

General Council Meeting

Notice is hereby given pursuant to the provisions of the *Local Government Regulation 2012*, that the next Meeting of the Central Highlands Regional Council will be held in the **Council Chambers, 65 Egerton Street, Emerald** on

Tuesday, 10 March 2020
At 2.00pm

For the purpose of considering the items included on the Agenda.

Scott Mason
Chief Executive Officer

LATE AGENDA

COUNCIL AGENDA



AGENDA CONTENTS

DECISION ACTION	3
Fast Tracking of Land Transport Infrastructure Projects on Local Roads..... approx 20 mins	3
Nogoa River Timber Pedestrian Bridge approx 30 mins	8

DECISION ACTION

Fast Tracking of Land Transport Infrastructure Projects on Local Roads..... approx 20 mins

DECISION ACTION REPORT

Date: 10 March 2020 Presentation Duration: Approx.20 minutes
To: General Council Meeting
Author: Kym Downey, Manager Project Development and Contract Delivery
Authorising Officer: Gerhard Joubert, General Manager Infrastructure and Utilities
File Reference: Nil

EXECUTIVE SUMMARY:

Central Highlands Regional Council (Council) has received correspondence from the Deputy Prime Minister, the Honourable Michael McCormack MP asking Council to identify any Australian Government land transport infrastructure projects on local roads for which construction could commence or be brought forward in the next three to six months. Three (3) projects that are at or close to being 'shovel ready' are proposed. These projects are proposed to be included in the Council submission as potential road improvement projects.

OFFICER RECOMMENDATION:

That Central Highlands Regional Council receive the report and note the proposed projects.

REPORT:

Council has received correspondence from the Deputy Prime Minister, the Honourable Michael McCormack MP regarding potential funding and fast tracking the delivery of land transport infrastructure projects on local roads.

The Minister has requested that Council identify any Australian Government land transport infrastructure projects for which construction could commence or be brought forward in the next three to six months. This could include new or existing projects with, or that would qualify for, Australian Government contribution.

Fast-tracking the delivery of critical road projects across Australia is key to driving jobs, strengthening the economy and getting people home sooner and safer.

Details of the total value of available funding, the selection criteria to be applied or the final completion date for proposed projects has not been provided. The outcome of the process will be advised in due course.

The following potential local road projects are proposed:

- Arcadia Valley Road: two kilometres pave and seal works and construction of an emergency landing area for Royal Flying Doctor Service (RFDS) - \$1,200,000
- Mulcahy's Road: two kilometres pave, seal and drainage upgrade works - \$1,500,000
- Lilyvale Road: two kilometres widen, overlay and seal works - \$2,400,000

The project on Arcadia Valley Road has been taken from Council's adopted Transport Infrastructure Development Scheme (TIDS) and Roads to Recovery (R2R) programs and the Lilyvale Road project from the Mine Funded Roads program. Mulcahy's Road has been identified for inclusion in a future R2R program.

Council crews are currently working on Lilyvale Road and design and specification documents for the additional proposed works have been completed.

The Department of Transport and Main Roads (DTMR) have advised that they received similar correspondence. Council has requested that DTMR include the following projects in their submission:

1. Dawson Developmental Road (Springsure – Tambo) - design of 7.5km approved by DTMR
2. Fitzroy Developmental Road (Bauhinia – Duaringa) – design 30km in process of approval by DTMR
3. Cotherstone Road Sealing
4. Duaringa - Apis Creek Road Drainage and Floodway upgrade package.

CONSIDERATIONS / IMPLICATIONS:

Corporate/Operational Plan Reference:

2. Building and Maintaining Quality Infrastructure;
 - 2.1.4 - Plan and deliver essential infrastructure that supports a sustainable future.
 - 2.2 - Corporate Plan Strategy: Affordable and well serviced infrastructure
 - 2.2.2 - Develop a roads and transport strategy ensuring the efficient and effective use of resources.

Budget/Financial/Resourcing:

Council is currently in negotiation with gas resource companies to determine the value of contribution required to mitigate the impact of increased traffic on Arcadia Valley and Mulcahy's Roads.

