



AGENDA

TRANSPORT AND INFRASTRUCTURE COMMITTEE MEETING

TUESDAY 25 OCTOBER 2022

1PM

City of Gold Coast Council Chambers,
135 Bundall Road Surfers Paradise

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3 CONFIRMATION OF MINUTES

That the Minutes of the 824 Transport and Infrastructure Committee Meeting held on 4 October 2022 be confirmed.

824



UNCONFIRMED MINUTES

TRANSPORT AND INFRASTRUCTURE COMMITTEE MEETING

TUESDAY 4 OCTOBER 2022

1PM

The meeting commenced at 1:04PM

City of Gold Coast Council Chambers,
135 Bundall Road Surfers Paradise

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Officer's Recommendation changed by Committee

1 ATTENDANCE/APOLOGIES

Cr PC Young	Chairperson
Cr D Taylor	
Cr W Owen-Jones	
Cr C Caldwell	
Cr PJ Young	
Cr B Patterson	
Cr H Vorster	Left the Meeting at 2:38PM
Cr D Gates	Visitor
Cr R Bayldon-Lumsden	Visitor
Cr G O'Neill	Visitor
Cr D McDonald	Visitor
Mr M Tilley	A/Director Transport and Infrastructure
Mr J Wagner	Manager City Assets
Mr M Kenyon	Manager Business and Program Management
Mr N Prasser	Executive Coordinator Transport Planning and Policy
Mr D Jepson	Executive Coordinator Strategic Operations Portfolio

2 LEAVE OF ABSENCE

Nil.

3 CONFIRMATION OF MINUTES

COMMITTEE RECOMMENDATION T122.1004.001

Moved: Cr PJ Young

Seconded: Cr W Owen-Jones

That the Minutes of the 822 Transport and Infrastructure Committee Meeting held on 23 Aug 2022 be confirmed.

CARRIED

4 CONFLICT OF INTEREST DECLARATIONS

Nil.

5 COMMITTEE FORWARD PLANNING SCHEDULE

5.1 TRANSPORT AND INFRASTRUCTURE ACTION LIST & FORWARD PLANNING SCHEDULE

A81081837
LG115/1358/01/2021

COMMITTEE RECOMMENDATION T122.1004.002

Moved: Cr PJ Young

Seconded: Cr W Owen-Jones

That the Transport and Infrastructure Directorate Action List and Forward Planning Schedule (Attachment 1) for the Transport and Infrastructure Committee be noted.

CARRIED

6 REPORTS AND PRESENTATIONS

6.1 2022-23 LOCAL AREA WORKS PROGRAM - ADDITION

A81055353
FN334/375/02/11

COMMITTEE RECOMMENDATION T122.1004.003

Moved: Cr PJ Young

Seconded: Cr W Owen-Jones

That the addition listed in Attachment 1 be approved for the 2022-23 Local Area Works Program.

CARRIED

6.2 2022-23 LOCAL AREA WORKS PROGRAM - BUDGET MOVEMENTS

A80225769
FN334/375/02/11

COMMITTEE RECOMMENDATION T122.1004.004

Moved: Cr PJ Young

Seconded: Cr W Owen-Jones

That Council approve the proposed amendments to the 2022-23 City budget (Local Area Works Allocations) as outlined in Attachment 1, pursuant to section 170(3) of the Local Government Regulation 2012.

CARRIED

**6.3 PETITION RESPONSE: TO CLOSE RESERVE STREET AND CONSTRUCT
THE MISSING LINK OF TABILBAN STREET
A78922097
TT1017/113/29/01/0/4**

COMMITTEE RECOMMENDATION T122.1004.005

Moved: Cr PJ Young

Seconded: Cr W Owen-Jones

- 1 **That Council rejects the petition proposition of closing Reserve Street and constructing the Tabilban Street link at Burleigh Heads.**
- 2 **That Council endorse as its preferred option of keeping the status quo with a suite of local network improvements.**
- 3 **That low cost safety treatments at the Tabilban Street – Reserve Street curve and crest be implemented as soon as practical.**
- 4 **That engineering investigations be undertaken into the local network concepts identified in the Koala Park Traffic Management Study and if feasible, considered for investment as part of future capital expenditure budget development processes.**
- 5 **That the Transport and Infrastructure Director (or delegate) be authorised to notify the Chief Petitioner of Council’s decision and the basis for the decision.**

CARRIED

UNCONFIRMED MINUTES

**6.4# PETITION RESPONSE: PARKING AT HELENSVALE STATE SCHOOL
A80195554
TT1017/113/21/01**

COMMITTEE RECOMMENDATION T122.1004.006

Moved: Cr W Owen-Jones

Seconded: Cr PJ Young

- 1 That Council endorse the implementation of the following measures at Helensvale State School to address the premise of the petition:**
 - a Adjust the one hour time limit in the car park located on the northern boundary of the school to be effective from 7am to 4pm on school (currently 7-9am and 2-4pm) to discourage long stay parking and increase the availability of parking spaces for parents and guardians dropping off and picking up students.**
 - b Increase the length of the passenger loading zone on Lindfield Road during the afternoon pick-up period (2-4pm) by 30 metres so it is the same length as the morning drop-off period (7-9am).**
 - c Increase the length of the passenger loading zone on the southern side of Discovery Drive in proximity to the school from 18 metres to 120 metres to increase the availability of short term parking spaces.**
 - d Install a one hour time limit effective 7am – 4pm school days on the marked parking bays located on the eastern side of Lindfield Road between school driveway and Loxton Court to increase the availability of parking spaces for parents and guardians dropping off and picking up students.**
 - e Trial the installation of a blister island on Lindfield Road at the northern end of the passenger loading zone to deter motorists from parking illegally along the no stopping zone on Lindfield Road with a review be carried out on the benefits after the end of the second term of the 2023 school year.**
 - f Install new line marking on the Discovery Park car park to encourage its use by parents and guardians when dropping off and picking up students.**
 - g Create communication material and maps to ensure that the parking changes are clear to the public and educate motorists about where they can park safely and legally.**
- 2 That the Director of Transport and Infrastructure write to the Director of Education Queensland to construct a formalised staff parking facility within the school grounds with sufficient capacity to meet current and future demand, in particular seeking a timeframe for improvements.**
- 3 That the Chief Executive Officer (or delegate) be authorised to advise the Chief Petitioner of Council's decision and the basis of the decision.**

CARRIED

PROCEDURAL MOTION

Moved: Cr H Vorster

Seconded: Cr PC Young

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

CARRIED

6.5 PRESENTATION: MAJOR PUBLIC TRANSPORT PROJECTS UPDATE A81594452

BASIS FOR CONFIDENTIALITY

That this report be considered in Closed Session pursuant to section 254J (3) of the *Local Government Regulation 2012* for the reason that the matter involves:

- (c) the local government's budget;
- (i) a matter the local government is required to keep confidential under a law of, or formal arrangement with, the Commonwealth or a State.

OVERVIEW

To provide an update to Council on a strategic public transport partnership initiatives with the Queensland Government.

Cr H Vorster left the meeting at 2:38PM.

PROCEDURAL MOTION

Moved: Cr PJ Young

Seconded: Cr D Taylor

That Committee move into Open Session.

CARRIED

Following resumption into Open Session, Item 6.5 was received and noted as shown below.

6.5 PRESENTATION: MAJOR PUBLIC TRANSPORT PROJECTS UPDATE A81594452

That the Major Public Transport Projects Update presentation be received and contents noted.

Attachments (Tabled)

- 1 Attachment 1 - Confidential Presentation - Major Public Transport Projects Update

**6.6 CITY OF GOLD COAST LOCAL DISASTER MANAGEMENT PLAN
A81266769
CS287/298/12**

COMMITTEE RECOMMENDATION T122.1004.007

Moved: Cr PJ Young

Seconded: Cr W Owen-Jones

**That Council endorses the City of Gold Coast Local Disaster Management Plan
Version 12.0.**

CARRIED

Cr H Vorster was absent for the discussion and vote.

UNCONFIRMED MINUTES

7 CLOSED SESSION REPORTS AND PRESENTATIONS

PROCEDURAL MOTION

Moved: Cr W Owen-Jones

Seconded: Cr PC Young

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

CARRIED

7.1 DESIGN AND CONSTRUCTION OF LANDSLIP REMEDIATION WORKS AT VARIOUS CITYWIDE LOCATIONS A81178779 LG314/1076/23/001

BASIS FOR CONFIDENTIALITY

That this report be considered in Closed Session pursuant to section 254J (3) of the *Local Government Regulation 2012* for the reason that the matter involves:

- (c) the local government's budget;
- (g) 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;

OVERVIEW

The Significant Contracting Plan provides an analysis of the alternatives and a risk assessment of the market which recommends the optimal delivery of the Design and Construction of Landslip Remediation Works at Various Citywide Locations.

PROCEDURAL MOTION

Moved: Cr PJ Young

Seconded: Cr W Owen-Jones

That Committee move into Open Session.

CARRIED

Following resumption into Open Session, Item 7.1 was moved and carried as shown on the following page.

