

803

Agenda

for the

Transport and Infrastructure Committee Meeting

to be held

Tuesday 1 June 2021

at

9am

City of Gold Coast Council Chambers
135 Bundall Road
Surfers Paradise

Index 803
Agenda
Transport and Infrastructure Committee Meeting
Tuesday 1 June 2021
9am

Item	Direct.	File	Page	Subject
1*	TI	LG115/1358/01/2021	4	Confirmation Of Previous Minutes
2	TI	LG211/187/-(P3)	34	Conflict Of Interest Declarations
3*	TI	LG115/1358/01/2021	35	Transport And Infrastructure Action List & Forward Planning Schedule
4*	TI	FN334/375/02/09(P1)	41	2020-21 Local Area Works Program - Additions
5*	TI	FN334/375/02/09(P1)	45	2020-21 Local Area Works Program - Cancellations
6*	TI	RD501776/16	48	Response to Petition: Installation of Monitoring Devices – Hans Street, Upper Coomera
7*	TI	CMC787/790/05/15	57	Response to Petition to Close Reserve Street and Construct the Missing Link of Tabilban Street, Burleigh Heads
Closed Session				
8	TI	PD330/46/02/01	68	Gold Coast Dive Attraction Update Report

Open Session				
General Business				

KEY:

OCEO - Office of the Chief Executive Officer
 EPE - Economy, Planning and Environment
 LC - Lifestyle and Community

OCOO - Office of the Chief Operating Officer
 OS - Organisational Services
 TI - Transport and Infrastructure
 WW - Water and Waste

ATTENDANCE

Cr P C Young Chairperson
Cr D Taylor
Cr W Owen-Jones
Cr C Caldwell
Cr P J Young
Cr B Patterson
Cr H Vorster

Mr A Twine Director Transport and Infrastructure

APOLOGIES / LEAVE OF ABSENCE

PRESENTATIONS

ITEM 1*
CONFIRMATION OF MINUTES
LG115/1358/01/2021(P1)

TRANSPORT AND INFRASTRUCTURE

That the minutes of the Eight Hundred and Second Transport and Infrastructure Committee Meeting held on Tuesday 11 May 2021 (Attachment 1.1) be confirmed.

Attachment 1.1



802

Minutes

of the

**Transport and Infrastructure
Committee Meeting**

held

Tuesday 11 May 2021

at

9am

City of Gold Coast Council Chambers
135 Bundall Road
Surfers Paradise

Index 802 Minutes Transport and Infrastructure Committee Meeting Tuesday 18 May 2021 9am				
Item	Direct.	File	Page	Subject
1	TI	LG115/1358/01/2021	4	Confirmation Of Previous Minutes
2	TI	LG211/187/- (P3)	4	Conflict Of Interest Declarations
3	TI	LG115/1358/01/2021	4	Transport And Infrastructure Action List & Forward Planning Schedule
4	TI	FN334/375/02/09(P1)	4	2020-21 Local Area Works Program - Additions
5	TI	FN334/375/01(P15)	5	2020-21 January To March Local Area Works Program Projects Approved Under Delegation 2074 - For Notation
6	TI	RD2035/16	5	Response To Petition: Traffic Noise – Bayview Street, Runaway Bay
7#	TI	TT1017/1082/11/12(P1)	6	Gold Coast Light Rail Stage 4
8	TI	TT93/-/-	13	Response To Petition: Change In Legal Speed Limit - Miami
Closed Session				
9	TI	PN45324/46/03/01	15	Design And Construction Of The Disaster And Emergency Management Centre - Project Report April 2021
10#	TI	TT113/1369/01/01/03	25	Autonomous Vehicle Trial
11	TI	ER295/275	29	Stormwater Drainage Management Plan 2021-31
Open Session				

#Officer's Recommendation changed by Committee

KEY:

OCEO - Office of the Chief Executive Officer
 EPE - Economy, Planning and Environment
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ATTENDANCE

Cr P C Young	Chairperson	
Cr D Taylor		
Cr W Owen-Jones		
Cr P J Young		
Cr B Patterson		
Cr H Vorster		
Cr Gates	Visitor	(left meeting at 11:29am, returned at 12:04pm)
Cr Hammel	Visitor	(arrived at meeting 9:07am, left meeting at 11:19am)
Cr McDonald	Visitor	

Mr A Twine	Director Transport and Infrastructure
Mr M Hulse	Manager Infrastructure Delivery
Mr M Tilly	Manager Transport and Traffic
Mr J Wagner	Manager City Assets
Mr D Stewart	Executive Coordinator City Projects Unit
Mr D Jepson	Executive Coordinator Strategic Operations Portfolio
Mr L Connery	Executive Coordinator Disaster Management
Mr S Hunt	Executive Coordinator Stormwater Beaches & Waterways
Mr M Parrish	Project Coordinator Development

APOLOGIES / LEAVE OF ABSENCE

PROCEDURAL MOTION

moved Cr Vorster seconded Cr Taylor

That the apology of Cr C Caldwell be noted.

CARRIED

PRESENTATIONS

- | | |
|---------|---|
| Item 7 | Gold Coast Light Rail Stage 4
Matthew Tilly, Manager Transport and Traffic |
| Item 9 | CONFIDENTIAL – Design And Construction Of The Disaster And Emergency
Management Centre - Project Report April 2021
Darren Stewart – Executive Coordinator City Project Unit |
| Item 10 | CONFIDENTIAL – Autonomous Vehicle Trial
Matthew Tilly, Manager Transport and Traffic |

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ITEM 1 **TRANSPORT AND INFRASTRUCTURE**
CONFIRMATION OF MINUTES
LG115/1358/01/2021(P1)

COMMITTEE RECOMMENDATION TI21.0511.001
moved Cr Owen-Jones seconded Cr PJ Young

That the minutes of the Eight Hundred and First Transport and Infrastructure Committee Meeting held on Tuesday 20 April 2021 (Attachment 1.1) be confirmed.

CARRIED

ITEM 2 **TRANSPORT AND INFRASTRUCTURE**
CONFLICT OF INTEREST DECLARATIONS
LG211/187/(P3)

Nil

ITEM 3 **TRANSPORT AND INFRASTRUCTURE**
TRANSPORT AND INFRASTRUCTURE ACTION LIST & FORWARD PLANNING
SCHEDULE
LG115/1358/01/2021

COMMITTEE RECOMMENDATION TI21.0511.002
moved Cr Owen-Jones seconded Cr PJ Young

That the Transport and Infrastructure Directorate Action List and Forward Planning Schedule for the Transport and Infrastructure Committee be noted.

CARRIED

ITEM 4 **INFRASTRUCTURE DELIVERY**
2020-21 LOCAL AREA WORKS PROGRAM – ADDITIONS
FN334/375/02/09(P1)

COMMITTEE RECOMMENDATION TI21.0511.003
moved Cr Owen-Jones seconded Cr PJ Young

That the additions listed in Attachment 4.1 be approved for the 2020-21 Local Area Works Program.

CARRIED

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ITEM 5 **INFRASTRUCTURE DELIVERY**
2020-21 JANUARY TO MARCH LOCAL AREA WORKS PROGRAM PROJECTS
APPROVED UNDER DELEGATION 2074 - FOR NOTATION
FN334/375/01(P15)

COMMITTEE RECOMMENDATION TI21.0511.004
moved Cr Owen-Jones seconded Cr PJ Young

That Council notes the Local Area Works projects listed in Attachment 5.1 that have been approved under Delegation 2074 during the 2020-21 financial year, for the period January to March.

CARRIED

ITEM 6 **TRANSPORT AND INFRASTRUCTURE**
RESPONSE TO PETITION: TRAFFIC NOISE – BAYVIEW STREET, RUNAWAY BAY
RD2035/16

COMMITTEE RECOMMENDATION TI21.0511.005
moved Cr Owen-Jones seconded Cr PJ Young

- 1 That Council notes the findings of the investigation and no changes are made to the existing traffic arrangements at this time.
- 2 That the Queensland Police Service are notified of the concerns raised in the petition and provided the traffic survey data for their consideration.
- 3 That the Chief Petitioner be advised of Council's decision.

CARRIED

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ITEM 7 **TRANSPORT AND TRAFFIC**
GOLD COAST LIGHT RAIL STAGE 4
TT1017/1082/11/12(P1)

Changed Recommendation

COMMITTEE RECOMMENDATION TI21.0511.006
moved Cr Vorster seconded Cr Owen-Jones

- 1 That this project update report be noted.
- 2 That a further report be brought back to the Committee by the end of the year.
- 3 That Council restates that it remains a minority funding partner and that any funding contribution will be up to the percentage of earlier stages.
- 4 That Council indicate to the Department of Transport and Main Roads that its early priorities include:
 - a Business friendly station design.
 - b Adherence to the highest CPTED standards.
 - c Environmentally sensitive interfacing to natural areas and habitats.
 - d Protecting the amenity in local streets.
 - e Complementary active transport infrastructure.
 - f Connection through the Coolangatta CBD.

