



City of
Ipswich

AGENDA

INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE

Tuesday, 15 October 2024
9.00 am

Council Chambers, Level 8
1 Nicholas Street, Ipswich

MEMBERS OF THE INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE

Councillor Andrew Antonioli (**Chairperson**)
Councillor Paul Tully (**Deputy Chairperson**)

Mayor Teresa Harding
Deputy Mayor Nicole Jonic
Councillor Jim Madden
Councillor Marnie Doyle

INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE AGENDA

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** Item includes confidential papers

INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE NO. 2024(05)

15 OCTOBER 2024

AGENDA

WELCOME TO COUNTRY OR ACKNOWLEDGEMENT OF COUNTRY

DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

BUSINESS OUTSTANDING

CONFIRMATION OF MINUTES

1. **CONFIRMATION OF MINUTES OF THE INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE NO. 2024(04) OF 3 SEPTEMBER 2024**

RECOMMENDATION

That the minutes of the Infrastructure, Planning and Assets Committee held on 3 September 2024 be confirmed.

OFFICERS' REPORTS

2. **RESPONSE TO PETITION - REQUEST FOR ADDITIONAL PERSONS WITH DISABILITIES CHANGE ROOMS AT THE GOODNA AQUATIC CENTRE**

This is a report concerning a petition received from Mr Daniel Arnold on behalf of users of the Goodna aquatic centre requesting Council to increase the number of disability equipped change rooms in line with the number of car spaces provided for people with disabilities and mobility issues.

RECOMMENDATION

- A. That the contents of the report be received and noted.
- B. That Council, in partnership with the leasee of the Goodna aquatic centre, install additional signage and develop scripting to clearly articulate to patrons that the unisex accessible sanitary compartment is provided for persons with a disability or mobility issues.
- C. That the chief petitioner be advised of the outcome of this report.

3. E-SCOOTER PILOT - PROPOSED EXPANSION INTO IPSWICH CENTRAL BY BEAM MOBILITY

This is a report concerning the electric scooter (e-scooter) pilot scheme. In particular, the report discusses the pilot to date within the Springfield Central area and the proposal by Beam Mobility to expand the pilot into Ipswich Central.

RECOMMENDATION

That Council retain the existing e-scooter pilot within the Springfield Central area and not expand into Ipswich Central.

4. PROVISIONAL PROJECTS APPROVAL

This is a report seeking Council consideration of, and capital funding for, the Provisional Projects listed in this report.

The project has been suggested by the Division 4 Councillors for assessment against the Capital Investment in Provisional Projects Policy.

The project noted in this report has been assessed by the Asset and Infrastructure Services Department and is considered consistent with the policy and is tabled for consideration by Council to progress.

RECOMMENDATION

That Council approve the Provisional Project listed below, in accordance with the Capital Investment in Provisional Projects Policy, allowing it to progress for design and construction:

1. Division 4 – Proposed fence relocation for Leash Free Dog Area within Cribb Park, North Ipswich \$35,000.
-

5. CAPITAL INVESTMENT IN PROVISIONAL PROJECTS POLICY - PROPOSED AMENDMENTS

This is a report concerning proposed amendments to the Capital Investment in Provisional Projects Policy.

RECOMMENDATION

That the revised policy titled *Capital Investment in Provisional Projects* as detailed in Attachment 2, be adopted.

6. ASSET AND INFRASTRUCTURE SERVICES DEPARTMENT CAPITAL DELIVERY REPORT
AUGUST 2024

This is a report concerning the performance of the capital delivery by the Asset and Infrastructure Services Department for the month of August 2024.

RECOMMENDATION

That the report on capital delivery by the Asset and Infrastructure Services Department for the month of August 2024 be received and the contents noted.

7. PLANNING AND ENVIRONMENT COURT ACTION STATUS REPORT

This is a report concerning a status update with respect to current court actions associated with development planning applications.

RECOMMENDATION

That the Planning and Environment Court Action status report be received and the contents noted.

8. EXERCISE OF DELEGATION REPORT

This is a report concerning applications that have been determined by delegated authority for the period 20 August 2024 to 26 September 2024.

RECOMMENDATION

That the Exercise of Delegation report for the period 20 August 2024 to 26 September 2024 be received and the contents noted.

NOTICES OF MOTION

9. NOTICE OF MOTION - RENAMING FAIL PARK, NORTH BOOVAL TO BETTER
RECOGNISE THE CONTRIBUTIONS OF BARRY AND JOAN FAIL

This is a notice of motion submitted by Councillor Andrew Antonioli concerning renaming Fail Park, North Booval to better recognise the contributions of Barry and Joan Fail.

Councillor Andrew Antonioli gave notice of his intention to move the following motion at the Infrastructure, Planning and Assets Committee Meeting of 15 October 2024:

MOTION

That council consider renaming “Fail Park” as “Barry and Joan Fail Park”.

MATTERS ARISING

INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE NO. 2024(04)

3 SEPTEMBER 2024

MINUTES

COUNCILLORS' ATTENDANCE:

Councillor Andrew Antoniolli (Chairperson); Councillors Paul Tully (Deputy Chairperson), Mayor Teresa Harding, Deputy Mayor Nicole Jonic, Jim Madden and Councillor Marnie Doyle (Observer) and Councillor Pye Augustine (Observer)

COUNCILLOR'S APOLOGIES:

Nil

OFFICERS' ATTENDANCE:

Chief Executive Officer (Sonia Cooper), General Manager Infrastructure and Asset Services (Matt Anderson), General Manager Community, Cultural and Economic Development (Ben Pole), General Manager Corporate Services (Matt Smith), Chief Financial Officer (Jeff Keech), Manager, Manager Infrastructure Strategy (Tony Dileo), Senior Transport Planner (James MacArthur), Team Lead, Transport and Traffic (Berto Santana), Team Lead Open Space and Facilities (Mark Bastin), Development Planning Services Manager (Anthony Bowles), Safe City and Asset Protection Manager (Larry Waite), Chief of Staff – Office of the Mayor (Melissa Fitzgerald), Senior Communications and Policy Officer (Jodie Richter), Coordinator, Communications (Lucy Stone), Senior Media Officer (Darrell Giles) and Theatre Technician (Harrison Cate)

WELCOME TO COUNTRY OR ACKNOWLEDGEMENT OF COUNTRY

Councillor Andrew Antoniolli (Chairperson) delivered the Acknowledgement of Country

DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

Nil

BUSINESS OUTSTANDING

Nil

CONFIRMATION OF MINUTES

1. **CONFIRMATION OF MINUTES OF THE INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE NO. 2024(03) OF 13 AUGUST 2024**

RECOMMENDATION

Moved by Councillor Andrew Antonioli:

Seconded by Deputy Mayor Nicole Jonic:

That the minutes of the Infrastructure, Planning and Assets Committee held on 13 August 2024 be confirmed.

AFFIRMATIVE

Councillors:

Antonioli

Tully

Harding

Jonic

Madden

NEGATIVE

Councillors:

Nil

The motion was put and carried.

OFFICERS' REPORTS

2. **RESPONSE TO PETITION - BUILD A PLAYGROUND IN WOODEND**

This is a report concerning a petition received from the local community requesting Council build a playground in the Ipswich suburb of Woodend.

RECOMMENDATION

Moved by Councillor Andrew Antonioli:

Seconded by Deputy Mayor Nicole Jonic:

- A. That Woodend Park be supported as the preferred location for the future provision of a playground to service the needs of the local community of Woodend.**
- B. That based on project prioritisations, funding for the planning, design and construction of a playground in Woodend Park, be given due consideration in the development of Council's future capital works program.**
- C. That the chief petitioner be advised of the outcome of this report.**

AFFIRMATIVE

Councillors:

Antoniolli

Tully

Harding

Jonic

Madden

NEGATIVE

Councillors:

Nil

The motion was put and carried.

3. IGO PARKING ACTION PLAN

This is a report concerning the development of the iGO Parking Action Plan (PAP), a key deliverable of iGO – The City of Ipswich Transport Plan.

RECOMMENDATION

- A. That the *iGO Parking Action Plan and Summary Report* – as detailed in Attachments 1 and 2 of the report by the Senior Transport Planner dated 9 August 2024, be adopted.
- B. That the outcomes and key messages of the *iGO Parking Action Plan* be communicated to the community.

