

Mayor: Cr K Milne

Councillors: P Allsop
R Byrnes
C Cherry (Deputy Mayor)
R Cooper
J Owen
W Polglase

Agenda

Extraordinary Council Meeting Friday 13 December 2019

held at
South Sea Islander Room, Tweed Heads Administration Building, Brett Street, Tweed Heads
commencing at 2.00pm

Principles for Local Government

The object of the principles for Tweed Shire Council, as set out in Section 8 of the Local Government Amendment (Governance and Planning) Bill 2016, is to provide guidance to enable council to carry out its functions in a way that facilitates a local community that is strong, healthy and prosperous.

Guiding Principles for Tweed Shire Council

(1) Exercise of functions generally

The following general principles apply to the exercise of functions by Tweed Shire Council:

- (a) Provide strong and effective representation, leadership, planning and decision-making.
- (b) Carry out functions in a way that provides the best possible value for residents and ratepayers.
- (c) Plan strategically, using the integrated planning and reporting framework, for the provision of effective and efficient services and regulation to meet the diverse needs of the local community.
- (d) Apply the integrated planning and reporting framework in carrying out their functions so as to achieve desired outcomes and continuous improvements.
- (e) Work co-operatively with other councils and the State government to achieve desired outcomes for the local community.
- (f) Manage lands and other assets so that current and future local community needs can be met in an affordable way.
- (g) Work with others to secure appropriate services for local community needs.
- (h) Act fairly, ethically and without bias in the interests of the local community.
- (i) Be responsible employers and provide a consultative and supportive working environment for staff.

(2) Decision-making

The following principles apply to decision-making by Tweed Shire Council (subject to any other applicable law):

- (a) Recognise diverse local community needs and interests.
- (b) Consider social justice principles.
- (c) Consider the long term and cumulative effects of actions on future generations.
- (d) Consider the principles of ecologically sustainable development.
- (e) Decision-making should be transparent and decision-makers are to be accountable for decisions and omissions.

(3) Community participation

Council should actively engage with the local community, through the use of the integrated planning and reporting framework and other measures.

Items for Consideration of Council:

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ORDERS OF THE DAY



Making decisions with you

We're in this together

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK:

2	Making decisions with you
2.2	Engagement
2.2.4	Councillor and Civic Business - To provide assistance to Councillors and support for Council to operate within its legal framework.

ROLE: **Leader**

1 [NOR-CM] RFO2019140 Review and Recommendations for Tweed Shire Council's Water Management Strategies

NOTICE OF RESCISSION:

Councillor K Milne, C Cherry and R Cooper hereby give notice that at the Extraordinary meeting of Council we will move that the resolution from the meeting held on Thursday 5 December 2019 at Minute No 580 Item No 30 titled Late [E-CM] RFO2019140 Review and Recommendations for Tweed Shire Council's Water Management Strategies being:

... that in respect to Contract RFO2019140 Review and Recommendations for Tweed Shire Council's Water Management Strategies:

- 1. Council rejects all offers for Separable Portion A and recalls the RFO for this portion only with the Price Criteria weighting reduced by 25% and the Demonstrated Track Record increased by 25% and with a maximum submitted Price limit of \$70,000 excluding GST.*
- 2. Council awards the contract for Separable Portion B to Hydrology and Risk Consulting Pty Ltd ABN87553755959 for the amount of \$63,001.82 excluding GST.*
- 3. The General Manager be granted delegated authority to approve appropriately deemed variations to the contract and those variations be reported to Council at finalisation of the contract.*

4. *ATTACHMENTS 1 and 2 are CONFIDENTIAL in accordance with Section 10A (2) of the Local Government Act 1993, because it contains:-*
- (d) commercial information of a confidential nature that would, if disclosed:*
 - (i) prejudice the commercial position of the person who supplied it, or*
 - (ii) confer a commercial advantage on a competitor of the council, or*
 - (iii) reveal a trade secret.*

be rescinded.

2 [NOM-Cr K Milne] RFO2019140 Review and Recommendations for Tweed Shire Council's Water Management Strategies

NOTICE OF MOTION:

Councillor K Milne moves that Council determines its preferred option in regard to Part 1 Separable Portion A of RFO201914.

Councillor's Background Notes

Recommended Priority:

Nil.

Description of Project:

Nil.

Management Comments:

Valid



Leaving a Legacy

Looking out for future generations

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK:

- 1 Leaving a Legacy
- 1.3 Utility Services
- 1.3.4 Water Supply -- To provide secure, high quality and reliable drinking water which meets health and environmental requirements.

ROLE: **Provider**

Delivery Program:

Undertaking the Water Strategies Review is an action in the Delivery Program. As resolved by Council a community based Project Reference Group was formed to guide and oversee the process and provide a recommendation to Council.

Budget/Long Term Financial Plan:

Provision for the engagement of a consultant is included in the 2019/20 budget.

Legal Implications:

It is important to follow due process to provide the market with confidence in how Council undertakes business. Verbal legal advice was provided to the Councillors via a workshop.

If Council forms the view that new Criteria is to be set (re cast) with weightings referable to each criteria, then the existing RFO process needs to collapse and a new process commenced.