CARRIED

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ITEM 7 (Continued)
GOLD COAST LIGHT RAIL STAGE 4
TT1017/1082/11/12(P1)

TRANSPORT AND TRAFFIC
PRESENTATION

CITY OF
GOLD COAST.

Gold Coast Light Rail – Stage 4



Transport & Infrastructure Committee Meeting Round #802

Slide 1

Key Strategies

CITY OF
GOLD COAST.

Gold Coast City Transport Strategy 2031



Gold Coast City Transport Strategy 2031
(Mid-to Review)



Public Transport Plan 2016-2020



Slide 2

ITEM 7 (Continued)
GOLD COAST LIGHT RAIL STAGE 4
TT1017/1082/11/12(P1)

TRANSPORT AND TRAFFIC
PRESENTATION



Overview & Benefits



Stage 4 will deliver a 13km extension southwards from Stage 3, linking Burleigh Heads to Coolangatta, via the Gold Coast Airport.

This project will provide many benefits to the traveling community:

- Connect communities with activity centres for southern Gold Coast
- Provide a safe transport outcome.
- Improve travel time reliability and accessibility.
- Extend walking and cycling network included in the project.
- Improve transport connectivity to the Gold Coast Airport.



ITEM 7 (Continued)
GOLD COAST LIGHT RAIL STAGE 4
 TT1017/1082/11/12(P1)

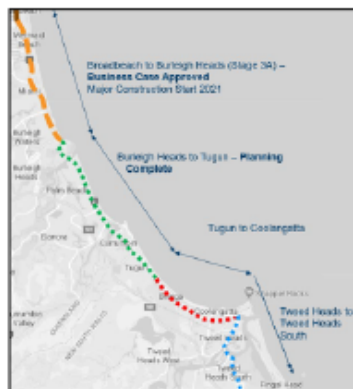
TRANSPORT AND TRAFFIC
PRESENTATION

GCLR Stage 4 Business Case Development **CITY OF GOLD COAST.**

Framework	Development Stages		
Building Queensland	Strategic Assessment (previously SOC) 	Options Analysis (previously PBG) 	Detailed Business Case 
Infrastructure Australia	Stage 1 – Problem Identification and Prioritisation 	Stage 2 – Initiative Identification and Options Development 	Stage 3 – BC Development Stage 4 – BC Assessment 
Queensland Treasury Project Assessment Framework	Strategic Assessment of Service Requirements	Preliminary Evaluation	Business Case Development

Slide 5

Project Status **CITY OF GOLD COAST.**



- Progress to date**
- City-led Strategic Assessment is well-progressed
 - TMR undertaking corridor assessment
- Focus for 2021/22**
- Joint TMR/City community consultation
 - Land use and economic study
 - Commence Options Analysis

Slide 6

ITEM 7 (Continued)
GOLD COAST LIGHT RAIL STAGE 4
TT1017/1082/11/12(P1)

TRANSPORT AND TRAFFIC
PRESENTATION

Community Consultation



12 week-program proposed by TMR including:

- Face-to-face sessions
- Project newsletter
- Website
- Dedicated consultation hotline



Slide 7

May 2020 Consultation



The Department of Transport and Main Roads (TMR) conducted community consultation following the release of the Gold Coast Highway (Burleigh Heads to Tugun) multi-modal corridor study.

"Overall support for the Gold Coast Highway multimodal corridor study as a potential solution to help improve the livability and connectivity in and around the local communities between Burleigh Heads and Tugun is strong, with 68% of residents and business operators indicating a level of positive support."

There is a clear preference for light rail services over dedicated bus lanes (58% light rail, 24% bus lane option). The preference is mirrored across residents and businesses.

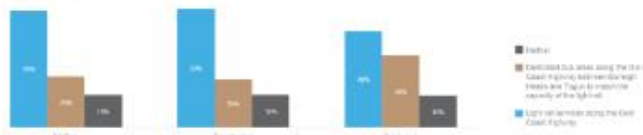


Figure 2: Preference for light rail vs dedicated bus lanes*

*Department of Transport and Main Roads - Gold Coast PMB Road Corridor Study - August 2017, prepared by Colson Australia

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ITEM 7 (Continued)
GOLD COAST LIGHT RAIL STAGE 4
TT1017/1082/11/12(P1)

TRANSPORT AND TRAFFIC
PRESENTATION

May 2020 Consultation

CITY OF
GOLD COAST.

68% of residents and business operators support the solutions presented in the corridor study.

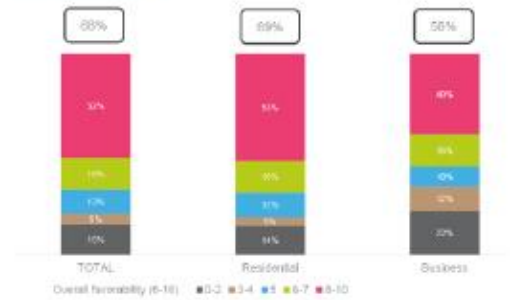


Figure 1: Support for the Gold Coast Highway multi-modal corridor study outcomes*

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Way Forward

CITY OF
GOLD COAST.

Tasks	Status	2021				2022			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Corridor Planning	Corridor Development (Bulleigh-Tuggerah)	Completed technical assessment							
	Corridor Development (Tuggerah-Coolang/B&B)	Underway				Finalize corridor development for zoning			
Business Case Process	Strategic Assessment of Service Requirements	Underway				Complete Business Case Review			
	Options Analysis	To commence in 2122				Finalize Business Case - Joint Government			
	Develop Business Case	To be confirmed				Commence BCC			

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ITEM 7 (Continued)
GOLD COAST LIGHT RAIL STAGE 4
TT1017/1082/11/12(P1)

TRANSPORT AND TRAFFIC
PRESENTATION

Recommendation



This report updates Council on the status of the planning process of GCLR4 for the extension of the light rail system to Coolangatta via the Gold Coast Airport, including the business case.

Specifically, the report updates Council on:

- the status of the business case process
- key project considerations along the corridor
- the expected engagement activities along the corridor.

It is recommended that Council resolves as follows:

That this project update report be noted.

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ITEM 8 **TRANSPORT AND TRAFFIC**
RESPONSE TO PETITION: CHANGE IN LEGAL SPEED LIMIT - MIAMI
TT93/-/-

COMMITTEE RECOMMENDATION T121.0511.007
moved Cr Owen-Jones seconded Cr PJ Young

- 1 That Council notes the findings of the investigation and no changes are made to the existing traffic arrangements and speed limits at this time.**
- 2 That the Chief Petitioner be advised of Council's decision.**

CARRIED

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CLOSED SESSION
LOCAL GOVERNMENT ACT 2009 AND SUPPORTING REGULATIONS

PROCEDURAL MOTION

moved Cr Vorster seconded Cr Taylor

That the Committee move into Closed Session pursuant to section 254J (3) of the *Local Government Regulation 2012*, for the consideration of the following item/s for the reason/s shown:-

Item	Subject	Reason
9	Design and Construction of the Disaster and Emergency Management Centre – Project Report April 2021	The local government's budget
10	Autonomous Vehicle Trial	The local government's budget Negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government
11	Stormwater Drainage Management Plan 2021-2031	The local government's budget Legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government

CARRIED

PROCEDURAL MOTION

Moved Cr Vorster seconded Cr Owen-Jones

That the Committee move into Open Session.

Following resumption into Open Session, Item 9, Item 10 and Item 11 were moved and carried as shown on the following pages.

CARRIED

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ITEM 9 **INFRASTRUCTURE DELIVERY**
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT
CENTRE - PROJECT REPORT APRIL 2021
PN45324/46/03/01 **REPORT CONFIDENTIAL**

COMMITTEE RECOMMENDATION T121.0511.008
moved Cr Owen-Jones seconded Cr Vorster

- 1 That the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (4) of the *Local Government Act 2009*.
- 2 That Council notes the content of this report.
- 3 That Council notes that funding for the design and construction of a new Disaster and Emergency Centre is included in Council's 2021-22 budget process and the funding will be required over the 2021-22 and 2022-23 financial years.

CARRIED

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ITEM 9 **INFRASTRUCTURE DELIVERY**
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT
CENTRE - PROJECT REPORT APRIL 2021
PN45324/46/03/01 **PRESENTATION CONFIDENTIAL**



Existing DMU



- No longer fit for purpose
- Non-DDA compliant
- Structural issues
- Cannot withstand a Category 3 cyclone event
- Does not satisfy legislative and risk outcomes
- Will not meet the City's future obligations

ITEM 9	INFRA STRUCTURE DELIVERY
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT CENTRE - PROJECT REPORT APRIL 2021	PRESENTATION CONFIDENTIAL
PN45324/46/03/01	

Existing DMU



CONFIDENTIAL

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ITEM 9	INFRASTRUCTURE DELIVERY
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT	
CENTRE - PROJECT REPORT APRIL 2021	
PN45324/46/03/01	PRESENTATION CONFIDENTIAL

CONFIDENTIAL

Slide 5 - Redacted

CONFIDENTIAL

Slide 6 - Redacted

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ITEM 9 **INFRASTRUCTURE DELIVERY**
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT
CENTRE - PROJECT REPORT APRIL 2021
PN45324/46/03/01 **PRESENTATION CONFIDENTIAL**

Townsville 2019 Floods



"For the Townsville LDIMG, the recent investment in a modern, designated Local Disaster Coordination Centre proved highly beneficial for coordinating response activities for this event."