7.1 DESIGN AND CONSTRUCTION OF LANDSLIP REMEDIATION WORKS AT VARIOUS CITYWIDE LOCATIONS
A81178779
LG314/1076/23/001

COMMITTEE RECOMMENDATION T122.1004.008

Moved: Cr PC Young

Seconded: Cr PJ Young

- 1 That the report/attachments be deemed non-confidential except for those parts deemed by the Director Transport & Infrastructure to remain confidential in accordance with sections 171 (3) and 200 (4) of the *Local Government Act 2009*.**
- 2 That Council adopts the Significant Contracting Plan for the Design and Construction of Landslip Remediation Works at Various Citywide Locations (Attachment 1).**

CARRIED

Attachments (Tabled)

- 1 Attachment 1 - Design and Construction of Landslip Remediation Works at Various Citywide Locations - Report and Attachment - Redacted

Cr H Vorster was absent for the discussion and vote.

8 GENERAL BUSINESS

8.1 TREE LIGHTING, SALVADO DRIVE, PACIFIC PINES DIV 5

COMMITTEE RECOMMENDATION T122.1004.009

Moved: Cr PJ Young

Seconded: Cr B Patterson

Increase the budget for Project 20213 by \$21,000 from \$20,000 to \$41,000 as an increase to the initial budget allocation for the project.

CARRIED

Cr H Vorster was absent for the discussion and vote.

There being no further business the meeting closed at 2:57PM.

These Pages

Numbered 1 to 11

Constitute The Minutes Of The Meeting

Of The Transport and Infrastructure Committee

Held Tuesday 4 October 2022

UNCONFIRMED MINUTES

4 CONFLICT OF INTEREST DECLARATIONS

5 COMMITTEE FORWARD PLANNING SCHEDULE

5.1★ TRANSPORT AND INFRASTRUCTURE ACTION LIST & FORWARD PLANNING SCHEDULE

Objective ID: A82012748

Author: Sandy Pittis, Committee Meeting Secretary, Business & Program Management

Authoriser: Cath Drinkwater, Director Transport and Infrastructure, Transport and Infrastructure

Attachments: 1 Transport and Infrastructure Action List and Forward Planning Schedule

1 RECOMMENDATION

It is recommended that Council resolves as follows:

That the Transport and Infrastructure Directorate Action List and Forward Planning Schedule (Attachment 1) for the Transport and Infrastructure Committee be noted.

TRANSPORT AND INFRASTRUCTURE COMMITTEE

Item	Action Officer	Action/Previous Resolution
Transport and Infrastructure Committee Meeting (all meetings)		
Action List and Forward Planning Schedule	Director - Transport and Infrastructure	<i>Standing Item.</i>
2022-23 Local Area Works Program – Additions	Manager – Infrastructure Delivery	<i>Report as required.</i>
2022-23 Local Area Works Program – Budget Movements	Manager – Infrastructure Delivery	<i>Report as required.</i>
2022-23 Local Area Works Program – Project Cancellations	Manager – Infrastructure Delivery	<i>Report as required.</i>
2022-23 Local Area Works Program - Projects Approved Under Delegation 2074	Manager – Infrastructure Delivery	<i>Report as required.</i>

eDRMS: #A63949311

(826) Transport and Infrastructure Committee Meeting – 22 NOVEMBER 2022		
State of the Transport Network Report 2022 (Ex Minute No. TI21.1130.005, TI20.1201.007, G19.1206.007, G18.1207.005, TI18.1129.003)	Transport & Traffic	To provide Council with an update on the State of the Transport Network 2022
Traffic Calming Devices Policy	Transport & Traffic	To seek Council adoption of the updated Traffic Calming Devices Policy
Gold Coast City Transport Strategy 2041: Community Engagement Feedback (Ex Minute No. G21.1012.011, TI22.03.01.005)	Transport & Traffic	To provide Council with an update on the development of the Gold Coast Transport Strategy 2041 - Post Engagement Update.
Extractive Industries Price Path Investigations (Ex Minute No. G22.0614.037, TI22.0531.008, G20.1027.003)	Transport & Traffic	In Part: 3. That the Director Transport & Infrastructure undertake investigations into options for the Extractive Industries Levy price path and other potential revenue options and report back to Council in late 2022.
World Surfing Reserve Local Stewardship Committee Annual Report	City Assets	1: Present the World Surfing Reserve Local Stewardship Committee meeting minutes and recommendations from the meeting held on 16 August 2022 for Council's notation 2: Seek Council's endorsement to submit the Gold Coast World Surfing Reserve Local Stewardship Committee Annual Report 2020-21 to the Save the Waves Coalition.

eDRMS: #A63949311

(828) Transport and Infrastructure Committee Meeting – 28 February 2023		
Ocean Front Seawalls and Private Access Structures	City Assets	To provide Council an update of legislative and policy matters relevant to ocean front seawalls and private access structures
Hope Island Active Transport Deficiencies And Opportunities To Extend The Buggy Path Network	Transport & Traffic	To provide Council with the outcomes of the Study including a prioritised list of infrastructure projects for further planning and potential investment subject to Council's annual budget process.
Urban Oasis Public Art Installation (Ex Minute No. G19.0514.005; G18.0621.042; G17.1017.017; G17.0725.06)	Infrastructure Delivery	To provide Council with an update and findings for the preferred location for the Urban Oasis public art commission.

Transport and Infrastructure Committee Meeting – TBC – 2022/2023		
Surf Management Plan Five Year Review (Ex Minute No. T122.0712.004, G22.0725.025)	City Assets	In Part: 3 Following consultation with the World Surfing Reserve Local Stewardship Committee, a final version of the SMP Five Year review will be presented to Council for consideration and endorsement.
Springbrook Cableway Project Update (Ex Minute No. G22.0725.026, G19.0920.025)	Infrastructure Delivery	In Part: 5 That a report be provided to Council outlining the outcomes of the consultation with Traditional Owners and the proposed community consultation strategy prior to any discussion to proceed with other actions to progress a Springbrook Cableway.

eDRMS: #A63949311

Transport and Infrastructure Committee Meeting – TBC – 2022/2023		
Australia Post Vehicles (Ex Minute No. LC22.0712.010, G22.07.25.019)	City Assets	In Part: 3 That a report be brought forward to the Transport and Infrastructure Committee addressing a uniform approach to be taken in relation to the impacts of the use of electric delivery vehicles on Council assets, including with respect to ongoing maintenance of safe road reserve areas.
Autonomous Vehicle Trial Route Identification (Ex. Minute No. G21.0720.006, TI21.0511.009)	Transport & Traffic	In Part: That at the conclusion of the trial, the City provides a report to Council detailing the key findings and recommendations for future operation of AV shuttle services.
Northern Gold Coast Bus Service Improvements Initiative (Ex Minute No. G21.0323.005)qq	Transport & Traffic	In Part - 5. That an annual update is provided to Council, via the Transport and Infrastructure Committee, on the performance of the Northern Gold Coast Bus Service Improvement Initiative.
Traffic Area and Parking Permit Scheme (TAPPS) Stage 4 (Ex Minute No. G210428.018)	Transport & Traffic	In Part - 4 That Transport & Traffic branch officers undertake a review of the Traffic Area and Parking Permit Scheme in 2022 and report back to Council.
Austin Gilchrest Park to Cavil Avenue Green Bridge (Surfers Paradise to Chevron Island Green Bridge) (Ex Minute No. G21.0309.007)	Transport & Traffic	To provide Council with the outcomes of the business case.
Car Share Trial Evaluation	Transport and Traffic	In part: 3. That the performance of the car share trial be reported to Council after completion.

eDRMS: #A63949311

6 REPORTS AND PRESENTATIONS

6.1 FERRY EXPANSION UPDATE

Objective ID: A81736419

File Number: fA4168893

Author: Daniel McNaught, Senior Transport Planner, Transport and Traffic

Authoriser: Cath Drinkwater, Director Transport and Infrastructure, Transport and Infrastructure

Attachments: 1 Attachment 1 - Previous resolutions

1 BASIS FOR CONFIDENTIALITY

Not applicable.

2 EXECUTIVE SUMMARY

Not applicable.

3 PURPOSE OF REPORT

To detail the findings of the Gold Coast Ferry Service expansion investigations.

4 PREVIOUS RESOLUTIONS

Gold Coast Ferry – Transition from a trial to an ongoing service

This report has been prepared in response to Council resolution G22.0315.026 and more specifically resolution number 4:

“That Council authorise the Director of Transport and Infrastructure to work in partnership with the current Contractor to investigate the merits of expanding the service area and report back to Council in December 2022 with the findings.”

All previous resolutions relating to the Gold Coast Ferry are detailed in Attachment 1.

5 DISCUSSION

Background

In December 2019, the City engaged ‘HOPO’ (Service Provider) to trial a passenger ferry service (the Service) on the Broadwater / Nerang River between Surfers Paradise and The Spit for a two-year period. Earlier in 2022 (via Council meeting 815), the trial was evaluated as being successful, which resulted in a new contract recently being entered into with the existing Service Provider. Key points to note in relation to the new contract include:

- It is a zero-value contract, meaning the City does not provide any subsidy or funding assistance towards the Service.
- The City does not have any authority or contractual ability to mandate that the Service Provider expand the Service beyond the existing five stops.
- Any expansion of the Service is subject to agreement between both parties, if the Service Provider is willing to incur the operational costs associated with expansion (i.e. staff, fuel, new vessels).
- The Service Provider has exclusive rights to use the current stops and route. This does not preclude the City from granting other ferry service leases to other parties, subject to undertaking a tender process inclusive of the Service Provider.

