

VML:MB
Vicki Lukritz
3810 6221

6 September 2018

Sir/Madam

Notice is hereby given that a Meeting of the **INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE** is to be held in the **Council Chambers** on the 2nd Floor of the Council Administration Building, 45 Roderick Street, Ipswich commencing at **8.30 am** on **Tuesday, 11 September 2018.**

Yours faithfully

CHIEF EXECUTIVE OFFICER

INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE

AGENDA

8.30am on **Tuesday**, 11 September 2018

Council Chambers

Item No.	Item Title	Officer
1	Infrastructure Delivery Progress as at 24 August 2018	CFM
2	Summer Storm and Flood Safety Poster Competition	EMO
3	"Strategic Transport" Sub-Program Priority List of Projects 2019–2020	PP(TP)
4	"Sealing of Gravel Roads" Sub-Program	TO(Traff)
5	"Sustainable Travel" Sub-Program – Cycle Safety and Mobility Improvements Priority List of Projects	TO(Traff)
6	"Sustainable Travel" Sub-Program – iGO Active Transport Action Plan Implementation Priority List of Projects	TO(Traff)
7	"Sustainable Travel" Sub-Program – Public Transport Improvements Priority List of Projects	TO(Traff)
LATE ITEM 8	**Contract Award – No. 12071, Hunter Street, Brassall – Pavement Rehabilitation	CM(IS)

** Item includes confidential papers

INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE NO. 2018(09)

11 SEPTEMBER 2018

AGENDA

1. **INFRASTRUCTURE DELIVERY PROGRESS AS AT 24 AUGUST 2018**

With reference to a report by the Commercial Finance Manager dated 24 August 2018 concerning the delivery of the 2018–2019 Infrastructure Services Capital Works Portfolio.

RECOMMENDATION

That the report be received and the contents noted.

2. **SUMMER STORM AND FLOOD SAFETY POSTER COMPETITION**

With reference to a report by the Emergency Management Officer dated 16 August 2018 concerning the continuation of the Summer Storm and Flood Safety poster competition.

RECOMMENDATION

That the interim administrator of Ipswich City Council resolve:

That Council approve the Summer Storm and Flood Safety poster competition, as outlined in the report by the Emergency Management Officer dated 16 August 2018.

3. **“STRATEGIC TRANSPORT” SUB-PROGRAM PRIORITY LIST OF PROJECTS 2019–2020**

With reference to a report by the Principal Planner (Transport Planning) dated 22 August 2018 concerning the priority project listing for the ‘Strategic Transport’ capital works portfolio sub-program.

RECOMMENDATION

That the interim administrator of Ipswich City Council resolve:

- A. That the prioritised project lists, as detailed in Attachments B, C, and D of the report by the Principal Planner (Transport Planning) dated 22 August 2018, be considered when developing the ‘Strategic Transport’ sub-program as part of the 2019–2020 capital works portfolio.

- B. That the prioritised project lists, as detailed in Attachments B, C and D of the report by the Principal Planner (Transport Planning) dated 22 August 2018, be considered when undertaking the review of the current endorsed 10 Year Transport Infrastructure Investment Plan (2017–2027).
-

4. “SEALING OF GRAVEL ROADS” SUB-PROGRAM

With reference to a report by the Technical Officer (Traffic) dated 29 August 2018 concerning the “Sealing Gravel Roads” project listing that forms part of the “Local Amenity” capital works portfolio sub-program.

RECOMMENDATION

That the interim administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 29 August 2018 be considered when developing the “Sealing Gravel Roads” sub-program as part of the 2019–2020 capital works portfolio.

5. “SUSTAINABLE TRAVEL” SUB-PROGRAM – CYCLE SAFETY AND MOBILITY IMPROVEMENTS PRIORITY LIST OF PROJECTS

With reference to a report by the Technical Officer (Traffic) dated 22 August 2018 concerning the cycle safety and mobility improvements project listing that forms part of the “Sustainable Travel” capital works portfolio sub-program.

RECOMMENDATION

That the interim administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 22 August 2018, be considered when developing the Cycle Safety and Mobility Improvements project listing which forms part of the “Sustainable Travel” sub-program as part of the 2019–2020 capital works portfolio.

6. “SUSTAINABLE TRAVEL” – SUB-PROGRAM – iGO ACTIVE TRANSPORT ACTION PLAN IMPLEMENTATION PRIORITY LIST OF PROJECTS

With reference to a report by the Technical Officer (Traffic) dated 30 August 2018 concerning the iGO Active Transport Action Plan implementation project listing that forms part of the “Sustainable Travel” capital works portfolio sub-program.

RECOMMENDATION

That the interim administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 30 August 2018, be considered when developing the iGO Active Transport Action Plan implementation project listing which forms part of the “Sustainable Travel” sub-program as part of the 2019–2020 capital works portfolio.

7. “SUSTAINABLE TRAVEL” SUB-PROGRAM – PUBLIC TRANSPORT IMPROVEMENTS PRIORITY LIST OF PROJECTS

With reference to a report by the Technical Officer (Traffic) dated 24 August 2018 concerning the public transport improvements project listing that forms part of the “Sustainable Travel” capital works portfolio sub-program.

RECOMMENDATION

That the interim administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 24 August 2018, be considered when developing the Public Transport Improvement project listing which forms part of the “Sustainable Travel” sub-program as part of the 2019–2020 capital works portfolio.

LATE ITEM

8. ****CONTRACT AWARD – NO. 12071, HUNTER STREET, BRASSALL – PAVEMENT REHABILITATION**

With reference to a report by the Construction Manager dated 5 September 2018 concerning the procurement and contract award of Contract No. 12071 Hunter Street Brassall Pavement Rehabilitation Project as a result of the tender evaluation.

RECOMMENDATION

That the interim administrator of Ipswich City Council resolve:

- A. That Tender No. 12071 for the Hunter Street, Brassall Pavement Rehabilitation Project be awarded to BMD Pty Ltd under an AS2124 Lump Sum Contract.
 - B. That Council enter into a lump sum contract with BMD Pty Ltd for the pavement rehabilitation of Hunter Street, Brassall for the sum of two million, seven hundred and nineteen thousand, three hundred and eighty three dollars (\$2,719,383.00) excluding GST as per the proposed works as specified in the project documentation.
 - C. That the Chief Executive Officer be authorised to negotiate and finalise the terms of the contract to be executed by Council and to do any other acts necessary to implement Council’s decision in accordance with section 13(3) of the *Local Government Act 2009*.
-

** Item includes confidential papers

and any other items as considered necessary.

Infrastructure and Emergency Management Committee	
Mtg Date: 11.09.18	OAR: YES
Authorisation: Charlie Dill	

24 August 2018

MEMORANDUM

TO: CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

FROM: COMMERCIAL FINANCE MANAGER

RE: INFRASTRUCTURE DELIVERY PROGRESS AS AT 24 AUGUST 2018

INTRODUCTION:

This is a report by the Commercial Finance Manager dated 24 August 2018 concerning the delivery of the 2018-2019 Infrastructure Services Capital Works Portfolio.

BACKGROUND:

The Infrastructure Services (IS) Department is responsible for the planning and delivery of the city's transport and municipal capital infrastructure. The Infrastructure Services Monthly Activity Report (Attachment A) is for the month of August as of 24 August 2018.

CONCLUSION:

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

ATTACHMENT:

Name of Attachment	Attachment
Infrastructure Services Monthly Activity Report - August 2018	Attachment A

RECOMMENDATION:

That the report be received and the contents noted.

Cathy Murray
COMMERCIAL FINANCE MANAGER

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

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)



Infrastructure Services

Monthly Activity Report
August 2018
Presented by Charlie Dill



This page intentionally left blank



Table of Contents

Introduction..... 3

Capital Portfolio..... 4

 Progress Summary 4

 Cost Summary 4

Planning..... 5

Community..... 7

 Opening/Media Events 7

 Media Releases/Articles Published 7

Schedule 8

 Key Capital Project Updates..... 8

Glossary of Terms

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

Introduction

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

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

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

This monthly activity report, dated 24 August 2018, provides a status of Infrastructure Services key activities for the 2018-2019 Infrastructure Services Capital Works Portfolio.

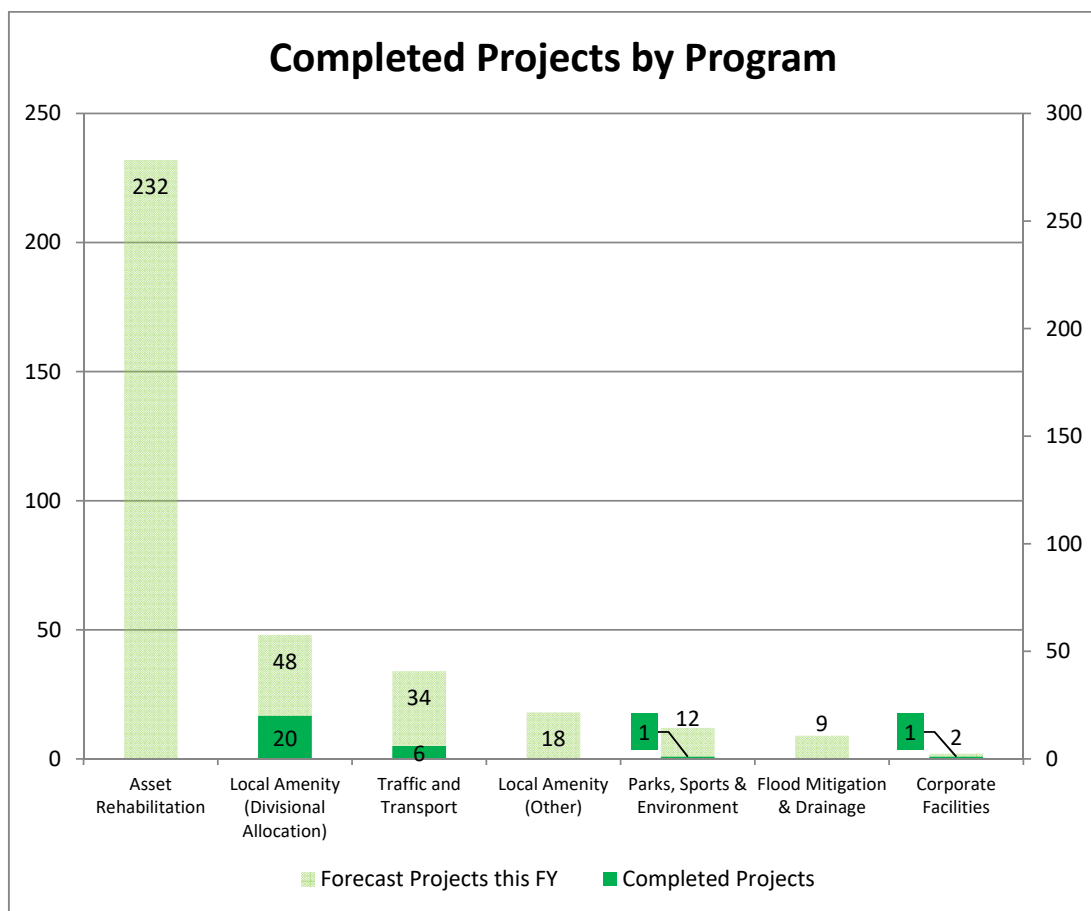
“Trusted Advisor to Council for Infrastructure Planning, Design and Delivery”

Capital Portfolio

Progress Summary

The 2018-2019 Master Schedule performed well against the Master Schedule for the period. IS has completed 28 projects to date in 2018-2019, out of approximately 355 construction projects.

There are 182 projects carried over from the 2017-2018 financial year to be completed this financial year, of which 150 projects are reseal projects. These are included in the 355 construction projects. The 150 reseal projects are planned to be completed by late October 2018. Three (3) carryover projects completed so far this financial year.



Cost Summary

The Council Approved Budget for IS Deliverable component of the 2018-2019 Capital Works Portfolio is \$65.89 million with progress tracking well against budget. This excludes any 2017-2018 carryover which will be presented to Council for adoption in the first Budget Amendment for 2018-2019.

Planning

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

Norman Street Bridge Preliminary Business Case – (iGO Action R9). The Preliminary Business Case to “Address Congestion, Cross River Connectivity and Network Resilience in the Ipswich City Centre” is in progress with technical analysis and traffic modelling of the two recommended options underway.

10 Year Transport Infrastructure Investment Plan (10 Year TIIP) – (iGO Action D8). The 10 Year TIIP provides intelligence for logical and effective program management and the delivery of major transport projects including effective planning, design, procurement, pre-construction and construction processes. The annual revision of the plan is in progress and the draft version has been aligned to the 2018-2019 capital portfolio.

Springfield Parkway Planning Study – (iGO Action R2). A road corridor planning study for the upgrade of Springfield Parkway between Old Logan Road and the Centenary Highway to four (4) lanes. The corridor planning study has been completed. The concept plan and planning study report will now be used to inform the Springfield Parkway duplication detail design.

iGO Public Transport Advocacy and Action Plan – (iGO Action PT7). This project will identify short, medium and long term improvements to the public transport system and advocacy strategies. The draft report is being prepared by the consultant and will be circulated for internal officer comments at the end of August 2018.

iGO Parking Pricing Strategy – (iGO Action P6). The project will identify short, medium and long term pricing actions, technologies, zones, pricing models etc. to effectively manage short and long stay parking arrangements in the Ipswich City Centre. The project has commenced with the initial background research underway. Procurement activities have commenced for a parking survey which will inform the Parking Pricing Strategy.

iGO Active Transport Action Plan Implementation – In progress (iGO ATAP Action 1.1, 1.2 and 2.2). Concept plans for the 2018-2019 projects are being finalised.

TMR Cycle Network Local Government Grants – (iGO ATAP Action 1.3). Early project identification work for the 2019-2020 cycle grant applications is underway.

iGO Active Transport Way Finding Strategy – (iGO Action AT5 and iGO ATAP Action 6.1). The project involves the development of an active transport signage strategy and signage design guide. The final strategy and design manual has been received from the consultant.

iGO Intelligent Transport Systems Action Plan – (iGO Action R5). The project involves the development of a strategic plan for road based technologies. The draft report has been received from the consultant and is being reviewed by Council officers.



Deebing Creek Bikeway Corridor Plan – (iGO Action AT9 and iGO ATAP Action 1.4). A corridor planning study for a new bikeway along Deebing Creek between Carr Street (Ipswich) and the Cunningham Highway (Yamanto/ Flinders View). Draft concept plans on the preferred bikeway alignment are being prepared by the consultant.

Community

- Land acquisition negotiations are ongoing for the following projects:
 - Sandra Nolan Drainage Channel
 - Waghorn and Martin Street K&C
 - Danyel Court
 - Spring Creek Bridge
 - Lobb Street K&C
 - Western Ipswich Bikeway Link
 - Brassall Bikeway Stage 6.
- Ongoing consultation efforts to support the following projects:
 - Brisbane Street Interim Upgrade
 - Old Toowoomba Road
 - Rosewood Library
 - Hunter Street
 - Resurfacing works across the City

Opening/Media Events

The Springfield Central Library was opened officially on Friday 17 August 2018. A public opening is scheduled over the weekend of the 25-26 August 2018.



Media Releases/Articles Published

No media releases or articles to report.

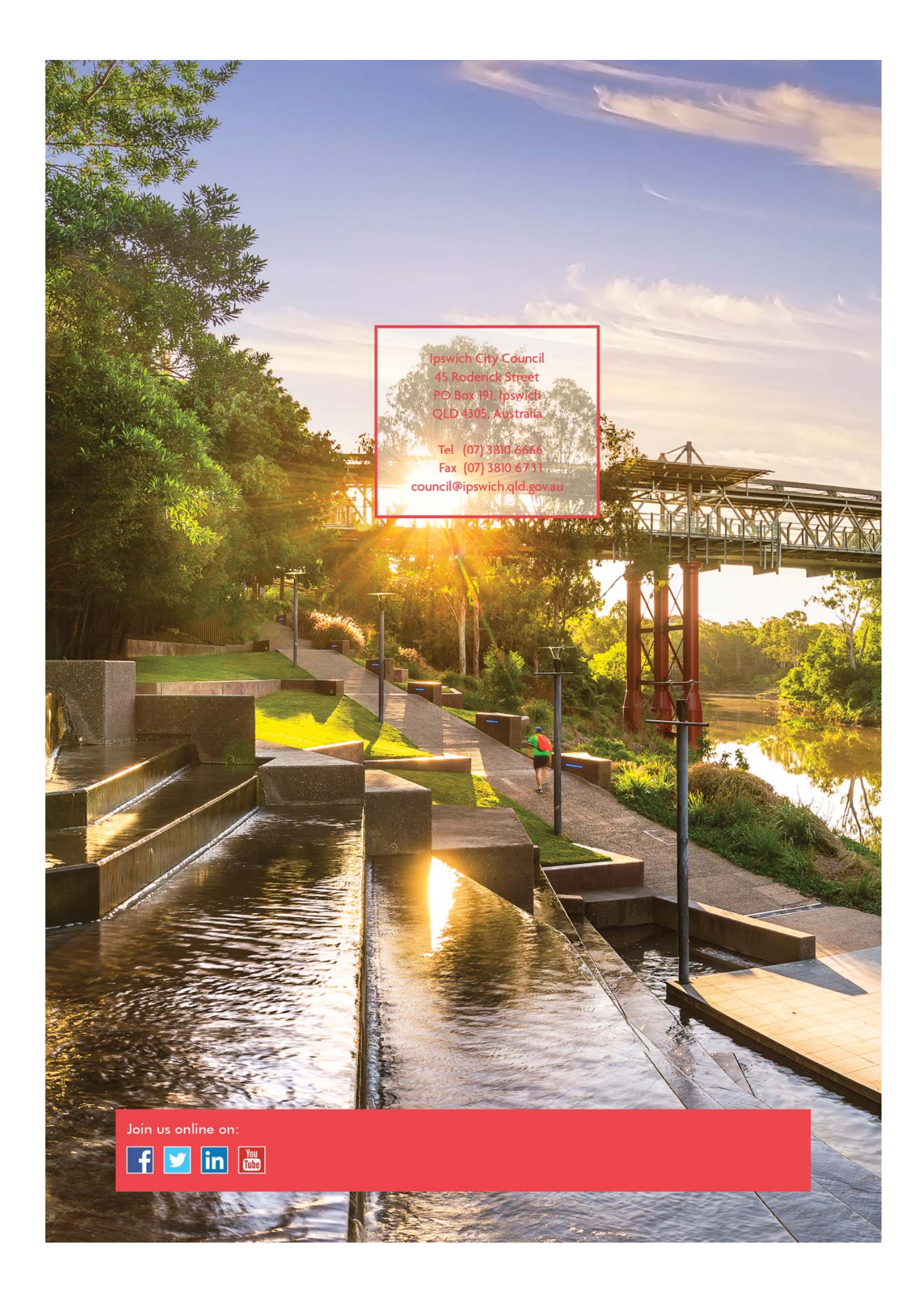
Schedule

Key Capital Project Updates

- **Rosewood Library** – The Development Application (DA) response is due by the end of August 2018 and the Construction Package will be prepared. Procurement for the building works will commence after receipt of the DA response with Tender release after the Building Approval is received. WPR are currently consulting with the State Government regarding extension of the grant.
- **2017 - 2018 Road Resurfacing Program** – Construction works are complete in Divisions 10 (Package 1), 9 and 8. Division 7 has one street to complete, this will occur in September 2018. Currently all spray seal works have been put on hold due to the colder weather (TMR has also placed a memorandum to place all spray seal works on hold for all state controlled roads until further notice, as such the ICC is taking precautions too). The current schedule has spray seal works to commence on 27 August 2018 dependant on weather conditions. Pavement repair works for Divisions 1, 3 and 4 will be completed by the end of August 2018 and Division 2 by mid-September 2018. Works Request Form for Division 10 (Package 2) will be issued to the Asphalt Supply Panel in the first quarter of 2018-2019.
- **Kerb and Channel (K&C) Program** – Seventeen (17) projects to be delivered in 2018-2019. Fifteen (15) projects have now completed detailed designs, ready for construction. Construction has commenced on Taylor Street, Division 4. An additional 15 projects are progressing through detailed design as part of the forward design for future years with four (4) out of 15 detailed designs completed.
- **Redbank Plains Stage 3** – All community queries and comments provided during community consultations sessions and outreach have been responded to. The detailed design is progressing with the focus on minimising the impacts on private properties. Optimisation of the current design to minimise property impacts continues.
- **Old Toowoomba Road, Leichhardt** – Property resumptions are to be finalised. Relocation of major services are progressing. The procurement plan for the civil construction works is progressing. Relocation design for gas has still to reach agreement between IS and APA.
- **Brisbane Street, West Ipswich** – Property resumptions are to be finalised. Relocation of major utilities is progressing. Tender Evaluation Report (TER) is ready for signing, though is dependent on seeking additional funds as tenders were significantly higher than budget. Formal confirmation of funds is required prior to submitting TER for approval, hence there is a high risk of project delay whilst approval of funds is sought.
- **Blackstone/South Station Roads – Intersection upgrade** – Service relocations are nearing completion for all accessible areas (property acquisition for remaining service relocations nearing completion). Tender Evaluation Report (TER) is ready for signing, though is dependent on seeking additional funds as tenders were higher than budget. Formal confirmation of funds is required prior to submitting TER for approval, hence there is a high risk of project delay whilst approval of funds is sought.
- **Marsden Parade realignment** – Design of impacted services continues. IS and WPR are reviewing the environmental (contamination) report and required remediation at 53 Brisbane Street (formerly a service station) together to determine the best outcome. All required land

acquisitions are completed and discussions have commenced with the affected tenant at 55 Brisbane Street.

- **Limestone Park Detention Basin** – Request for Tender has closed and Tender evaluation report is currently in circulation for signing. Project to be delivered in late 2018.
- **Western Ipswich Bikeway Link** – Design review of the 80% design package has been completed and awaiting final comment from TMR Cycle Team. Property resumptions are nearing finalisation and required service relocation works confirmed. Discussion is currently being undertaken for potential internal delivery of the works to achieve timelines and deal with site constraints.



Ipswich City Council
45 Roderick Street
PO Box 191, Ipswich
QLD 4305, Australia

Tel (07) 3810 6666
Fax (07) 3810 6731
council@ipswich.qld.gov.au

Join us online on:



Infrastructure and Emergency Management Committee	
Mtg Date: 11.09.18	OAR: YES
Authorisation: Bryce Hines	

H:\Departmental\Committee Reports\1808 CI Summer Storm and Flood Safety Poster Competition . c

16 August 2018

MEMORANDUM

TO: ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER

FROM: EMERGENCY MANAGEMENT OFFICER

RE: SUMMER STORM AND FLOOD SAFETY POSTER COMPETITION

INTRODUCTION:

This is a report by the Emergency Management Officer dated 16 August 2018 concerning the continuation of the Summer Storm and Flood Safety poster competition.

BACKGROUND:

Ipswich City Council is the primary agency for storm and flood related events within the Ipswich City Local Government Area (LGA). Council has a strong role in driving community education and increasing the resilience and awareness of vulnerable people within the community, including school-aged children.

This competition is run jointly between Ipswich City Council and the Ipswich City State Emergency Service (SES) to promote disaster resilience as part of the Queensland Government Get Ready Initiative and has been run annually since 2016. The continuation of the Summer Storm and Flood Safety poster competition will assist with this.

COMPETITION OUTLINE:

The commencement of this competition will form the launch for Council’s Get Ready Week campaign.

In conjunction with the Ipswich City SES, Council will invite schools to submit A3 posters prepared by students relating to one or more of these themes:

Theme	Category	School Prize Value	Submission limit per school
Preparing your home for disaster / emergency	Prep – Grade 3	\$600	3
	Grade 4 – 6	\$600	3
Caring for animals in a	Prep – Grade 3	\$600	3

Theme	Category	School Prize Value	Submission limit per school
disaster / emergency	Grade 4 – 6	\$600	3
What do the SES do?	Prep – Grade 3	\$600	3
	Grade 4 – 6	\$600	3

A total prize pool of \$4,200 is proposed, which has been allowed for in the current Emergency Management operational budget. Of this prize pool, a total of \$3,600 worth of locally purchased goods or services will be awarded to the winning schools in each category. The prizes are intended to value-add to the schools business-as-usual operations and / or their curriculum delivery. A nominal prize will also be awarded to the individual students whose safety posters are chosen. The cumulative cost of these prizes will be no more than \$600.

As in previous years, each school will be invited to internally host and judge their own competition, and submit up to three posters in each category. (It is expected that schools will encourage students to participate as they are ultimately the beneficiary of the prize). A panel comprising representatives from Council and Ipswich City SES will judge the submissions and award a prize for each category. As part of the nominal prize for each category, the winning entries will be framed and displayed in the Ipswich Global Information Centre for a period of approximately 6-8 weeks to coincide with the Queensland summer school holidays.

TIMELINE:

The following timeline is proposed for the competition:

Date	Description	Communication Method
8 October 2018	Competition opens to launch Get Ready Week.	Formal notification to schools during September, 2018
16 November 2018, 4:00pm	Competition entries close	Judging to occur w/c 19 November, 2018
23 November 2018	Winners announced	Awards presented by 5 December, 2018

BENEFITS TO COMMUNITY AND CUSTOMERS:

The benefit to the community and customers is the promotion of safety and resilience in the City's next generation. It also encourages schools to incorporate natural hazards awareness, disaster preparedness and response, and community connectedness and service in their school curriculum.

CONCLUSION:

The Summer Storm and Flood Safety poster competition presents an opportunity for Ipswich City Council and the Ipswich City State Emergency Service to engage children in a creative fashion about natural hazards, and preparedness for responding to disaster adversity in the future. It also ties into the Emergency Management Community Engagement Program.

RECOMMENDATION:

That the interim administrator of Ipswich City Council resolve:

That Council approve the Summer Storm and Flood Safety poster competition, as outlined in the report by the Emergency Management Officer dated 16 August 2018.

Clare Inwood

EMERGENCY MANAGEMENT OFFICER

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

Mark Bastin

ACTING SPORT, RECREATION AND NATURAL RESOURCES MANAGER

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

Bryce Hines

CHIEF OPERATING OFFICER (WORKS, PARKS AND RECREATION)

Infrastructure and Emergency Management Committee	
Mtg Date: 11.09.18	OAR: YES
Authorisation: Charlie Dill	

BF:BF
[A5052923](#)

22 August 2018

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: PRINCIPAL PLANNER (TRANSPORT PLANNING)

RE: 'STRATEGIC TRANSPORT' SUB-PROGRAM
PRIORITY LIST OF PROJECTS 2019-2020

INTRODUCTION:

This is a report by the Principal Planner (Transport Planning) dated 22 August 2018 concerning the priority project listing for the 'Strategic Transport' capital works portfolio sub-program.

BACKGROUND:

As part of the 2019-2020 capital portfolio build process, it is proposed to submit a report outlining the priority project listing for each sub-program. Table 1 (over) outlines the sub-programs that the Infrastructure Services Department is responsible for and that will have prioritised lists reported to Council.

This report relates to projects in the following categories within the 'Strategic Transport' sub-program:

- Road upgrades;
- Intersection upgrades; and
- New roads.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport and Traffic	Strategic Transport	Strategic Roads	Submit to September 2018 I&EM Committee
	Road Safety and Operations	Road Safety Improvements	Submitted to July 2018 I&EM Committee
		Gravel Turnarounds	Submitted to August 2018 I&EM Committee
	Sustainable Travel	Public Transport Improvements	Submit to September 2018 I&EM Committee
		Pedestrian Safety Improvements	Submitted to August 2018 I&EM Committee
		Cycle Safety and Mobility Improvements	Submit to September 2018 I&EM Committee
		iGO ATAP Implementation	Submit to September 2018 I&EM Committee
Flood Mitigation and Drainage	Local Drainage	Local Drainage Improvements	Submitted to July 2018 I&EM Committee
Local Amenity	Sealing Gravel Roads	Sealing Gravel Roads	Submit to September 2018 I&EM Committee

PREVIOUS CONSIDERATIONS:

Projects in the ‘Strategic Transport’ sub-program are derived from *iGO – the City of Ipswich Transport Plan*. At its Ordinary meeting on 15 September 2015, Council endorsed a methodology for assessing the priority of these strategic transport projects [refer to Item 2 tabled at the City Infrastructure Committee Meeting No. 2015(09)], refer Attachment A.

The endorsed prioritisation methodology has associated calculation matrices which are used to prioritise future road upgrade projects, intersection upgrade projects and new road projects. It is difficult to fairly prioritise projects across these three categories due to their different characteristics, scope and drivers. That is, a like for like comparison cannot be made across the categories. But a comparison of projects within each category can be made and as such, have been prioritised accordingly. The 2019-2020 priority list of projects for each category are included in Attachments B, C and D.

The priority lists of projects are used to inform the review of the *10 Year Transport Infrastructure Investment Plan (10YTIIP)*. The 10YTIIP provides a vital link between Council’s high level strategic planning and the Annual Capital Works Portfolio, providing intelligence for logical and effective planning, design and construction of major transport projects. The 10YTIIP also gives consideration to the need to balance citywide infrastructure demands, funding availability and Council’s longer term financial sustainability. Projects included within years 1-3 of the endorsed 10YTIIP (2017-2027) are considered fixed to ensure an effective delivery process.

PREVIOUS BUDGET:

Projects within the road upgrade, intersection upgrade and new road categories of the ‘Strategic Transport’ sub-program received a total allocation of \$15.5 million in the 2018-2019 Capital Works Portfolio.

CONCLUSION:

‘Strategic Transport’ is a sub-program of Council’s capital works portfolio. Council previously endorsed a project prioritisation methodology which has been used to develop the prioritised project lists. The priority list for future road upgrade projects, intersection upgrade projects and new road projects within the ‘Strategic Transport’ sub-program are included in Attachments B, C and D.

ATTACHMENTS:

Name of Attachment	Attachment
Report from City Infrastructure Committee Meeting No. 2015(09) regarding the Strategic Transport sub-program project prioritisation methodology	Attachment A
Prioritised Road Upgrade Project Listing	Attachment B
Prioritised Intersection Upgrade Project Listing	Attachment C
Prioritised New Road Project Listing	Attachment D

RECOMMENDATION:

That the interim administrator of Ipswich City Council resolve:

- A. That the prioritised project lists, as detailed in Attachments B, C, and D of the report by the Principal Planner (Transport Planning) dated 22 August 2018, be considered when developing the ‘Strategic Transport’ sub-program as part of the 2019 - 2020 capital works portfolio.
- B. That the prioritised project lists, as detailed in Attachments B, C and D of the report by the Principal Planner (Transport Planning) dated 22 August 2018, be considered when undertaking the review of the current endorsed 10 Year Transport Infrastructure Investment Plan (2017-2027).

Brad Freiberg
PRINCIPAL PLANNER (TRANSPORT PLANNING)

I concur with the recommendations contained in this report.

Tony Dileo

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

City Infrastructure Committee	
Mtg Date: 07/09/2015	OAR: YES
Authorisation: Charlie Dill	

ITEM 2

1 September 2015

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: PRINCIPAL PLANNER (TRANSPORT & INVESTMENT)

RE: 2016–2017 CAPITAL WORKS PORTFOLIO DEVELOPMENT
STRATEGIC TRANSPORT SUB-PROGRAM
PRIORITY LIST OF PROJECTS

INTRODUCTION:

This is a report by the Principal Planner (Transport & Investment) dated 1 September 2015 concerning the *Strategic Transport* sub-program of the Capital Works Portfolio.

BACKGROUND:

As part of the development of the 2016–2017 Capital Works Portfolio, it is proposed to submit a report outlining the prioritisation methodology and subsequent project listing for each sub-program. This report relates to the *Strategic Transport* sub-program.

