



**Technical Services  
Standing Committee  
Meeting Agenda**

**5 December 2012  
Biggenden**

Attendees	<b>Agenda Item 1</b>	<b>Attendees</b>	
Welcome	<b>Agenda Item 2</b>	<b>Welcome / Housekeeping</b>	
Apologies	<b>Agenda Item 3</b>	<b>Apologies</b>	
Declaration	<b>Agenda Item 4</b>	<b>Declaration of Interest</b>	
Deputations	<b>Agenda Item 5</b>	<b>Deputations</b>	
Infrastructure Report	<b>Agenda Item 6</b>	<b>Infrastructure Report</b>	
	6.1	Technical Services Internal Section Report	<b>003-022</b>
	6.2	Chemical Spray Unit	<b>023-024</b>
	6.3	Dwelling at Mundubbera Depot	<b>025-027</b>
	6.4	B-Double Route Application	<b>028-031</b>
	6.5	Addendum B-Double Report	<b>032-035</b>
	6.6	Future TIDS Project Program	<b>036-039</b>
	6.7	Staatz Road Safety Review	<b>040-043</b>
	6.8	Access for All – Disable Access	<b>044-055</b>
	6.9	Cania Dam Recreation Facility Verbal Report	
Closure of Meeting	<b>Agenda Item 7</b>	<b>Closure of Meeting</b>	

# **INFRA 01 TECHNICAL SERVICES INTERNAL SECTION REPORTS FROM 20/10/12 to 24/11/12**

Responsible Officer: Ken Palmer – Director Technical Services  
Report prepared by: Ken Palmer – Director Technical Services

## **1 PURPOSE OF REPORT**

To inform Council of major activities undertaken by the Technical Services Department in the reporting period.

## **2 CORPORATE / OPERATIONAL PLAN**

### **Community Infrastructure and Disaster Management**

“1.3 Infrastructure Delivery”:

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

## **3 POLICY IMPLICATIONS**

All relevant NBRC Policies are adhered to where applicable.

## **4 STATUTORY REQUIREMENTS**

All relevant Standards and Codes are applied where required.

## **5 RISK MANAGEMENT**

Risk management is an integral part in the planning and delivery of infrastructure services by the Technical Services Department.

## **6 CONSULTATION**

Internal consultation occurs formally fortnightly at Technical Services Management meetings and informally through briefing sessions with Councillors and staff.

Technical Services staff engage with Government agencies, other agencies and with the wider community on an ‘as needs’ basis.

## **7 OPTIONS FOR COUNCIL TO CONSIDER**

For information only.

## **8 OFFICER’S COMMENTS / CONCLUSION**

Submitted for Councillors information.

**WORKS REPORT** Period: 22 October 2012 to 20 November 2012

**ROADS/STREETS**

**Council maintenance**

<b>BIGGENDEN</b>	<b>Work</b>	<b>Status [% complete]</b>
William Street, Biggenden	Drainage work on Ray Spinks' house.	75%
Golden Fleece Rd, Biggenden	Cleaned some of the drains	50%
Victoria St, Biggenden	Repair footpath raised sections with rapid set cement	
Mt Stedman Rd, Biggenden	The loader pushed burnt down trees off the road surface.	
Biggenden Town Streets	Patched some of the town Streets with premix.	
Aberdeen's Road, Biggenden	Repaired a failure at the creek crossing.	

<b>GAYNDAH</b>	<b>Work</b>	<b>Status [% complete]</b>
Redvale Road, Gayndah	Pipe repair	50%
Gayndah Airport	Shrub clearing and mowing	100%

<b>MONTO</b>	<b>Work</b>	<b>Status [% complete]</b>
Monto Town Streets	Patched town streets	100%

<b>MOUNT PERRY</b>	<b>Work</b>	<b>Status [% complete]</b>
Mingo Crossing Caravan Park	Reseal	100%
Swindon Road, Mount Perry	Pot hole patching	100%
Drummers Creek Road, Mount Perry	Pot hole patching	100%

<b>MUNDUBBERA</b>	<b>Work</b>	<b>Status [% complete]</b>
Janke's Road, Mundubbera	Maintenance grade, drains cleaned out, patched gravelled	100%
Back Derra Road, Mundubbera	Maintenance grade, drains cleaned out, patched gravelled	100%
Deems Road, Mundubbera	Maintenance grade, drains cleaned out	80%

### Grading/Re-sheeting

<b>EIDSVOLD</b>	<b>Work</b>	<b>Status [% complete]</b>
St Johns Goldfield Road, Eidsvold	Grade	100%
Cheltenham Road, Eidsvold	Part Grade	30%

<b>GAYNDAH</b>	<b>Work</b>	<b>Status [% complete]</b>
Swain's Road, Gayndah	Grade	10%
Barlyne Road, Gayndah	Grade	10%
Wigton Road, Gayndah	Grade - just started.	5%
Rifle Range Road, Gayndah	Grade	100%

<b>MONTO</b>	<b>Work</b>	<b>Status [% complete]</b>
Marooka Road, Monto	Gravelled approaches to new invert	100%

<b>MOUNT PERRY</b>	<b>Work</b>	<b>Status [% complete]</b>
Tenningering Road, Mount Perry	Maintenance Grade	50%

### Roadside Slashing

<b>BIGGENDEN</b>	<b>Work</b>	<b>Status [% complete]</b>
Emu Creek Road, Biggenden	Slashing road verge	100%
North Dallarnil Road, Biggenden	Slashing road verge	100%
Grills Road, Biggenden	Slashing road verge	50%

<b>GAYNDAH</b>	<b>Work</b>	<b>Status [% complete]</b>
Wigton Road, Gayndah	Slashing road verge	50%

### TIDs Projects

<b>BIGGENDEN</b>	<b>Work</b>	<b>Status [% complete]</b>
Coringa Road	Project complete except line marking	99%

## Road Maintenance Performance Contract [RMPC]

<b>BIGGENDEN</b>	<b>Work</b>	<b>Status [% complete]</b>
Biggenden Childers	Patching and guide posts replacement	Ongoing
Biggenden Coulstoun Lakes	Patching and guide posts replacement work	On going
Biggenden Gooroolba	Patching and guide posts replacement work	On going
Booyal Road	Patching and guide posts replacement work	On going
<b>EIDSVOLD</b>	<b>Work</b>	<b>Status [% complete]</b>
Burnett Highway Eidsvold	Pavement failures	100%
Kerwee Road	Patching pavement failures	70%
Moreton Street	Patching pavement failures	85%

<b>GAYNDAH</b>	<b>Work</b>	<b>Status [% complete]</b>
Gayndah –Goomeri	Slashing, patching and guide posts replacement	Ongoing
Gayndah-Monto	Slashing, patching and guide posts replacement	Ongoing
Ban-ban	Rest area service	Ongoing
Binjour	Rest area service	Ongoing

<b>MOUNT PERRY</b>	<b>Work</b>	<b>Status [% complete]</b>
Gayndah-Mt Perry Road	Maintenance Grade, pothole patching replace guide posts	100%

<b>MUNDUBBERA</b>	<b>Work</b>	<b>Status [% complete]</b>
Burnett Highway Mundubbera	Pavement failures, drainage	100%
Black Stump rest area	Cleaned toilets, emptied bins, cleaned tables, mowing	On going
Durong Road Truck Stop	Emptied bins, mowed grass around shelter sheds	On going
Burnett Highway Bald Hill's Truck Stop	Emptied bins	On going
Mundubbera Durong	Patching and guide posts replacement work	On going

## Road Performance Contract [RPC]

<b>BIGGENDEN</b>	<b>Work</b>	<b>Status [% complete]</b>
Nil		

<b>EIDSVOLD</b>	<b>Work</b>	<b>Status [% complete]</b>
TNRP Eidsvold/Theodore Rd	Pavement strengthening	90%
Eidsvold/Theodore Rd	Pavement strengthening	10%
Eidsvold/Theodore Rd	Shoulder widening	85%

<b>GAYNDAH</b>	<b>Work</b>	<b>Status [% complete]</b>
Nil		

<b>MOUNT PERRY</b>	<b>Work</b>	<b>Status [% complete]</b>
Gayndah/Mount Perry Rd Mingo Crossing jobs 15 and 18	Pavement construction and bitumen sealing.	100%

<b>MUNDUBBERA</b>	<b>Work</b>	<b>Status [% complete]</b>
TNRP Mundubbera/Durong Rd	Pavement strengthening	90%

<b>MONTO</b>	<b>Work</b>	<b>Status [% complete]</b>
Cania Road	Pavement widening and overlay. Bitumen sealing. Works have recommenced on this project after resolving pavement supply issues.	60%

## FUTURE WORKS

<b>BIGGENDEN</b>	<b>Work</b>	<b>Status [% complete]</b>
Biggenden Childers	Pavements failures at Dallarnil to be stabilized.	
Deep Creek, Back Creek, and Caravan park Mingo.	Screenings to be swept up and stored.	