At Council meeting round 815 it was resolved that Council officers would investigate the merits of expanding the Service area and report back to Council in December 2022. This report details the findings of the expansion investigations undertaken by Council officers.

Investigation areas

Council officers have identified and investigated four potential areas to consider as part of any expansion of the Service beyond the existing corridor serviced by the ferry (Southport to Surfers Paradise). This investigation has been undertaken in response to Council Resolution (G22.0315.026) and is not in response to any request from the Service Provider for an expansion of the Service. The four areas investigated are outlined in Table 1 and Figure 1.

TABLE 1: Investigation areas

Investigation area	Suburbs
North	<ul style="list-style-type: none"> Labrador Runaway Bay Paradise Point
South	<ul style="list-style-type: none"> Isle of Capri Broadbeach Waters Broadbeach
West	<ul style="list-style-type: none"> Broadbeach Waters (west) Benowa Carrara
Central	<ul style="list-style-type: none"> Main Beach

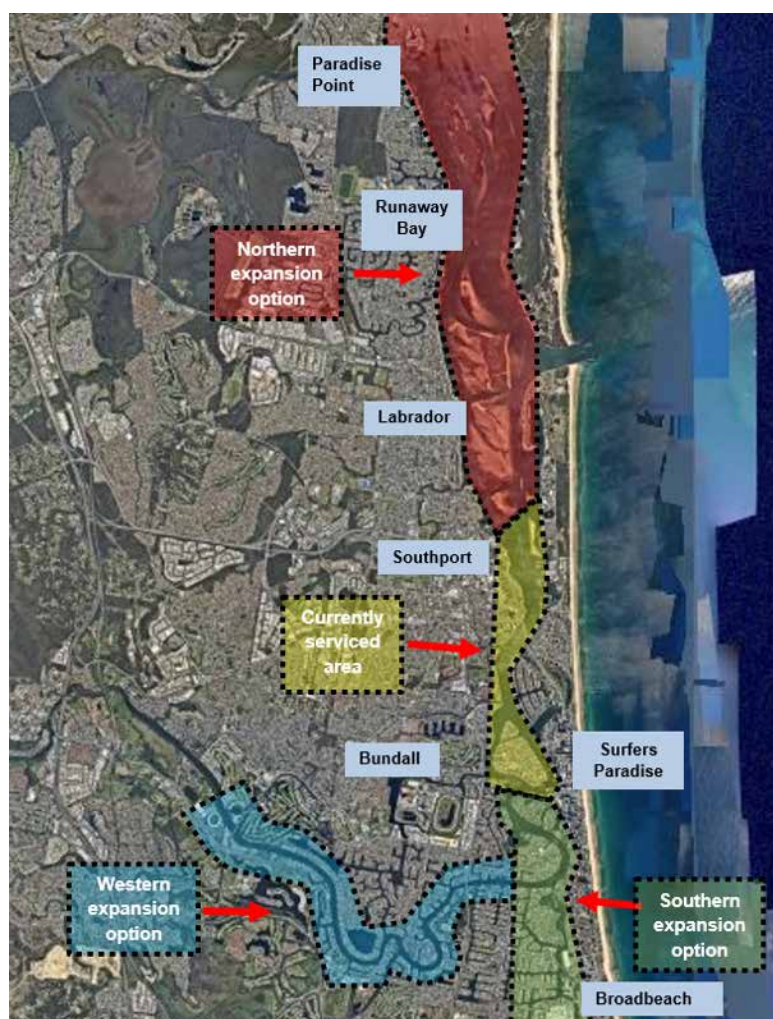


FIGURE 1: Service expansion investigation areas

Couran Cove and Tiplers were not considered at this time due to their limited demand and travel time. Weekend only services accessing South Stradbroke Island may be considered in the longer term.

Northern area

Potential stop locations

Council officers have investigated expansion to the north with a specific focus on potential stops located at the following locations as shown in Figure 2:

- Paradise Point Jetty
- Runaway Bay Shopping Centre
- Labrador foreshore (near Charis Seafood)

The following considerations have been noted in relation to these locations:

- All of these potential stops have existing pontoon infrastructure, with upgrades required to be compliant with Disability Discrimination Act (DDA) requirements.
- Further investigation and works may be required to all stops to understand the existing structural integrity of the pontoons.



FIGURE 2: Potential northern ferry route and stops.

- Access to the Runaway Bay Shopping Centre is limited by the bridge clearance at Bayview Street. The ferry operator has advised that modification works would be required to all ferry vessels if this stop were to be incorporated.
- A private agreement would be required with the Runaway Bay Shopping Centre to utilise their private pontoon for the Service.
- The existing pontoons at Labrador and Paradise Point are public assets that the City can utilise subject to agreement with the Gold Coast Waterways Authority and Maritime Safety Queensland.

In December 2021, a time trial was undertaken that concluded that the one-way travel time from the Broadwater Parklands (Southport Jetty) to these locations is in the range of 14-52 minutes, depending on the stop. Table 2 compares this travel time with the equivalent trip undertaken by a private vehicle and bus service. This comparison concludes that a ferry trip is the longest and most expensive journey, with private vehicle being the fastest trip, particularly outside of peak periods. Public transport (by road) is the cheapest journey and is comparable timewise to a ferry trip particularly during times of peak congestion on-road between Paradise Point and Southport.

TABLE 2: Travel Time Comparison – Northern investigation area

Mode	Travel time (minutes)	Cost	No. of changeovers
Paradise Point Jetty to Southport Jetty			
Ferry	50	\$8-10*	0
Private vehicle	15 to 30	\$7.30**	0
Public transport (bus only)	45	\$4.11*	0
Paradise Point Jetty to Surfers Paradise			
Ferry	95	\$15*	1
Private vehicle	20 to 50	\$10**	0
Public Transport (bus and light rail)	60 to 75	\$4.11*	2

* estimate based on current ticket pricing

** includes cost of petrol and parking

Patronage demand

Predicted demand to the north is primarily weekend recreational trips, with little demand for weekday commuter travel. The projected patronage is supported by the findings of the Commuter Ferry Trial undertaken in November 2021, which demonstrated that there is limited commuter demand for a ferry service at present with it primarily being used for tourist and recreational purposes.

Summary

Expansion to the north is feasible, however not likely to result in high patronage given the limited commuter benefit and relatively small tourist population in this area of the city.

Southern area

Potential stop locations

Investigations for expansion to the south have identified potential stop locations as shown in Figure 3 at:

- Isle of Capri (potentially shopping centre)
- Neddy Harper Park (Surfers Paradise South)
- Gold Coast Convention and Exhibition Centre
- Star Casino
- Pacific Fair Shopping Centre

Passenger demand

Expansion to the south is an opportunity to access the popular Broadbeach visitor precinct including major waterside destinations such as the Star Casino and Pacific Fair Shopping Centre. The estimated travel time one-way from Home of the Arts (HOTA) is approximately 50 minutes noting that the speed is limited to six knots for the entire journey.



FIGURE 3: Potential southern ferry route and stops.

Previous patronage modelling undertaken in 2019 ranked a potential Convention Centre stop as having the second highest population catchment based on the 14 assessed locations. The primary trips taken to the south would be for tourist purposes, with limited commuter demand due to the attractiveness of the Gold Coast light rail.

Additionally, expansion to the south is not possible at present as the Monaco Street Bridge does not have the sufficient clearance needed (2.7m clearance) for the current fleet of ferries. There are no current plans/projects proposed that result in an increase to the height of the Monaco Street bridge.

Summary

Expansion to the south captures a key visitor market and is predicted to result in high visitor passenger demand for the ferry service. However the low bridge clearance at Monaco Street means the current vessel is not able to access key southern destinations such as Broadbeach, the Star Casino, Convention Centre and Pacific Fair Shopping Centre. On this basis expansion to the South is not recommended until such time that the Monaco Street bridge clearance is raised, or a vessel is available that can navigate the current bridge clearance while still being able to carry a critical mass of passengers.

Western area

Investigations for expansion to the west have identified potential stop locations as shown in Figure 4:

- Metricon Stadium
- Royal Pines Resort
- Carrara Markets.

Expansion to the west is not considered feasible at present for the following reasons:

- Travel time – a one-way journey to Metricon Stadium (from Appel Park Surfers Paradise) is approximately 55 minutes excluding time for passenger boarding or disembarking
- A comparable trip in a private vehicle, bus or bike takes approximately 20 minutes, 45 minutes and 33 minutes respectively.
- There are limited attractors/destinations along the journey, with the main attractors being Carrara Markets and Metricon Stadium, both of which are only open for short periods of time during events and weekend markets.
- Previous patronage assessment modelling undertaken in 2019 concluded “The ferry system with its limited vessel capacity and long travel times between Surfers Paradise and Metricon is not suitable for the mass movement of patrons to/from events”.
- There are no existing pontoons or jetties that are suitable for use by the ferry. New pontoons would be required at all potential locations at a significant cost to the City.
- The entire journey is speed-restricted to six knots, limiting the ferries ability to compete with other modes of transport, with the exception of public transport.