DRIVER:

As part of Council’s continuous improvement process, Branch Managers from all departments of Council were consulted to investigate improvements to the development of the annual capital portfolio.

An outcome of this process was to revise the structure of the capital portfolio to rationalise the number of sub-programs and better categorise sub-programs into programs to align with their intent and corporate goals.

The revised Transport & Traffic Program is outlined in Table 1 (over).

**TABLE 1
REVISED CAPITAL PORTFOLIO STRUCTURE
TRANSPORT & TRAFFIC PROGRAM**

PROGRAM	SUB-PROGRAM	PROJECT CATEGORIES
Transport & Traffic	Strategic Transport	Road Upgrades
		Intersection Upgrades
		New Roads
		New commuter Bikeways
		Developer Repayments
		Corridor Preservation
	Roads Safety & Operational Improvements	Sign & Line Marking improvements
		Traffic Signal Improvements
		Safe School Travel Improvements
		Blackspot Improvements
		Road Safety Audits & Improvements
		Seal Gravel Roads
		Gravel Turnarounds (refuse vehicles)
	Sustainable Travel	Minor Safety & Operational Improvements
		Bus Stops & Shelters
Strategic Pedestrian & Disability Access Improvements		
		Strategic Cyclist Safety & Mobility Improvements

PROJECT IDENTIFICATION:

This report relates to the prioritisation of projects in the following project categories within the Strategic Transport sub-program (as highlighted in blue):

- Road upgrades;
- Intersection upgrades; and
- New roads

The projects listed in this report are all classified as trunk infrastructure in the Ipswich Planning Scheme and are included in Council’s Priority Infrastructure Plan (PIP). For this task, projects identified as part of the development of the draft Ipswich Transport Plan (“iGO”) to service a future citywide population of 350,000 have been prioritised in each category.

PRIORITY LIST OF PROJECTS:

It is difficult to fairly prioritise projects across these three categories due to their different characteristics, scope and drivers. That is, a like for like comparison cannot be made across the categories. But a comparison of projects within each category can be made and as such have been prioritised accordingly.

Road Upgrades

Transport planning has identified road upgrade projects that are required to be delivered by Council to service future city populations. These projects are categorised as either:

- Capacity upgrade, or
- Upgrade to urban standards

Projects have then been prioritised for future investment based on the criteria outlined in Table 2.

**TABLE 2
ROAD UPGRADE PROJECT PRIORITISATION CRITERIA**

CRITERIA	DESCRIPTION	CALCULATION	WEIGHTING								
Volume to capacity (V/C) ratio	<p>The amount of traffic currently using the road compared to its nominal capacity.</p> <p>A road with a V/C ratio >1 is over capacity.</p> <p>The notion is that a project will be ranked higher if it is at or nearing its nominal capacity.</p>	<p>VOLUME The existing traffic volumes along the road. Data was obtained from the 2014 Strategic Traffic Count Program.</p> <p>CAPACITY Each project was nominated a capacity based on the criteria below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">CAPACITY <i>(vehicles per day)</i></th> <th style="text-align: center;">EXISTING CONFIGURATION</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;"><i>Urban with shoulders and limited side access</i></td> </tr> <tr> <td style="text-align: center;">15,000</td> <td style="text-align: center;"><i>Urban but with no shoulders and/or more side friction (driveways, intersections);</i></td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;"><i>Rural with narrow travel lanes, no kerb, shoulders etc.)</i></td> </tr> </tbody> </table> <p>This is based on the notion that a good standard road with limited side friction will have more free-flow capacity than a road with side friction or with a rural type configuration.</p>	CAPACITY <i>(vehicles per day)</i>	EXISTING CONFIGURATION	20,000	<i>Urban with shoulders and limited side access</i>	15,000	<i>Urban but with no shoulders and/or more side friction (driveways, intersections);</i>	10,000	<i>Rural with narrow travel lanes, no kerb, shoulders etc.)</i>	70%
CAPACITY <i>(vehicles per day)</i>	EXISTING CONFIGURATION										
20,000	<i>Urban with shoulders and limited side access</i>										
15,000	<i>Urban but with no shoulders and/or more side friction (driveways, intersections);</i>										
10,000	<i>Rural with narrow travel lanes, no kerb, shoulders etc.)</i>										
Crashes	<p>The number of reported crashes along the road over the last five years (2010-2014).</p> <p>Data was obtained from the Qld Government's WebCrash database.</p>	<p>The total recorded crashes for the section of road, where divided by the length of the road, and the number of years of crash data, to obtain an average annual crash rate per kilometre of road.</p>	15%								
Traffic growth rate	<p>Observed traffic growth trend over the last five years. Data was obtained from the annual Strategic Traffic Count Program.</p>	<p>It should be noted that some roads have a higher observed growth rate due to their low base traffic volumes even though their actual growth in the number of vehicle is relatively small.</p> <p>To allow for a like for like comparison across the projects, the observed number of vehicles were then normalised by dividing it by the highest observed traffic volume.</p>	15%								

To ensure each criteria is using the same scale for scoring, the highest score for each criteria was then assigned a value of 1 with all other scores given a proportional value less than 1.

The prioritised list of road upgrade projects is outlined in **Attachment A**.

Intersection Upgrades

Transport planning has identified intersection upgrade projects that are required to be delivered by Council to service future city populations. These projects need to be undertaken for safety and/or capacity reasons.

These projects have then been prioritised for future investment based on the criteria outlined in Table 3.

**TABLE 3
INTERSECTION UPGRADE PROJECT PRIORITISATION CRITERIA**

CRITERIA	DESCRIPTION	CALCULATION
Capacity	The year in which the intersection is forecast to reach its capacity and start to cause intolerable queues and delays for motorists	Peak hour counts were undertaken at each intersection in July 2015. Each intersection was then analysed using the SIDRA intersection analysis software program using the count data obtained and then forecasting future volumes on each leg based on observed traffic growth rates over the last five years to determine when the intersection is expected to reach capacity.
Peak Hour Volumes	The total observed through the intersection within the AM and PM peak hours	For each intersection that was forecast to reach capacity within the same year, each project was then prioritised based upon the total observed traffic through the intersection within the AM and PM peak hours.

The prioritised list of intersection upgrade projects is outlined in **Attachment B**.

New Roads

Transport planning has identified new road projects that are required to be delivered by Council to service future city populations. These projects need to be undertaken for connectivity reasons and initially consist of a nominal two-lane cross section.

These projects have then been prioritised for future investment based on the criteria outlined in Table 4.

**TABLE 4
NEW ROAD PROJECT PRIORITISATION CRITERIA**




CRITERIA	DESCRIPTION	CALCULATION	WEIGHTING
Modelled timing	The timing of which the new road is included in the Ipswich Strategic Traffic Model (ISTM) as part of the development of iGO.	The ISTM was developed based on the following years: <ul style="list-style-type: none"> • 2021 – short term (assigned 3 points) • 2026 – medium term (assigned 2 points) • 2031 – long term (assigned 1 points) • PIP Ultimate (assigned zero points) 	70%
Development pressure	Whether the project is located in an area of high urban growth	<ul style="list-style-type: none"> • High (assigned 3 points) • Medium (assigned 2 points) • Low (assigned 1 point) 	15%
Spare capacity	Whether the road network surrounding the project is operating below capacity and is able to accommodate additional traffic, without causing intolerable queues and delays for motorists.	<ul style="list-style-type: none"> • Low (assigned 3 points) • Medium (assigned 2 points) • High (assigned 1 point) 	15%

The prioritised list of new road projects is outlined in **Attachment C**.

CONCLUSION:

“Strategic Transport” is a new sub-program of Council’s revised capital works portfolio structure. Prioritised project lists for future road upgrades, intersection upgrades and new roads have been developed.

ATTACHMENTS:

Name of Attachment	Attachment
Attachment A Road Upgrade Projects Prioritisation Matrix	 Attachment A
Attachment B Intersection Upgrade Projects Prioritisation Matrix	 Attachment B
Attachment C New Road Projects Prioritisation Matrix	 Attachment C

RECOMMENDATION:

[Amended at CI Ctee No. 2015\(09\) of 7 September 2015.](#)

~~A. That the prioritisation methodology, and priority list of projects under the Strategic Transport sub-program, as detailed in the report by the Principal Planner (Transport & Investment) dated 1 September 2015, be adopted and used when developing the 2016–2017 Capital Works Portfolio, noting that the number of projects adopted will be dependent on funding.~~

~~C.B. That the list of projects, as detailed in the Attachment A – Road Upgrade Projects Prioritisation Matrix, Attachment B – Intersection Upgrade Projects Prioritisation Matrix and Attachment C – New Road Projects Prioritisation Matrix of the report by the Principal Planner (Transport and Investment) dated 1 September 2015, be received and used when developing the 2016-2017 Capital Works Portfolio, subject to funding availability.~~

Nick Prasser
PRINCIPAL PLANNER (TRANSPORT & INVESTMENT)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

CAPITAL PORTFOLIO
STRATEGIC TRANSPORT SUB-PROGRAM
ROAD UPGRADE PROJECTS PRIORITISATION MATRIX

August 2015

PRIORITY	PROJECT NAME	SUBURB	LOCATION	DIVISION	CAPACITY UPGRADE (4 lanes)	URBAN STANDARD UPGRADE (2 lanes)	SIA*	Length (km)	Existing Volume	Existing Geometric Standard	Existing Road Capacity (ppd)	VOLUME / CAPACITY RATIO		CRASHES			TRAFFIC GROWTH RATE			PRIORITY			
												Observed	Standardised	2010-2014	Average / km / year	Standardised	Observed	Relative	Standardised	Vol/Cap (70%)	Crash Rate (15%)	Growth Rate (15%)	Weighted Score
1	Redbank Plains Road	Redbank Plains	Glen Fairlie Ave – School Rd	3	✓			0.60	20200	Low	10000	2.02	1.00	3	1.0	0.18	2.0%	1.8%	0.13	70	3	2	75
2	Old Toowoomba Road	One Mile	Ernest St - Toongarra Rd	8	✓			0.48	21300	Medium	15000	1.42	0.70	5	2.1	0.37	2.2%	2.1%	0.15	49	6	2	57
3	Brisbane Street	West Ipswich	Clay St - Hooper St	7	✓			0.60	19200	Medium	15000	1.28	0.63	12	4.0	0.71	1.4%	1.2%	0.08	44	11	1	56
4	Redbank Plains Road	Redbank Plains - Bellbird Park	Keildges Rd - Kruger Pde	2, 3	✓			1.50	22500	High	20000	1.13	0.56	42	5.6	1.00	0.9%	0.9%	0.07	39	15	1	55
5	Springfield - Greenbank Arterial	Springfield	Eden Station Dr - Springfield Pwy	1	✓			0.70	12000	High	10000	1.20	0.59	2	0.6	0.10	16.1%	8.6%	0.61	42	2	9	52
6	Springfield Parkway	Springfield	Springfield - Greenbank Arterial - Woodcrest Way	1	✓			1.70	19324	Medium	15000	1.29	0.64	7	0.8	0.15	3.6%	3.1%	0.22	45	2	3	50
7	Springfield - Greenbank Arterial	Springfield	Main St - Sinnathamby Blvd	1, 9	✓			0.40	19200	High	20000	0.96	0.48	0	0.0	0.00	16.4%	14.0%	1.00	33	0	15	48
8	Albion Street	Brassall	Sydney St - Workshops St	6	✓			0.30	16000	Medium	15000	1.07	0.53	5	3.3	0.60	0.7%	0.5%	0.03	37	9	1	46
9	Redbank Plains Road	Redbank Plains - Swanbank	New Hill Dr - Six Mile Creek	3, 9		✓		1.60	10700	Low	10000	1.07	0.53	10	1.3	0.22	3.5%	1.7%	0.12	37	3	2	42
10	School Road	Redbank Plains	Alawoona St - Redbank Plains Rd	3, 9		✓		1.40	10600	Low	10000	1.06	0.52	6	0.9	0.15	6.0%	2.8%	0.20	37	2	3	42
11	Springfield Parkway	Springfield	Centenary Hwy Interchange - Springfield Greenbank Arterial	1, 9	✓			0.30	15700	High	20000	0.79	0.39	6	4.0	0.71	1.0%	0.7%	0.05	27	11	1	39
12	Junction Road	Karalee	Arthur Summervilles Rd - Torrens St	5		✓		1.40	9600	Low	10000	0.96	0.48	2	0.3	0.05	1.6%	0.7%	0.05	33	1	1	35
13	Augusta Pwy - Sinnathamby Blvd	Springfield	Eden Station Dr - Main St	1, 2, 9	✓			0.50	16800	High	20000	0.84	0.42	3	1.2	0.21	2.8%	2.1%	0.15	29	3	2	35
14	Ripley Road	Flinders View	Cunningham Hwy – Edwards St	8, 9	✓			0.90	7700	Medium	15000	0.51	0.25	22	4.9	0.87	8.2%	2.8%	0.20	18	13	3	34
15	Waterworks Road	North Ipswich	Pine Mountain Rd – Warrego Hwy	6	✓			0.80	12800	Medium	15000	0.85	0.42	3	0.8	0.13	3.3%	1.9%	0.13	30	2	2	34
16	Keildges Road	Redbank Plains	Brittains Rd – Jones Rd	2, 3	✓			0.67	7500	Low	10000	0.75	0.37	5	1.5	0.27	7.0%	2.3%	0.17	26	4	2	32
17	Springfield Greenbank Arterial	Springfield	Eden Station Dr - Main St	1	✓			0.60	14700	High	20000	0.74	0.36	0	0.0	0.00	7.9%	5.1%	0.37	25	0	6	31
18	Toongarra Road	Wulkuraka	Beirne St – Karrabin – Rosewood Rd	6		✓		0.55	7800	Low	10000	0.78	0.39	2	0.7	0.13	3.0%	1.0%	0.07	27	2	1	30
19	Edwards Street	Raceview	Briggs Rd – Ripley Rd	8, 9	✓			1.10	4600	Medium	15000	0.31	0.15	15	2.7	0.49	11.4%	2.3%	0.17	11	7	3	20
20	Jones Road	Bellbird Park	Augusta Pwy - Happy Jack Gully	2		✓		1.40	5300	Low	10000	0.53	0.26	2	0.3	0.05	0.1%	0.0%	0.00	18	1	0	19
21	Jones Road	Bellbird Park	Alice Street - Happy Jack Gully	2		✓		2.90	4400	Low	10000	0.44	0.22	10	0.7	0.12	1.2%	0.2%	0.02	15	2	0	17
22	Ripley Road	Ripley	Cunningham Hwy - Fischer Rd	8, 9		✓		2.30	4100	Low	10000	0.41	0.20	10	0.9	0.16	3.9%	0.7%	0.05	14	2	1	17
23	Gramplan Drive	Deebing Heights	Centenary Hwy – Pisasale Dr	8		✓		1.20	3100	Low	10000	0.31	0.15	0	0.0	0.00	3.0%	0.4%	0.03	11	0	0	11
24	Gramplan Drive	Deebing Heights	Centenary Hwy - Winland Dr	8		✓		0.80	3100	Low	10000	0.31	0.15	0	0.0	0.00	2.5%	0.3%	0.02	11	0	0	11

* SIA - Springfield Infrastructure Agreement. These projects are the responsibility of Council to deliver under the SIA in accordance with traffic volumes triggers. Investment in these projects may need to be undertaken ahead of other projects prioritised higher to meet Council's responsibilities under the SIA.

INTERSECTION UPGRADE PROJECTS PRIORITISATION MATRIX

August 2015

PRIORITY	PROJECT NAME	SUBURB	DIVISION	SCOPE	Intersection Operation - Year of Failure																	Intersection Upgrade Priority	
					Year		Growth Rate	DOS		LOS		Cycle Time (sec)		Delay (sec)				95%ile Queue (m)		Critical Movement		Year	AM & PM Peak Volumes
					AM	PM		AM	PM	AM	PM	AM	PM	Average		Maximum		AM	PM	AM	PM		
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1	Blackstone Rd / South Station Rd	Silkstone	4, 7	Add auxiliary lanes	2015	2015	2.0%	0.90	0.96	D	D	85	90	40	50	58	72	138	169	South Station Road (north & south) - through / right	South Station Road (north & south) - through / right	2015	3847
2	Pine St / Lowry St	North Ipswich	5, 6	Install roundabout	2015	2015	2.5%	1.37	3.51	F	F	NA	NA	10	142	745	2405	52	435	Lowry Street west - through & right	Lowry Street west - through & right	2015	3638
3	Brisbane St / Tiger St	West Ipswich	7	Install traffic signals	2015	2015	2.0%	0.46	0.52	F	F	NA	NA	2	3	53	130	5	10	Tiger Street west - through & right	Tiger Street west - through & right	2015	3572
4	Alice St / Bertha St	Goodna	2	Lengthen auxiliary lanes	2020	2015	2.0%	0.90	0.95	D	E	120	120	52	57	70	77	203	201	Alice Street west - through / right	Alice Street east - through / right	2015	3050
5	Salisbury Rd / Briggs Rd	Eastern Heights / Ipswich Central	7, 8	Intersection signalisation	2015	2015	2.5%	0.54	0.61	F	F	NA	NA	4	5	73	81	12	15	Briggs Road - right turn	Briggs Road - right turn	2015	2795
6	Alice St / Queen St	Goodna	2	Intersection capacity upgrade	2021	2018	2.0%	0.90	0.90	D	D	120	120	42	46	65	64	294	280	Queen Street south - through / left	Queen Street north - through / left	2018	4153
7	Sydney St / Albion St	Brassall	6	Install traffic signals	2018	2020	2.0%	0.72	0.61	E	E	NA	NA	4	4	40	38	24	12	Sydney Street - right turn	Sydney Street - right turn	2018	3505
8	Redbank Plains Rd / Eagle St	Bellbird Park / Goodna	2	Install traffic signals	2020	2018	2.0%	0.52	0.56	F	F	NA	NA	4	4	80	88	22	25	Eagle Street	Eagle Street	2018	3056
9	Chernside Rd / Robertson Rd	Eastern Heights / Ipswich Central	7, 8	Install traffic signals	2020	2018	3.0%	0.83	0.68	E	E	NA	NA	11	8	41	36	40	23	Robertson Road - right	Robertson Road - right	2018	2861
10	Old Logan Rd / Meier Rd	Camira	1	Install traffic signals	2019	2019	2.0%	0.50	0.52	E	E	NA	NA	1	2	36	38	5	8	Meier Road - right turn	Meier Road - right turn	2019	3021
11	Ripley Rd / Reif St	Flinders View	8, 9	Add auxiliary lanes	2025	2020	5.0%	0.78	0.90	E	D	115	90	35	28	60	44	180	151	Reif Street east	Reif Street west - right turn	2020	2680
12	Cobalt St / Johnson Rd	Carole Park	1	Install traffic signals	2020	2025	2.0%	0.81	0.82	D	D	NA	NA	11	10	30	34	55	50	Johnson Road - right turn	Johnson Road - right turn	2020	2547
13	Redbank Plains Rd / Highbury Dr	Bellbird Park / Redbank Plains	2, 3	Install traffic signals	2021	2021	2.0%	0.78	0.57	E	E	NA	NA	4	2	48	39	27	14	Highbury Drive - right turn	Highbury Drive - right turn	2021	3811
14	School Rd / Alawoona St	Redbank Plains	9	Install traffic signals	2021	2021	5.0%	0.72	0.64	E	E	NA	NA	10	8	37	37	36	29	Alawoona Street east - right turn	Alawoona Street east - right turn	2021	1726
15	Blackstone Rd / Creek St / Sealy St / Thomas St	Silkstone	4	Install roundabout	2025+	2024	2.0%	0.56	0.81	D	E	NA	NA	4	6	33	39	14	29	Creek Street - right turn	Creek Street - right turn	2024	2997
16	Springfield Pwy / Woodcrest Way / Topaz Rd	Springfield	1	Install traffic signals	2025	2025	2.0%	0.87	0.89	B	B	NA	NA	17	19	56	55	116	122	Topaz Road	Woodcrest Way	2025	4147
17	Hunter St / Albion St / Workshops St	Brassall	6	Add auxiliary lanes	2025+	2025	2.0%	0.83	0.76	D	E	120	120	41	31	57	65	186	181	Workshops Street west - right turn	Workshops Street west - right turn	2025	3553
18	Old Logan Rd / Moss Rd	Camira	1	Install traffic signals	2025+	2025+	2.0%	0.62	0.54	D	C	NA	NA	1	2	28	24	16	18	Moss Road	Moss Road	2026	3107
19	Mary St / Williams St	Blackstone	4	Install traffic signals	2025+	2025+	2.0%	0.44	0.38	D	C	NA	NA	4	3	27	20	12	8	William Street - right turn	Mary Street west - through & left	2026	2938
20	Garden St / Thom St	Ipswich Central	7	Install traffic signals	2025+	2025+	2.0%	0.62	0.67	D	D	NA	NA	7	32	27	32	32	43	Garden Street - right turn	Garden Street - right turn	2026	2591
21	South Station Rd / Cascade St	Raceview	9	Install traffic signals	2025+	2025+	5.0%	0.56	0.49	C	C	NA	NA	6	5	21	20	35	25	Cascade Street	Cascade Street	2026	2195
22	Kruger Pde / Duncan St / Namatjira Dr	Collingwood Park	3	Install traffic signals	2025+	2025+	2.0%	0.33	0.42	A	B	NA	NA	4	5	9	10	13	19	Kruger Parade - right turn	Namatjira Drive	2026	2093
23	Jacaranda St / Leslie St / Cook St	East Ipswich	5	Install traffic signals	2025+	2025+	2.0%	0.30	0.30	D	D	NA	NA	2	2	26	32	3	5	Cook Street - right turn	Cook Street - right turn	2026	2023
24	Jacaranda St / Cotton St	East Ipswich	5	Install traffic signals	2025+	2025+	2.0%	0.28	0.34	C	D	NA	NA	2	1	19	25	4	2	Jacaranda Street east - through_left	Jacaranda Street east - through_left	2026	1943
25	Vogel Rd / Workshops St	Brassall	6	Install traffic signals	2025+	2025+	3.0%	0.57	0.60	C	C	NA	NA	18	19	22	24	22	24	Vogel Road north	Vogel Road north	2026	1273

CAPITAL PORTFOLIO**STRATEGIC TRANSPORT SUB-PROGRAM****NEW ROAD PROJECTS PRIORITISATION MATRIX**

August 2015

PRIORITY	PROJECT NAME	SUBURB/S	LOCATION	DIVISION	SCOPE	Strategic Traffic Model Timing (ISTM)	Rate of Development in Catchment	Spare Capacity within Catchment	New Road Priority				
									Modelled Timing (70%)	Development Pressure (15%)	Spare Capacity (15%)	Weighted Score	Forecast Volumes
1	Marsden Parade Realignment	Ipswich Central	Marsden Parade - Gordon Street	7	New 2 lane road	2021	Medium	Low	3	2	3	285	10500
2	Norman Street Bridge (Stage 1)	North Ipswich - East Ipswich	Downs Street to Cherside Road	4, 5, 6, 7	New bridge crossing of the Bremer River	2026	Medium	Low	2	2	3	215	26500
3	Mount Jullierat Drive	Augustine Heights	Santa Monica Drive - St Augustines Drive	2	New 2 lane road	2026	High	Medium	2	3	2	215	9500
4	Mur Boulevard Extension	Bellbird Park - Springfield	Bridge over Woogaroo Creek	1, 2	New 2 lane bridge over Woogaroo Creek	2026	High	Medium	2	3	2	215	5500
5	Bayley Road Extension	Pine Mountain	Cabernet Crescent - Pine Mountain Road	10	New 2 lane road	2026	Low	Low	2	1	3	200	5000
6	Diamantina Boulevard Extension	Brassall - Karrabin	Moonlight Drive - Wulkuraka Connection Road	6, 10	New 2 lane road including a bridge over Ironpot Creek	2026	Low	Low	2	1	3	200	4000
7	Monterea Road	Ripley	Binnies Road - Ripley Road	8, 9	New 2 lane road	2026	Low	Medium	2	1	2	185	10500
8	Binnies Road	Ripley	Plisale Drive - Ripley Road	8, 9	New 2 lane road including a bridge over Deebing Creek	2026	Low	Medium	2	1	2	185	9000
9	Mount Jullierat Drive	Redbank Plains	Cedar Road - Keidges Road	2, 9	New 2 lane road	2026	Medium	High	2	2	1	185	7000
10	Newhill Drive Extension	Swanbank	Rob Roy Way - Swanbank Road	4, 9	New 2 lane road	2026	Low	Medium	2	1	2	185	6500
11	Salisbury Road Extension	Ipswich	MacAlister Street - Moffatt Street	7	New 2 lane road	2026	Low	High	2	1	1	170	15000
12	Edward Street Extension	Raceview - Flinders View	Briggs Road - Warwick Road	7, 8	New 2 lane road including crossing of Small Creek	2031	Medium	Medium	1	2	2	130	10000
13	Robertson Road Extension	Blackstone	South Station Road - Mary Street	4, 7	New 2 lane road including a bridge over Bundamba Creek	2031	Low	Medium	1	1	2	115	12500
14	Mount Jullierat Drive	Augustine Heights	Keidges Road - Santa Monica Drive	2, 9	New 2 lane road including a bridge over Woogaroo Creek	2031+	Medium	Medium	0	2	2	60	-
15	Eagle Street	Bellbird Park - Collingwood Park	Collingwood Drive - Kruger Parade	3	New 2 lane road including a bridge over Goodna Creek	2031+	Medium	High	0	2	1	45	-

NOTE: It is assumed the following new road projects will be delivered by developers through an Infrastructure Agreement arrangement and as such has not been included:

- Mount Jullierat Drive (between Augusta Parkway and St Augustines Drive);
- Mount Jullierat Drive (between School Road and Cedar Road); and
- New Hill Drive / Mount Jullierat Drive (between Centenary Highway and School Road)

CAPITAL PORTFOLIO
STRATEGIC TRANSPORT SUB-PROGRAM

ROAD UPGRADE PROJECTS PRIORITISATION MATRIX

August 2018

ATTACHMENT B

PRIORITY	PROJECT NAME	SUBURB	LOCATION	DIVISION	CAPACITY UPGRADE (4 lanes)	URBAN STANDARD UPGRADE (2 lanes)	SIA*	Length (km)	Existing Volume	Existing Geometric Standard	Existing Road Capacity (vph)	VOLUME / CAPACITY RATIO		CRASHES		TRAFFIC GROWTH RATE			PRIORITY				
												Observed	Standardised	2013-2017	Average / km / Year	Standardised	Observed	Relative	Standardised	Vol.Cap (7.6%)	Growth Rate (13%)	Growth Rate (15%)	Weighted Score
1	Reedbank Plains Road	Reedbank Plains - Bellbird Park		2, 3	✓		✓	1.70	21900	Medium	15000	1.46	1.00	10	1.2	0.59	7.2%	6.4%	70	9	8	87	
2	Springfield - Greenbank Arterial	Springfield		1	✓		✓	1.60	14100	Low	10000	1.41	0.97	11	1.4	0.69	7.5%	4.3%	68	10	6	83	
3	Springfield Parkway	Springfield	Springfield Greenbank Arterial - Woodcrest Way	1	✓	✓		0.40	24500	High	20000	1.23	0.84	2	1.0	0.50	11.7%	11.7%	1.00	59	8	15	81
4	Reedbank Plains Road	Reedbank Plains - Swanbank	New Hill Dr - Six Mile Creek	3, 9	✓		✓	0.30	18000	Medium	15000	1.20	0.82	3	2.0	1.00	4.6%	3.4%	58	15	4	77	
5	Springfield Greenbank Arterial	Springfield	Centenary Hwy Interchange - Springfield Greenbank Arterial	1	✓		✓	0.50	24400	High	20000	1.22	0.84	2	0.8	0.40	10.2%	10.1%	0.87	6	6	13	77
6	Springfield Parkway	Springfield		1, 2, 9	✓		✓	0.50	16700	Medium	15000	1.11	0.76	5	2.0	1.00	1.4%	1.0%	0.08	53	15	1	70
7	Augusta Pwy - Sinmathambly Blvd	Springfield		6	✓		✓	1.40	13900	Medium	15000	0.93	0.63	12	1.7	0.86	8.6%	4.9%	44	13	6	64	
8	Albion Street	Reedbank Plains	Albion St - Reedbank Plains Rd	9	✓	✓		0.40	14400	Medium	15000	0.96	0.66	2	1.0	0.50	3.2%	1.9%	0.16	46	8	2	56
9	Spook Road	Reedbank Plains	Spook Rd - Reedbank Plains Rd	9	✓		✓	0.80	13700	Medium	15000	0.91	0.63	5	1.3	0.63	3.3%	1.9%	0.16	44	9	2	56
10	Toongarra Road	Leichhardt	Old Toowoomba Rd - Samford Rd	8	✓		✓	0.70	8100	Low	10000	0.81	0.55	4	1.1	0.57	2.6%	0.9%	0.07	39	9	1	49
11	Metenwicks Road	North Ipswich	Pine Mountain Rd - Narragup Hwy	6	✓		✓	0.90	9900	Medium	15000	0.66	0.45	3	0.7	0.33	8.7%	3.5%	32	5	5	41	
12	Junction Road	Karalee	Arthur Summervilles Rd - Torrens St	5	✓		✓	0.70	8100	Low	10000	0.81	0.55	4	1.1	0.57	2.6%	0.9%	0.07	39	9	1	49
13	Keelogs Road	Reedbank Plains	Brittains Rd - Jones Rd	9	✓		✓	0.90	9900	Medium	15000	0.66	0.45	3	0.7	0.33	8.7%	3.5%	32	5	5	41	
14	Ripley Road	Finders View	Cunningham Hwy - Edwards St	8	✓		✓	1.40	7000	Low	10000	0.70	0.48	3	0.4	0.21	7.5%	2.1%	0.18	34	3	3	40
15	Jones Road	Belbird Park	Augusta Pwy - Happy Jack Gully	2	✓	✓		2.90	5600	Low	10000	0.56	0.38	5	0.3	0.17	5.3%	1.2%	0.10	27	3	2	31
16	Jones Road	Belbird Park	Alice Street - Happy Jack Gully	2	✓	✓		1.10	5600	Medium	15000	0.37	0.26	3	0.5	0.27	6.5%	1.5%	0.13	18	4	2	24
17	Edwards Street	Reeview	Briggs Rd - Ripley Rd	7, 8	✓		✓	0.50	4600	Low	10000	0.46	0.27	0	0.0	0.00	2.0%	0.3%	0.03	19	0	0	20
18	Jacobs Street / Pottery Road	Dunmore / New Chum	Aberdeen St - Old Bowshel Rd	3	✓		✓	1.20	3300	Low	10000	0.33	0.23	0	0.0	0.00	2.0%	0.3%	0.02	16	0	0	16
19	Keelogs Road	Reedbank Plains	Brittains Rd - Mt Lullifer Dr	9	✓		✓	1.70	1500	Low	10000	0.15	0.10	3	0.4	0.18	2.0%	0.1%	0.01	7	3	0	10
20	Greenwood Village Road / Rice Road	Reedbank Plains	Reedbank Plains Rd - Halleys Rd	3, 9	✓		✓																

NOTES:
 1. 2 or 3 lanes for upgrade within lanes 1, 2 or 3 of the undesignated 10 Lane Transport Infrastructure Investment Plan (2012-2027) and are considered fit for planning and delivery purposes.
 2. For road upgrades including the Electric Creek Interchange (ECI), Ripley Village Priority Development Area (PDA) and the Village Priority Development Area (VPA) to be undertaken within the Ripley PDA, and as such have not been included.
 3. SIA = Springfield Infrastructure Agreement. These projects are the responsibility of Council to deliver under this SIA in accordance with traffic volumes triggers. Investment in these projects may need to be undertaken ahead of other projects prioritised higher to meet Council's responsibilities under the SIA.
 4. Reported accidents are from Queensland Government Webcrash database between 2013-2017.

