



# BUSINESS PAPER

## EXTRAORDINARY MEETING

Thursday 29 August 2019

6.00pm

Council Chambers

### **TABLELANDS REGIONAL COUNCIL'S VISION**

To build and maintain sustainable communities while retaining the region's natural beauty.

### **COUNCIL'S MISSION**

To provide services and facilities to enhance the quality of life and economic viability within the Council area.

### **COUNCIL'S AIMS**

To perform services in a cost efficient, effective and friendly manner in order to achieve Council's Mission in meeting the annual objectives and performance targets of the principal activities Council undertakes on behalf of the community.

## **NOTICE OF MEETING**

22 August 2019

### **Councillors**

Dear Members

### **Extraordinary Meeting of Council**

Notice is hereby given that the Extraordinary Meeting of Council will take place on **Thursday 29 August 2019** in the **Crookwell Council Chambers** commencing at **6:00PM**.

Your presence is requested.

Yours faithfully



Andrew Croke  
Acting General Manager  
**Upper Lachlan Shire Council**

I, Councillor John Stafford and I, Councillor Darren O'Brien, in accordance with the Upper Lachlan Shire Council's Code of Meeting Practice and the Local Government Act 1993, request that the Mayor call an Extraordinary Meeting of Council to be held on Thursday, 29 August 2019, at 6pm, in the Crockwell Council Chambers.


The Extraordinary Meeting of Council shall deal only with the Council Bridge Load Limits. We request a report be provided by the Council General Manager detailing the estimated costs for emergency responses including temporary construction of bypasses and/or including temporary strengthening to the bridges affected with load limits and where appropriate the report is to detail costs for permanent timber bridge replacements. The report shall detail where the emergency temporary bypasses will be constructed for each individual bridge location and how these works will be funded based on the estimated costs. This report is to provide details on available funding sources to allow Council to implement an expedient solution for the affected communities.

### Background

As a consequence of receiving the Pitt and Sherry report Council implemented temporary load weight limits for 15 bridges, closed 1 bridge and 1 bridge is on Council's asset replacement schedule. After being made aware of the bridge assessments by Pitt and Sherry Council imposed bridge load limits and associated public safety and signage precautionary measures.

Council understands the adverse impact bridge load limits are having on our local communities. In particular the isolation of the village of Bigga and isolation of other localities. Farmers, local businesses, heavy vehicle business operators and livestock carriers are all adversely impacted. The livelihood for local farmers is under threat as they are now unable to get livestock to market, and livestock feed such as grain and hay are unable to be transported to their farms. All of these impacts, combined with the ongoing drought conditions, make it a necessity for Council to act swiftly and that is the approach that has been taken to date by Council staff.

Date: 20 August 2019



Councillor John Stafford  
Mayor



Councillor Darren O'Brien

## **EXTRAORDINARY MEETING OF COUNCIL**

The following items are submitted for consideration -

<b>1</b>	<b>INFRASTRUCTURE DEPARTMENT .....</b>	<b>5</b>
1.1	Council Local Bridge Load Limits	6

# **1        INFRASTRUCTURE DEPARTMENT**

The following item is submitted for consideration -

1.1	Council Local Bridge Load Limits	6
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## Infrastructure Department - 29 August 2019

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**ITEM 1.1**                      **Council Local Bridge Load Limits**

**FILE REFERENCE**    **I19/574**

**AUTHOR**                      **Director of Infrastructure**

### **ISSUE**

This report provides an update to Council about the progress work on those bridges with temporary load limits and recommendations on available funding sources to allow Council to implement solutions to allow removal of load limits on affected bridges.

**RECOMMENDATION**      That -

1. Council endorse the strategy of replacement of all timber bridges and provide temporary relief as outlined in this report;
2. Council allocate up to \$1.4 million from loan borrowings to fund the timber bridge replacements including the following six bridges; Arthursleigh Rd / Sandy Creek, Jeffreys Road / Bridgy Creek, Julong Road 1 / Crookwell River, Peelwood Road / unknown creek, Reids Flat Road 2 / Coates Creek and Willcox Rd / Clifford's Creek;
3. Council obtain permission from the Office of Local Government to increase the borrowing limit by an additional \$1.4 million to fund the replacement of the bridges referred to in Recommendation 2;
4. Council prepare designs and apply for grant funding for the permanent replacement of 5 timber bridges including; Bigga Road / Kangaroo Creek, Blue Hills Road / Monkey Creek, Cooksvale Road / Peelwood Creek, Julong Road 2 / Crookwell River and Peelwood Road / Peelwood Creek;
5. Council allocate \$856,000 from a combination of unrestricted cash reserves (\$346,000), works contingency reserve (\$310,000) and Section 94 Funds (\$200,000) to fund the construction of side track bypasses at 7 timber bridge sites including; Bigga Road/Kangaroo Creek, Blue Hills Road/Monkey Creek, Cooksvale Road/Peelwood Creek, Julong 1/Crookwell River, Julong Road 2/Crookwell River, Peelwood Road/Peelwood Creek, and Willcox Road/Clifford Creek.