Councillor Paul Tully proposed the following recommendations:

RECOMMENDATION

Moved by Councillor Paul Tully:

Seconded by Deputy Mayor Nicole Jonic:

- A. That the *iGO Parking Action Plan and Summary Report* – as detailed in Attachments 1 and 2 of the report by the Senior Transport Planner dated 9 August 2024, be received.**
- B. That a Councillor workshop be held to consider the report.**

AFFIRMATIVE

Councillors:

Antoniolli

Tully

Harding

Jonic

Madden

NEGATIVE

Councillors:

Nil

The motion was put and carried.

4. ASSET AND INFRASTRUCTURE SERVICES DEPARTMENT CAPITAL DELIVERY REPORT
JULY 2024

This is a report concerning the performance of the capital delivery by the Asset and Infrastructure Services Department for the month of July 2024.

RECOMMENDATION

Moved by Deputy Mayor Nicole Jonic:

Seconded by Councillor Jim Madden:

That the report on capital delivery by the Asset and Infrastructure Services Department for the month of July 2024 be received and the contents noted.

AFFIRMATIVE

Councillors:

Antoniolli

Tully

Harding

Jonic

Madden

NEGATIVE

Councillors:

Nil

The motion was put and carried.

5. EXERCISE OF DELEGATION REPORT

This is a report concerning applications that have been determined by delegated authority for the period 29 July 2024 to 20 August 2024.

RECOMMENDATION

Moved by Councillor Jim Madden:

Seconded by Councillor Andrew Antoniolli:

That the Exercise of Delegation report for the period 29 July 2024 to 20 August 2024 be received and the contents noted.

AFFIRMATIVE

Councillors:

Antoniolli

Tully

Harding

Jonic

Madden

NEGATIVE

Councillors:

Nil

The motion was put and carried.

6. PLANNING AND ENVIRONMENT COURT ACTION STATUS REPORT

This is a report concerning a status update with respect to current court actions associated with development planning applications.

RECOMMENDATION

Moved by Councillor Paul Tully:

Seconded by Councillor Andrew Antonioli:

That the Planning and Environment Court Action status report be received and the contents noted.

AFFIRMATIVE

Councillors:

Antonioli

Tully

Harding

Jonic

Madden

NEGATIVE

Councillors:

Nil

The motion was put and carried.

7. MEMBERSHIP OF INFRASTRUCTURE, PLANNING AND ASSETS COMMITTEE

RECOMMENDATION

Moved by Councillor Andrew Antonioli:

Seconded by Councillor Paul Tully:

That pursuant to section 7 of the Ipswich City Council Terms of Reference, Councillor Marnie Doyle be appointed as a member of the Infrastructure, Planning and Assets Committee.

AFFIRMATIVE

Councillors:

Antonioli

Tully

Harding

Jonic

Madden

NEGATIVE

Councillors:

Nil

The motion was put and carried.

NOTICES OF MOTION

Nil

MATTERS ARISING

8. **COMMENCEMENT OF NEXT MEETING**

RECOMMENDATION

Moved by Councillor Andrew Antonioli:
Seconded by Deputy Mayor Nicole Jonic:

That the Finance and Governance Committee commence at 10.10 am.

AFFIRMATIVE	NEGATIVE
Councillors:	Councillors:
Antonioli	Nil
Tully	
Harding	
Jonic	
Madden	

The motion was put and carried.

PROCEDURAL MOTIONS AND FORMAL MATTERS

The meeting commenced at 9.00 am.

The meeting closed at 9.50 am.

Doc ID No: A10424332

ITEM: 2

SUBJECT: RESPONSE TO PETITION - REQUEST FOR ADDITIONAL PERSONS WITH
DISABILITIES CHANGE ROOMS AT THE GOODNA AQUATIC CENTRE

AUTHOR: TEAM LEAD (OPEN SPACE AND FACILITIES)

DATE: 18 SEPTEMBER 2024

EXECUTIVE SUMMARY

This is a report concerning a petition received from Mr Daniel Arnold on behalf of users of the Goodna aquatic centre requesting Council to increase the number of disability equipped change rooms in line with the number of car spaces provided for people with disabilities and mobility issues.

RECOMMENDATIONS

- A. That the contents of the report be received and noted.**

- B. That Council, in partnership with the leasee of the Goodna aquatic centre, install additional signage and develop scripting to clearly articulate to patrons that the unisex accessible sanitary compartment is provided for persons with a disability or mobility issues.**

- C. That the chief petitioner be advised of the outcome of this report.**

RELATED PARTIES

There was no declaration of conflicts of interest

IFUTURE THEME

Safe, Inclusive and Creative

PURPOSE OF REPORT/BACKGROUND

At the Council Ordinary Meeting on 23 May 2024, a petition was presented on behalf of Mr Daniel Arnold and users of the Goodna aquatic centre to increase the number of disability change rooms available at the centre.

The Petition

The submitted petition contained 171 signatories as of 29 April 2024. The signatories were made up of 16 hand signed and 155 online via Change.org. The petition has requested that the management of the Goodna aquatic centre and Ipswich City Council increase the number of disability equipped change rooms in line with the number of parking spaces provided for people with disabilities and mobility issues. The petition indicates that the additional disability change rooms are required to reduce waiting times and improve accessibility for all users. A copy of the petition can be found in Attachment 1 of this report.

Goodna Aquatic Centre

The Goodna aquatic centre was constructed in 2008. The centre includes the following facilities:

- 3 Pools (25m heated pool, 16m heated /semi enclosed pool and kids play pool)
- Male amenities (2 x cubicle toilets, 1 x urinal and 4 x enclosed showers)
- Female amenities (4 x cubicle toilets and 4 x enclosed showers)
- 1 x unisex accessible sanitary compartment (UASC). (Note: this is the modern term for a unisex disability toilet/change room/shower)
- Off street carpark (comprising of 6 x accessible carparking spaces and 55 standard parking spaces).

Prior to receiving the petition, Council had engaged the services of an external consultant to undertake accessibility audits on three (3) Council aquatic centres (i.e. Goodna, Bundamba and Leichardt) to inform both compliance status and potentially prioritise any necessary capital works upgrades required at each facility. Noting that the final report is yet to be completed, Council has requested preliminary advice to assist responding to matters raised in the petition. Below is an extract of preliminary advice provided to Council from the external consultant's review and findings at the Goodna aquatic centre:

A. Statutory Requirements

With regards to Unisex Accessible Sanitary Compartments (UASC) provision requirements under the National Construction Code 2022 (NCC 2022):

- *the current provision of a single Unisex Accessible Sanitary Facility's (UASC) at the Goodna Swim Centre conforms to NCC 2022 requirements*
- *the internal dimensions of the UASC meets the requirements of Australian Standard AS 1428.1 Design for Access and Mobility*

With regards to accessible off-street carparking spaces.

- *the 6 Accessible Carparking spaces allocation is in excess of the requirements of the NCC 2022.*
- *The Code calls for 1 accessible carparking space for every 50 carparking spaces (2 accessible off-street carparking spaces required).*

There are currently six (6) accessible carparking spaces provided at the Goodna aquatic centre. The audit has identified the configuration of these six (6) accessible carparking spaces do not meet the current Australian Standards for accessible parking. The current dimension of the parking bays and the associated linemarking are non-compliant and require

amendment. The draft audit findings suggest the current accessible parking bays are corrected to meet the current standards. In doing so, the number will likely reduce to three (3) or four (4) accessible carparking spaces, which is still more than the requirement within the standards of 2 accessible car parking spaces for the site.

Once the accessibility audit report with the findings are finalised, any proposed recommendations (such as the suggested modifications to the accessible carparking spaces) will be prioritised and given due consideration through the development of Council's future capital works program.

The configuration of the existing buildings associated with the Goodna aquatic centre have been reviewed for suitability of installing an additional UASC. There are no opportunities to install a new UASC within the existing building footprint and layout. The aquatic centre would require an extension of the existing building (effectively a new building) to facilitate a new UASC.

Due to the configuration and constrained nature of the existing elements associated with the aquatic facility on the parcel of land, associated works would be required to accommodate any new building for the UASC. This includes rearranged entries to existing amenities, path works, electrical and plumbing etc. An additional UASC in a new building with associated works would be in excess of \$250,000.

Anecdotally, the UASC at the Goodna aquatic centre is being utilised by persons who don't have a critical need for the accessible facilities as changerooms, thus causing delays or a reduction of access for persons with disabilities. At present, UASC are not legislated as 'exclusive use', therefore operational and management strategies could be devised and implemented by facility operators / owners. Council in partnership with the lease of the Goodna aquatic centre could install additional signage and develop scripting to advise patrons that the USAC is provided for persons with a disability or mobility issues.