CAPITAL PORTFOLIO
STRATEGIC TRANSPORT SUB-PROGRAM

ATTACHMENT C

INTERSECTION UPGRADE PROJECTS PRIORITISATION MATRIX

August 2018

PRIORITY	PROJECT NAME	SUBURB	DIVISION	SCOPE	Intersection Operation - Year of Failure												Intersection Upgrade Priority					
					Year	Growth Rate	DOS		LOS		Cycle Time (Sec)		Delay (Sec)		95%ile Queue (m)		Critical Movement		Year	AM & PM Peak Volumes		
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM				
1	Alice Street / Bernhis Street	Goodna	2	lengthen auxiliary lanes																		
2	Salisbury Road / Briggs Road	Ipswich / Eastern Heights	7	Install traffic signals	2018	2018	4.0%	0.61	0.57	F	F	NA	NA	NA	NA	172	144	12	13	Briggs Road - right turn	2018	3320
3	Ripley Road / Reif Street	Hinders View	8	Add auxiliary lanes	2020	2020	5.0%	0.91	1.40	E	F	120	120	120	44	185	67	420	254	Ripley Road - south approach	2020	3241
4	Mary Street / Williams Street	Blackstone	4	Install traffic signals	2021	2022	6.0%	0.61	0.55	E	E	NA	NA	NA	5	5	45	35	16	William Street - right turn	2021	3497
5	Redbank Plains Road / Eagle Street	Bellbird Park / Goodna	2	Intersection reconfiguration	2022	2021	2.0%	0.42	0.38	E	F	NA	NA	NA	3	3	36	50	16	Eagle Street	2021	3242
6	Albion Street / Sydney Street	Brasall	6	Install traffic signals	2022	2024	2.0%	0.75	0.62	E	E	NA	NA	NA	4	5	39	38	26	Sydney Street - right turn	2022	3520
7	Redbank Plains Road / Albert Street	Goodna	2	Install traffic signals	2028+	2022	2.0%	0.54	0.78	D	E	NA	NA	NA	4	5	28	39	14	Albert Street - right turn	2022	3070
8	Alice Street / Queen Street	Goodna	2	Add auxiliary lanes	2026	2023	2.0%	0.89	0.90	D	E	90	120	34	41	53	68	244	239	Queen Street south - through / left	2023	3725
9	Hunter Street / Workshops Street	Brasall	6	Add auxiliary lanes	2023	2026	2.0%	0.90	0.85	E	E	120	120	120	49	46	73	73	198	Workshops Street west - right turn	2023	3442
10	Blackstone Road / Thomas Street / Creek Street	Silvestone	4	Install roundabout	2023	2023	3.0%	0.51	0.78	E	E	NA	NA	NA	3	5	38	41	12	Creek Street - right turn	2023	3320
11	Cobalt Street / Johnson Road	Carole Park	1	Install traffic signals	2023	2028+	2.0%	0.84	0.60	D	C	NA	NA	NA	11	7	32	21	57	Johnson Road - right turn	2023	2558
13	Old Logan Road / Meier Road	Camira	1	Intersection reconfiguration	2026	2025	2.0%	0.56	0.71	E	E	NA	NA	NA	1	1	35	37	6	Meier Road - right turn	2025	3408
14	Old Logan Road / Moss Road	Camira	1	Intersection reconfiguration	2028+	2028+	2.0%	0.63	0.64	B	D	NA	NA	NA	1	4	13	32	14	Old Logan Road - north approach	2029	3466
15	Redbank Plains Road / Stuart Street	Goodna	2	Install traffic signals	2028+	2028+	2.0%	0.61	0.62	C	D	NA	NA	NA	2	3	22	32	14	Redbank Plains Road - south approach	2029	3187
16	Garden Street / Thorn Street	Ipswich	7	Install traffic signals	2028+	2028+	2.0%	0.44	0.55	C	C	NA	NA	NA	6	7	20	24	25	Garden Street - right turn	2029	2382
17	Thorn Street / Gray Street	Ipswich	7	Add auxiliary lanes	2028+	2028+	2.0%	0.48	0.34	D	C	NA	NA	NA	6	5	34	24	21	Gray Street - right turn	2029	2310
18	Kruger Parade / Duncan Street / Namalji Drive	Collingwood Park	3	Install traffic signals	2028+	2028+	2.0%	0.29	0.45	A	B	NA	NA	NA	4	5	9	11	11	Kruger Parade - right turn	2029	2134
19	Jacaranda Street / Cook Street	East Ipswich / North Booval	5	Install traffic signals	2028+	2028+	2.0%	0.31	0.28	C	D	NA	NA	NA	2	2	24	27	3	Cook Street - right turn	2029	1899
20	Jacaranda Street / Cotton Street / Leslie Street	East Ipswich	5	Install traffic signals	2028+	2028+	2.0%	0.29	0.28	C	C	NA	NA	NA	2	2	19	20	4	Jacaranda Street - east approach	2029	1849
21	Brisbane Terrace / Layard Street	Goodna	2	Install traffic signals	2028+	2028+	2.0%	0.18	0.34	A	A	NA	NA	NA	5	5	9	10	4	Layard Street - right turn	2029	1430
21	Vogel Road / Workshops Street	Brasall	6	Install traffic signals	2028+	2028+	3.0%	0.68	0.63	C	C	NA	NA	NA	20	20	23	23	32	Vogel Road - north approach	2029	1422

NOTES:

- Project 1 is listed for upgrade within years 1, 2 or 3 of the endorsed 10 Year Transport Infrastructure Investment Plan (2017-2027) and is considered fixed for planning and delivery purpose.
- Intersection upgrade projects included within the Economic Development Queensland (EDQ) - Ripley Valley Priority Development Area (PDA) are assumed to be funded and delivered by Developers within the Ripley PDA, and as such have not been included.
- Traffic signal phase and cycle times have been optimised in Sida to minimise intersection Degree of Saturation (DOS).
- Intersections with a failure year beyond 2028 have been allocated a nominal failure year of 2029.

CAPITAL PORTFOLIO

STRATEGIC TRANSPORT SUB-PROGRAM

NEW ROAD PROJECTS PRIORITISATION MATRIX

August 2018

ATTACHMENT D

PRIORITY	PROJECT NAME	SUBURB	LOCATION	DIVISION	SCOPE	IGO Population Triggers	Rate of Development in Catchment	Spare Capacity within Catchment	New Road Priority				
									IGO Timing (70%)	Development Pressure (15%)	Spare Capacity (15%)	Weighted Score	Forecast Volumes
1	Norman Street Bridge (Stage 1)	North Ipswich - East Ipswich	Downs Street to Chermide Road	4, 5, 6, 7	New bridge crossing of the Bremer River	275000	Medium	Low	3	2	3	285	26500
2	Bayley Road Extension	Pine Mountain	Cabernet Crescent - Pine Mountain Road	5, 10	New 2 lane road	275000	Low	Low	3	1	3	270	5000
3	Mount Jullierat Drive	Augustine Heights	Santa Monica Drive - St Augustines Drive	2	New 2 lane road	275000	Low	Medium	3	1	2	255	9500
4	Diamantina Boulevard Extension	Brassall - Karrabin	Moonlight Drive - Wulkuraka Connection Road	6	New 2 lane road including a bridge over Ironpot Creek	275000	Low	Medium	3	1	2	255	4000
5	Edwards Street Extension	Raceview	Briggs Road - Warwick Road	7, 8	New 2 lane road including crossing of Small Creek	350000	Medium	Medium	2	2	2	200	10000
6	Mount Jullierat Drive	Redbank Plains	Cedar Road - Kelidges Road	9	New 2 lane road	350000	Medium	Medium	2	2	2	200	7000
7	Mount Jullierat Drive	Augustine Heights	Kelidges Road - Santa Monica Drive	2, 9	New 2 lane road including a bridge over Woogaroo Creek	350000	Medium	Medium	2	2	2	200	6000
8	Robertson Road Extension	Blackstone	South Station Road - Mary Street	4	New 2 lane road including a bridge over Bundamba Creek	350000	Low	Medium	2	1	2	185	12500
9	Newhill Drive Extension	Swanbank	Rob Roy Way - Swanbank Road	3	New 2 lane road	350000	Low	Medium	2	1	2	185	6500
10	Eagle Street Extension	Belbird Park - Collingwood Park	Collingwood Drive - Kruger Parade	3	New 2 lane road including a bridge over Goodna Creek	350000	Medium	High	2	2	1	185	6500
11	Salisbury Road Extension	Ipswich	MacAlister Street - Morfaat Street	7	New 2 lane road	435000	Low	High	1	1	1	100	15000
12	Coldham Street Connection	Redbank Plains	Goldham Street - Redbank Plains Road	9	New 2 lane road	435000+	Medium	Medium	0	2	2	60	3000
13	New Hill Drive Extension	Swanbank	Swanbank Road - Mount Jullierat Drive	3, 9	New 2 lane road	435000+	Low	High	0	1	1	30	5000

NOTES:

1. New road projects included within the Economic Development Queensland (EDQ) - Ripley Valley Priority Development Area (PDA) are assumed to be funded and delivered by Developers within the Ripley PDA, and as such have not been included.

2. The following new road projects will be delivered by developers through an Infrastructure Agreement arrangement and as such has not been included:

- Mount Jullierat Drive (between School Road and Cedar Road), and
- New Hill Drive / Mount Jullierat Drive (between Centenary Highway and School Road)

Infrastructure and Emergency Management Committee	
Mtg Date: 11-09-2018	OAR: YES
Authorisation: Charlie Dill	

DW:MT
H:\5-Infrastructure Planning\Infrastructure Planning Team\Committee Reports\Methodology Report\Sealing of Gravel Roads\Sealing Gravel Roads 19-20\Sealing of Gravel Roads.doc

29 August 2018

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER
FROM: TECHNICAL OFFICER (TRAFFIC)
RE: "SEALING GRAVEL ROADS" SUB-PROGRAM

INTRODUCTION:

This is a report by the Technical Officer (Traffic) dated 29 August 2018 concerning the "Sealing Gravel Roads" project listing that forms part of the "Local Amenity" capital works portfolio sub-program.

BACKGROUND:

As part of the 2019-2020 capital portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to the "Sealing Gravel Roads" sub-program. Table 1 below outlines the sub-program's that will have prioritised lists reported to Council with a status update.

PREVIOUS BUDGET

In the 2018-2019 financial year, Council allocated \$600,000 towards "Sealing Gravel Roads" within the "Local Amenity" sub-program. This budgeted amount is a slight reduction from the \$800,000 allocated in the 2017-2018 financial year (i.e, \$550,000 allocated from this sub-program and an additional \$250,000 allocated from the Division 10 Divisional Allocation sub-program). This slight reduction is because this was all the funding required to complete a multi-year project over the 2017-2018 and 2018-2019 financial years.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport and Traffic	Strategic Transport	Strategic Roads and Potential Bicycle Links	Submit to September 2018 I&EM Committee
	Road Safety and Operations	Road Safety Improvements	Submitted to July 2018 I&EM Committee
		Gravel Turnarounds	Submitted to August 2018 I&EM Committee
	Sustainable Travel	Public Transport Improvements	Submit to September 2018 I&EM Committee
		Pedestrian Safety Improvements	Submitted to August 2018 I&EM Committee
		Cycle Safety and Mobility Improvements	Submit to September 2018 I&EM Committee
		iGo ATAP implementation	Submit to September 2018 I&EM Committee
Flood Mitigation and Drainage	Local Drainage	Local Drainage Improvements	Submitted to July 2018 I&EM Committee
Local Amenity	Sealing Gravel Roads	Sealing Gravel Roads	Submit to September 2018 I&EM Committee

PREVIOUS CONSIDERATIONS:


At its Ordinary meeting on 10 November 2015, Council endorsed a methodology for assessing sealing gravel roads [refer to Item 8 tabled at the City Infrastructure Committee Meeting 2015(11)].

The previously developed methodology endorsed by Council has been used to prioritise future projects. It should however be noted that due to additional maintenance cost data being available, the road maintenance costs have been calculated over five (5) years in lieu of four (4) years. The full list of sealing gravel road projects for future years can be viewed in Attachment A, with the associated priority ranking.

CONCLUSION:

“Sealing Gravel Roads” is a sub-program within Council’s capital works portfolio. Council previously endorsed a methodology for assessing sealing of gravel roads which has been used to develop a list of priority projects. The priority list of projects for the “Sealing Gravel Roads” sub-program is shown in Attachment A of this report. It is proposed that this prioritised list of projects will be considered when developing the “Sealing Gravel Roads” sub-program as part of the 2019-2020 capital works portfolio.

ATTACHMENTS:

Name of Attachment	Attachment
Sealing Gravel Road – Prioritised project list	 Attachment A

RECOMMENDATIONS:

That the interim administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 29 August 2018 be considered when developing the “Sealing Gravel Roads” sub-program as part of the 2019-2020 capital works portfolio.

Dylan Wingfield
TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

ATTACHMENT A - SEALING OF GRAVEL ROADS ASSESSMENT CRITERIA MATRIX AND PRIORITY LISTING

Traffic Volumes	Weighting	Existing Maintenance Costs (per km of road)	Weighting	Ratio of Residential Properties over road length	Weighting	Known Drainage Problem	Weighting	Geometric Safety	Weighting	Additional Traffic Generator	Weighting	Total
	20%		20%		20%		10%		20%		10%	
High	10	Very High	10	Very High	10	Yes	10	Combined Vertical / Horizontal curves	10	Yes	10	
Medium	5	High	8	High	8	No	0	Horizontal or vertical curve	6	No	0	
Low	2	Medium	6	Medium	6			Straight alignment	0			
		Low	3	Moderate	4							
				Low	2							

NOTE: In the case where sites have been given the same score, priority will be given to the site with the lowest score from the ratio of residential properties against road length.

Division	Project	Traffic Volumes	Weighted Score	Road Length (m)	Existing Maintenance Costs / km	Weighted Score	Number of Dwellings	Ratio of Residential Properties over road length	Weighted Score	Known Drainage Problem	Weighted Score	Geometric Safety	Weighted Score	Traffic Generator	Weighted Score	Overall Score	Priority	Notes
10	Riverside Dr, Pine Mountain	10	2	4000	10	2	22	8	1.6	10	1	10	2	10	1	9.6	1	Several businesses, access to Kholo Gardens
10	Trowers Road, Pine Mountain	10	2	750	8	1.6	12	10	2	0	0	6	1.2	10	1	7.8	2	Natural Therapies business
10	Paynes Road, Ebenezer	10	2	3400	10	2	13	8	1.6	10	1	0	0	10	1	7.6	3	Access to the motorsport precinct
10	Hodgsons Road, Walloon	10	2	1200	10	2	10	10	2	0	0	6	1.2	0	0	7.2	4	

10	Embrey's Road , Tallegalla & Ashwell	10	2	3500	8	1.6	17	8	1.6	0	0	10	2	0	0	7.2	4	
10	Hoopers Road, Mt Marrow	5	1	400	10	2	5	10	2	10	1	6	1.2	0	0	7.2	4	
10	Woolshed Creek Road, Tallegalla	10	2	2800	6	1.2	10	8	1.6	10	1	6	1.2	0	0	7	5	
10	Schumanns Road, Mt Marrow	10	2	3160	6	1.2	11	8	1.6	0	0	10	2	0	0	6.8	6	
10	Two Tree Hill Road, Tallegalla	5	1	1500	10	2	6	8	1.6	0	0	6	1.2	10	1	6.8	6	Cemetery
10	Cochranes Road, Tallegalla	2	0.4	600	10	2	4	10	2	0	0	6	1.2	10	1	6.6	7	Fruit tree nursery business
10	Purga School Road, Purga	10	2	700	8	1.6	12	10	2	0	0	0	0	10	1	6.6	7	Water cart business
10	Reillys Road, Rosewood	10	2	2250	10	2	12	8	1.6	10	1	0	0	0	0	6.6	7	
10	Borallon Station Road, Pine Mountain	10	2	1800	6	1.2	12	10	2	0	0	6	1.2	0	0	6.4	8	

10	Piepers Road, Marburg	2	0.4	400	10	2	2	8	1.6	0	0	6	1.2	10	1	6.2	9	
10	Freeman Road, Tallegalla	2	0.4	800	10	2	3	8	1.6	0	0	6	1.2	10	1	6.2	9	Access to Historic Society railway and rail museum
10	Greet Road, Ashwell	5	1	1200	10	2	9	10	2	0	0	6	1.2	0	0	6.2	9	
10	Durlik Road, Pine Mountain	5	1	700	6	1.2	6	10	2	10	1	0	0	10	1	6.2	9	Digital printing and computer repairs business
10	Hornbuckles West Road, Mt Mort	5	1	900	6	1.2	6	10	2	0	0	10	2	0	0	6.2	9	
10	Russells Road, Pine Mountain	5	1	1000	6	1.2	6	8	1.6	0	0	6	1.2	10	1	6	10	Orchard & Agricultural Risk Consultant
10	Hughes Road, Purga	5	1	600	10	2	7	10	2	0	0	0	0	10	1	6	10	Road Haulage Company
10	Humphrey's Road, Tallegalla	2	0.4	500	10	2	2	8	1.6	10	1	0	0	10	1	6	10	
10	Pine Mount Quarry Road, Pine Mountain	5	1	2500	8	1.6	7	6	1.2	0	0	6	1.2	10	1	6	10	Manufacturing business

10	Siddans Road, Purga	5	1	500	10	2	6	10	2	0	0	0	0	10	1	6	10	Water truck business
10	Butterfield Road, Karrabin	5	1	600	10	2	7	10	2	0	0	0	0	10	1	6	10	Close to West Moreton Anglican College
10	Stokes Road, Pine Mountain	5	1	1500	6	1.2	9	8	1.6	0	0	6	1.2	10	1	6	10	Lot 330 Car Repair and Maintenance
10	Morgans Road, Purga	10	2	2400	6	1.2	10	8	1.6	0	0	0	0	10	1	5.8	11	
10	Champions Way, Willowbank	2	0.4	1400	10	2	4	6	1.2	0	0	6	1.2	10	1	5.8	11	Willowbank Raceway
10	Missigs Road, Haigslea	10	2	2600	6	1.2	17	8	1.6	0	0	0	0	10	1	5.8	11	2 Businesses. Rahn holdings and drilling supplies
10	Ballins Road, Tallegalla	5	1	800	6	1.2	5	8	1.6	0	0	10	2	0	0	5.8	11	
10	Cummings Road, Calvert	5	1	2250	6	1.2	6	6	1.2	0	0	6	1.2	10	1	5.6	12	Calvert Station Harness Racing and Stud
10	Greens Road, Purga	5	1	1100	8	1.6	8	10	2	0	0	0	0	10	1	5.6	12	Gas fitting and plumbing business

10	Keanes Road, Rosewood	5	1	1230	10	2	8	8	1.6	10	1	0	0	0	0	5.6	12	
5	Francis Street, Chuwar	5	1	1900	10	2	8	8	1.6	0	0	0	0	10	1	5.6	12	Colliery and Energex substation
10	Mt Flinders Road, Peak Crossing	2	0.4	1700	8	1.6	1	2	0.4	10	1	10	2	0	0	5.4	13	
10	Boyles Road, Pine Mountain	2	0.4	900	8	1.6	2	6	1.2	10	1	6	1.2	0	0	5.4	13	
10	Marburg Quarry Road, Marburg	5	1	880	6	1.2	7	10	2	0	0	6	1.2	0	0	5.4	13	
10	Starks Road, Tallegalla	5	1	790	6	1.2	6	10	2	0	0	6	1.2	0	0	5.4	13	
10	Bluff Road, Ashwell	2	0.4	1000	8	1.6	2	6	1.2	0	0	10	2	0	0	5.2	14	
10	Sherlocks Road, Pine Mountain	2	0.4	700	8	1.6	2	6	1.2	10	1	0	0	10	1	5.2	14	Factory fabricator business
10	Stevens Road, Purga	10	2	1900	3	0.6	11	8	1.6	0	0	0	0	10	1	5.2	14	Trade business

10	Ivy Hansens Road, Tallegalla	5	1	1800	8	1.6	7	8	1.6	0	0	0	0	10	1	5.2	14	Hatchery Business
10	Laglan Lane, Tallegalla	5	1	880	8	1.6	5	8	1.6	10	1	0	0	0	0	5.2	14	
10	Postmans Track, Marburg	10	2	2800	8	1.6	14	8	1.6	0	0	0	0	0	0	5.2	14	
10	Lairhopes Road, Ebenezer	5	1	1300	8	1.6	7	8	1.6	0	0	0	0	10	1	5.2	14	Department of Transport and Main Roads Depot
10	Brass Road, Mt Forbes	10	2	1350	6	1.2	13	10	2	0	0	0	0	0	0	5.2	14	
10	Turnbull Road, Thagoona	10	2	1000	6	1.2	10	10	2	0	0	0	0	0	0	5.2	14	
10	Archery Road, Calvert	5	1	500	10	2	6	10	2	0	0	0	0	0	0	5	15	
10	Ivan Lane, Ironbark	2	0.4	800	10	2	3	8	1.6	10	1	0	0	0	0	5	15	
10	Waters Road, Calvert	2	0.4	2000	10	2	2	2	0.4	10	1	6	1.2	0	0	5	15	

10	Greys Plains Road, Mt Walker	2	0.4	3000	10	2	3	2	0.4	10	1	6	1.2	0	0	5	15	
10	Hiddenvale Road, Calvert	5	1	3150	8	1.6	8	6	1.2	0	0	6	1.2	0	0	5	15	
10	Hedricks Road, Mt Forbes	5	1	900	10	2	9	10	2	0	0	0	0	0	0	5	15	
10	M.Hines Road, Ebenezer	5	1	1300	10	2	5	4	0.8	0	0	6	1.2	0	0	5	15	
10	Mountain Scrub Road, Tallegalla	2	0.4	1980	6	1.2	4	6	1.2	10	1	0	0	10	1	4.8	16	Soil stabilisation services and plant nursery business
10	Park Road, Grandchester	5	1	800	3	0.6	8	10	2	0	0	6	1.2	0	0	4.8	16	
10	Grandchester-Mt Mort Road, Mt Mort	2	0.4	960	10	2	3	6	1.2	10	1	0	0	0	0	4.6	17	
10	Ellison Road, Goolman	5	1	1600	0	0	6	8	1.6	0	0	10	2	0	0	4.6	17	
10	Bakers Road, Grandchester	5	1	2000	10	2	8	8	1.6	0	0	0	0	0	0	4.6	17	

10	Berlins Road, Tallegalla	5	1	2300	10	2	9	8	1.6	0	0	0	0	0	0	4.6	17	
10	Johs Road, Lower Mount Walker	5	1	1800	10	2	7	8	1.6	0	0	0	0	0	0	4.6	17	
10	Pepper Lane, Pine Mountain	2	0.4	300	10	2	4	10	2	0	0	0	0	0	0	4.4	18	
10	Stokes Road, Grandchester	2	0.4	300	10	2	3	10	2	0	0	0	0	0	0	4.4	18	
10	Coynes Road, Mt Mort	2	0.4	1500	6	1.2	2	4	0.8	0	0	10	2	0	0	4.4	18	
10	Coach Lane, Ironbark	2	0.4	650	6	1.2	3	8	1.6	10	1	0	0	0	0	4.2	19	
10	Coramandel Road, Ironbark	5	1	950	6	1.2	7	10	2	0	0	0	0	0	0	4.2	19	
10	Howell Road, Grandchester	5	1	700	6	1.2	6	10	2	0	0	0	0	0	0	4.2	19	
10	Mt Beau Brummel Road, Mt Mort	2	0.4	890	6	1.2	1	2	0.4	10	1	6	1.2	0	0	4.2	19	

10	Schubels Road, Marburg	5	1	1800	8	1.6	9	8	1.6	0	0	0	0	0	0	4.2	19	
10	Strongs Road, Lanefield	2	0.4	1500	10	2	2	4	0.8	10	1	0	0	0	0	4.2	19	
10	Doonans Road, Grandchester	5	1	3300	6	1.2	5	4	0.8	0	0	6	1.2	0	0	4.2	19	
10	Perrins Road, Rosewood	5	1	1600	3	0.6	5	6	1.2	0	0	6	1.2	0	0	4	20	
10	Teves Road, Ebenezer	2	0.4	500	10	2	3	8	1.6	0	0	0	0	0	0	4	20	
10	Bramwell Road, Calvert	2	0.4	1000	10	2	4	8	1.6	0	0	0	0	0	0	4	20	
10	Arndt Road, Tallegalla	2	0.4	450	8	1.6	3	10	2	0	0	0	0	0	0	4	20	
10	McCarthys Road, Thagoona	5	1	1800	6	1.2	7	8	1.6	0	0	0	0	0	0	3.8	21	
10	Bodley Road, Karrabin	5	1	930	6	1.2	6	8	1.6	0	0	0	0	0	0	3.8	21	

10	F.Holts Road, Pine Mountain	5	1	1600	6	1.2	9	8	1.6	0	0	0	0	0	0	3.8	21	
10	Franklyn Vale Road, Mt Mort	2	0.4	800	6	1.2	2	6	1.2	10	1	0	0	0	0	3.8	21	
10	Bourkes West Road, Calvert	2	0.4	900	10	2	2	6	1.2	0	0	0	0	0	0	3.6	22	
10	Gordon Road, Grandchester	5	1	850	3	0.6	8	10	2	0	0	0	0	0	0	3.6	22	
10	Kings Road, Mt Mort	2	0.4	725	10	2	2	6	1.2	0	0	0	0	0	0	3.6	22	
10	Kuss Road, Calvert	2	0.4	1485	10	2	4	6	1.2	0	0	0	0	0	0	3.6	22	
10	Redhill Road, Karrabin	2	0.4	1300	10	2	3	6	1.2	0	0	0	0	0	0	3.6	22	
10	McInnes Road, Blacksoil	2	0.4	500	8	1.6	2	8	1.6	0	0	0	0	0	0	3.6	22	
10	Alpers Road, Mt Mort	5	1	3200	8	1.6	5	4	0.8	0	0	0	0	0	0	3.4	23	

10	Huth Road, Ironbark	5	1	1900	3	0.6	6	6	1.2	0	0	0	0	0	0	2.8	26	
10	Lubes Road, Purga	5	1	2200	3	0.6	5	6	1.2	0	0	0	0	0	0	2.8	26	
10	Sippels Road, Grandchester	2	0.4	2100	8	1.6	4	4	0.8	0	0	0	0	0	0	2.8	26	
5	Robin Street, Chuwar	2	0.4	1000	10	2	1	2	0.4	0	0	0	0	0	0	2.8	26	
10	Jacobs Road, Mt Forbes	2	0.4	1000	3	0.6	4	8	1.6	0	0	0	0	0	0	2.6	27	
10	Grieves Road, Haigslea	2	0.4	1000	3	0.6	4	8	1.6	0	0	0	0	0	0	2.6	27	
10	Higgs Road, Ebenezer	2	0.4	700	3	0.6	4	8	1.6	0	0	0	0	0	0	2.6	27	
10	Poplar Street, Walloon	5	1	1100	0	0	7	8	1.6	0	0	0	0	0	0	2.6	27	
10	Hartwigs Road, Mt Forbes	2	0.4	1700	3	0.6	2	2	0.4	0	0	6	1.2	0	0	2.6	27	

10	Hodges Road, Mt Mort	2	0.4	2000	8	1.6	2	2	0.4	0	0	0	0	0	0	2.4	28	
10	Bassett Road, Ashwell	2	0.4	1000	8	1.6	1	2	0.4	0	0	0	0	0	0	2.4	28	
10	Carmichaels Road, Purga	2	0.4	1700	8	1.6	2	2	0.4	0	0	0	0	0	0	2.4	28	
10	Hornbuckles Road, Calvert	2	0.4	2800	8	1.6	2	2	0.4	0	0	0	0	0	0	2.4	28	
10	Murrimo Road, Ebenezer	2	0.4	1500	6	1.2	2	4	0.8	0	0	0	0	0	0	2.4	28	
10	McKenna Road, Lower Mt Walker	2	0.4	1900	0	0	3	4	0.8	0	0	6	1.2	0	0	2.4	28	
10	Langdon Road, Rosewood	2	0.4	1500	3	0.6	4	6	1.2	0	0	0	0	0	0	2.2	29	
10	Meiers Road, Mt Mort	2	0.4	1500	3	0.6	2	4	0.8	0	0	0	0	0	0	1.8	30	
10	Bergmans Road, Ebenezer	5	1	3300	0	0	5	4	0.8	0	0	0	0	0	0	1.8	30	

10	Neumann Road, Calvert	2	0.4	1150	0	0	3	6	1.2	0	0	0	0	0	0	1.6	31	
10	Old Grandchester Road, Grandchester	0	0	600	6	1.2	0		0	0	0	0	0	0	0	1.2	32	
10	Bryants Road, Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Binnies Road, Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Fischer Road, Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Wensley Road, Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Barrams Road, South Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Bayliss Road, South Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Wards Road, South Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development

10	Watsons Road, South Ripley																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
10	Taylor's Road, Walloon																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development
9	School Road, Redbank Plains																	Maintenance cost is over \$20,00 over 5 years, however road will be upgraded due to adjoining development

Infrastructure and Emergency Management Committee	
Mtg Date: 11.09.18	OAR: YES
Authorisation: Charlie Dill	

JS:MT

H:\5-Infrastructure Planning\Infrastructure Planning Team\Committee Reports\Methodology Report/Methodology Report 19-20\Cycle Safety and Mobility Improvements - 2019-2020.doc

22 August 2018

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: TECHNICAL OFFICER (TRAFFIC)

RE: "SUSTAINABLE TRAVEL" SUB-PROGRAM – CYCLE SAFETY AND MOBILITY IMPROVEMENTS PRIORITY LIST OF PROJECTS

INTRODUCTION:

This is a report by the Technical Officer (Traffic) dated 22 August 2018 concerning the cycle safety and mobility improvements project listing that forms part of the "Sustainable Travel" capital works portfolio sub-program.

BACKGROUND:

As part of the 2019-2020 capital portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to the cycle safety and mobility improvements which forms part of the "Sustainable Travel" sub-program. Table 1 below outlines the sub-programs that the Infrastructure Services Department is responsible for and that will have prioritised lists reported to Council.

PREVIOUS BUDGET:

In the 2018-2019 financial year, Council allocated \$55,000 towards cycle safety and mobility improvements within the "Sustainable Travel" sub-program. This budgeted amount for cycle safety and mobility improvements has remained relatively consistent in recent years.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport and Traffic	Strategic Transport	Strategic Roads and Potential Bicycle Links	Submit to September 2018 I&EM Committee
	Road Safety and Operations	Road Safety Improvements	Submitted to July 2018 I&EM Committee
		Gravel Turnarounds	Submitted to August 2018 I&EM Committee
	Sustainable Travel	Public Transport Improvements	Submit to September 2018 I&EM Committee
		Pedestrian Safety Improvements	Submitted to August 2018 I&EM Committee
		Cycle Safety and Mobility Improvements	Submit to September 2018 I&EM Committee
		iGo ATAP implementation	Submit to September 2018 I&EM Committee
Flood Mitigation and Drainage	Local Drainage	Local Drainage Improvements	Submitted to July 2018 I&EM Committee
Local Amenity	Sealing Gravel Roads	Sealing Gravel Roads	Submit to September 2018 I&EM Committee

PREVIOUS CONSIDERATIONS:

The cycle safety and mobility improvements previously focused on the upgrade of traditional stormwater grates to bicycle safe grates. At its Ordinary meeting on 28 July 2015, Council endorsed a methodology for assessing stormwater grates throughout the City for the purpose of prioritising funding through the Cycle Safety and Mobility Improvements line item [refer to Item 5 tabled at City Infrastructure Committee Meeting 2015(07)].