FIGURE 4: Potential western ferry route and stop locations

There are limited ferry stop/pontoon locations along this route with waterway frontage primarily made up of freehold residential canal properties. The service would be exposed to greater risks relating to noise and wash impacts in a narrow section of the river fronted by low density residential dwelling houses.

Central area

Since the commencement of the Gold Coast Ferry service in late 2019, two additional pontoons have become available as potential additional stops within the existing service area. These stops are located at Proud Park, Main Beach and Stadium Drive, Main Beach (refer to Figure 5). It is noted that the Stadium Drive pontoon is currently under construction and scheduled to open in late 2022.



FIGURE 5: Potential central ferry stop locations.

Passenger demand

The primary function of these pontoons is to service recreational marine vessel needs and some existing commercial operations (i.e. fishing/diving charters). Demand for a ferry service at these stops is considered to be low, given the limited visitor and residential population at these locations (particularly Stadium Drive) across the entire week.

Events at the Spit and Broadwater Parklands present an opportunity for increased passenger demand for a ferry service at these pontoons, which has a secondary benefit of reducing traffic congestion on the surrounding road network, particularly Waterways Drive and Seaworld Drive, Main Beach. This is consistent with the Spit Masterplan, which identifies Stadium Drive as a pontoon that could be used by the ferry service during events at the Spit.

Summary

Given the limited existing passenger demand for the two pontoons at Proud Park and Stadium Drive, it is recommended that these locations be used for event purposes only for the foreseeable future. This approach ensures that new stops aren't being added to the Service that could result in dead-running, additional travel time and operating costs.

Service Provider Position

The Service Provider's position on Service expansion in the short term is:

- Given pandemic impacts over the last two years, their focus is on building momentum with the existing Service product.
- Service expansion would require investment in two new vessels at a cost of approximately \$1.6 million.
- They are not currently proposing to invest in the new ferries and the operational costs of any Service expansion without a monetary contribution from the City and/or a significant and ongoing increase in ferry patronage.

The City’s position from the outset has been for the Service to operate with no financial outlay of public funds. If the City were to subsidise the Service in the future, a new procurement process would be required given the original tender process was for a zero-value contract. A subsidy may also attract interest from other operators in the market.

It is recommended that any future expansion of the Service be re-evaluated upon request from the Service Provider.

Next steps

To date, there have been over 150,000 trips taken on the Service, which equates to approximately 5,036 trips per month or 167 trips per day. Whilst the number of trips to date is encouraging and demonstrates demand for the ferry, the numbers are still relatively low for a passenger transport service in a city as large as the Gold Coast. Numbers would likely have been significantly higher if not for the COVID-19 pandemic, which impacted the Service throughout the trial period. Based on current patronage and the Service not yet reaching vessel capacity, City officers are of the view that it is premature for the Service to be geographically expanded at this point in time.

Further work is needed to build continuity of the Service to attract new and sustained patronage including marketing, promotions, frequency, special offerings and integrated ticketing. With the lifting of social and travel restrictions, there is a real opportunity to grow the current ferry service customer base.

Officers recommend that the City and Service Provider focus on embedding the Service as a well-known and popular transport option on the Gold Coast. This is considered the highest priority for the ferry service for the foreseeable future. There may be an opportunity to expand the service in the future once sustainable and growing patronage is demonstratable. As part of the continued growth of the Service the City will continue to work with, and support the Service Provider to ensure ongoing success of the City’s passenger ferry. This is proposed in the form of ongoing low cost/no cost marketing support, event support, marketing campaigns and service/infrastructure improvements.

6 ALIGNMENT TO THE COUNCIL PLAN, CITY STRATEGIES AND OPERATIONAL PLAN

The Gold Coast Ferry Service aligns with various strategic planning documents as outlined in Table 2.

TABLE 2: Alignment with corporate strategic planning documents.

Document	Commentary
Council Plan 2022 - 2027 <i>(Corporate Plan)</i>	<u>Theme: Connected community</u> Outcomes: <ul style="list-style-type: none"> · We provide safe and sustainable travel choices to enable us to move around the city easily. · We have beaches, parklands, waterways and natural places that are accessible and enjoyed by everyone.
Gold Coast City Transport Strategy 2031	<u>Action 1.1</u> – Creating liveable places <ul style="list-style-type: none"> · Protect our coastal strip from worsening congestion
Public Transport Plan 2018-2028	<u>Action 2.5</u> Support the State and Gold Coast Waterways Authority to investigate water shuttle services between key destinations along the City’s waterway.

7 FUNDING AND RESOURCING REQUIREMENTS

Budget/Funding Considerations

Not applicable.

Costs for Capital Works and Service Proposals

Not applicable.

People and Culture

Not applicable.

8 RISK MANAGEMENT

This initiative directly mitigates the following risk:

CO000507 Gold Coast Transport Strategy 2031 is not fully funded resulting in whole of city impacts with poor transport infrastructure and transport service choices for the community.

9 STATUTORY MATTERS

Not applicable.

10 COUNCIL POLICIES

Not applicable.

11 DELEGATIONS

Not applicable.

12 COORDINATION & CONSULTATION

Name and/or Title of the stakeholder consulted	Directorate or organisation	Is the stakeholder satisfied with the report and recommendations (Yes/No) (comment as appropriate)
Stephen Blore Coordinator – Transport Policy and Partnerships	Transport and Infrastructure	Yes
Steve Brook Executive Coordinator – City Events	Lifestyle and Community	Yes
Nick Prasser Executive Coordinator – Transport Policy and Planning	Transport and Infrastructure	Yes
Tyrone Gerada A/Manager – Transport and Traffic	Transport and Infrastructure	Yes
Cath Drinkwater Director – Transport and Infrastructure	Transport and Infrastructure	Yes

13 STAKEHOLDER IMPACTS

Not applicable.

14 BRISBANE 2032 OLYMPIC AND PARALYMPIC GAMES IMPACT

Not applicable.

15 TIMING

Not applicable.

16 CONCLUSION

The City has demonstrated via its two-year ferry trial that there is existing demand for a ferry service on the Gold Coast. This demand is primarily for visitor and recreational trips with limited commuter demand to date. Whilst patronage numbers have signified positive demand for the Service, there is room for further patronage growth at the five existing stops. A key short-term focus for the Service should be to increase existing patronage numbers at these locations to solidify the core service stops. Once this growth is achieved and maintained for a consistent period of time, future expansion could be reconsidered upon request from the Service Provider. Currently, expansion to the south and west is not feasible.

17 RECOMMENDATION

It is recommended that Council resolves as follows:

That the Ferry Expansion Update report be received and contents noted.

Attachment 1 – Previous resolutions

Ex Minute TI22.0301.006

- "1 That the report/attachments 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 Significant Contracting Plan for the Gold Coast Ferry Service (Attachment 2) be adopted and Council's Contracting Plan amended accordingly.
- 3 That the CEO be delegated the power to enter into negotiations and if those negotiations are successful to the CEO's satisfaction, enter into a contract pursuant to the Significant Contracting Plan in Attachment 2.
- 4 That Council authorise the Director of Transport & Infrastructure to work in partnership with the current Contractor to investigate the merits of expanding the service area and report back to Council in December 2022 with the findings.
- 5 That any extension be brought to Council for consideration prior to the expiration of the initial five year contract."

Ex Minute TI21.1026.004

- "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 section 171 (3) and 200 (4) of the Local Government Act 2009.
- 2 That Council notes the content of the Gold Coast Ferry Trial Report.
- 3 That Council notes a further report will be brought back to the Transport and Infrastructure Committee in early 2022 in relation to the possible future contract negotiations for Council's endorsement
- 4 That any possible future contract negotiations have regard to:
 - a better integration of the service within the Translink network
 - b promotion of third party customer feedback opportunities
 - c network expansion to the north, south and west."

Ex Minute TI19.0815.005

- "1 That the report/attachment be deemed a confidential document in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009 and that the report/attachment remain confidential unless Council decides otherwise by resolution.
- 2 That Council notes the current status of tender negotiations with Ferry I Pty Ltd to deliver the Gold Coast ferry trial.
- 3 That Council pursuant to section 257 of the Local Government Act 2009, the Chief Executive Officer be delegated the power to finalise negotiations and enter into a subsequent contract with Ferry I Pty Ltd for LG413/411/19/082 Gold Coast Ferry Trial Services Agreement.
- 4 That Council notes that the contract term is for an initial period of two years with the ability for the Council, at its sole discretion, to offer the operator a five-year plus five-year extension of term subject to demonstrated satisfactory service performance."