<b>GAYNDAH</b>	<b>Work</b>	<b>Status [% complete]</b>
Gayndah-Goomeri	Bitumen repairs	

<b>MONTO</b>	<b>Work</b>	<b>Status [% complete]</b>
Cania Road	Shoulder widening and overlay	
Kalpower Road	Maintenance Grade	
Gladstone, Biloela and Gayndah Roads	Patching	
Gladstone, Biloela and Gayndah Roads	Slashing	

<b>MOUNT PERRY</b>	<b>Work</b>	<b>Status [% complete]</b>
Swindon Road	Grade	

<b>MUNDUBBERA</b>	<b>Work</b>	<b>Status [% complete]</b>
Deems Road	Maintenance grade , drains	
Hawkwood Road	Shoulder grade	
Mundubbera river walk	Running track 1 km	
Glenrae Dip road	Maintenance grade, drains	
Boondooma Road	Push gravel for maintenance work in area ( Glenrae dip Road )	



## TOWN CREW

<b><i>BIGGENDEN</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Isis Highway	Replanted trees along the side of the highway where some had died.	Ongoing
Lions Park	Painted some of the benches and seats in the park.	Ongoing
Mowing	Mowing was done in various parts of the town.	Ongoing
Toilets	Toilets were cleaned on a regular basis.	Ongoing
Rubbish bins	Delivered rubbish bins to the Auto Specular and the Dallarnil Rodeo and picked them up when they were finished with them.	Ongoing
Biggenden town area	Spray footpaths	Ongoing
Biggenden town area	Spray airport	Ongoing
Biggenden town area	Clean streets	Ongoing
Biggenden town area	mowing	Ongoing
Biggenden town area	Garbage run	Ongoing

<b><i>EIDSVOLD</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Eidsvold – Town Streets	Street cleaning	Ongoing
Eidsvold – Parks	Mowing	Ongoing
Eidsvold – Wuruma Dam	Rubbish Collection	Weekly
Eidsvold – Ceratodus	Rubbish Collection and clean toilets	Weekly
Eidsvold – Police Station	Pour cement path	100%
Eidsvold – Town Streets	Sweep street with Bobcat	100%

<b><i>GAYNDAH</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Gayndah Town Streets	Clean gutters	
Gayndah Town Streets	Spray footpaths	
Gayndah Airport	Spray airport	
Gayndah Town Streets	Mow and Clean Streets	
Gayndah Town Streets	Garbage Run	
Gayndah Town Streets		

<b><i>MONTO</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Kalpower	Mowing and spraying town street	100%
Mulgildie	Mowing and spraying town street	95%
Town Parks Monto	Mowing and cleaned	100%
Cemetery	Mowing and cleaned	100%

<b><i>MOUNT PERRY</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Mount Perry – Racecourse	Slashing and spraying of weeds	100%
Mount Perry – Town Streets	Mowing and spraying of weeds	Ongoing
Mount Perry – Parks	Mowing, weeding, watering, cleaning toilets and rubbish collection	Ongoing
Mount Perry – Cemetery	Mowing	Ongoing
Mount Perry – Wolca Reserve	Mowing, clean toilets and rubbish collection	Ongoing

<b><i>MUNDUBBERA</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Mundubbera - Town entrance Burnett Highway	Removing dead trees, mowed grass ,rebuilt garden bed	Ongoing
Mundubbera - Lyon’s Street	Replanted big pots	Ongoing
Mundubbera - Archer park	Sprinkler repair and replace	Ongoing
Mundubbera - Cemetery	Mowing , spraying weeds , general tidy up	Once a week
Mundubbera - Parks	All have been mowed and kept tidy, cleaned toilets	Ongoing
Mundubbera - Town streets	Swept, mowed shoulders , cleaned gutters	Ongoing

## **CAPITAL PROJECTS**

<b><i>BIGGENDEN</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Eureka Road Realignment	Eureka Road	10%
B9 Road, Woowoonga Hall Road, Back Creek Road, Deep Creek Road, Nette St	Reseal Preparation work	10%
Mt Goonaneman Road and Aberdeen’s Road.	Reseal Preparation work	10%

<b><i>GAYNDAH</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Town streets Gayndah	Reseal Preparation work	10%

## **FUTURE CAPITAL PROJECTS**

<b><i>BIGGENDEN</i></b>	<b>Work</b>	<b>Status [% complete]</b>
Reseal	Reseal preps to continue on Tardent Street, Gloucester Street, Walsh Street, Mary Street, George Street, Caroline Street, and Elizabeth Street. A failure on the intersection of Walsh and Nette Streets to be stabilizes and finishes the reseal. Work will continue on Eureka Road.	

<b>GAYNDAH</b>	<b>Work</b>	<b>Status [% complete]</b>
Shoulder widening	Beronne Road	

## **PART B ASSET MANAGEMENT**

**Reporting Period:** 24/10/2012 to 28/11/2012

**Prepared by:** Chris Littlejohns

### **GIS**

#### **Operations**

- A separate layer has been created to track the collection of the floodway and culvert data. This will allow greater accuracy in the planning of routes to collect the remaining data.
- A separate Intramaps module is being developed with the help of IT to allow the general public to view selected layers of mapped information through Councils website.

### **Asset Management**

#### **Parks and Open Spaces Asset Management Plan( AMP)**

- The data recorded in GIS is being inserted into the Mundubbera component of the Parks AMP in a form that is easily read and understood. There have been a number of trial formats.
- Correction of GIS data regarding Park boundaries and Park structures continues as each piece of data is examined for validity. Onsite collection and validation of data is occurring as necessary.

#### **Roads AMP**

- The mapping and collection of physical data on the size and locations of floodway's and culverts is continuing.
- The Traffic Counter program is continuing to collect data on rural roads to validate our submitted data to the Grants Commission. The program has had the benefit of lifting 26km of roads into a higher category which attracts greater funding. Repeat counts are being taken on some roads at different times of the year as suggested by the Grants Commission. Urban roads which we estimate could have high traffic counts, have been programmed to have the traffic counts carried out. These have much shorter lengths which means a change in funding category will have a smaller effect than if the change is to a rural road.
- Grids and Gates policy has been developed and will be submitted to next MEG in December.

## **PART D BRIDGES**

**Reporting Period:** 24/10/2012 to 28/11/2012

**Prepared by:** Tyronne Meredith

### **Maintenance**

- Minor maintenance has been undertaken on a number of bridges in conjunction with Level Two inspections. A majority of this work has been in the Wilson Valley area.

### **Construction**

#### **Works in Progress**

#### **Capital**

- Moorooka Culverts

The project is near completion with only minor approach works left to complete.

- Eidsvold Pedestrian Bridge

The existing pedestrian bridge spanning the concrete culvert near the Eidsvold swimming pool has been replaced with a new timber structure under a state government funding program

#### **Flood Damage**

- Wigton Road Culverts

The construction of the culverts has been completed with minor works still being undertaken to restore the site.

#### **Inspections**

- Level Two bridge inspections have continued in the Gayndah area on timber bridges. These inspections will enable future works to be prioritised.

#### **Forward Program**

- Inspections will continue in the Gayndah area
- Minor works will continue on both the Wigton Road and Moorooka Culverts
- Pre construction works will begin for the rebuild of Stewarts Bridge

## **PART E BUILDINGS AND FACILITIES**

**Reporting Period:** 24/10/2012 – 20/11/2012

**Prepared by:** Rachael Bonanno

### **Maintenance**

- Approximately 62 tasks have had orders issued and are awaiting completion by the contractor.
- During the month of November 2012 approximately 38 task requests were completed.

### **Construction**

#### **Works in Progress**

##### **Eidsvold Hall Asbestos Removal:**

- Tenders for the project have closed.
- Due to the change in scope of the project and the upgrading of the type of asbestos, the quotes for the project are over the current budget estimate.
- The kitchen and supper room have been closed and orders will be issued for the works to commence.

##### **Exterior Painting - Biggenden Administration Office:**

- Painting works continue on the Administration Office with completion expected to be within two weeks.

##### **Monto and Mulgildie Cemetery Fencing:**

- Delivery of materials has taken place.
- Installation will take place in the new calendar year.

##### **Mundubbera Depot Firewall/Hydrant Installation:**

- Quotations are being obtained for the generation of relevant reports for this work.
- Solution and construction will take place in the new calendar year.

##### **Mundubbera Cemetery Beam Installation:**

- Quotations are currently being obtained for the beam installation.

#### **Forward Program**

- Works will continue on all capital projects and maintenance.

## **PART F QRA Report**

**Reporting Period:** 24/10/2012 -20/11/2012

**Prepared by:** Cameron Brauer

### **PROJECTS**

- **Gayndah - Mundubbera Road**

This project will progress as per the approved project value of \$629,530. Flood works will be completed by Trevor Taylor (Gayndah)

TIDS component of \$400,000.00 will be completed by Council Crew.

