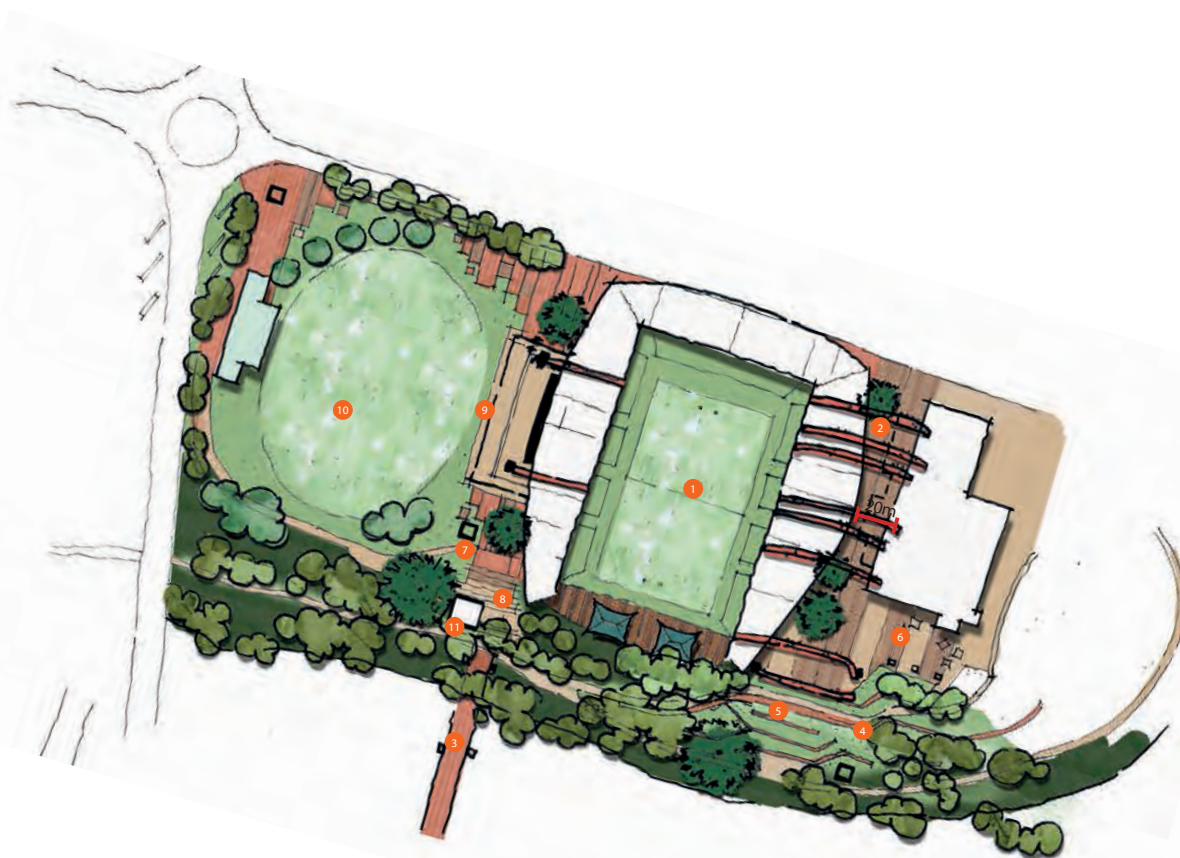
Stadium Option A - PERSPECTIVE VIEW



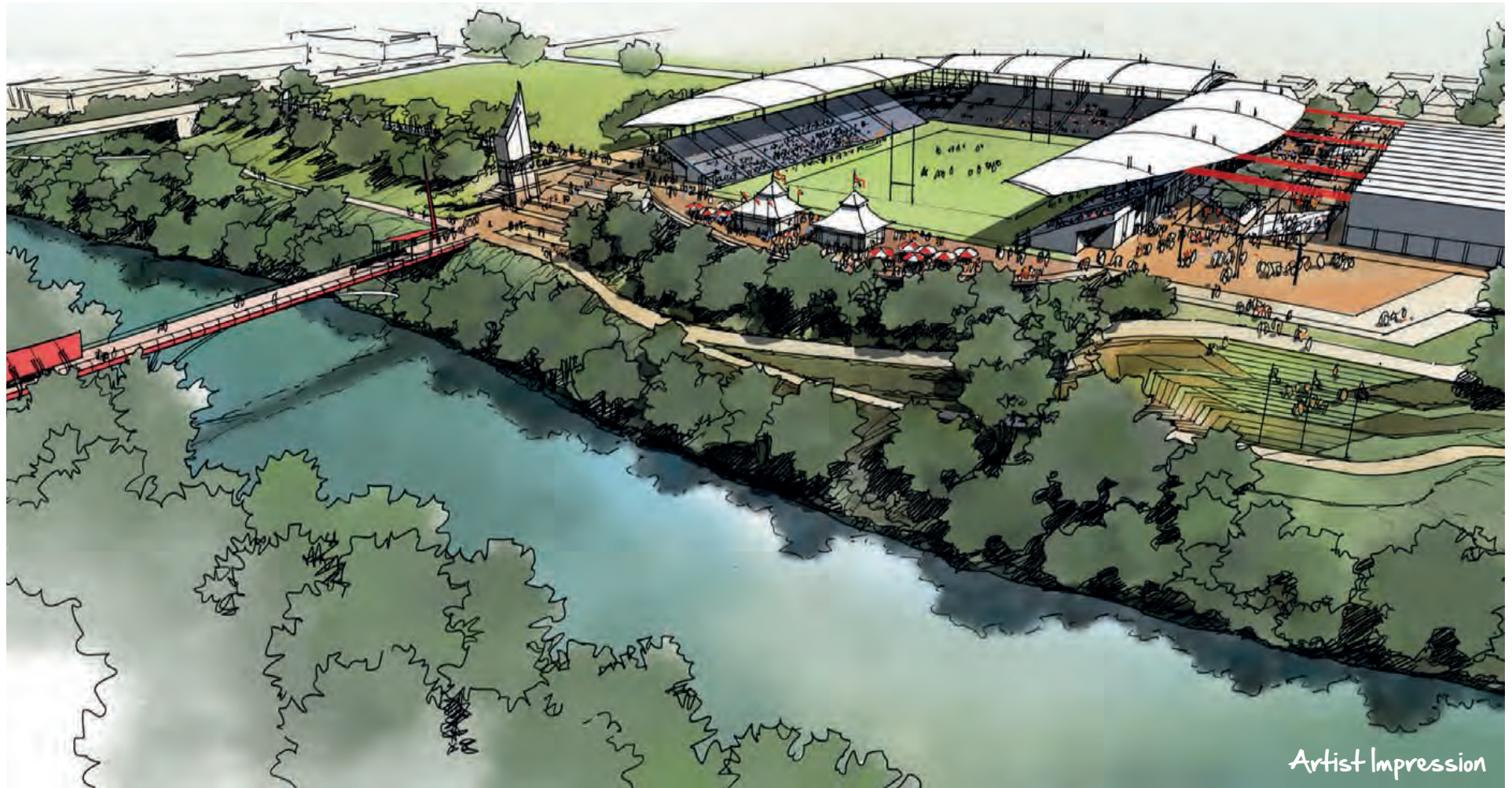
Artist Impression

Precinct Master Plan Option B

- 1 **STADIUM**
 - » With the stadium being up against the Woollen Mill there is opportunity to reflect the identity and style of this heritage in the design on the stadium. The visual association of this to the post-industrial building will enhance the uniqueness of this structure, further prescribing it as an iconic landmark of the area and of the entire country.
- 2 **PEDESTRIAN PROMENADE**
 - » Connections to the building in the form of an archway create an enclosed alleyway environment.
- 3 **PEDESTRIAN BRIDGE**
 - » The bridge access to the Ipswich River Heart Parkland and the CBD will be on the axes of this passageway further capturing a portal of views directly between these two extraordinary and distinguished structures.
- 4 **TERRACE LAWN**
 - » Large terraced platforms with a mix of landscape treatments, planting, turf, pavers and pebbles.
- 5 **ACCESS RAMP**
 - » DDA Ramp to upper level, crosses through terraced area.
- 6 **PLAZA TERRACE**
 - » Plaza space for commercial spill out.
- 7 **THE CORSO**
 - » Wide Pedestrian Corso to accommodate the movement of crowds at peak events
 - » feature paving and iconic Vertical art marker at terminus
- 8 **GRAND STAIR**
 - » Grand stairs case connecting community plaza to the bikeway
- 9 **STAGE AREA**
 - » Large hard stand area to accommodate stage and Plaza for potential community events
- 10 **TRAINING FIELDS**
 - » retain existing fields for community use, warm up and training
- 11 **LIFT**
 - » external lift of iconic design to address disability mobility between bridge/ bikeway level and the upper plaza and corso

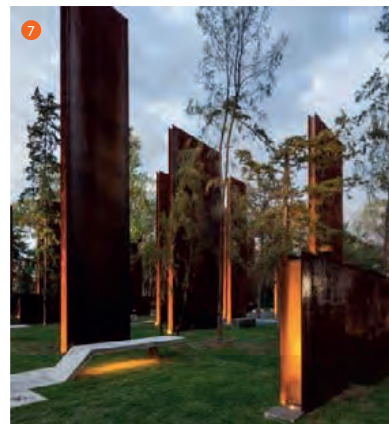
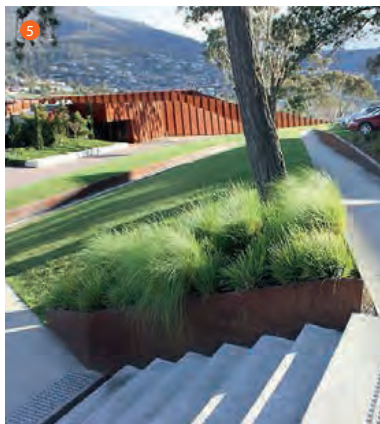
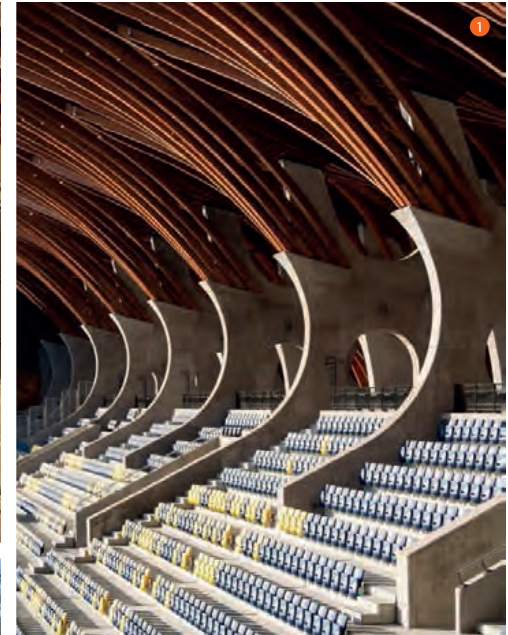


Stadium Option B - PERSPECTIVE VIEW



Artist Impression

Character Images

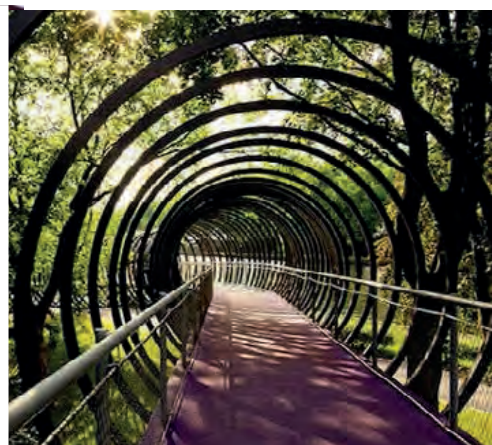


Sports Precinct

Pedestrian Bridge (active transport bridge)

VISION

- » This Pedestrian Connection is vital in the Redevelopment of the Ipswich Woollen Mill and the proposed Stadium /Premier Sporting Precinct. With the North bank offering so much in the form of attractions there is the requirement to provide a safe and logical route of travel to this area from the Major transport hubs of the CBD.
