

---

**MINUTES OF THE RURAL ROADS ADVISORY COMMITTEE  
MEETING HELD AT MOUNT HOPE COMMUNITY CENTRE  
WEDNESDAY 2 FEBRUARY 2011 COMMENCING AT 10.00AM**

---

**PRESENT**

Councillor Lilliane Brady (Mayor Cobar Shire Council), Gary Woodman (General Manager Cobar Shire Council), Councillor Marsha Isbester (Cobar Shire Council), Councillor Bob Sinclair (Cobar Shire Council), Stephen Taylor (Director of Engineering Services, Cobar Shire Council), Maurice Bell (Contracts Manager, Cobar Shire Council), Christine Norris (Coan Downs Station, Mount Hope), Keith Norris (Coan Downs Station, Mount Hope), Marlene Forsyth (Stanifords Station, Mount Hope), Rod Forsyth (Stanifords Station, Mount Hope), Carla Cowles (Yara Station, Mount Hope), George Isbester (Marigold Station, Mount Hope), Stuart Maud (on behalf of Justin McClure of Kallara Station, Tilpa), Neil Nixon (on behalf of Justin McClure of Kallara Station, Tilpa)

---

**APOLOGIES**

**1RRC.02.2011 RECOMMENDATION:** That the apologies received from Councillor Jarrod Marsden, Pauline and Barry Oliver, Councillor Michael Cox, Justin and Julie McClure, Ken Evans, Bob Cowles, Jacqueline Mills, David and Cheryn Greer, Stuart Jeffries, Andrew Farnsworth, Peter Morgan (Cobar Shire Council) be accepted.

*Cowles / Norris*

**CARRIED**

---

**CONFIRMATION OF MINUTES**

**RRC.02.2011 RECOMMENDATION:** That the minutes of the Rural Roads Advisory Committee held on the 3 November 2010 were passed as a true and correct record of the proceeding, of that meeting with the change of Shire Road 2 to Shire Road 12.

*Brady / Woodman*

**CARRIED**

---

**MATTERS ARISING FROM THE MINUTES**

- **Change of minutes to have Shire Road 12 instead of Shire Road 2.**
- 

**REPORT 1 – COBAR SHIRE COUNCIL ASSET MANAGEMENT POLICY /  
COBAR SHIRE COUNCIL ASSET MANAGEMENT STRATEGY**

**FILE: P5-76**

**AUTHOR: *Stephen Taylor, Director of Engineering Services***

A copy of Council's Asset Management Policy was provided to the meeting. Council has over \$200 million dollars of assets.

Council are yet to complete an Asset Management Strategy. Council are currently working on the following Asset Management Plan documents:

Transport (Roads)  
Water

---

Sewerage  
Recreation  
Stormwater  
Buildings

A Councillor workshop will be conducted on Thursday 24 February 2011 to consider Water and Sewer Asset Management Plans.

All plans will inform the 2011 / 2012 budget with five (5) year rolling works programs.

**RRC.02.2011**

**RECOMMENDATION:** .Information to be noted  
*Brady / Woodman*

**CARRIED**

---

**REPORT 2 - DRAFT COBAR SHIRE COUNCIL TRANSPORT ASSET MANAGEMENT PLAN**

**FILE: P5-76**

**AUTHOR: *Maurice Bell, RTA Contracts Manager***

An inventory check for all sealed roads, gravel roads, natural surface roads, kerb and gutter, footpaths, etc has now had been undertaken.

Council is currently determining the age and life of all roads.

Providing proper maintenance is done the earthworks, mitre drains and table drains will not depreciate. Maintenance levels have been so low resulting in the earthworks / drainage structures being lost.

With sealed roads if bitumen re-sealing is undertaken there is less depreciation.

Gravel roads should be re-graveled every 8-10 years. This has not been possible due to low levels of road funding.

Cobar Shire Council has the following:

- 1400 – 1500kms of natural formation roads
- 285kms gravel / loamed roads
- 432kms sealed roads

It is considered that bitumen resealing and gravel re-sheeting should be a priority instead of bitumen seal extensions.

Should be undertaking at least \$2-3 million of gravel re-sheeting on the network per year.

Should be undertaking at least \$1.5 million of bitumen re-seals on the network per year.

Funding limits are a problem. Currently funding for Regional Roads is \$2,400 per km which is the lowest in the State.