The project has commenced with clearing and earthworks underway.

- **Humphrey Binjour land slip.**

“The approved value of repairs in Gayndah NBRC 11.11 submission of this project is **\$850,000.**

Advice provided from QRA is to engage ARUP to produce designs for the preferred council option which was the cheapest option proposed by ARUP in their technical notes. A second technical design is being completed by ARUP and will be completed for assessment by 7<sup>th</sup> December 2012.

Council is to engage a private estimator to provide an external contract rate for both designs and will develop a proposal for day labour works under the NDRRA Vfm guidelines.

This project is to be removed from the original Gayndah NBRC11.11

Submission and will be submitted as a new standalone submission. This has been reflected in the Quarterly Report to QRA for September.

- **Cattle Creek Floodway on Old Rawbelle Road.**

A variation was submitted to QRA \$200,157.20 and an amount of \$116,258.98 was approved as the recommended value for this project.

Council's contribution of \$100,000.00 has also been allocated in this years budget.

Investigations have identified that Cattle Creek is a waterway that will have requirements under the fish passage legislation.

Other investigations have identified that the area is an endangered habitat area and Burnett Catchment Care Association have been approached to assist in the identification of protected species within the area.

Council is also investigating Native Title and Cultural Heritage in the area and has been advised to contact the traditional owners.

- **Parks**

The Mundubbera Ski Area shelter sheds have been constructed. Awaiting further works to be completed.

## ***Progress Claims***

- Progress Claim 6 has been acquitted and Progress Claim 7 has been submitted on 23<sup>rd</sup> November 2012.

## ***QRA Audits***

- Nil

## **QRA Works Completed**

### **Trevor Taylor (Gayndah)**

- Mundowran Rd Bitumen Repairs
- Cattle Creek Rd Mundubbera Bitumen Repairs

### **Biggenden Works Crew**

- Wilson Valley Rd Bitumen Repairs
- Lower Lakeside Rd Bitumen Repairs
- Biggenden Mines Rd Bitumen Repairs

### **Concrete (Glen Bowman)**

- Slab Creek Rd Floodway
- Wigton Rd Culvert Replacement

## **QRA Current List of Works**

### **Concrete (Glen Bowman)**

- Coonambula Eidsvold Rd Floodway

### **Trevor Taylor (Gayndah)**

- Gayndah Mundubbera Rd River Bends
- Gayndah Mundubbera Rd Bitumen Repairs

### **Monto Works Crew**

- Crana Rd Floodway's

## **QRA Forward List of Works**

### **Monto Works Crew**

- Crana Rd Floodway's

### **Trevor Taylor (Gayndah)**

- Gayndah Mundubbera Rd River Bends
- Gayndah Mundubbera Rd Bitumen Repairs

### **Concrete (Glen Bowman)**

- Wigton Rd Culvert Batter
- Hawkwood Rd Floodway's

### **Biggenden Works Crew**

- Emu Creek Rd Bitumen Repair
- Woowoonga Hall Rd Guardrail

## PART G WATER AND SEWERAGE

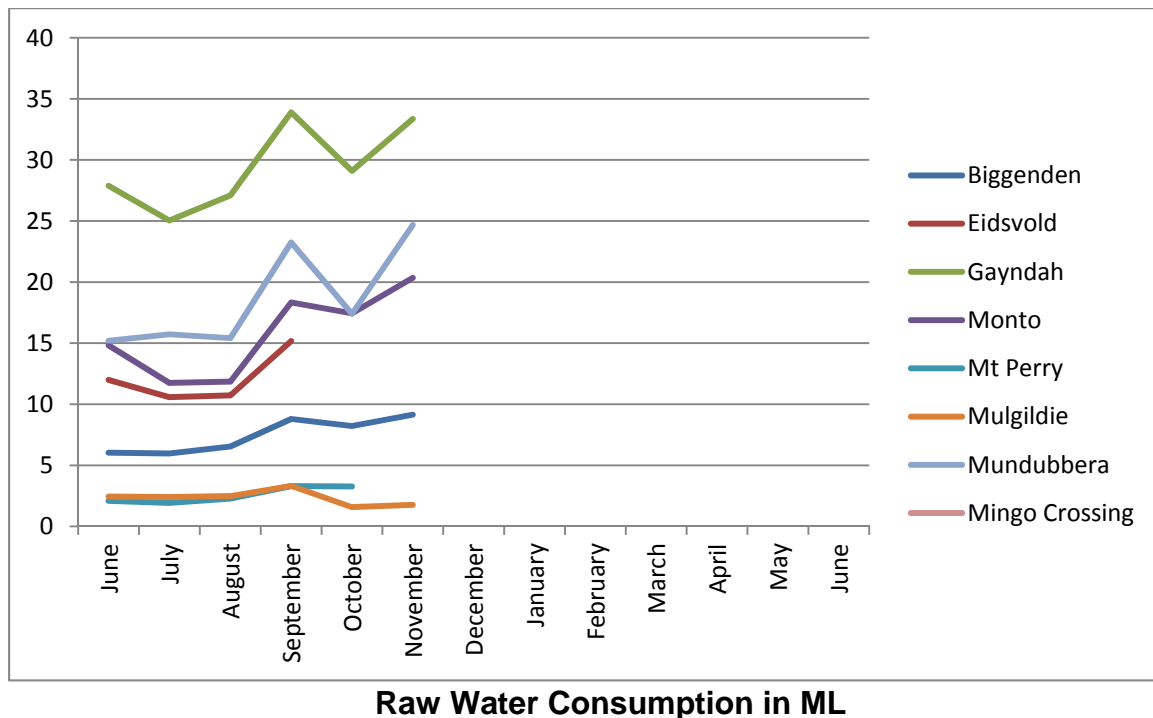
Reporting Period: 19/09/2012 to 15/11/2012

Prepared by: Trevor Harvey

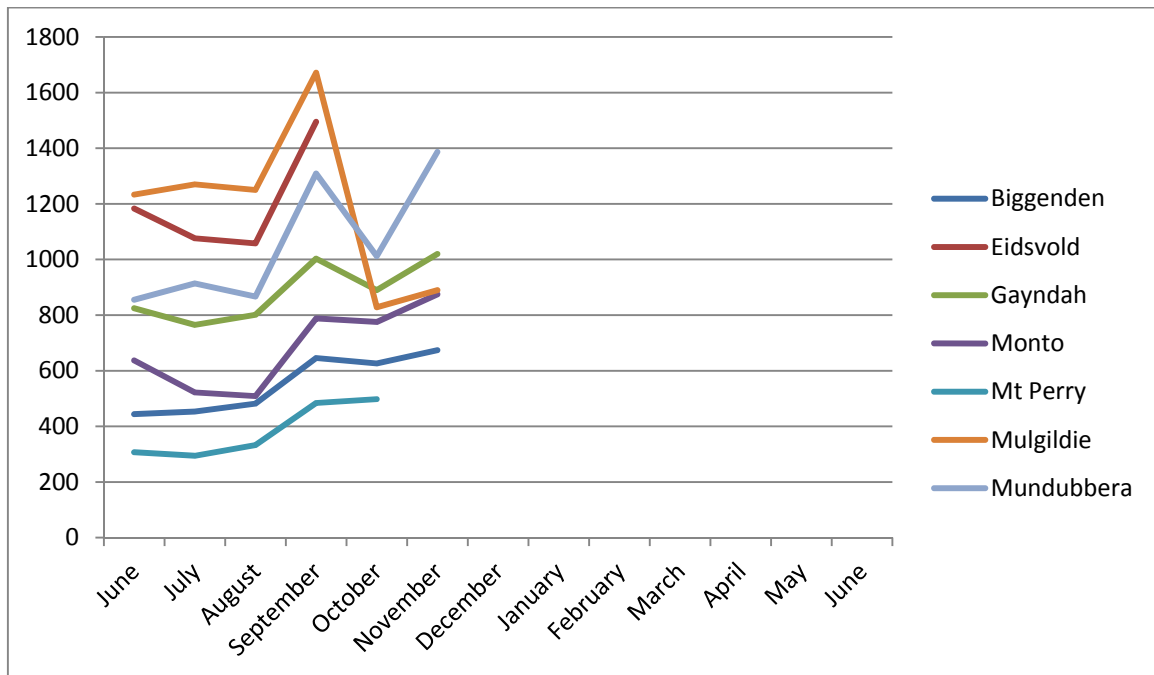
### Water Operations

#### *Monthly Statistics*

The sharp drop in Mulgildie consumption will be checked when the planned meter calibration is completed within the next few months. A letter drop for Mundubbera and Gayndah residents reminding them of the current restriction levels and also informing them of the progress of infrastructure repair works was delivered early October. The graphs below show this had only a marginal effect as consumption has risen to figures exceeding September figures. There is some data missing this month which is due to some instrumentation damage caused by recent electrical storms. This is not uncommon for late spring.