- » The precinct will be exploding with activation during Game day and at current if there is no direct route. This route is extremely important in the success of these precincts and should reflect the excitement of this new development. These bridges will be an introduction to the thrill of this area and a reflection of the experiences awaiting. The goal being for these large crowds to band together whilst moving through the City in a clear, safe and interesting path, spreading the community spirit of their shared passions and arriving easily to their destination.
- » During non-game days this bridge also serves to move people from the CBD to the public infrastructure on the opposite bank, connecting the segregated River Heart Parklands to the broader Open Space network.
- » This Bridge serves in connecting pedestrian commuters, recreational walkers, families to the Parklands, People to the River and the transport hubs to these new Economic and Cultural hubs.



Pedestrian Bridge (active transport bridge)

1 BREMER ACTIVE TRANSPORT BRIDGE

- » The Bridge design is picking up on the already iconic Bradfield Bridge aesthetic, the use of red as a focal, pulling together the modern elements of the structure with a sharp industrial element of forced view points, creating a visual and iconic Gateway.
- » The Bridges alignment being curved creates a structured way of revealing and hiding the Views out, this can be utilised to force the viewer into seeing the landscape beacons darted along the edge, this way finding device will capitals on the height of the bank and on the linear parkland narrowing the Bremer River.

2 BIKEWAY

- » Integration into the proposed extension of the Brassall Bikeway,

3 NORTH BANK PLAZA

- » Small gathering space beneath the Woollen Mill plateau. This vista would ideally lead up to the Attractor of that Precinct.

4 EXISTING PATHWAY NETWORK

- » Integrate into the existing Pathway and Boardwalk Structure.

5 KING EDWARD PARADE PLAZA

- » The Bridge would connect to the existing look out at the beginning of the River heart Stage 2 Boardwalk.

6 VERTICAL ART BEACON

- » Large Way finding element which acknowledge both the identity of Ipswich and the character of the North bank, the use of height to relate to the vast height difference of the lower bank and the top.
- » This element will be seen from all activators to promote the use of this Bridge as the preferred route of travel.