However at its Ordinary meeting on 19 September 2017, Council endorsed the extension of scope of the Cycle Safety and Mobility Improvements line item to also include other types of small scale cycle safety and mobility improvements and a new methodology to assist with prioritising projects [refer item 6 tabled at City Infrastructure and Emergency Management Committee No. 2017(09)], as per Attachment A.



The revised scope and methodology endorsed by Council has an associated criteria scoring and priority ranking which is used to prioritise future projects. The matrix and the full list of cycle safety and mobility improvement projects for future years can be viewed in Attachment B, along with the associated criteria scoring and priority ranking.

CONCLUSION:

The cycle safety and mobility improvements forms part of the “Sustainable Travel” sub-program within Council’s capital works portfolio. Council previously revised and endorsed a methodology for assessing cycle safety and mobility improvements which has been used to develop a list of priority projects.

The priority list of projects for the cycle safety and mobility improvements which forms part of the “Sustainable Travel” sub-program is shown in Attachment B of this report.

ATTACHMENTS:

Name of Attachment	Attachment
Report from City Infrastructure and Emergency Management Committee No 2017(09) regarding an updated cycle safety and mobility improvements prioritisation methodology	 Attachment A
Cycle Safety and Mobility Improvements – Assessment criteria matrix and prioritised project list	 Attachment B

RECOMMENDATIONS:

That the interim administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 22August 2018, be considered when developing the Cycle Safety and Mobility Improvements project listing which forms part of the “Sustainable Travel” sub-program as part of the 2019-2020 capital works portfolio.

Jade Smith
TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendations contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

City Infrastructure and Emergency Management Committee	
Mtg Date: 11.09.17	OAR: YES
Authorisation: Charlie Dill	

JC: JC
14 August 2017

14 August 2017

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: TRANSPORT PLANNER

RE: SUSTAINABLE TRAVEL SUB-PROGRAM
CYCLE SAFETY AND MOBILITY IMPROVEMENTS – SCOPE AND METHODOLOGY
2018-2019

INTRODUCTION:

This is a report by the Transport Planner dated 14 August 2017 concerning the ‘Cycle Safety and Mobility Improvements’ capital works portfolio line item.

BACKGROUND:

It is proposed to submit a report outlining the project listing for each sub-program. This report relates to Cycle Safety and Mobility Improvements which forms part of the ‘Sustainable Travel’ sub-program.

Table 1 below outlines the sub-programs that the Infrastructure Services Department is responsible for and that will have prioritised lists reported to Council.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status	2017-2018 Budget Allocation
Transport and Traffic	Strategic Transport	Strategic roads and potential bicycle links	Submitted to September 2017 CI&EM Committee	
		iGO ATAP Implementation	Submitted to September 2017 CI&EM Committee	
	Road Safety and Operations	SafeST	Submitted to August 2017 CI&EM Committee	
		Road Safety Improvements	Submitted to August 2017 CI&EM Committee	
		Gravel Turnarounds	Submitted to August 2017 CI&EM Committee	
	Sustainable Travel	Public Transport Improvements	Submitted to September 2017 CI&EM Committee	
		Pedestrian Safety Improvements	Submitted to August 2017 CI&EM Committee	
		Cycle Safety and Mobility Improvements	Submitted to September 2017 CI&EM Committee	\$55,000
	Flood Mitigation and Drainage	Local Drainage	Local Drainage Improvements	Submitted to August 2017 CI&EM Committee
Local Amenity	Kerb and Channel	Accelerated kerb and channel	Submitted to August 2017 CI&EM Committee	
Local Amenity	Sealing Gravel Roads	Sealing Gravel Roads	Submitted to September 2017 CI&EM Committee	

PREVIOUS CONSIDERATIONS:

At its Ordinary Meeting on 29 May 2012 [refer Item 2 tabled at City Infrastructure Committee Meeting 2012(1)], Council endorsed the undertaking of an audit of ‘dedicated and high use bicycle routes’ be conducted to determine the presence of older style parallel bar grates throughout the city.

The main risks to cyclists from traditional parallel bar stormwater grates is that a bicycle wheel can become trapped in the grate slots, thus risking injury to the rider if dislodged from the bicycle. Consequently, dedicated and high use bicycle routes should ideally have bicycle safe grates to mitigate this issue. The initial audit in 2012 identified a total of 944 traditional stormwater safe grates from an overall total of 2,920 gully pits. Further investigations since the 2012 audit identified a reduction in sites to 775.

The Cycle Safety and Mobility Improvements line item within the Sustainable Travel sub-program was established to address this issue and in 2014-2015 and 2015-2016 financial years many traditional stormwater grates across the city have now been upgraded to bicycle safe grates.

At its Ordinary meeting on 28 July 2015, Council endorsed a methodology for assessing stormwater grates throughout the City for the purpose of prioritising funding through the Cycle Safety and Mobility Improvements line item [refer to Item 5 tabled at the City Infrastructure Committee Meeting 2015(07)], as per Attachment A.

The previously developed prioritisation methodology endorsed by Council was based on three criteria. These being:

- **Location:** The potential for a cyclist to travel close to or over an existing stormwater gully grate based on its location within the carriageway;
- **'Squeeze Point':** Location of a 'squeeze point' along the carriageway where cyclists are forced towards the kerb and therefore required to traverse over a non-bike safe grate; and
- **Road Hierarchy:** Consideration of the hierarchy of the road which a cyclists may travel on.

The subsequent priority list of projects was adopted by Council and used to develop the 2016-2017 and 2017-2018 financial years capital works portfolio.

To date, the Cycle Safety and Mobility Improvements line item has seen to the installation of 66 bicycle safe grates across the City, further supporting those which have also been upgraded as part of Council's many road works projects.

CYCLE SAFETY AND MOBILITY IMPROVEMENTS

Upgrading traditional stormwater grates to bicycle safe grates has merit and should continue to be delivered by Council. However, now that the most critical stormwater grate locations have been upgraded, it is proposed that the Cycle Safety and Mobility Improvements project list be expanded and prioritised to also include other types of bicycle safety and improvement infrastructure projects.

It is proposed that the scope of the Cycle Safety and Mobility Improvements line item continue to be for small scale, quick win, safety and mobility focused cycle infrastructure projects but be expanded to include (but not be limited to) provision for the following:

- Bicycle safe grates;
- Kerb/ transition ramps;
- Pedestrian refuges/ kerb build outs;
- Short sections of new/ re-aligned shared paths;
- Pavement treatments/ road markings;
- Removal/ relocation of roadside hazards;
- Miscellaneous bicycle infrastructure (e.g. bicycle loop detectors, bicycle push buttons at signals, signal co-ordination etc.); and
- Regulatory, warning and directional signage.

It is intended that the remaining list of traditional stormwater grates requiring upgrade will continue to be used as a base project list (initially the previously identified next top 20 projects). However, other small scale cycle infrastructure projects either requested by the community, identified by Council or suggested by the Department of Transport and Main Roads road safety officers will now also be included for prioritisation. To assist with the project identification process, advice from Councillors will be sought.

PRIORITISATION METHODOLOGY

Outlined below is the proposed methodology which will be used to assist in determining the priority of the projects identified as suitable for the expanded Cycle Safety and Mobility Improvements line item. There are four criteria, each of which have also been assigned a percentage weighting. The weightings were assigned during a collaborative workshop exercise and gave regard to the purpose of the sub-program, the budget and which project locations would be most beneficial to the city's overall cycle network development.

a) Safety Improvement – 35% Weighting

Project makes a safer and more secure environment for cyclists.

Scoring Parameter	Rating*
Project addresses a known cycle crash location, responds to a community concern about a hazardous location or responds to a potential hazardous situation/ location with a high degree of risk (e.g. 'squeeze point') (Yes/No)	6
Project responds to a potential hazardous situation/ location (Yes/No)	4
Project increases the safety of cyclists at an intersection or road crossing (Yes/No)	2
Project is located on an arterial or sub-arterial (i.e. there is a higher risk of an incident with a vehicle) (Yes/No)	2
Project is located on a major collector (Yes/No)	1
<i>*Cumulative score, with a maximum score of 10 possible</i>	

b) Network Enhancement – 25% Weighting

Project fills a gap by addressing a barrier to cycling.

Scoring Parameter	Rating
Project enhances the user experience of a cyclist (i.e. by reducing wait times at intersections, removing a roadside hazard, allowing for more direct travel, provision of wayfinding signage etc.) on an existing cycle facility (e.g. shared path of 2.5m width or greater, on-road bicycle lanes etc.)	10
Project fills a missing link (i.e. there are existing cycle facilities on either side of the project and its construction would result in a longer more continuous route)	8
Project extends an existing cycle facility resulting in a longer continuous route (i.e. project connects into existing cycle facilities at one end)	6
Project enhances the user experience of a cyclist not on an existing cycle facility (i.e. by reducing wait times at intersections, removing a roadside hazard, allowing for more direct travel, provision of wayfinding signage etc.)	4

c) Connectivity – 25% Weighting

Project is located in proximity to key cycle trip attractors.

Scoring Parameter	Rating
Within an Activity Centre (Principal, Sub-Regional, District or Local)	10
Within 100m of an Activity Centre (Principal, Sub-Regional, District or Local), Major Public Transport Station or School	8
Within 250m of an Activity Centre (Principal, Sub-Regional, District or Local), Major Public Transport Station or School	6
Within 500m of an Activity Centre (Principal, Sub-Regional, District or Local), Major Public Transport Station or School	4
Within 1km of an Activity Centre (Principal, Sub-Regional, District or Local), Major Public Transport Station or School	2
Within 2km of an Activity Centre(Principal, Sub-Regional, District or Local), Major Public Transport Station or School	1

d) Strategic Cycle Network – 15% Weighting

Project is on or in proximity to Council’s iGO Active Transport Action Plan (ATAP) Cycle Network.

Scoring Parameter	Rating
Yes – Project located on an iGO ATAP ‘Principal Transport’ cycle route	10
Yes – Project located on an iGO ATAP ‘Secondary Transport’ cycle route	8
Yes – Project located on an iGO ATAP ‘Local Transport’ cycle route	6
Yes – Project located on an iGO ATAP ‘Secondary Recreation’ cycle route	4
No – Project located within 500m of any iGO ATAP cycle route	3
No – Project located within 1km of any iGO ATAP cycle route	2

Based on the above methodology, each identified project will be provided an individual score under each criteria. Each criteria score is then multiplied by the assigned percentage weighting to provide a weighted score. The weighted scores for each criteria are then added to provide an overall project score. An example of how this methodology works is provided in Attachment B. It is intended that this methodology and criteria matrix will be used to identify a full list of prioritised projects for the Cycle Safety and Mobility Improvements line item and this will subsequently be used to inform and develop future budgets and capital works portfolios.

CONCLUSION:

Cycle Safety and Mobility Improvements form part of the Sustainable Travel sub-program within Council's capital works portfolio. This line item previously focused only on the upgrade of traditional stormwater grates to bicycle safe grates whereby a methodology had been endorsed by Council to assist in the prioritisation of these projects.

This report proposes that the scope of this line item now be expanded to also include other types of small scale cycle safety and mobility improvements and that a new methodology be used to assist in the development of a priority list of projects which can be used to develop future budgets and capital works portfolios.

ATTACHMENTS:

Name of Attachment	Attachment
Attachment A Report from City Infrastructure Committee No 2015(07) regarding prior Cycle Safety and Mobility Improvements prioritisation methodology	Attachment A
Attachment B Cycle Safety and Mobility Improvements Prioritisation Matrix – Worked Example	Attachment B

RECOMMENDATION:

- A. That the extended scope and prioritisation methodology, as detailed in the report by the Transport Planner dated 14 August 2017, be approved and used to develop the Cycle Safety and Mobility Improvements project listing within the Sustainable Travel sub-program and to inform future budgets and capital works portfolios.
- B. Consultation be undertaken with Councillors to assist in the identification of potential projects which may be suitable for the Cycle Safety and Mobility Improvements within the Sustainable Travel sub-program.

Jessica Cartlidge
TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

City Infrastructure Committee	
Mtg Date: 20.07.15	OAR: YES
Authorisation: Charlie Dill	

ITEM 5

MB:MB

H:\5-Infrastructure Planning\Infrastructure Planning Team\Committee Reports\Cycle Safety and Mobility Methodology.doc

10 July 2015

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: TECHNICAL OFFICER (TRAFFIC)

RE: "CYCLE SAFETY AND MOBILITY IMPROVEMENTS" SUB- PROGRAM – PRIORITY LIST OF PROJECTS

INTRODUCTION:

This is a report by the Technical Officer (Traffic) dated 10 July 2015 concerning the "Cycle Safety and Mobility Improvement" capital works portfolio sub-program.

BACKGROUND:

As part of the 2016–2017 capital portfolio build process, it is proposed to submit a report outlining the prioritisation methodology and subsequent project listing for each sub-program. This report relates to the "Cycle Safety and Mobility" sub-program. Table 1 below outlines the sub-program's that will have prioritised lists reported to Council with a status update; which will remain the responsibility of the Infrastructure Services Department to create priorities for.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport	Growth Management	Strategic Roads	
		SafeST	
	Safety and Amenity	Road Safety Improvements	Submitted to July 2015 CI Committee
		Sealing Gravel Roads	
		Gravel Turnarounds	
	Sustainable Travel	Public Transport Improvements	
		Pedestrian Safety Improvements	
		Cycle Safety and Mobility Improvements	Submitted to July 2015 CI

			Committee
Drainage	Drainage	Local Drainage Improvements	

PREVIOUS CONSIDERATIONS:

At its ordinary meeting on 29 May 2012, Council endorsed the undertaking of an audit of stormwater grates throughout the city for the purpose of developing a cycle safety and mobility improvement program, [refer to Item 2 tabled at City Infrastructure Committee Meeting 2012(01)], as per Attachment A. The initial audit in 2012 concentrated on identifying gully pits for replacement throughout the city along dedicated and 'high use bicycle routes'. A total of 944 non bike safe grates from an overall total of 2,920 gully pits were identified on these high use bicycle routes.

PRIORITY LIST OF PROJECTS

Council officers have undertaken a review of the previously endorsed list of non bike safe stormwater grates throughout the city. The initial audit of the stormwater grates was a desktop exercise utilising Council mapping data. Further investigations have identified the initial number of proposed sites can be reduced. The reduction of eligible sites from the initial list is due to the inaccurate mapping data identifying the asset as a stormwater gully which is not always the case. Therefore, several sites can be removed based on the following:

- a) The stormwater gully is not within the carriageway (i.e. they are either located on the roadside verge or within a park area where a cyclist would not traverse);
- b) Some of the sites are not stormwater grates, rather a field inlet or a non-Council asset (such as a pit with a solid lid for other service providers).

By filtering based on the above two criteria the list of non bicycle safe grates was reduced from 944 to 775 potential sites. It should be noted that the 775 eligible sites do not include those already endorsed by Council for implementation in the 2014–2015 and 2015–2016 financial years.

Outlined below is the proposed methodology to determine the prioritised projects. There are three main factors that were considered when prioritising potential project sites. These factors are listed and detailed below:

- a) **Location**
The potential for a cyclist to travel close to or over an existing stormwater gully grate based on its location within the carriageway. The criteria and rating proposed with an associated explanation can be viewed below.

Gully Pit Location	Explanation of Criteria / Rating	Rating
Bicycle Lane	It is considered that any exclusive bicycle lane should not have non bicycle safe grates. This is due to the high likelihood a cyclist would need to traverse over the	10

	grate if they travel in this lane.	
Narrow Shared Bicycle / Traffic Lane (<5m wide)	A narrow shared bicycle / traffic lane is 5m or less in width. Shared lanes should be a minimum of 5m. This is to accommodate the safe travel of a vehicle and cyclist in line with the road rule requirements of providing a minimum 1m clearance from a cyclist.	8
Two Traffic Lanes	Two traffic lanes in one direction or two lane two way carriageways . Motorist may have the opportunity to switch lanes to avoid cyclists where road rules allow. However, should both lanes be occupied by motorists, the cyclist could be forced towards the kerb and over the gully pit.	6
Wider Shared Bicycle / Traffic Lane (>5m wide)	Shared traffic lane used by motorists and cyclist with a lane width of more than 5m wide. Motorist have the ability to avoid cyclist by keeping to the right of the lane and cyclists have a comfortable width to travel in.	4
Lane Treatment	A shared traffic lane where the lane width is more than 5m and there is a lane treatment to redirect motorists to a designated travel path. For example pavement marking for parking bays, road shoulders, chevron line marking, etc. The pavement marking provides additional pavement that can be used by a cyclist in the through traffic lane, thus avoiding the need to traverse the kerb and channel and the gully pit.	3

Terminating Through Road	Terminating through road locations are generally local streets with a low volume of motorists and cyclists. These localities are in a low speed and low traffic environment, and have a low probability of both road users being on road at the same time.	2
Gully pit located on right side of travel lane	Some gully pits are located on the right side of a travel lane (such as in medians etc). The probability of cyclists riding on the right side of the lane is considered low.	1
Non standard gully pit location	Some stormwater gullies are located in locations such as in front of driveways, in the middle of roadways or near existing	0.5

	asphalt kerbs. As stormwater gullies are predominately in place for hydraulic purposes, the hydraulic performance should not be compromised. Some of these locations may require a relocation of the stormwater gullies or the installation of a proper lintel or headstone to maintain hydraulic integrity. These locations would be considered problematic due to their physical location hence why the rating is lowest.	
--	---	--

b) Squeeze Point

Location of a “squeeze” point along the carriageway where cyclists are forced towards the kerb and therefore required to traverse over a non bike safe grate. This criteria has been summarised as having either a high, medium or low possibility of a cyclist having to traverse over the existing non bicycle safe grate.

Squeeze Point Location	Rating
High	3
Medium	2
Low	1

c) Road Hierarchy

Consideration of the hierarchy of the road which a cyclist may travel on. The higher rating would be for those roads having the higher road classification (i.e arterial road through to local road having the smallest rating).

Road Hierarchy	Rating
Arterial	5
Rural Arterial	5
Sub-Arterial	4
Main Street Sub-Arterial	4
Major Collector	3
Minor Collector	2
Local	1

Based on the above methodology, each site has been provided an individual score under each category. Each category is then multiplied to provide an overall score. The full list of cycle safety and mobility projects for the future years are shown in Attachment B, along with the associated criteria scoring and priority ranking.


CONCLUSION:

“Cycle Safety and Mobility Improvements” is a sub-program of Council’s capital works portfolio. A list of priority projects have been developed based on the methodology of using the following three categories:

1. Identifying the road conditions that have the potential for a cyclist to ride over a non bicycle safe grate (Location),
2. Potential “squeeze” point, and
3. The road hierarchy.

The priority listing for this sub-program is shown in Attachment B of this report.

ATTACHMENTS:

Name of Attachment	Attachment
Report from City Infrastructure Committee No 2012(01) on Stormwater Grates	 Attachment A
Prioritised cycle safety and mobility improvement projects	 Attachment B

RECOMMENDATIONS:

That the prioritisation methodology and subsequent priority list of projects, as detailed in Attachment B to the report by the Technical Officer (Traffic) dated 10 July 2015, be adopted and used when developing the “Cycle Safety and Mobility Improvements” sub-program as part of the 2016–2017 capital works portfolio, noting that the number of projects adopted will depend on funding availability.

Melvin Boh
TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill

CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

City Infrastructure Committee	
Mtg Date: 21.05.12	OAR: YES
Authorisation: Craig Maudsley	

sas: sas
(h:\departmental\committee reports\1204sas storm water grates)

ITEM 2

23 April 2012

MEMORANDUM

TO: CHIEF EXECUTIVE OFFICER

FROM: CHIEF OPERATING OFFICER (WORKS PARKS AND RECREATION)

RE: STORMWATER GRATES

INTRODUCTION:

This is a report by the Chief Operating Officer (Works Parks and Recreation) dated 23 April 2012 concerning stormwater grates throughout the City.

BACKGROUND:

At the City Works Committee held on 26 March 2012 it was requested that a report be provided outlining how many old style stormwater grates are still located within the City and if there is a program to upgrade/replace the old style stormwater grates.

ASSET REGISTER:

Council's physical asset register identifies 24,500 gully pits across the City. Of these, approximately 400 have been formally classified as having a bike safe grate. While the remaining 24,100 gully pits are not specifically designated as bike safe, the prior reliable update of this attribute cannot be guaranteed, and as such, there may be a small percentage of these that also have a bike safe grate in place. This is particularly likely given that the current standard requires the installation of bikes safe grates in new works.

Given the scale of the network, confirmation of the grate type for all gully pits would require extensive desktop and field based activities. A more cost effective risk-based approach would be to confirm the presence of bike safe grates along dedicated and high use bicycle routes only. This would be consistent with the risk issues briefly outlined in the section following.

RISKS:

The main risk to cyclists from traditional parallel bar storm water grates is that a bicycle wheel can become trapped in the grate slots, thus risking injury to the rider if dislodged from the bicycle. Bike safe grates provide a surface that allows the bicycle wheels to travel freely over the grate. Consequently, dedicated and high use bicycle routes should ideally have bike safe grates in place to mitigate this risk. There have been prior programs of replacement for such routes and, as such, it is anticipated that many of these already have bike safe grates in place.

It is also important to note that the gully pit provides a critical hydraulic function in facilitating the effective removal of stormwater flow from the road surface. As such, it is equally critical that any proposed replacement of a gully grate takes account of the overall hydraulic features of the gully pit and related stormwater network, to avoid the introduction of other risks and issues associated with stormwater flow. In some instances, this will necessitate not just the replacement of the grate itself, but rather the rebuilding of the gully pit to suit the new grate style and ensure adequate hydraulic performance.

Council's Corporate Risk Manager has advised that over the last ten years no claims have been made against council from a cyclist for damage or injury due to the old traditional grates.

BUDGET:

Currently there is no specific funding source within the budget for the upgrade of older style parallel bar stormwater grates. Any proposed replacement program will have funding implications, the scale of which can only be determined following an assessment of required replacement sites. It is suggested that any such replacement program be determined by application to the entire network of the risk criteria outlined above.

BENEFITS TO COMMUNITY AND CUSTOMERS:

By reducing the potential risk to riders, provision of bike safe grates along dedicated and high use bicycle routes facilitates and encourages the use of bicycles as an effective mode of transport.

CONCLUSION:

In summary, while there are a large number of older style parallel bar stormwater grates across the City, a consideration of the associated risks would suggest that any related replacement program should focus on the dedicated and high use bicycle routes. On the basis of past replacement programs, it is anticipated that many (if not all) of these routes will already have bike safe grates in place. This can be confirmed via a desktop and field-based audit of same. To avoid the inadvertent introduction of stormwater related risks and issues, it is critical that any proposed replacement also take account of the hydraulic functioning of the gully pit with the project design being adjusted accordingly.

RECOMMENDATION:

Amended at CI Ctee No 2012(01) of 21 May 2012. ajp

A. That an audit of dedicated and high use bicycle routes be conducted to determine the presence of older style parallel bar grates as detailed in the report by the Chief Operating Officer (Works Parks and Recreation) dated 23 April 2012.

A-B. That the Chief Operating Officer (Works, Parks and Recreation) consult with the Councillors on the results of the audit of the dedicated and high use bicycle routes prior to a report being submitted to a future meeting of the City Infrastructure Committee.

B-C. That a formal replacement program be developed in accordance with the audit findings for consideration and that any related project design provides for the adequate hydraulic functioning of the gully pit with the newer style grate in place.

Craig Maudsley

CHIEF OPERATING OFFICER (WORKS PARKS AND RECREATION)

Attachment B - Prioritised Cycle Safety and Mobility Improvement Projects

STREET	SUBURB	DIVISION	ASSET NUMBER	LOCATION	SQUEEZE POINT	ROAD HIERARCHY	INSPECTION NOTES	LOCATION SCORE	SQUEEZE POINT SCORE	ROAD HIERARCHY SCORE	OVERALL SCORE	PRIORITY RATING
Toongarra Road	Leichhardt	6	219622	Bicycle Lane	Medium	Arterial		10	2	5	100	1
Ash Street	Yamanto	8	222050	Narrow Lane	High	Arterial	Turn Lane	8	3	5	120	1
Ash Street	Yamanto	8	222331	Narrow Lane	High	Arterial	Bridge	8	3	5	120	1
Ash Street	Yamanto	8	222332	Narrow Lane	High	Arterial	Bridge	8	3	5	120	1
Bremer Street	Ipswich	7	217566	Narrow Lane	High	Sub-Arterial	Intersection	8	3	4	96	2
Ellenborough Street	Ipswich	7	218010	Narrow Lane	High	Sub-Arterial	Less than 5m	8	3	4	96	2
Bremer Street	Ipswich	7	218037	Narrow Lane	High	Sub-Arterial	Designs Required	8	3	4	96	2
Blackstone Road	Silkstone	4	224435	Narrow Lane	High	Sub-Arterial	Bridge	8	3	4	96	2
Ash Street	Flinders View	8	238255	Narrow Lane	High	Sub-Arterial	Bridge	8	3	4	96	2
Ash Street	Flinders View	8	238257	Narrow Lane	High	Sub-Arterial	Bridge	8	3	4	96	2
Riverview Road	Riverview	4	214855	Narrow Lane	Medium	Arterial	Turn Lane	8	2	5	80	3
Bergins Hill Road	Bundamba	4	223506	Narrow Lane	Medium	Arterial	Intersection	8	2	5	80	3
Brisbane Road	Booval	4	224007	Narrow Lane	Medium	Arterial	Intersection	8	2	5	80	3
Brisbane Road	Booval	4	224009	Narrow Lane	Medium	Arterial	Intersection	8	2	5	80	3
Redbank Plains Road	Bellbird Park	2	227479	Narrow Lane	Medium	Arterial	Turn Lane	8	2	5	80	3
Cedar Road	Redbank Plains	3	228703	Narrow Lane	Medium	Arterial		8	2	5	80	3
Keidges Road	Redbank Plains	9	248210	Narrow Lane	Medium	Arterial	Less than 5m	8	2	5	80	3
Keidges Road	Redbank Plains	9	943028	Narrow Lane	Medium	Arterial	Less than 5m	8	2	5	80	3
Ellenborough Street	Ipswich	7	217865	Wide Lane - 2 Lane Traffic	High	Sub-Arterial	Two lane traffic	6	3	4	72	4
Ellenborough Street	Ipswich	7	218011	Wide Lane - 2 Lane Traffic	High	Sub-Arterial	Two lane traffic	6	3	4	72	4
Jacaranda Street	East Ipswich	5	215544	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Cotton Street	East Ipswich	5	216189	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Mansfield Place	Ipswich	7	217568	Narrow Lane	Medium	Sub-Arterial	Less than 5m	8	2	4	64	5
Bremer Street	Ipswich	7	217593	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Bremer Street	Ipswich	7	217766	Narrow Lane	Medium	Sub-Arterial	Merging Lane	8	2	4	64	5
Ellenborough Street	Ipswich	7	218008	Narrow Lane	Medium	Sub-Arterial	Less than 5m	8	2	4	64	5
Kingsmill Road	Coalfalls	7	218498	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Salisbury Road	Ipswich	8	220996	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Salisbury Road	Ipswich	8	221000	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Salisbury Road	Ipswich	8	221001	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Jacaranda Street	North Booval	5	222945	Narrow Lane	Medium	Sub-Arterial	Less than 5m	8	2	4	64	5
Cascade Street	Raceview	9	225216	Narrow Lane	Medium	Sub-Arterial	Less than 5m	8	2	4	64	5
Cascade Street	Raceview	9	225223	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Cascade Street	Raceview	9	225503	Narrow Lane	Medium	Sub-Arterial	Intersection	8	2	4	64	5
Collingwood Drive	Collingwood Park	3	226235	Narrow Lane	Medium	Sub-arterial	Less than 5m	8	2	4	64	5
Brennan Street	Bellbird Park	2	229958	Narrow Lane	Medium	Sub-Arterial	Less than 5m	8	2	4	64	5
Collingwood Drive	Collingwood Park	3	940958	Narrow Lane	Medium	Sub-arterial	Less than 5m	8	2	4	64	5
Toongarra Road	Wulkuraka	6	219621	Wide Lane - 2 Lane Traffic	Medium	Arterial	Two lane traffic	6	2	5	60	6
Garden Street	Ipswich	7	217446	Narrow Lane	Medium	Major Collector	Turn Lane	8	2	3	48	7
Bremer Street	Ipswich	7	217595	Wide Lane - 2 Lane Traffic	Medium	Sub-Arterial	Two lane traffic	6	2	4	48	7
Aspinall Street	Leichhardt	6	218893	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Omar Street	Ipswich	7	219058	Narrow Lane	Medium	Major Collector	Detailed Design 15-16	8	2	3	48	7
Omar Street	Ipswich	7	219068	Narrow Lane	Medium	Major Collector	Detailed Design 15-16	8	2	3	48	7
Omar Street	Ipswich	7	219072	Narrow Lane	Medium	Major Collector	Detailed Design 15-16	8	2	3	48	7
Omar Street	Ipswich	7	219073	Narrow Lane	Medium	Major Collector	Detailed Design 15-16	8	2	3	48	7
Old Toowoomba Road	One Mile	8	219258	Narrow Lane	Medium	Major Collector	Incorporate into Future Works	8	2	3	48	7
Old Toowoomba Road	One Mile	8	219274	Narrow Lane	Medium	Major Collector	Incorporate into Future Works	8	2	3	48	7
Harold Summervilles Road	Karalee	5	220053	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Harold Summervilles Road	Karalee	5	220055	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Moffatt Street	West Ipswich	7	221012	Wide Lane - 2 Lane Traffic	Medium	Sub-Arterial	Two lane traffic	6	2	4	48	7
North Station Road	North Booval	4	222851	Narrow Lane	Medium	Major Collector	Less than 5m	8	2	3	48	7
North Station Road	North Booval	5	222915	Narrow Lane	Medium	Major Collector	Less than 5m	8	2	3	48	7
North Station Road	North Booval	5	222958	Narrow Lane	Medium	Major Collector	Less than 5m	8	2	3	48	7
Creek Street	Bundamba	4	223161	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Creek Street	Bundamba	4	223162	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Cascade Street	Raceview	7	225219	Narrow Lane	Medium	Major Collector	Less than 5m	8	2	3	48	7
Goss Drive	Collingwood Park	3	226153	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Lawrie Drive	Collingwood Park	3	227517	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Lawrie Drive	Collingwood Park	3	227526	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Henty Drive	Redbank Plains	3	227718	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Henty Drive	Redbank Plains	3	227719	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Albion Street	Brassall	6	232410	Narrow Lane	Medium	Major Collector	Less than 5m adjacent to bikeway	8	2	3	48	7
Edwards Street	Flinders View	9	237342	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Edwards Street	Flinders View	9	237344	Narrow Lane	Medium	Major Collector	Intersection	8	2	3	48	7
Riverview Road	Riverview	4	214839	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Riverview Road	Riverview	4	214840	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Riverview Road	Riverview	4	214847	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Riverview Road	Riverview	4	214848	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Riverview Road	Riverview	4	214849	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Riverview Road	Riverview	4	214852	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Riverview Road	Riverview	4	214858	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Brisbane Street	Ipswich	7	217965	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8