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### **BACKGROUND**

Council assessed seventeen (17) bridges using Pitt and Sherry consulting firm as part of the CENTROC group of councils. This assessment was aimed to determine the capacity and safety level of these bridges and enable Council to secure funding for any upgrades.

This assessment revealed that 1 Bridge is fit (MR248E Laggan - Taralga Road / Carrabungla Creek), 1 Bridge is recommended to close (Harley Road Crookwell

Bridge), and 15 bridges required load limit restrictions to be enforced as a public safety precautionary measure.

Council endorsed the enforcement of bridge load limits. Based on the Pitt and Sherry Bridge Assessment Report Council accepted that load limits were necessary to ensure road user public safety. The load limits were to be temporarily in place until further assessment and peer review were conducted on the Pitt and Sherry recommendations.

At the Ordinary Council Meeting held on 15 August 2019 Council Resolution Number 207/19 stated:-

1. Council keep the community informed with progress on repairs and temporary solutions and timeframes for scheduling works for those bridges with temporary load limits, with regular media releases and information published on Council's website and other media channels;
2. Council proceed with installation of bypass and other bridge alternative options as a matter of urgency based on each bridge site inspection and design specification;
3. A further report to Council be prepared detailing the costs associated with the installation of bypass and other bridge alternative options and will outline the source of funding available for that purpose.

Council understands the adverse impact bridge load limits are having on our local communities. In particular the isolation of the village of Bigga and isolation of other localities. Farmers, local businesses, heavy vehicle business operators and livestock carriers and others are adversely impacted. It is a necessity for Council to act swiftly to assist the affected communities.

The Mayor and Acting General Manager have had meetings, telephone calls and correspondence to Member for Hume, The Hon. Angus Taylor MP and with the Member for Goulburn, Wendy Tuckerman MP. Council has requested the NSW Government and Federal Government to provide immediate financial assistance to Council to assist in funding the necessary and unbudgeted emergency response works related to construction of bridge bypasses and bridge strengthening works. Council has also had engagements with Transport for NSW and Office of Local Government to seek funding.

The Hon. Angus Taylor MP and Wendy Tuckerman MP have given Council an assurance they will escalate the issue for the consideration of senior Ministers of their respective Governments, however as the scope of these emergency works do not meet the conditions for any existing Federal Government and NSW Government funding program it is unlikely that any financial assistance will be provided to Council for the emergency response works.

The NSW Government agency RMS is providing technical assistance and peer review of original Pitt and Sherry assessments. Council has engaged Xavier Knight to specifically review the 3 concrete bridges in consultation with Council.

Council has conducted site inspections at all bridge locations and commenced the provision of temporary relief by designing and preparing to install bypasses to existing bridges, where this is physically an available option, prior to implementing permanent

solutions. Works on Willcox Road bypass has been completed. The bridge bypass construction works on Bigga Road over Kangaroo Creek has commenced.

This report provides recommendations on available funding sources to allow Council to implement solutions for the bridges affected with load limits.

## **REPORT**

The Council management response to this challenge is based on a two pronged strategy as follows:-

### **Strategy 1 – Bridges Permanent repairs / Replacement**

The purpose of this strategy is to replace or upgrade bridges based on the current industry practice and applicable engineering standards.

Permanent repairs are costly and take time, however necessary. Therefore it is recommended that Council replace all its timber bridges over the next 3 years. Further details are provided below on this strategy.

Three years before the replacement or upgrade is a long period of time given and there are drought conditions throughout NSW. These bridges affect the farming community that is already under stress. As such, Council, is considering how temporary relief can be provided within the immediate future.

### **Strategy 2 – Bridges Temporary relief**

The purpose of this strategy is to provide an earlier relief while waiting for permanent repairs, upgrades and replacements.