It is vitally important for transparency and reasons for maintaining probity at the highest level that reasons be given for a Determination where criteria and weightings are set for a future RFO and the existing process is collapsed.

Policy Implications:

Councils Procurement Policy V1.7 provides the framework for undertaking external engagements.

REPORTS THROUGH THE GENERAL MANAGER

REPORTS FROM THE DIRECTOR ENGINEERING

3 [E-CM] Dulguigan Road Heavy Vehicle Route Assessment - Road Manager's Consent

SUBMITTED BY: Roads and Stormwater

mhm



People, places and moving around

Who we are and how we live

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK:

- 3 People, places and moving around
- 3.3 Moving around
- 3.3.4 Roads, Traffic, Footpaths and Cycleways - To provide and maintain a network of roads and bridges, footpaths and cycleways that is safe, efficient and accessible.

ROLE: **Provider**

SUMMARY OF REPORT:

Council has previously considered two reports and a notice of motion concerning heavy vehicle operation on Dulguigan Road, primarily involved in servicing the Hy-Tec Quarry in North Tumbulgum.

In April 2019 Council considered a Heavy Vehicle Route Assessment (HVRA) report provided by consultants RoadNet and resolved that:

“...the report be accepted and the recommendations to reduce risk associated with heavy vehicles accessing the Hy-Tec Quarry on Dulguigan Road be implemented. Until those recommended actions are completed to Council’s satisfaction, no new applications for 19m B-doubles or PBS vehicles less than 20m operating at higher mass be approved.”

Council officers have been working towards implementing the recommendations of the HVRA. This has included industry consultation and a live demonstration of heavy vehicles operating on the road, in order to verify design information.

While permanent improvements to Dulguigan Road will take some time to implement, various road and travel conditions have been identified that reduce the risk of heavy vehicle operation on Dulguigan Road as it is currently configured. In accordance with the legal advice provided to Council in August 2019, Council must consider such road and travel conditions in the assessment of permits referred by the National Heavy Vehicle Regulator.

Council is requested to review whether these road and travel conditions are sufficient in order to reconsider the issuing of road manager's consent for new heavy vehicle permits on Dulguigan Road, and overturn the April 2019 resolution.

RECOMMENDATION:

That Council:

- 1. Continues to pursue permanent road upgrades to Dulguigan Road east of Hy-Tec quarry as identified in this report.**
- 2. Accepts and implements the road and travel conditions on Dulguigan Road as outlined in this report.**
- 3. On the basis of the implemented road and travel conditions, allows the Manager Roads and Stormwater to issue road manager's consent to new permit applications received from the National Heavy Vehicle Regulator for Dulguigan Road, subject to satisfactory assessment.**
- 4. Does not pursue the construction of an alternate heavy vehicle route between North Tumbulgum and Tweed Valley Way as proposed by the Tumbulgum Community Association.**

REPORT:

Background

At the 17 April 2019 meeting Council considered a Heavy Vehicle Route Assessment (HVRA) report prepared by RoadNet Pty Ltd for Dulguigan Road. This report was commissioned by the Roads and Stormwater Unit in response to ongoing community concerns from North Tumbulgum residents and the Tumbulgum Community Association (TCA) regarding the safe passage of heavy vehicles on Dulguigan Road, particularly those associated with the Hy-Tec Quarry.

Council resolved that:

“...the report be accepted and the recommendations to reduce risk associated with heavy vehicles accessing the Hy-Tec Quarry on Dulguigan Road be implemented. Until those recommended actions are completed to Council’s satisfaction, no new applications for 19m B-doubles or PBS vehicles less than 20m operating at higher mass be approved.”

At the 16 May 2019 meeting Council resolved the following in response to a Notice of Motion concerning the same matter:

“RESOLVED that Council:

- 1. Provides the ‘Dulguigan Rd Heavy Vehicle Route Assessment Report’ to the existing heavy vehicle permit holders using Dulguigan Road.*
- 2. Invites the existing permit holders to a meeting to discuss safety measures that could be implemented to enable permits to be reissued.*
- 3. Requests the consultant review the Tumbulgum Community Association’s response to the report, as well as the comments from the heavy vehicle operators, and provide a response to the issues raised.*
- 4. Seeks legal advice on Council’s responsibilities and options in regard to the Dulguigan Road Heavy Vehicle Route Assessment Report.*
- 5. Provides a report to Council on the estimated cost of the recommended measures and an estimated time frame for the works.*
- 6. Brings forward a report on a cost estimate for the alternate route proposed by the Tumbulgum Community Association.”*

Following receipt of risk and legal advice in accordance with point 4 above, a report was provided to the 15 August 2019 meeting, where it was resolved that Council:

- “1. Notes and accepts the preliminary risk and legal advice provided by Mills Oakley regarding the Heavy Vehicle Route Assessment for Dulguigan Road.*
- 2. Provides advice to the Tumbulgum Community Association limited to the recommendations of the preliminary risk and legal advice by Mills Oakley regarding the Heavy Vehicle Route Assessment for Dulguigan Road and the commentary provided within this report on those recommendations*