LEGAL IMPLICATIONS

This report and its recommendations are consistent with the following legislative provisions:
Disability Discrimination Act 1992

POLICY IMPLICATIONS

The report is consistent with Councils Disability Access and Equity Policy

DISABILITY ACCESS AND EQUITY POLICY.RISK MANAGEMENT IMPLICATIONS

Council in partnership with the leasee of the Goodna aquatic centre can manage risk through the installation of additional signage and develop scripting to advise patrons that the USAC is provided for persons with a disability or mobility issues.

FINANCIAL/RESOURCE IMPLICATIONS

There would be minor costs associated with the installation of additional signage and development of scripting to advise patrons that the USAC is provided for persons with a

disability or mobility issues. Funding would need to be made available from existing budgets (both operational and capital).

COMMUNITY AND OTHER CONSULTATION

To date no engagement has occurred with the community regarding this matter.

Council officers propose to engage with the current leasee of the Goodna aquatic centre regarding the petition and outcome of this report.


CONCLUSION

A petition requesting Council to increase the number of disability equipped change rooms in line with the number of car spaces provided for people with disabilities and mobility issues, at the Goodna aquatic centre was presented at Council Ordinary Meeting on 23 May 2024. Council has received preliminary advice from consultants that the rate of provision for the USAC and accessible carparking spaces at the Goodna aquatic centre is compliant. Council in partnership with the leasee of the Goodna aquatic centre propose to install additional signage and develop scripting to advise patrons that the USAC is provided for persons with a disability or mobility issues.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
(a) What is the Act/Decision being made?	<p>Recommendation B states that Council, in partnership with the leasee of the Goodna aquatic centre, install additional signage and develop scripting to clearly articulate to patrons that the unisex accessible sanitary compartment is provided for persons with a disability or mobility issues.</p> <p>Recommendation C states that the chief petitioner be advised of the outcome of this report.</p>
(b) What human rights are affected?	
(c) How are the human rights limited?	Not applicable
(d) Is there a good reason for limiting the relevant rights? Is the limitation fair and reasonable?	Not applicable
(e) Conclusion	The decision is consistent with human rights.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Council Petition - Increase the number of disability change rooms at Goodna Aquatic Centre ↓ 
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Mark Bastin

TEAM LEAD (OPEN SPACE AND FACILITIES)

I concur with the recommendations contained in this report.

Mary Torres

INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo

MANAGER, INFRASTRUCTURE STRATEGY

I concur with the recommendations contained in this report.

Matt Anderson

GENERAL MANAGER (ASSET AND INFRASTRUCTURE SERVICES)

“Together, we proudly enhance the quality of life for our community”

Doc ID No: A10502582

ITEM: 3

SUBJECT: E-SCOOTER PILOT - PROPOSED EXPANSION INTO IPSWICH CENTRAL BY BEAM MOBILITY

AUTHOR: TRANSPORT INFRASTRUCTURE OFFICER

DATE: 20 SEPTEMBER 2024

EXECUTIVE SUMMARY

This is a report concerning the electric scooter (e-scooter) pilot scheme. In particular, the report discusses the pilot to date within the Springfield Central area and the proposal by Beam Mobility to expand the pilot into Ipswich Central.

RECOMMENDATION

That Council retain the existing e-scooter pilot within the Springfield Central area and not expand into Ipswich Central.

RELATED PARTIES

There was no declaration of conflicts of interest.

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

At the Growth Infrastructure and Waste Committee on 4 November 2021, Council endorsed an e-scooter pilot in the Springfield Central area. The initial pilot endorsed by Council was to be undertaken over a six (6) month period and evaluated at its conclusion.

After a competitive expression of interest for potential providers, Beam Mobility and Council entered into an Operating Agreement, with the e-scooter pilot starting in July 2023. The agreement received an initial extension until 1 July 2024 due to the need for further data collection.

At the Infrastructure Planning and Assets (IPA) Committee meeting held on 11 June 2024, a report was tabled for Council to consider the extension of the current e-scooter pilot for an additional 12-month period to 1 July 2025. This was subsequently endorsed by Council at the Ordinary meeting held on 20 June 2024.

Unknown to Council officers at the time of the report being tabled at the June IPA Committee meeting, the e-scooter operator (Beam Mobility) formally wrote to Council

indicating they wish to cease the Springfield Central pilot. On further discussion, Beam Mobility agreed to continue the pilot within Springfield Central if Council considers expanding the pilot into Ipswich Central.

Council will now need to determine the suitability of introducing e-scooters within Ipswich Central as an additional pilot area.

Springfield Central Pilot Results To Date

The e-scooter pilot scheme in the Springfield Central area has been relatively successful in providing an alternative and sustainable travel mode to the community. Below is a summary of the data captured.

Trip Data Analysis:

For the period of July 2023 to June 2024 inclusive, the following data has been made available:

- Total Trips made – 27,075
- Average trip duration – 12 minutes
- Average trip distance – 2.2 km
- Average 76 trips per day

The current e-scooter trial is showing evidence of:

- recreational usage,
- travel to/from shops,
- travel to/from public transport,
- travel to/from work.
- Public transport is a key destination and continual e-scooter availability may encourage modal shift from car to public transport usage. Other key destinations include shops and the university.
- In Springfield Central, the Robelle Domain Parklands and Orion Shopping Centre are popular destinations for recreational use and are also near public transport and the university. This encourages a positive sustainability outcome.
- Per month we see an average of 3 complaints per 2,282 trips on an e-scooter. Less than 1% of rides.

Safety:

To date the trial has seen no significant Beam Mobility e-scooter safety incidents reported across the operating area, this does not include private use devices.

Should an issue arise, the micro-mobility company has provided evidence of public liability insurance and are prepared to act, in a quick response time, in the interest of public safety.

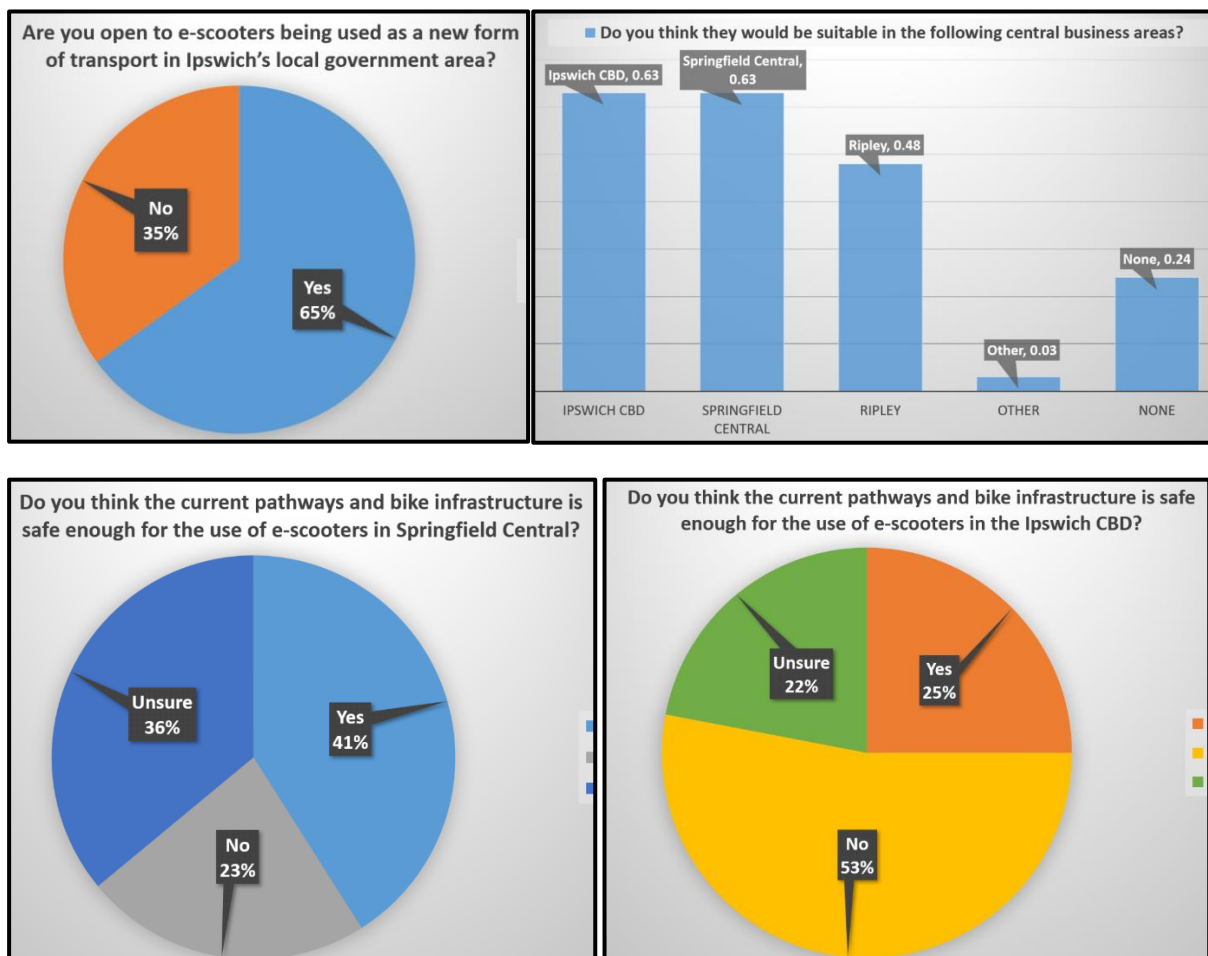
Micro-mobility operators such as Beam Mobility, invest heavily in new technology which allows Councils control over city spaces, and drives safer usage of vehicles by riders. Controls include limiting vehicle speed, shifting the device off when outside of the operating boundary or in ‘No Go zones’, and encouraging parking in discounted parking locations. Future technology advancements are under consideration in the compliance space to improve safety and compliant parking placement.