Projects proposed are on the current Council approved R2R program.

The project on Arcadia Valley Road has been taken from Council's adopted Transport Infrastructure Development Scheme (TIDS) and Roads to Recovery (R2R) programs and the Lilyvale Road project from the Mine Funded Roads program. Mulcahy's Road has been identified for inclusion in a future R2R program.

Council crews are currently working on Lilyvale Road and design and specification documents for the additional proposed works have been completed.

Legal/Policy/Delegations:

Not applicable

Communication/Engagement:

Council has discussed potential projects on state-controlled roads with DTMR and have provided advice as to priorities. The Infrastructure department has advised suitable projects from current programs and proposed delivery timeframes.

Risk Assessment:

Should Council be successful in receiving funding, construction will have to commence immediately. This may impact on the delivery of other projects. Nominating larger projects introduces the risk of non-completion of delivery within any potential required timeframe.

Timings/Deadlines:

Council is required to provide a response by 20 March 2020.

Alternatives considered:

Alternate projects were considered however the focus is on projects that are at or close to being 'shovel ready' and for which there is an opportunity to extend the scope of works if additional funding should be made available.

SUMMARY:

The possible receipt of additional external funding will allow council to fast track programmed projects that will improve the safety and efficiency of local roads and contribute to the prosperity and wellbeing of local economies.

The following potential local road projects are proposed:

- Arcadia Valley Road: two kilometres pave and seal works and construction of an emergency landing area for Royal Flying Doctor Service (RFDS) - \$1,200,000
- Mulcahy's Road: two kilometres pave, seal and drainage upgrade works - \$1,500,000
- Lilyvale Road: two kilometres widen, overlay and seal works - \$2,400,000

Projects on the following state-controlled road projects have been recommended to DTMR:

- Dawson Developmental Road (Springsure – Tambo)
- Fitzroy Developmental Road (Bauhinia – Duaringa)
- Cotherstone Road Sealing
- Duaringa - Apis Creek Road Drainage and Floodway upgrade package.

ATTACHMENTS:

1. Correspondence - The Hon Michael Mc Cormack MP - Fast tracking the delivery of land transport infras [1.1.1 - 1 page]
2. Submission - Local Government Land Transport Infrastructure Projects [1.1.2 - 1 page]

– END OF REPORT –

OFFICIAL



The Hon Michael McCormack MP

**Deputy Prime Minister
Minister for Infrastructure, Transport and Regional Development
Leader of The Nationals
Federal Member for Riverina**

Ref: MS20-000401

Dear Mayors/Councillors

I am writing to seek your assistance in fast-tracking the delivery of land transport infrastructure projects on local roads.

Fast-tracking the delivery of critical road projects across Australia is key to driving jobs, strengthening the economy and getting people home sooner and safer.

Through the Infrastructure Investment Program, the Australian Government assists local governments to upgrade local roads, bridges and intersections. These investments, including through the Roads to Recovery Program, are critical to improving the safety and efficiency of local roads, and contributes to the prosperity and wellbeing of local economies.

I am seeking your assistance in the identification of any Australian Government land transport infrastructure projects for which construction could commence or be brought forward in the next three to six months. This could include new or existing projects with, or that would qualify for, Australian Government contribution. I would appreciate receiving your response in the attached template by 20 March 2020 through my Department at IIP@infrastructure.gov.au. The government will communicate the outcome of the process in due course.

I look forward to continuing to work closely with you to deliver infrastructure needed to ensure the ongoing stable contribution to the Australian economy.

Yours sincerely

A handwritten signature in blue ink that reads "Michael McCormack".