3. *In accordance with the Recommendations made in the Mills Oakley Advice:*
 - a) *Obtains peer review from RoadNet regarding road or travel conditions for Dulguigan Road, which could be imposed to avoid or significantly minimise the risks identified in the Heavy Vehicle Route Assessment based on options prepared by Council's Design Unit.*
 - b) *Requests the consultant to provide further information detailing the maximum length vehicle which can safely negotiate each intersection on the relevant section of Dulguigan Road.*
 - c) *Provides a copy of the Heavy Vehicle Route Assessment for Dulguigan Road to the Heavy Vehicle Regulator."*

The purpose of this report is to update Council on progress made in satisfying the above resolutions. Based on these outcomes, Council is requested to review whether appropriate road and travel conditions can be applied to Dulguigan Road in order to reconsider the issuing of road manager's consent to the National Heavy Vehicle Regulator (NHVR) for new heavy vehicle permits on Dulguigan Road.

Impacts of the April 2019 Resolution

At the time of the resolution, 24 companies held NHVR permits for 56 vehicles to operate on Dulguigan Road between Tumbulgum and the Hy-Tec quarry. These were permits for class 2 Performance-Based Standards (PBS) truck and trailer configurations at Higher Mass Limits (HML). These vehicles are limited to 20m in length and a mass of 57.5 tonnes. Council officers are advised by industry representatives that these PBS trucks are the most economical mode of high-volume haulage for quarry product, due to their capacity and manoeuvrability on tight sites.

The restrictions imposed by the April 2019 Council resolution mean that Council's Manager Roads and Stormwater (at the time of writing) has withheld consent for 6 applications for permits to operate PBS trucks on Dulguigan Road. These have all been permit applications through the NHVR made by existing permit holders (i.e. additional truck purchases, expiry of old permits). For those operators, this means that they are unable to run their PBS trucks at their maximum capacity (HML, 57.5 tonnes). 20m PBS trucks under General Mass Limits (GML) can operate without a permit up to 50.5 tonnes.

While the Heavy Vehicle Route Assessment (HVRA) highlighted risks on Dulguigan Road based on a worst case 19m semi-trailer (operating up to 50 tonnes), these trucks are class 1 general access vehicles, so do not require permits.

It is widely accepted in the freight industry that PBS trucks, despite their additional mass and length, are designed and configured in such a way that their performance is superior to the 19m general access vehicles. This is reflected in the National Heavy Vehicle Law governing their use. Each truck must be certified through the PBS process against a range of infrastructure standards (vertical and horizontal loads, tyre pressures, pavement and bridge loadings) and safety standards (acceleration, tracking, ride quality, swept paths, front and rear swing, handling and braking). Meeting PBS standards adds considerably to the cost of a new truck and trailer combination. They are generally newer than other heavy vehicles on the roads, and are subject to regular maintenance and inspections schedules to maintain their certification.

So somewhat perversely, the Council resolution has restricted access to the quarry for the more modern, better equipped vehicles, while imposing no restrictions on general access vehicles. It has not resulted in any significant change in the number of heavy vehicles servicing the quarry while the recommendations of the HVRA have been progressed.

As discussed in the August 2019 report, from a liability view the resolution of Council to withhold road manager's consent was a lawful and reasonable reaction to the high risks identified in the HVRA, provided that Council then progresses to respond to the recommendations to address these risks, or until such time as Council is satisfied that road or travel conditions can be imposed to reduce risk to acceptable levels. As outlined below, through a range of actions responding to the multiple Council resolutions, Council officers and the consultant who carried out the HVRA have identified road and travel conditions in order for Council to reconsider its position on the April 2019 resolution.

Responses to Council Resolutions

For clarity and to avoid duplication, many parts of the above Council resolutions can be grouped together as follows:

a) Provision of Information

As required by Council, the HVRA has been provided to all permit holders, and the NHVR. Recommendations from the legal and risk advice and commentary have been provided to the Tumbulgum Community Association. (May Part 1, August Parts 2 and 3c completed).

b) Consult Stakeholders

A meeting was held on 1 October 2019 with several permit holders (all were invited), a representative of Hy-Tec Quarry, the Mayor and Deputy Mayor (Cr Allsop was an apology), Council staff, and the consultant who prepared the HVRA. This was a productive discussion focussed on understanding the capabilities of the PBS fleet on Dulguigan Road, what difficulties operators experience day to day on this route, what measures are already in place to limit risk on the route, and consultation on the proposed solutions.

This meeting led to an on-road demonstration of a PBS vehicle on Dulguigan Road on 9 October 2019. This was attended by Council staff and the consultant, with the truck and driver provided by the local firm Col Moore & Sons. Councillors were invited however none were able to attend. An unladen truck was observed travelling east and west on Dulguigan Road between the quarry and McAuleys Road, with a focus on actual performance at the "high risk" areas, being the entry/exit to the quarry, the Hogans Road intersection, and the curves east of Mayes Hill Road. Observations were taken from the truck cabin, from a vehicle following the truck, and from roadside locations. Footage was taken to record the events.