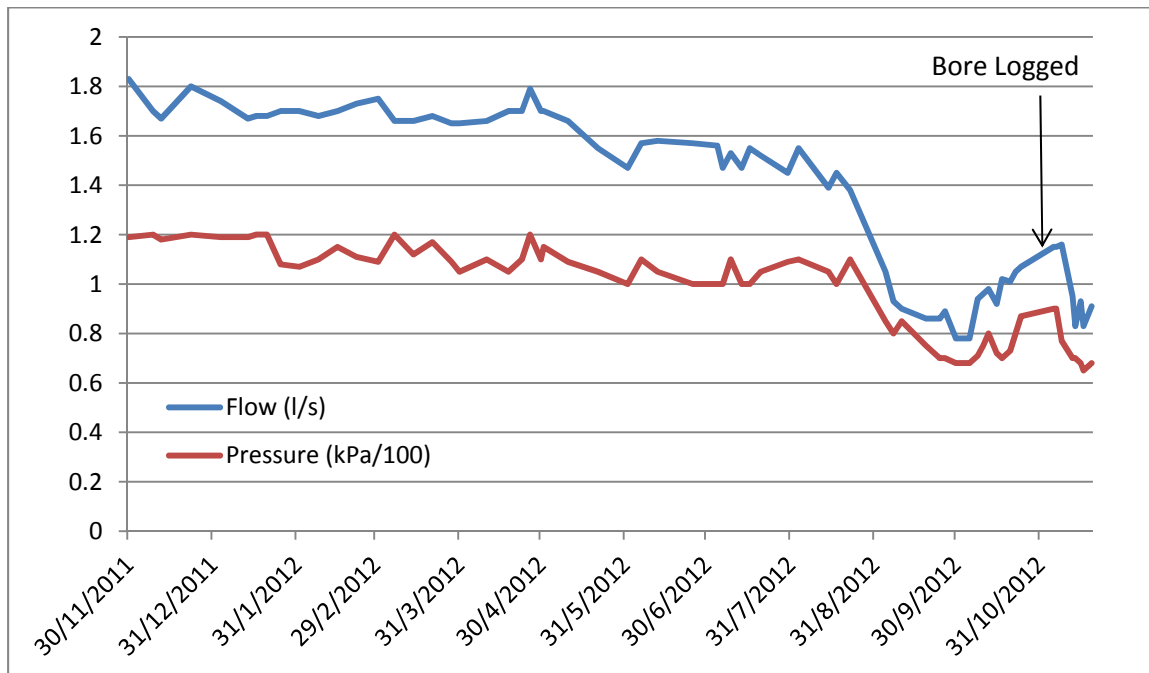
**Water Consumption Litres/Connection/Day**

### *Mulgildie Water Supply*

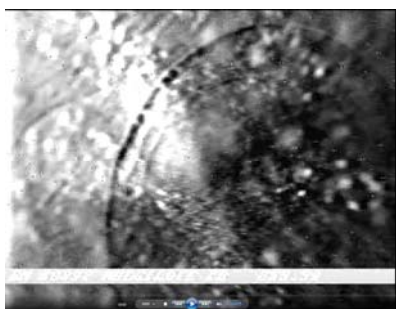
Flow data is being monitored from the output of the artesian bore which supplies the Mulgildie water supply. A significant reduction in flow and pressure is illustrated on the graph below. Possible causes that are being investigated are – casing failure, drop in water level, fouling of bore casing or influence from other users. Actions taken are

- The Department of Energy & Water Supply have been notified of a possible water supply issue
- A geophysical logging of the bore was completed in early November (earliest possible). A field report has been received indicating a large iron build-up in the casing. Two photos from the logging are shown below performance graph. The bore logging had to stop at 561m (total length is 634m)
- A bore cleansing/repair company has been engaged to remove the iron. Timing of the repair is dependant on the contractor's availability.
- A local large user has been notified as to a potential problem
- Regular flow readings and boosting pump run times are being monitored to determine the need for application of restrictions.

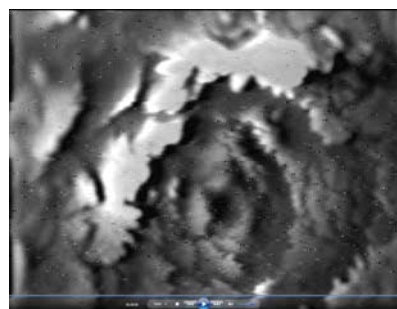
Close monitoring of the production figures over the past few months has shown no need to impose water restrictions at the current consumption level.



**Mulgildie Artesian Bore Production**



**Near the top of bore showing casing joint to stop**



**Build-up at 560m, camera had to stop**

**Sewerage Operations**

*Monthly Statistics*

Sewerage flow statistics will be provided once current flow meter maintenance issues are resolved.

*Sewerage Plant Audits*

The Biggenden and Gayndah Sewerage treatment plants were recently audited by two officers from the Department of Environment and Heritage Protection. A subsequent letter has been received requesting numerous improvements be made with regard to monitoring and reporting. Discussions are currently being held with the Department to determine a mutually agreeable frequency and phase in period for these requirements. See an attached report.

**Water Maintenance:**

*Biggenden*

Both Biggenden finished water storage reservoirs were cleaned during the October.

### *Mundubbera*

The Mundubbera elevated reservoir was cleaned at the request of Qld Health during the month. This had not been previously cleaned according to accessible records and unfortunately the level of sediment was excessive which resulted in discoloured water entering the reticulation system. A thorough main flushing program limited the discoloured water event to a few hours.

### *Mount Perry & Eidsvold*

Recent electrical storms have damaged sections of the telemetry SCADA system which caused monitoring and operational issues. These have now been rectified.

### *Gayndah*

A combination of a failing level sensor (old age) and excessively high consumption (mainly due to illegal watering under level 3 restrictions) caused a sudden apparent drop in the water storage reservoirs to a dangerous level. The level sensor has been replaced but usage is still high.

## **Sewerage Maintenance**

### *Eidsvold*

Both Eidsvold pumping stations were de-sludged due to high sludge level interfering with the pump controllers which resulted in a high number of pump starts. This was detected as a result of the trending now available as part of the new SCADA system.

### *Gayndah*

Illegal entry to the Gayndah sewerage treatment plant continued during the month. The compliance department and local police are assisting in trying to stop this.

### *Mundubbera*

Electrical storm damage to the switchboard at No1 sewerage pump station resulted in a switchboard fire and complete loss of power to both pumps. Quick assistance from Ergon resulted in power being restored before an overflow occurred. A new switch board will need to be included in the 2013/14 capital budget proposal.

## **Capital Works:**

### *Fluoridation*

The final close-out report which is required for the last subsidy claim has been delayed by the non-completion of the SCADA – Fluoride plant interface. A disagreement between the principal contractor and sub-contractor is causing the delay. Negotiations are continuing to resolve this problem.

An interim final report and subsidy claim has been submitted along with an extension request allow a final claim to be made for the outstanding amount.

### *Mundubbera Water Main Augmentation*

The installation of new water main to augment the reticulation water pressure and flow has commenced and is currently ahead of schedule. Under road boring has been approved by DTMR with conditions. This operation is scheduled for early December

### *Biggenden Sewerage Treatment Plant Upgrade*

The de-sludging of settlement lagoons has progressed well with the third lagoon expected to be completed by end of December. Modifications have been completed on No1 lagoon and are well advanced on No2.

The scopes have been completed and tender documents issued for the Imhoff tower, trickling filter, and inlet filter repairs as well as the WPH&S upgrades. Orders are expected to be placed before the end of December.

#### *Monto Sewerage Treatment Plant*

The primary clarifier scraper and drive assembly has been removed to an off-site workshop for disassembly and repair. The repairs are on schedule.

Estimates for the secondary clarifier repairs are expected mid December

#### **Flood Damage Repair - Gayndah**

##### *Water*

Work has commenced on the dry well repairs with demolition completed, the access walkway renewed and the construction of the switch room well advanced.

All the bore head-works, piping and valve pits have been installed. The power boards have been constructed and are planned for installation early December. A final repair submission was lodged with QRA for the de-silting of the river well as some repairs to the dry well pumps. This submission wasn't previously lodged as river levels had not been sufficiently low to allow an assessment of works required.

##### *Sewerage*

Orders have been placed for the renewal of the lifting beam and security fencing. Tenders have been issued for the switch-board relocation.

#### **Flood Damage Repair - Mundubbera**

##### *Water*

Construction of the new jetty will be completed early December. All piles have been driven and structural steel is in place.

The laying of the new rising main will commence early December

##### *Sewerage*

All repair works completed.