These temporary measures are designed to be implemented quickly. However such temporary infrastructure needs to be strong enough to provide unrestricted access for a reasonable amount of time while waiting for permanent repairs.

These measures include a combination of measures including bypasses, repairs, speed reduction, traffic restrictions. Details on these measures is provided below.

## **STRATEGY 1 – PERMANENT REPAIRS AND UPGRADES**

Council has approved loan borrowings in addition to grant funding for the replacement of the following bridges:

Harley Road bridge over Kiamma Creek	\$0.272 million;
Bigga Road Bridge over Kangaroo Creek;	\$1.93 million;
Woodville Road bridge over Crookwell River;	\$0.589 million;
Kangaloolah Road bridge over Diamond Creek.	\$1.121 million.

The above bridges are in addition to the replacement of Oberon Road Bridge over the Abercrombie River (\$1.5 million) and Laggan Road Bridge over Kiamma Creek (\$1.1 million).



It is proposed that Council upgrade all small bridges (less than 10 metres) upgrade earlier as the financial impact is small when compared to larger bridges. The estimated cost of the replacement of all these bridges is \$1.4 million. Council can take out loans by increasing the borrowing capacity to meet this urgent need. Additionally, this replacement provides a more immediate relief to the community. The list of the proposed bridges are:-

	Length (m)	Width (m)
• Arthursleigh Rd / Sandy Creek	7.5	4.5
• Jeffreys Rd / Bridgy Creek	8.1	4.2
• Julong Rd 1 / Crookwell River	6.4	4.2
• Peelwood Rd / unknown	2.4	7.2
• Reids Flat Rd 2 / Coates Creek	8.1	6.6
• Willcox Rd / Clifford's Creek	9.2	6.8

Bridges located in Arthursleigh, Jeffreys and Reids Flat Road are unsuitable for side track bypasses and therefore it is recommended that these 3 are constructed earlier than the other 3. Side tracks are intended to be constructed for the rest of 3 bridges and these side tracks will be utilised during construction when the bridges are replaced.

It is also worth noting there is only one permanent dwelling serviced by Jeffreys Road and this bridge can be construed as a driveway instead of a public road. Council may wish to consider delaying any upgrade as it has 8 tonne limit and serves a single permanent dwelling.

The new bridges are proposed to be built to the relevant Australian Standards (e.g. AS5100) and industry practice. Increase in width is not considered unless required to meet the relevant traffic requirements.

Council has requested quotations for the upgrade of these 6 bridges. If Council approves the allocation of funds as recommended by management, staff can accept the quotations. The bridge works may be completed by contractors and works on the road approaches will follow soon after the bridge works are completed.

Should Council proceed with this decision, this leaves four bridge replacements that will remain unfunded. It is recommended that Council apply for funding after engineering designs are developed. The following bridges are included in this list:-

- 129 Blue Hills Road/Monkey Creek
- 130 Cooksvale Road/ Peelwood Creek
- 134 Julong Road 2 / Crookwell River
- 136 Peelwood Road/ Peelwood Creek

All these bridges above that are not getting replaced or upgraded will get a side track bypass. It is recommended that Council apply for funding and allocate funds for the design development using existing allocation of funds.

Council has engaged Roads and Maritime Services (RMS) to provide engineering advice on concrete bridges listed as follows:-

- 141 - MR248W Boorowa Road/Wheeo Creek
- 142 - MR248W Boorowa Road /Oldman Gunyah Creek
- 143 - Reids Flat Road /Lachlan River

The MR248W Boorowa Road Bridge/Wheeo Creek is the only bridge that has drawings available. RMS is undertaking an assessment of this bridge on 29 and 30 August 2019. Council staff have high confidence that the bridge limit will increase with a combination of speed reduction and traffic restriction to single lane. This confidence is based on the initial feedback received from the Roads and Maritime over the phone and structural information available as analysed by the bridges engineers.

If the bridge limits could not be increased through the combination of measures outlined above, it is recommended that Council implement the recommendations contained within the Xavier Knight Reports.

The repair costs are anticipated to be in the order of \$1 million to increase the load limits if the load tests do not support the revision of the existing load limits.

Council may wish to note that the costs associated with the repairs and upgrade of 142 MR248W Boorowa Road and Old Man Gonyah Creek and 143 Reids Flat Road over the Lachlan River will be shared between Upper Lachlan Shire Council and Hilltops Council.