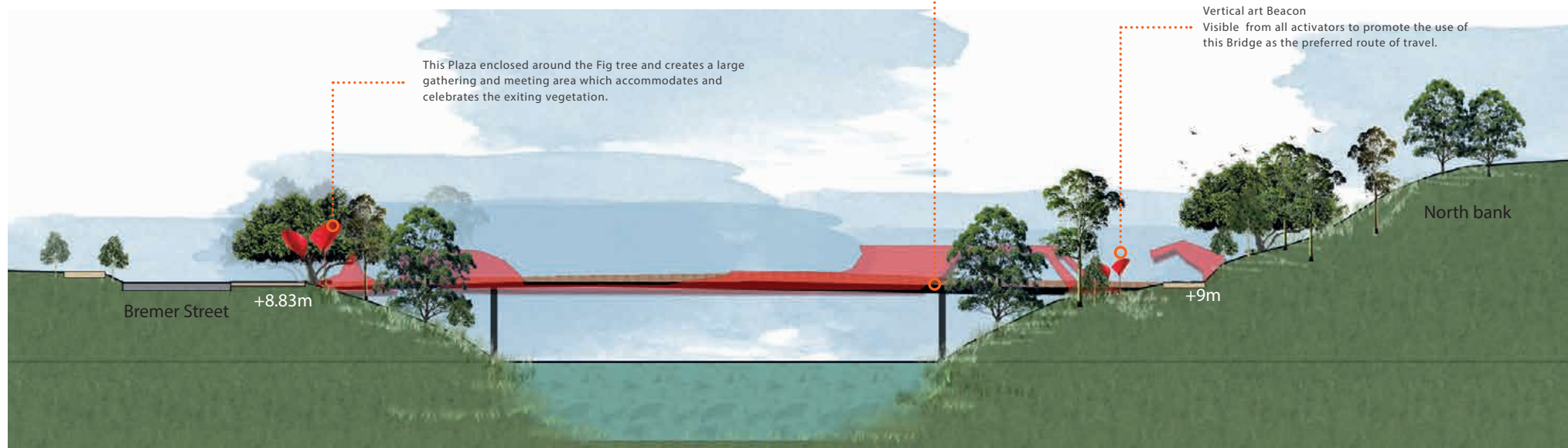
Pedestrian Bridge (active transport bridge)

CONSIDERATIONS

- » The location of this bridge being centralised in the sporting district creates a Portal directly to the middle of this precinct.
- » The Bridge connects into the Existing River Heart Parklands - joining directly into the node/decision point - the Park facilities below are granted further activation as a thoroughfares.
- » There is already existing infrastructure to support this Plaza space welcoming users to the Bridge.
- » The Location on the South bank currently has an intersection of 3 pathways, thus would collect more users.
- » The natural Progression of the node would be to continue its use and enhance it's connectivity.
- » there is more opportunity for a DDA ramp to reach the sporting and youth precincts directly from this arrival point as it gives more clearance for the ramp. A ramp can be achieved from both however the second option would require a switch back - the user would have to travel backwards to reach their destination .

CHALLENGES

- » The proximity of the existing David Trumpy Bridge could reduce the catchment of this Active Transport Bridge. But once there is a supporting footpath and cycle network from the major source of the Train Station this would decrease as an issue. The immediate consideration is that to reach this location , the users must cross the David Trumpy, where as staying on the West side of the Bridge is an easier route and less traffic disrupting. However the experience on a pedestrian level on the Trumpy Bridge is extremely less than desirable. Option 2 also suffers from this issue.



3.4

Woollen Mill

Precinct Overview



VISION

- » Redevelopment of the old Woollen Mill building, former Boral Hancock site and surrounding open space as a dynamic cultural & recreation precinct. A cultural heart for the community offering attractions, both permanent and temporal, appealing to all ages of the community, with a strong focus on the youth
- » This precinct is to Support the Youth demographic of Ipswich. This space will support and challenge and encourage 'street recreation'.
- » This precinct will support the growing demand for inner city leisure and cultural activities in an open space environment.
- » The design of this precinct takes inspiration from the streetscapes that support and encourage street culture and will provide multiple opportunities for a while range of programmed and non-programmed civic activities to be activated by and evolve with the City's youth.

ISSUES & CONSIDERATIONS

- » banks of the Bremer River are steep and subject to flooding.
- » strong cultural and heritage character throughout precinct, similar in potential use to Rail Yard precinct, point of difference to be considered in subsequent economic analyses.
- » possible contamination issues with post industrial site.
- » opportunity to open west to address, interface and compliment the sports precinct to promote complimentary programming of facilities
- » adjacent land uses are zoned for high and low density residential
- » the Queensland Woollen Mill is listed on the Queensland Heritage Register. The listing includes the entire fabric of the building and this will shape the potential uses and re-development of the building itself

Existing Features

1

WOOLLEN MILL BUILDING:

- » State-heritage registered cotton and wool mill dating back to the late 1800's
- » original brick building is protected with internal walls illustrated with graffiti art

2

FACTORY BUILDING:

- » privately owned factory building currently operating as a panel beater

RIVERFRONT OPEN SPACE:

3

- » undulating land on the northern bank of the Bremer River
- » no existing pedestrian path access, area subject to flooding
- » combination of significant native vegetation and weed species

4

BORAL HANCOCK SITE (FORMER):

- » Former sawmill and plywood factory in Lamington Street dating back to the late 1800's, closed operations in 2011 and buildings demolished, site later purchased by ICC
- » existing site covered in remnant concrete slabs from factory floor

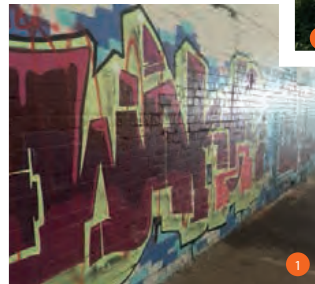
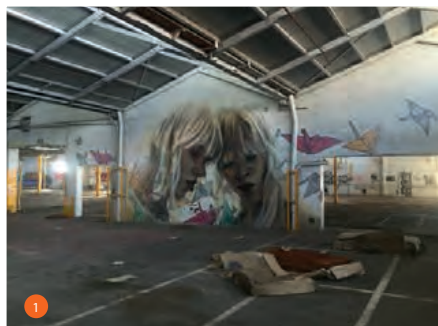
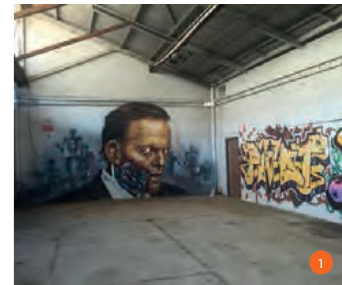
5

FIG TREE AVENUE:

- » existing line of mature fig trees along the upper bank of the Bremer River
- » Swing Basin: historic swing basin
- » Lamington Parade: vehicle access road currently servicing the former Boral Hancock site, no kerb and channel servicing a number of traditional residential lots to the north, with driveway access off Lamington Street



Existing Site Conditions



Exemplars

GEELONG YOUTH ACTIVE AREA

- » A multipurpose recreational facility attractive to a wide cross-section of the community, saying it represented a new benchmark for inter-generational public spaces in Australia.
- » Encouraging all-ages participation with an emphasis on activities that are enhanced by digital technologies.
- » The design of GYAA is explicit in its use of raw materials juxtaposed in sharp zigzagging angles to provide a series of terraced surfaces with skaters very much in mind. Coloured concrete bands and ramps are combined with bluestone retaining walls and mild steel box sections to provide a bold iconography that reflects Geelong's industrious maritime history. Three differently contorted steel gantries provide sculptural relief as well as housing multimedia technologies.
- » Wireless Internet connectivity and iPod jacks are housed in the gantries, additionally the truss-shaped gantry next to the stage provides three-phase power, switchboard and gobo art lighting to aid live performances.