Haigslea Amberley Road	Walloon	10	219878	Narrow Lane	Low	Rural Arterial	Less than 5m	8	1	5	40	8
Ripley Road	Flinders View	8	221699	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Ash Street	Yamanto	8	222334	Narrow Lane	Low	Arterial	Less than 5m	8	1	5	40	8
Ash Street	Yamanto	8	222335	Narrow Lane	Low	Arterial	Less than 5m	8	1	5	40	8
Bergins Hill Road	Bundamba	4	223172	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Bergins Hill Road	Bundamba	4	223177	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Bergins Hill Road	Bundamba	4	223500	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Bergins Hill Road	Bundamba	4	223501	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Bergins Hill Road	Bundamba	4	223505	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Bergins Hill Road	Bundamba	4	223507	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Bergins Hill Road	Bundamba	4	223522	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Bergins Hill Road	Bundamba	4	223524	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Bergins Hill Road	Bundamba	4	223798	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Cedar Road	Redbank Plains	3	228634	Wide Lane - More than 5m	Medium	Arterial	More than 5m	4	2	5	40	8
Keidges Road	Redbank Plains	9	230305	Narrow Lane	Low	Arterial	Less than 5m	8	1	5	40	8
Roderick Street	Ipswich	7	217485	Wide Lane - Lane Treatments	High	Sub-Arterial	Shoulder	3	3	4	36	9
Old Toowoomba Road	One Mile	8	219267	Wide Lane - 2 Lane Traffic	Medium	Major Collector	Two lane traffic	6	2	3	36	9
Old Toowoomba Road	One Mile	8	219268	Wide Lane - 2 Lane Traffic	Medium	Major Collector	Two lane traffic	6	2	3	36	9
Cotton Street	East Ipswich	5	216163	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Cherside Road	Eastern Heights	7	217267	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cherside Road	Eastern Heights	7	217545	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cherside Road	Eastern Heights	7	217550	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Bremer Street	Ipswich	7	217559	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Limestone Street	Ipswich	7	217602	Narrow Lane	Low	Main Street Sub-A	Designs Required	8	1	4	32	10
Cherside Road	Eastern Heights	7	217752	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Darling Street East	Woodend	7	217806	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Ellenborough Street	Ipswich	7	218019	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Omar Street	West Ipswich	7	219026	Narrow Lane	Medium	Minor Collector	Detailed Design 15-16	8	2	2	32	10
Omar Street	West Ipswich	7	219071	Narrow Lane	Medium	Minor Collector	Detailed Design 15-16	8	2	2	32	10
Herbert Street	Sadliers Crossing	7	219086	Narrow Lane	Medium	Minor Collector	Intersection	8	2	2	32	10
Samford Road	Leichhardt	8	219139	Narrow Lane	Medium	Minor Collector	Designs Required	8	2	2	32	10
Samford Road	Leichhardt	8	219140	Narrow Lane	Medium	Minor Collector	Designs Required	8	2	2	32	10
Samford Road	Leichhardt	8	219208	Narrow Lane	Medium	Minor Collector	Less than 5m	8	2	2	32	10
Moffatt Street	Ipswich	7	220782	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Moffatt Street	Ipswich	7	220783	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Moffatt Street	Ipswich	7	220801	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cascade Street	Raceview	9	221595	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cascade Street	Raceview	9	221613	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cascade Street	Raceview	9	221762	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Jacaranda Street	North Booval	5	222932	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Jacaranda Street	North Booval	5	222935	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Jacaranda Street	North Booval	5	222937	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Cole Street	Booval	4	224008	Narrow Lane	Medium	Minor Collector	Intersection	8	2	2	32	10
Stafford Street	Silkstone	4	224489	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Stafford Street	Silkstone	4	224490	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Stafford Street	Silkstone	4	224494	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Stafford Street	Silkstone	4	224581	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Stafford Street	Silkstone	4	224605	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cascade Street	Raceview	7	224982	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cascade Street	Raceview	9	225215	More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cascade Street	Raceview	9	225218	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
South Station Road	Raceview	7	225297	Narrow Lane	Medium	Minor Collector	Less than 5m	8	2	2	32	10
Cascade Street	Raceview	7	225425	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Cascade Street	Raceview	9	225426	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Cascade Street	Raceview	9	225467	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Cascade Street	Raceview	9	225501	More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cascade Street	Raceview	9	225502	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Cascade Street	Raceview	9	225504	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Collingwood Drive	Collingwood Park	3	226154	Wide Lane - More than 5m	Medium	Sub-arterial	More than 5m	4	2	4	32	10
Collingwood Drive	Collingwood Park	3	226157	Wide Lane - More than 5m	Medium	Sub-arterial	More than 5m	4	2	4	32	10
Collingwood Drive	Collingwood Park	3	226158	Wide Lane - More than 5m	Medium	Sub-arterial	More than 5m	4	2	4	32	10
Collingwood Drive	Collingwood Park	3	226165	Narrow Lane	Low	Sub-arterial	Less than 5m	8	1	4	32	10
Collingwood Drive	Collingwood Park	3	226166	Narrow Lane	Low	Sub-arterial	Less than 5m	8	1	4	32	10
Collingwood Drive	Collingwood Park	3	226167	Narrow Lane	Low	Sub-arterial	Less than 5m	8	1	4	32	10

Collingwood Drive	Collingwood Park	3	226239	Narrow Lane	Low	Sub-arterial	Less than 5m	8	1	4	32	10
Namatjira Drive	Collingwood Park	3	227165	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Brisbane Road	Redbank	2	227177	Wide Lane - More than 5m	Medium	Sub-arterial	More than 5m	4	2	4	32	10
Brisbane Road	Redbank	2	227178	Narrow Lane	Low	Sub-arterial	Less than 5m	8	1	4	32	10
Brisbane Road	Redbank	2	227179	Narrow Lane	Low	Sub-arterial	Less than 5m	8	1	4	32	10
Namatjira Drive	Collingwood Park	3	227222	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Namatjira Drive	Collingwood Park	3	227223	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Namatjira Drive	Collingwood Park	3	227255	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Namatjira Drive	Collingwood Park	3	227470	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Namatjira Drive	Collingwood Park	3	227471	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Kruger Parade	Bellbird Park	2	227793	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Kruger Parade	Bellbird Park	2	227794	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Brennan Street	Bellbird Park	2	229961	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Brennan Street	Bellbird Park	2	229962	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Brennan Street	Bellbird Park	2	230027	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Brennan Street	Bellbird Park	2	230028	Narrow Lane	Low	Sub-Arterial	Less than 5m	8	1	4	32	10
Old Logan Road	Springfield	1	231175	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Old Logan Road	Camira	1	231210	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Old Logan Road	Springfield	1	231230	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Briggs Road	Raceview	8	234762	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
Keidges Road	Bellbird Park	2	248219	Wide Lane - More than 5m	Medium	Sub-Arterial	More than 5m	4	2	4	32	10
King Edward Parade	Ipswich	7	216950	Bicycle Lane	Low	Major Collector		10	1	3	30	11
King Edward Parade	Ipswich	7	216951	Bicycle Lane	Low	Major Collector		10	1	3	30	11
King Edward Parade	Ipswich	7	216952	Bicycle Lane	Low	Major Collector		10	1	3	30	11
King Edward Parade	Ipswich	7	216953	Bicycle Lane	Low	Major Collector		10	1	3	30	11
King Edward Parade	Ipswich	7	216961	Bicycle Lane	Low	Major Collector		10	1	3	30	11
King Edward Parade	Ipswich	7	216962	Bicycle Lane	Low	Major Collector		10	1	3	30	11
Blackall Street	Ipswich	5	217004	Bicycle Lane	Low	Major Collector	Shoulder	10	1	3	30	11
Brisbane Street	Ipswich	7	217873	Wide Lane - Lane Treatments	Medium	Arterial	Parking and Shoulder	3	2	5	30	11
Toongarra Road	Leichhardt	6	219573	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Toongarra Road	Leichhardt	6	219574	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Toongarra Road	Leichhardt	6	219616	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Redbank Plains Road	Bellbird Park	2	227855	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Redbank Plains Road	Bellbird Park	2	228815	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Redbank Plains Road	Bellbird Park	2	228816	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Toongarra Road	Wulkuraka	6	232059	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Toongarra Road	Wulkuraka	6	232060	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Toongarra Road	Wulkuraka	6	232070	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Toongarra Road	Leichhardt	6	232077	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Hunter Street	Brassall	6	232536	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Hunter Street	Brassall	6	232537	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Hunter Street	Brassall	6	232538	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Hunter Street	Brassall	6	232775	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Hunter Street	Brassall	6	232776	Wide Lane - Lane Treatments	Medium	Arterial	Shoulder	3	2	5	30	11
Cotton Street	East Ipswich	5	216156	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
Chermside Road	Ipswich	7	216995	Narrow Lane	High	Local	Turn Lane	8	3	1	24	12
Norman Street	Basin Pocket	5	217015	Narrow Lane	High	Local	Less than 5m	8	3	1	24	12
Garden Street	Ipswich	7	217443	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Garden Street	Ipswich	7	217444	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Garden Street	Ipswich	7	217450	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Chermside Road	Eastern Heights	7	217493	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12

Ellenborough Street	Ipswich	7	217604	Wide Lane - 2 Lane Traffic	Low	Sub-Arterial	Two lane traffic	6	1	4	24	12
Darling Street East	Ipswich	7	217804	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
Ellenborough Street	Ipswich	7	217874	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Parking and Shoulder	3	2	4	24	12
Ellenborough Street	Ipswich	7	218009	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Parking and Shoulder	3	2	4	24	12
Aspinall Street	Leichhardt	6	218834	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Aspinall Street	Leichhardt	6	218837	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Aspinall Street	Leichhardt	6	218879	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Aspinall Street	Leichhardt	6	218884	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Aspinall Street	Leichhardt	6	218888	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Aspinall Street	Leichhardt	6	218889	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Harold Summervilles Road	Karalee	5	220123	Narrow Lane	Low	Major Collector	Less than 5m	8	1	3	24	12
Harold Summervilles Road	Karalee	5	220124	Narrow Lane	Low	Major Collector	Less than 5m	8	1	3	24	12
Omar Street	West Ipswich	7	220719	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Moffatt Street	Ipswich	7	220798	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Parking Bays	3	2	4	24	12
Salisbury Road	Ipswich	8	220998	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
Pound Street	West Ipswich	7	221015	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Whitehill Road	Eastern Heights	7	221122	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Whitehill Road	Eastern Heights	7	221180	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Whitehill Road	Eastern Heights	8	221187	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Whitehill Road	Raceview	7	221250	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Cascade Street	Raceview	7	221260	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Edwards Street	Flinders View	8	221618	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
North Station Road	North Booval	5	222927	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
North Station Road	North Booval	4	222964	Narrow Lane	Low	Major Collector	Less than 5m	8	1	3	24	12
Creek Street	Bundamba	4	223159	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Creek Street	Bundamba	4	223160	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Creek Street	Bundamba	4	223163	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Clifton Street	Booval	4	223964	Narrow Lane	Low	Major Collector	Less than 5m	8	1	3	24	12
Clifton Street	Booval	4	223971	Narrow Lane	Low	Major Collector	Less than 5m	8	1	3	24	12
Robertson Road	Eastern Heights	7	224650	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
South Station Road	Silkstone	4	224678	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
South Station Road	Silkstone	7	224681	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
South Station Road	Silkstone	4	224686	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
South Station Road	Silkstone	4	224700	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
South Station Road	Silkstone	7	224727	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
Collingwood Drive	Collingwood Park	3	226051	Wide Lane - 2 Lane Traffic	Low	Sub-arterial	Two lane traffic	6	1	4	24	12
Lawrie Drive	Collingwood Park	3	227510	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	227511	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	227513	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	227514	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	227518	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	227519	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	227602	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Alice Street	Goodna	2	229802	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
Alice Street	Goodna	2	229805	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
Alice Street	Goodna	2	229807	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
Alice Street	Goodna	2	229811	Wide Lane - Lane Treatments	Medium	Sub-Arterial	Shoulder	3	2	4	24	12
Bayley Road	Pine Mountain	10	232139	Narrow Lane	Low	Major Collector	Less than 5m	8	1	3	24	12
Bayley Road	Pine Mountain	10	232147	Narrow Lane	Low	Major Collector	Less than 5m	8	1	3	24	12
Workshops Street	Brassall	6	232460	More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	236223	More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	236225	More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Lawrie Drive	Collingwood Park	3	236239	More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12

Pound Street	West Ipswich	7	237866	Wide Lane - More than 5m	Medium	Major Collector	More than 5m	4	2	3	24	12
Riverview Road	Riverview	4	214856	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Riverview Road	Riverview	4	214857	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Ripley Road	Flinders View	8	221700	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Ripley Road	Flinders View	9	221701	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Bergins Hill Road	Bundamba	4	223183	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Bergins Hill Road	Bundamba	4	223184	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Bergins Hill Road	Bundamba	4	223186	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Bergins Hill Road	Bundamba	4	223187	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Bergins Hill Road	Bundamba	4	223533	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Cedar Road	Redbank Plains	3	228635	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Cedar Road	Redbank Plains	3	228636	Wide Lane - More than 5m	Low	Arterial	More than 5m	4	1	5	20	13
Lowry Street	North Ipswich	6	216811	Wide Lane - Lane Treatments	High	Minor Collector	Shoulder	3	3	2	18	14
Norman Street	East Ipswich	5	217014	Wide Lane - 2 Lane Traffic	High	Local	Two lane traffic	6	3	1	18	14
Whitehill Road	Raceview	7	221255	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Whitehill Road	Raceview	7	221257	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Whitehill Road	Raceview	7	221324	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Whitehill Road	Raceview	7	221353	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Whitehill Road	Raceview	9	221770	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Gledson Street	North Booval	4	222860	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Gledson Street	North Booval	4	222861	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Albion Street	Brassall	6	232415	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Edwards Street	Flinders View	9	237346	Wide Lane - Lane Treatments	Medium	Major Collector	Shoulder	3	2	3	18	14
Bird Street	Bundamba	4	215305	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Nathan Street	East Ipswich	5	215522	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Nathan Street	East Ipswich	5	215523	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Saxelby Street	East Ipswich	5	215539	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Saxelby Street	East Ipswich	5	215540	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Cook Street	North Booval	5	215546	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Merton Street	East Ipswich	5	215577	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Joyce Street	East Ipswich	5	215579	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Blackall Street	Basin Pocket	5	216074	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Joyce Street	East Ipswich	5	216164	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Blackwood Street	East Ipswich	5	216182	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Blackall Street	Basin Pocket	5	217007	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Chermside Road	Eastern Heights	7	217528	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Chermside Road	Eastern Heights	7	217533	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Darling Street East	Woodend	7	217814	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Darling Street East	Woodend	7	217815	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Darling Street East	Woodend	7	218002	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Burnett Street	Sadliers Crossing	7	218425	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Burnett Street	Sadliers Crossing	7	218506	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Herbert Street	Sadliers Crossing	7	218631	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Herbert Street	Sadliers Crossing	7	218632	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Herbert Street	Sadliers Crossing	7	218641	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Herbert Street	Sadliers Crossing	7	218661	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Herbert Street	Sadliers Crossing	7	218662	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Jupiter Street	Wulkuraka	6	218698	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Clay Street	West Ipswich	7	219043	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Clay Street	West Ipswich	7	219070	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Herbert Street	Sadliers Crossing	7	219087	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Herbert Street	Sadliers Crossing	7	219088	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Herbert Street	Sadliers Crossing	7	219099	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Ernest Street	One Mile	8	219162	Narrow Lane	Medium	Local	Incorporate into Future Works	8	2	1	16	15
Samford Road	Leichhardt	8	219199	Narrow Lane	Low	Minor Collector	Designs Required	8	1	2	16	15
Samford Road	Leichhardt	8	219201	Narrow Lane	Low	Minor Collector	Designs Required	8	1	2	16	15
Samford Road	Leichhardt	8	219204	Narrow Lane	Low	Minor Collector	Designs Required	8	1	2	16	15
Samford Road	Leichhardt	8	219205	Narrow Lane	Low	Minor Collector	Designs Required	8	1	2	16	15

Samford Road	Leichhardt	8	219206	Narrow Lane	Low	Minor Collector	Designs Required	8	1	2	16	15
Samford Road	Leichhardt	8	219207	Narrow Lane	Low	Minor Collector	Less than 5m	8	1	2	16	15
Larsen Street	Leichhardt	8	219209	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Birrell Street	Leichhardt	8	219228	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Shine Street	One Mile	8	219278	Narrow Lane	Medium	Local	Local Street	8	2	1	16	15
Samford Road	Leichhardt	8	219288	Narrow Lane	Low	Minor Collector	Less than 5m	8	1	2	16	15
Samford Road	Leichhardt	8	219289	Narrow Lane	Low	Minor Collector	Less than 5m	8	1	2	16	15
Chernside Road	Eastern Heights	8	220943	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Thorn Street	Ipswich	7	221008	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Cascade Street	Raceview	7	221605	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	7	221764	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	7	221766	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Caithness Street	North Booval	5	222916	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Caithness Street	North Booval	5	222917	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Roma Street	North Booval	5	222939	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Welsby Street	North Booval	5	222943	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Welsby Street	North Booval	5	222944	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Lindsay Street	Bundamba	4	223176	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Mary Street	Bundamba	4	223292	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Mary Street	Bundamba	4	223293	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Bognuda Street	Bundamba	4	223551	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Cole Street	Booval	4	224011	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Cole Street	Booval	4	224012	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Ivory Street	Booval	7	224039	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Cole Street	Booval	4	224072	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Clifton Street	Booval	5	224301	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Cole Street	Booval	4	224331	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Cole Street	Booval	4	224332	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Creek Street	Silkstone	4	224439	More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Creek Street	Silkstone	4	224441	More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Creek Street	Silkstone	4	224442	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Creek Street	Silkstone	4	224445	More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Creek Street	Silkstone	4	224448	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Creek Street	Silkstone	4	224491	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Stafford Street	Silkstone	4	224493	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Creek Street	Silkstone	4	224608	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Creek Street	Silkstone	4	224609	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Creek Street	Silkstone	4	224610	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	7	224973	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	7	224983	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
South Station Road	Raceview	7	225298	Narrow Lane	Low	Minor Collector	Less than 5m	8	1	2	16	15
South Station Road	Raceview	7	225299	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Petaine Street	Raceview	7	225334	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Harding Street	Raceview	9	225347	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
South Station Road	Raceview	7	225373	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
South Station Road	Raceview	7	225374	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Cascade Street	Raceview	9	225389	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	9	225390	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	9	225395	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	9	225449	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	9	225450	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Cascade Street	Raceview	9	225451	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Collingwood Drive	Collingwood Park	3	226065	Wide Lane - More than 5m	Low	Sub-arterial	More than 5m	4	1	4	16	15
Collingwood Drive	Collingwood Park	3	226159	Wide Lane - More than 5m	Low	Sub-arterial	More than 5m	4	1	4	16	15
Collingwood Drive	Collingwood Park	3	226160	Wide Lane - More than 5m	Low	Sub-arterial	More than 5m	4	1	4	16	15
Collingwood Drive	Collingwood Park	3	226162	More than 5m	Low	Sub-arterial	More than 5m	4	1	4	16	15
Collingwood Drive	Collingwood Park	3	226164	More than 5m	Low	Sub-arterial	More than 5m	4	1	4	16	15
Collingwood Drive	Collingwood Park	3	226175	Wide Lane - More than 5m	Low	Sub-arterial	More than 5m	4	1	4	16	15
Willow Road West	Redbank Plains	9	226515	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Milford Street	Redbank Plains	9	226823	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Namatjira Drive	Collingwood Park	3	227218	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Namatjira Drive	Collingwood Park	3	227219	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Namatjira Drive	Collingwood Park	3	227220	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Namatjira Drive	Collingwood Park	3	227221	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Namatjira Drive	Collingwood Park	3	227254	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Namatjira Drive	Collingwood Park	3	227256	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Hatherton Court	Collingwood Park	3	227271	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Hatherton Court	Collingwood Park	3	227273	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Namatjira Drive	Collingwood Park	3	227461	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Namatjira Drive	Collingwood Park	3	227462	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Kruger Parade	Redbank Plains	3	227792	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15

Kruger Parade	Bellbird Park	2	227795	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Kruger Parade	Bellbird Park	2	227796	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Kruger Parade	Bellbird Park	2	227797	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Kruger Parade	Bellbird Park	2	227798	Wide Lane - More than 5m	Low	Sub-Arterial	More than 5m	4	1	4	16	15
Mill Street	Goodna	2	229249	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Mill Street	Goodna	2	229250	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Mill Street	Goodna	2	229494	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Clive Street	Goodna	2	229495	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Clive Street	Goodna	2	229496	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Mill Street	Goodna	2	229500	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Mill Street	Goodna	2	229503	Narrow Lane	Medium	Local	Less than 5m	8	2	1	16	15
Jayvilla Court	Bellbird Park	2	230069	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
Jayvilla Court	Bellbird Park	2	230070	Narrow Lane	Medium	Local	Intersection	8	2	1	16	15
McKell Street	Brassall	6	232304	Narrow Lane	Medium	Local	Local Street	8	2	1	16	15
Collins Street	Brassall	6	232545	Narrow Lane	Medium	Local	Less than 5m adjacent to bikeway	8	2	1	16	15
Albert Street	Rosewood	10	233302	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Albert Street	Rosewood	10	233303	Wide Lane - More than 5m	Medium	Minor Collector	More than 5m	4	2	2	16	15
Bertha Street	Goodna	2	234201	Wide Lane - More than 5m	Low	Sub-arterial	More than 5m	4	1	4	16	15
Toongarra Road	Leichhardt	8	219230	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Toongarra Road	Leichhardt	8	219231	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Toongarra Road	Leichhardt	6	219232	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Toongarra Road	Leichhardt	6	219544	Wide Lane - Lane Treatments	High	Arterial	Right Side of Lane	1	3	5	15	16
Ash Street	Yamanto	8	222008	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Ash Street	Yamanto	8	222009	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Ash Street	Yamanto	8	222010	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Ash Street	Yamanto	8	222011	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Ash Street	Yamanto	8	222013	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Ash Street	Yamanto	8	222014	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Ash Street	Yamanto	8	222015	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	227481	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	227482	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	227483	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	227856	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	228775	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	228777	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	228778	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	228781	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	228782	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	228802	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	228803	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Redbank Plains Road	Bellbird Park	2	228805	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Toongarra Road	Wulkuraka	6	232064	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Toongarra Road	Wulkuraka	6	232068	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Toongarra Road	Leichhardt	6	232078	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Hunter Street	Brassall	6	232772	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Hunter Street	Brassall	6	232773	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16

Hunter Street	Brassall	6	232774	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Hunter Street	Brassall	6	232778	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Hunter Street	Brassall	6	232779	Wide Lane - Lane Treatments	Low	Arterial	Shoulder	3	1	5	15	16
Chermside Road	Newtown	7	215973	Wide Lane - Lane Treatments	Low	Sub-Arterial	Parking Bays	3	1	4	12	17
Jacaranda Street	East Ipswich	5	216152	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Jacaranda Street	East Ipswich	5	216169	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Jacaranda Street	East Ipswich	5	216170	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Jacaranda Street	East Ipswich	5	216218	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Jacaranda Street	East Ipswich	5	216219	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Blackall Street	East Ipswich	5	216898	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Chermside Road	Ipswich	7	216988	Wide Lane - 2 Lane Traffic	Medium	Local	Two lane traffic	6	2	1	12	17
Garden Street	Ipswich	7	217447	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Garden Street	Ipswich	7	217448	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Griffith Road	Ipswich	7	217455	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Griffith Road	Ipswich	7	217457	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Griffith Road	Ipswich	7	217458	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Griffith Road	Ipswich	7	217459	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Griffith Road	Ipswich	7	217460	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Darling Street East	Woodend	7	217800	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Darling Street East	Ipswich	7	217819	Wide Lane - Lane Treatments	Low	Sub-Arterial	Parking and Shoulder	3	1	4	12	17
Waghorn Street	Ipswich	7	217849	Wide Lane - Lane Treatments	Medium	Minor Collector	Shoulder	3	2	2	12	17
Darling Street East	Woodend	7	217994	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Darling Street East	Woodend	7	217995	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Darling Street East	Woodend	7	217996	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Darling Street East	Woodend	7	217997	Wide Lane - Lane Treatments	Low	Sub-Arterial	Parking and Shoulder	3	1	4	12	17
Darling Street East	Woodend	7	217999	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Darling Street East	Woodend	7	218000	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Darling Street East	Woodend	7	218001	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Bremer Street	Ipswich	7	218039	Right Side of Lane	High	Sub-Arterial		1	3	4	12	17
Aspinall Street	Leichhardt	6	218836	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Aspinall Street	Leichhardt	6	218863	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Aspinall Street	Leichhardt	6	218864	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Aspinall Street	Leichhardt	6	218890	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Aspinall Street	Leichhardt	6	218894	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Moffatt Street	Ipswich	7	220965	Wide Lane - Lane Treatments	Low	Sub-Arterial	Parking Bays	3	1	4	12	17
Moffatt Street	Ipswich	7	220967	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder - should removed not on road	3	1	4	12	17
Moffatt Street	Ipswich	7	220970	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Moffatt Street	Ipswich	7	220971	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder - should removed not on road	3	1	4	12	17
Moffatt Street	Ipswich	7	220972	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder - should removed not on road	3	1	4	12	17
Moffatt Street	Ipswich	7	220975	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder - should removed not on road	3	1	4	12	17
Salisbury Road	Ipswich	8	220992	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Whitehill Road	Eastern Heights	7	221176	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17

Whitehill Road	Eastern Heights	7	221177	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Whitehill Road	Eastern Heights	7	221191	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Whitehill Road	Raceview	7	221251	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Whitehill Road	Raceview	7	221252	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Whitehill Road	Raceview	7	221253	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Edwards Street	Flinders View	8	221615	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Cascade Street	Raceview	7	221761	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Creek Street	Bundamba	4	223166	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Creek Street	Bundamba	4	223168	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Creek Street	Bundamba	4	223169	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Robertson Road	Raceview	7	224624	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Silkstone	7	224625	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Raceview	7	224627	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Raceview	7	224629	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Raceview	7	224630	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Eastern Heights	7	224648	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Raceview	7	224657	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
South Station Road	Silkstone	7	224670	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
South Station Road	Silkstone	4	224671	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
South Station Road	Silkstone	7	224677	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
South Station Road	Silkstone	7	224679	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
South Station Road	Silkstone	4	224680	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
South Station Road	Silkstone	7	224699	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
South Station Road	Silkstone	4	224728	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
South Station Road	Silkstone	4	224729	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Eastern Heights	7	225047	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Eastern Heights	7	225048	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Eastern Heights	7	225051	Wide Lane - Lane Treatments	Low	Sub-Arterial	Parking Bays	3	1	4	12	17
Robertson Road	Eastern Heights	7	225055	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Robertson Road	Eastern Heights	7	225056	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226047	Wide Lane - Lane Treatments	Low	Sub-arterial	Parking Bays	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226066	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226067	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226068	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226069	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226071	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226072	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226073	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226074	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226076	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226077	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17

Collingwood Drive	Collingwood Park	3	226161	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Collingwood Drive	Collingwood Park	3	226240	Wide Lane - Lane Treatments	Low	Sub-arterial	Shoulder	3	1	4	12	17
Lawrie Drive	Collingwood Park	3	227506	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227507	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227508	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227509	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227512	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227520	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227521	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227646	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227659	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227660	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227661	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227662	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	227663	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Old Logan Road	Camira	1	229765	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Old Logan Road	Camira	1	229766	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Alice Street	Goodna	2	229800	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Alice Street	Goodna	2	229801	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Alice Street	Goodna	2	229806	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Mur Boulevard	Springfield	1	231185	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Mur Boulevard	Springfield	1	231186	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Mur Boulevard	Springfield	1	231188	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Mur Boulevard	Springfield	1	231189	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Eleazar Drive	Blacksoil	10	232160	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Eleazar Drive	Blacksoil	10	232161	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Eleazar Drive	Blacksoil	10	232167	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	236226	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	236227	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	236228	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	236229	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	236230	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	236240	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Lawrie Drive	Collingwood Park	3	236241	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Chermside Road	Eastern Heights	7	237760	Wide Lane - Lane Treatments	Low	Sub-Arterial	Parking Bays	3	1	4	12	17
Pound Street	West Ipswich	7	237862	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Pound Street	West Ipswich	7	237867	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Pound Street	West Ipswich	7	237868	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Pound Street	West Ipswich	7	237869	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Ellenborough Street	Ipswich	7	249712	Wide Lane - Lane Treatments	Low	Sub-Arterial	Parking and Shoulder	3	1	4	12	17
Whitehill Road	Raceview	7	870283	Wide Lane - More than 5m	Low	Major Collector	More than 5m	4	1	3	12	17
Darling Street East	Woodend	7	877275	Wide Lane - Lane Treatments	Low	Sub-Arterial	Parking and Shoulder	3	1	4	12	17
Darling Street East	Woodend	7	877276	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Old Logan Road	Camira	1	923879	Wide Lane - Lane Treatments	Low	Sub-Arterial	Shoulder	3	1	4	12	17
Cedar Road	Redbank Plains	3	228632	End of Road	Low	Arterial	No Connection	2	1	5	10	18
Hunter Street	Brassall	6	232387	End of Road	Low	Arterial		2	1	5	10	18
Blackall Street	Ipswich	5	216965	Wide Lane - Lane Treatments	Low	Major Collector	Parking and Shoulder	3	1	3	9	19
Garden Street	Ipswich	7	217429	Wide Lane - Lane Treatments	Low	Major Collector	Parking and Shoulder	3	1	3	9	19
Garden Street	Ipswich	7	217430	Wide Lane - Lane Treatments	Low	Major Collector	Parking and Shoulder	3	1	3	9	19

Garden Street	Ipswich	7	217431	Wide Lane - Lane Treatments	Low	Major Collector	Parking and Shoulder	3	1	3	9	19
Whitehill Road	Raceview	9	221771	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Whitehill Road	Raceview	9	221772	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Whitehill Road	Raceview	8	221773	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Gledson Street	North Booval	4	222837	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Gledson Street	North Booval	4	222838	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Pathway	Collingwood Park	3	226070	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Old Logan Road	Gailes	2	229365	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Edwards Street	Flinders View	9	237347	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Edwards Street	Flinders View	9	237348	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Edwards Street	Flinders View	9	237349	Wide Lane - Lane Treatments	Low	Major Collector	Shoulder	3	1	3	9	19
Thorn Street	Ipswich	7	873676	Wide Lane - Lane Treatments	High	Local	Shoulder	3	3	1	9	19
Bognuda Street	Bundamba	4	215288	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Bognuda Street	Bundamba	4	215289	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Bognuda Street	Bundamba	4	215290	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Bognuda Street	Bundamba	4	215296	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Joyce Street	East Ipswich	5	215573	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Joyce Street	East Ipswich	5	215574	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Joyce Street	East Ipswich	5	216162	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Chermside Road	East Ipswich	5	217018	End of Road	Low	Sub-Arterial	End of slip road	2	1	4	8	20
Chermside Road	Ipswich	7	217526	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Chermside Road	Ipswich	7	217527	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Herbert Street	Sadliers Crossing	7	219096	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Birrell Street	Leichhardt	8	219229	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Siemons Street	One Mile	8	219275	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Siemons Street	One Mile	8	219277	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220851	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220852	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220913	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220914	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220915	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220916	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220917	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220954	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220955	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220956	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220957	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Short Street	Ipswich	7	220958	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Short Street	Ipswich	7	220960	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220961	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220962	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Thorn Street	Ipswich	7	220963	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Jackes Street	Eastern Heights	8	221132	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Cascade Street	Raceview	8	221261	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Mining Street	Bundamba	4	223061	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Mining Street	Bundamba	4	223155	Narrow Lane	Low	Local	Local Street	8	1	1	8	20
Law Street	Bundamba	4	223263	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Law Street	Bundamba	4	223264	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Elms Street	Bundamba	4	223799	Narrow Lane	Low	Local	Intersection	8	1	1	8	20
Clifton Street	Booval	5	223979	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Cole Street	Booval	4	224010	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Cole Street	Booval	4	224067	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Cole Street	Booval	4	224068	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Cole Street	Booval	4	224069	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20