This exercise was also useful in comparing real life operations to the "desktop" assessments of heavy vehicle performance when making these turning movements. The observed truck was shown to have few if any issues negotiating the route and did not cross the double centrelines. This showed a high level of conservatism in the design program used by Council and the consultant. (May Part 2 completed).

c) *Seek Advice*

Legal advice was sought and has been reported to Council, where it was accepted. (May Part 4 and August Part 1 completed).

Council officers have extended the engagement of RoadNet Pty Ltd to review the TCA and industry submissions and the works carried out by Council's Design Unit in the preparation of plans for road upgrades. RoadNet has provided an addendum to the HVRA providing this further advice (refer attachment). These revised recommendations are discussed in (d) and (e) below.

In the addendum, the consultant discusses the risk levels for the maximum length vehicles that can use the road (19 Semi-trailer and 20m PBS). The proposed widening will also better cater for a 12.5m school bus which currently uses the road. While the bus company has provided advice that their buses do not cross the centrelines when navigating Dulguigan Road, our templates that it is touching the centreline and grass verge at Hogan's Road. Works already undertaken such as the removal of vegetation and the installation of enhanced signage have improved safety for buses. The consultant has confirmed that the proposed upgrades have been reviewed to ensure they also cater for the 12.5m bus. (May Part 3, August Part 3a and 3b completed).

d) *Determine Road and Travel Conditions*

The following road and travel conditions already applied to Dulguigan Road at the time of receipt of the HVRA report:

- 60km/h truck speed limit – imposed with quarry DA approval;
- Double centre line marking – lane delineation.

The following additional road and travel conditions have been implemented since receipt of the HVRA report:

- Vegetation clearing to remove overhanging branches;
- Vegetation removal at the Hogans Road intersection to improve sight distance – remove palm tree, shrubs and overhanging branches;
- Request for speed zone review by Roads and Maritime Services - potential reduction of truck speed limit from 60km/h to 50km/h, other traffic from 100km/h to 80km/h, noting that Council cannot impose speed changes;
- Road signage audit – reviewed by consultant for implementation when resources permit;
- Additional truck warning signage installed (see Figure 1 below):



Figure 1. New truck warning signs.

Council officers are also aware of the following operational requirements imposed by Hy-Tec on all heavy vehicles servicing the quarry:

- Use of common radio channel on entry, loading and exit from the quarry;
- Random audits of driver behaviour on Dulguigan Road;
- GPS tracking and availability of speed and location data, particularly for PBS trucks;
- Truck driver induction processes and tool box talks – Hy-Tec are happy to incorporate any messages from Council to all drivers.

The RoadNet HVRA addendum has included a revised risk assessment based on the actions already taken by Council. All of the “high” risk locations have been now been reduced to “medium” risk. These risks will be further reduced once the following additional road and travel conditions are implemented:

- Selection of a common radio channel for all heavy vehicles using Dulguigan Road, with accompanying signage – to assist drivers identify road hazards (e.g. debris, animals, potholes), oncoming traffic (e.g. school buses, speeding motorcyclists) and other issues;
- Engineering assessment of minor road repairs e.g. maintenance of edge breaks;
- Active reporting of any road or travel related issues from Hy-Tec to Council.

The RoadNet HVRA addendum recommends that Hy-Tec formalise their protocols and the following actions should be required before permits are re-issued:

- Hy-Tec develops a formal protocol for trucks entering and exiting the quarry;
- Hy-Tec develops a formal protocol requiring all truck drivers to use common UHF channel and details of its intended use;
- Hy-Tec develops a formal protocol relating to the daily audits of truck driving behaviour and keep a registers of audits including feedback to drivers

e) *Determine Permanent Road Improvements*

The following road improvements are proposed. These have been developed by Council’s Design Unit, and have been reviewed by the consultant:

Line-marking upgrade at quarry entrance

The line-marking upgrade (Figures 2 and 3) will allow trucks to extend further into Dulguigan Road before entering the through traffic lanes which will provide greater sight distance for truck drivers. Trucks exiting the quarry have more space to turn and will be less likely to cross into the oncoming traffic lane.

The changes remove the designated right turn lane for westbound traffic, however this is appropriate, given that there is 380m approach sight distance for westbound traffic to a vehicle propped to turn right into the quarry and low volumes of eastbound oncoming traffic that would delay a right turn into the quarry (1 vehicle every two minutes in peak hour). This has been reviewed as an acceptable treatment by Council's consultant in these circumstances.