The advanced technology considered by micro-mobility companies allows for safer rides in many conditions. Beam Mobility have discussed that the shock absorption within their e-scooters are designed to stabilize the e-scooter over misaligned pavers, reducing the potential for over the handlebars accidents.

Considering Pilot in Ipswich Central

Prior to commencing the e-scooter pilot as a project, Council undertook a community sentiment survey in 2020-2021 via Shape Your Ipswich on e-scooters within the city. There were 366 respondents and the results (Figure 1 below) indicated that Springfield Central and Ipswich Central would both be popular locations for e-scooters as a new mode of transport. However, when asked about the infrastructure suitability, Springfield Central was the community’s preference due to having newer pathway and bike infrastructure.

Figure 1 – Shape your Ipswich engagement questions and responses.



Since implementation in July 2023, the Springfield Central pilot has shown positive results in providing an alternative mode of transport, a sustainable connection to public transport (Springfield Central Station) and the safety of rideables when there is a high level of control (speed and location) of the devices that are designed for stability.

Beam Mobility have indicated to Council officers they have e-scooter operations across the country that do not necessarily have new infrastructure for riders and it is not considered as a hinderance or barrier for users. Such an example is the current trial being undertaken by Beam Mobility in Bendigo, Victoria whereby it has been indicated that the heritage nature of Bendigo resembles and is similar to Ipswich Central. Based on existing pilot data and advanced technology of these e-scooters it appears that the age of the infrastructure within Ipswich Central may not be considered a hinderance.

Concerns have been raised to Council officers around sharing the footpath infrastructure in the Top of Town precinct within Ipswich Central, predominately the sharing between pedestrians, e-scooters and footpath dining. It may be considered manageable through consultation and the implementation of slow zones in areas of concern, however consultation to determine a suitable outcome will take considerable time.

Council has to date received reasonable data on the existing pilot and an expansion into a new area is not currently required to consider the future viability of e-scooters (and rideables) across the Local Government Area (LGA). It is considered more prudent to continue progress on amending Council's Local Laws to allow e-scooters to be undertaken as a commercial activity through a licensed agreement with potential operators. Once the Local Laws are amended, Council may wish to consider the viability of e-scooters as a commercial activity across suitable areas within the LGA and may wish to undertake a tender process when considered appropriate to do so.

Lessons learnt:

Introducing a new operating area requires Council officers and the operator to work together to identify any potential safety and/or reputational risks prior to launching, whilst also considering any necessary alterations to a proposed operating area. This process involves consultation with key stakeholders, including Divisional Councillors and local businesses which does take a substantial amount of time.

Given due consideration of extending the pilot into Ipswich Central as requested by Beam Mobility, the stakeholder engagement activities would be much more widespread than in Springfield Central. It is envisaged that the stakeholder engagement activities required for Ipswich Central would require a substantial amount of time and would therefore take much longer to determine a suitable operating area than what occurred for Springfield Central. By the time this may be determined / resolved the pilot for e-scooters may be close to finishing, which is currently due to cease in mid 2025. Additional user data and benefits to Council with an extension into Ipswich Central may not be realised and is not considered warranted.

LEGAL IMPLICATIONS

The current pilot has been undertaken in accordance with the Operating Agreement between Council and Beam Mobility, which would alter if the pilot area is modified.

POLICY IMPLICATIONS

This report is consistent with iFuture, the City of Ipswich Transport Plan (iGO) and iGO Intelligent Transport System Action Plan.

RISK MANAGEMENT IMPLICATIONS

Should the pilot not be expanded into Ipswich Central, Beam Mobility may choose to cease pilot operations in Springfield Central. This may result in some negative community response and negative media given the current utilisation and uptake.

If the pilot is not extended into Ipswich Central and Beam Mobility cease operations, should Council wish to continue having e-scooters within the city, there will be a need to undertake a new EOI process for a pilot to recommence in Springfield Central until Council Local Laws are amended and a permanent scheme is put into place.

If Council does expand the e-scooter pilot into Ipswich Central, there may be some negative response or reaction from the community.

With the recent commencement (August 2024) of the 50c public transport fare trial by the state government, it would be an opportune time for Council and the community to capture what this means for travel patterns for e-scooters in Springfield Central, as it likely to increase the demand for e-scooter trips to public transport hubs such as the Springfield Central rail station. If the pilot is not extended into Ipswich Central there is the risk that this data is unable to be captured.

FINANCIAL/RESOURCE IMPLICATIONS

No capital financial implications exist regarding the extension of the e-scooter pilot into Ipswich Central.

Council resources are used to administer the pilot currently and would also be the case should the pilot be extended into Ipswich Central. No additional resources would be sought, and activities are undertaken as normal operational activities.

COMMUNITY AND OTHER CONSULTATION

To date, key internal stakeholders have been consulted on the potential expansion into Ipswich Central. These stakeholders include:

- Council’s Corporate Services Department (Legal Services),
- All elected representatives have been consulted on the proposed expansion of e-scooters within Ipswich Central.

The broader community have not been engaged on introducing the pilot into Ipswich Central (apart from the initial engagement efforts in 2020-2021 via Shape Your Ipswich).

CONCLUSION

An e-scooter pilot is currently in place within the Springfield Central area. Beam Mobility have expressed an interest in expanding into Ipswich Central as a pilot and wish for Council to consider the expansion. As the existing pilot area is considered sufficient in providing data on the pilot and the potential suitability of rideables within the LGA, an expansion into a new area at this time is not considered necessary.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
	https://iccecm.ipswich.qld.gov.au/id:A10718599/document/versions/latest
(a) What is the Act/Decision being made?	The recommendation states that Council retain the existing e-scooter pilot within the Springfield Central area and not expand into Ipswich Central
(b) What human rights are affected?	Nil impact
(c) How are the human rights limited?	Not applicable
(d) Is there a good reason for limiting the relevant rights? Is the limitation fair and reasonable?	Not applicable
(e) Conclusion	The decision is consistent with human rights.

Sally Peters
TRANSPORT INFRASTRUCTURE OFFICER

I concur with the recommendations contained in this report.

Mary Torres
INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo
MANAGER, INFRASTRUCTURE STRATEGY

I concur with the recommendations contained in this report.

Matt Anderson
GENERAL MANAGER (ASSET AND INFRASTRUCTURE SERVICES)

“Together, we proudly enhance the quality of life for our community”

Doc ID No: A10730492

ITEM: 4
SUBJECT: PROVISIONAL PROJECTS APPROVAL
AUTHOR: INFRASTRUCTURE STRATEGY AND PLANNING MANAGER
DATE: 30 SEPTEMBER 2024

EXECUTIVE SUMMARY

This is a report seeking Council consideration of, and capital funding for, the Provisional Projects listed in this report.

The project has been suggested by the Division 4 Councillors for assessment against the Capital Investment in Provisional Projects Policy.

The project noted in this report has been assessed by the Asset and Infrastructure Services Department and is considered consistent with the policy and is tabled for consideration by Council to progress.