## **STRATEGY 2 – TEMPORARY RELIEF**

While Council is working on the permanent replacement of these bridge, it is important Council continues to provide immediate relief to the community. Council is constructing temporary bypasses to the following bridges and status of each is provided below:

<b>Bridge</b>	<b>Bypass Status</b>
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Willcox Road / Clifford's Creek	<ul style="list-style-type: none"><li>• Construction complete.</li></ul>
Bigga Road/Kangaroo Creek	<ul style="list-style-type: none"><li>• Construction has commenced and expected to finish by the week ending 30 August 2019.</li></ul>
Woodville Road/Crookwell River	<ul style="list-style-type: none"><li>• Survey and design work completed</li><li>• Fisheries permit approved</li></ul>
Kangaloolah Road/Diamond Creek	<ul style="list-style-type: none"><li>• Survey and design work completed</li><li>• Fisheries permit approved</li></ul>
Peelwood Road/Peelwood Creek	<ul style="list-style-type: none"><li>• Survey work completed</li><li>• Design work completed</li><li>• Fisheries permit application underway</li><li>• RMS inspection carried out on 15 August 2019</li></ul>
Peelwood Road/unnamed creek	<ul style="list-style-type: none"><li>• Survey work completed</li><li>• Steel Road Plates to be considered over existing bridge</li><li>• Fisheries permit not required</li></ul>
Julong Road 1/Crookwell River	<ul style="list-style-type: none"><li>• Survey and design work completed</li><li>• Fisheries permit approved</li></ul>
Cooksvale Road/Peelwood Creek	<ul style="list-style-type: none"><li>• Survey and design work completed</li></ul>

**Infrastructure Department****COUNCIL LOCAL BRIDGE LOAD LIMITS cont'd**

	<ul style="list-style-type: none"><li>• Fisheries permit lodged</li><li>• RMS inspection completed 15 August 2019</li></ul>
Blue Hills Road/Monkey Creek	<ul style="list-style-type: none"><li>• Survey work completed</li><li>• Design completed</li></ul>
Julong Road 2 /Crookwell River	<ul style="list-style-type: none"><li>• Survey and design work completed</li><li>• Fisheries permit lodged</li></ul>

The funds required for the side track bypass are already included in the projects approved by Council. These bridge projects are:-

- Woodville Road/Crookwell River
- Kangaloolah Road/Diamond Creek

Council will require an additional allocation of \$856,000 to fund the construction of side track bypasses for the following bridges:-

- Willcox Road/Clifford Creek
- Bigga Road/Kangaroo Creek
- Peelwood Road/Peelwood Creek
- Julong Road 1/Crookwell River
- Cooksvale Road/Peelwood Creek
- Blue Hills Road/Monkey Creek
- Julong Road 2/Crookwell River

These bypasses will be required during construction of the permanent upgrades to the bridges.

**POLICY IMPACT**

Nil

**OPTIONS**

Council management have recommendations; however Council may choose to fund as recommended or wait for various funding sources for the permanent or temporary measures as outlined in the body of the report.

**FINANCIAL IMPACT OF RECOMMENDATIONS**

As outlined in the body of the report. In addition, Council will be preparing funding applications to NSW Government programs such as Fixing Country Roads and Fixing Country Bridges. See Attachments to this report.

**RECOMMENDATION**      That -

1. Council endorse the strategy of replacement of all timber bridges and provide temporary relief as outlined in this report;
2. Council allocate up to \$1.4 million from loan borrowings to fund the timber bridge replacements including the following six bridges; Arthursleigh Rd / Sandy Creek, Jeffreys Road / Bridgy Creek, Julong Road 1 / Crookwell River, Peelwood Road / unknown creek, Reids Flat Road 2 / Coates Creek and Willcox Rd / Clifford's Creek;
3. Council obtain permission from the Office of Local Government to increase the borrowing limit by an additional \$1.4 million to fund the replacement of the bridges referred to in Recommendation 2;
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5. Council allocate \$856,000 from a combination of unrestricted cash reserves (\$346,000), works contingency reserve (\$310,000) and Section 94 Funds (\$200,000) to fund the construction of side track bypasses at 7 timber bridge sites including; Bigga Road/Kangaroo Creek, Blue Hills Road/Monkey Creek, Cooksvale Road/Peelwood Creek, Julong 1/Crookwell River, Julong Road 2/Crookwell River, Peelwood Road/Peelwood Creek, and Willcox Road/Clifford Creek.