Source: Office of the Inspector-General
General Emergency Management (OIG-EM)
Townsville Flood Report
Report, dated 10 May 2019
Public Report

DEMC Location



ITEM 9 **INFRASTRUCTURE DELIVERY**
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT
CENTRE - PROJECT REPORT APRIL 2021
PN45324/46/03/01 **PRESENTATION CONFIDENTIAL**

DEMC Location



- Co-located with the City's Ashmore depot
- Close proximity to ADF, Energex, DTMR, QAS and QFES and adjacent to Southport QPS
- Elevated site, flood free (26 meters above sea level)
- Central to the City's Nerang, Bundall and Southport offices

DEMC Site

[Glasgow Operations Centre](#)



* James Cook University

- Approx. 2800 m²
- Category 5 Cyclone design (with JCU* input)
- Single level
- Flexible floors
- Can operate 24/7
- 7 days standalone resilience for critical services i.e. power, food water etc.
- Dual ICT pathways
- Allowance for future expansion

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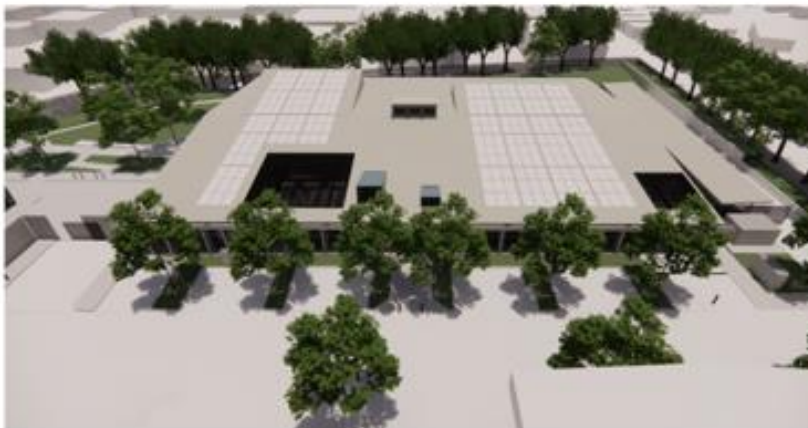
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ITEM 9 **INFRASTRUCTURE DELIVERY**
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT
CENTRE - PROJECT REPORT APRIL 2021
PN45324/46/03/01 **PRESENTATION CONFIDENTIAL**

CONFIDENTIAL

Slide 11 - Redacted

Concept



ITEM 9	INFRASTRUCTURE DELIVERY
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT	CENTRE - PROJECT REPORT APRIL 2021
PN45324/46/03/01	PRESENTATION CONFIDENTIAL

DEMC Operations Room



DEMC Operations Room



ITEM 9	INFRASTRUCTURE DELIVERY
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT CENTRE - PROJECT REPORT APRIL 2021	PRESENTATION CONFIDENTIAL
PN45324/46/03/01	

Way Forward

- Council's annual budget process
- Design and Construct tender process
- Funding Grants
 - Queensland Resilience and Risk Reduction Fund 2019-20 successful
 - Building Better Regions Fund – Round 5 submitted
 - 2021-24 South East Queensland Community Stimulus Program - submitted
- Development Application

Report Recommendations

It is recommended that Council resolves as follows:

1. That the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (4) of the *Local Government Act 2009*.
2. That Council notes the content of this report.
3. That Council notes that funding for the design and construction of a new Disaster and Emergency Centre is included in Council's 2021-22 budget process and the funding will be required over the 2021-22 and 2022-23 financial years.

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ITEM 9	INFRASTRUCTURE DELIVERY
DESIGN AND CONSTRUCTION OF THE DISASTER AND EMERGENCY MANAGEMENT	
CENTRE - PROJECT REPORT APRIL 2021	
PN45324/46/03/01	PRESENTATION CONFIDENTIAL

The logo for the City of Gold Coast is centered on a teal rectangular background. It consists of the words "CITY OF" in a smaller, white, sans-serif font, positioned above the word "GOLDCOAST." in a larger, bold, white, sans-serif font. A small trademark symbol (TM) is located at the top right of the word "GOLDCOAST.".

CITY OF
GOLDCOAST.

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ITEM 10 TRANSPORT AND TRAFFIC
AUTONOMOUS VEHICLE TRIAL
TT113/1369/01/01/03 REPORT CONFIDENTIAL

Changed Recommendation

COMMITTEE RECOMMENDATION T121.0511.009
moved Cr Vorster seconded Cr Owen-Jones

- 1 That the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (4) of the *Local Government Act 2009*.
- 2 That a report be brought forward highlighting routes which may be suitable for a trial of autonomous shuttles on the Gold Coast.
- 3 That RACQ and representatives from Redland City Council be invited to provide insight into their own trial.
- 4 That this report be reconsidered after Council has assessed the merits of the potential routes.

CARRIED

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ITEM 10
AUTONOMOUS VEHICLE TRIAL
TT113/1369/01/01/03

TRANSPORT AND TRAFFIC
PRESENTATION CONFIDENTIAL

CITY OF
GOLD COAST.



**Transport & Traffic Branch Committee / Council Agenda
Items – Autonomous Vehicle Trial**

#802 – 11 May 2021 #65599596

Meeting Round #802 – Committee / Council Agenda Item

CITY OF
GOLD COAST.

Autonomous Vehicle Trial Update

To update Council on the progress of the Autonomous Vehicle (AV) Trial, which will:

- Deliver key actions outlined in the Gold Coast City Transport Strategy 2031.
- Address recommendations identified in the Gold Coast City Transport Strategy 2031 Mid-life Review.
- Ensure the City is well positioned to capitalise on the potential benefits of global AV developments.
- Validate that any operation of an Autonomous Vehicle is safe, environmentally sustainable, and offers the travelling public a real benefit in their trip making routines.



ITEM 10
AUTONOMOUS VEHICLE TRIAL
TT113/1369/01/01/03

TRANSPORT AND TRAFFIC
PRESENTATION CONFIDENTIAL

Meeting Round #802 – Committee / Council Agenda Item CITY OF **GOLDCOAST.**

Benefits

The Gold Coast trial will demonstrate how an autonomous shuttle service can:

- contribute to the development of digital and smart city initiatives;
- prepare the Gold Coast for a future transport ecosystem that embraces technology;
- contribute to sustainable transport outcomes;
- reduce congestion and improve road safety; and
- support mobility and first mile/last mile connectivity.



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Meeting Round #802 – Committee / Council Agenda Item CITY OF **GOLDCOAST.**

Route selection criteria

- **Transport function**
 - first mile / last mile function
 - connecting public transport services (such as light rail) to key destination precincts.
- **Operational environment**
 - low traffic volumes
 - maximum speed limit of 50 kilometres per hour are preferred
 - shorter routes with fewer intersections, particularly right-turn movements are also preferential.
- **Physical environment**
 - roads with sufficient space and good sight distances for following vehicles to overtake are beneficial.

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ITEM 10 **TRANSPORT AND TRAFFIC**
AUTONOMOUS VEHICLE TRIAL
 TT113/1369/01/01/03 **PRESENTATION CONFIDENTIAL**

Meeting Round #802 – Committee / Council Agenda Item **CITY OF GOLDCOAST.**

Estimated timeframe

Project Phase	2021						2022							
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Establishment of partnership MOU	█	█												
Procurement of an operator														
TMR application process														
Community consultation														
Delivery of trial														
Evaluation and recommendation														

Subject to approval by Department of Transport and Main Roads

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Meeting Round #802 – Committee / Council Agenda Item **CITY OF GOLDCOAST.**

Autonomous Vehicle Trial Update

Recommendations

1. That the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (4) of the Local Government Act 2009.
2. That the City partners with an experienced industry body to undertake a 12 month trial of an autonomous shuttle service.
3. That the City procures any related support services necessary for the successful delivery of the trial in accordance with Council's Procurement policy.
4. That, subject to recommendations 2 and 3 being supported, a report on the Autonomous Vehicle trial be brought back to Council upon cessation of this trial, advising on the viability of such services for the City.

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ITEM 11 **CITY ASSETS**
STORMWATER DRAINAGE MANAGEMENT PLAN 2021-31
ER295/275

COMMITTEE RECOMMENDATION TI21.0511.010
moved Cr Owen-Jones seconded Cr PJ Young

- 1 That the report/attachment be deemed non-confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (4) of the Local Government Act 2009.
- 2 That Council endorses the Stormwater Drainage Management Plan 2021-2031.