Currently the budgets are as follows:

|                       |                          |
|-----------------------|--------------------------|
| Towns / Village Roads | \$205,000 per annum      |
| Shire Roads           | \$1.37 Million per annum |
| Regional Roads        | \$1.43 Million per annum |

---

Roads to Recovery \$761,000 per annum

Hopefully Council will receive at least \$750,000 of funding for the December 2010 flood and storm damage.

Funding should not be determined based on population but by economic activity.

Council need Royalties to the Regions to return some of the funds received. Council estimates at least \$250 million of tax leaves Cobar Shire, we do not get this back?

By having a high per capita income reduces the level of Federal Assistance Grants (FAG's).

Should Council put the current FAG money towards bitumen seal construction on the Regional Road network?

Over years the road network has suffered from under funding due to other funding pressures from Health, Community Services and bitumen seal extensions.

There is also a need to improve the supervision of works to improve the effectiveness and quality of the works.

Bitumen Seal extension should be undertaken by only special funding.

**RRC.02.2011**

**RECOMMENDATION:** Information to be noted  
*Woodman / Brady*

**CARRIED**

---

**REPORT 3 – DRAFT COBAR SHIRE COUNCIL ROAD HEIRACHY  
(REGIONAL ROADS, SHIRE ROADS, TOWN / VILLAGE STREETS**

**FILE: R5-1**

**AUTHOR: *Maurice Bell, RTA Contracts Manager***

If Council are going to spend funds on certain roads it should be undertaken on a hierarchical basis. The Transport Asset Management Plan will prioritise the road network.

The hierarchy for roads most probably will be in a 'spoke wheel' strategy.

It would be done in relation to the traffic numbers and commercial activity.

Road hierarchy will also determine the inspection regime together with the levels of complaints.

The current traffic count information will justify all priorities.

**RRC.02.2011**

**RECOMMENDATION:** Information to be noted  
*Bell / Taylor*

**CARRIED**

---

**REPORT 4 – UNSEALED ROADS HEAVY GRADING MAINTENANCE  
STANDARDS AND PROPOSED CHANGES TO WHAT COUNCIL DOES**

**FILE: S5-26-1**

**AUTHOR: *Gary Woodman, General Manager***

---

Council Officers are currently undertaking a Plan and Equipment Utilisation Improvement Investigation Program that may include the following:

Supervision improvement, communication improvement.

Council owned rollers.

Increased standards for grading

- 4-6% crowns
- The beefing up of the natural surfaced roads and road sections
- Clearing of table drains and mitre drains
- Decreased in length of roads graded / day to improve compaction and moisture content.

The improvement of water cart water filling pumping capacity

The investigation in technologies for graveling and gravel road grading (Sandvik grader blade system)

The increased capacity of Council gravel trucks – road trains side tippers.

The consideration of 'Extended Flexible Working Hours, agreements for Road Maintenance and Construction Work, subject to funding availability.

Minor gravelling crew (truck, loader, 2 man crew), subject to funding availability.

Scrapers (subject to availability of resources)

Less grades per year means road users will have to look after the roads and not travel on them in the wet.

Rural Roads Advisory Committee meetings – access to Council staff and Councillors

**RRC.02.2011**

**RECOMMENDATION:** Information be noted  
*Woodman/ Taylor*

**CARRIED**

---

**REPORT 5 – PUBLIC USE OF UNSEALED ROAD NETWORK DURING WET WEATHER (CLOSED ROADS)**

**FILE: R5-1**

**AUTHOR: Gary Woodman, General Manager**

Need to make sure the public are educated not to use the road network in wet weather.

Clause 114 / 115 Roads Act, 1993 – Regulate Traffic.

Clause 102 Roads Act, 1993 - Liability for Damage to Public Roads

Clause 246 Roads Act, 1993 - Reticulation of Damage, etc

Council has a Road Closed Signage Project team working on:

- Signage System
- Road status investigation system

---

Need to have consistency of road closures, a better system of determining the status of a road, whether it has rained or not.

The need to educate the public (general population) to stop using wet roads.

Better graded roads may also stop people from damaging the roads.

Roads need to be opened / closed as required on weekends.