Michael McCormack

The Hon Michael McCormack MP
Parliament House Canberra | (02) 6277 7520 | minister.mccormack@infrastructure.gov.au
Suite 2, 11-15 Fitzmaurice Street, Wagga Wagga NSW 2650 | michael.mccormack.mp@aph.gov.au

OFFICIAL

Local Government Land Transport Infrastructure Projects: Potential for Construction to Commence in 3-6 Months

Project name/description	Relevant Council	Total Project Cost	Australian Government contribution	Other contribution	Potential construction start date	Potential construction end date
Arcadia Valley Road - 2 kilometres pave and seal works and construction of an emergency landing area for Royal Flying Doctor Service (RFDS)	Central Highlands Regional Council	\$1,200,000	\$1,200,000	Potential resource company contribution to be negotiated	July 2020	September 2020
Mulcahy's Road - 2 kilometres pave, seal and drainage upgrade works	Central Highlands Regional Council	\$1,500,000	\$1,500,000	Potential resource company contribution to be negotiated	July 2020	September 2020
Lilyvale Road - 2 kilometres widen, overlay and seal works	Central Highlands Regional Council	\$2,400,000	\$2,400,000	Potential resource company contribution to be negotiated	April 2020	July 2020

Nogoa River Timber Pedestrian Bridge approx 30 mins

DECISION ACTION REPORT

Date: 10 March 2020 Presentation Duration: Approx. 30 minutes

To: General Council Meeting

Author: Tyrone Meredith, Acting Manager Infrastructure
Jason Hoolihan, Acting Manager Water Utilities

Authorising Officer: Gerhard Joubert, General Manager Infrastructure and Utilities

File Reference: Nil

EXECUTIVE SUMMARY:

A recent inspection of the Nogoa River Pedestrian Bridge has indicated rapid deterioration of the superstructure. Considerable movement of the deck surface has occurred since previous inspections. It is recommended that the bridge be permanently closed to the public as soon as practicable.

OFFICER RECOMMENDATION:

That Central Highlands Regional Council receive the officer's recommendation to close the Nogoa River Pedestrian Bridge as soon as practicable.

REPORT:

Background

In recent times Department of Transport and Main Roads (DTMR) and Council have been working together on many fronts relating to this bridge and other flood issues in proximity to the Vince Lester Bridge.

DTMR's stated position is that the bridge was handed over to Council following construction of the Vince Lester Bridge however no formal agreement seems to have been put in place at that time. This leaves both parties in a position of risk given the current condition of the bridge.

DTMR have been working on a temporary solution in the form of a Bailey Bridge (Unibrige), however this option was recently rejected by Department of Agriculture and Fisheries (DAF) as per the letter to Council of 1 November 2019 (attached).

Approximately 18 months ago, in acknowledgement of the work DTMR were doing regarding a temporary alternative crossing, Council engaged a specialist to prop one of the bridge girders that had completely failed in the hope of keeping the bridge serviceable until the alternative was constructed.

Nogoa River Pedestrian Bridge Design - Alternatives Assessment

At the General Meeting of 11 June 2019 Council was presented with a report assessing the alternatives as indicated below, including the DTMR temporary Bailey Bridge (Unibrige) solution. The report did provide an update on the status of the planning for the proposed replacement of the existing timber bridge with a new recreational pedestrian bridge over the Nogoa River.

The Multi Criteria Assessment (MCA) utilised did identify the preferred replacement option as Alternative A with the understanding that it was not an option to demolish the existing bridge and construct a replacement bridge at the same location. Council did not view this downstream permanent option viable and it has since not been progressed.



Bridge Condition

Over the last 18 months Infrastructure staff have been undertaking periodic inspections of the structure given the ongoing movement and failure of components. An inspection of the timber bridge was undertaken 9 March 2020. The inspection was prompted from recent anecdotal reports that the bridge has continued to deteriorate rapidly. It was noted from on top of the bridge that there has been significant vertical movement (in the magnitude of 300mm) in the previous six months. A further inspection of the damaged pier unit found the following:

- Complete failure of one structural component (corbel)
- Additional cracking of both headstocks
- Further vertical movement of one pile
- Various other major structural defects

Considering the extensive loss of section of major components, plus the complete failure of other components, the bridge is no longer transferring loads as originally intended. Consequently, the bridge remains at a heightened risk of further rapid failure.

The risk to the public by allowing the bridge to remain open include:

- Major trip hazard due to vertical movement – further vertical movement expected
- Increased risk of failure of a deck plank – could lead to a hole in the surface
- Potential component collapse

While both Council and DTMR have been exposed to risk for some time now, given the recent movement, the recent rejection by DAF of the DTMR temporary replacement bridge and no imminent permanent replacement identified, the ongoing use of the bridge must be seriously considered by both parties.