Ex Minute TI19.0530.003

- "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 (5) of the Local Government Act 2009.
- 2 That based upon the results of the EOI evaluation, Council approve a select tender process be progressed with SW CruiseCo Pty Ltd to deliver the proposed Gold Coast Ferry Service Trial.
- 3 That Council gives in principle approval to the following project funding allocations noting that final approval will need to occur through FY 2019-20 budget deliberations;

- a *new capital funding of \$1,000,000 in FY 2019-20 to deliver the necessary disability access and infrastructure improvements to enhance the customer experience at the stops identified within the approved ferry trial proposal.*
- b *new operational funding of \$500,000 in FY 2019-20 and \$500,000 in FY 2020-21 to undertake the necessary management activities, community consultation, user group engagement activities, ferry wash trials and ferry trial evaluations.*
- 4 *That Council notes that a further report will be brought back for consideration following completion to the select tender process."*

Ex Minute No. G19.0226.027:

- "1 *That Council approve the release of an EOI to market for the ferry service trial to gauge market interest and allow proposals to be received from suitable ferry service operators subject to the following conditions:*
 - a *the trial period is proposed for two years.*
 - b *the City's preferred minimum service network is for a five stop ferry service between Southport, Sea World, Marina Mirage, Appel Park (Surfers Paradise) and HOTA. Opportunity will exist for proponents to submit alternative proposals that may consider a more extensive network.*
 - c *ferry services will need to operate within existing waterway speed limits. However, opportunities can be explored with proponents during the trial period for speeds to be increased along sections of the ferry route if desired.*
 - d *no subsidy will be provided by the City to support service operations.*
- 2 *That a report be brought back to Council on completion of the EOI process to assess and determine whether approval is given to:*
 - a *Procuring a ferry trial proposal through a preferred tender arrangement.*
 - b *allocating new capital funding of \$1,000,000 in FY 2019-20 to deliver the necessary disability access and infrastructure improvements to enhance the customer experience at the stops identified within the approved ferry trial proposal.*
 - c *allocating new operational funding of \$700,000 in FY 2019-20 and \$700,000 in FY 2020-21 to undertake the necessary community consultation, user group engagement activities, ferry wash trials and ferry trial evaluations.**An evaluation framework to determine the success of the proposed ferry trial will be included as part of this report.*
- 3 *That Council endorse the development of Memoranda of Understanding (MOU's) with Gold Coast Waterways Authority, Village Roadshow and Marina Mirage to ensure ferry stop availability and financial responsibilities are defined for the trial."*

Ex. Minute G18.1207.030

1. *"That Council note the progress of current planning works being undertaken for the operation of a proposed ferry service trial on the Broadwater and Nerang River.*
2. *That Council further note that a ferry service trial options analysis report will be presented back to Council in March 2019 the purpose of which will be to seek approval of a preferred ferry service trial option to progress to procurement.*
3. *That \$300,000 be allocated to the Fernes Trial Project and associated investigations as part of the December budget review."*

Ex Minute No. T118.1018.005

"That the Director bring forward a report regarding the introduction of ferry services in the City including the number and location of terminals, supporting facilities, connections to other public transport systems and services, financial viability and costs of operation, approval processes, operational issues, tendering and the implementation of a trial of services."

6.2 CITY PLAN OFF-STREET CAR PARKING RATES ASSESSMENT PROJECT - PROGRESS UPDATE

Objective ID:	A81737863
File Number:	fA4317562
Author:	Daniel McNaught, Senior Transport Planner, Transport and Traffic
Authoriser:	Cath Drinkwater, Director Transport and Infrastructure, Transport and Infrastructure
Attachments:	1 Attachment 1 - Transport Hub and Southport Priority Development Area locations

1 BASIS FOR CONFIDENTIALITY

Not applicable.

2 EXECUTIVE SUMMARY

Not applicable.

3 PURPOSE OF REPORT

To provide an update on the Off-Street Car Parking Rates Assessment Project.

4 PREVIOUS RESOLUTIONS

Ex Minute No. TI21.1116.005

- “1 *That the City Parking Plan 2031 as outlined in Attachment 2 to this report be adopted.*
- 2 *That a mid-life review of the City Parking Plan 2031 be undertaken in 2026 with a report back to Council.*
- 3 *That the City Parking Plan be amended to also include a review of line marking arrangements in council car parks and on-street in centres to maximise the supply of car parking, including at locations nominated by councillors”*

5 DISCUSSION

City Parking Plan 2031

In November 2021, Council adopted the City Parking Plan 2031 (CPP2031) to guide parking related policies, initiatives and investment over the next decade. Action 5.7 of the CPP2031 is:
Undertake a review of the City Plan Transport Code to identify opportunities for improving the provision of off-street car parking within developments, and to optimise the utilisation of adjacent on-street parking space during the application approval process.

Context

Off-street car parking rates for new developments are administered and regulated by the Transport Code within the Gold Coast City Plan 2015 (City Plan). The rates in the Transport Code have not been reviewed since 2015.

Off-Street Car Parking Rates Assessment Project

In response to Action 5.7 of the CPP2031, the *Off-Street Car Parking Rates Assessment Project* (the Project) has commenced with expert support and advice from a Gold Coast-based consultancy.

Process

The Project process is outlined in Figure 1 and has the following stages:

- (1) Stakeholder Engagement and Situation Paper (March to November 2022)
- (2) Specific Land Use Demand Surveys (December 2022 to June 2023)
- (3) Analysis and Reporting (July to December 2023)

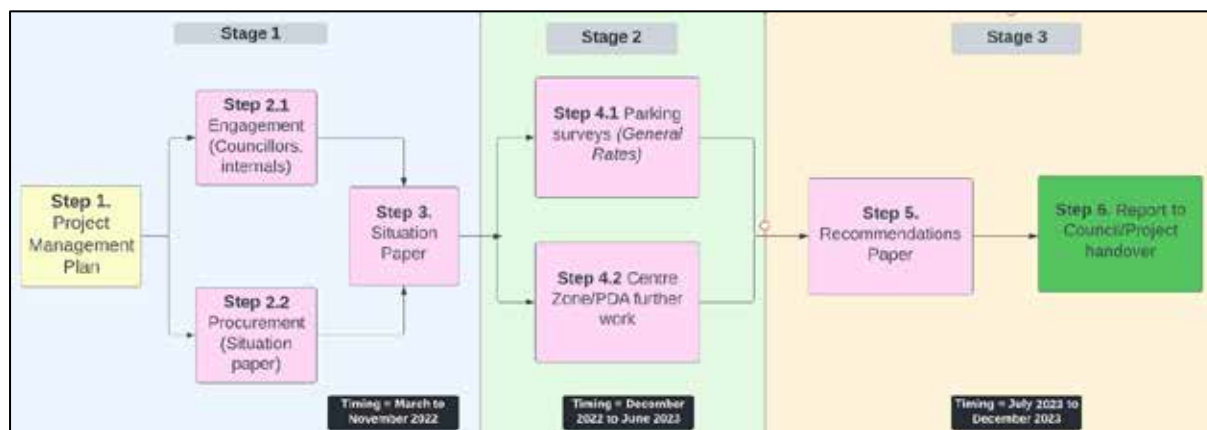


FIGURE 1: Off-Street Car Parking Rates Assessment Project – Process and Timing

Scope

The Project scope is to review the off-street car parking rates for all land uses within the City Plan Transport Code to ensure they are fit-for-purpose – specifically for ‘assessable developments’ as shown in Table 9.4.13-2 of the Transport Code.

To ensure the Project retains its focus and remittance to CPP2031 Action 5.7, the following elements are outside the scope of the Project:

- Travel demand measures
- Car lifts / stackers
- Affordable housing
- Bike parking
- The use of car parks for storage purposes
- Tandem spaces
- Electric vehicles
- Car/bike share
- Emerging technology
- Service vehicles

While the importance and need to assess these out-of-scope items remains, Council officers propose that these matters be investigated individually as part of future projects and reviews of the City Plan Transport Code. This approach ensures that all items are afforded the necessary time and resources needed to deliver high quality projects.

Categories

To reflect different car parking needs associated with different areas of the city, the Transport Code groups car parking rates into four categories based on the location of the proposed development as outlined in Table 1.

TABLE 1: Transport Code Car Parking Categories

CATEGORY	TRANSPORT CODE TABLE
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1	Centre zone / High density residential zone within Transport Hub area (mapped in <i>Attachment 1</i>)	9.4.13-4
2	Centre zone outside Transport Hub area	9.4.13-5
3	Southport Priority Development Area (mapped in <i>Attachment 1</i>)	9.4.13-6
4	All other zones/locations (to be referred to as <i>General Rates</i>)	9.4.13-3

Categories 1 and 3 offer new developments reduced minimum off-street car parking rates (when compared to the General Rates) due to these locations being in proximity to a high frequency passenger transport service (Gold Coast Light Rail Stage 1). Reduced rates are also available to certain types of developments located within Category 2 as a reflection of the high-density nature of these locations (e.g. Coomera, Bundall).

Stakeholder Engagement

As part of Stage 1 of the Project, stakeholder engagement was undertaken to gain a better understanding of existing off-street car parking trends, issues, pain points, lessons learnt and opportunities. This included collaboration with Councillors and officers from the City Planning, City Development, Development Compliance and Transport & Traffic Branches. Based on stakeholder feedback, a list of land uses known to have off-street car parking issues were identified and considered as part of the preparation of the Situation Paper. Through this engagement process stakeholders also consistently raised several matters outside the scope of the Project that have been noted for consideration as part of future separate investigations.