Cole Street	Booval	4	224070	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Cole Street	Booval	4	224328	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Cole Street	Booval	4	224329	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Cole Street	Booval	4	224330	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Cole Street	Booval	4	224333	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Chilcot Street	Silkstone	4	224483	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
South Station Road	Raceview	7	225300	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Petaine Street	Raceview	7	225335	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Petaine Street	Raceview	7	225336	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
South Station Road	Raceview	9	225349	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
South Station Road	Raceview	9	225350	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
South Station Road	Raceview	9	225462	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
South Station Road	Raceview	9	225500	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Danyl Court	Redbank Plains	9	226506	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Danyl Court	Redbank Plains	9	226507	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Danyl Court	Redbank Plains	9	226509	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Danyl Court	Redbank Plains	9	226510	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Danyl Court	Redbank Plains	9	226511	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Willow Road West	Redbank Plains	9	226514	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Willow Road West	Redbank Plains	3	226516	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Milford Street	Redbank Plains	9	226666	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Milford Street	Redbank Plains	9	226667	Wide Lane - More than 5m	Low	Minor Collector	More than 5m	4	1	2	8	20
Kirton Street	Redbank Plains	9	226831	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Kirton Street	Redbank Plains	9	226832	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Kerwick Street	Redbank	2	226941	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Kerwick Street	Redbank	2	226947	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
John Street	Redbank	2	226949	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Drysdale Avenue	Collingwood Park	3	227252	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Hatherton Court	Collingwood Park	3	227270	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Hatherton Court	Collingwood Park	3	227272	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Hannant Street	Collingwood Park	3	227641	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Hannant Street	Collingwood Park	3	227642	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Hannant Street	Collingwood Park	3	227645	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Brizzle Court	Goodna	2	229040	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Mill Street	Goodna	2	229482	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Mill Street	Goodna	2	229483	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Mill Street	Goodna	2	229499	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Glenross Drive	Pine Mountain	10	232150	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Clem Street	Brassall	6	232305	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Clem Street	Brassall	6	232306	Narrow Lane	Low	Local	Local Street	8	1	1	8	20
Clem Street	Brassall	6	232358	Narrow Lane	Low	Local	Local Street	8	1	1	8	20
Workshops Street	Brassall	6	232409	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Workshops Street	Brassall	6	232455	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Workshops Street	Brassall	6	232462	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Main Street	Marburg	10	233599	Narrow Lane	Low	Local	Less than 5m	8	1	1	8	20
Tanya Gay Avenue	Brassall	6	244168	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Workshops Street	Brassall	6	244170	Wide Lane - More than 5m	Medium	Local	More than 5m	4	2	1	8	20
Merton Street	East Ipswich	5	215580	Wide Lane - Lane Treatments	Medium	Local	Parking Bays	3	2	1	6	21
Bridson Avenue	East Ipswich	5	216986	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Norman Street	Basin Pocket	5	217008	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Thorn Street	Ipswich	7	217433	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Chermside Road	Ipswich	7	217488	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Waghorn Street	Ipswich	7	217850	Wide Lane - Lane Treatments	Low	Minor Collector	Shoulder	3	1	2	6	21
Albion Street	Brassall	6	218367	End of Road	Low	Major Collector		2	1	3	6	21
Avon Street	Leichhardt	6	219543	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Avon Street	Leichhardt	6	219572	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Olive Street	Raceview	8	221258	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Mangonia Street	Raceview	8	221262	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21

McGill Street	Raceview	8	221280	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
McGill Street	Raceview	7	221319	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Greenham Street	Raceview	7	221330	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Alexandra Street	North Booval	4	222855	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Alexandra Street	North Booval	4	222856	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Minnis Street	Eastern Heights	7	225052	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Morgan Street	Bellbird Park	2	227854	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Jayvillia Court	Bellbird Park	2	230071	Wide Lane - Lane Treatments	Medium	Local	Shoulder	3	2	1	6	21
Mary Street	Blackstone	4	224919	Incorrect K&C	Medium	Arterial	Asphalt Kerb	0.5	2	5	5	22
Toongarra Road	Leichhardt	8	923559	Right Side of Lane	Low	Arterial		1	1	5	5	22
Coronation Street	East Ipswich	5	215636	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Coronation Street	East Ipswich	5	215637	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215660	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215661	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215663	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Coronation Street	East Ipswich	5	215944	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Coronation Street	East Ipswich	5	215945	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215946	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Coronation Street	East Ipswich	5	215947	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215974	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215975	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215976	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215977	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
James Street	East Ipswich	5	215978	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Chermside Road	Ipswich	7	217266	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Bremer Street	Ipswich	7	217574	Right Side of Lane	Low	Sub-Arterial		1	1	4	4	23
Ellenborough Street	Ipswich	7	217603	Right Side of Lane	Low	Sub-Arterial		1	1	4	4	23
Bremer Street	Ipswich	7	217696	Right Side of Lane	Low	Sub-Arterial		1	1	4	4	23
Ellenborough Street	Ipswich	7	217794	Incorrect K&C	Medium	Sub-Arterial	No Kerb and/or Channel	0.5	2	4	4	23
Hams Terrace	Ipswich	7	220751	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Hams Terrace	Ipswich	7	220752	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Park Street	Ipswich	7	220912	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Salisbury Road	Ipswich	7	220987	Right Side of Lane	Low	Sub-Arterial		1	1	4	4	23
Mining Street	Bundamba	4	223056	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mining Street	Bundamba	4	223057	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mining Street	Bundamba	4	223064	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mining Street	Bundamba	4	223065	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mining Street	Bundamba	4	223066	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mining Street	Bundamba	4	223067	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mining Street	Bundamba	4	223068	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mining Street	Bundamba	4	223069	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Brisbane Road	Redbank	2	226934	Right Side of Lane	Low	Sub-arterial		1	1	4	4	23
Brisbane Road	Redbank	2	226935	Right Side of Lane	Low	Sub-arterial		1	1	4	4	23
Kerwick Street	Redbank	2	226939	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Kerwick Street	Redbank	2	226940	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Kerwick Street	Redbank	2	226944	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Kerwick Street	Redbank	2	226945	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Kerwick Street	Redbank	2	227182	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Stuart Street	Goodna	2	229174	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Stuart Street	Goodna	2	229175	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Stuart Street	Goodna	2	229176	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mill Street	Goodna	2	229874	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23

Mill Street	Goodna	2	229875	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Workshops Street	Brassall	6	232452	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Workshops Street	Brassall	6	232453	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Workshops Street	Brassall	6	232454	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Workshops Street	Brassall	6	232459	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Ipswich Street	Grandchester	10	233219	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Ipswich Street	Grandchester	10	233220	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Mill Street	Goodna	2	236067	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Tiger Street	Sadliers Crossing	7	866921	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Tiger Street	Sadliers Crossing	7	866922	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Tiger Street	Sadliers Crossing	7	866923	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Tiger Street	Sadliers Crossing	7	866924	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Tiger Street	Sadliers Crossing	7	866925	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Tiger Street	Sadliers Crossing	7	866926	Wide Lane - More than 5m	Low	Local	More than 5m	4	1	1	4	23
Joyce Street	East Ipswich	5	216167	Wide Lane - Lane Treatments	Low	Local	Parking Bays	3	1	1	3	24
Joyce Street	East Ipswich	5	216168	Wide Lane - Lane Treatments	Low	Local	Parking Bays	3	1	1	3	24
Chermside Road	Ipswich	7	216987	Wide Lane - Lane Treatments	Low	Local	Parking and Shoulder	3	1	1	3	24
Norman Street	Basin Pocket	5	217009	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Norman Street	East Ipswich	5	217010	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
South Street	Ipswich	7	217218	Wide Lane - Lane Treatments	Low	Local	Parking Bays	3	1	1	3	24
Thorn Street	Ipswich	7	217434	Wide Lane - Lane Treatments	Low	Local	Parking and Shoulder	3	1	1	3	24
Thorn Street	Ipswich	7	217435	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Waghorn Street	Ipswich	7	217969	Incorrect K&C	High	Minor Collector	Driveway	0.5	3	2	3	24
Hayes Street	Raceview	8	221281	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Jayvilla Court	Bellbird Park	2	227480	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232417	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232418	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232429	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232444	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232445	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232447	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232553	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232556	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Workshops Street	Brassall	6	232557	Wide Lane - Lane Treatments	Low	Local	Shoulder	3	1	1	3	24
Riverview Road	Riverview	4	214851	Incorrect K&C	Low	Arterial	No Kerb and/or Channel	0.5	1	5	2.5	25
Toongarra Road	Leichhardt	8	219220	Incorrect K&C	Low	Arterial	No Kerb and/or Channel	0.5	1	5	2.5	25
Haigslea Amberley Road	Walloon	10	219877	Incorrect K&C	Low	Rural Arterial	No Kerb and/or Channel	0.5	1	5	2.5	25
Mary Street	Blackstone	4	224920	Incorrect K&C	Low	Arterial	Asphalt Kerb	0.5	1	5	2.5	25
Joyce Street	East Ipswich	5	215569	End of road	Low	Local	No Connection	2	1	1	2	26
Joyce Street	East Ipswich	5	215570	End of road	Low	Local	No Connection	2	1	1	2	26
Merton Street	East Ipswich	5	215939	End of road	Low	Local	No Connection	2	1	1	2	26
Limestone Street	Ipswich	7	217853	Incorrect K&C	Low	Main Street Sub-Arterial	Asphalt Kerb	0.5	1	4	2	26
Waghorn Street	Ipswich	7	218018	Right Side of Lane	Low	Minor Collector	Parking and Shoulder	1	1	2	2	26
Cascade Street	Raceview	7	221763	Incorrect K&C	Low	Sub-Arterial	Driveway	0.5	1	4	2	26
Mining Street	Bundamba	4	223073	End of Road	Low	Local	No Connection	2	1	1	2	26
Cole Street	Booval	4	224071	Incorrect K&C	Medium	Minor Collector	Driveway	0.5	2	2	2	26
Cascade Street	Raceview	7	224972	Incorrect K&C	Low	Sub-Arterial	No Kerb and/or Channel	0.5	1	4	2	26
Danyl Court	Redbank Plains	9	226518	End of Road	Low	Local	No Connection	2	1	1	2	26
Danyl Court	Redbank Plains	9	226519	End of Road	Low	Local	No Connection	2	1	1	2	26
Carlie Court	Redbank Plains	3	226521	End of Road	Low	Local	No Connection	2	1	1	2	26
Carlie Court	Redbank Plains	3	226522	End of Road	Low	Local	No Connection	2	1	1	2	26
Station Road	Riverview	4	231857	End of Road	Low	Local	No Connection	2	1	1	2	26
Clem Street	Brassall	6	232318	End of road	Low	Local	No Connection	2	1	1	2	26
Whitehill Road	Eastern Heights	7	221127	Incorrect K&C	Low	Major Collector	Driveway	0.5	1	3	1.5	27

Macalister Street	Ipswich	7	220773	Right Side of Lane	Low	Local	More than 5m	1	1	1	1	28
Chermside Road	Ipswich	8	220944	Right Side of Lane	Low	Local		1	1	1	1	28
Jones Street	Blackstone	4	224945	Incorrect K&C	Medium	Local	Asphalt Kerb	0.5	2	1	1	28
Church Street	Tivoli	5	233156	Incorrect K&C	Medium	Local	Asphalt Kerb	0.5	2	1	1	28
Bognuda Street	Bundamba	4	215306	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29
Fitzgibbon Street	North Ipswich	5	216699	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29
Fitzgibbon Street	North Ipswich	5	216700	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29
Fitzgibbon Street	North Ipswich	5	216828	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29
Tiger Street	Sadliers Crossing	7	219094	Incorrect K&C	Low	Local	Driveway	0.5	1	1	0.5	29
Mill Street	Goodna	2	229498	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29
Enid Street	Goodna	2	229513	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29
Enid Street	Goodna	2	229514	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29
Church Street	Tivoli	5	233151	Incorrect K&C	Low	Local	Asphalt Kerb	0.5	1	1	0.5	29
Church Street	Tivoli	5	233154	Incorrect K&C	Low	Local	Asphalt Kerb	0.5	1	1	0.5	29
Church Street	Tivoli	5	233155	Incorrect K&C	Low	Local	Asphalt Kerb	0.5	1	1	0.5	29
Railway Street	Rosewood	10	235179	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29
Railway Street	Rosewood	10	929539	Incorrect K&C	Low	Local	No Kerb and/or Channel	0.5	1	1	0.5	29

ATTACHMENT B

Cycle Safety and Mobility Improvements - 2018-2019 Prioritised List of Projects

KEY: SI = Safety Improvement (35% Weighting) NE = Network Enhancement (25% Weighting) C = Connectivity (25% Weighting) SCN = Strategic Cycle Network (15% Weighting)

STREET	LOCATION	SUBURB	DIVISION	PROJECT DESCRIPTION	ASSET #	CRITERIA NOTES										OVERALL SCORE	PRIORITY RANKING		
						SI	NE	C	SCN	CRITERIA SCORE				WEIGHTED SCORE					
										SI (1-10)	NE (4-10)	C (1-10)	SCN (2-10)	SI 35%	NE 25%			C 25%	SCN 15%
Omar St	Omar St, South of Clay St, East side kerb (1 of 2)	West Ipswich	7	Replace unsafe road drainage grate	219072	Major collector road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 250m of a school	Principal Transport	7	10	6	10	24.5	25	15	15	80	1
Omar St	Omar St, South of Clay St, East side kerb (2 of 2)	West Ipswich	7	Replace unsafe road drainage grate	219073	Major collector road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 250m of a school	Principal Transport	7	10	6	10	24.5	25	15	15	80	1
Smiths Road	Smith Street between 12 Holmes Ct and 77 Smiths Road	Goodna	2	Provide bicycle connection	N/A	Gap in a principal cycle route	Gap in a principal cycle route	200m from WestMAC	Within 500m of IGO ATAP cycle route	8	10	6	3	28	25	15	4.5	73	2
King Edwards Pde	Western end of the boardwalk section.	Ipswich	7	provide connection from road to path	N/A	Responds to a potential hazardous situation.	Allows more direct travel	Within 100m of an activity centre	Secondary Transport	4	10	8	8	14	25	20	12	71	3
Toongarra Rd	Toongarra Rd, North of Aspinall intersection, West side kerb	Wulkuraka	6	Replace unsafe road drainage grate	219621	Arterial road, intersection, significant risk hazard	User experience improvement by elimination of hazard - from existing cycle facility	Within 1km of a major public transport station	Secondary Transport	8	10	2	8	28	25	5	12	70	4
Cascade St	Cascade St, West of 5th Station, North side kerb	Raceview	4	Replace unsafe road drainage grate	225502	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 250m of a school	Local Transport	10	4	6	6	35	10	15	9	69	5
Cascade St	Cascade St, West of 5th Station Rd, South side kerb	Raceview	4	Replace unsafe road drainage grate	225503	Sub-arterial road, significant risk hazard	User experience improvement by elimination of hazard	Within 250m of a school	Local Transport	10	4	6	6	35	10	15	9	69	5
Brisbane St	Brisbane St, North side, Outside No 283 Brisbane Rd	West Ipswich	7	Replace unsafe road drainage grate	218987	Community concern, Arterial road, narrow lanes, high risk hazard	User experience improvement by elimination of hazard	Within a Principal Activity Centre	Local	8	4	10	3	28	10	25	4.5	68	6
North Station Rd	North Station Rd, North of Thurso St, West side kerb	North Booval	4/5	Replace unsafe road drainage grate	222915	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 250m of a major public transport station	Secondary Transport	8	4	6	8	28	10	15	12	65	7
North Station Rd	North Station Rd, South of Thurso St, West side kerb	North Booval	4/5	Replace unsafe road drainage grate	222958	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 250m of a major public transport station	Secondary Transport	8	4	6	8	28	10	15	12	65	7
Brennan St	Brennan St, West of Jones St, South Side kerb	Bellbird Park	2	Replace unsafe road drainage grate	229958	Arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 1km of a major public transport station	Principal Transport	10	4	2	10	35	10	5	15	65	7
South St	Intersection of South St and Gordon St	Ipswich Central	7	Install bicycle call up buttons at traffic signals	N/A	Not particularly hazardous	Improved user experience by providing infrastructure	Within a Principal Activity Centre	Principal Transport	4	4	10	10	14	10	25	15	64	8
Moffatt St	Moffatt St, East of Pound St, North side kerb	West Ipswich	7	Replace unsafe road drainage grate	221012	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 500m of a school	Principal Transport	8	4	4	10	28	10	10	15	63	9
North Station Rd	North Station Rd, South of Caithness St, West side kerb	North Booval	4/5	Replace unsafe road drainage grate	222916	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 500m of a major public transport station	Secondary Transport	8	4	4	8	28	10	10	12	60	10
North Station Rd	North Station Rd, North of Caithness St, West side kerb	North Booval	4/5	Replace unsafe road drainage grate	222917	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 500m of a major public transport station	Secondary Transport	8	4	4	8	28	10	10	12	60	10
King Edwards Pde	King Edward Pde, northern side, at intersection with and Marsden Pde, on shared path	Ipswich Central	7	Install transition ramp between shared path and bicycle lane	N/A	Not particularly hazardous, sub-arterial road	User experience improvement to existing facility	Within a Principal Activity Centre	Secondary Transport	2	6	10	8	7	15	25	12	59	11
Queen Victoria Pde Service Rd	Queen Victoria Pde Service Rd, Approximately 60m west Chermiside Rd	Ipswich	7	Install transition ramp between footpath and service road	N/A	Service road, may prevent hazardous behaviour	User experience improvement by improved access	Within 100m of a school	Principal Transport	2	6	8	10	7	15	20	15	57	12
Bognuda St	Bognuda St, South of Bird St, East side kerb	Bundamba	4	Replace unsafe road drainage grate	215289	Major collector road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 500m of a school	Secondary Transport	7	4	4	8	24.5	10	10	12	57	12
North Station Rd	North Station Rd, South of Gledson St, East side kerb	North Booval	4/5	Replace unsafe road drainage grate	222851	Sub-arterial road, intersection, high risk hazard	User experience improvement by elimination of hazard	Within 1km of a major public transport station	Secondary Transport	8	4	2	8	28	10	5	12	55	13
Brisbane Terrace	Outside of 126 Brisbane Terrace	Goodna	2	Complete connection to ramp from path.	N/A	Increases the safety of cyclist at an intersection or road crossing	User experience enhanced by improved connection to kerb ramp	Within 1km of a major public transport station	Principal Transport	4	4	2	10	14	10	5	15	44	13

Note: Distances to Activity Centres have been calculated using the Activity Centres identified in the Ipswich Planning Scheme

Infrastructure and Emergency Management Committee	
Mtg Date: 11-09-18	OAR: YES
Authorisation: Charlie Dill	

DW:MT

H:\5-Infrastructure Planning\Infrastructure Planning Team\Committee Reports\Methodology Report\Methodology Report 19-20\iGO ATAP Implementation 19-20.docx

30 August 2018

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: TECHNICAL OFFICER (TRAFFIC)

RE: "SUSTAINABLE TRAVEL" SUB-PROGRAM – IGO ACTIVE TRANSPORT ACTION PLAN IMPLEMENTATION PRIORITY LIST OF PROJECTS

INTRODUCTION:

This is a report by the Technical Officer (Traffic) dated 30 August 2018 concerning the iGO Active Transport Action Plan implementation project listing that forms part of the "Sustainable Travel" capital works portfolio sub-program.

BACKGROUND:

As part of the 2019/2020 capital portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to the iGO Active Transport Action Plan (ATAP) implementation which forms part of the "Sustainable Travel" sub-program. Table 1 below outlines the sub-programs that the Infrastructure Services Department is responsible for and that will have prioritised lists reported to Council.

PREVIOUS BUDGET:

In the 2018/2019 financial year, Council allocated \$1,000,000 towards iGo ATAP implementation within the "Sustainable Travel" sub-program. This budgeted amount for the iGO ATAP implementation has remained consistent since 2017/2018 when these program of works commenced.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport and Traffic	Strategic Transport	Strategic Roads and Potential Bicycle Links	Submit to September 2018 I&EM Committee
	Road Safety and Operations	Road Safety Improvements	Submitted to July 2018 I&EM Committee
		Gravel Turnarounds	Submitted to August 2018 I&EM Committee
	Sustainable Travel	Public Transport Improvements	Submit to September 2018 I&EM Committee
		Pedestrian Safety Improvements	Submitted to August 2018 I&EM Committee
		Cycle Safety and Mobility Improvements	Submit to September 2018 I&EM Committee
		iGo ATAP implementation	Submit to September 2018 I&EM Committee
Flood Mitigation and Drainage	Local Drainage	Local Drainage Improvements	Submitted to July 2018 I&EM Committee
Local Amenity	Sealing Gravel Roads	Sealing Gravel Roads	Submit to September 2018 I&EM Committee

PREVIOUS CONSIDERATIONS:

At its Ordinary Meeting on 6 December 2016 [refer Item 3 tabled at the City Infrastructure and Emergency Management Committee Meeting 2016(09)] Council approved the iGO Active Transport Action Plan pedestrian and cycle prioritisation maps and consequently the associated top priority locations for strategic active transport infrastructure investment.

The previously developed methodology endorsed by Council identified top priority locations for strategic active transport infrastructure investment. These locations are currently separated into four categories. These being:

1. Strategic Pedestrian Network Activity Centre Priorities
2. Strategic Pedestrian Network Public Transport Priorities
3. Strategic Pedestrian Network School Priorities
4. Cycle Network Priorities.

Each category has associated calculation matrices which were used to create the individual category prioritised lists. Unfortunately, it is difficult to fairly prioritise across these four categories due to their different characteristics, scope and drivers (i.e. a like for like comparison cannot be made across the categories using a quantitative method).

It should be noted that the strategic pedestrian network projects are proposed to be grouped together around their identified ‘active transport attractor’ (e.g. Activity Centre, Public Transport Hub or School) as much as possible rather than being split up into individual

projects to be prioritised. This is so a targeted outcome for active transport in an area can be achieved quickly and Council investment is more visible in the community during delivery and identifying project prioritisation can be simplified.


Consequently, a single list of top priority locations for strategic active transport infrastructure investment was developed using such information as local knowledge, engineering judgement, inter-departmental co-ordination opportunities and proximity to existing active transport facilities etc. The results of this assessment are provided in Attachment A.

The outcome of this work will be a prioritised list of specific projects which can be used to inform future budgets and capital works portfolios.

CONCLUSION:

iGO ATAP implementation forms part of the “Sustainable Travel” sub-program within Council’s capital works portfolio. Council previously endorsed a methodology for assessing iGO ATAP, and this report has taken the previously approved four categories of prioritised lists for strategic active transport investment and provided a combined single list of priority areas. This combined priority list of projects for the iGO ATAP implementation which forms part of the “Sustainable Travel” sub-program is shown in Attachment A of this report.

ATTACHMENTS:

Name of Attachment	Attachment
iGO ATAP implementation - List of Top Priority Locations for Strategic Active Transport Infrastructure Investment	 Attachment A

RECOMMENDATION:

That the interim administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 30 August 2018, be considered when developing the iGO Active Transport Action Plan implementation project listing which forms part of the “Sustainable Travel” sub-program as part of the 2019-2020 capital works portfolio.

Dylan Wingfield
TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendations contained in this report.

Tony Dileo

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill

CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

ATTACHMENT A

iGO Active Transport Action Plan Implementation - List of Priority Locations

August 2018

PRIORITY	PROJECT NAME	SUBURB	POTENTIAL PROJECT LOCATION	DIVISION	IGO ATAP PROJECT CATEGORY
1*	Ipswich Central	Ipswich	Within a 1.2km radius of the centre of Ipswich Central	7	Strategic Pedestrian Network - Activity Centre
2*	Ipswich Central Rail and Bus Station	Ipswich	Within a 400m radius of the Ipswich Railway Station and Bus Station on Bell St	7	Strategic Pedestrian Network - Public Transport
3**	Bremer St	Ipswich	Bremer St between Marsden Pde and Ellenborough St	7	Cycle Network - Secondary Cycle Route
4	Woodcrest State College	Springfield	<ol style="list-style-type: none"> 1. Upgrade existing 1.2m wide footpath on Western verge of Woodcrest Way 2. Upgrade existing childrens crossing on Woodcrest Way to provide queuing area on Western verge and compliant kerb ramps. 3. Provide pedestrian refuges and standard kerb ramps at all legs of roundabout at intersection of Commercial Drive and Woodcrest Way. 4. Realign existing crossing point on Woodcrest Way to join footpath into Arborwood Avenue. Provide queuing area on Western verge and compliant kerb ramps. 5. Provide pedestrian refuges and standard kerb ramps at all legs of roundabout at intersection of Nev Smith Drive and Woodcrest Way. 6. Install new footpath on Ravenswood Lane to provide connectivity to both Glenview Terrace and Woodcrest Way. 7. Install new footpath on Highbridge Road and connect to new path on Arborwood Avenue. 8. Install new footpath on Arborwood Avenue and connect to Highbridge Road and Woodcrest Way. 	1	Strategic Pedestrian Network - School
5***	Small Creek Shared Path	Raceview	Small Creek between Briggs Rd and Whitehill Rd	8	Cycle Network - Local Cycle Route
6	Redbank Plains State High School	Redbank Plains	Within a 400m radius of Redbank Plains State High School	9	Strategic Pedestrian Network - School
7	Brassall	Brassall	Within 400m of the Brassall District Activity Centre	6	Strategic Pedestrian Network - Activity Centre
8	Springfield Lakes State School	Springfield Lakes	Within 400m of Springfield Lakes State School	1	Strategic Pedestrian Network - School
9	Riverlink Bus Station	North Ipswich	Within a 400m radius of the Riverlink Bus Station but outside of the Riverlink Shopping Centre	6	Strategic Pedestrian Network - Public Transport
10	Goodna Town Centre	Goodna	Within a 1.2km radius of the centre of the Goodna Town Centre	2	Strategic Pedestrian Network - Activity Centre
11	Bundamba Railway Station	Bundamba	Within a 400m radius of the Bundamba Railway Station	4	Strategic Pedestrian Network - Public Transport
12	Westside Christian College	Goodna	Within a 400m radius of Westside Christian College	2	Strategic Pedestrian Network - School
13	Challinor St / Tiger St	West Ipswich	Challinor St and Tiger St between Tallon St and Omar St	7	Cycle Network - Local Cycle Route
14	Kruger State School	Bellbird Park	Within a 400m radius of Kruger State School	2,3	Strategic Pedestrian Network - School
15	Tallon St	Sadliers Crossing	Tallon St between Gladstone Rd and Challinor St	7	Cycle Network - Secondary Cycle Route
16	Raceview State School	Raceview	Within a 400m radius of Raceview State School	4	Strategic Pedestrian Network - School

NOTES:

* Project on hold pending resolution of Ipswich CBD redevelopment scope of works. It is noted that Ipswich Central requires additional or alternate funding beyond that currently available through this program to implement all of the likely works required.

** Project currently has funding allocated for design only due to complexities regarding implementation and expected high cost.

*** Project being delivered as part of Small Creek Naturalisation project with funding from ATAP being contributed. Portion of the path from Warwick Rd to Briggs Rd is complete. Portion from Briggs Rd to Whitehill Rd is preliminary scheduled for 19/20-20/21

1. A number of ATAP strategic pedestrian and cycle network locations within the very high priority listing are assumed to be completed by new development. These locations have been excluded from the list above

Infrastructure and Emergency Management Committee	
Mtg Date: 11.09.18	OAR: Yes
Authorisation: Charlie Dill	

SW:MT

H:\5-Infrastructure Planning\Infrastructure Planning Team\Committee Reports\Methodology Report\Methodology Report 19-20\Public Transport Improvements 19-20.doc

24 August 2018

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: TECHNICAL OFFICER (TRAFFIC)

RE: "SUSTAINABLE TRAVEL" SUB-PROGRAM – PUBLIC TRANSPORT IMPROVEMENTS PRIORITY LIST OF PROJECTS

INTRODUCTION:

This is a report by the Technical Officer (Traffic) dated 24 August 2018 concerning the public transport improvements project listing that forms part of the "Sustainable Travel" capital works portfolio sub-program.

BACKGROUND:

As part of the 2019-2020 capital portfolio build process, it is proposed to submit a report outlining the project listing for each sub-program. This report relates to the public transport improvements which forms part of the "Sustainable Travel" sub-program. Table 1 below outlines the sub-program's that will have prioritised lists reported to Council with a status update.

PREVIOUS BUDGET:

In the 2018-2019 financial year, \$598,000 was allocated towards public transport improvements within the "Sustainable Travel" sub-program. It should be noted that 50% of this allocation is provided by a grant from the State Government through their Passenger Transport Accessible Infrastructure Program (PTAIP). In addition, in order to meet our obligations under the State Government's Disability Discrimination Act (DDA) to have all public transport stops compliant by December 2022, the State have provided additional funds in 2018-2019 compared to previous years.

Table 1 – Proposed Sub-Program Project Lists

Program	Sub-program	Project Lists	Status
Transport and Traffic	Strategic Transport	Strategic Roads and Potential Bicycle Links	Submit to September 2018 I&EM Committee
	Road Safety and Operations	Road Safety Improvements	Submitted to July 2018 I&EM Committee
		Gravel Turnarounds	Submitted to August 2018 I&EM Committee
	Sustainable Travel	Public Transport Improvements	Submitted to September 2018 I&EM Committee
		Pedestrian Safety Improvements	Submitted to August 2018 I&EM Committee
		Cycle Safety and Mobility Improvements	Submit to September 2018 I&EM Committee
		iGo ATAP implementation	Submit to September 2018 I&EM Committee
Flood Mitigation and Drainage	Local Drainage	Local Drainage Improvements	Submitted to July 2018 I&EM Committee
Local Amenity	Sealing Gravel Roads	Sealing Gravel Roads	Submit to September 2018 I&EM Committee

PREVIOUS CONSIDERATIONS:


At its Ordinary meeting on 15 September 2015, Council endorsed a methodology for assessing public transport improvements [refer to Item 3 tabled at the City Infrastructure Committee Meeting 2015(09)].

The previously developed prioritisation methodology endorsed by Council has an associated calculation matrix which is used to prioritise future projects. The matrix and the list of public transport improvement projects for future years can be viewed in Attachment A, along with the associated criteria scoring and priority ranking. In recent years Translink have indicated to Council that if bus stops to be upgraded are aligned on opposite sides of the road, then the upgrades should be paired together (that is both the inbound and outbound stops constructed consecutively). Therefore this has been taken into account during the prioritisation of remaining bus stops.

CONCLUSION:

Public transport improvements form part of the “Sustainable Travel” sub-program within Council’s capital works portfolio. Council previously endorsed a methodology for assessing public transport improvements which has been used to develop a list of priority projects. The priority list of projects for the public transport improvements which forms part of the “sustainable travel” sub-program is shown in Attachment A of this report.