## PART I LAND PROTECTION

**Reporting Period:** 24/10 /2012 - 20/12/2012

**Prepared by:** Neale Jensen

PLANT TYPE	FUTURE ACTIONS
<p><b>BURNETT MARY REGIONAL GROUP – (BMRG)</b>            Feral Pig Workshop/Field Day was held on the 24<sup>th</sup> October at Brian Pastures and was well attended with approximately 30 participants. Guest speaker Mr James Speed from the Department of Agriculture, Fisheries and Forestry (DAFF) fielded questions after his presentation.            Very positive feed back was received re the Pig Traps made by Gayndah Welding Works with landholders making enquiries into the hiring of these traps (this project was BMRG funded).</p> <p>A Lantana Workshop/Field day was held on the 14<sup>th</sup> November at the Coalstoun Lakes Hall with approximately 63 participants. Guest speakers for the day were Kym Johnson (DAFF Biosecurity ) and Nick Koch (Territory Sales Manager of Dow Agro Sciences). Kym spoke on Lantana Control, Statistics and briefly on Cat’s Claw Creeper and Madeira Vine. Nick presented on the use of chemicals available to control Lantana. After a BBQ lunch participants moved to a neighbouring property where a demonstration by a local weed contractor Weeds.R. Us was given on the use of spatter guns to control Lantana.</p>	
<p><b>HYMENACHNE AND SALVINIA</b></p> <p>A recent inspection carried out by boat upstream and downstream from Mingo Crossing only found a couple of Hymenache Plants, which means earlier control has proven successful.            It appears that the bio control weevil for the aquatic weed Salvinia is active as the weed is turning brown and breaking up which means it is dying.</p>	<p>On going inspections</p>
<p><b>AFRICAN LOVE GRASS</b></p> <p>A list of Roads already treated for A.L.G are – Deepbank – Conambula Road, Radio Station Road, Eidsvold Racecourse Road, Hollywell Road, Cedar Creek Road, Lochaber Road, Conambula/Eidsvold Road, Deem’s Road, Mundubbera Airport, Augustines Road, Riverleigh Road, Monto/Eidsvold Hwy, Golden Fleece Road, Berries’s Road, Mt Gonnanneman Road, Biggenden/Maryborough Road</p>	<p>On going Roadside control in the region</p>
<p><b>RESEALS AND GRASS IN BITUMEN</b></p> <p>Aberdeins Road, Back B9 road, Deep Creek Road, north Dallarnil Road, Wilson Valley Road, High Stone Road, Wiscon Road, Gurgeena Road, Hmphrey/Binjour Road.</p>	<p><u>On going</u></p>

PLANT TYPE	FUTURE ACTIONS
<p><b>OTHER L.P.O. DUTIES INCLUDE</b></p> <ul style="list-style-type: none"> <li>➤ Element 5</li> <li>➤ Workshop/Fieldday's</li> <li>➤ Parthenium Control and Inspections</li> <li>➤ Wandering Cattle</li> <li>➤ BMRG contract <ul style="list-style-type: none"> <li>❖ Rubber Vine Control</li> <li>❖ Prickly Acacia Control</li> <li>❖ Parkinsonia Control</li> </ul> </li> </ul>	<p><u>Ongoing</u></p>
<p><b>FORWARD LIST OF WORKS</b></p> <ul style="list-style-type: none"> <li>❖ BMRG <ul style="list-style-type: none"> <li>➤ Rubber Vine Control</li> <li>➤ Prickly Acacia Control</li> <li>➤ Parkinsonia Control</li> </ul> </li> <li>❖ Element 5</li> <li>❖ Salvinia Inspections</li> <li>❖ Guide Posts (grass) <ul style="list-style-type: none"> <li>• Main Roads</li> <li>• Shire Roads</li> </ul> </li> <li>❖ Guard Rail and Bridge (grass)</li> </ul>	<p><u>On going</u></p>

## **INFRA 02 – CHEMICAL SPRAY UNITS**

*Responsible Officer: Ken Palmer – Director Technical Services*

*Report prepared by: Trevor Harvey- Assistant Director Technical services*

### **1 PURPOSE OF REPORT**

The purpose of this report is seek Council's resolution to amend the current fees and charges schedule for the hiring of chemical spray units used for weed control.

### **2 INTRODUCTION / BACKGROUND**

Council owns three trailer mounted chemical spray units and two slip-on chemical spray units used for the control of weeds throughout the region by the Land protection officers.

At present Council allows the hiring of these units to the public to assist in vegetation control on private property.

The terms of hire are not consistent throughout the Region and don't reflect the \$25/day charge as detailed in the current schedule of Fees & Charges.

### **3 COMMUNITY / CORPORATE / OPERATIONAL PLAN**

In the Sustainable Environment section of the Community Plan, Council's role in the Pest Plant and Animal section is as a stakeholder, provider and facilitator with the priority being listed as High.

### **4 POLICY IMPLICATIONS**

Nil

### **5 STATUTORY REQUIREMENTS**

Nil

### **6 FINANCIAL IMPLICATIONS**

The financial implication of the proposed fee structure based on historical usage data would result in an annual income of approximately \$750. This income will cover the registration and minor maintenance of the trailers.

Any major maintenance or equipment replacement will not be covered by the proposal.

### **7 RISK MANAGEMENT**

The risk of forcing the current fees and charges is that the usage of the spray equipment will reduce which will in turn increase the presence of noxious weeds.

## **8 CONSULTATION**

Consultation has occurred with the Senior LPO regarding the standardisation of fees and conditions for use.

## **9 OPTIONS FOR COUNCIL TO CONSIDER**

The options for Council are

- Leave fees and charges levels as they are now and ensure all areas are consistent.
- Adopt the proposed fees and conditions as detailed in the Officers comments below and make appropriate changes to the schedule of fees and charges.

## **10 OFFICER'S COMMENTS / CONCLUSION**

The proposed fee structure is as follows-

- \$50 bond for trailer mounted and/or slip on units
- \$10/week or part there of for trailer mounted units
- No rent for slip on units
- Maximum rental period 2 weeks
- User to collect unit as is where is and return to same location.

## **11 ATTACHMENTS**

Nil

## **12 RECOMMENDATION**

The recommendation is for Council to adopt the proposed fee structure which will ensure controlled and continued use of the equipment.



## INFRA 03 – DWELLING AT MUNDUBBERA DEPOT

*Responsible Officer: Ken Palmer – Director Technical Services*

*Report prepared by: Rachael Bonanno – Facilities Officer*

### 1. PURPOSE OF REPORT

The purpose of this report is to seek approval from Council for the sale of the vacant dwelling at the Mundubbera Works Depot.

### 2 INTRODUCTION / BACKGROUND

One of the dwellings at the Mundubbera Works Depot has been vacant for a number of months and is no longer in a habitable state. The dwelling was relocated to the Depot from the Water Treatment Plant a number of years ago.

The dwelling was in desperate need of repair prior to the previous tenant vacating the premises in February 2012 and it seems that, limited to no maintenance has been undertaken on the dwelling for a number of years. In its current state, Council would be able to rent the dwelling out for around \$75/week.

The following future options for the house have been considered:

1. Relocation of the dwelling to a vacant block of land within Mundubbera with the intention of preparing the dwelling for sale;
2. Subdivision of the land that the dwelling is currently situated on and sale of house and land;
3. Sale of dwelling for relocation either by auction or tender;
4. Undertake the necessary maintenance work to make the dwelling habitable and rent the dwelling out.

Option 1 – Quotations have been received for the relocation and work required to be undertaken to get the dwelling to a saleable state. The work required will cost between of \$150,000 - \$200,000 and with the re-sale value being limited to around \$170,000.

Option 2 – Subdivision of the land the dwelling is currently on with the sale of the house and land would in turn reduce the size of the Depot. Council would also be required to provide a separate access to the dwelling.

Option 3 – The dwelling could be offered for sale for relocation either by auction or tender. Due to the state of the dwelling, the sale would achieve a price of around \$5,000 - \$10,000.

Option 4 – The dwelling appears to be structurally sound and maintenance could be undertaken to bring the dwelling up to a habitable

standard. Works would total a minimum of \$30,000 which includes: new floor coverings, internal and external painting, electrical works (including safety switch installation) as well as stair and verandah decking replacement. Once these works were undertaken, the dwelling could be rented for around \$150/week.

### **3 CORPORATE / OPERATIONAL PLAN**

Appropriate maintenance of Council facilities.

### **4 POLICY IMPLICATIONS**

Nil

### **5 STATUTORY REQUIREMENTS**

Nil

### **6 FINANCIAL IMPLICATIONS**

Depending upon which option is chosen, the sale of the dwelling could provide revenue whilst also reducing the number of Council dwellings requiring maintenance or alternatively, maintenance could be undertaken to the value of approximately \$30,000 with the dwelling being able to be rented to provide further revenue.

### **7 RISK MANAGEMENT**

There are financial risks associated with any of the proposed options. Selling the house for relocation involves the lowest cost to Council but also the lowest return.