Exemplars

GEE LONG YOUTH ACTIVE AREA

CONSIDERATIONS

- » The existing concrete facade is decorated with street art of all kinds. This project utilised a new skin of translucent poly-carbonate panels to transform the building from day to night and acts as a giant canvas for the local visual artists. This skin allowing for further connection from the outside and inside, improving connectivity and allowing the space to breathe.
- » The concept is used as a way to organise the various functions in relation to specific requirements and needs, such as spatial quality, daylight, materiality and temperature zones.
- » By preserving the existing structure and opening up to the internal spatial quality, while adding new functionality to the exterior, the building is transformed to an open and inviting place.
- » The brief called for providing noise reduction for the skate area in the shape of a wall around the site, cutting the building off both physically and visually towards the street. By "flipping the script" and relocating the noisy program to the northern "backside" of the building, wrapping it in the new building envelope, and taking advantage of the existing noise barrier. This noise issue needs to be considered for the Woollen Mill due to the residential context, the river as a buffer does assist but the sound would most likely travel.

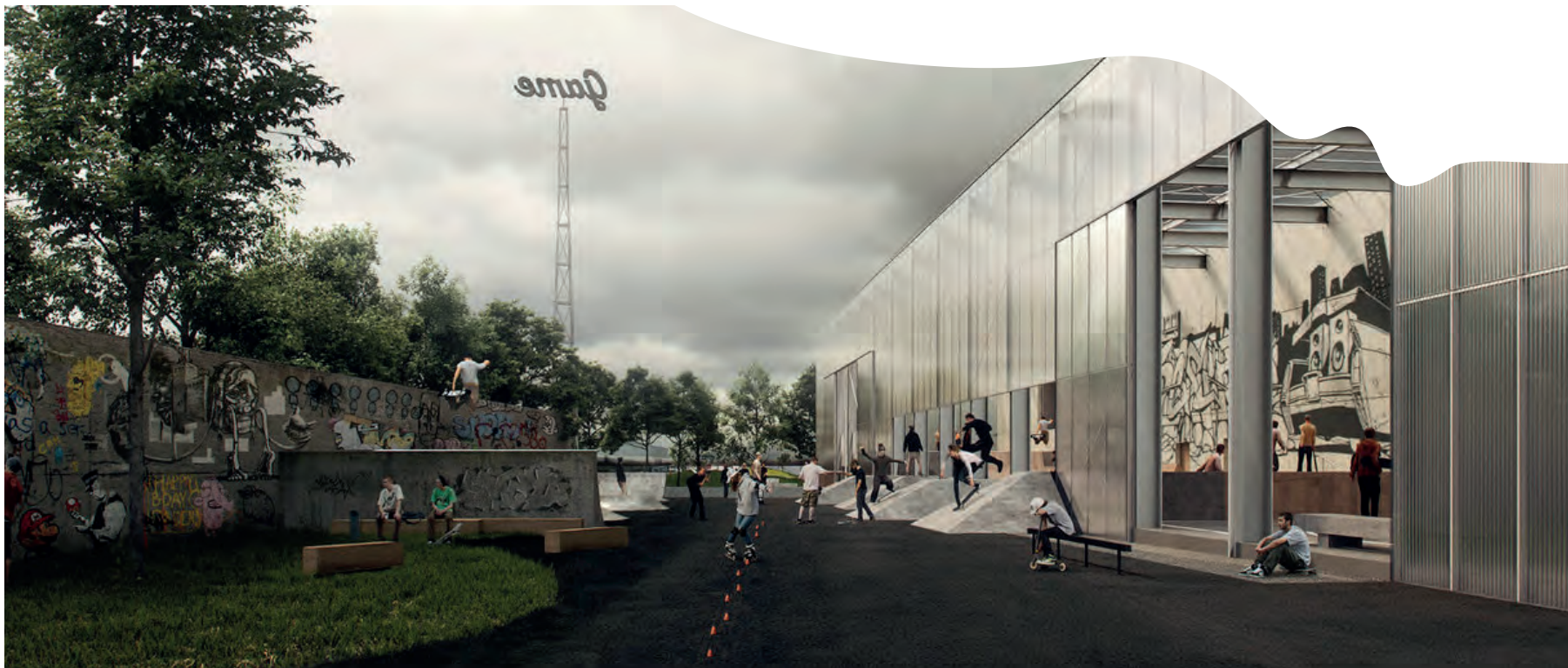


Exemplars

GAME STREETMEKKA VIBORG

ABOUT

- » Game Streetmekka Viborg is a project on how to bring new life to a vacant industrial building by transforming it into a new vibrant culture house for street sports, street culture and street art.
- » The existing building originally served as a windmill factory and is a typical example of one of the many more or less identical mass produced warehouses or factory buildings. Typically constructed from prefabricated concrete panels or corrugated steel, industrial leftovers are perceived as having little to no historic, cultural and architectural value.
- » To open up the opaque and introverted industrial building, and transform the impressive central factory space to a new kind of interior space: A covered streetscape opening up to the outside.



Culture and Recreation Programing

PROGRAMING (continued from previous section example)

Taking inspiration from the streetscapes that shaped street culture, the complex program of street sports and street culture is organised in accordance with the different the types of streetscapes and corresponding functionality.

THE BUILDING

This section functions as the internal space providing more facilities which require the built form. This part would function for commercial spaces, dancing, music faculties, change rooms, toilets, food and drink opportunities, workshops, masterclasses and relaxation zones.

THE STREET

The landscape around the Woollen Mill has huge opportunity for connections out, the linear built slab along the river's edge has the potential to utilise this urban form and provide a facility for street skating, a skate-bowl and flexible room for biking and with the provisions of a pump and repair station.

THE URBAN ELEMENTS

The interior offers facilities in the realm of the urban activities including parkour, ramps/jumps for bikes and skate boards, rock climbing and gym facilities.

THE DITCH

This section of the complex offers more traditional sporting facilities in the form of soccer, basketball and tennis. These activities are held on the fringes of the site and can be easily linked to the sporting precinct on the neighbouring land.



Precinct Master Plan

1 SKATE PRECINCT

- » Skating and BMX facilities at the back end of the Parklands to avoid any programming clashes
- » Large Skate bowl with free Skate activities surrounding.

2 AMPHITHEATRE

- » Large amphitheatre with terracing down to maximise the existing terrain and maintain any existing vegetation.
- » Amphitheatre to be designed to withstand flooding.

3 CULTURAL ACTIVATION RIBBON

- » Industrial wrapping Ribbon structure, transformable depending upon the use of the area, becomes the distinctive language of the site.
- » Way finding devices such as framing structures and multiple different forms of terrains to differentiate activities and users.

4 GATEWAYS AND PORTALS

- » Way finding devices such as framing structures and multiple different forms of terrains to differentiate activities and users.

5 WOOLLEN MILL

- » Opportunity to utilise the East side of the building to provide food and beverage services. This side is chosen due to the already existing openings in the building. Possibility of sleeving structures onto this building for further activation of the space.
- » Programming in the internal space to provide opportunities for events and to house Youth activities. The first stage in activating this space would be the formalisation of the current programming of Discos and Raves. This would continue the buildings use whilst minimizing the amount of actual infrastructure needed.

6 MULTI- FUNCTIONAL SPACES FOR YOUTH ACTIVITIES

- » Enhanced connections from the Rail Yards all the way to Cribb Park

7 TREE TOP BOARD WALK

- » Boardwalk through the Existing fig trees with viewing platforms and entry point to the new Active Transport Bridge

8 OUTDOOR CLIMBING WALL

- » Utilising existing terrain and programming a unique experience for thrill seekers.

9 BIKEWAY

- » Connections to all Major public space assets in a for filled route
- » Pathway at lower level for less interrupted movement through the site.