ATTACHMENTS:

Name of Attachment	Attachment
Public Transport Improvements – Assessment Criteria Matrix and prioritised project list	 Attachment A

RECOMMENDATIONS:

That the interim administrator of Ipswich City Council resolve:

That the prioritised list of projects as detailed in Attachment A to the report by the Technical Officer (Traffic) dated 24 August 2018, be considered when developing the Public Transport Improvement project listing which forms part of the “Sustainable Travel” sub-program as part of the 2019-2020 capital works portfolio.

Sally Winter

TECHNICAL OFFICER (TRAFFIC)

I concur with the recommendation contained in this report.

Tony Dileo

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill

CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

Attachment A - Public Transport Improvements – Assessment Criteria Matrix and prioritised project list

CRITERIA MATRIX								TOTAL 100%
Site Type	Weighting 40%	Patronage Data	Weighting 20%	Vulnerable User Group	Weighting 20%	Traffic/User Generator	Weighting 20%	
Minimum Boarding Point	10	More than 500 Annual Boardings	10	High probability of Vulnerable User	10	Multiple Large Traffic Generators	10	
Regular stop	5	Between 200 and 500 Annual Boardings	5	Medium probability of Vulnerable User	5	Single Large or Multiple Medium Generators	5	
Intermediate Stop	2	Less than 200 Annual Boardings	2	No Obvious Vulnerable Users	2	Single Medium or Low Generator	2	
Min. Boarding Point (High Cost)	0					No Significant Generators	0	

Division	Bus Stop No.	Site Name	Suburb	Site Type	Weighted Score	Patronage Data	Weighted Score	Vulnerable User Groups	Weighted Score	Traffic/ User Generator	Weighted Score	Total Score	Priority	Comments
7	318072	Bell Street FS Brisbane Street (501246)	IPSWICH	10	4	10	2	10	2	10	2	10	1	
7	318074	Bell Street App Brisbane Street (501248)	IPSWICH	10	4	10	2	10	2	10	2	10	1	
7	318073	Bell Street APP Brisbane Street (501249)	IPSWICH	2	0.8	10	2	10	2	10	2	6.8	1	Escalated as must be completed together with ID 318074
7	310569	Limestone Street App Foote Lane	IPSWICH	10	4	10	2	10	2	10	2	10	1	
2	312906	Kruger Parade OPP Henderson St	REDBANK	10	4	10	2	5	1	2	0.4	7.4	2	
5	312797	Pine Street FS Fitzgibbon Street	NORTH IPSWICH	10	4	2	0.4	5	1	10	2	7.4	2	
5	312802	Pine Street FS Eastwood Street	NORTH IPSWICH	2	0.8	10	2	5	1	10	2	5.8	2	Escalated as must be completed with pair (ID 312797)
5	311120	Mount Crosby Road APP Church Street	TIVOLI	10	4	2	0.4	5	1	10	2	7.4	2	
4	311672	Cullen Street FS Jeffery Street	BUNDAMBA	10	4	10	2	2	0.4	2	0.4	6.8	3	
7	310570	Limestone Street APP Ellenborough Street	IPSWICH	2	0.8	10	2	10	2	10	2	6.8	3	
3	313067	Price Street AT Hayden Street	Riverview	2	0.8	10	2	10	2	10	2	6.8	3	
3	313066	Price Street OPP FS Hayden Street	Riverview	2	0.8	10	2	10	2	10	2	6.8	3	
7	312145	Raceview Street FS Taylor Street	EASTERN HEIGHTS	10	4	10	2	2	0.4	0	0	6.4	4	
9	317827	Fernbrooke Boulevard FS Ingles Drive	REDBANK PLAINS	10	4	10	2	2	0.4	0	0	6.4	4	
4	313271	South Station Road FS Trumpy Street	SILKSTONE	10	4	10	2	2	0.4	0	0	6.4	4	
4	310230	Brisbane Road OPP Cothill Street	BLACKSTONE	10	4	5	1	2	0.4	5	1	6.4	4	
4	310228	Brisbane Road App French Street	Booval	2	0.8	5	1	2	0.4	5	1	3.2	4	Escalated as must be completed with pair (ID 310230)
1	311805	Old Logan Road APP Hallett Avenue	CAMIRA	2	0.8	10	2	5	1	10	2	5.8	5	
8	310358	Warwick Road OPP/AP Berry Street	CHURCHILL	2	0.8	10	2	5	1	10	2	5.8	5	
8	310359	Warwick Road OPP Fitzroy Street	CHURCHILL	2	0.8	10	2	2	0.4	0	0	3.2	5	
6	310806	Pine Mountain Road FS Musgrave Street	NORTH IPSWICH	2	0.8	10	2	5	1	10	2	5.8	5	
6	310805	Pine Mountain Road OPP/AP Birdwood Street	NORTH IPSWICH	10	4	2	0.4	2	0.4	2	0.4	5.2	5	Escalated as must be completed with pair (ID 310805)
7	310835	Raceview Street AT Carlita Place	RACEVIEW	2	0.8	10	2	5	1	10	2	5.8	5	
7	312898	Robertson Road OPP/AP France Street	RACEVIEW	2	0.8	10	2	10	2	5	1	5.8	5	
10	311203	Coopers Road APP Cunningham Highway	Willowbank	2	0.8	10	2	10	2	5	1	5.8	5	
6	310241	Haig Street APP Charles Street	BRASSALL	2	0.8	5	1	10	2	10	2	5.8	5	
4	310511	River Road OPP Richard Street	DINMORE	10	4	5	1	2	0.4	2	0.4	5.8	5	

5	310514	Brisbane Road OPP Wilson Street	EAST IPSWICH	10	4	5	1	2	0.4	2	0.4	5.8	5	
5	310783	Brisbane Road AT Bright Street	Newtown	2	0.8	10	2	2	0.4	5	1	4.2	5	Escalated as must be completed with pair (ID 310514)
3	313054	Gibbs Street APP Diamond Street	Riverview	2	0.8	5	1	10	2	10	2	5.8	5	
7	311019	South Station Road OPP/FS Long Lane	SILKSTONE	10	4	5	1	2	0.4	2	0.4	5.8	5	
7	312318	Carr Street APP Thorn Street	IPSWICH	10	4	2	0.4	2	0.4	5	1	5.8	5	
8	313678	Warwick Road FS Winston Street	YAMANTO	10	4	2	0.4	2	0.4	5	1	5.8	5	
4	310271	Brisbane Road APP Boyce Street	Bundamba	5	2	10	2	2	0.4	5	1	5.4	6	
4	310272	Brisbane Road APP Bergins Hill Road	Bundamba	2	0.8	10	2	2	0.4	5	1	4.2	6	Escalated as must be completed with pair (ID 310271)
4	311675	Mary Street AT Bryant Street	Bundamba	10	4	5	1	2	0.4	0	0	5.4	6	
4	312079	Brisbane Road FS Dinmore Street	DINMORE	10	4	5	1	2	0.4	0	0	5.4	6	
4	310505	Brisbane Road FS Aberdare Street	Dinmore	2	0.8	10	2	2	0.4	0	0	3.2	6	Escalated as must be completed with pair (ID 312079)
10	310558	Ipswich Street OPP/FS George Street	GRANDCHESTER	10	4	5	1	2	0.4	0	0	5.4	6	
10	310557	Ipswich Street APP George Street	GRANDCHESTER	2	0.8	10	2	2	0.4	0	0	3.2	6	
6	312785	Holdsworth Road AT Roberts Street	NORTH IPSWICH	2	0.8	10	2	10	2	2	0.4	5.2	7	
5	310512	Brisbane Road AT Montauban Street	EAST IPSWICH	10	4	2	0.4	2	0.4	2	0.4	5.2	7	
4	310518	Brisbane Road OPP/FS Railway Street	EBBW VALE	10	4	2	0.4	2	0.4	2	0.4	5.2	7	
4	310521	Brisbane Road FS Railway Street	Ebbw Vale	2	0.8	10	2	2	0.4	2	0.4	3.6	7	Escalated as must be completed with pair (ID 310518)
8	312178	Reif Street APP Fairview Avenue	FLINDERS VIEW	10	4	2	0.4	2	0.4	2	0.4	5.2	7	
5	312129	Jacaranda Street OPP/AP Blackwood Street	EAST IPSWICH	2	0.8	5	1	5	1	10	2	4.8	8	
10	310584	Brisbane Valley Highway OPP/FS James Road	IRONBARK	10	4	2	0.4	2	0.4	0	0	4.8	8	
10	310829	Brisbane Valley Highway AT James Road	PINE MOUNTAIN	2	0.8	2	0.4	2	0.4	0	0	1.6	8	Escalated as must be completed with pair (ID 310584)
6	316302	Holdsworth Road OPP/AP Paten Street	NORTH IPSWICH	10	4	2	0.4	2	0.4	0	0	4.8	8	
6	312786	Holdsworth Road AT Paten Street	NORTH IPSWICH	2	0.8	10	2	2	0.4	0	0	3.2	8	Escalated as must be completed with pair (ID 316302)
10	310830	Brisbane Valley Highway AT Lovers Lane	PINE MOUNTAIN	10	4	2	0.4	2	0.4	0	0	4.8	8	
10	310831	Brisbane Valley Highway AT Borallon Station Road	PINE MOUNTAIN	10	4	2	0.4	2	0.4	0	0	4.8	8	Escalated as must be completed with pair (ID 310830)
6	313471	Mount Crosby Road AT Hill Street	TIVOLI	10	4	2	0.4	2	0.4	0	0	4.8	8	
5	313478	Mount Crosby Road OPP/AP Hill Street	TIVOLI	2	0.8	10	2	2	0.4	0	0	3.2	8	Escalated as must be completed with pair (ID 313471)
7	313603	Woodend Road App Macrae Street	WOODEND	5	2	10	2	2	0.4	0	0	4.4	9	
4	310232	Brisbane Road APP Vowles Street	Booval	2	0.8	10	2	2	0.4	5	1	4.2	10	
4	310269	Brisbane Road FS Ross Llewellyn Drive	BUNDAMBA	2	0.8	10	2	2	0.4	5	1	4.2	10	
7	312319	Cemetery Road FS Briggs Road	IPSWICH	2	0.8	10	2	2	0.4	5	1	4.2	10	
6	312511	Toongarra Road FS May Street	LEICHHARDT	2	0.8	10	2	2	0.4	5	1	4.2	10	
6	312512	Toongarra Road FS Finch Street	LEICHHARDT	2	0.8	10	2	2	0.4	5	1	4.2	10	
3	313069	Riverview Road OPP APP Kenneth Street	Riverview	2	0.8	10	2	2	0.4	5	1	4.2	10	
3	313070	Riverview Road OPP APP Sean Street	Riverview	2	0.8	10	2	2	0.4	5	1	4.2	10	Must be completed with pair (ID 313069)
10	313581	Cuningham Highway APP Coopers Road	Willowbank	2	0.8	10	2	2	0.4	5	1	4.2	10	
10	313579	Coopers Road APP Cuningham Highway	Willowbank	2	0.8	2	0.4	10	2	5	1	4.2	10	

10	313705	Wigmore St App Tinworth Street	Willowbank	2	0.8	10	2	5	1	0	0	3.8	11	
2	310172	Redbank Plains Rd OPP FS Eagle St	Bellbird Park	2	0.8	10	2	2	0.4	2	0.4	3.6	12	
4	310275	Brisbane Road FS Lower McCormack Street	Bundamba	2	0.8	10	2	2	0.4	2	0.4	3.6	12	
4	310506	River Road OPP APP King Street	Dinmore	2	0.8	10	2	2	0.4	2	0.4	3.6	12	
2	312225	Gorry St FS Cross St	Goodna	2	0.8	10	2	2	0.4	2	0.4	3.6	12	
8	312513	Toongarra Road App Avon Street	LEICHHARDT	2	0.8	10	2	2	0.4	2	0.4	3.6	12	
4	312766	Gledson Street AT Bergin Street	North Booval	2	0.8	10	2	2	0.4	2	0.4	3.6	12	
5	310772	Moore's Pocket Road App Laurel Court	MOORES POCKET	2	0.8	2	0.4	10	2	2	0.4	3.6	12	
5	311355	McGill Street OPP Howard Street	Basin Pocket	2	0.8	10	2	2	0.4	0	0	3.2	13	
4	311530	William Street FS Charlotte Street	BLACKSTONE	2	0.8	10	2	2	0.4	0	0	3.2	13	
6	310239	Ipswich - Warrego Highway Connectio OPP/AP North High Street	BRASSALL	2	0.8	10	2	2	0.4	0	0	3.2	13	
4	310273	Brisbane Road APP Harold Street	BUNDAMBA	2	0.8	10	2	2	0.4	0	0	3.2	13	
4	310274	Brisbane Road OPP/AP Taylor Street	Bundamba	0	0	2	0.4	2	0.4	0	0	0.8	13	Escalated as must be completed with pair (ID 310273)
4	310522	Brisbane Road FS Robert Street	Ebbw Vale	2	0.8	10	2	2	0.4	0	0	3.2	13	
8	312506	Gilmore Street APP Watsonia Street	Leichhardt	2	0.8	10	2	2	0.4	0	0	3.2	13	
8	312824	Cafferky Street FS Georgette Street	ONE MILE	2	0.8	10	2	2	0.4	0	0	3.2	13	
8	312825	Chubb Street OPP/AP Coyne Street	ONE MILE	2	0.8	10	2	2	0.4	0	0	3.2	13	
3	313064	Old Ipswich Road FS Laura Street	Riverview	2	0.8	10	2	2	0.4	0	0	3.2	13	
3	313072	Riverview Road OPP Maryanne Street	Riverview	2	0.8	10	2	2	0.4	0	0	3.2	13	
3	313068	Riverview Road FS Maryanne Street	Riverview	0	0	10	2	2	0.4	0	0	2.4	13	Escalated as must be completed with pair (ID 313068)
6	313580	Coopers Road APP Willowbank Drive	Willowbank	2	0.8	10	2	2	0.4	0	0	3.2	13	
3	310841	Kruger Parade FS Henderson Street	REDBANK	2	0.8	5	1	5	1	2	0.4	3.2	13	
7	311995	Kingsmill Road OPP/FS Robin Street	COALFALLS	5	2	2	0.4	2	0.4	0	0	2.8	14	
1	311772	Angela St APP Moss Rd	Camira	2	0.8	5	1	2	0.4	2	0.4	2.6	15	
6	310811	Waterworks Road FS Simmons Road	NORTH IPSWICH	2	0.8	5	1	2	0.4	2	0.4	2.6	15	
3	313073	Tessman OPP APP Mitchell Street	Riverview	2	0.8	5	1	2	0.4	2	0.4	2.6	15	
4	310519	Brisbane Road OPP Phillips Street	Ebbw Vale	2	0.8	5	1	2	0.4	0	0	2.2	16	
6	312779	Cyprus Street App Albert Street	NORTH IPSWICH	2	0.8	5	1	2	0.4	0	0	2.2	16	
5	312771	Jacaranda Road FS Burton Street	North Booval	2	0.8	2	0.4	2	0.4	2	0.4	2	17	
5	311348	Blackall Street AT Norman Street	BASIN POCKET	2	0.8	2	0.4	2	0.4	0	0	1.6	18	
1	311784	Fran St APP Jean Rd	Camira	2	0.8	2	0.4	2	0.4	0	0	1.6	18	
10	310639	Rosewood - Laidley Road FS Stevens Street	Lanefield	2	0.8	2	0.4	2	0.4	0	0	1.6	18	
10	310638	Rosewood Laidley Road AT Lane Road	Lanefield	2	0.8	2	0.4	2	0.4	0	0	1.6	18	Must be completed with pair (ID 310639)
10	310309	Rosewood - Laidley Road AT Calver Station Rd	Lanefield	2	0.8	2	0.4	2	0.4	0	0	1.6	18	
10	310310	Rosewood - Laidley Road OPP Calvert Station Rd	Lanefield	2	0.8	2	0.4	2	0.4	0	0	1.6	18	Escalated as must be completed with pair (ID 310309)
4	311529	Naomai Street FS Alice Street	Bundamba	0	0	2	0.4	2	0.4	0	0	0.8	19	

Infrastructure and Emergency Management Committee	
Mtg Date: 11.09.2018	OAR: YES
Authorisation: Charlie Dill	

:

The Interim Administrator of Ipswich City Council has determined this matter is of real urgency and approval has been given to refer this report to the next Infrastructure and Emergency Management Committee as a late item.

5 September 2018

MEMORANDUM

TO: CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)
FROM: CONSTRUCTION MANAGER (INFRASTRUCTURE SERVICES)
RE: CONTRACT AWARD – NO. 12071
HUNTER STREET BRASSALL - PAVEMENT REHABILITATION

INTRODUCTION:

This is a report by the Construction Manager dated 5 September 2018 concerning the procurement and contract award of Contract No. 12071 Hunter Street Brassall Pavement Rehabilitation Project as a result of the tender evaluation.

BACKGROUND:

Hunter Street, Brassall is a main connection for motorists in Ipswich. It links commuters and residents in the north (North Ipswich) to the Ipswich CBD in the south and Wulkuraka to the south-west. The objective of this project is to rehabilitate/ reconstruct the pavement between Rowan Drive and Pine Mountain Road, including drainage improvements and concrete footpath replacement.

The Hunter Street, Brassall project forms part of the 2018-2019 portfolio works. The evaluation report for the contract award to deliver the project requires endorsement by the Chief Executive Officer and committee approval.

PROCUREMENT STRATEGY:

The Infrastructure Services Department sought to attract an experienced contractor through an open tender process for the rehabilitation and construction for the project.

EVALUATION:

The qualitative criteria included an assessment on company experience, timing and approach, experience of personnel, management systems and whether or not the tenderer supported local business and industry.

Council's due diligence process was applied to the highest scoring tenderer after the comparative assessment was complete. They were assessed against mandatory workplace health and safety requirements and the reviewing of references. There were no identified issues and there were no probity issues identified in the procurement process.

BENEFITS TO COMMUNITY AND CUSTOMERS:

The condition of the pavement has reached its asset life and requires rehabilitation to ensure the community maintains connectivity and provides improved road user and pedestrian benefits.

The project is required to be awarded by the end of September to ensure that the project works are completed prior to the community event planned in December (Christmas event) within the project area.

CONCLUSION:


As a result of the evaluation clarification process, it was determined that BMD Pty Ltd satisfied all evaluation criteria with no departures. By the results of the tender evaluation and best value index (BVI) results, BMD Pty Ltd are considered to be the most effective contractor to undertake the works.

The funding for this project is within the allocated 2018-2019 portfolio budget. The contract award amount is within the allocated portfolio funding.

ATTACHMENT/S:

Name of Attachment	Attachment
Tender Evaluation and Probity Plan	Attachment A

CONFIDENTIAL BACKGROUND PAPERS:

Confidential Background Papers	Background Papers
Road Rehabilitation INF02366 – Hunter Street Brassall Contract No. 12071 Evaluation Report	 Attachment B

RECOMMENDATION:

That the interim administrator of Ipswich City Council resolve:

- A. That Tender No. 12071 for the Hunter Street, Brassall Pavement Rehabilitation Project be awarded to BMD Pty Ltd under an AS2124 Lump Sum Contract.
- B. That Council enter into a lump sum contract with BMD Pty Ltd for the pavement rehabilitation of Hunter Street, Brassall for the sum of two million, seven hundred and nineteen thousand, three hundred and eighty three dollars (\$2,719,383.00) excluding GST as per the proposed works as specified in the project documentation.
- C. That the Chief Executive Officer be authorised to negotiate and finalise the terms of the contract to be executed by Council and to do any other acts necessary to implement Council’s decision in accordance with section 13(3) of the *Local Government Act 2009*.

Deb Campodónico
CONSTRUCTION MANAGER (INFRASTRUCTURE SERVICES)

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

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)



Registered
23/11/18
L.

INFRASTRUCTURE SERVICES

TENDER EVALUATION AND PROBITY PLAN

HUNTER ST, BRASSALL PAVEMENT REHABILITATION



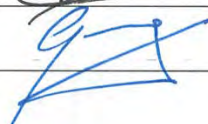
CONTRACT NO.12071

INF02366

Tender Evaluation and Probity Plan Approval Checklist

<input type="checkbox"/>	The Procurement Plan is completed and approved.
<input type="checkbox"/>	This TEPP is consistent with the requirements outlined in the Project Plan, Procurement Plan and the project objectives.
<input type="checkbox"/>	Roles and responsibilities are clear and unambiguous.
<input type="checkbox"/>	The probity requirements are clear and unambiguous.
<input type="checkbox"/>	The recommended approach optimises efficiency and ensures appropriate governance in meeting the project requirements.
<input type="checkbox"/>	The plan is complete and endorsed by the Responsible Officer (Project Manager) and ready for approval by the Accountable Officer (per delegation).

EVALUATION PANEL

Status	Name	Signature	Date
Panel Chair	Derek Durocher		12/7/18
Panel Member	Pedro Baraza		12/7/18
Panel Member	Chris Yung		12/7/18

DOCUMENT PREPARATION AND APPROVAL

Status	Name	Signature	Date
Draft (Project Manager)	Derek Durocher		10/7/18
Endorsed (Acting Principal Engineer IS)	Pedro Baraza		12/7/18
Endorsed (IS Procurement)	Gavin Wright		12/7/18
Endorsed (Construction Manager)	Deb Campodonico		25/07/2018
TEPP Approval	Charlie Dill		28/7/2018

Contents

1	Purpose of Evaluation	3
2	Value for Money Objective	3
3	Roles and Responsibilities	4
4	Project, Evaluation Criteria and Weightings.....	6
4.1	Project Description	6
4.2	Evaluation Criteria and Weightings	6
5	Evaluation Process	8
5.1	Tender Opening.....	8
5.2	Separation of Pricing Material.....	8
5.3	Evaluation Panel Briefing and Individual Assessment.....	8
5.4	Collective Assessment and Moderated Qualitative Scores.....	9
5.5	Non-Complying Tenders	9
5.6	Non-Conforming Tenders	10
5.8	Clarifications.....	10
6	Tender Evaluation Methodology	10
6.1	Non-Price Index.....	11
6.2	Non-Price Threshold	11
6.3	Price Index.....	12
6.5	Shortlisting	13
6.6	Negotiation	13
6.7	Due Diligence	13
6.8	Evaluation Report and Approval	14
7	Probity.....	14
7.1	Fairness and Impartiality	15
7.2	Accountability and Transparency of Process	15
7.3	Confidentiality and Security of Information and Materials	15
7.4	Effective Management of Conflicts of Interest.....	15
7.5	Panel Member Individual Recourse	16
	Attachment A - Confidentiality and Conflict of Interest Declaration	17

1 Purpose of Evaluation

The purpose of the evaluation process is to select and recommend a Preferred Tenderer in accordance with the Local Government Act 2009 (Act), the Local Government Regulation 2012 (Regulation), Queensland Government procurement guidelines and Council's own Procurement Policy.

The Tender Evaluation Panel (Panel) members must follow the process outlined in this Tender Evaluation and Probity Plan (TEPP) and ensure they have sufficient information and time to make an informed assessment and recommendation. Any queries or concerns must be brought to the attention of the Panel Chair (Chair) and/or Probity Manager. The Chair or Probity Manager may, in turn, refer the matter to the Delegated Officer.

The TEPP must be completed and approved by the Delegated Officer before opening any Tenders and cannot be varied after Tenders have been opened.

Before commencing the evaluation, the Chair must be satisfied that all Panel members:

- Are duly appointed;
- Have signed a Confidentiality and Conflict of Interest Declaration (Attachment A);
- Have read and understood the Procurement Plan, this TEPP and are aware of the project objectives, requirements and risks as outlined in the documents.

2 Value for Money Objective

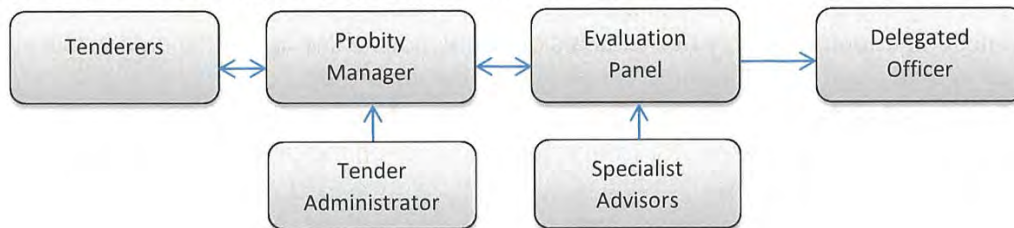
Section 104(3) of the Act places a statutory obligation on local government to utilise sound contracting principles when entering into contracts. Queensland Government Procurement guidelines define "value for money" in broader terms than the initial cost of a project. Achieving value for money includes a broad combination of factors such as non-price (qualitative) criteria and price that encourage:

- A contribution to the advancement of Government priorities;
- Evaluation of non-price factors such as fitness for purpose, quality, service and support and sustainability considerations; and
- Consideration of factors including whole-of-life and transaction costs associated with acquisition, use, holding, maintenance and disposal are determined by the appropriate combination of price and non-price criteria for the specific project.

To satisfy the statutory obligation, Council utilises a holistic approach to the evaluation process where the Tenderer who achieves a superior Best Value Index (BVI) score is considered to be able to provide the optimum balance between price and capability to undertake the works.

3 Roles and Responsibilities

The structure, roles and responsibilities of the parties involved in the evaluation process are:



3.1 Probity Manager

The Probity Manager is:

- Gavin Wright, (Principal Officer, Capital Works Procurement)

The Probity Manager is responsible for:

- Managing the Tender process in accordance with Council Policy;
- Distributing and collating all Confidentiality and Conflict of Interest Declarations;
- Ensuring the evaluation process complies with this TEPP; and,
- Overseeing probity compliance and conduct of the Panel meetings.

3.2 Tender Administrator

The Tender Administrator is:

- Louise Hamer, (Contracts Officer)

The Tender Administrator is responsible for:

- In conjunction with the Chair, responding to Tenderer RFI's;
- Management of records; and,
- Initiating and managing all direct contact with Tenderers (with review by the Probity Manager as appropriate).

3.3 Tender Evaluation Panel

The minimum number of Panel members is three. There is no limit to the number of specialist advisors to the Panel. Panel members for this Tender are:

- Derek Durocher, (Project Manager) - Chair
- Pedro Baraza, (Principal Officer -Infrastructure Delivery-) - Panel Member
- Chris Yung, (Project Manager) - Panel Member

The Panel members have been selected for their expertise in:

- Managing and constructing project of similar size & scale
- Background knowledge of the project and current risks
- Expertise delivering projects for local government organizations

The Chair is responsible for:

- Chairing all meetings of the Panel;
- Ensuring that the Panel have sufficient time, information and resources that encourages debate and critical analysis of submissions allowing the Panel to arrive at an agreed position (differences in opinion are documented);
- Ensuring that the Panel meets expected standards of probity and official conduct;
- Where necessary, seeks advice from other resources on matters relevant to the evaluation deliberations;
- Preparing the Evaluation Report; and
- Addressing any challenges to the evaluation process.

All Panel members, including the Chair, are responsible for:

- Ensuring the evaluation process complies with this TEPP;
- Thoroughly document their reasons for each rating in the Individual Evaluation Sheet to indicate how the rating was determined;
- Apply appropriate security and confidentiality to their deliberations; and
- Maintain high standards of probity, conduct and to disclose any actual, potential or perceived conflicts.

3.4 Delegated Officer

The Delegated Officer (or their authorised delegate) for the TEPP is:

- Charlie Dill (Chief Operating Officer)

The Delegated Officer (or their authorised delegate) will:

- Review and approve the TEPP;
- Review (and approve if authorised) the Evaluation Report;
- Execute (if authorised) the Contract on behalf of Council.

3.5 Specialist Advisors

Specialist Advisors are not members of the Panel but are appointed by the Chair and are bound by the protocols outlined in this TEPP, including confidentiality and conflicts. Any specialist advice must be documented.

Specialist Advisors to the Panel may include:

- ICC Workplace Health & Safety Advisor;
- Principal Officer (Estimating);
- Scheduler

4 Project, Evaluation Criteria and Weightings

4.1 Project Description

Hunter Street, Brassall is a main connection for motorists in Ipswich. It links commuters and residents in the north (North Ipswich) to the Ipswich CBD in the south and Wulkuraka to the south-west. The objective of this project is to rehabilitate /reconstruct the pavement between Rowan Drive and Pine Mountain Road, including drainage improvements and some concrete footpath replacement.

The works will impact a number of business including multiple schools the Project delivery schedule / plan to execute works and traffic management will need to be carefully considered including contraflow, barriers for night shifts, traffic controllers, traffic lights /staging of works to provide minimal impacts to a major shopping centre local businesses and alike.

4.2 Evaluation Criteria and Weightings

Council’s evaluation process is governed by the principles set out in the Act, Regulations, Queensland Government procurement guidelines and Council’s own Procurement Policy. The following table sets out the criteria and weightings against which Tender responses will be assessed. The weightings reflect a balance between the requirements necessary to successfully complete the project, the value for money objective and qualitative assessment criteria.

Category	Tender Evaluation Criterion	Panel Guidance	Weighting %
Mandatory at opening. Non-compliance will result in the Tender being disqualified from evaluation.	- On time - Price - Tender Form signed - Licences/Registration	Tender submitted on time. Price submitted. Tender Form correctly signed/authorised. As applicable: licence class; certificates/number; National Prequalification System (NPS) R2 etc. supplied.	Pass/Fail
	- Legal compliance - Conflicts of Interest - BoQ - Program timing chart - M/F/P schedules	No relevant/significant notices or breaches. No existing or potential conflicts of interest. Bill of Quantities included. Program of works (Gantt chart or similar) included. DTMR schedules completed and attached (if applicable).	
Mandatory at final due diligence (pre- award).	- Insurance	Current insurance certificates provided (ie. Workcover, Public Liability, Professional Indemnity).	Pass/Fail
	- WH&S - Referees (including ICC internal) - Claims History - Financial Solvency >\$2.0m (if applicable)	Compliant with ICC WH&S requirements. Satisfactory confirmation of work performance by external and internal (ICC) referees. Satisfactory review of the Tenderer’s variation claim history. Satisfactory review of the Tenderer’s financial statements (if applicable).	

Category	Tender Evaluation Criterion	Panel Guidance	Weighting %
Qualitative	Company Experience	Does the company profile provide details such as history, core business and achievements? Has the Tenderer provided details of two (2) projects undertaken in the past five (5) years that are of a similar scope and nature to the project tendered? Has the Tenderer provided referee details of their last two (2) projects regardless of size and relevance to the project tendered?	Weighting 10%
	Methodology and Timing	Does the Tenderer provide details of their program timing and execution of the project? This includes documentation, such as a Gantt chart and other documentary evidence of methodologies that demonstrate how the Tenderer will deliver the project on time and within budget. Innovation - Does the submission offer innovative solutions that will provide Council with a more effective and efficient outcome such as reduced whole of life (WOL) cost? Are the BOQ's submitted by the Tenderers generally consistent in item values or volumes? A sharp divergence in item values or volumes when compared to other BOQs may suggest the Tenderer has a different strategy or an Alternative Tender. If an Alternative Tender has been submitted, will the alternative proposal impact the timing requirements? Is the methodology of the Alternative Tender sound and supported by documentation?	30%
	Personnel - Employees - Subcontractors	Employees – Are key personnel (Director, Project Manager, Engineer, Quality Representative and Site Foreman) who will be directly involved with this project suitably experienced? Subcontractors – Do the proposed sub-contractors have relevant experience and capability? Does the Tenderer propose to use sub-contractors, sub-consultants or internal resources? Have the names of the proposed sub-contractors been submitted?	5%
	Local Business and Industry	Is the Tenderer's business located within Council's local government area? Will the Tenderer utilise contractors or obtain goods and/or other services from businesses within Council's local government area.	5%
Price	Price. Note: Adjustment(s) to the original tendered price by post tender clarifications/negotiations with the Tenderer must be explained in the Evaluation Report.	Quoted price. If the Tenderer has submitted exclusions or departures in their Tender response, will those exclusions or departures result in adjustment to the quoted price, are they reasonable or, do they setup potential for numerous variations during the project?	50%

The scoring guide is used to rate the Tenderers response to each of the qualitative evaluation criteria. Fractions are acceptable and may assist in ranking close responses.