RECOMMENDATION/S

That Council approve the Provisional Project listed below, in accordance with the Capital Investment in Provisional Projects Policy, allowing it to progress for design and construction:

- 1. Division 4 – Proposed fence relocation for Leash Free Dog Area within Cribb Park, North Ipswich \$35,000.**

RELATED PARTIES

There are no known conflicts of interest associated with this report.

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

Council has an adopted Capital Investment in Provisional Projects Policy (the Policy) that enables the community and elected representatives to put forward capital projects that are not currently included for delivery in the three-year capital works program.

Councillors engage with their community and as a result have put forward projects to be considered by the Asset and Infrastructure Services Department.

The Department has assessed the nominated projects against the Policy. Based on an assessment, the Department suggests that the Provisional Project outlined in Table 1 below be considered for approval by Council in accordance with the Policy. Further details on the project can be viewed in Attachment 1 of this report.

Table 1 – Proposed Provisional Projects

Division	Project	Order of Cost
4	Proposed fence relocation for Leash Free Dog Area within Cribb Park, North Ipswich	\$35,000

LEGAL IMPLICATIONS

This report and its recommendations are consistent with the following legislative provisions:
Local Government Act 2009

POLICY IMPLICATIONS

This report and its recommendations are consistent with the Capital Investment in Provisional Projects Policy

RISK MANAGEMENT IMPLICATIONS

There are no risks associated with the proposed Provisional Project as outlined in this report.

FINANCIAL/RESOURCE IMPLICATIONS

The Council has already committed \$530,000 to Provisional Projects in the 2024-2025 budget. The project proposed in this report is to be allocated from funds already approved by Council and no additional funds are being sought.

COMMUNITY AND OTHER CONSULTATION

No formal consultation has been conducted in relation to this report.



CONCLUSION

The Asset and Infrastructure Services Department has assessed the proposed Provisional Project. Following an assessment, the Department suggests that the project outlined in this report progress into design and construction, in accordance with the Provisional Projects Policy.

HUMAN RIGHTS IMPLICATIONS

OTHER DECISION	
(a) What is the Act/Decision being made?	The recommendation states that Council approve the Provisional Project listed below, in accordance with the Capital Investment in Provisional Projects Policy, allowing it to progress for design and construction: 1. Division 4 –Proposed fence relocation for Leash Free Dog Area within Cribb Park, North Ipswich \$35,000
(b) What human rights are affected?	Nil impact
(c) How are the human rights limited?	Not applicable
(d) Is there a good reason for limiting the relevant rights? Is the limitation fair and reasonable?	Not applicable
(e) Conclusion	The decision is consistent with human rights.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Proposed fence relocation for Leash Free Dog Area within Cribb Park, North Ipswich  
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Mary Torres

INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo

MANAGER, INFRASTRUCTURE STRATEGY

I concur with the recommendations contained in this report.

Matt Anderson

GENERAL MANAGER (ASSET AND INFRASTRUCTURE SERVICES)

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Doc ID No: A10621336

ITEM: 5

SUBJECT: CAPITAL INVESTMENT IN PROVISIONAL PROJECTS POLICY - PROPOSED AMENDMENTS

AUTHOR: INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

DATE: 23 SEPTEMBER 2024

EXECUTIVE SUMMARY

This is a report concerning proposed amendments to the Capital Investment in Provisional Projects Policy.

RECOMMENDATION/S

That the revised policy titled *Capital Investment in Provisional Projects* as detailed in Attachment 2, be adopted.

RELATED PARTIES

There are no known conflicts of interest associated with this report.

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

At the Growth Infrastructure and Waste Committee Meeting held 2 September 2021, Council endorsed the current Capital Investment in Provisional Projects Policy (the policy). The current policy can be referred to in Attachment 1.

To date, the policy has been used to assist Council officers and the elected representatives to identify, scope and deliver Provisional Projects. The policy has not been reviewed and updated for over three (3) years. A recent review has been undertaken and some suggested improvements have been made to further articulate the intent of the policy, as well as provide additional guidance on financial aspects related to the Provisional Projects sub-program. The proposed draft update to the policy can be viewed in Attachment 2 of this report.

LEGAL IMPLICATIONS

This report and its recommendations are consistent with the following legislative provisions:
Local Government Act 2009
Local Government Regulation 2012

POLICY IMPLICATIONS

This report is consistent with Council’s approved policy position.

RISK MANAGEMENT IMPLICATIONS

The proposed amendments to the policy will not create any additional risks to Council or the community.

The risk of not amending the policy is that, how the policy is used and implemented, may not meet some current expectations.

FINANCIAL/RESOURCE IMPLICATIONS

There are no financial implications related to the proposed amendments to the policy. Annually through the budget process, Council considers the budget allocated towards the Provisional Projects sub-program and therefore there are no financial implications.

COMMUNITY AND OTHER CONSULTATION

The community have not been consulted regarding the proposed changes to the policy.

The elected representatives have been consulted on the proposed changes to the policy.



CONCLUSION

The Capital Investment in Provisional Project policy has not been reviewed in over three (3) years. It is proposed to update the policy to provide clearer expectation of how the policy is to be used as well as the financial aspects related to the Provisional Projects sub-program.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS	
OTHER DECISION	
(a) What is the Act/Decision being made?	The recommendation states that the revised policy titled <i>Capital Investment in Provisional Projects</i> as detailed in Attachment 2, be adopted
(b) What human rights are affected?	No human rights are affected by this decision
(c) How are the human rights limited?	Not applicable
(d) Is there a good reason for limiting the relevant rights? Is the limitation fair and reasonable?	Not applicable
(e) Conclusion	The decision is consistent with human rights.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Current Capital Investment in Provisional Projects Policy ↓ 
2.	Draft amended Capital Investment in Provisional Projects Policy ↓ 

Mary Torres

INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo

MANAGER, INFRASTRUCTURE STRATEGY

I concur with the recommendations contained in this report.

Matt Anderson

GENERAL MANAGER (ASSET AND INFRASTRUCTURE SERVICES)

“Together, we proudly enhance the quality of life for our community”

Doc ID No: A10675452

ITEM: 6

SUBJECT: ASSET AND INFRASTRUCTURE SERVICES DEPARTMENT CAPITAL DELIVERY
REPORT AUGUST 2024

AUTHOR: ACTING PRINCIPAL OFFICER (PROGRAM MANAGEMENT)

DATE: 18 SEPTEMBER 2024

EXECUTIVE SUMMARY

This is a report concerning the performance of the capital delivery by the Asset and Infrastructure Services Department for the month of August 2024.

RECOMMENDATION/S

That the report on capital delivery by the Asset and Infrastructure Services Department for the month of August 2024 be received and the contents noted.

RELATED PARTIES

There are no known conflicts of interest in relation to this report.

IFUTURE THEME

Vibrant and Growing

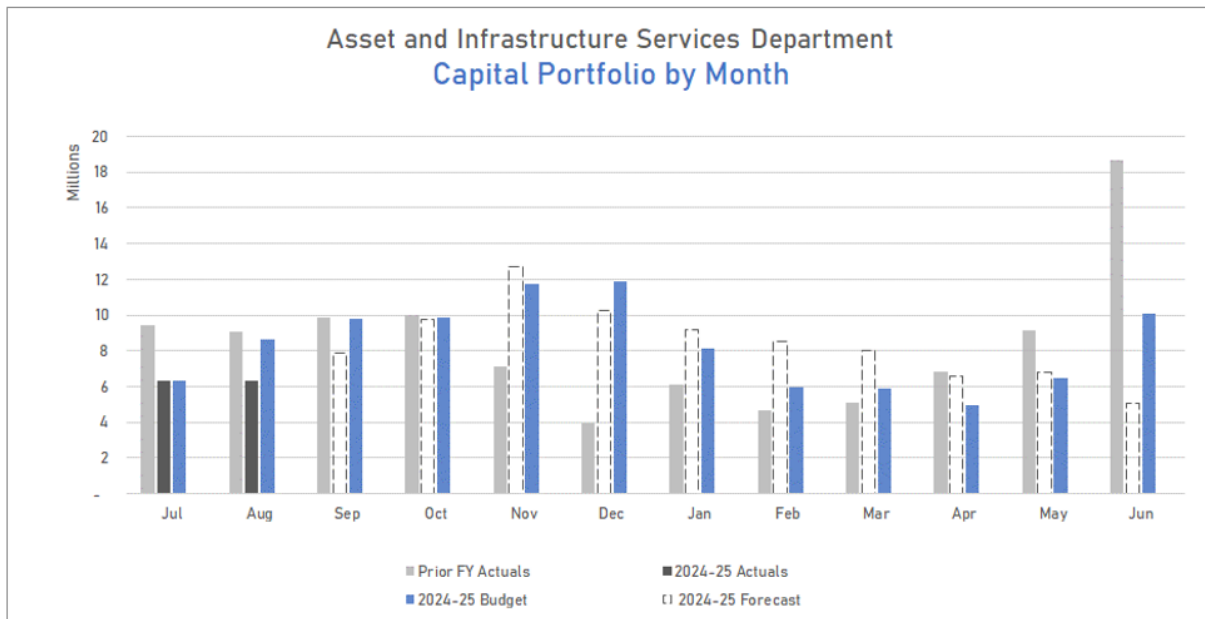
PURPOSE OF REPORT/BACKGROUND

A satisfactory result for the month of August with the Capital Works Program achieving a spend of \$6.3 million against a budget of \$8.6 million for the month of August.