There being no further business, the meeting closed at 12:14pm.

ITEM 2
CONFLICT OF INTEREST DECLARATIONS
LG211/187/-(P3)

TRANSPORT AND INFRASTRUCTURE

ITEM 3*
TRANSPORT AND INFRASTRUCTURE ACTION LIST & FORWARD PLANNING SCHEDULE
LG115/1358/01/2021

TRANSPORT AND INFRASTRUCTURE

TRANSPORT AND INFRASTRUCTURE COMMITTEE

Item	Action Officer	Action/Previous Resolution
Transport and Infrastructure Committee Meeting (all meetings)		
Action List and Forward Planning Schedule	A Twine – Director Transport and Infrastructure	<i>Standing Item.</i>
2020-21 Local Area Works Program – Additions	M Hulse – Infrastructure Delivery	<i>Report as required.</i>
2020-21 Local Area Works Program – Budget Movements	M Hulse – Infrastructure Delivery	<i>Report as required.</i>
2020-21 Local Area Works Program – Project Cancellations	M Hulse – Infrastructure Delivery	<i>Report as required.</i>

(804) Transport and Infrastructure Committee Meeting – 15 June 2021		
Presentation: Gold Coast Road Safety Plan (2021 - 2026)	M Tilly / N Prasser – Transport & Traffic	To provide Council with an update on the Gold Coast Road Safety Plan
Response to Petition: Petition request for completion of Oceanway sections between Surfers Paradise and Nobby Beach) (Ex. Minute No. G21.0216.028)	M Tilly – Transport & Traffic	That the above Petition be received and referred to the appropriate committee for consideration and report to Council.

ITEM 3 (Continued)
TRANSPORT AND INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE
LG115/1358/01/2021

(805) Transport and Infrastructure Committee Meeting – 13 July 2021		
Response To Petition: One Way And Traffic Calming Installation - Paradise Island, Surfers Paradise (Ex Minute No. G20.1124.030)	M Tilly – Transport & Traffic	That the above Petition be received and referred to the appropriate committee for consideration and report to Council.
World Surfing Reserve Local Stewardship Committee Annual Report (Ex. G15.1211.044)	J Wagner / S Hunt – City Assets	To seek Council endorsement of the Annual Report to the Save the Waves Coalition on progress towards implementing the SMP insofar as it relates to the southern Gold Coast WSR.
Stormwater Upgrade, Deodar Drive, Burleigh - Significant Contracting Plan	J Wagner / S Hunt – City Assets	To seek Council endorsement of the proposed Significant Contracting Plan.
Autonomous Vehicle Trial (Ex Minute No. TI21.420.005)	M Tilly / D Jepson – Transport & Traffic	2. That a report be brought forward highlighting routes which may be suitable for a trial of autonomous shuttles on the Gold Coast.

(806) Transport and Infrastructure Committee Meeting – 3 August 2021		
Fare is Fair (Ex Minute No. G20.1208.011)	M Tilly – Transport & Traffic	3 That the responses to the above be subject to a future non-confidential report to the Transport and Infrastructure Committee.
Lake Hugh Muntz – Future Options	J Wagner / S Hunt – City Assets	To provide Council with an update on future options.

ITEM 3 (Continued)
TRANSPORT AND INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE
LG115/1358/01/2021

(807) Transport and Infrastructure Committee Meeting – 23 August 2021		
Presentation: Gold Coast Parking Plan (2021 - 2026)	M Tilly / N Prasser – Transport & Traffic	To provide Council with an update on the draft Plan.
Gold Coast Road Safety Plan (2021 - 2026)	M Tilly / N Prasser – Transport & Traffic	To seek Council endorsement of the Plan.
Contract No. LG314/621/21/049 - Design And Construction Support For The Old Coach Road Upgrade Stage 2 And Bermuda Street Extension Project (Ex. Minute No. G20.0527.008)	M Tilly / A Batakin	Awarding of the contract.
(808) Transport and Infrastructure Committee Meeting – 7 September 2021		
Gold Coast Transport Strategy 2041	M Tilly / D Jepson – Transport & Traffic	To provide Council with an update on the scope and environmental scan including the Transport Futures Program

ITEM 3 (Continued)
TRANSPORT AND INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE
LG115/1358/01/2021

(809) Transport and Infrastructure Committee Meeting – 5 October 2021		
ParkInCentre Scheme (PICS) 30 Minute Free Parking Trial Review (Ex Minute No. G19.0730.009)	M Tilly / N Prasser – Transport & Traffic	<p>1 That Council approve an extension of the 30 minute free parking trial in 10 parking spaces along Surf Parade, Broadbeach, for a twelve month period between 1 August 2019 and 31 July 2020.</p> <p>2 That upon its completion, Transport & Traffic Branch officers undertake a further review of the 30 minute free parking trial and report back to Council in late 2020 as part of an update on the overall performance of the Broadbeach PICS.</p>
(810) Transport and Infrastructure Committee Meeting – 26 October 2021		
Freight Priority Infrastructure Enhancement Schedule (Ex Minute No. G20.1027.003)	M Tilly / N Prasser – Transport & Traffic	<p>3 That a 10-year investment schedule be prepared providing a prioritised program of projects that will enhance freight access across the City Freight Network, particularly for 30 metre long high productivity vehicles along the primary freight network and last-kilometre freight movements to and from the Yatala freight area, as well as other industrial areas such as Molendinar and Reedy Creek.</p> <p>4 That the 10-year investment schedule, as outlined in Recommendation 3 above, be submitted to Council for their consideration in 2021 to inform future budget deliberations.</p>

ITEM 3 (Continued)
TRANSPORT AND INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE
LG115/1358/01/2021

(810) Transport and Infrastructure Committee Meeting – 26 October 2021 (Continued)		
Gold Coast Ferry Trial (Ex Minute No. G18.1030.009, G18.1207.030, G19.0226.027, G19.0613.036, G19.0827.006)	M Tilly - Transport & Traffic	To provide Council with an update on the progress of the trial.
(811) Transport and Infrastructure Committee Meeting – 16 November 2021		
Austin Gilchrest Park to Cavil Avenue Green Bridge (Surfers Paradise to Chevron Island Green Bridge) (Ex Minute No. G21.0309.007)	M Tilly / T Clark – Transport & Traffic	To provide Council with the outcomes of the business case.
Car Sharing Trial	M Tilly / D Jepson	To provide Council with an overview of the proposed Car Sharing Trial.
Gold Coast Parking Plan (2021 - 2026)	M Tilly / N Prasser – Transport & Traffic	To seek Council endorsement of the Plan.
(812) Transport and Infrastructure Committee Meeting – 30 November 2021		
State Of The Transport Network 2021 (Ex Minute No. TI20.1201.007, G19.1206.007, G18.1207.005, TI18.1129.003)	M Tilly / N Prasser – Transport & Traffic	To present Council with an overview of the Gold Coast transport network in 2021.

ITEM 3 (Continued)
TRANSPORT AND INFRASTRUCTURE ACTION LIST AND FORWARD PLANNING SCHEDULE
LG115/1358/01/2021

RECOMMENDATION

It is recommended that Council resolves as follows:

That the Transport and Infrastructure Directorate Action List and Forward Planning Schedule for the Transport and Infrastructure Committee be noted.

Authorised by:
Alton Twine
Director Transport and Infrastructure

#A63949311

ITEM 4* **INFRASTRUCTURE DELIVERY**
2020-21 LOCAL AREA WORKS PROGRAM – ADDITIONS
FN334/375/02/09(P1)

Refer 1 page attachment

1 BASIS FOR CONFIDENTIALITY

Not Applicable.

2 EXECUTIVE SUMMARY

Not Applicable.

3 PURPOSE OF REPORT

The purpose of this report is for Council to approve additions to the 2020-21 Local Area Works Program as detailed in Attachment 4.1.

4 PREVIOUS RESOLUTIONS

Not Applicable.

5 DISCUSSION

Councillors in conjunction with City officers have suggested that the projects in Attachment 4.1 be added to the 2020-21 Local Area Works Program.

6 ALIGNMENT TO THE CORPORATE PLAN 2022, CORPORATE STRATEGIES AND OPERATIONAL PLAN

These projects satisfy the following:

- 1.0 The best place to live, visit and stay
 - 1.4 We can get around the city easily.
We have a reliable and integrated city transport system.
- 2.0 Prosperity built on a strong diverse economy
 - 2.3 We have infrastructure that supports productivity and growth.
We have connected and vibrant economic precincts.
- 3.0 People contribute to a strong community spirit
 - 3.6 We are an active and healthy community.
We enjoy the city and its enviable climate.