Figure 2. Existing linemarking at quarry entrance

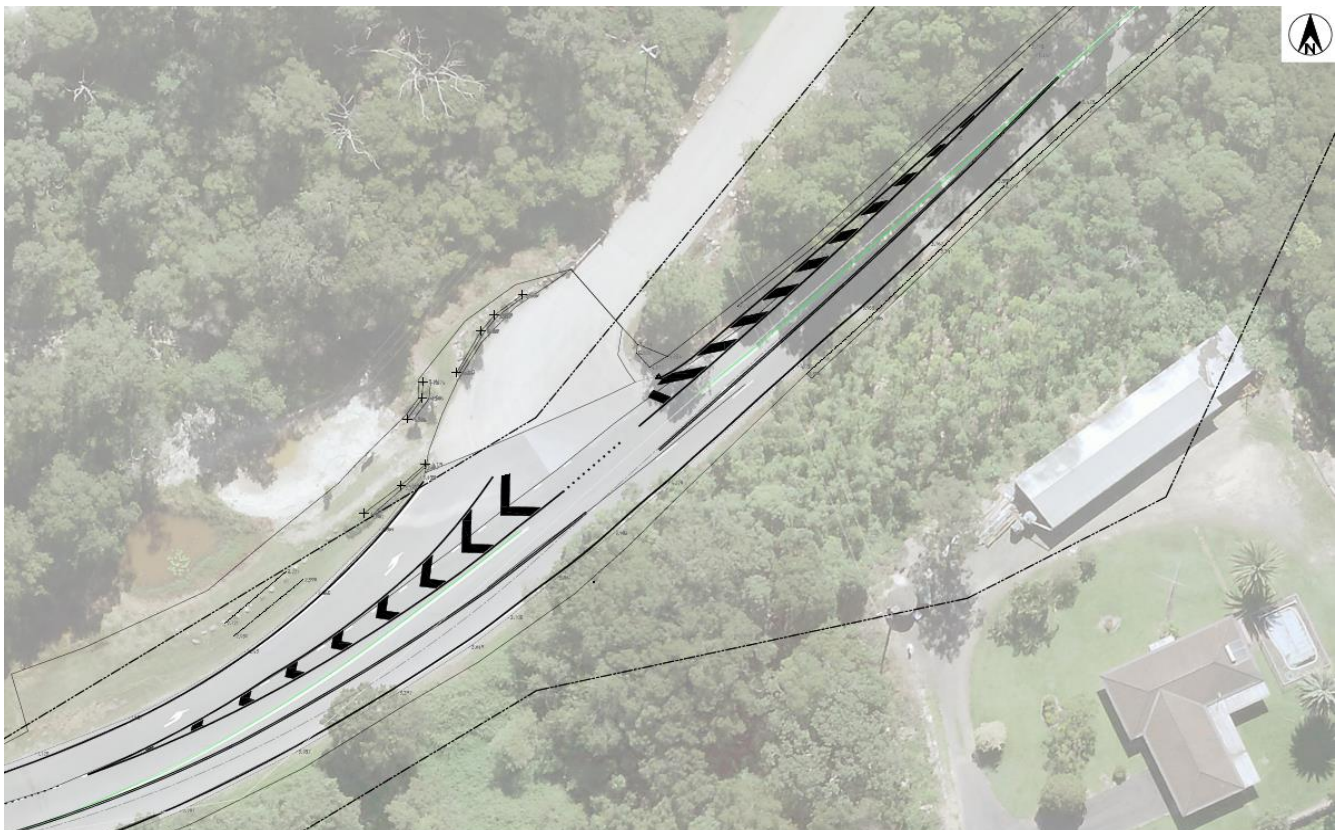


Figure 3. Proposed line-marking upgrade to improve safety at quarry access

Widening of curve at Hogans Road intersection

The widening proposed (Figure 4) will allow 19m semi-trailers and 20m PBS vehicles to navigate the curves without crossing the centrelines or leaving their travel lane. This can be achieved without additional land acquisition.