### **8 CONSULTATION**

Nil

### **9 OPTIONS FOR COUNCIL TO CONSIDER**

The options for Council to consider from this report are:

1. Option 1 is not considered viable due to the high cost of relocating and restoring the house in the current Mundubbera housing market;
2. Option 2 involves subdividing the house block off the Depot with the corresponding reduction of the area of the Depot and the constriction of a new access road. The block would need to be fenced to maintain the security of the Depot;

3. Option 3 to offer the dwelling for sale for relocation either by auction or tender; or
4. Option 4 to undertake the necessary maintenance work to make the dwelling habitable and rent the dwelling out.

## **10 OFFICER'S COMMENTS / CONCLUSION**

Council currently has a large number of dwellings that require maintenance however the maintenance budget for housing is only minimal.

There are two dwellings currently located at the Mundubbera Depot and, prior to last month, both had been vacant for a number of months due to the state of the dwellings. Both houses require costly and extensive maintenance before tenants would be willing to occupy them.

Understandably, maintaining Council dwellings is not a high priority in budget considerations and should this continue to be the case, the number of dwellings owned and maintained by Council needs to be reduced accordingly.

## **13 ATTACHMENTS**

Nil

## **14 RECOMMENDATION**

That the dwelling be offered for sale for relocation either by auction or tender.

# INFRA 04 B-DOUBLE ROUTE APPLICATION

Responsible Officer: Ken Palmer - Director Technical Services  
Report Prepared by: Warren Paulger - Engineering Consultant

## 1. PURPOSE OF REPORT

This report recommends a response from Council to the Department of Transport and Main Roads in relation to a B-Double permit application, seeking to utilise 25m B-Double vehicles moving livestock to/from Maroon Feedlot along St John's Goldfield Road to Eidsvold – Theodore Rd within North Burnett Regional Council area.

## 2. INTRODUCTION/BACKGROUND

This report has been prepared following an inspection of St John's Goldfield Road to consider the suitability of St John's Goldfield Road between Eidsvold-Theodore Rd and Maroon Feedlot for 25m B-Double usage to transport livestock as per the application by Maroon Feedlot.

It should be noted that there is NO approved as-of-right 25m B-Double routes leading to the St John's Goldfield Road and TMR will do a formal assessment associated with Eidsvold-Theodore Rd.

## 3. CORPORATE PLAN

### **Community Infrastructure and Disaster Management**

#### **"1.3 Infrastructure Delivery"**

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

### **Economic Development and Tourism**

#### **"2.3 Business Growth"**

*Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.*

## 4. POLICY IMPLICATIONS

None identified at this time.

## 5. STATUTORY REQUIREMENTS

While not a statutory requirement, this additional B-Double Route assessment has been evaluated and reported by an experience local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads.

## 6. FINANCIAL IMPLICATIONS

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

Any required upgrading could place a demand on Council's capital and/or operational budget. The full cost impact could need further review and would likely be a budget type consideration rather than minor maintenance.

## **7. RISK MANAGEMENT**

The focus of any B-Double route assessment is based on safety for all road users and in making recommendations to Council, risk to all road users is the prime consideration.

A secondary consideration is the impact on the existing pavements. The vertical loadings per axle / axle group are no greater but the impact of the drive axles pulling the additional load can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up inclines especially out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements.

Given that the route is within sparsely timbered country, intermittent dappled shade across the roads at certain times of the day makes some features difficult to see from a distance. The limited clear zones, there are a number of sizable trees located immediately behind the table drains, add to that risk. If the route is approved, the installation of road furniture to alert motorists to these features is important and some clear zone improvements would be recommended. This relates particularly to tight curve on the crest and grids.

## **8. CONSULTATION**

There has been no consultation with the applicant or the community in relation to this particular application.

The applicant will be notified of the outcome of Council's deliberations on the application once a resolution has been passed. The Department of Transport and Main Roads will also be advised of Council's position on the application.

## **9. OPTIONS FOR COUNCIL TO CONSIDER**

Receive the report and consider the recommendation for adoption.

## **10. OFFICER'S COMMENT / CONCLUSION**

St John's Goldfield Road is a gravel road, except for the Eidsvold-Theodore Rd intersection area that is sealed, with a 6-7m formation out to table drains. The road grades are relatively gentle and while the 2.1km segment is generally straight, there is a tight curve on a crest about 1.3km from Eidsvold-Theodore Rd. This curve has single small black and white CAM signs in each direction, these are not highly visible and do not conform to the MUTCD. Multiple 'black on yellow' CAM should be installed in both directions as well as advanced warning sign.

Similarly there are no guide posts along the road to clearly define the road in any dappled light and at night. Appropriate signage associated with the grid near Eidsvold-Theodore Rd should also be provided.

While the location of any large trees within the 'clear zone' increases the potential consequence of any accident, the occurrence of these on the outside of a tight curve on a gravel road significantly escalates that potential. If removal of all trees within the clear zones is not feasible, the trees on the outside of the curve should be removed as a minimum.

The above issues are risks associated with the road usage in general and not generated by the potential B-Double usage. Hence these are issues for consideration by Council as maintenance issues.

The grid near Eidsvold-Theodore Rd is a concern if 25m B-Doubles are to be approved. The grid is about 30m off the through carriageway of Eidsvold-Theodore Rd and, with careful manoeuvring; a turning vehicle could nearly be straightened up to cross the narrow grid. However, the intersection has a wide seal and if the turning vehicle uses this area to depart the through carriageway at some speed, the vehicle will still be turning as it crosses the grid. This movement could see the rear axles miss the grid and cause damage to the fencing and / or the vehicles rear axles. It is therefore recommended that prior to any 25m B-Double approval being granted, the grid should be upgraded to a minimum 6.0m grid width.

The grid is owned and / or licensed to the adjacent property owner –Maroon Feedlot.

## **11. ATTACHMENTS**

None

## **RECOMMENDATIONS**

It is recommended that:

1. Council initiate negotiations with the owner / licensee of the grid on St John's Goldfield Rd off Eidsvold-Theodore Rd, together with Maroon Feedlot for the widening of the grid to 2-lane operation (min 6.0m wide) with appropriate signage,
2. Subject to agreement being reached for the widening of the grid prior to any 25m B-Double approval/usage,
  - a. the Department of Transport and Main Roads be advised that Council endorses, with conditions, approval of the 25m B-Double application for access to Maroon Feedlot at 215 St John's Goldfield

Rd off Eidsvold-Theodore Road, as requested in application BD1027 subject to the following conditions:

- I. a maximum speed limit of 60kph is to be observed by B-Double transports on this route, except where official traffic signs indicate a lower speed, and
  - II. the operation of B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.
- b. Council undertake maintenance action of the road including installation of guide posts, signage and removal of large trees on outside of the tight curve
  - c. The applicant be advised of Council's decision relating to this particular B-Double Additional Route Application.

## **INFRA 05 – Addendum B-Double Report**

*Responsible Officer: Ken Palmer - Director Technical Services  
Report prepared by: Ken Palmer –Director Technical Services*

### **1 PURPOSE OF REPORT**

The purpose of this report is to correct a problem that has arisen as a result of Council only approving the previous report for 23m B-Doubles.

### **2 INTRODUCTION / BACKGROUND**

The previous report stated:

*The application indicates that the proposal is for 25m B-Double combinations but the field discussions with the applicant were that the applicant only proposed to utilise 23m B-Double combinations. To maintain close management of the permit usage of the route, if approval is to be given, it would be appropriate for the vehicle type to be conditioned to the 23m configuration.*

All aspects of the previous report to Council remain relevant.

The applicant has requested that the approval for 25 metre B-Doubles as per the application be endorsed.

### **3 CORPORATE PLAN**

#### **Community Infrastructure and Disaster Management**

“1.3 Infrastructure Delivery”:

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

#### **Economic Development and Tourism**

“2.3 Business Growth”:

*Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.*

### **4 POLICY IMPLICATIONS**

None identified at this time.



## **5 STATUTORY REQUIREMENTS**

While not a statutory requirement, this additional B-Double Route assessment has been evaluated and reported by an experienced local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads

## **6 FINANCIAL IMPLICATIONS**

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

In this circumstance, there is an agreement between the Mine operators and Council for the operators to fund and/or undertake the shire roads they utilise. The enforceability / strength of this agreement has not been assessed but Council needs to acknowledge that as the road manager, it is responsible to ensure the safety of the road. If the operators fail to undertake the maintenance, or it is to an unacceptable standard, Council would need to undertake that maintenance and could then try to recover costs from the operator.

The mine operators verbally indicated that they would undertake, at their costs, upgrades, to Council's satisfaction, as identified to make the B-Double operation acceptable.

## **7 RISK MANAGEMENT**

The upgraded road conditions, together with the agreed works, have mitigated the major risks associated with the route approval for B-Double usage.

However, there are some additional risks that need to be recognised.

Without reviewing the formal maintenance agreement, the enforceability / strength of this agreement is critical. While it is not a 'problem' while the mine is operating successfully and profitably and the relationships between Council and the operators are amenable, a change in any of these conditions for the operator, or severe weather impacting on the road, could cause difficulties / costs for Council.