7 FUNDING AND RESOURCING REQUIREMENTS

Funds are available within the various Local Area Works allocations to carry out the works as indicated in Attachment 4.1 within the 2020-21 financial year. Details of the additional annual operational/maintenance costs and estimated useful life of the new assets created are shown in Attachment 4.1.

The new/upgrade cost is the cost to create or upgrade the asset.

The works proposed in this report can be maintained and operated adequately based on the current 10 year financial plan's growth factors and maintenance budgets.

ITEM 4 (Continued)
2020-21 LOCAL AREA WORKS PROGRAM – ADDITIONS
FN334/375/02/09(P1)

8 RISK MANAGEMENT

Transport and Infrastructure’s project teams will mitigate risk through project development and delivery phases in accordance with the risk management procedure 6-3 which is aligned with the Risk Management Standards AS/NZS 31000:2018.

9 STATUTORY MATTERS

Not Applicable.

10 COUNCIL POLICIES

Local Area Works Policy ([A18383053](#)).

11 DELEGATIONS

Not Applicable.

12 COORDINATION & CONSULTATION

Name and Title of the Stakeholder Consulted	Directorate or Organisation	Is the Stakeholder Satisfied With Content of Report and Recommendations (Yes/No) (comment as appropriate)
G. Miller, Senior Project Manager	Transport and Infrastructure	Yes

13 STAKEHOLDER IMPACTS

The community, ratepayers and visitors to the Gold Coast will benefit from the new and improved facilities funded from the Local Area Works Program as listed in Attachment 4.1.

14 TIMING

Projects listed with “TBA” will be added to the Local Area Works Program once formally approved by Council and included in Design/Construction Programs for implementation in conjunction with other priority works contained in the City’s Capital Works Program.

15 CONCLUSION

The proposed additions to the Local Area Works Program as suggested by divisional councillors in conjunction with City officers are listed in Attachment 4.1. It is recommended that Council approve the additions in order that they can be implemented as soon as practicable.

ITEM 4 (Continued)
2020-21 LOCAL AREA WORKS PROGRAM – ADDITIONS
FN334/375/02/09(P1)

16 RECOMMENDATION

It is recommended that Council resolves as follows:

That the additions listed in Attachment 4.1 be approved for the 2020-21 Local Area Works Program.

Author:
Garry Ellis
Program Coordinator Project Management Unit
27 April 2021

Authorised by:
Alton Twine
Director Transport and Infrastructure

Attachment 4.1

TRANSPORT AND INFRASTRUCTURE – ADDITIONS

Project Manager	Div	Project No	Location	Description	Proposed Local Area Works Allocation New / Upgrade. Preliminary Estimated Capital costs \$	Additional Annual Operations & Maintenance Costs \$	Estimate Useful Life Years
G. Miller (CR692180)	3	TBA	Old Coach Road, Upper Coomera	Allocation for construction of a bus shelter at the intersection with Denton Street. The works include: <ul style="list-style-type: none"> • engineering certification • demolition works • construct a 3.0m x 2.0m wide concrete path • construct a 22.5m² x 150mm thick concrete bus slab • install a solar powered bus shelter • adjust 2 x kerb adaptors • service locations • site restoration works • traffic control. <u>Funding Summary</u> Division 3 Road Reserves CONTROL.	42,700	1423	30

ITEM 5* **INFRASTRUCTURE DELIVERY**
2020-21 LOCAL AREA WORKS PROGRAM – CANCELLATIONS
FN334/375/02/09(P1)

Refer 1 page attachment

1 BASIS FOR CONFIDENTIALITY

Not Applicable.

2 EXECUTIVE SUMMARY

Not Applicable.

3 PURPOSE OF REPORT

The purpose of this report is for Council to approve the cancellation of capital works projects that are currently approved for delivery and are identified in the Divisional Local Area Works Program as detailed in Attachment 5.1.

4 PREVIOUS RESOLUTIONS

Not Applicable.

5 DISCUSSION

Councillors have requested that the project(s) listed in Attachment 5.1 be cancelled and removed from the Divisional Local Area Works Program.

6 ALIGNMENT TO THE CORPORATE PLAN 2022, CORPORATE STRATEGIES AND OPERATIONAL PLAN

These projects satisfy the following:

- 4.0 The best place to live, visit and stay
 - 1.4 We can get around the city easily.
We have a reliable and integrated city transport system.
- 5.0 Prosperity built on a strong diverse economy
 - 2.3 We have infrastructure that supports productivity and growth.
We have connected and vibrant economic precincts.
- 6.0 People contribute to a strong community spirit
 - 3.6 We are an active and healthy community.
We enjoy the city and its enviable climate.

7 FUNDING AND RESOURCING REQUIREMENTS

The Local Area Works residual allocations for the project(s) listed in Attachment 5.1 will be returned to the respective divisional category control number to be re-allocated to future projects.

8 RISK MANAGEMENT

Not Applicable.

ITEM 5 (Continued) INFRASTRUCTURE DELIVERY
2020-21 LOCAL AREA WORKS PROGRAM – CANCELLATIONS
FN334/375/02/09(P1)

9 STATUTORY MATTERS

Not Applicable.

10 COUNCIL POLICIES

Local Area Works Policy ([A18383053](#))

11 DELEGATIONS

Not Applicable.

12 COORDINATION & CONSULTATION

Name and Title of the Stakeholder Consulted	Directorate or Organisation	Is the Stakeholder Satisfied With Content of Report and Recommendations (Yes/No) (comment as appropriate)
G. Miller, Senior Project Manager	Transport and Infrastructure	Yes

13 STAKEHOLDER IMPACTS

The cancellation of project(s) listed in Attachment 5.1 will have no impact on the community or visitors to the Gold Coast.

14 TIMING

Projects will be set to technically complete should Council resolve to cancel the project(s) listed in Attachment 5.1.

15 CONCLUSION

The proposed cancellation(s) from the Divisional Local Area Works Program have been requested by the divisional councillor. City officers have assessed and approved the request, as listed in Attachment 5.1.

16 RECOMMENDATION

It is recommended that Council resolves as follows:

That the capital works project(s) listed in Attachment 5.1 be approved for cancellation and removed from the Local Area Works Program.

Author:
Garry Ellis
Program Coordinator Project Management Unit
27 April 2021

Authorised by:
Alton Twine
Director Transport and Infrastructure

Attachment 5.1

TRANSPORT AND INFRASTRUCTURE – LAW PROJECT CANCELLATIONS

Contact Officer	Div	Project No	Council Resolution to add Project to the Local Area Works Program	Justification to Cancel Project	Local Area Works Allocation \$
G Miller (CR688802)	3	29930	TI21.0209.003	<p>Allocation for construction of a footpath connection opposite #14 Wright Court to Reserve Road.</p> <p>An additional \$30,000 has been estimated for this project due to the conflict with underground services following potholing of the site, rendering the project cost prohibitive.</p>	42,800

A66043529

ITEM 6* **TRANSPORT AND TRAFFIC**
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS
STREET, UPPER COOMERA
RD501776/16

1 BASIS FOR CONFIDENTIALITY

Not Applicable.

2 EXECUTIVE SUMMARY

Not Applicable.

3 PURPOSE OF REPORT

This report is to advise Council of the outcome of the investigation into a petition from residents of Hans Street in Upper Coomera, requesting the permanent closure of Hans Street at the south-eastern intersection with Phaeton Street due to concerns with antisocial and unlawful behaviour.

4 PREVIOUS RESOLUTIONS

Ex Minute No. G20.1124.031:

“That the above Petition be received and referred to the appropriate committee for consideration and report to Council.”

5 DISCUSSION

At the meeting of 24 November 2020, Council received a petition requesting a permanent road closure in Hans Street at the south-eastern intersection with Phaeton Street, Upper Coomera, in Division 3. There were 45 signatories to the petition, representing 21 properties from the eastern section of Hans Street.

The petition states:

“We, the residents of the eastern end of Hans Street Upper Coomera QLD 4209, petition the City of Gold Coast (Council) via the honourable Cr Donna Gates (Division 3) to permanently close the end of Hans Street that meets Phaeton Street by the creation of a cul-de-sac or hammerhead turning area.

Purpose of request: to reduce the likelihood of a serious accident/fatality occurring within this street, whilst deterring criminal behaviour and creating a collective community environment in which the residents feel safe.”

The petition was submitted with a covering letter which provided an “Overview of the safety concerns in Hans Street”. The covering letter raised concerns with traffic volumes, driver behaviour and a traffic crash which occurred on the curve near 36 Hans Street during wet conditions in 2019. Eleven further instances of break-ins, property damage and abandoned vehicles were listed in the letter.