**ATTACHMENTS**

1. <a href="#">↓</a>	Paul Toole MP - Media Release - Applications open for Fixing Country Roads	Attachment
2. <a href="#">↓</a>	Transport NSW - Fixing Country Roads and-Rail Factsheet-2019	Attachment



**Paul Toole**  
Minister for Regional Transport and Roads

## MEDIA RELEASE

Tuesday, 20 August 2019

### **APPLICATIONS OPEN FOR FIXING COUNTRY ROADS**

Local communities could soon benefit from a share in up to \$150 million in Fixing Country Roads grants to upgrade regional roads, bridges and truck washes across regional NSW.

Minister for Regional Transport and Roads Paul Toole said the NSW Government was committed to delivering better, safer roads infrastructure across the State.

"We've now opened the next round of Fixing Country Roads grants, which will build upon the \$386 million already invested by the NSW Liberals and Nationals Government through this program into 302 projects across regional communities," Mr Toole said.

"This program supports our freight industry by improving the connectivity of local roads, including key freight corridors. This reduces the cost of getting goods to market for local businesses and unlocks greater economic opportunities."

Parliamentary Secretary for Regional Roads and Infrastructure Chris Gulaptis encouraged councils to submit an application to ensure they get a share of the funding.

"This is a great opportunity for our regional councils to deliver the projects that they know the local community wants," Mr Gulaptis said.

"Councils can submit a standalone application or partner with other local government areas on larger-scale projects that could help improve the efficiency of the freight task."

The 2019 instalment is part of a \$543 million commitment for Restart NSW Fixing Country Roads. Applications for the current round will be open until 10 October 2019.

Information on Fixing Country Roads funding criteria, program guidelines and how to submit an application can be found [here](#).

**MEDIA: Eleisha Rogers | 0439 867 112**

Transport for NSW



# Fixing Country Roads and Fixing Country Rail

## Improving regional freight connectivity

Fixing Country Roads and Fixing Country Rail are NSW Government programs providing almost \$1 billion of targeted Restart NSW funding for regional freight infrastructure projects. The program aims to improve freight connectivity and effective freight movement.

Food, produce and raw materials feed and power the State – and their efficient movement to market is critical to economic growth in rural areas. In 2016, there were around 255 million tonnes of freight in regional NSW. This is forecast to increase by 12 per cent to 286 million tonnes by 2036.

Fixing Country Roads and Rail supports regional NSW jobs, growth and economic productivity by reducing the cost of getting goods to market. As costs come down, consumers benefit as the till of their local supermarket and exporters become more competitive.

Projects with clear freight benefits, solid business cases and industry support are prioritised.

### Fixing Country Roads

- Provides targeted funding to local councils in regional NSW for road projects which improve freight connectivity on Regional and Local roads.
- Helps fund vital road and bridge upgrades to better connect State Roads and key freight hubs such as silos, saleyards and distribution centres.
- Includes truck washes as well as bridge and route load assessments.
- Applications can be made at any time.

Fixing Country Roads funding is \$543 million of which **\$386.8 million\*** has been made available for **302 projects**.

Fixing Country Rail funding is \$400 million of which up to **\$210.9 million\*\*** has been made available for **20 projects**.

\* Including Fixing Country Truck Washes

\*\* Fixing Country Rail Pilot Round had an additional \$15 million made available for 10 projects. Fixing Country Rail 2019 has an additional \$815K Business Case Funding amount made available for 13 projects.

Freight is worth  
**\$66 billion**  
to the NSW economy



Regional NSW produces  
**255 million**  
tonnes of freight a year



Transport from paddock to port is **18%** of the cost of grain sold by regional farmers



Regional NSW freight will **grow by 12%** between 2016 and 2036



**6,400km** of rail lines in NSW



**92%** of the NSW road network is Local and Regional roads



**8,000** local government bridges in NSW



**40%** of the NSW population live in Regional NSW



Every 100km out of a truck driver's way costs **\$200**. Unnecessary diverted freight travel will cost NSW businesses almost \$1 billion over the next 20 years.