10 LOWRY TO BARRY ACTIVE TRANSPORT BRIDGE

- » Active Transport Bridge connecting onto the Boardwalk



[illegible]

THE STREET

THE DITCH

2

3

5

4

1 URBAN SKATE PRECINCT

2 SPORTING PRECINCT

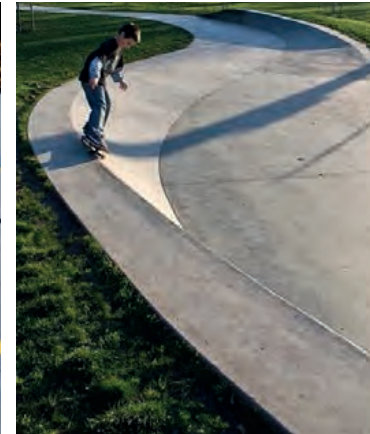
3 THE GREEN

4 AMPHITHEATRE

5 WOOLLEN MILL

Precinct Master Plan CHARACTER IMAGES

1 SKATABLE LANDSCAPES



Precinct Master Plan CHARACTER IMAGES

2 AMPHITHEATRE

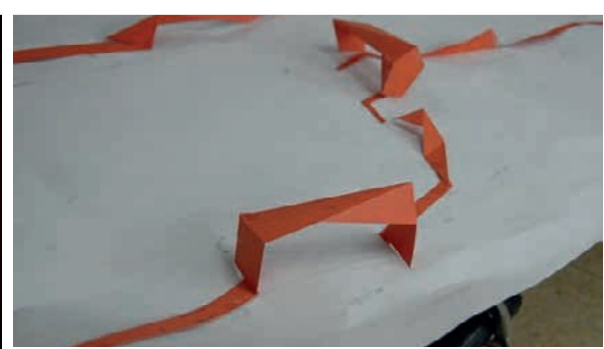
- » area for outdoor performances and art gallery as an extension of the creative art studios



Precinct Master Plan CHARACTER IMAGES

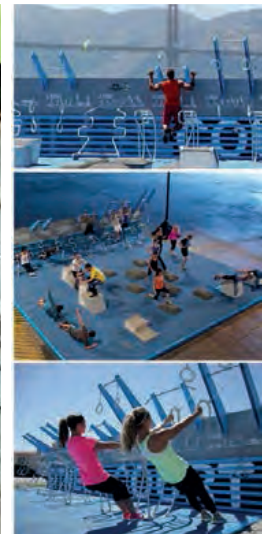
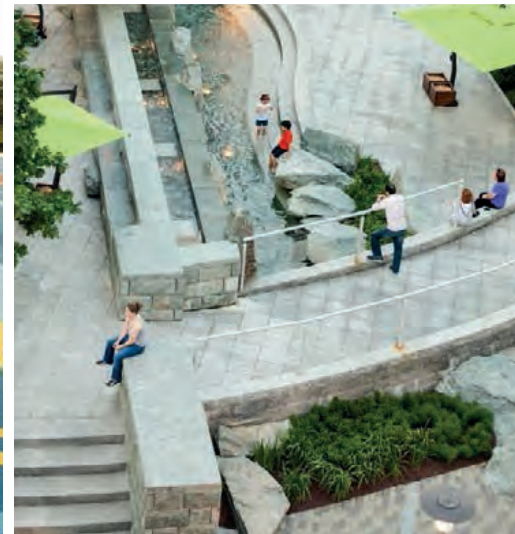
3 CULTURAL RIBBON

- » Proposed artistic arbour and vertical markers
- » Iconic sculptural ribbon serving as the major wayfinding device in migrating the space, this artistic element also functions as a skate able object and transforms its function depending on the space it is located - in the major skate area it serves as ramps and guards, in the sporting sector this piece holds sporting facilities. In the passive areas, it is a path and seating.



Precinct Master Plan CHARACTER IMAGES

2 MULTI-FUNCTIONAL SPACE FOR YOUTHS



3.5 Cribb Park

Precinct Overview

VISION

- » Redevelopment of the existing sports fields to establish a sports and events precinct housing the region's premier sporting and community events. Serviced by convenient public transport, easy pedestrian connections to the CBD, and close proximity to bars and restaurants.
- » Cribb Park will be a community focus for fishing and passive aquatic recreation associated with the Bremer River
- » This precinct will become a place of community pride to come alive on "game day" that will spill over into the CBD and near by entertainment precincts.

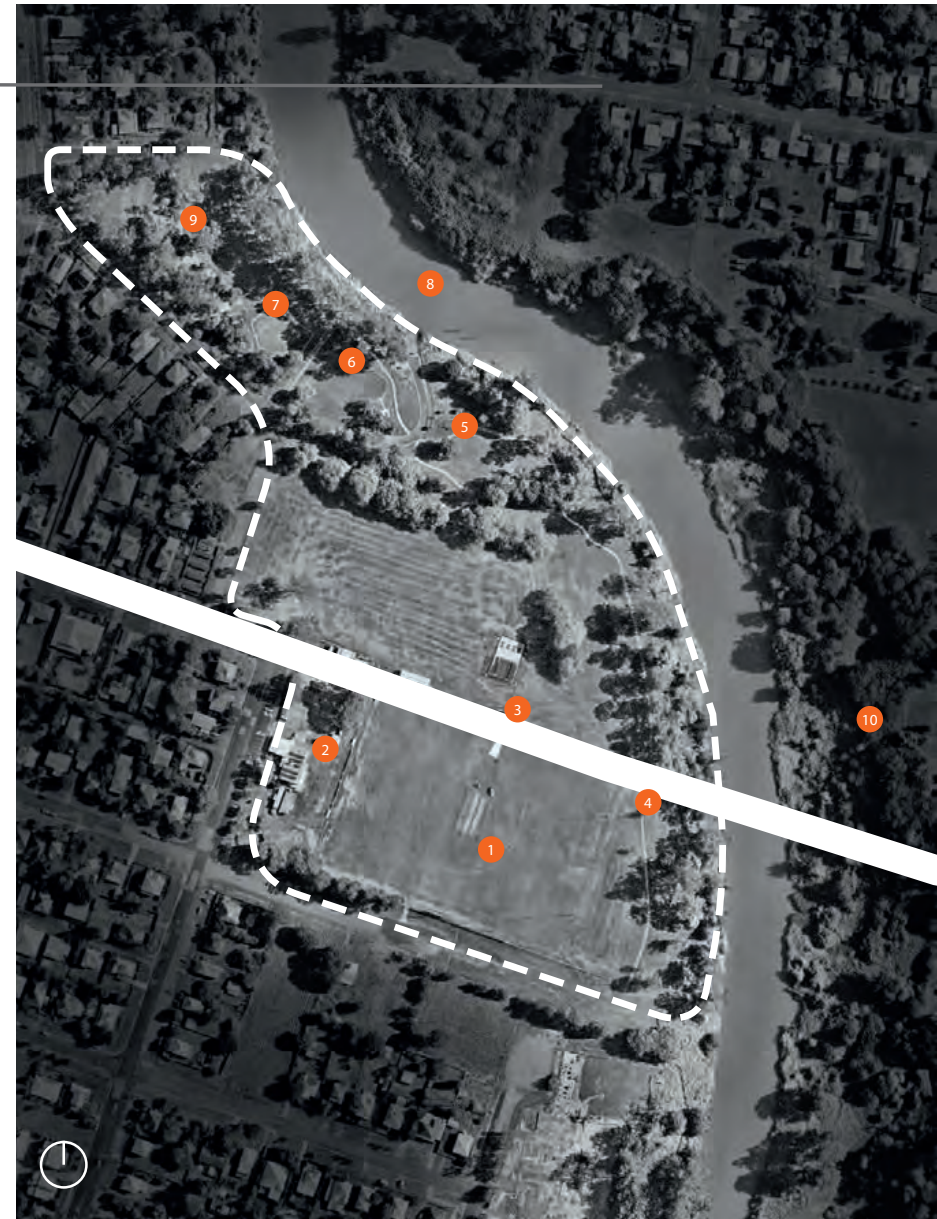
ISSUES & CONSIDERATIONS

- » Existing recreational park used by locals, however facilities in need of upgrade
- » timing for Norman Street Bridge development unknown, however traffic demand is current and will provide an inner city by-pass to the CBD
- » sports fields require relocation south to accommodate new bridge
- » new bridge offers opportunities for open space development on the eastern banks as extension to Ipswich River Heart parklands
- » One of only a few areas close to Ipswich Central where the community can access the water edge