Further engagement with Councillors and other stakeholders will be undertaken as part of Stage 3 of the Project.

Situation Paper

As part of Stage 1 of the Project, a Situation Paper has been prepared that provides commentary on the car parking rates of 64 land uses listed in the City Plan and recommends potential changes required. This includes comparison with 10 similar local governments, analysis of existing parking data for each land-use (where available) and Gold Coast specific issues and considerations relating to each land-use. The Situation Paper recommends land uses requiring a change without further analysis, land uses requiring no change and land uses that may require a change subject to further information (via parking surveys).

In summary, the Situation Paper recommends:

- For *General Rates*:
 - Six land uses be changed including increased rates for markets and office land uses.
 - 14 land uses requiring further surveys including multiple dwellings, schools, child care centres and service stations.
- For Centre Zone (within and outside Transport Hub) and Southport Priority Development Area rates:
 - Car parking rates within these locations are based on a policy approach rather than actual demand as part of the City's movement towards a less car-reliant transport network.
 - Other Councils and Cities that offer reduced car parking requirements similar to the Gold Coast also set a maximum car parking rate to ensure car parking is not oversupplied by developments.

- Extending the Transport Hub area to include future Gold Coast Light Rail Stage 3.
- Reconsider allowing reduced rates in Centre Zones outside of the Transport Hub area (e.g. Coomera, Bundall, Varsity, Nerang).
- There is limited data available about the success/limitations of the reduced rates currently applicable for Centre Zones and the Southport Priority Development Area.

5.4 Next Steps

The Situation Paper concludes that further work and analysis is required relating to all Centre Zones, the Southport Priority Development Area and *General Rate* land uses requiring further information. This additional work, inclusive of parking surveys, policy considerations and land-use planning investigations will be undertaken as part of Stage 2 of the Project (refer to Figure 1 above).

Stage 3 entails reviewing all data and information collected in Stage 2, re-engaging with stakeholders and preparing a Final Recommendations Paper for presentation to Council. If supported by Council, the findings of the Final Recommendations Paper will inform a future planning scheme amendment drafted and managed by the City Planning Branch within the Economy, Planning and Environment Directorate.

6 ALIGNMENT TO THE COUNCIL PLAN, CITY STRATEGIES AND OPERATIONAL PLAN

The Project aligns with various strategic planning documents as outlined in Table 1.

TABLE 2: Alignment with Corporate and Strategic Planning Documents

Document	Commentary
Council Plan 2022 - 2027 (Corporate Plan)	<u>Theme: Connected Community</u> Outcomes: <ul style="list-style-type: none"> · We provide safe and sustainable travel choices to enable us to move around the city easily. · We have beaches, parklands, waterways and natural places that are accessible and enjoyed by everyone.
Gold Coast City Transport Strategy 2031	<u>Action 2.4</u> Providing better local parking management <ul style="list-style-type: none"> · Review parking rates along the coastal strip
City Parking Plan 2031	<u>Action 5.7</u> Undertake a review of the City Plan Transport Code to identify opportunities for improving the provision of off-street car parking within developments, and to optimise the utilisation of adjacent on-street parking space during the application approval process.

7 FUNDING AND RESOURCING REQUIREMENTS

Budget/Funding Considerations

The Transport and Traffic Branch has sufficient funds in the 2022-23 Operational Budget to cover the costs of the Project.

Costs for Capital Works and Service Proposals

Not applicable.

People and Culture

The Project is being led by the Transport and Traffic Branch using existing staffing levels.

8 RISK MANAGEMENT

This initiative directly mitigates the following risks:

- CO000507 – Gold Coast Transport Strategy 2031 is not fully funded resulting in whole of city impacts with poor transport infrastructure and transport service choices for the community.
- CN000838 – Ongoing phased delivery of amendment packages to regularly update the City Plan to ensure policy is as current as possible.

9 STATUTORY MATTERS

Not applicable.

10 COUNCIL POLICIES

Not applicable.

11 DELEGATIONS

Not applicable.

12 COORDINATION & CONSULTATION

The following functional areas of Council have been engaged and will continue to be consulted throughout the life of the Project:

- City Development (Planning officers)
- City Development (Transport Assessment)
- City Planning
- Development Compliance
- Transport and Traffic

13 STAKEHOLDER IMPACTS

13.1 External / community stakeholder impacts

There are no external / community stakeholder impacts at this point of the Project.

13.2 Internal (organisational) stakeholder impacts

The Project will have minor resourcing and operational impacts for the City Planning, City Development and the Transport & Traffic Branch as part of ongoing collaboration and stakeholder engagement. All internal stakeholders have approved the allocation of time and resources as part of their ongoing contribution to the Project.

14 BRISBANE 2032 OLYMPIC AND PARALYMPIC GAMES IMPACT

Not applicable.

15 TIMING

Upon completion of Stage 3 of the Project, the Final Recommendations Paper will be presented to Council for their consideration with a likely timeframe of early 2024.

16 CONCLUSION

In accordance with Action 5.7 of the City Parking Plan 2031, a review of off-street car parking rates in the City Plan Transport Code is progressing including stakeholder engagement and development of a Situation Paper that has recommended changes to six land uses, further analysis for 14 land uses and a review of rates applicable for the Centres Zone and Southport Priority Development Area. The final findings will be reported to Council for consideration at the completion of the project with the view of informing future amendments to City Plan.

17 RECOMMENDATION

It is recommended that Council resolves as follows:

That the City Plan Off-Street Car Parking Rates Assessment Project – Progress Update report be received and the contents noted.

ATTACHMENT 1

Transport hub area and Southport Priority Development Area locations



6.3 LAKE HUGH MUNTZ UPDATE OF ECOSYSTEM HEALTH IMPROVEMENTS

Objective ID: A81916040

File Number: WF44/16

Author: Steven McVeigh, Senior Environmental Engineer Lakes and Waterways, City Assets

Authoriser: Cath Drinkwater, Director Transport and Infrastructure, Transport and Infrastructure

Attachments: Nil

1 BASIS FOR CONFIDENTIALITY

Not applicable.

2 EXECUTIVE SUMMARY

Not applicable.

3 PURPOSE OF REPORT

The purpose of this report is to:

- Provide Council with an overview of the progress and outcomes of ecosystem health improvement actions undertaken at Lake Hugh Muntz in 2021-22.
- Note the draft 2022 Lake Hugh Muntz Lake Management Plan, the Implementation Plan and subsequent budget requirements for maintaining a healthy ecosystem in Lake Hugh Muntz.
- Note the actions and outcomes outlined within the Lake Hugh Muntz Stakeholder and Communication Management Plan.

4 PREVIOUS RESOLUTIONS

Ex Minute G21.0831.016

- "1 That Council endorses the actions to be undertaken at Lake Hugh Muntz described in this report, with the objective of maintaining the lake as a healthy aquatic ecosystem.*
- 2 That Council endorses the development of a Lake Hugh Muntz Management Plan in conjunction with a Lake Hugh Muntz Stakeholder and Communication Management Plan.*
- 3 That Council notes Griffith University's continued involvement as subject matter experts in the development of the Lake Hugh Muntz Management Plan, to improve ecosystem health for Lake Hugh Muntz.*
- 4 That a report be brought to Council in the second half of 2022 to note the progress and outcomes of ecosystem health improvement actions for Lake Hugh Muntz in 2021-22."*

5 DISCUSSION

Lake Hugh Muntz (LHM) is located in Mermaid Waters, adjacent to Barrier Reef Drive (refer figure 1 location plan). LMH was created as part of a residential development in the early 1980's, in which new residential allotments were filled/raised for flood resilience purposes using spoil extracted from the lake area.



Figure 1 – Location of Lake Hugh Muntz in Mermaid Waters

In general, the lake;

- has a water surface area of approximately 17 Ha,
- has a water depth from 5m to 12m,
- has a volume of approximately 282 Olympic size swimming pools,
- forms part of the catchment's stormwater drainage system, noting that 16 stormwater drainage systems from residential areas convey stormwater into the lake,
- was initially filled with stormwater, however groundwater inflows have created a brackish (low salinity) environment,
- is not a City sanctioned swimming area as water quality on a day to day basis cannot be guaranteed due to the unpredictability of contaminants entering the lake via stormwater runoff, ground water inflows and spontaneous algal blooms,
- has historically been used (at the user's risk) for swimming, paddle boarding and sailing by residents and other activities by surf lifesaving clubs, triathlon clubs, and nearby schools,
- has a thick layer of nutrient rich sediment on its bed, and
- has experienced several Cyanobacteria (blue-green algae) blooms since 2017 which necessitated the temporary closure of the lake for public safety reasons.

High concentrations of blue-green algae can emit unpleasant odours and can be hazardous to human health. Blue-green algae is a common and naturally occurring component of aquatic ecosystems and algal blooms can occur during periods of warm weather in conjunction with high nutrient levels in the lake. Residents in the LHM area have repeatedly expressed concerns regarding the lake's declining water quality. As LHM has matured, the following factors have contributed to the more regular and long-lasting algal blooms in the lake:

- Increased nutrient concentrations.
- Changed ground water conditions.
- Changed rainfall patterns.