**RRC.02.2011**      **RECOMMENDATION:** Information to be noted  
*Woodman/ Taylor*      **CARRIED**

---

**REPORT 6 – BITUMEN RESEALING AND GRAVEL RE-SHEETING / SHEETING WORKS REQUIREMENTS WITHIN THE SHIRE (CYCLIC CAPITAL WORKS ON EXISTING ASSETS)**

**FILE: R5-1**

**AUTHOR: Gary Woodman, General Manager**

Currently Cobar Shire Council cannot afford to do the current levels of bitumen seal extension and also do gravel re-sheeting and bitumen re-seals.

At the present time Cobar Shire Council are \$35 Million behind in gravel re-sheeting.

**RRC.02.2011**      **RECOMMENDATION:** Information to be noted  
*Woodman / Taylor*      **CARRIED**

---

**REPORT 7 – COBAR SHIRE COUNCIL CURRENT BITUMEN SEAL EXTENSION PRIORITIES ON REGIONAL ROADS**

**FILE: R5-1**

**AUTHOR: Gary Woodman, General Manager**

Council's priorities for bitumen seal extensions on Regional Roads are:

- Louth Road
- Tilpa Road
- Ivanhoe Road

The Nymagee Road Funding Forum has asked that the Nymagee – Condobolin Roads also become a priority.

There has been a request for determination of how many days this year the Tilpa Road has been closed due to wet weather.

**RRC.02.2011**      **RECOMMENDATION:** Information to be noted  
*Brady / Sinclair*      **CARRIED**

---

**REPORT 8– CYCLIC CAPITAL WORKS ON EXISTING ASSETS VERSE BITUMEN SEAL EXTENSIONS**

**FILE: R5-1**

**AUTHOR: Gary Woodman, General Manager**

---

Due to the limited funds Council will have to decide on whether we should increase our budgets for gravel resheeting and bitumen reseals to help maintain and keep existing assets instead of extending the current sealed road network.

**RRC.02.2011**      **RECOMMENDATION:** Information to be noted  
*Woodman / Taylor*      **CARRIED**

---

**REPORT 9– SHIRE ROAD 14 ROAD IMPROVEMENT REQUIREMENTS FOR WONAWINTA SILVER PROJECT, MANUKA**

**FILE:** DA FILE (2010 LD'00074)

**AUTHOR:** *Stephen Taylor, Director of Engineering Services*

Council is undertaking an investigation into the road, improvements required to be undertaken by the developer. They will be using approximately 22kms of SR14 and 5kms on SR13.

It is expected that they:

Will be required to provide a full upgrade to gravel sheeting standards with a heavy formed up of the road.

4 causeways made into concrete.

All up about \$1 million including an improved intersection with the Kidman Way at least (RTA requirement).

What is hoped that a special grant application can be made to double what will be spent on the road that may allow up to 10kms of bitumen seal construction.

**RRC.02.2011**      **RECOMMENDATION:** Information to be noted  
*Taylor / Woodman*      **CARRIED**

---

**REPORT 10 – DRAFT COBAR SHIRE COUNCIL SOCIAL PLAN 2011 - 2016**

**FILE:** C8-12

**AUTHOR:** *Gary Woodman, General Manager*

A copy was provided to all attendees present and Council has requested any comments be made as soon as possible.

**RRC.02.2011**      **RECOMMENDATION:** Information to be noted  
*Brady / Woodman*      **CARRIED**

---

**GENERAL BUSINESS**

- SR18 tar patching is required at the Northern End.
- Ivanhoe Road near Belarabong – a lot of ruts and large pot holes.
- Roads leading to the Darling River do not have any 'road closure' signs when the river is closing the roads.

- 
- Louth Road – Some bad wash outs, need signage as soon as possible.
  - Gilgunnia Rest Area – needs to be improved, will be looked at.
  - SR21 Culvert work was very well done.
  - SR21 – further along from the new culvert there are large boulders and potholes on the road.
  - SR20 – Needs to be inspected for maintenance requirements.
  - Tiltagoona causeway – lower than depth gauges due to road collapse.
  - Kidman Way – 300m north of Gilgunnia Rest Area tape needs to be removed.
  - Road work signage needs to be picked up from SR18, Andrew Paul also has plenty of signs at his property.
  - RR228 – Kangaroo Springs Road is on the flood damage program
  - Mt Hope – Euabalong – all very happy with the completion of the seal.

**NEXT MEETING**

The next meeting is to be held at the Wool Track area, Councillor Sinclair property Barangabah, commencing at 10.00am 4 May, 2011.

**THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 1.00PM**

**CONFIRMED.....**

**MINUTE NO.....**

**MAYOR.....**