While down on planned expenditure, this is reflective of the wet weather experienced during the middle of the month.

The year-to-date expenditure currently sits at \$12.6 million against an adopted budget for the financial year of \$99.63 million.

The table below shows the baseline for the published budget and expenditure to date for the 2024-2025 FY.



AIS Deliverable (August 2024)	MTD				
	Actuals	Budget	Variance (Budget - Actuals)	Forecast	Variance (Forecast - Actuals)
	\$	\$	\$	\$	\$
Asset Rehabilitation	2,041,971	1,978,898	(63,073)	2,033,000	(8,971)
Local Amenity	26,700	-	(26,700)	10,000	(16,700)
Flood Mitigation and Drainage	39,326	225,000	185,674	225,000	185,674
Parks Sport and Environment	405,533	523,872	118,339	525,767	120,235
Transport And Traffic	3,707,811	5,327,678	1,619,867	5,720,973	2,013,163
Project Overheads	60,585	-	(60,585)	-	(60,585)
Infrastructure Program	6,281,925	8,055,448	1,773,523	8,514,741	2,232,815
Fleet	(4,985)	536,162	541,147	633,840	638,825
Other	16,397	-	(16,397)	-	(16,397)
Capital Works Program	6,293,337	8,591,610	2,298,273	9,148,581	2,855,244

Program Variances (Budget vs Actual)

Asset Rehabilitation overall, achieved an actual spend of \$2.04 mil against an adopted budget of \$1.98 mil for the month of August.

Works associated with the bridge replacement at Hiddenvale Road are progressing well. Pilings are now complete and steel work on both abutments has commenced. Excavation of pavement and subgrade preparation are also being undertaken in parallel. Over the course of August, with a budget of \$585k, the project incurred a spend of \$308k.

The Tallegalla Road Culvert replacement remains on schedule for completion in late December 2024. With the necessary temporary side track operational and the main civil works underway. For the month of August, the project incurred a spend of \$325k against a monthly budget of \$287k.

The Olive Street Sealed Road Rehabilitation project has incurred actual expenses of \$224k, compared to the allocated budget of \$335k for the month. The required layback kerb and channel has now been completed, and pavement works are currently in progress, with final asphalt placement pending.

The gravel re-sheeting program has continued to make good progress through the month of August, with a spend of \$259k against the August budget of \$150k, these works are programmed to continue throughout the entire financial year and on track to meet the allocated budget.

Transport and Traffic had an actual expenditure of \$3.71mil with a budget allocation of \$5.33 mil for the month.

The combined expenditure for the Springfield Parkway Stages accumulated to \$1.39 mil, resulting in a below baseline variance of \$1.66mil against a budget of \$3.05 mil. Stage 1 works are complete and under maintenance, Stage 3 Civil works are progressing well, and Stage 2 design certification is close to completion.

Redbank Plains Road Stage 3 Upgrade with a budget of \$409k accrued actuals of \$887k resulting in an overspend of \$478k. The necessary Urban Utilities relocations have progressed, with the last major traffic switch having also occurred which will allow completion of the remaining roadworks.

Mary and William Traffic Light Upgrade 23 incurred actuals of \$628k during the month of August, practical completion was met in mid-August with the only outstanding item being the rate 2 lighting, which is programmed to be finalised in September.

Ripley and Reif Street Intersection upgrade achieved expenditure of \$438k against a nil budget for the month as a result of early service relocations by Energex, these works have been carried out in preparation for the upcoming intersection civil works.

Parks Sports and Environment overall, achieved an actual spend of \$406k against a budget allocation of \$524k.

Significant progress has been made on the grant-funded Cameron Park Upgrade project with coloured concrete paths installed and installation of footings and plinths for the bespoke Playhouse façade entry undertaken. Over the course of August, the project incurred a spend of \$295k closely aligning to the budget for the month of \$300k.

Jim Donald Footpath has made good progress, with the concrete pour for the pedestrian bridge abutment scheduled for next week along with the Bridge fabrication ongoing. Wet weather did delay piling progress earlier in the month with delivery of the bridge currently scheduled for delivery on site mid-September. Over the course of August with a budget of \$140k the project incurred a spend of \$69k.

Fleet experienced no expenditure against a monthly budget of \$536k.

Both Waste Truck Replacement Program and the Truck Replacement Program both experienced nil spend against a combined budget of \$452k for the month due to delivery timing associated with fleet replacement.

Summary

The Capital Works program of the Asset and Infrastructure Services department has continued the new financial year on a positive note, reporting a total expenditure of \$6.29 million against an adopted budget of \$8.60 million for August. Although the expenditure was \$2.3 million below budget expectations, this variance is influenced by wet weather during August and the phasing of works related to the Springfield Greenbank Arterial Road upgrade and the Mary and William Street Intersection upgrade.

Major Projects

Springfield Parkway & Springfield-Greenbank Arterial Road Upgrade

The Project continues to advance well across all Stages with the opening of a Section of Stage 3 with the Mayor and Councillors and QR Carpark opening being recent highlights for the Project. The Project remains on time and budget and Safety and Environmental aspects continue to be well managed.

Stage 1 is almost complete, with most tasks expected to be off maintenance by October. The remaining landscaping and works above the 3.6m culverts extension north of Hymba Yumba School will be wrapped up as part of the culvert extension or Stage 3. Urban Utilities is planning to modify the concrete barrier along Escarpment for improved sewer manhole access.

Stage 2 design certification is close to completion and are currently awaiting the final Services relocation designs and offers. The apron, wingwalls and headwall for the 3.6m culverts are complete and finishing works are underway. The initial fill works north of Hymba Yumba are complete and will provide a platform for the Reinforced Earth Wall.

Stage 3 recent night works phase was wrapped in 6 nights, 2 weeks earlier than expected and this has increased confidence for the planned pre-Christmas completion (80 days to target commissioning of signals). The mill and fill alternative pavement initiative was also highly successful, with only the asphalt wearing course remaining for completion of the intersection pavement. The remaining night works phases should be relatively short and will include completion of the signals pole installation and cabling/electrical works and the signals testing is targeting for the end of September. The dedicated ParknRide left turn lane and entry is complete and only the new exit and pedestrian crossing remain outstanding. The off ramp batter has been trimmed to a flatter profile and a rock protection design is being finalised. This has reduced the risk of slips significantly, lowered maintenance requirements and avoided a potential delay. When complete the barriers can be removed to open all lanes and allow for the final asphalt wearing course and completion of this zone.

The second funding application has been reviewed by TMR and will be formally submitted shortly with the project remaining on Program and Budget.

Redbank Plains Road Upgrade

The project has seen significant progress across its various zones. In the Northern Portion (Shannon to Kruger Pde), despite the removal of scope due to unresolved UU trunk main issues, AC improvement works on the northbound lanes from Shannon St to Kruger roundabout have been completed, along with line marking on both carriageways. The eastern side footpath improvements around Kruger roundabout are finished, providing a maintenance-free path, and the construction of a crossover ramp is underway.

In the Central Zone (Highbury to Shannon), the Barry Drive intersection is ready for traffic following an upcoming switch. The safety barrier concrete for Retaining Wall 1 has been poured, and residential driveways and footpaths on the western verge between Barry and Shannon are progressing. Recent weeks have seen the completion of driveway works up to #239 RBP Rd and the footpath up to #249, with preparations to infill between the kerb and median retaining wall ongoing.