- Change from a freshwater lake to a brackish lake.
- Decline of freshwater species of submerged and emergent aquatic vegetation.

The following works were completed prior to 2021-22 to better understand the lake's ecosystem and how to effectively improve water quality and decrease the occurrence of algal blooms.

Stage 1

Initial research into existing and potential water quality issues by Griffith University – Australian Rivers Institute (ARI). The research included:

- A study of Management Options to Mitigate Algal Blooms in Lake Hugh Muntz (2018).
- An evaluation of Management Options for Lake Hugh Muntz (2018).

Stage 2

The City undertook a trial application of 37 tonnes of Phoslock in LHM, to assess the feasibility of water quality improvements (if any) of the product. These works included:

- The 2018 Phoslock Trial (37 Tonnes).
- An ARI Phoslock Trial Report (2019).

Stage 3

ARI created a lake specific model to assess potential outcomes from a number of potential water quality management options and reduce the frequency and duration of cyanobacterial blooms in Lake Hugh Muntz (2020). The City also increased community engagement through a number of engagement strategies.

Stage 4

In 2021, the City engaged an external consultant to undertake a Multi Criteria Analysis (MCA) of 31 potential water quality improvement options utilising information obtained from Stages 1-3. The results from the MCA were disseminated to the community via Community Information Sessions (CIS), which is discussed further in this report.

Actions and Outcomes in 2021-22

The City completed several actions during 2021-2022 that were recommended as part of Stages 1- 4 works outlined above. These actions were focused on improving LHM's ecosystem health and reducing the potential for further large blue-green algae blooms. These actions also involved further engagement with the wider community around LHM.

The actions completed in 2021-22 resulted in several positive outcomes for the lake:

- Blue-green algae concentrations dropped below the amber alert level (caution level) into the green surveillance mode for the first time since 2017.
- Increased submerged and emergent aquatic plant growth in the lake.
- Improved community engagement.

Descriptions of the actions undertaken in 2021-22 are detailed below.

Gully Basket Management

A gully basket is a type of gross pollutant trap (GPT) that sits within the roadside stormwater gully pits. Generally, they are a constructed mesh basket that captures organic material, sediment and general litter that has been washed into the stormwater network. Seventy-two gully baskets were installed around Lake Hugh Muntz in 2014. Gully baskets were the highest rated option in the MCA as they help improve ecosystem health by reducing nutrient loads, rubbish and sediment from entering the lake through stormwater runoff.

In 2021-22, the gully baskets have provided positive outcomes for ecosystem health by preventing 6.35 cubic metres of vegetation, sediment and general litter from adding to the nutrient rich sediment on the bed of the lake. Regular gully basket maintenance also reduces the need for canal maintenance crews removing rubbish from the lake via small boat.

Phoslock Application

In August 2021, 87 tonnes of Phoslock was added to the lake to reduce dissolved phosphorus and reduced the release of dissolved phosphorus from a thick layer of nutrient rich sediment across the lake's bed (see figure 2). Phoslock is not a product that kills blue-green algae, it helps reduce the availability the algae's food source (dissolved phosphorus). Research found that the 87 tonnes of Phoslock was enough to treat the top 10cm of the sediment across the lake's bed.

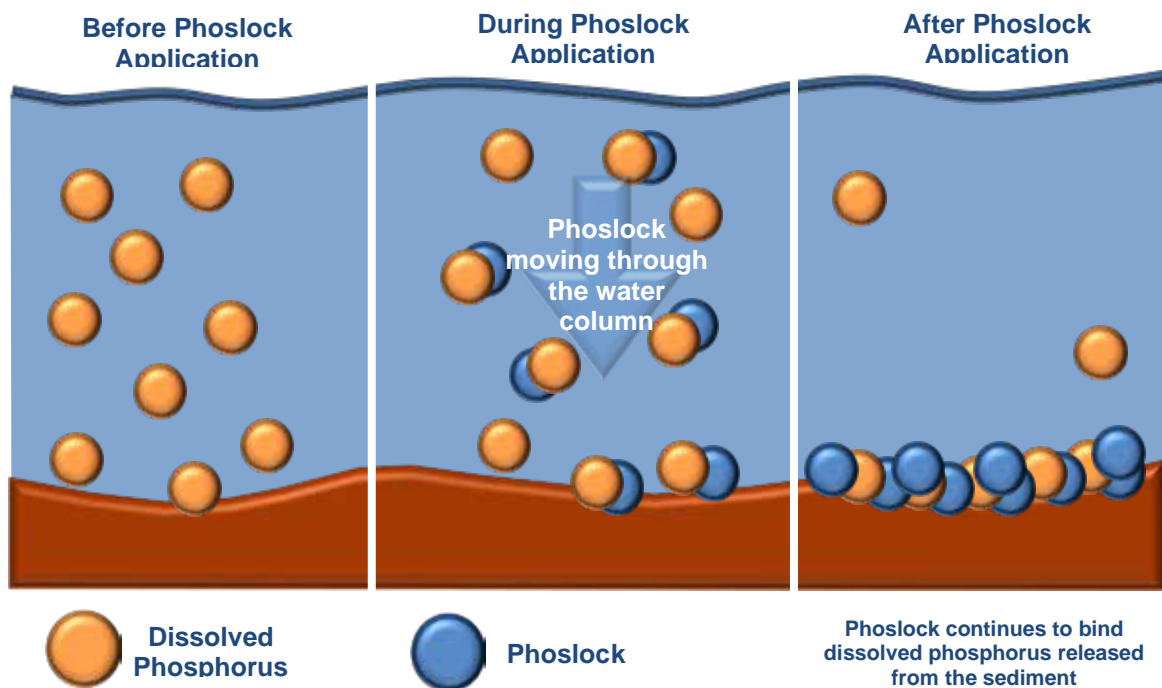


Figure 2. How Phoslock works

Results from ARI's sediment sampling also showed significant reduction in dissolved phosphorus release from the bed of the lake after the 2021 application of Phoslock compared to before the application.

The 2021 application provided positive outcomes for the lake by significantly reducing the concentration of blue-green algae over the summer period and negated the need to close lake for recreational purposes due to poor water quality for the first time since 2017. This is significant considering the multiple large rainfall events that occurred during the summer months in 2021-22 which normally would have triggered algal blooms.

Phoslock applications may not be required every year as the overall longevity of the previous application is tied to weather patterns, especially rainfall events that can wash in sediment and nutrients. Further monitoring will be undertaken following the 2022/23 summer wet season to assess if a Phoslock application is warranted in 2023.

Emergent Plants Trial

Emergent plants (reeds) around the foreshore of the lake was rated highly in the MCA (stage 4) as an option to reduce nutrients in the lake and reduce blue-green algae growth. Reeds also improve the lake's overall ecosystem health by providing habitat for small animals such as birds and small fish that can feed on blue-green algae. Reeds along the foreshore also improve foreshore stabilisation by binding sediment and preventing erosion that may occur through wind chop and stormwater runoff.

Due to the depth of the foreshore around Lake Hugh Muntz, a unique technique was trialled to establish healthy clusters of foreshore emergent plants. A section of reeds in the lake was removed by a floating excavator, placed on to a floating conveyor belt and transported to a foreshore area that was void of emergent plants (see figure 3). The trial was successful with 95% survival rate of transplanted reeds. Local birds were using the reeds as nests within four to five months after the transplanting process. Due to the success of the trial, this technique has subsequently been utilised at other lakes with deep foreshores in the Robina area. Additional targeted translocation of reeds around Lake Hugh Muntz will occur every two years to help promote the spread of reeds around the foreshore of the lake.



Figure 3 – Emergent planting photos

Lake Hugh Muntz Lake Management Plan (DRAFT)

Preparation of the draft Lake Hugh Muntz Lake Management Plan (LMP) has considered information collected from Stage 1- 4 works, previous public consultation exercises with local lake users/residents, and members of the Lake Hugh Muntz Stakeholder Group. The draft LMP outlines proposed actions and methodologies to maintain a healthy ecosystem for LHM residents/ visitors to enjoy. The City will be presenting the draft LMP at the next Community Information Session later this year (2022).

The LMP's objectives are to:

- Provide the City with operational objectives and procedures to help maintain the lake as a healthy ecosystem.
- Reduce the frequency and duration of algal blooms by managing nutrients loads and improving the water quality.
- Maintain water quality to support a healthy ecosystem.
- Maintain all lake assets for visual and amenity purposes.

The LMP also includes operational requirements for;

- aquatic plant monitoring,
- fauna monitoring,
- foreshore monitoring and revetment walls,
- environmental water quality sampling,
- blue-green algae monitoring,
- recreational water monitoring,
- groundwater monitoring,
- nutrient reduction,
- community engagement, and
- gully baskets maintenance.

The City will undertake regular internal reviews in accordance with normal asset management protocols, to ensure the LMP remains relevant and aspirational.

Lake Hugh Muntz Communication and Engagement Plan

The Lake Hugh Muntz Communication and Engagement Plan (CEP) was developed in 2021-22. This plan seeks to ensure the community is well informed about the future use and the management of LHM. The plan also outlines the following:

- The City's commitment to maintain a healthy ecosystem for LHM.
- Accurate information for the community to make informed decisions about how they use LHM. The City's long term mitigation efforts to reduce/manage algal blooms.
- The complexities and challenges of managing a lake of this nature.