An extract from the covering letter was included in the minutes of the Council meeting. This extract noted the following:

ITEM 6 (Continued)
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS STREET, UPPER COOMERA
RD501776/16

“Major concerns and resident motivators to seek improvements to the intersection of Phaeton Street and Hans Street (eastern end):

- *Blind spot (90° bend) corner outside 36 Hans Street, high risk of serious accident occurring again.*
- *Blind spot (90° bend) with vehicles cutting across the intersection from Phaeton Street into Hans Street increasing the likelihood of serious accident given drivers approach at speed and onto the wrong side of the road.”*

Background

Hans Street is a two-way undivided residential street and is subject to the default urban 50 km/h speed limit. It is located within a small residential catchment between Days Road and Old Coach Road in Upper Coomera (refer to Figure 1).



Figure 1 – Hans Street within the local road network

ITEM 6 (Continued)
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS STREET, UPPER COOMERA RD501776/16

The eastern and western sections of Hans Street are separated by Brougham Parade, with the eastern part connecting at two points with Phaeton Street. Hans Street is approximately 7.6 metres wide, services 29 residential properties and functions as a minor collector street within the local road network.

Current Traffic Conditions

In response to the concerns raised in the petition, the traffic volumes, vehicle speeds, crash history and road environment were evaluated.

Traffic Volumes

A number of traffic surveys were undertaken to determine the traffic movements in both Hans Street and in the surrounding area. The results of these 2021 traffic surveys are shown in Figure 2.



Figure 2 – Traffic volumes in Vehicles Per Day (VPD)

ITEM 6 (Continued)
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS STREET, UPPER COOMERA
RD501776/16

Analysis of the data from the surveys identified the traffic volumes in Hans Street are appropriate for its function within the local road network. A review of the historical data for Hans Street also showed similarly low traffic volumes in 2020. The current and historic traffic volumes are provided in Table 1.

Table 1 – Traffic Survey Results: Traffic Volumes

Survey Date	Average Vehicles Per Day (two-way traffic volume)	
	26 Hans Street	29 Hans Street
February 2021	271	227
August 2020	302	264

Comparative analysis with data for the surrounding road network revealed that general traffic patterns are consistent with the road hierarchy within this area. Phaeton Street provides the same function as Hans Street and was found to have similar traffic volumes, with an average daily two-way traffic volume of 330 vehicles per day in the southern section of the street and 190 vehicles per day in the northern section. Coach Way and Brougham Parade were found to be carrying slightly higher volumes as is consistent with their function. However, these volumes also remain relatively low with an average of 529 vehicles per day in Coach Way and 479 vehicles per day in Brougham Parade.

The traffic volumes identified in the traffic surveys are indicative of locally generated trips and do not demonstrate high instances of non-local traffic travelling through the subdivision.

Traffic Speeds

The speed data from the traffic surveys was analysed for each of these streets. The data revealed a high level of compliance with the default speed limit in each of the streets surveyed, which supported on-site observations. A summary of the speed data is provided in Table 2.

Table 2 – Speed data summary

Street name	Average vehicle speed (km/h)	85 th percentile vehicle speed * (km/h)
Hans Street (north)	34	41
Hans Street (south)	31	40
Phaeton Street (north)	33	43
Phaeton Street (south)	40	47
Brougham Parade	46	53
Coach Way	39	45

* 85% of vehicles travel at or below this speed

ITEM 6 (Continued)
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS STREET, UPPER COOMERA RD501776/16

Crash History and Road Environment

Site inspections in Hans Street and the surrounding local streets indicated there is demand for on-street parking in the area. In residential streets, on-street parking caters for residents and visitors, and generally assists with lowering vehicle speeds. In Hans Street and Phaeton Street, parking can be accommodated on-street while also maintaining a travel lane. During inspections no instances of parking violations were observed, and drivers were found to be travelling in an orderly manner along Hans Street and Phaeton Street.

A review of the crash data available for Hans Street identified no reported crashes. It should be noted that minor crashes resulting in property damage only are no longer reported to the Queensland Police Service and are therefore no longer captured in the reported crash data.

The petitioners raised concerns with the southern intersection of Hans Street with Phaeton Street and the right-angle curve near 36 Hans Street.

The southern intersection of Hans Street and Phaeton Street is a T-intersection located on a curve which is similar to other intersections in the subdivision. A red threshold pavement treatment has been installed across Hans Street and the intersection operates as a Give Way under the Queensland Road Rules, which has been supplemented by a Give Way sign and line-marking. A section of centre line has also been installed in Hans Street, which prohibits parking within the statutory 10 metres on approach to the intersection. No line marking treatments have been provided in this section of Phaeton Street.

There are currently no line marking treatments at the curve near 36 Hans Street and parking is permitted on-street at this location. The property boundary wall on the western side of the curve near 36 Hans Street and the trees in Phaeton Street impact sight distance through these curves. However, site inspections confirm it is not unduly constrained for the type of traffic movements in this road environment.

Nonetheless, the prohibition of parking at both curves would assist with visibility and the provision of a section of centre line at these locations would better delineate the curves and the path of travel for road users (refer Figures 3 and 4). The installation of retroreflective raised pavement markers would also assist during wet weather and low light conditions.



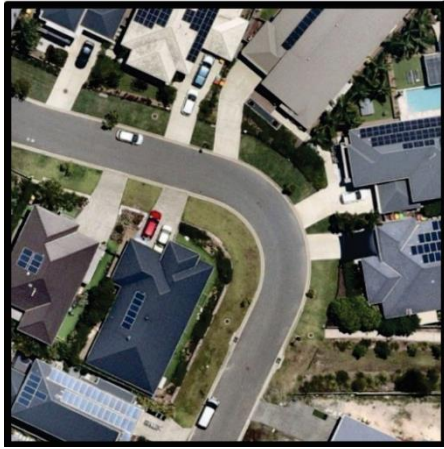
Existing



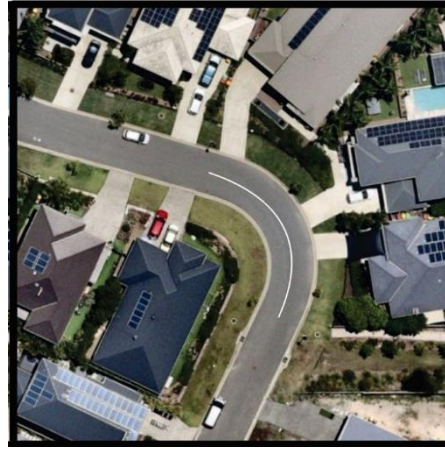
Proposed

Figure 3 – Hans Street and Phaeton Street – existing and indicative centre line marking treatment

ITEM 6 (Continued)
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS STREET, UPPER COOMERA RD501776/16



Existing



Proposed

Figure 4 – 36 Hans Street - existing and indicative centre line marking treatment

Investigation Outcomes

Road Closure of Hans Street

The closure of Hans Street at the southern intersection of Phaeton Street, as requested by the petitioners, was also considered. Given the analysis of the data for this local area shows a suitable distribution of traffic volumes and did not demonstrate high levels of non-local traffic, the benefits of closing Hans Street would be disproportionate to the cost. The creation of either a cul-de-sac or hammerhead intersection would also likely require land acquisition and significant construction costs. The potential closure of Hans Street would also impact local traffic movements and displace traffic from Hans Street to the northern section of Phaeton Street, increasing traffic volumes on Phaeton Street.

In view of this, the permanent closure of Hans Street at the southern intersection with Phaeton Street is not appropriate.

Anti-social Behaviour

The vehicle speeds in these streets demonstrate high compliance with the speed limit and indicate road users moderating their travel speed in accordance with the road and roadside environment.

The concerns raised by petitioners relating to vandalism, property damage and anti-social behaviour in Hans Street are the responsibility of the Queensland Police Service (QPS). Any concerns with this type of behaviour should continue to be raised with QPS for their investigation and action as required.

ITEM 6 (Continued)
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS STREET, UPPER COOMERA RD501776/16

6 ALIGNMENT TO THE CORPORATE PLAN, CORPORATE STRATEGIES AND OPERATIONAL PLAN

This report best aligns with the following:

- **Gold Coast 2022 Corporate Plan**
 - People
 - 3.1 Our city is safe

- **Gold Coast City Transport Strategy 2031**
 - Objective
 - Roads and Freight – To develop and manage an efficient road network that meets the city's needs for the movement of people and goods, and can be safely shared by all users.

7 FUNDING AND RESOURCING REQUIREMENTS

The line marking changes can be installed at an estimated cost of \$500 and can be funded from CI3420O001 – Road Signs and Line Marking. Sufficient funds are available to cover the cost of these works.

8 RISK MANAGEMENT

Not Applicable.

9 STATUTORY MATTERS

Transport Operations (Road Use Management) Act 1995

- *Under Section 69, Local Government is permitted to install and remove official traffic signs (under Schedule 4, i.e. every sign, signal, marking, light or device placed or erected to regulate, warn or guide traffic).*

- *Under Section 72A and Section 166, the approved design, method, standard and procedure about and the way of installing an official traffic sign must be contained in the Manual of Uniform Traffic Control Devices or an approved notice.*

10 COUNCIL POLICIES

Not Applicable.

11 DELEGATIONS

Not Applicable.