Cannindah Road and Dakiel Road both have school bus usage that will conflict with the B-Double traffic. With the 'relatively' narrow carriageway and a number of narrow cross-road culverts, the risk of interaction between these movements is a concern and needs to be addressed in any approval condition.

## **8 CONSULTATION**

Discussion has been held with the applicant and the consulting engineer who

wrote the original report. The consulting engineer has no problem with amending the recommendation to read” 25metres”.

## **9 OPTIONS FOR COUNCIL TO CONSIDER**

Receive the report and consider the recommendation for adoption.

## **10 OFFICER’S COMMENTS / CONCLUSION**

The only change to the recommendation is that the” 23metre “be changed to “25 metre”.

## **15 ATTACHMENTS**

Previous report to Council

## **16 RECOMMENDATION**

Based on the re-inspection of the proposed route on 1 November 2012 and identification of proposed infrastructure improvements, it is recommended

- 1) That the schedule of minor improvements as identified in the associated report be forwarded to the B-Double applicant and Goondicum Mine Operators seeking their written commitment to undertake the improvements in the identified timeframes,
- 2) That subject to receipt of suitable unconditional agreement for the minor improvements, “the Department of Transport and Main Roads be advised that Council endorses approval of the permit application for **25** metre B-Double vehicles to travel from Gladstone-Monto Rd to Goondicum Mine site **via** Cannindah Rd, Dakiel Rd, Balls Rd and Hays Rd within the North Burnett Regional Council area subject to:
  - a. A maximum speed limit of 60 kph is to be observed by B-Double transports along the route, except where official traffic signs indicate a lower speed, and
  - b. The applicant funding and maintaining the road, to the satisfaction of North Burnett Regional Council, similar to it condition during a field inspection on 1 November 2012 as per the agreement between the Mine Operators and North Burnett Regional Council, and
  - c. The applicant funding, constructing and maintain minor upgrades to the existing road infrastructure as agreed between Council and the applicant in accordance with the timeframe in that agreement, and

- d. use of this route by B-Double transports, parts of which are used as a school bus route, is to be restricted to outside the hours of 7.30am to 9.00am and 2.30pm to 5.00pm on school days.
- 3) That the applicant be advised of Council's decision relating to this particular application."

# INFRA 06 – FUTURE TIDS PROJECT PROGRAM

Responsible Officer: Ken Palmer - Director Technical Services  
Report prepared by: Tyrone Meredith – Project Engineer

## 1 PURPOSE OF REPORT

The purpose of this report is to seek Council endorsement of proposed changes to the program under the Transport Infrastructure Development Scheme in 2012/13.

## 2 INTRODUCTION / BACKGROUND

The Transport Infrastructure Development Scheme provides yearly funding to Council on a 50/50 basis to undertake projects on roads within the region. This financial year the new State Government reduced the allocation to the program by 37%. The Region suffered a further reduction of \$250,000 as a result of not meeting the 85% expenditure target over two consecutive financial years.

As a result of extensive negotiation at the Regional Road Group Technical Committee, The Regional Road group meeting and two subsequent telephone conversations between the Region's mayor, Council's 2012/2013 allocation is \$603,272. This is a slight increase on the previous report to Council.

## 3 COMMUNITY / CORPORATE / OPERATIONAL PLAN

### Community Infrastructure

#### "1.3 Infrastructure Delivery":

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

## 4 POLICY IMPLICATIONS

Nil

## 5 STATUTORY REQUIREMENTS

Nil

## 6 FINANCIAL IMPLICATIONS

The 2012/13 Council budget provides the necessary 50% funding for all of the TIDS projects initially programmed for 2012/13. Due to the change in program some of these projects will not be undertaken resulting in less expenditure required by Council. It will also result in an equivalent reduction in state government funding. The externally funded value of the revised proposed program, excluding SafeST is \$603,272. This is a reduction from the original \$942 000.

## 7 RISK MANAGEMENT

Nil

## **8 CONSULTATION**

Nil

## **9 OPTIONS FOR COUNCIL TO CONSIDER**

Nil.

## **10 OFFICER'S COMMENTS / CONCLUSION**

Due to the time constraints, the program was lodged on 28 November 2012. The Region's program has to be with DTMR by 30/11/12

## **11 ATTACHMENTS**

3.11.01 The proposed revised TIDS program for 2012/13 is attached.

## **12. RECOMMENDATION**

That Council endorse the revised program.

<b>Project</b>	<b>Description</b>	<b>Comments</b>	<b>Yr 12/13 Original Program</b>	<b>Revised \$</b>
<b>10/11 Carryover</b>				
<b>Wigton Road</b>	Construct to two lane standard	Project complete	\$ 1,498.00	\$ -
<b>Hawkwood Road</b>	25.9-27.40 - Construct to two lane standard	Project complete - requires second seal	\$ 7,398.00	\$ -
<b>Wigton Road</b>	0-1.01 - Reshape and seal	Project complete	\$ 2,859.00	\$ -
<b>Boondoomba Road</b>	3.4-4.9 Widen and seal	Project complete	\$ 6,002.00	\$ -
<b>Hawkwood Road</b>	Flagstone Bridge	Project complete	\$ 14,272.00	\$ 14,272.00
<b>11/12 Original Program</b>				
<b>Moorooka Bridge - Normans Road Monto</b>	Replacement of existing timber structure with concrete box culverts	Project 95% commenced	\$ 45,000.00	\$ 45,000.00
<b>Wilson Valley Road - Coulstan Lakes</b>	Pavement overlay and stabilisation - Happy Valley Road to Radel Road	Not commenced	\$ 165,000.00	\$ 5,000.00
<b>Monal Road</b>	Pavement widening - 3.90-11.87	Funding this year for design - balance in 13/14	\$ 3,000.00	\$ 3,000.00
<b>Leichardt St</b>	Reseal	Not commenced	\$ 12,000.00	\$ 12,000.00
<b>Rawbelle Road</b>	Construction to two lane standard - safety - 19-19.3	Not commenced	\$ 15,000.00	\$ -
<b>Rawbelle Road</b>	Barram Road - Improve Intersection	Not commenced	\$ 14,000.00	\$ -
<b>Old Rawbelle Rd</b>	Install minor culverts	In conjunction with QRA	\$ 36,000.00	\$ 36,000.00

<b>Flagstone Bridge</b>	Approach works	Same project has sufficient carryover funding from 11/12 and QRA funding	\$ 133,000.00	\$ 15,000.00
<b>Gayndah Mundubbera Road - River Bends</b>	Construct to two lane standard - 12.41-15.10	Project to be carried out in conjunction with QRA funded project	\$ 200,000.00	\$ 200,000.00
<b>Coringa Road</b>	Widen and seal - .05-.79	Project 90% complete	\$ 73,000.00	\$ 73,000.00
<b>Gayndah Mundubbera Road - Blue Rocks</b>	Construct to two lane standard - 4.10-5.35	Materials committed	\$ 97,000.00	\$ 97,000.00
<b>Hawkwood Road</b>	Widen and seal - 1.5 - 3	Materials committed	\$ 28,000.00	\$ 28,000.00
<b>Shallcross Culverts</b>	Replacement of existing timber structure with concrete box culverts	Box culverts purchased and earthworks commenced	\$ 75,000.00	\$ 75,000.00
<b>Coringa Road 2</b>	Widen and seal - .79 - 1.95	Project completed in a previous year	\$ 8,000.00	\$ -
<b>Swindon Road</b>	Form and pave - 3.89 - 6.57	Project completed last year - 12/13 funding claimed in 11/12		
<b>Total Funding</b>			<b>\$ 936,029.00</b>	<b>\$ 603,272.00</b>
<b>Target Funding</b>			<b>\$ 603,208.00</b>	
<b>SafeST</b>				
Bunce Street	Installation of Pedestrian Fence Mundubbera		\$ 8,000.00	\$ -
Passenger Set Down (Monto)	Various works at bus pick up and set down point		\$ 20,000.00	\$ 15,000.00
Passenger Set Down (Gayndah)	Various works at bus pick up and set down point		\$ 20,000.00	\$ 15,000.00
<b>Total Funding</b>			<b>\$ 48,000.00</b>	<b>\$ 30,000.00</b>
<b>Target Funding</b>			<b>\$ 29,211.00</b>	

## INFRA 07 –STAATZ ROAD –ROAD SAFETY REVIEW

*Responsible Officer:* Ken Palmer – Director Technical Services  
*Report prepared by:* Ken Palmer – Director Technical Services

### 1. PURPOSE OF REPORT

The purpose of this report is to inform Council of the outcomes of the Road Safety Review of Staatz Road undertaken by WR & CA Paulger, Consulting Engineering Project Managers.

### 2. INTRODUCTION / BACKGROUND

The report was initiated as a result of a number of requests by Cr. Paul Lobegeier.