The CEP will be periodically reviewed and updated as new approaches are developed to deal with emerging stakeholder concerns or new projects that are implemented from time to time.

Community Information Session (CIS)

In 2021-22, the City organised four Community Information Sessions as part of its commitment to engage and inform the wider community and lake user groups. Subject matter experts presented findings work undertaken by the City in Stage 4 works. The CIS encouraged community members to ask questions to obtain in-depth understanding of the outcomes from Stage 4 works.

The City received positive feedback from the CIS process as it allowed direct access to subject matter experts and provided the community participants with detailed information.

The City will undertake a further CIS in late 2022 as part of ongoing community engagement. The format of the next CIS will allow City staff to present the draft LMP and findings from actions completed in 2021-22.

Water Quality Monitoring Programs

In 2021-22, the City continued to monitor water quality and report on the results. The water quality monitoring results revealed;

- a constant downward trend in both potentially toxic and non-toxic blue-green algae concentrations in LHM,
- an improvement in the overall water quality of the lake resulting in clearer water conditions and
- improved conditions for the growth of submerged aquatic plants.

Monitoring is essential to understand and track the water quality trends such as nutrient levels, blue-green algae levels, and pollution levels in the lake.

Current blue-green algal alert levels are updated on the City's Lake Hugh Muntz website as well as seven permanent alert level signs around LHM that were installed in 2021. This type of reporting allows the community to undertake a personal risk-based assessment prior to accessing the waterbody for recreational purposes.

Current Ecosystem Health Status (as of 14 September 2022)

The current ecosystem health of the lake has improved compared to previous years. The average potentially toxic blue-green algae concentrations are below the limit of reporting for blue-green algae biovolumes. Between the period of 30 August and 14 September there has been a slight increase to non-toxic blue green algae concentrations which has returned the lake back into an amber alert level, however these species are not potentially toxic to humans and pose very little risk to public health. Algae levels can fluctuate due to several external factors (such as temperature, rain fall and algae species).

There has been anecdotal evidence of increase coverage of submerged aquatic plants across the bed of the lake down to a depth of 6m. An underwater survey will be undertaken after the growing season to obtain a base line for submerged aquatic plant coverage.

There has been an increase in natural emergent reed growth around the foreshore of the lake. The transplanted reeds are starting to show signs of new growth from the expansion of the transported root balls. Wildlife is already utilising the newly transplanted reeds for habitat and nests.

6 ALIGNMENT TO THE COUNCIL PLAN, CITY STRATEGIES AND OPERATIONAL PLAN

Water Strategy 2019-2024

1.2 Conduct in-depth studies of water bodies to identify best-practice solutions to reduce the frequency and intensity of algal bloom incidents and fish deaths.

Council Plan 2022-2027

Liveable Places - We manage our resources for a sustainable future.

7 FUNDING AND RESOURCING REQUIREMENTS

Budget/Funding Considerations

The Lake Hugh Muntz Management Plan has identified a number of operational funding needs to provide ongoing improvements to ecosystem health and reduce nutrients in the lake. These needs include:

- Planting emergent plants around the lake for the purpose of ecosystem improvement through nutrient capture, habitat improvement and foreshore sediment control.
- Application of Phoslock to reduce the nutrient concentration within the lake and to reduce the release of dissolved phosphorus from the sediment in the deeper sections of the lake.

If ongoing water and sediment quality assessments reveal that an application of Phoslock is required to address an algal bloom or reduce the risk of an algal bloom, additional funding will be required to undertake the application of Phoslock. Due to the scheduling of sediment monitoring surveys (occurring after the wet season in April/May), it is recommended for Council to approve an operational budget for nutrient reduction in Lake Hugh Muntz. These funds would only be drawn upon if there is a requirement to undertake an application of Phoslock in LHM.

Emergent planting along the foreshore of the public areas around the lake is proposed to be completed over the next four years.

The following funds will be requested as part of Council’s future budget deliberations.

	2023 – 2024	2024 – 2025	2025 – 2026	2026 – 2027
Phoslock application - Lake Hugh Muntz (if required)	\$150,000			
Emergent planting along Lake Hugh Muntz Foreshore		\$15,000		\$15,000

People and Culture

Not applicable.

8 RISK MANAGEMENT

The LMP will assist in mitigating the following Corporate Risks:

Lifestyle and Community

CO000444 - Core community and social infrastructure and related services are not provided in areas of need, resulting in threats to community wellbeing

Economy, Planning and Environment

CO000675 - A reduction in the extent and quality of the City's natural asset network, green space and community access opportunities, resulting in a possible decline in city liveability, image and economic potential.

Water and Waste

CO000493 - Failure to effectively integrate all components of the water cycle causing degradation of Gold Coast City's water environments, water-based lifestyle, reduced economic activity, reputational damage to Council and increased risk to public health.
Statutory Matters

9 STATUTORY MATTERS

All actions proposed within the Lake Hugh Muntz Management Plan 2022 will comply with relevant legislation.

10 COUNCIL POLICIES

- External Communication Policy
- Community Consultation Policy
- Park Usage Policy - Right of Use

11 DELEGATIONS

Not applicable.

12 COORDINATION & CONSULTATION

Name and/or Title of the stakeholder consulted	Directorate or organisation	Is the stakeholder satisfied with the report and recommendations (Yes/No) (comment as appropriate)
Jeremy Wagner, Manager City Assets	Transport & Infrastructure	Yes

13 STAKEHOLDER IMPACTS

External / community Stakeholder Impacts

Lake Hugh Muntz has an intensive community engagement program. Over the past decade, since algal blooms became an issue of concern to local residents, a steady stream of information has been provided to the community on the health of the aquatic ecosystem within the lake.

Numerous information channels are used to provide community updates including a regularly updated dedicated website presence, letterboxed newsletters across the neighbouring precinct, prominent signage installed at key points around the lake and community information sessions staged as needed.

The Lake Hugh Muntz Stakeholder Group was formed with representing groups who used the lake regularly for exercise or recreation and individuals with a deep interest in the lake ecology. It operated successfully for many years but was disbanded with members' concurrence in mid-2022. The Lake Hugh Muntz Stakeholder Group has been replaced by Community Information Sessions that enabled wider and more in-depth community interaction.

Recreational use of LHM has declined over the past 10 years as algal blooms increased in frequency/ intensity and lake closures became an annual occurrence and scope. An ongoing education and information campaign has created much greater community awareness of the causes of lake closures and the City's comprehensive management plan to achieve and maintain a healthy ecosystem.

A steady stream of information through appropriate channels ensures the community is aware of any new developments and kept informed of how issues are being managed.

14 BRISBANE 2032 OLYMPIC AND PARALYMPIC GAMES IMPACT

Not applicable.

15 TIMING

Not applicable.

16 CONCLUSION

The initiatives undertaken in 2021-22 at Lake Hugh Muntz resulted in many positive outcomes for the City and Lake Hugh Muntz Community.

The actions completed in 2021-22 delivered the following outcomes:

- The lake was not closed to recreational activities in 2021-22 due to an algal bloom.
- Blue-green algae concentrations dropped below the amber alert level for the first time since 2017.
- Increased submerged and emergent aquatic plant growth in the lake.
- Improved community engagement.

The overall ecosystem health of the lake has improved from previous years. The City's actions to date clearly demonstrate that a combination of several water quality initiatives (i.e. Phoslock, gully baskets, reed plantings etc) is required to improve and maintain the ecosystem health of LHM.

City Assets will continue to employ the recommendations as outlined in the Lake Hugh Muntz Lake Management Plan to maintain the lake's healthy ecosystem.

17 RECOMMENDATION

It is recommended that Council resolves as follows:

- 1 That Council notes the contents of the report and the positive outcomes from the actions that were completed in 2021-22 resulting in an improvement to ecosystem health of Lake Hugh Muntz.**
- 2 That Council notes the proposed budget request for ongoing nutrient reduction treatments and emergent planting for Lake Hugh Muntz for its consideration at Council's Special Budget Committee.**

7 CLOSED SESSION REPORTS AND PRESENTATIONS

PROCEDURAL MOTION

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

7.1 MINOR LAND ACQUISITION REQUIRED FOR SHARED PATH CONSTRUCTION UPPER COOMERA A81459785 RD501528/46/01

BASIS FOR CONFIDENTIALITY

That this report be considered in Closed Session pursuant to section 254J (3) of the *Local Government Regulation 2012* for the reason that the matter involves:

- (c) the local government's budget;
- (h) negotiations relating to the taking of land by the local government under the *Acquisition of Land Act 1967*;

OVERVIEW

Insufficient road reserve exists to accommodate a Disability Discrimination Act (DDA) compliant shared path in a busy school precinct. Discussions with the landowner have resulted in its recommendation to Council Officers that the City acquires the required land (37m²) using its compulsory acquisition powers. This report requests Council consider this recommendation.

PROCEDURAL MOTION

That Committee move into Open Session.

Following resumption into Open Session, Item 7.1 was moved and carried as shown on the following pages.

8 GENERAL BUSINESS