The Southern Zone (Highbury southward) has completed the footpath adjacent to Dan Murphy's and the kerb opposite Jansen St corner. The reconstruction of the non-compliant western footpath between Highbury Dr and Argyle St is finished, including the replacement of high swell materials and kerb. Footpath works between Argyle St and Highbury Dr are fully complete and open, with preparations for the concrete median infill opposite Jansen St and Highbury Dr underway.

Overall, the project is on track for practical completion by December 24. Additional work to construct a 100m length of dual carriageway on the approach to Shannon St is planned to be carried out concurrently with other programmed works, ensuring no delay to the completion target. Over the course of August with a budget of \$409k the project incurred a spend of \$887k.

Passenger Transport Accessible Infrastructure Program (PTAIP) - Bus Stop Program

Funded by the Queensland Government, Passenger Transport Accessible Infrastructure Program (PTAIP) assists council in upgrading existing bus stops and other transport

infrastructure. Currently, there are five stops awaiting construction with PTAIP funding. The designs for these projects are currently being finalised with Sutton Park bus stop upgrade issued for construction this month with the remaining 4 to be finalised by December 2024. Construction for all locations is programmed for delivery within the 2024-2025 financial year.

Local Amenity - Provisional Projects

For the month August, Summit Drive was funded from the Provisional Projects budget allocation to facilitate the installation of an electronic solar powered speed awareness sign along Summit Drive, Springfield Lakes.

PROVISIONAL PROJECTS		Allocation 24-25FY - \$530,000
Project Name	Budget Requested	Project Status
Redbank Plain Recreational Reserve - Extension of Storage Facility	\$11,700	Design investigation currently underway
Jim Finimore Park - Installation of Bollards, slip rail and additional lighting	\$48,000	Design investigation currently underway
School St (Rosewood State School) - Footpath Installation	\$25,000	Design activities underway, construction to occur early Jan 2025.
Summit Drive, Springfield Lakes- Solar Powered Speed Awareness Sign	\$20,000	Design investigation currently underway
Remaining Budget 24-25FY	\$425,300	

Grant Projects Scheduled for delivery this FY (includes Multi-year Funding)

NOTE: Below table includes reporting on capital construction projects only – it does not include Design Only or Operational projects.

Project Name	Grant Amount	Project Estimate / (Completed cost)	Required Project Completion Date / Agreement End Date	Project Status
(Cycle Network Local Government Grants Program (CNLGGP))	State Funded			
Deebing Creek Stage 2 (Construction)				Submitted for consideration
Civic Centre Carpark EOT (Tulmur Place EOT Facility)	\$ 194,000.00	\$ 388,000.00	30/9/24	In progress (EOT)
TIDS (Transport Infrastructure Development Scheme)	State Funded			
<i>Springfield Greenbank Arterial (Stage 3)</i>	\$ 781,247.00	\$ 11,600,000.00	30/06/2025	In progress
Passenger Transport Infrastructure Grants 2023-24 (PTAIP)	State Funded			
Various	\$ 476,750.00	\$ 476,750.00	30/6/25	In progress
Local Roads & Community Infrastructure Program (LRCIP)	Federal Funded			
Adelang Avenue, Culvert Rehabilitation	\$ 671,381.00	\$ 950,000.00	30/06/2024	Completed
Tallegalla Road, Culvert Rehabilitation	\$ 671,381.00	\$ 935,000.00	30-6-2026	In Progress
R2R (Roads to Recovery)	Federal Funded			
Springfield Parkway	\$ 2,327,860.00	\$ 10,000,000.00	30/06/2025	In progress
South East Queensland Community Stimulus Package (SEQCSP)	State Funded			
Cameron Park Playground and Amenities Upgrade	\$ 2,000,000.00	\$ 3,282,349.00	EOT Requested until 30/01/2025	In progress
Richardson Park Playground and Amenities Upgrade	\$ 1,500,000.00	\$ 2,232,000.00	30/06/2024	Acquittal Stage
Bridges Renewal Program 2022-2024	Federal Funded			
Hiddenvale Road, Calvert	\$ 3,901,761.00	\$ 4,877,201.00	31/1/2025	In progress
Purga School Road, Purga	\$ 5,000,000.00	\$ 8,185,876.00	24mths from Signing	Successful – Bridge Renewal
Australian Cricket Infrastructure Fund	Other			
Ivor Marsden Sports field Lighting Upgrade	\$ 100,000.00	\$ 907,500.00	N/A	In progress
Blackspot Program 2023-2024	Federal Funded			
Old Logan Road and Formation Street, Carole Park	\$ 65,500.00	\$ 65,500.00	30/06/2024	Acquittal Stage
Robertson Road and Whitehill Road, Eastern Heights	\$ 694,000.00	\$ 694,000.00	30/06/2025	In progress
Gordon Street and <u>South Street</u> , Ipswich	\$ 92,000.00	\$ 92,000.00	30/06/2024	Acquittal Stage
School Transport Infrastructure Program	State Funded			
WMAC Signals Wulkuraka	\$ 198,000.00	\$ 396,000.00	30-3-2025	In progress
Flexible Funding Grants	State Funded			
Karalee Alternate Access Track	\$ 50,000.00	\$ 55,000.00	30/12/2024	In progress
Priority Infrastructure Projects	State Funded			
Ash Barty Park Upgrade	\$ 525,000.00	\$ 525,000.00	28/02/2025	In progress
School Transport Infrastructure Program	State Funded			
Ipswich North State School	\$ 141,000.00	\$ 282,000.00	30/04/2026	Not yet started
Amberley District State School	\$ 102,000.00	\$ 204,000.00	30/04/2026	Not yet started
Riverview State School	\$ 134,500.00	\$ 269,000.00	30/04/2027	Not yet started
Haigslea State School	\$ 98,500.00	\$ 197,000.00	30/04/2026	Not yet started
Walloon State School	\$ 140,000.00	\$ 280,000.00	30/04/2026	Not yet started

Changes since last month
Completed

**Master Schedule status of Practical Completion milestone for August
(Exclusive of emergent projects)**

Milestone	August Actual	Actuals Year to date	Target for 24/25
Practical Completion	2	2	61

As at end of August, project completion status shows 2 projects have reached practical completion from a total of 61 projects that are scheduled for delivery this FY. This includes one construction project from last financial year which is now scheduled to be completed this financial year.

Current status of Construction projects for 2024-2025 FY

Current Status of Projects	Count of Projects August
Concept Design	7
Detail Design	3
Handed Over for Execution	39
Construction in Progress	10
Practically Complete	2

The data shown above for status of projects scheduled for delivery in the 2024-2025 FY.

LEGAL IMPLICATIONS

This report and its recommendations are consistent with the following legislative provisions:
Local Government Act 2009

POLICY IMPLICATIONS

Nil

RISK MANAGEMENT IMPLICATIONS

The Asset and Infrastructure Services Department has a departmental risk register that includes the delivery of the capital program. The leadership team of the department continues to monitor our risk in relation to this and takes mitigation action where necessary.

FINANCIAL/RESOURCE IMPLICATIONS

No financial / resource implications

COMMUNITY AND OTHER CONSULTATION

No community consultation was required in relation to this report.

The Stakeholder Management Branch of the Asset and Infrastructure Services Department engages extensively with the community impacted by our works to ensure that they are

informed in advance of works, communicated with during works and ensure that any issues that arise are managed effectively.

CONCLUSION

The Asset and Infrastructure Services Department is committed to delivering high quality infrastructure for the community.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS
RECEIVE AND NOTE REPORT
The Recommendation states that the report be received, and the contents noted. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Appendix A - Asset Rehabilitation Report ↓ 
2.	AIS Capital Portfolio Update Report - August 2024 ↓ 

Tom Reynolds

ACTING PRINCIPAL OFFICER (PROGRAM MANAGEMENT)

I concur with the recommendations contained in this report.

Graeme Martin

MANAGER, CAPITAL PROGRAM DELIVERY

I concur with the recommendations contained in this report.

Matt Anderson

GENERAL MANAGER (ASSET AND INFRASTRUCTURE SERVICES)

“Together, we proudly enhance the quality of life for our community”

Doc ID No: A10719235

ITEM: 7
SUBJECT: PLANNING AND ENVIRONMENT COURT ACTION STATUS REPORT
AUTHOR: MANAGER, DEVELOPMENT PLANNING
DATE: 27 SEPTEMBER 2024

EXECUTIVE SUMMARY

This is a report concerning a status update with respect to current court actions associated with development planning applications.

RECOMMENDATION/S

That the Planning and Environment Court Action status report be received and the contents noted.

RELATED PARTIES

The related parties, being the appellants associated with any court actions, are detailed in the attachment to this report.