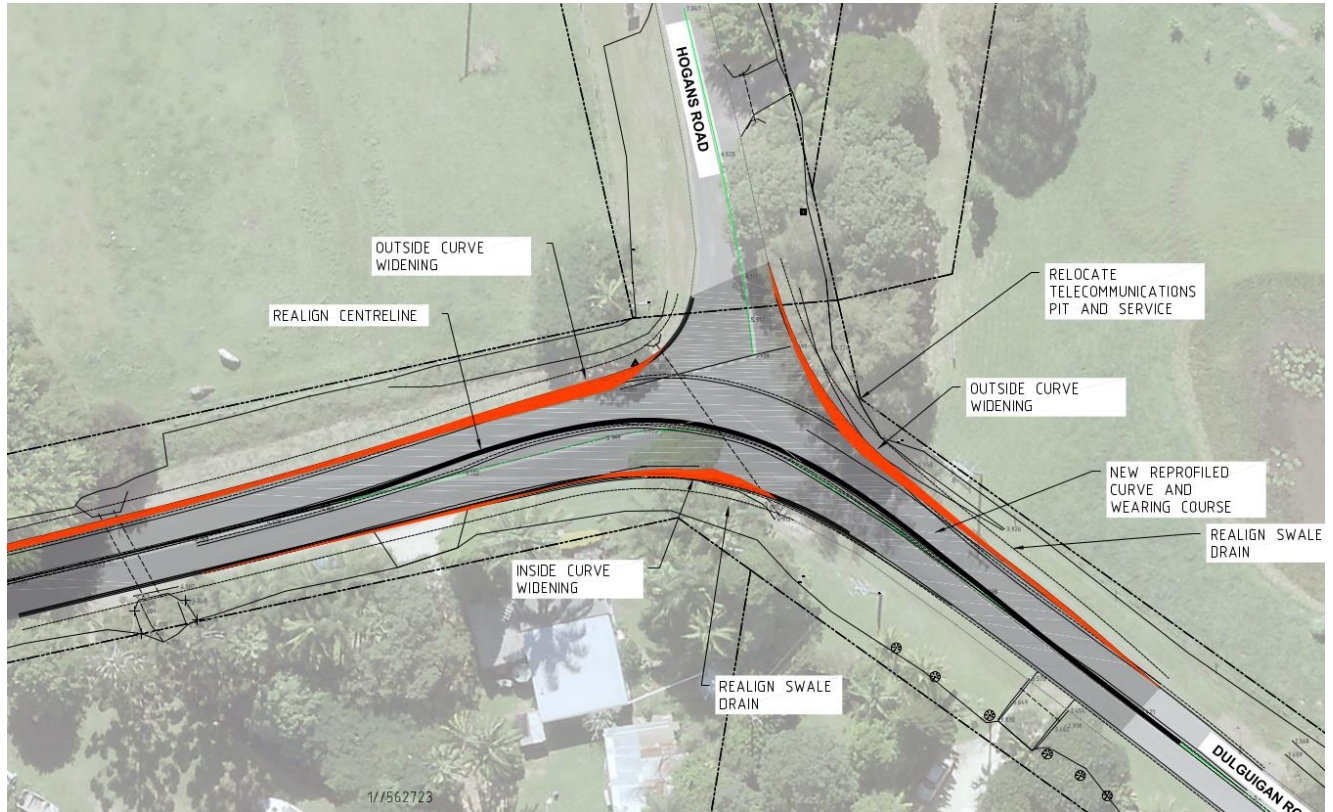


Figure 4. Lane and shoulder widening at Hogans Road

Widening of curves east of Mayes Hill Road

The widening proposed will allow 19m semi-trailers and 20m PBS vehicles to navigate the curves without crossing the centrelines or leaving the travel lane. The proposed concept design (Figure 5) includes up to 1m of widening to provide consistent travel lanes and shoulders. Based on initial design and inspection, these works can generally be contained within the existing road formation, and should not impact on private land or riverbank stability. This will be confirmed through detailed design and environmental assessment, with scope to modify the design, if necessary.