Timing

It is recommended that the bridge be closed for use immediately.

Effect on Public Use

It is intended that the bridge will be closed completely and permanently to the public. Any pedestrian movements across the river would need to be made via the John Gay Bridge. This closure will have a considerable impact on several regular bridge users. This includes the weekly Parkrun event.

Options

The following options are being considered:

1. Leave the bridge open – this would expose the public to the risks outlined in the previous section. as previously discussed this is not recommended.
2. Close the bridge immediately and invest in immediate options – DTMR have previously attempted to get approval for a temporary bridge on site. An application to install this structure was rejected by the DAF. At the time of publication there is no additional works being considered by the DTMR. Further temporary options are currently being considered by Council but are not in the current budget.
3. Further repairs to existing structure. This option has been used previously to prolong the life of the structure. Considering the current failures, this is not considered to be relevant.

Department of Transport and Main Roads

DTMR have acknowledged that they are committed to continuing to work with Council to identify a suitable solution to the issue. They have also verbally confirmed that their preference is that the bridge be closed to all pedestrians given its current condition.

CONSIDERATIONS / IMPLICATIONS:

Corporate/Operational Plan Reference:

2. Building and Maintaining Quality Infrastructure;
 - 2.1 - Corporate Plan Strategy: Well planned and connect communities
 - 2.1.4 - Plan and deliver essential infrastructure that supports a sustainable future.
 - 2.2 - Corporate Plan Strategy: Affordable and well serviced infrastructure

Budget/Financial/Resourcing:

Any immediate temporary solutions would be included in next year's Capital program or through Budget Review 3.

Legal/Policy/Delegations:

Lack of clarity over asset ownership between Transport and Main Roads and Council.

Communication/Engagement:

A Communication Plan will need to be developed to ensure notification to all relevant stakeholders.

Risk Assessment:

1. Risk of personal injury and associated reputational loss.
2. Risk of negative public opinion due to immediate closure.
3. Removal of the structure may result in increased flood immunity due to reduction of afflux

Timings/Deadlines:

As discussed in report

Alternatives considered:

As discussed in report

SUMMARY:

A recent inspection of the Nogoia River Pedestrian Bridge has indicated rapid deterioration of the superstructure. Considerable movement of the deck surface has occurred since previous inspections. It is recommended that the bridge be permanently closed to the public as soon as practicable.

ATTACHMENTS:

1. Correspondence - DTMR Notification of Failure of Approval - Late Agenda item [1.2.1 - 1 page]

– END OF REPORT –



Our ref MIS.hmb 500/00241
Your ref

Department of
Transport and Main Roads

1 November 2019

Chief Executive Officer
Scott Mason
Central Highlands Regional Council
PO Box 21
EMERALD QLD 4720

RECEIVED
05 NOV 2019
CENTRAL HIGHLANDS
REGIONAL COUNCIL

Dear Scott

Thank you for your letter of 17 October 2019 about the installation of the bailey bridge across the Nogoia River in Emerald.

Since writing to you in August, TMR has contacted the Department of Agriculture and Fisheries (DAF) to seek approval for the installation of the bailey bridge.

Unfortunately DAF has advised TMR that they will not issue approval for the construction of this temporary structure across the Nogoia River, which now precludes this as an option for an alternative pedestrian crossing of the river.

I have tentatively scheduled a meeting with council to discuss the planning for the business case of the Nogoia River Bridge for 28 November and suggest we also discuss options for any future pedestrian structure across the river at that meeting.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Maaret Sinkko".

Maaret Sinkko
District Director (Fitzroy)

Infrastructure Management and Delivery
Program Delivery and Operations
Central Queensland Region | Fitzroy District
31 Knight Street NORTH ROCKHAMPTON QLD 4701
PO Box 5096 RED HILL ROCKHAMPTON 4701

Telephone +61 7 4931 1500
Facsimile +61 7 4927 5020
Website www.tmr.qld.gov.au
Email fitzroydistrict@tmr.qld.gov.au
ABN 39 407 690 291