Existing Features

- 1 **NORTH TIGERS RL FIELDS:**
 - » 2 rectangular fields used in winter
 - » cricket field used in summer
- 2 **CLUBHOUSE:**
 - » North Tigers RLFC with adjacent car park
- 3 **NORMAN STREET BRIDGE:**
 - » proposed alignment of approved Norman Street Bridge
 - » fields to move south to accommodate bridge
- 4 **PEDESTRIAN & CYCLE PATHWAY:**
 - » existing shared pedestrian and cycle path
 - » connection to continue under proposed Norman Street Bridge
- 5 **PLAYGROUND:**
 - » Cribb park recreational playground with adjacent shelters
- 6 **CAR PARK:**
 - » small car park servicing the recreation park and boat ramp
- 7 **OFF LEASH DOG PARK:**
 - » small fenced off-leash dog park for local residents
- 8 **BOAT RAMP:**
 - » existing boat ramp used by local residents to launch recreational craft
- 9 **OPEN KICK ABOUT:**
 - » informal grass kick about area
- 10 **EASTERN BANK OPEN SPACE:**
 - » undeveloped open space on the eastern banks of the Bremer River



Precinct Master Plan

- 1 **PROPOSED NORMAN ST BRIDGE**
 - » future vehicle and pedestrian, cycle access to East Ipswich
 - » trigger to develop recreational parklands on east banks of the Bremer river connecting south to Bob Gamble Park
- 2 **EXISTING PLAYGROUND**
 - » upgrade & expand playground with improved play facilities and additional shade
- 3 **SPORTING FIELDS, MOVED TO THE SOUTH**
 - » reconfigure fields to accommodate Norman Street Bridge
- 4 **BIKEWAY CONNECTION UNDER THE BRIDGE**
 - » utilise underside of bridge for public art
- 5 **RAMP ON TO NORMAN ST BRIDGE**
 - » provide quick and easy access to upper level of Norman Street Bridge
- 6 **BOAT RAMP FOR ACCESS TO RIVER**
 - » maintain existing boat ramp and trailer parking to promote Cribb Park as an aquatic recreational park
 - » improved facilities to promote launch of non-motorised water craft
- 7 **INFRASTRUCTURE FOR FISHING**
 - » small platforms and decks to improve access to the waters edge for fishing
 - » introduction of fish cleaning tables and other facilities to promote fishing recreation



3.6 Bremer Street

Precinct Overview

VISION

- » To improve connections from both Bradfield bridge directly down to Bremer Street and in turn to River Heart Parklands.
- » To establish a pedestrian and cycle path network along Bremer street
- » Connect the future Bremer Street path network directly to River Heart Parklands, Bell Street, Ellenborough Street and Nicholas Street.
- » Improve the visual and physical connection across the Bremer River to the CBD

ISSUES & CONSIDERATIONS

- » Ipswich Central is currently undergoing major redevelopment and opportunities exist to dovetail with these work
- » Existing vegetation along the banks between Bremer Street and River Heart Parklands provide a strong green edge to the CBD but hinder visual connections.
- » The dramatic change in level makes DDA compliance challenging along major paths. Consideration for the inclusion of a public lift should be considered.
- » Verge width along Bremer Street is tight and could influence the maximum width of path or ramp connection to the Bradfield Bridge
- » Consideration must be given for the retention and display of the historic bridge abutments