More information on the Fixing Country Roads and Fixing Country Rail programs is available online or via email

W [transport.nsw.gov.au/projects/programs/fixing-country-roads](https://transport.nsw.gov.au/projects/programs/fixing-country-roads)

E [freight@transport.nsw.gov.au](mailto:freight@transport.nsw.gov.au)

April 2019

### Open application process for Fixing Country Roads



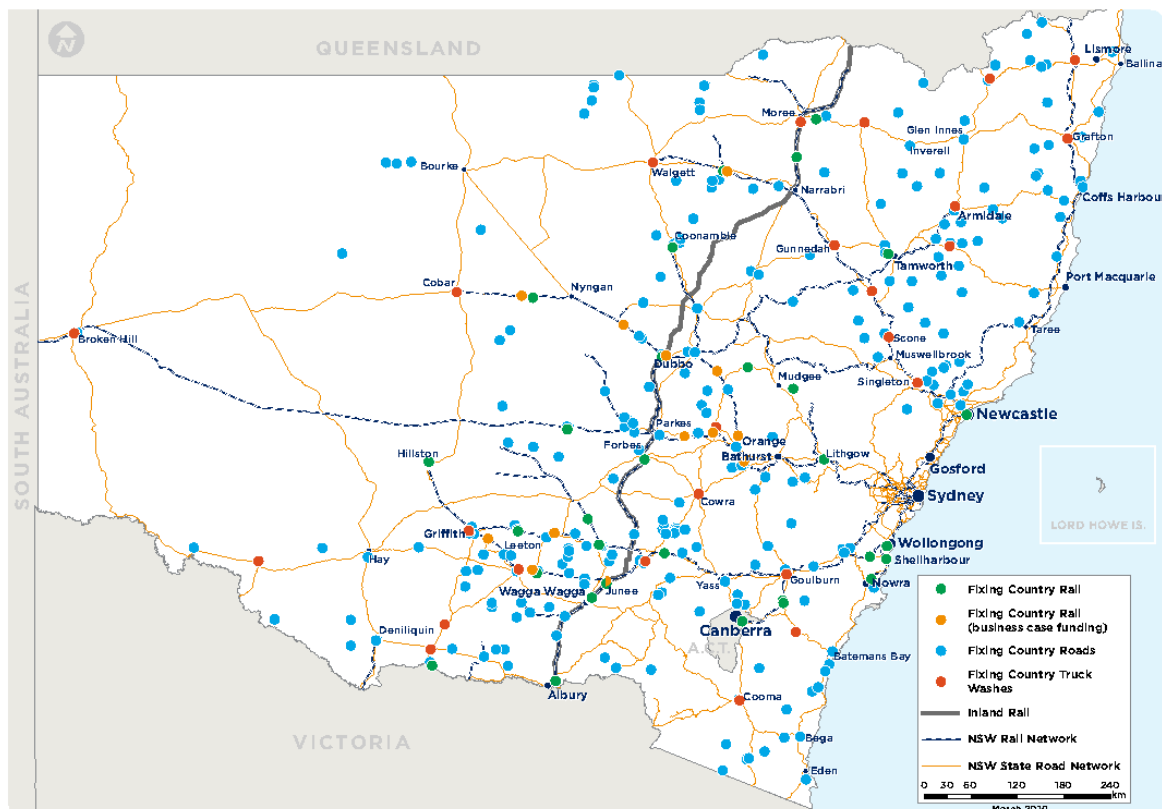
### Fixing Country Rail

- Provides targeted funding to rail infrastructure owners and managers, for projects to improve freight connectivity on the regional rail network.
- Funds projects such as new or extended rail sidings, the opening of non-operational rail lines, and network enhancements which allow the use of faster, longer and heavier trains.
- Fixing Country Rail 2019 funding decisions will be informed by the Regional Rail Corridor Strategy and NSW Freight and Ports Plan 2018-2023 developed by Transport for NSW. Suggestions for projects can be emailed to [freight@transport.nsw.gov.au](mailto:freight@transport.nsw.gov.au)



**53% of all freight** moved in regional NSW is moved by rail. An average container train carries 120 TEU which removes over 80 truck movements from our roads.

### Fixing Country Roads, Rail and Truck Washes - successful projects



More information on the Fixing Country Roads and Fixing Country Rail programs is available online or via email

W [transport.nsw.gov.au/projects/programs/fixing-country-roads](https://transport.nsw.gov.au/projects/programs/fixing-country-roads)

E [freight@transport.nsw.gov.au](mailto:freight@transport.nsw.gov.au)

April 2019