Further detailed information relating to the scoring of qualitative responses is provided to each Panel member in their individual scoring spreadsheet.

Score	Comment
0-1	STANDARDS NOT MET - does not address the criterion; is not relevant; or, the response field is blank.
2-3	POOR - Substantial non-compliance with requirements and/or prior poor performance in ICC projects. Limited understanding of the criteria or limited capability to deliver. No confidence that the Offeror would be able to satisfactorily complete the project requirements.
4-5	BORDERLINE - Does not meet requirements, but may be adaptable. Less than satisfactory understanding of the criteria and/or less than satisfactory capability; less than satisfactory prior performance in ICC projects. Limited confidence that the Tenderer would be able to satisfactorily complete the project requirements.
6-7	SATISFACTORY - Meets requirements except for minor aspects. Satisfactory understanding of the criteria and/or has satisfactory capability; prior ICC project performance has been satisfactory. Confident that the Tenderer would be able to satisfactorily complete the project requirements.
8-9	VERY GOOD - Meets all requirements. Demonstrates a very good understanding of the criteria and/or has very strong capability. Prior performance in ICC projects has been to a high standard. Strong confidence that the Tenderer would be able to complete the project requirements.
10	EXCELLENT - Exceeds all requirements in a material and significant manner.

5 Evaluation Process

5.1 Tender Opening

At the prescribed Tender closing time, the electronic Tender Box will automatically close. In accordance with Council policy, late Tenders cannot be accepted without concurrence from Corporate Procurement. To satisfy probity requirements, submitted Tenders require a minimum of two authorised Council Officers to be present when Tenders are downloaded from the Tender Box.

5.2 Separation of Pricing Material

Where the Tenderer has not provided a redacted version of their Tender, the Tender Administrator will redact all price details from the Tender submissions prior to those submissions being made available to the Panel members. With the exception of redacted prices, submissions will be provided in “as received” condition for the member’s evaluation.

5.3 Evaluation Panel Briefing and Individual Assessment

The Probity Manager will convene the Panel to brief the members on the Tenders received, the evaluation process and probity requirements. Panel members are responsible to ensure they are familiar with the Procurement Plan and this TEPP. Each member must complete a Confidentiality and Conflicts of Interest Declaration prior to the briefing.

The Tender Administrator will prepare and distribute individual spreadsheets to the members. The spreadsheet will set out the names of the Tenderers, evaluation criteria and scoring guidelines. Upon completion of the individual assessments, the Tender Administrator will prepare a collective (master) evaluation spreadsheet and copy the individual spreadsheet data to the collective spreadsheet. The individual evaluation spreadsheets will be electronically stored for probity and transparency purposes.

If, during the member’s individual assessment, the member notes the submission is incomplete and potentially disqualified from evaluation or, the submission may be an

Alternative Tender, that matter should be discussed amongst the Panel in the collective assessment meeting.

5.4 Collective Assessment and Moderated Qualitative Scores

The Panel will collectively review each submission and confirm its Compliance, Conformance or Alternative Tender status and if appropriate, accept the Tender for moderated qualitative scoring.

Where the Tender is accepted for consideration, the Panel's collective assessment is a collaborative score and is not intended to be an average score. Where collective agreement cannot be reached, the Chair may impose an average score for the purposes of completing the master spreadsheet. Dissenting view(s) must be highlighted in the Evaluation Report and signed by all members of the Panel.

Where the Panel determine that the Tender submission is non-complying, non-conforming or an Alternative Tender, the Panel will proceed in accordance with this TEPP.

This process must be conducted with the Probity Manager present.

5.5 Non-Complying Tenders

A complying Tender is a Tender that complies with the Conditions of Tender and those criteria must be set out in Evaluation Criteria and Weightings (Section 4). A non-exhaustive list of *examples* of a non-complying Tender and the outcome of that non-compliance are:

- Tender received after the Tender closing time **(automatically disqualified from evaluation unless concurrence from Corporate Procurement to accept);**
- Tender form is not signed or signed by an unauthorised person **(automatically disqualified from evaluation);**
- Failure to reveal an existing or potential Conflict of Interest **(automatically disqualified from evaluation);**
- Failure to reveal legal compliance offences/notices **(automatically disqualified from evaluation);**
- The required program timing schedules/BoQ are not included in the submission **(automatically disqualified from evaluation);**
- Failure to include insurance certificates with initial submission **(not usually disqualified from evaluation).**

The Panel may only evaluate a Tender where non-compliance has not automatically disqualified that submission from evaluation. The Panel may, at its discretion, deem other non-compliance as disqualifying the submission and not accept the submission for evaluation during the evaluation process. Where the Panel accepts, at their discretion, a non-complying Tender for evaluation, that acceptance is conditional on the non-compliance being overcome by the Tenderer supplying the missing document(s) or otherwise complying with the Conditions of Tender within 24 hours of being requested to do so by the Tender Administrator.

Where the Tenderer cannot, or will not, supply the missing information or otherwise comply with the Tender requirements as requested, the Tender must be set aside and not further evaluated by the Panel.

5.6 Non-Conforming Tenders

A non-conforming Tender is a Tender that does not conform to the requirements of, or it contains provisions not required or allowed by, the Tender documents. Examples may include:

- Contractual conditions imposed by the Tenderer onto the Principal;
- Specifications modified from the Tender requirements;
- Offered prices that are subject to conditions;
- Practical completion date that does not meet the original Tender requirements;
- Does not meet the required qualitative minimum score.

The Panel may collectively review the conformity of each submitted Tender with the requirements as set out in the Tender documents. Non-conforming Tenders may be set aside by the Panel until the Contract is awarded or, that submission may be considered an Alternative Tender and evaluated accordingly.

5.7 Alternative Tenders

An Alternative Tender may not be flagged as such by the Tenderer. It is not necessary that the Tenderer submit a Conforming Tender for the Alternative Tender to be considered. An Alternative Tender may be characterized by:

- A significantly divergent methodology from that envisaged in the specifications;
- Conditioning of the Tenderer's proposal that requires agreement and/or concession(s) by the Principal;
- An innovative approach that may also offer significant cost savings;

The Panel is not required to consider an Alternative Tender although it may do so if deemed appropriate. An Alternative Tender is likely to require clarification from the Tenderer and the Tender Administrator will make the appropriate enquiry as directed by the Chair.

If, following the Tenderer's response, the Panel deem the response unsatisfactory and/or it does not meet the project's objectives, the Panel may exclude the Alternative Tender from further consideration. Details of the reason(s) for doing so must be recorded.

5.8 Clarifications

Where any aspect of a Tenderer's submission requires clarification, that matter should be brought to the attention of the Tender Administrator who will contact the Tenderer on behalf of the Panel. All communications with the Tenderer must be documented by the Tender Administrator who will inform the Panel of the response (if any) by the Tenderer.

6 Tender Evaluation Methodology

The Infrastructure Services department evaluation methodology is based on the Best Value Index (BVI). It uses a formula that converts price and non-price factors into 'best value' indices and adds them together to derive the BVI. Tenders with higher BVI scores are

recognised as the Tenders that best meet Council's qualitative and value for money objective.

The BVI is calculated by adding two indices; price index (PI) and non-price selection criterion index (NPI).

$$BVI = PI + NPI$$

Where:

NPI = non-price selection criterion index;

PI = price index.

6.1 Non-Price Index

6.1.1 Non-Price Index

The evaluation process will utilise a non-price index (NPI). The NPI is a weighted score calculated from the individual scores the Panel members allocate to each criteria of the Tenderer's submission. The following procedure is to be used to calculate the NPI:

The following formula will be used to score the non-price selection criteria:

$$NPI = \text{Sum of all } (NPS \times NPW)$$

Where:

NPI = Index of the non-price selection criterion;

NPS = score (10 high) the Panel gives to the individual non-price evaluation criterion;

NPW = weighting of the individual non-price criterion (totals 100 – weighting of price).

6.1.2 Sensitivity Analysis

The Chair will undertake a sensitivity/risk analysis to review provisional items, provisional if ordered items and, items outside the limits of accuracy. Potential risks to the delivery of the project, as outlined in the Procurement Plan or the TEPP, will be addressed. The sensitivity/risk analysis will be attached to the Evaluation Report.

6.2 Non-Price Threshold

Ensuring value for money is a key objective and that principle requires acceptance of a reasonably priced tender that will provide the best overall outcome for Council. However, it is not necessarily the lowest priced tender. It is vital that the Tenderer can perform the required services as set out in the Tender document in a timely and professional manner. Following the qualitative evaluation and prior to the inclusion of the Tenderer's prices, those Tenderers who have achieved a cumulative score of sixty percent (60%) or less than the highest cumulative qualitative score will be excluded from further evaluation regardless of their offered price.

6.3 Price Index

The evaluation process will utilise a Price Index (PI) as a weighted score calculated for a Tendered price. PI is the weighted Price Score (PS) multiplied by the price weighting (PW).

$$PI = PS \times 45/100$$

(Example shows price weighting of 45%).

The formula to calculate PS includes the submitted Tender price and a “threshold price”. The threshold price could be either the price of the lowest conforming Tender or the price used to identify the lowest bid.

Using the following formula, the Tendered price is ranked with the highest score of 10 for the price which is equal to the price of the “threshold price”.

$$PS = 10 - 10 \times (PT - PTh) / PTh$$

Where:

- PS = score of the price of the Tender;
- PT = submitted Tender price;
- PTh = Threshold price.

6.4 Unusually Low Bid

6.4.1 Unusually Low Bid Definition

An Unusually Low Bid is a tendered price that is significantly lower than the other prices tendered. Whether a price is unusually low is established by utilising the median tender price of the conforming tenders and comparing the percentage disparity. Note that an Unusually Low Bid may be a consequence of an Alternative Tender (refer 5.7).

The percentage below median price that applies to this tender: 25%

6.4.2 Unusually Low Bid clarification

Where the Panel decides that the Unusually Low Bid is not a consequence of an Alternative Tender, the Panel may notify the Tenderer that an Unusually Low Bid has been submitted. It is not mandatory that the Panel notify the Tenderer and the Panel may elect to exclude the Tender.

If deemed appropriate by the Panel, the Tenderer will be requested to submit, within two (2) working days, the influencing factors that may have resulted in the Unusually Low Bid. The only factors that the Panel may take into account are:

- Materials cost advantage;
- Process cost advantage;
- Innovation advantage.

If no response is received or, the response does not substantiate the Unusually Low Bid, the Panel may exclude that Tender from further consideration. Any communication with the Tenderer with regard to the Unusually Low Bid will be via the Probity Manager.

6.5 Shortlisting

The number of Tenderers to be shortlisted, if any, will be determined by the Panel and there is no requirement for the Panel to create a shortlist. The Panel will consider the closeness of the evaluated scores; the number of Tenderers; value for money or, other opportunities to the advantage of Council in considering whether to create a shortlist of Tenderers or, nominate a single Tenderer as the Preferred Tenderer.

6.6 Negotiation

Negotiations may be undertaken with the Preferred Tenderer only or, simultaneously with any/all of the shortlisted Tenderers.

The Chair will highlight the areas requiring negotiation and prepare a negotiation plan in consultation with the Probity Manager. Negotiations may include, but are not limited to, price and other financial undertakings, process documentation, contract terms and conditions, personnel and, working with Council.

The negotiation plan, approved by the Delegated Officer, will confidentially set out Council's preferred and minimum positions. In limited circumstances, the Chair and the Delegated Officer may determine that an external specialist negotiator is required to represent Council.

The negotiation process must be concisely documented and outcomes are subject to approval by the Delegated Officer.

6.6.1 Best and Final Offer

Seeking a Best and Final Offer (BAFO) from shortlisted Tenderers is a mechanism to establish the lowest possible price from those Tenderers without any amendment to the specifications, project timing requirements or any other non-price element of the works. It is purely a price reduction request and may be useful in separating two or more bids following the evaluation process or, where the Evaluation Panel believes the prices offered are excessive.

The BAFO request may only be undertaken via the Probity Manager who will advise the selected Tenderer(s) and, the time period for their response.

6.7 Due Diligence

Due diligence refers to the confirmation of claims or information in the Preferred Tenderer's submission. This includes:

6.7.1 WH&S

The Tender Administrator will request a WH&S evaluation of the Preferred Tenderer. Where the Preferred Tenderer has an existing ICC WH&S number, re-evaluation is not required.

If WH&S approval is required, the Probity Manager will ensure a Confidentiality and Conflict of Interest Declaration has been signed by the WH&S representative prior to release of the Tenderer's information.

6.7.2 Referee Checks (including internal ICC)

The Panel may undertake referee checks with the referee(s) nominated in the Preferred Tenderer's submission. Where the Preferred Tenderer has previously undertaken work for ICC, the Preferred Tenderer's performance can be established by enquiry to the relevant Project Manager and Contractor Performance Reports.

All referee responses must be documented and form part of the Evaluation Report.

6.7.3 Financial Solvency

For projects of significant value (>\$2.0m), the Tender documentation may require the Tenderer to submit audited financial statements of their business to determine whether they have sufficient financial resources to undertake the project. No request for the Tenderer's financial statements will be made by ICC where the Tenderer provides those statements to the Department of Transport and Main Roads (DTMR) as part of that pre-qualification process.

If requested by ICC, the financial statements may only be accessed by a qualified accountant (CPA or similar) who is an ICC employee, who has been briefed by the Probity Manager and has completed a Confidentiality Declaration. The accountant's opinion of the financial standing of the Preferred Tenderer will form part of the Evaluation Report.

6.7.4 Claims History

Tenderer documentation may have required the Tenderer to provide details of their claims history for their two most recent Contracts. If provided, the claims history will be utilised to predict the potential claim risks behaviour by the Tenderer. Verification of the claim history will be sought from the Tenderer's nominated referee.

6.8 Evaluation Report and Approval

On completion of the evaluation process, the Chair will prepare the Evaluation Report. The Evaluation Report will be endorsed by all members of the Panel and the Probity Manager.

The Delegated Officer (or their delegate) will review the Evaluation Report to ensure that:

- The objectives of the project have been reached;
- Value for money was achieved; and
- The evaluation process was fair and the required probity standards were met.

If satisfied, the Delegated Officer will approve the Report and consequent recommendation.

7 Probity

Probity compliance is integral to the procurement and evaluation process. All Council staff associated with the Tender must maintain the highest ethical standards. A Probity Manager is appointed to manage the tender process and is responsible that all Panel members apply the principles of probity throughout the evaluation process. All members must have completed probity training.

7.1 Fairness and Impartiality

The Chair and the Probity Manager will ensure that probity principles of ethical behaviour, honest dealing and transparency of process are achieved in accordance with this TEPP. The Panel will:

- Be impartial, uninfluenced, accountable and promote professional practice;
- Not entertain approaches from suppliers that might be interpreted as attempts to influence the evaluation process (accept or seek favours or gifts during the Tender process);
- Not allow their private interests to conflict with their duties;
- Not prefer the interests of one Tenderer to the interests of another due to their own opinion;
- Respect the commercial confidentiality of the Tender submission and any other information provided by the Tenderer; and
- Follow prescribed systems and procedures, including this TEPP.

7.2 Accountability and Transparency of Process

Ensuring accountability means that the actions and decisions of the Panel are justifiable and will withstand scrutiny. Without limiting this primary principle, the Chair and Probity Manager will ensure:

- The Tender process is fair and provides equal treatment to each Tenderer;
- All dealings with Tenderers are transparent; and
- Negotiations, if any, are conducted in good faith.

7.3 Confidentiality and Security of Information and Materials

The Tender Administrator and Chair are responsible and will ensure:

- That all documents relating to the Tender or evaluation process are securely stored (whether electronic or paper records) in accordance with standard commercial-in-confidence procedures; and
- All communications, including evaluation meetings, are secure.

A record of all communications with the Tenderers will be maintained. To the extent that communication is not written, such as in meetings and telephone conversations, a permanent record of such communication will be made. This may extend to recording meetings and the use of telephone call file records.

All computer files/correspondence must be stored securely during the evaluation process.

7.4 Effective Management of Conflicts of Interest

Where a member declares an actual or potential conflict of interest, the Probity Manager in conjunction with the Delegated Officer will determine whether the conflict of interest is significant. Subject to the level of significance, the Probity Manager and Delegated Officer may elect to:

- Take no action;
- Limit the member's access to the content of the Tender submissions; and/or,

- Revoke the member's tender scoring authority; or,
- Remove the member from the Panel and substitute with another person.

Note that all actual or potential conflicts of interest and the management action must be concisely documented.

7.5 Panel Member Individual Recourse

Panel members with concerns about the conduct of the Panel or compliance with the probity requirements of the evaluation process should promptly raise those concerns with the Chair and the Probity Manager. In consultation with the Probity Manager, the Chair will consider the matter and make an appropriate report and recommendation to the Delegated Officer.

Where it is not appropriate to raise the actual or perceived conflict of interest with the Chair and/or the Probity Manager, the Panel member may report directly to the Delegated Officer or ICC's Legal Department.



Attachment A - Confidentiality and Conflict of Interest Declaration

PROJECT:	12071	HUNTER ST, BRASSALL PAVEMENT REHABILITATION	
BY THIS DECLARATION dated the ____ day of _____, 201__			
I, _____ of _____ acknowledge and agree to the following:			
Confidential information includes information of a sensitive, personal, commercial or political nature made available to you in connection to your role as a public official that could cause harm to individuals or Council if disclosed other than in accordance with its intended purpose or target audience.			
1. CONFIDENTIALITY OF OBLIGATIONS			
1.1 In the course of performing services, relating to the evaluation of the above named Tender, I will be exposed to information which is confidential.			
1.2 Improper use or disclosure of that information could jeopardise or invalidate the evaluation process and may severely damage ability to perform its functions.			
1.3 I am aware of my obligations under the legislation which governs my employment (and associated code of conduct) to take all reasonable steps in ensuring confidential information is kept confidential and in performing those services faithfully and without any conflict of interest.			
2. CONFLICT OF INTEREST			
2.1 I warrant that before signing this declaration, I have disclosed on this document all the past, current and anticipated interests which may conflict with my impartial involvement in the evaluation process. I note that conflicts of interest may arise under the following situations: <ul style="list-style-type: none"> • an event or situation and the context in which it occurs; • the nature of my work; • any personal or private interests that may directly or indirectly influence and/or benefit me or others; • my relationships with, or the names of other parties; • a conflict of interest may relate to both pecuniary and non-pecuniary interests. 			
2.2 Declaration: I declare that the following are all the past, current and anticipated interests which may give rise to a real or apparent conflict with my impartial involvement in the evaluation process. The reason/s why I consider the situation may be a conflict of interest or be perceived by others as a conflict of interest are below: <ol style="list-style-type: none"> 1..... (if none write NONE) 2..... 3..... 			
2.3 I agree that during the course of the evaluation process I will not engage in an activity or obtain any interest likely to conflict with my impartiality in respect of this project. In the event that a real or apparent conflict of interest arises, I will immediately disclose it to Council.			
SIGNED			
NAME	(PLEASE PRINT)	SIGNATURE	____/____/____ (DATE)
WITNESS			
NAME	(PLEASE PRINT)	SIGNATURE	____/____/____ (DATE)

Attachment A - Confidentiality and Conflict of Interest Declaration

PROJECT:	12071	HUNTER ST, BRASSALL PAVEMENT REHABILITATION
BY THIS DECLARATION dated the <u>24</u> day of <u>July</u> , 201 <u>8</u> .		
I, <u>GAVIN WRIGHT</u> of <u>ICC</u> acknowledge and agree to the following:		
Confidential information includes information of a sensitive, personal, commercial or political nature made available to you in connection to your role as a public official that could cause harm to individuals or Council if disclosed other than in accordance with its intended purpose or target audience.		
1. CONFIDENTIALITY OF OBLIGATIONS		
1.1 In the course of performing services, relating to the evaluation of the above named Tender, I will be exposed to information which is confidential.		
1.2 Improper use or disclosure of that information could jeopardise or invalidate the evaluation process and may severely damage ability to perform its functions.		
1.3 I am aware of my obligations under the legislation which governs my employment (and associated code of conduct) to take all reasonable steps in ensuring confidential information is kept confidential and in performing those services faithfully and without any conflict of interest.		
2. CONFLICT OF INTEREST		
2.1 I warrant that before signing this declaration, I have disclosed on this document all the past, current and anticipated interests which may conflict with my impartial involvement in the evaluation process. I note that conflicts of interest may arise under the following situations:		
<ul style="list-style-type: none"> • an event or situation and the context in which it occurs; • the nature of my work; • any personal or private interests that may directly or indirectly influence and/or benefit me or others; • my relationships with, or the names of other parties; • a conflict of interest may relate to both pecuniary and non-pecuniary interests. 		
2.2 Declaration: I declare that the following are all the past, current and anticipated interests which may give rise to a real or apparent conflict with my impartial involvement in the evaluation process. The reason/s why I consider the situation may be a conflict of interest or be perceived by others as a conflict of interest are below:		
1..... <u>NONE</u> (if none write NONE)		
2.....		
3.....		
2.3 I agree that during the course of the evaluation process I will not engage in an activity or obtain any interest likely to conflict with my impartiality in respect of this project. In the event that a real or apparent conflict of interest arises, I will immediately disclose it to Council.		
SIGNED		
NAME	<u>GAVIN WRIGHT</u> (PLEASE PRINT)	SIGNATURE <u>[Signature]</u> DATE <u>24/7/18</u> (DATE)
WITNESS		
NAME	<u>[Signature]</u> (PLEASE PRINT)	SIGNATURE <u>MICHELLE ATKINSON</u> DATE <u>24/7/18</u> (DATE)



Attachment A - Confidentiality and Conflict of Interest Declaration

PROJECT:	12071	HUNTER ST, BRASSALL PAVEMENT REHABILITATION
BY THIS DECLARATION dated the ____ day of _____, 201 <u>8</u>		
I, <u>MICHELLE AHOYAY</u> of <u>ICC</u> acknowledge and agree to the following:		
<p>Confidential information includes information of a sensitive, personal, commercial or political nature made available to you in connection to your role as a public official that could cause harm to individuals or Council if disclosed other than in accordance with its intended purpose or target audience.</p>		
1. CONFIDENTIALITY OF OBLIGATIONS		
1.1 In the course of performing services, relating to the evaluation of the above named Tender, I will be exposed to information which is confidential.		
1.2 Improper use or disclosure of that information could jeopardise or invalidate the evaluation process and may severely damage ability to perform its functions.		
1.3 I am aware of my obligations under the legislation which governs my employment (and associated code of conduct) to take all reasonable steps in ensuring confidential information is kept confidential and in performing those services faithfully and without any conflict of interest.		
2. CONFLICT OF INTEREST		
2.1 I warrant that before signing this declaration, I have disclosed on this document all the past, current and anticipated interests which may conflict with my impartial involvement in the evaluation process. I note that conflicts of interest may arise under the following situations:		
<ul style="list-style-type: none"> • an event or situation and the context in which it occurs; • the nature of my work; • any personal or private interests that may directly or indirectly influence and/or benefit me or others; • my relationships with, or the names of other parties; • a conflict of interest may relate to both pecuniary and non-pecuniary interests. 		
2.2 Declaration: I declare that the following are all the past, current and anticipated interests which may give rise to a real or apparent conflict with my impartial involvement in the evaluation process. The reason/s why I consider the situation may be a conflict of interest or be perceived by others as a conflict of interest are below:		
1..... <u>NONE</u> (if none write NONE)		
2.....		
3.....		
2.3 I agree that during the course of the evaluation process I will not engage in an activity or obtain any interest likely to conflict with my impartiality in respect of this project. In the event that a real or apparent conflict of interest arises, I will immediately disclose it to Council.		
SIGNED		<u>MICHELLE AHOYAY</u>
NAME	(PLEASE PRINT)	SIGNATURE
		<u>24/7/18</u> (DATE)
WITNESS		
NAME	<u>CARIN WRIGHT</u>	SIGNATURE
	(PLEASE PRINT)	
		<u>24/7/18</u> (DATE)


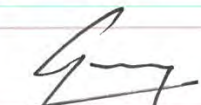
8 Attachment A - Confidentiality And Conflicts Of Interest Declaration

PROJECT: 10071		Hunter Street Pavement Rehab.	
BY THIS DECLARATION dated the 24 day of July, 2018			
I, <u>Derek Parochter</u> with the position of <u>P.m.</u> at <u>ICC</u> acknowledge and agree to the following:			
Confidential information includes information of a sensitive, personal, commercial or political nature made available to you in connection to your role as a public official that could cause harm to individuals or Council if disclosed other than in accordance with its intended purpose or target audience.			
1. CONFIDENTIALITY OF OBLIGATIONS			
1.1 In the course of performing services, relating to the evaluation of the above named tender, I will be exposed to information which is confidential.			
1.2 Improper use or disclosure of that information could jeopardise or invalidate the evaluation process and may severely damage ability to perform its functions.			
1.3 I am aware of my obligations under the legislation which governs my employment (and associated code of conduct) to take all reasonable steps in ensuring confidential information is kept confidential and in performing those services faithfully and without any conflict of interest.			
2. CONFLICT OF INTEREST			
2.1 I warrant that before signing this declaration, I have disclosed on this document all the past, current and anticipated interests which may conflict with my impartial involvement in the evaluation process. I note that conflicts of interest may arise under the following situations:			
<ul style="list-style-type: none"> • an event or situation and the context in which it occurs; • the nature of my work; • any personal or private interests that may directly or indirectly influence and/or benefit me or others; • my relationships with, or the names of other parties; • a conflict of interest may relate to both pecuniary and non-pecuniary interests. 			
2.2 Declaration: I declare that the following are all the past, current and anticipated interests which may give rise to a real or apparent conflict with my impartial involvement in the evaluation process. The reason/s why I consider the situation may be a conflict of interest or be perceived by others as a conflict of interest are below:			
1..... (if none write NONE)			
2..... <u>NONE</u>			
3.....			
2.3 I agree that during the course of the evaluation process I will not engage in an activity or obtain any interest likely to conflict with my impartiality in respect of this project. In the event that a real or apparent conflict of interest arises, I will immediately disclose it to Council.			
SIGNED			
NAME	<u>Derek Parochter</u> (PLEASE PRINT)	SIGNATURE	<u>[Signature]</u> 24/7/18 (DATE)
WITNESS			
NAME	<u>[Signature]</u> (PLEASE PRINT)	SIGNATURE	<u>Chris Yung</u> 24/7/18 (DATE)

8 Attachment A - Confidentiality And Conflicts Of Interest Declaration

PROJECT: 12071		Hunter Street Pavement Rehab.	
BY THIS DECLARATION dated the 24 day of July, 2018			
I, <u>Chris Yung</u> with the position of <u>PM</u> at <u>ICC</u> acknowledge and agree to the following:			
Confidential information includes information of a sensitive, personal, commercial or political nature made available to you in connection to your role as a public official that could cause harm to individuals or Council if disclosed other than in accordance with its intended purpose or target audience.			
1. CONFIDENTIALITY OF OBLIGATIONS			
1.1 In the course of performing services, relating to the evaluation of the above named tender, I will be exposed to information which is confidential.			
1.2 Improper use or disclosure of that information could jeopardise or invalidate the evaluation process and may severely damage ability to perform its functions.			
1.3 I am aware of my obligations under the legislation which governs my employment (and associated code of conduct) to take all reasonable steps in ensuring confidential information is kept confidential and in performing those services faithfully and without any conflict of interest.			
2. CONFLICT OF INTEREST			
2.1 I warrant that before signing this declaration, I have disclosed on this document all the past, current and anticipated interests which may conflict with my impartial involvement in the evaluation process. I note that conflicts of interest may arise under the following situations:			
<ul style="list-style-type: none"> • an event or situation and the context in which it occurs; • the nature of my work; • any personal or private interests that may directly or indirectly influence and/or benefit me or others; • my relationships with, or the names of other parties; • a conflict of interest may relate to both pecuniary and non-pecuniary interests. 			
2.2 Declaration: I declare that the following are all the past, current and anticipated interests which may give rise to a real or apparent conflict with my impartial involvement in the evaluation process. The reason/s why I consider the situation may be a conflict of interest or be perceived by others as a conflict of interest are below:			
1..... (if none write NONE)			
2..... <u>None</u>			
3.....			
2.3 I agree that during the course of the evaluation process I will not engage in an activity or obtain any interest likely to conflict with my impartiality in respect of this project. In the event that a real or apparent conflict of interest arises, I will immediately disclose it to Council.			
SIGNED			
NAME	<u>Chris Yung</u> (PLEASE PRINT)	SIGNATURE	 <u>24/7/18</u> (DATE)
WITNESS			
NAME	<u>Teek Suresh</u> (PLEASE PRINT)	SIGNATURE	 <u>24/7/18</u> (DATE)

8 Attachment A - Confidentiality And Conflicts Of Interest Declaration

PROJECT: 12071		Hunter Street Pavement Rehab.	
BY THIS DECLARATION dated the 24 day of July, 2018			
I, <u>Peoro Sosa</u> with the position of <u>Principal Engineer</u> at <u>ICE</u> acknowledge and agree to the following:			
Confidential information includes information of a sensitive, personal, commercial or political nature made available to you in connection to your role as a public official that could cause harm to individuals or Council if disclosed other than in accordance with its intended purpose or target audience.			
1. CONFIDENTIALITY OF OBLIGATIONS			
1.1 In the course of performing services, relating to the evaluation of the above named tender, I will be exposed to information which is confidential.			
1.2 Improper use or disclosure of that information could jeopardise or invalidate the evaluation process and may severely damage ability to perform its functions.			
1.3 I am aware of my obligations under the legislation which governs my employment (and associated code of conduct) to take all reasonable steps in ensuring confidential information is kept confidential and in performing those services faithfully and without any conflict of interest.			
2. CONFLICT OF INTEREST			
2.1 I warrant that before signing this declaration, I have disclosed on this document all the past, current and anticipated interests which may conflict with my impartial involvement in the evaluation process. I note that conflicts of interest may arise under the following situations:			
<ul style="list-style-type: none"> • an event or situation and the context in which it occurs; • the nature of my work; • any personal or private interests that may directly or indirectly influence and/or benefit me or others; • my relationships with, or the names of other parties; • a conflict of interest may relate to both pecuniary and non-pecuniary interests. 			
2.2 Declaration: I declare that the following are all the past, current and anticipated interests which may give rise to a real or apparent conflict with my impartial involvement in the evaluation process. The reason/s why I consider the situation may be a conflict of interest or be perceived by others as a conflict of interest are below:			
1. <u>NONE</u> (if none write NONE)			
2. <u>"</u>			
3. <u>"</u>			
2.3 I agree that during the course of the evaluation process I will not engage in an activity or obtain any interest likely to conflict with my impartiality in respect of this project. In the event that a real or apparent conflict of interest arises, I will immediately disclose it to Council.			
SIGNED			
NAME	<u>Peoro Sosa</u> (PLEASE PRINT)	SIGNATURE	 (DATE)
			<u>24/7/18</u>
WITNESS			
NAME	<u>Chris Yung</u> (PLEASE PRINT)	SIGNATURE	 (DATE)
			<u>24/7/18</u>