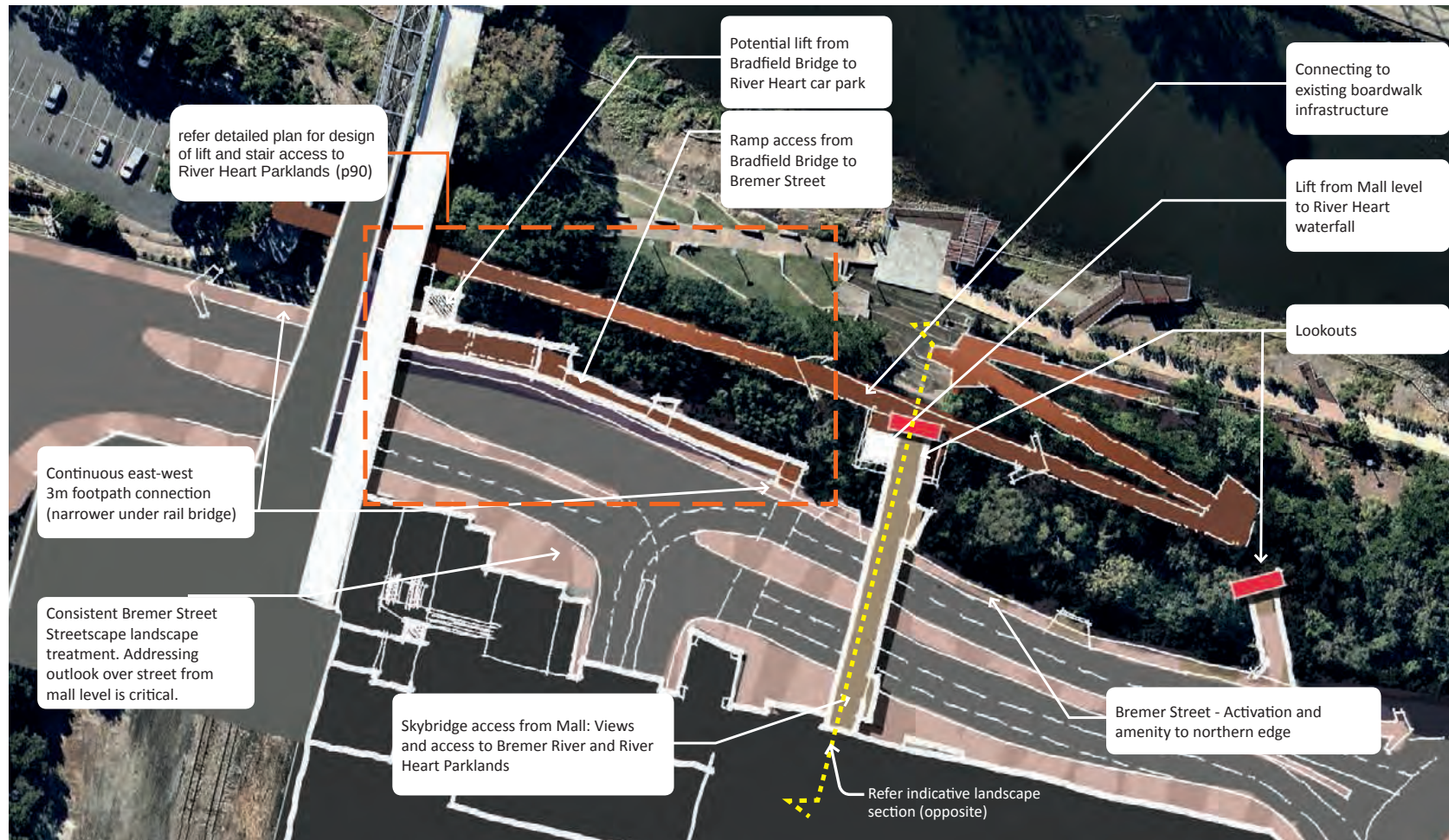


Existing Features

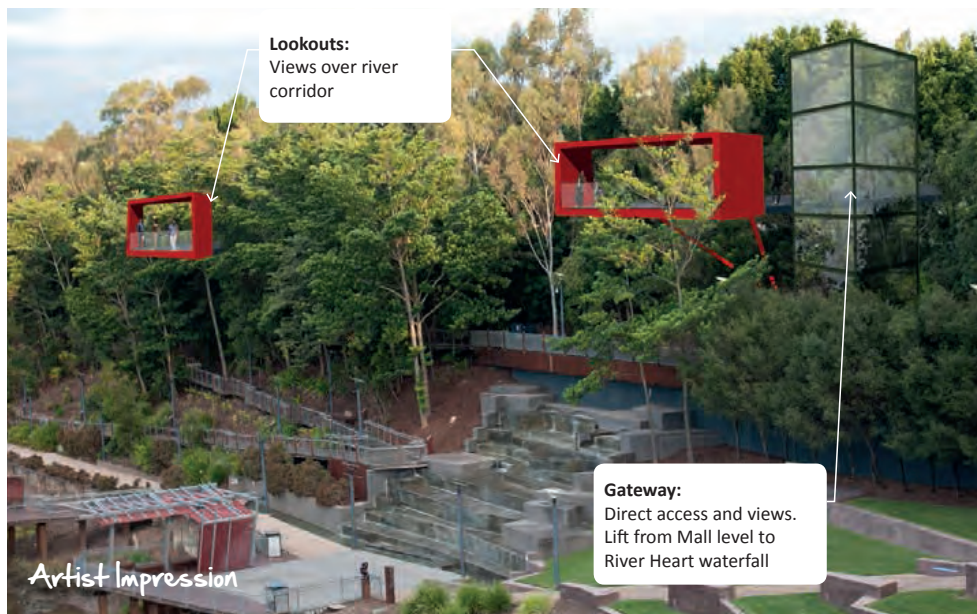
- 1 BRADFIELD BRIDGE
- 2 HISTORIC BRIDGE ABUTMENT
- 3 RIVER HEART PARKLANDS
- 4 DAVID TRUMPY BRIDGE
- 5 BELL STREET
- 6 ELLENBOROUGH STREET
- 7 NICHOLAS STREET
- 8 BREMER STREET & FIG TREES



Precinct Master Plan | Landscape Concept Plan



Conceptual network connections to 're-engage' with the Bremer River

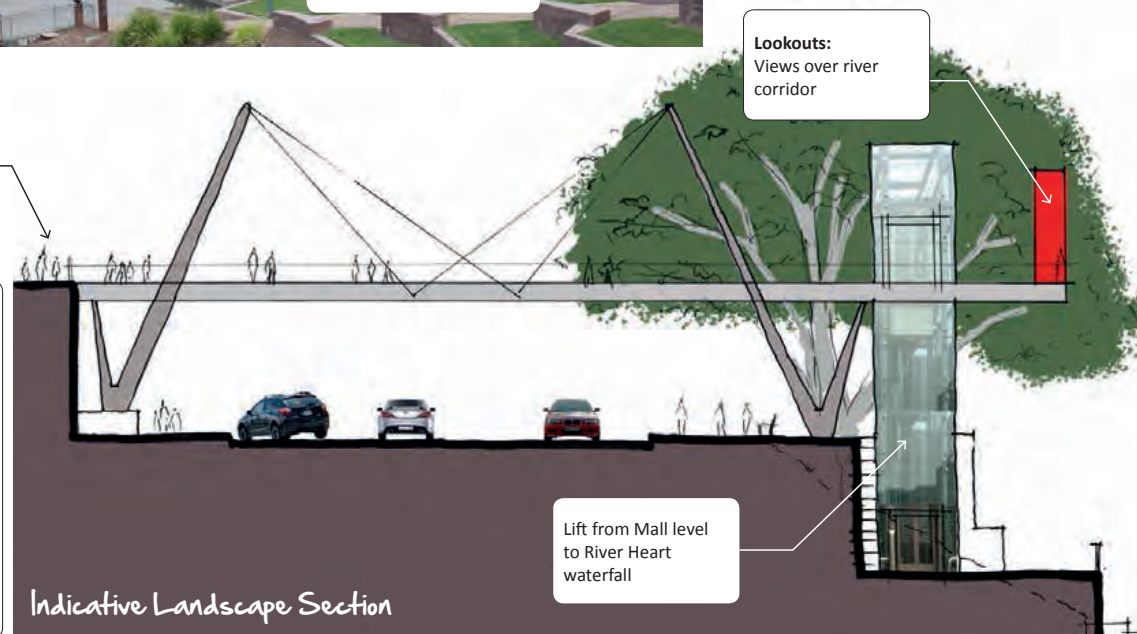


Skybridge from mall to River Heart
Opportunity for iconic element, gateway to parklands and viewing deck visible from Riverlink, both bridges and the river.

Links and views to River Heart Parklands

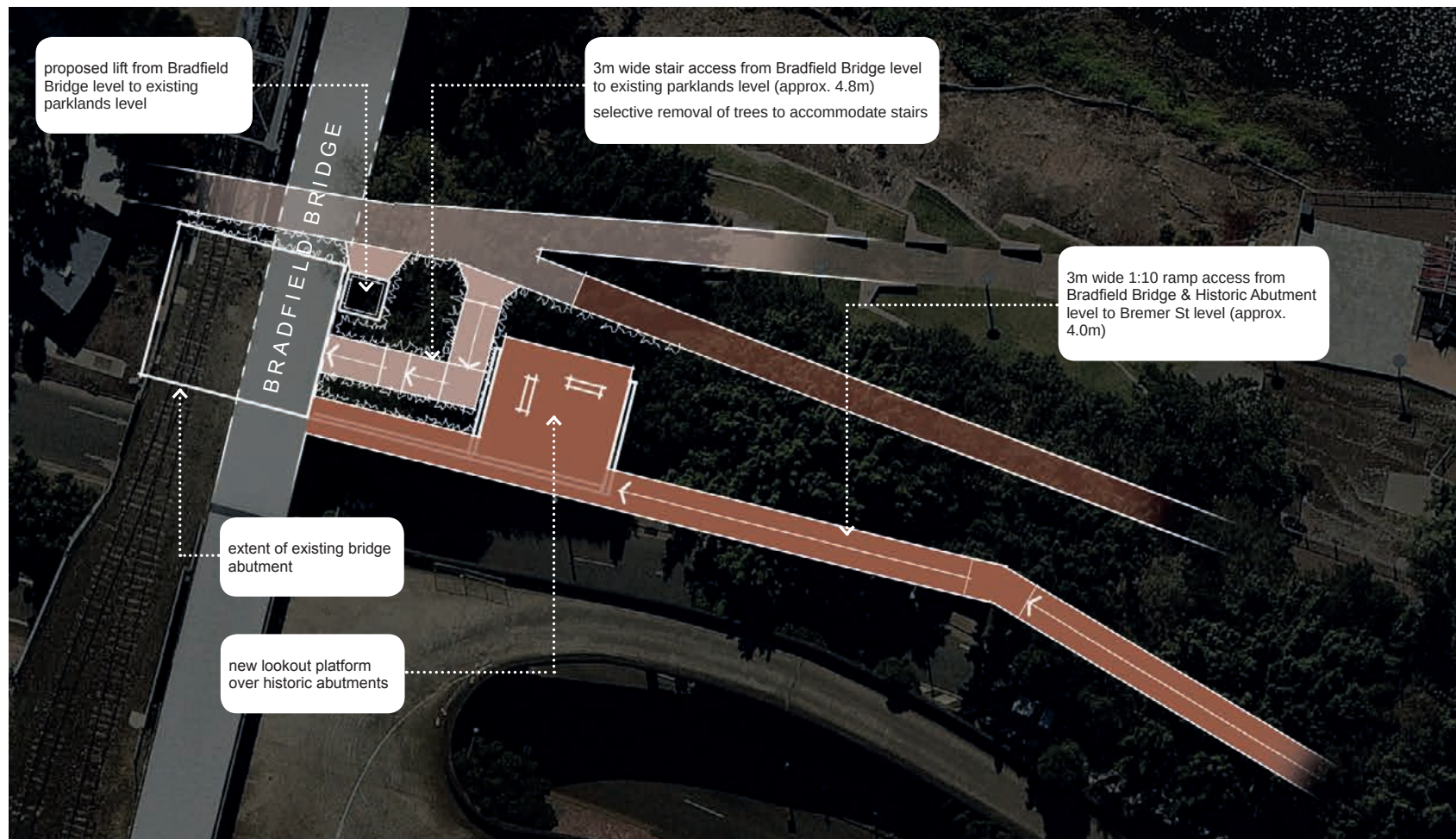
Skybridge access from Mall: Views and access to Bremer River and River Heart Parklands