12 COORDINATION & CONSULTATION

Not Applicable.

13 STAKEHOLDER IMPACTS

Not Applicable.

ITEM 6 (Continued)
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS STREET, UPPER COOMERA RD501776/16

14 TIMING

The following actions will be undertaken subject to Council approval:

- The line marking improvements will be designed and scheduled for installation within one month of receiving Council approval (weather permitting).
- The Chief Petitioner will be advised of Council's decision within two weeks of receiving Council approval.

15 CONCLUSION

At the meeting of 24 November 2020, Council received a petition and covering letter raising concerns with traffic volumes and driver behaviour, together with issues such as vandalism, property damage and anti-social behaviour in Hans Street, Upper Coomera in Division 3.

The petitioners requested the permanent closure of the southern intersection of Hans Street and Phaeton Street and noted the curves at this location and at 36 Hans Street as being of primary concern.

The investigation found that the traffic volumes in Hans Street and Phaeton Street are consistent with their function within the local road network and are indicative of locally generated traffic movements. The vehicle speeds in these streets demonstrate high compliance with the speed limit and indicate road users moderating their travel speed in accordance with the road and roadside environment.

Analysis of the data revealed there is a suitable distribution of traffic volumes across the streets within this local road network and does not demonstrate high levels of non-local traffic travelling through the area. In view of this, the permanent closure of Hans Street at the southern intersection with Phaeton Street is not appropriate.

Notwithstanding this, the investigation found that the provision of sections of centre line and retroreflective raised pavement markers at the two key locations could assist by better delineating the path of travel through the curve.

Any future concerns that may arise related to vandalism, property damage or anti-social behaviour in Hans Street should continue to be referred to QPS for their action as required.

ITEM 6 (Continued)
RESPONSE TO PETITION: INSTALLATION OF MONITORING DEVICES – HANS STREET, UPPER COOMERA
RD501776/16

16 RECOMMENDATION

It is recommended that Council resolves as follows:

- 1 That a permanent road closure at the southern intersection of Hans Street and Phaeton Street is not supported.**
- 2 That line marking improvements will be implemented to better delineate the path of travel through the curves in the eastern section of Hans Street and in Phaeton Street at the southern intersection with Hans Street.**
- 3 That the Chief Petitioner be advised of Council's decision.**

Author:
Elliott Tang
Specialist Traffic Engineering Officer
26 March 2020

Authorised by:
Alton Twine
Director Transport and Infrastructure

A62742285

ITEM 7* **TRANSPORT AND TRAFFIC**
RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE
MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
CMC787/790/05/15

1 BASIS FOR CONFIDENTIALITY

Not Applicable.

2 EXECUTIVE SUMMARY

Not Applicable.

3 PURPOSE OF REPORT

The purpose of this report is to provide a response to a petition requesting that Council close Reserve Street to through traffic and construct the missing link at Tabilban Street at Burleigh Heads.

4 PREVIOUS RESOLUTIONS

In relation to the Petition, at its Ordinary meeting on 29 January 2021 (#797), Council resolved (Ex Minute No. G21.0129.015):

“That the above Petition be received and referred to the appropriate committee for consideration and report to Council.”

5 DISCUSSION

5.1 Petition

On 18 January 2021, Council received a petition signed by 101 people during the period of March to September 2020.

The summary of the petition reads:

“This petition is to close Reserve St and join Tabilban St South and North easing the traffic flow through Koala Park in Burleigh Heads.”

5.2 Assumptions

The petition proposition is lacking in detail and background information.

However, dealing with previous customer service requests from the resident of Reserve Street, it is assumed:

- To “*close Reserve Street*” means closing the road to through traffic movements by restricting vehicular access at one end of Reserve Street, while still permitting vehicle connection at the other end to allow vehicle access to/from adjacent residential properties;
- To “*join Tabilban Street South and North*” means constructing the unformed section of the Tabilban Street road reserve to a formal trafficable road; and

ITEM 7 (Continued)
RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
CMC787/790/05/15

- “Easing the traffic flow through Koala Park in Burleigh Heads” means reducing traffic volumes on Reserve Street to improve public safety and residential amenity.

The response to this petition, including investigations, data collection, analysis and recommendations, will be based on this premise.

5.3 Context

Location

The site is in Burleigh Heads within the residential locality commonly referred to as *Koala Park*, which is located south of the Burleigh Heads activity centre (refer to Figure 1). Koala Park is bordered by Burleigh Ridge Park (north), Tallebudgera Creek (south), Gold Coast Highway (east) and Burleigh Connection Road (west).



FIGURE 1: Koala Park locality – yellow dashed line denotes “east” and “west” Koala Park

ITEM 7 (Continued)
RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
CMC787/790/05/15

History

Koala Park was first developed in the early 1960s. Over the last decade or so, some older housing stock has been renovated or replaced with modern design dwellings. Koala Park is divided in the centre by a ridge extending from Burleigh Ridge Park to Tallebudgera Creek. This has created eastern and western portions of the residential area and a bushland reserve (refer to Figure 1).

Road Network

Given Koala Park is bordered by two state-controlled roads to the east (Gold Coast Highway) and west (Burleigh Connection Road), local motorists use the *Tabilban Street (west) – Ocean Parade (part) – Reserve Street – Tabilban Street (east) – Ikkina Road (part)* route as a travel path between the two major roads to save travel time by avoiding up to six sets of traffic signals and the slower speed environment through the Burleigh Heads activity centre (refer to Figure 2 and 3).

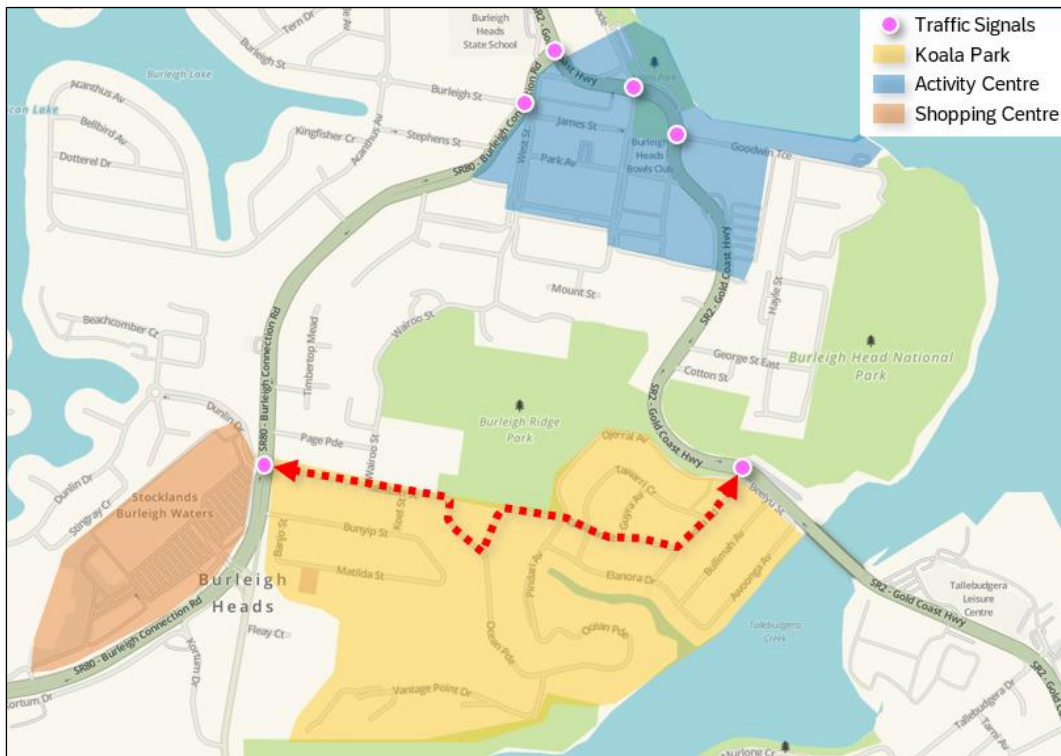


FIGURE 2: Koala Park road connection

The Koala Park road connection enables through traffic to use the local streets (which are primarily designed to provide access for adjacent properties) to save travel time and avoid congestion hot spots. This link is exasperated with the provision of traffic signals at each end of the route making it easier and safer for motorists to enter and exit the local streets than if they were priority controlled. The City is in the process of more accurately quantifying the extent to which this route is being used by through traffic.

ITEM 7 (Continued)
RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
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Tabilban Street

Tabilban Street functions as a residential collector street and is used by about 6250 vehicles per day. As outlined in Figure 1, Tabilban Street has a western and eastern section with each section rising steeply towards a crest, leaving about 110 metres of unformed road reserve in the centre (refer to Figure 3). Consequently, Ocean Parade and Reserve Street are used to link the two sections of Tabilban Street.



FIGURE 3: Tabilban Street

Reserve Street

Reserve Street functions as a residential collector street that is also used by about 6250 vehicles per day. Its configuration is shown in Figure 4. Due to being located on the central Koala Park ridge, driveways of some properties fronting Reserve Street are generally steep due to the topography.