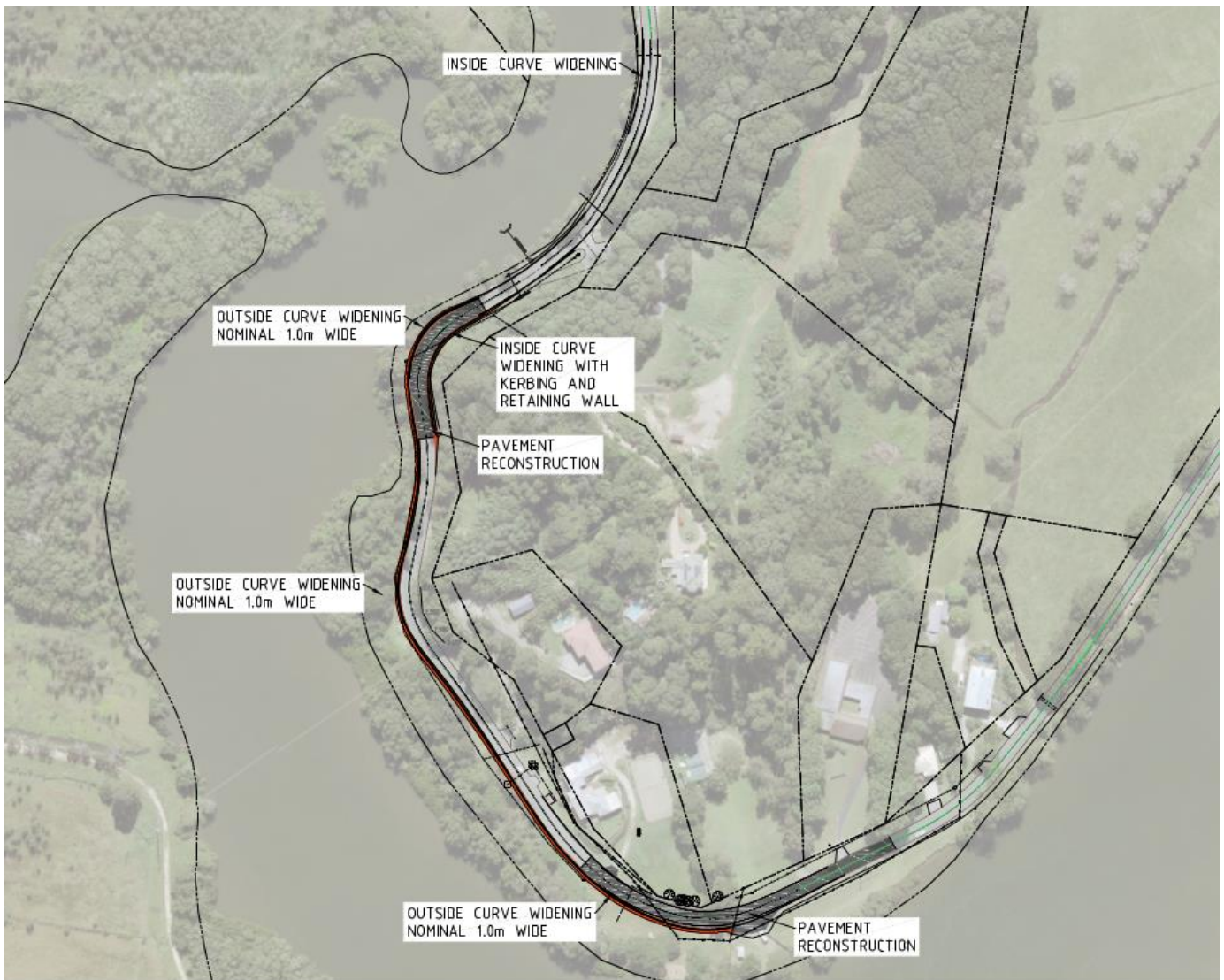


Figure 5. Widening east of Mayes Hill Road.

Estimated costs for the works at the three high risk locations is \$794,000. Funding has been allocated from Roads to Recovery grant funding for implementation of these works in 2019/20.

The works are currently programmed for March - April 2020 (May Part 5 completed)

f) *Determine Alternatives*

As part of their submission regarding the HVRA and its recommendations, the TCA have proposed an alternate route (Figure 6) between the Hy-Tec Quarry and Tumbulgum Road Condong, to divert heavy traffic to/from Tweed Valley Way away from the northern section of Dulguigan Road.