Skybridge from mall to River Heart
Opportunity for iconic element, gateway to parklands and viewing deck visible from Riverlink, both bridges and the river.

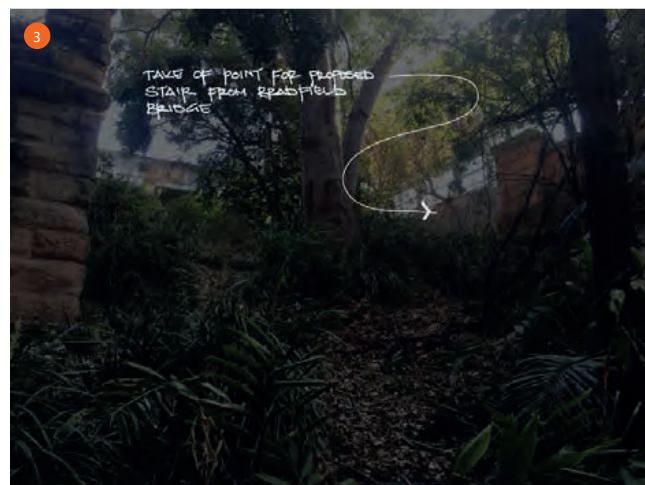
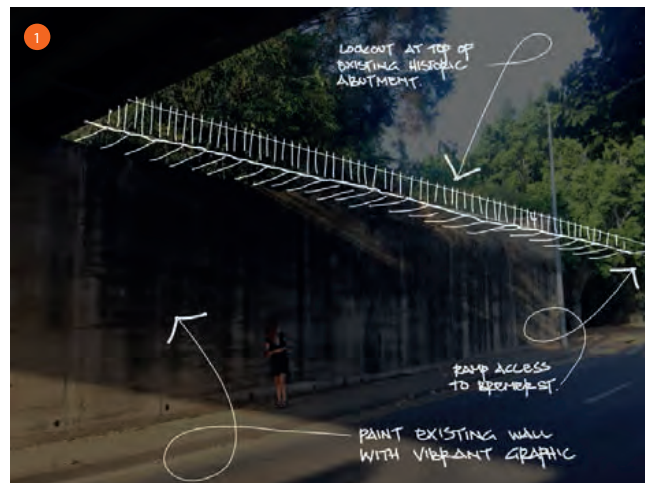


Sky Bridge connection from the Mall directly to River Heart Parklands

Links to River Heart Parklands & Bremer Street



Links to River Heart Parklands & Bremer Street



1 RAMP ACCESS TO BRADFELD BRIDGE

- » 3m wide bridge connection between Bradfield Bridge and existing Historic Bridge Abutment
- » Lookout platform over existing Historic Bridge Abutment
- » Ramp access from Historic Abutment down to Bremer Street at 1:10 gradient

2 ACCESS TO RIVER HEART PARKLANDS

- » Connection point to River Heart Parklands from Bradfield Bridge

3 LINK TO BRADFELD BRIDGE

- » Bridge/ Ramp take-off point from existing Bradfield Bridge

4 LIFT ACCESS

- » location of proposed public lift adjacent existing Bradfield Bridge abutment

3.7 King Edward Parade Connection

Precinct Overview

VISION

Redevelopment of the Northern banks of the Bremer River as an attractive continuous open space network with facilities such as cultural precincts, new sports stadiums and improved recreational facilities will attract more people to these parts of the city. The North Ipswich Open Space Master Plan recognises the increased movement of people across the river, as people travel from major public transport nodes in the CBD.

To help facilitate this movement a new Pedestrian Bridge is proposed between the future Stadium and King Edward Parade aligning with Marsden Parade.

However, currently the pedestrian connection between King Edward Parade west and the transport nodes of the CBD are disjointed. While these connections do not form part of this study, it is recognised that any future redevelopment of private and public land in this area should consider the safe and comfortable movement of pedestrians and cyclists from King Edward Parade through to Bell Street, Bremer Street and Nicholas Street.



Existing Features

- 1 SPORTS PRECINCT
 - » location of proposed pedestrian bridge
- 2 DAVID TRUMPY BRIDGE
 - » location of proposed pedestrian bridge
- 3 KING EDWARD PARADE
 - » location of proposed pedestrian bridge
- 4 RIVERHEART PARKLANDS
 - » boardwalk link to Bob Gamble Park
- 5 FUTURE DEVELOPMENT SITES
 - » possible location of new car parking facility at Marsden Parade
 - » future redevelopment of decommissioned transit centre
 - » future redevelopment of private land
- 6 BELL STREET
 - » location of bus interchand
 - » location of entry to train station



Circulation Opportunities



4.0

Conclusion





Conclusion

North Ipswich Open Space Master Plan

The NIOSMP brings together various current thinking and collaboration of ideas across a number of departments within Ipswich City Council.

The NIOSMP sets a coherent strategic direction for the future sustainable development of the Open Space network on the north banks of the Bremer River, addressing a series of key objectives aimed at achieving:

- » A connected linear Open Space Network;
- » Integrated Pedestrian & Cycle Network;
- » Unlocking Key Community Development Sites;
- » Integration of a signature Sports Precinct;
- » Integrated Public Transport;
- » Vehicle Connectivity; and
- » Protecting and enhancing the banks of the Bremer River.

The Master Plan outlines a framework for the development of the whole open space network from Mini Junction through to Cribb Park, detailed through 7 distinct character use precincts. Each precinct with its own key catalyst projects that will revitalise and transform the northern banks of the Bremer River.

Each precinct outlined in the master plan explores its own unique vision and future development opportunities as a series of individual design studies set within the overall NIOSMP. This allows for the future detailed development of individual precincts, depending on Council's focus, priorities and funding opportunities.

As well as setting a solid framework for the future detailed design of open space and recreation facilities, the NIOS Master Plan is a document that can be used to aid Ipswich City Council in applying for various government grants and funding to realise the overall vision.