FIGURE 4: Reserve Street

ITEM 7 (Continued)
RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
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Crash History

There were two reported crashes on Reserve Street at Burleigh Heads over the 12-year period from 2009 to 2020. Both involved motorcyclists on the Tabilban St - Reserve St curve – one involved crossing the incorrect side of the road and colliding with an on-coming car and the other involved losing control in wet weather conditions. At the time of preparing this report, data relating to a recent incident (April 2021) involving a vehicle losing control while travelling westbound on Tabilban Street into Reserve Street is still being sourced.

Safety Works

In response to customer requests over the years, Council has installed additional signs, lines, pavement markings, islands, raised platforms and guard rails along the Koala Park east-west connection to improve safety and discourage its use by through traffic.

Tabilban Street Link

The petition requested the construction of the unformed section of Tabilban Street (refer to Figure 3 and Figure 5) so that through traffic has no need to use Reserve Street and Ocean Parade. For the purposes of this report, this is referred to as the “Tabilban Street Link”. The Link is approximately 110 metres in length and is on a steep rise to the Reserve Street ridge.



Perspective from the south



Perspective from the west

FIGURE 5: Tabilban Street Link

ITEM 7 (Continued)

**RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
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5.4 Commentary

There is no doubt that the petition proposition of constructing the Tabilban Street Link and closing Reserve Street to through traffic will benefit the residents of Reserve Street.

However, the construction of these elements will have a financial cost to ratepayers and may in fact induce more through traffic to use Koala Park. Thus, the petition proposition may introduce disadvantages to the wider community through:

- increase in vehicular noise (impacting on residential amenity)
- increase in the operating speed environment over the Tabilban Street crest (impacting on road user safety)
- loss of vegetation and tree canopy within the unformed Tabilban Street road reserve (impacting the ecological values of the Burleigh Ridge Park/Koala Park bushland reserve corridor).

Thus, if Council is to proceed with the petition proposition as an intent of good faith to Reserve Street residents, it may cause consequences to the wider Koala Park community. However, at this point in time, there is insufficient information available to measure the extent of the issue and to make an informed recommendation to Council on how best to respond to the petition.

5.5 Way Forward

It is proposed to undertake a comprehensive Traffic Study of Koala Park. Outcomes of the Study will help Council make an evidence-based decision in responding to the petition proposition and one that ensures the judicious use of public funds and provides a good return on investment for ratepayers. The scope of the Study is outlined in Table 1.

The Koala Park Traffic Study would be undertaken in conjunction with the broader Burleigh Heads Local Area Transport Study, which commenced in 2020-21. The initial phase of that study is currently contemplating a number of road network options to improve road network permeability and safety, with Stage 3 of the Gold Coast Light Rail system being in place.

ITEM 7 (Continued)**RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
CMC787/790/05/15****Table 1: Koala Park Traffic Study Scope**

ACTIVITY	PURPOSE																																	
Traffic Surveys	To measure vehicle numbers, types and speeds using the Koala Park 'rat run' route.																																	
Origin and Destination Survey	To measure the extent of through traffic using the Koala Park 'rat run' route.																																	
Travel Time Survey	To measure travel times using major road network versus the Koala Park rat run route.																																	
Local Area Traffic Model	To forecast future traffic using the local road network resulting from population growth, urban development and the Gold Coast Light Rail system.																																	
Road Safety Audit	To examine the safety performance of the Koala Park 'rat run' route and identify remedial engineering measures.																																	
Community Survey	To survey the wider Koala Park community to: <ul style="list-style-type: none"> ascertain the overall sentiment of the extent of the issue and the matters raised in the petition and obtain feedback on various options and their benefits and disbenefits. 																																	
Option Development	To develop a suite of options that responds to the petition proposition (refer below) including the preparation of conceptual design drawings and cost estimates. <table border="1" data-bbox="491 1236 1046 1792"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Tabilban St Link</th> <th>Closure @ Tabilban St</th> <th>Closure @ Ocean Pde</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Do Nothing</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Tabilban Street Link</td> <td style="background-color: #00aaff;"></td> <td></td> <td></td> </tr> <tr> <td>3a</td> <td rowspan="2">Reserve Street Closure</td> <td></td> <td style="background-color: #00aaff;"></td> <td></td> </tr> <tr> <td>3b</td> <td></td> <td></td> <td style="background-color: #00aaff;"></td> </tr> <tr> <td>4a</td> <td rowspan="2">Both</td> <td style="background-color: #00aaff;"></td> <td style="background-color: #00aaff;"></td> <td></td> </tr> <tr> <td>4b</td> <td style="background-color: #00aaff;"></td> <td></td> <td style="background-color: #00aaff;"></td> </tr> </tbody> </table>	No.	Description	Tabilban St Link	Closure @ Tabilban St	Closure @ Ocean Pde	1	Do Nothing				2	Tabilban Street Link				3a	Reserve Street Closure				3b				4a	Both				4b			
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3a	Reserve Street Closure																																	
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4a	Both																																	
4b																																		
Multi-criteria Analysis	To undertake a multi-criteria analysis to identify the preferred option to the petition proposition based on a triple bottom line approach (social, environmental and economic) to decision making.																																	
Technical Report	To document the above activities and recommend the preferred way forward.																																	

ITEM 7 (Continued)

**RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
CMC787/790/05/15**

6 ALIGNMENT TO THE CORPORATE PLAN, CORPORATE STRATEGIES AND OPERATIONAL PLAN

This report best aligns with the following:

- **Gold Coast 2022 Corporate Plan**
People: Our city is safe

- **Gold Coast City Transport Strategy 2031**
Objectives: Roads and Freight: to develop and manage an efficient road network that meets the city's needs for the movement of people and goods and can be safely shared by all users.
Themes: Maintain the local road network to a high standard.

7 FUNDING AND RESOURCING REQUIREMENTS

The Study is expected to cost in the order of \$50,000 and can be funded through the 2021-22 Operational Budget of the Transport and Traffic branch.

8 RISK MANAGEMENT

Not Applicable.

9 STATUTORY MATTERS

Not Applicable.

10 COUNCIL POLICIES

Not Applicable.

11 DELEGATIONS

Not Applicable.

ITEM 7 (Continued)
RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
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12 COORDINATION & CONSULTATION

Name and/or Title of the Stakeholder Consulted	Directorate or Organisation	Is the Stakeholder Satisfied With Content of Report and Recommendations (Yes/No) (comment as appropriate)
Matthew Tilly, Manager Transport and Traffic	Transport and Infrastructure	Yes
Nick Prasser, Executive Coordinator Transport Planning & Policy	Transport and Infrastructure	Yes
Brigid Kudzius, Executive Coordinator Transport Network Management	Transport and Infrastructure	Yes

13 STAKEHOLDER IMPACTS

External/Community Stakeholder Impacts

A City officer will notify the Chief Petitioner of the outcome of this report.

14 TIMING

The Study can be undertaken and reported to Council in the 2021-22 financial year. The Chief Petitioner will be notified of the way forward following a resolution by Council.

15 CONCLUSION

The City has received a petition requesting that Council close Reserve Street to through traffic and construct the unformed section of Tabilban Street to ease traffic flow in the residential area of Burleigh Heads known as Koala Park.

The petition proposition will have benefits and disbenefits from a social, environmental and economic perspective. However, there is currently a lack of data to measure these outcomes and make an informed decision on this matter.

As such, it is proposed to undertake a comprehensive Traffic Study of Koala Park to measure the extent of the problem and ensure a judicious response to the petition can be made.

ITEM 7 (Continued)
RESPONSE TO PETITION TO CLOSE RESERVE STREET AND CONSTRUCT THE
MISSING LINK OF TABILBAN STREET, BURLEIGH HEADS
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16 RECOMMENDATION

It is recommended that Council resolves as follows:

- 1 That Council undertake a comprehensive Traffic Study of the Koala Park area of Burleigh Heads in 2021-22.**
- 2 That the outcomes of the Koala Park Traffic Study specifically address the issue of the unformed section of Tabliban Street in the context of the wider traffic network, as well as local amenity.**
- 3 That the Transport and Infrastructure Director (or delegate) be authorised to notify the Chief Petitioner of Council's interim decision and the basis for the decision.**

Author:
Nick Prasser
Executive Coordinator
30 April 2021

Authorised by:
Alton Twine
Director Transport & infrastructure

A64467988

CLOSED SESSION
LOCAL GOVERNMENT ACT 2009 AND SUPPORTING REGULATIONS

PROCEDURAL MOTION

That the Committee move into Closed Session pursuant to section 254J (3) of the *Local Government Regulation 2012*, for the consideration of the following item/s for the reason/s shown:-

Item	Subject	Reason
8	Gold Coast Dive Attraction Update Report	Negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government

PROCEDURAL MOTION

That the Committee move into Open Session.