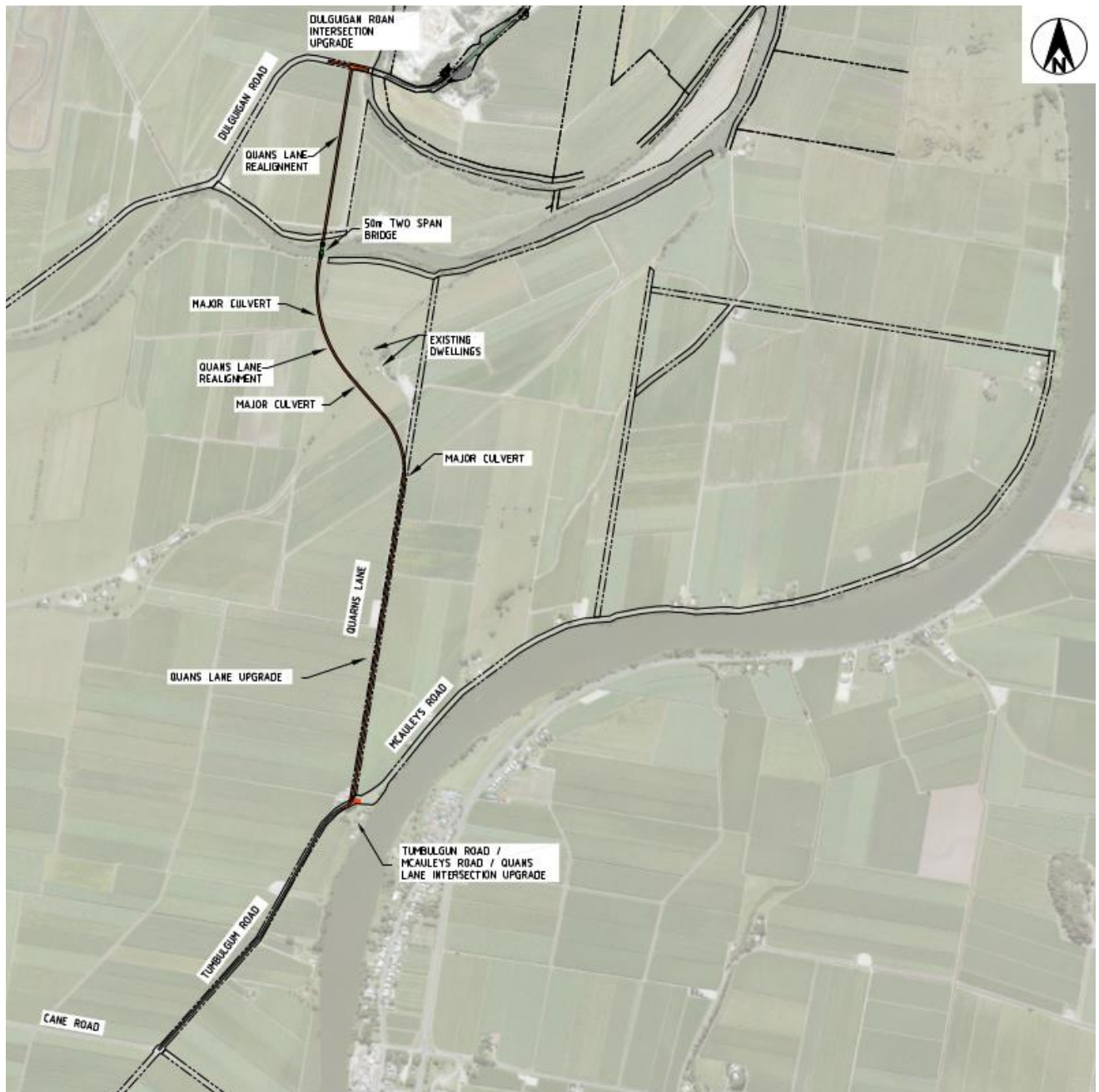


Figure 6. Alternate route to access quarry

Establishing this route requires land acquisition, construction of road pavements, construction of a bridge crossing of the Rous River, several agricultural drain crossings, and intersection works. These works have been estimated based on concept design to cost \$18.7M. A breakdown of the costs is provided in Table 1.

Table 1. Cost Breakdown for alternate route

Direct Costs	
Road construction (including intersections and culverts)	\$3,717,007
Other Works (including land acquisition, alterations to access and services)	\$2,100,000
Bridges	\$4,000,000
Total Direct Costs	\$9,817,007
Indirect costs	
Survey, design, geotech 10%	\$981,700
Environmental 3%	\$294,510
Project Management and supervision 7.5%	\$736,275
Contingency 70%*	\$6,871,905
Total Indirect Costs	\$8,884,392
Total	\$18,701,399

* Contingency based on NSW Roads and Traffic Authority's (now RMS) Project Estimating Manual, consistent with the works program estimating approach adopted by the Tweed Road Contribution Plan. For estimating purposes, this project is considered "high risk" as the route is currently poorly defined, the route impacts on private land, there has been no geotechnical or environmental assessment, and no public consultation on the route.

Aside from the high cost in implementing this alternate option (10 x that of the proposed Dulguigan Road upgrade), there will be adverse impacts on residents of Condong and its northern surrounds, as well as contributing to heavy vehicle volumes on Tweed Valley Way between Condong and Tumbulgum. While there would be benefits to North Tumbulgum and Tumbulgum village, it is at the expense of other residents. The road may also impact on rural landholders, however no consultation on the proposal has occurred.

It is recommended that Council takes no further action on the alternate heavy vehicle route proposal, and communicates same to the TCA. (May Part 6 completed).

OPTIONS:

Option 1 – accept the proposed road and travel conditions and resolve to support the issuing of road manager’s consent for NHVR permit applications on Dulguigan Road, subject to completion of proposed works on the identified high risk areas. This overrides the April 2019 resolution. Council officers continue to develop and implement permanent risk reduction measures on Dulguigan Road as identified in this report.

Option 2 – continue to withhold road manager’s consent for NHVR permit applications on Dulguigan Road, in accordance with the April 2019 resolution, on the basis that the proposed road and travel conditions fail to adequately address risks identified in the Heavy Vehicle Route Assessment. Council officers continue to develop and implement permanent risk reduction measures on Dulguigan Road as identified in this report, and support new permits on satisfactory completion of the works.

Option 1 is the recommendation of this report.

Option 2 maintains the current arrangements concerning NHVR permits on Dulguigan Road, It will result in additional permits expiring prior to completion of the permanent works on Dulguigan Road. These operators will be required to use alternate general access vehicles, or operate their PBS vehicles at a limit of 50.5 tonnes. Based on industry consultation, this will result in adverse financial impacts on these operators.

CONCLUSION:

Since Council first considered the Dulguigan Road Heavy Vehicle Route Assessment in April 2019 and imposed restrictions on NHVR permits, various road and travel conditions have been identified in consultation with the industry in order to reduce risk until such time as permanent road improvements can be implemented. Council officers and the consultant recommend the April 2019 resolution be reconsidered in light of the nominated road and travel conditions.

COUNCIL IMPLICATIONS:

a. Policy:

Corporate Policy Not Applicable.

b. Budget/Long Term Financial Plan:

Break down of costs to date

Vegetation maintenance	\$55,000
Truck warning and advisory signage	\$1,000
Survey and concept designs	\$10,000
Total	\$66,000

Breakdown of proposed works

New advisory signage	\$9,000
Curve widening at Hogans Road	\$300,000
Curve widening east of Mayes Hill Road	\$480,000
Line-marking changes at quarry access	\$5,000
Total cost	\$794,000

Up to \$1,000,000 of 2019/2020 Roads to Recovery grant money has been allocated to the Dulguigan Road safety upgrades.

c. Legal:

Legal advice was discussed in the August 2019 report.

d. Communication/Engagement:

Consult - We will listen to you, consider your ideas and concerns and keep you informed.

As discussed above, the review of road and travel conditions on Dulguigan Road, and the design of the proposed improvements have involved considerable consultation with industry.

The Council resolution resulting from this report will be communicated to existing permit holders, those who have had road manager's consent refused for their recent permits, the quarry operators, the NHVR and the Tumbulgum Community Association.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Attachment 1.	Heavy Vehicle Route Assessment – Dulguigan Road - Addendum 1 by RoadNet Pty Ltd dated 10 November 2019 (ECM 6140362).
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