IFUTURE THEME

Vibrant and Growing
Safe, Inclusive and Creative
Natural and Sustainable
A Trusted and Leading Organisation

PURPOSE OF REPORT/BACKGROUND

Whilst this report outlines a specific list of development application related court actions, from time to time, Council will be engaged in prosecutions relating to development offences and other matters. Owing to the nature of these prosecutions, these matters are not generally listed in the attached court action report. However substantial matters will be presented to the Infrastructure, Planning and Assets Committee using this report from time to time.

Further information on these appeals can be found on the Planning and Environment Court web site.

LEGAL IMPLICATIONS

This report and its recommendations are consistent with the following legislative provisions:
Local Government Act 2009

Planning Act 2016
Planning Regulation 2017

POLICY IMPLICATIONS

N/A

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL/RESOURCE IMPLICATIONS

N/A

COMMUNITY AND OTHER CONSULTATION

The contents of this report did not require any community consultation.



CONCLUSION

The Planning and Regulatory Services Department are currently involved with several Planning and Environment Court and Supreme Court matters. Attachment 1 to this report provides a current status with respect to these matters.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS
RECEIVE AND NOTE REPORT
The recommendation states that the report be received and the contents noted. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Planning and Environment Court Action Status Report  
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Greg Potter
MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Brett Davey
GENERAL MANAGER (PLANNING AND REGULATORY SERVICES)

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Doc ID No: A10719296

ITEM: 8
SUBJECT: EXERCISE OF DELEGATION REPORT
AUTHOR: MANAGER, DEVELOPMENT PLANNING
DATE: 27 SEPTEMBER 2024

EXECUTIVE SUMMARY

This is a report concerning applications that have been determined by delegated authority for the period 20 August 2024 to 26 September 2024.

RECOMMENDATION/S

That the Exercise of Delegation report for the period 20 August 2024 to 26 September 2024 be received and the contents noted.

RELATED PARTIES

There are no related parties associated with the recommendation as the development applications have already been determined.

IFUTURE THEME

A Trusted and Leading Organisation

PURPOSE OF REPORT/BACKGROUND

A. The following delegations (and associated sub-delegations) contain a requirement for the noting of applications determined by delegated authority:

- Approval of Plans for Springfield
- Determination of Development Applications, Precinct Plans, Area Development Plans and Related Matters
- Exercise the Powers of Council under the *Economic Development Act 2012*
- Implementation of the Planning and Development Program
- Exercise the Powers of Council under the *Planning Act 2016*

LEGAL IMPLICATIONS

This report and its recommendations are consistent with the following legislative provisions:

Local Government Act 2009

Planning Act 2016

Planning Regulation 2017

POLICY IMPLICATIONS

N/A

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL/RESOURCE IMPLICATIONS

There are no resourcing or budget implications associated with this report.

COMMUNITY AND OTHER CONSULTATION

The contents of this report did not require any community consultation. In the event that the development applications listed in this report triggered 'impact assessment' pursuant to the Ipswich Planning Scheme, public notification was undertaken as part of the development application process in accordance with any legislative requirements and matters raised in any submissions and were addressed in the respective development assessment reports.



CONCLUSION

The Planning and Regulatory Services Department is responsible for the assessment and determination of development applications. Attachment 1 to this report provides a list of development applications that were determined by delegated authority for the period 20 August 2024 to 26 September 2024.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS
RECEIVE AND NOTE REPORT
The Recommendation states that the report be received and the contents noted. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	Exercise of Delegation Report  
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Greg Potter
MANAGER, DEVELOPMENT PLANNING

I concur with the recommendations contained in this report.

Brett Davey
GENERAL MANAGER (PLANNING AND REGULATORY SERVICES)

“Together, we proudly enhance the quality of life for our community”

Doc ID No: A10742976

ITEM: 9

FROM: COUNCILLOR ANDREW ANTONIOLLI

RE: NOTICE OF MOTION - RENAMING FAIL PARK, NORTH BOOVAL TO BETTER
RECOGNISE THE CONTRIBUTIONS OF BARRY AND JOAN FAIL

DATE: 2 OCTOBER 2024

This is a notice of motion submitted by Councillor Andrew Antoniolli concerning renaming Fail Park, North Booval to better recognise the contributions of Barry and Joan Fail.

Councillor Andrew Antoniolli gave notice of his intention to move the following motion at the Infrastructure, Planning and Assets Committee Meeting of 15 October 2024:

MOTION

That council consider renaming “Fail Park” as “Barry and Joan Fail Park”.

BACKGROUND

For over forty-five years, Barry and Joan Fail lived on Diane Court in North Booval, next to the large council park at the end of the street.

The Fails were among the area’s first residents.

They were particularly proud of the park beside their property and pleased to see it enthusiastically embraced by the growing local community.

Over the years, the Fails cheerfully gave their time to maintain and care for the park and to make its visitors feel welcomed.

They offered directions to the lost and their home’s bathroom to those in need.

They removed rubbish dropped by the inconsiderate and branches dropped by storms.

Their efforts complemented the work of council crews.

They advocated for park improvements.

When a fence was installed at the park, Barry and Joan were entrusted with a set of keys for its gate.

The Fails were fixtures of Diane Court and champions of its park.

In 1998, after a request from a resident and with the support of the then councillor for the area, Councillor Rick Gluyas, Council fittingly named the park beside the Fail’s property as “Fail Park” in their honour.

Unfortunately, Barry and Joan’s home was one of many in North Booval devastated by the January 2011 floods.

Though the Fails built back and continued their care of Fail Park, when floods again ravaged the area in 2022, and with advancing age, they understandably decided to relocate from the area.

In 2023 their property was purchased by council through the Voluntary Home Buy-Back program.

An Ipswich resident has recently requested that Fail Park be renamed as “Barry and Joan Fail Park” to better recognise Barry and Joan’s years of care, concern, and advocacy for the park.

Information provided by a resident requesting the name change

Barry and Joan bought the property at 14 Diane Court, North Booval, in 1971, when it was known as Grass Valley Estate. They were proud to have a park located next door to their property, and were looking forward to building their home, and raising their family.

Delays held them back initially, and as the 1974 floods struck Ipswich, they were delayed further. Homeowners at the time were informed by the State Government that the construction of Wivenhoe Dam would minimise the risk of further flooding, and Barry proceeded to build one of the first kit homes in Ipswich. Himself. The Fail's moved in with two little girls in 1976, and their family grew to include two more children.

Their gratitude to living right next door to a large park meant it became an extended backyard for the four Fail kids as they grew up in Ipswich. The couple embraced the maintenance of the park for theirs and other families' enjoyment, including maintenance of the upper grassed areas all the way to the entrance, and even behind their fence line. They planted and trimmed trees, raked and collected leaves, mowed, whipper snipped, removed unsafe branches after thunderstorms, collected rubbish left behind by disrespectful park users and maintained the picnic table and cleaned and cleared the pathways, to name the least. Their love of their home extended beyond their own property boundary. They were supported by the Council crews, who were grateful for the regular maintenance Barry and Joan performed, that assisted the crews with their own jobs maintaining the park.

When a fence and gate were installed at the park, Barry and Joan were entrusted with a set of the keys. And when Barry and Joan Fail learned of their entitlement to seek compensation for the maintenance they were performing at the park from Councillor Trevor Nardi, they declined. The park had given back to them and they were proud to continue to assist in maintenance for the enjoyment of the local community, and their children and grandchildren. The Fail children have memories including clover battles, neighbourhood parties, birthday parties, homemade go cart races, cricket, BBQs and the Fail children all learned to ride bicycles in the park, lovingly supported by Barry, busy running behind wobbly kids as they tried to master balance.

The park's proximity to their home, and their connection to the park itself, meant that Barry and Joan would regularly offer their toilet to park patrons (the park does not have a toilet facility), giving directions to lost visitors, and offering cold drinks to children busy making childhood memories in the park next door.

Another legacy that still remains in Fail Park today is the Archway and Rose Garden and Memorial that was installed in honour of a club that they were founding members of, The Friendship Force of Ipswich. This is an internationally recognised travel friendship group that hosts club members from around the world, promoting 'A world of friends is a world of peace'.

Barry and Joan's home at 14 Diane Court, North Booval was unfortunately and devastatingly flooded in 2011 and again in 2022. They rebuilt after 2011, but the 2022 flood took its toll and their home was purchased back by Ipswich City Council in mid-2023, their property absorbed to now become part of the park they loved for so many years.

Thank you for your consideration in my request.