### 3 CORPORATE / OPERATIONAL PLAN

#### **Community Infrastructure and Disaster Management**

“1.3 Infrastructure Delivery”:

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

### 4 POLICY IMPLICATIONS

Nil

### 5 STATUTORY REQUIREMENTS

Nil

### 6 FINANCIAL IMPLICATIONS

All costs associated with installing the additional signage will be funded from Road Maintenance.

### 7 RISK MANAGEMENT

The report was undertaken as a result of concerns with the overall safety of the road.

The most significant safety issues relate to:

- The Three Moon Creek crossing approaches consisting of sharp curves together with approach slopes to a narrow bridge with limited warning signage
- Intersections of Staatz Road with Burnett Highway and Youlambie Road where the intersections have limited advance visibility and a large hazard( tree) in the “Y” intersection at Youlambie Road
- The existence of large solid trees in close proximity to the unsealed carriageway, and indeed in some cases, the road deviates so the tree can remain further compounding the safety risk.



## 8 CONSULTATION

NIL

## 9 OPTIONS FOR COUNCIL TO CONSIDER

Council can accept, reject or approve in part the report. If Council determines another outcome than that recommended, Council will need to include in minutes the reason for their decision.

## 10 OFFICER'S COMMENTS / CONCLUSION

The Review Report has 23 recommendations of which

	<u>Number</u>	<u>Accepted</u>
High	9	6
Moderate	6	5
Beneficial	8	2

The major reason for the rejection of the recommendation is the cost; upgrading intersection to a sealed road standard is expensive, removing large trees is also expensive.

Staatz Road is no different from any other rural road, which has narrow pavements; obstructions, mainly trees within the clear zone; and questionable horizontal and vertical geometry.

The proposal work is the erection of signs, warning drivers of possible hazards. (See attached Table 1)

## 11 ATTACHMENTS

1. Table 1 – Review Findings with comments relating to recommendations
2. Staatz Road - Road Safety Review Report

## 12. RECOMMENDATION

That the report be received and the proposed works as detailed in Table 1 be endorsed.

Review Finding	Review Recommendation	Importance	Road Authority	
1.Intersection Visibility			Accept: Yes/No	Reasons/Comments
a) Burnett Highway/Staatz Rd is an unsealed “Y” configuration and has limited advance visibility as a vehicle approached the intersection along Staatz Road	1) Install bidirectional hazard markers(D4 -2-3) on the south side of Burnett Highway 2) Install advance “T” intersection warning sign(W2-3) on Staatz Rd in advance of intersection 3) Upgrade intersection to standard “T” intersection to a sealed standard	1) High 2) Moderate 3) Beneficial	Yes Yes No	Cost Constraints
b) Staatz Rd/ Youlambie Rd is an unsealed “Y” configuration with a large tree located in the “Y” being a hazard in the event of loss of control through the turn	4) Remove large tree from intersection or provide protection from vehicle hitting tree 5) If tree not removed, install hazard markers (D4-1-2) on the three approaches to the tree site. 6) Install a bidirectional hazard marker(D4-2-3) on the south side of the tree to improve intersection visibility 7) Install advance “T” intersection warning sign(W2-3) on Staatz Rd and Youlambie Rd in advance of intersection 8) Upgrade intersection to standard “T” intersection to a sealed standard	4) High 5) Moderate 6) Moderate 7) Beneficial 8) Beneficial	No Yes Yes Yes No	Cost Constraints Cost Constraints
<b>2.Staatz Rd Bridge and Approaches</b>				
a. Approach curve are quite sharp and without clear visibility of how sharp/ long the curves are and the gravel pavement can make braking on the curves hazardous	9) Widen and realign creek crossing 10) Install a CAM signage(D4-6) on the outside of both approach and departure curves 11) Install advance winding road signs(W1-5) with associated advisory speed board(W8-2) 12) Install width markers9D4-3) on the four corners of the narrow bridge 13) Install bridge approach warning signage as per MUTCD Part 2 – Figure 3.11 14) Upgrade bridge approach curves to sealed standard.	9) High 10) High 11) High 12) High 13) High 14 Beneficial	No Yes Yes Yes Yes No	Not feasible due to the high cost of these works The installation of signs will clearly indicate the approaches to the bridge. Cost Constraints

Review Finding	Review Recommendation	Importance	Road Authority	
			Accept: Yes/No	Reasons/Comments
<b>3. General road configuration</b>				
a. Clear Zones are breached in several locations with large trees encroaching within the desired zone.( based on 60kph speed environment, clear zone should be at least 3m from the edge of the trafficked carriageway- say 7m from the pavement centre line	15) Remove all trees within the desirable clear zone  16) Any trees within the desirable clear zone have uni-bidirectional hazard markers(D4- 1-2) installed in advance of the tree – not attached to the hazard	15) High  16) Beneficial	No  Yes	Cost constraints
b. Trafficable width needs to be adequate for vehicles to pass on clearly trafficable areas having regard for the dust associated with unsealed pavements and/or shoulders	17) Ensure that the trafficable width of the carriageway is not less than 7.0m where desirable sight distances are not available  18) Ensure trafficable width is not obstructed by overgrowth, trees etc.	17) Moderate  18) Moderate	Yes  Yes	
c. Carriageway definition should be clear for all traffic conditions and timeframes	19) Install guide posts along the road	19) Beneficial	No	A rural, low category road
d. Narrow cross-road culverts restrict traffic movements where they are less than desirable trafficable width and can be a hazard if vehicle forced over headwall/outlet	20) Ensure all cross-road culverts provide not less than 7.0m trafficable width over them with guide posts marking ends  21) Where cross-road culverts provide less than 6m of clear carriageway, the site should have advance warning signs- width markers(D4-3) – on both approaches	20) Moderate  21) High	No  Yes	Cost Constraints
e. Gravel pavement standard can be hazardous due to dust and loose surfacing in turning and braking zones	22) Upgrade construction standard to sealed pavement 23) Utilise a dust suppressant to minimise the level of dust and bind the unsealed pavement more tightly	22) Beneficial  23) Beneficial	No  No	Cost Constraints  Council does not currently use any dust suppressant material, although future trials of a number of products is in the planning stage.

# Access for All

# Summary

- What is Access?
- Who Needs Access?
- Legislation
- Where Do We Need to Provide Access?
- How Well Do We Provide Access?
- Accessible Toilets

# What is Access?

- Access or accessible – means that a person with a disability is, without assistance, able to approach, enter, pass to and from and make use of an area and its facilities.

# Who Needs Access?

- Disabled
- Elderly
- Parents – prams, nappy changing
- Injured persons – broken legs etc
- At some point in time; every one will require access.

# Legislation

- Disability Discrimination Act 1992 (DDA)
  - Commonwealth legislation
  - DDA provides uniform protection against unfair and unfavourable treatment for people with a disability in Australia. The Act supports the principle that people with a disability have the same fundamental rights as the rest of the community.
  - Disability is broadly defined and includes (but not limited to): physical, intellectual, neurological, learning difficulties etc.
  - Provisions in the act include: access to premises, education, employments etc.



# Legislation

- Disability Discrimination Act 1992 (DDA)
  - A complaint can be made against the DDA at any point in time regardless of the age of the building.
  - Complaints are made to and investigated by the Australian Human Rights Commission.
  - Eg: Norma lives in Eidsvold, is paralysed and can only get around in her electric wheelchair. Norma wants to pay her rates in the Eidsvold Administration Office just like every other rate payer. How does she access the front counter? She can't. Norma believes that she is being discriminated against because there is no access to the office and lodges a complaint with the Human Rights Commission.

# Legislation

- Building Code of Australia (BCA)
  - Applies to all new buildings and buildings undergoing significant refurbishment/alteration.
  - The BCA provides the legislative power for Australian Standards.

# Legislation

- Australian Standards
  - AS1428 Design for Access and Mobility
    - 1428.1 – General Requirements for Access – New Building Work

# Legislation

- Disability (Access to Premises – Buildings) Standards 2010
  - Introduced alongside the BCA on 1 May 2011
  - Generally align with the BCA and Aust Standards
  - Mainly for new buildings however does make the provision that if extensions/renovations are being undertaken, the new part must comply as well as the accessible path of travel to that new part.

# Where Do We Need to Provide Access?

- Everywhere!
- Public toilets
- Community Halls etc
- Administration Offices
- Libraries
- Art Galleries
- Swimming Pools
- Footpaths

# How Well Do We Provide Access?

- Mundubbera Hall Ramp – around 1 in 6. Requires 1 in 14
- Mundubbera Technical Services Office – around 1 in 11 and 1 in 2. Requires 1 in 14.
- Mundubbera Library/Art Gallery – access via back entrance but not front therefore access is against DDA.
- Monto Sportsground – access ramp too steep
- Gayndah Administration Office – no access to lunch room.

# Accessible Toilets

- Why do they need all that space??
  - Toilet pan 800mm x 600-700mm wide
  - Hand wash basin 450-500mm x 400mm wide
  - Doorway 850mm wide