

ATTENDANCE

- Mr Luke Argent	Infrastructure Operations Manager (IOM)
- Cr Andrew Carr	Councillor (Chairperson)
- Ms Georgia Biviano	Cadet Engineer
- Mr Geoff Bormann	Queensland Police (QPS)
- Mr Rick Butler	Community Representative
- Mr Haydn Grazioli	Design and Technical Coordinator
- Mr Brennan Guandalini	Herbert River Bus Service
- Ms Rachel Hobbs	Infrastructure Administration Support (Minute Taker)
- Ms Zenan Reinaudo	Canegrowers
- Ms Mariana Maree	Wilmar Sugar

APOLOGIES

- Mr Masaud Akhter	Department of Transport and Main Roads
- Mr Steve Anquetil	Queensland Police (QPS)
- Mr Dave Hunter	Queensland Police (QPS)
- Mr Tony Iafano	Hinchinbrook Bus Service
- Ms Kym McIntyre	Translink
- Mr Tony Partridge	Translink
- Mr Ramon Jayo	Mayor
- Mr John Tantalo	Queensland Police (QPS)
- Mr Chris Johnstone	Interim Director Infrastructure and Utility Services (DIUS)
- Mr Jeff Aitchinson	Hinchinbrook Traffic Control
- Mr Frank Martino	Trans North Bus and Coach
- Mrs Regina Veivers	Queensland Police (QPS)
- Mr Scott Gofton	Wilmar Sugar
- Ms Jess Guandalini	Herbert River Bus Service
- Mr Kevin Riseley	Department of Transport and Main Roads

AGENDA ITEMS

1 Previous Minutes

Minutes for meeting held on 4 December 2024 are approved as correct record of proceedings.

Moved by: Mr Luke Argent

Seconded by: Mr Rick Butler

2 Agenda Items

2.1 Business Arising from Previous Meeting – Review of Action Items

Item 20221207 - Exelbys Siding Blind Spot

Rick Butler raised another blind spot near Craven Cane Siding (Baillies Road, Upper Stone) where vegetation requires management. Council to raise works request. (reference: CR25.0004103)

05/03/2025 – Update provided by Kevin Riseley this work is part of a larger package of RoadTek works. Schedule dates are pending. Zenan Reinaudo advised this has been hanging around since 2022, and it would be good to be completed before the season commences.

Item 20230906 – Line Marking on Stone River Road intersection with Venables Crossing

05/03/2025 – Update provided by Kevin Riseley TMR Design / Engineering assessment completed and line marking on both approaches to the intersection will be amended to prevent overtaking movements through the intersection.

Item 20231206 – Advisory signage request for “slow moving farming machinery”

04/12/2024 – Haydn Grazioli to contact TMR Corridor Management to propose Council pay and install signage.

05/03/2025 – Haydn Grazioli to action. Delayed due to flood related priorities.

Item 20231206 – Status of installation of signs near Parravicinis floodway and Lucinda Road

05/03/2025 – Update provided by Kevin Riseley advising this work is part of a larger package of RoadTek works. Schedule dates are pending.

20250305 – Concerns raised about speeding on Mount Gardner Road in a school bus route area, citing inconsistent speed signage and pedestrian safety

05/03/2025 – Haydn Grazioli advised 80km sign disputing with the 60km sign. The reason for the 80km sign’s placement is unclear. Haydn’s recommendation is to remove the 80km sign and replace with 60km sign.

Haydn to provide his recommendation to Kevin Riseley and discuss how to proceed.

20250305 - Concerns about the 100 km/h sign near the Mahoneys Road and Taylors Beach Road intersection, potentially misleading due to the nearby unlit cane train crossing.

05/03/2025 – Haydn Grazioli noted that the speed limit is set at 100km for the corner, with the entirety of the road maintaining that limit. Haydn recommended conducting a full review of the speed limits. A desktop review could be conducted initially, and the outcome would be brought back to the table. Personally, believes 60km sign should go as it doesn’t serve any purpose to the area.

Haydn Grazioli confirmed that a desktop review will be conducted, and the findings will be presented at the next meeting.

3. Correspondence

3.1 Outwards Correspondence

3.1.1 Nil.

3.2 Inwards Correspondence

3.2.1 Email from Mariana Maree (Wilmar) advising at the Alma Street intersection, part of the rail crossing is obstructed when approaching the T-section. Visitors may not realise there are multiple rail crossings on road. Suggestion that moving the blue signs to the green board or further back could help improve clarity.

05/03/2025 – Update provided by Kevin Riseley a site visit was conducted on 9 January 2025 and signage details / dimensions were recorded.

It was confirmed the RX-2 assembly is half obscured on approach by the unnecessarily sized S Series sign. The S Series sign was installed forward of the RX-2 sometime in 2013 when the SCR through Halifax changed. The signs have remained, as installed, since 2013.

TMR recommends the removal of the existing S Series sign with the installation of a new S Series Fingerboard sign attached to the main intersection signage facing towards the terminating leg.

In addition, recommend Wilmar update the RX-2 assembly signage to the current version; reset the sign height correctly and consider whether duplication is warranted at this location.

Mariana Maree mentioned that there has been no further correspondence from TMR and confirmed that Wilmar has already actioned this. Wilmar to correspond back to Kevin Riseley.

- 3.2.2 Flood warning sign at the Anabranh Road crossing is obstructing the vision of the right-side Wilmar crossing light:
- 05/03/2025 – Update provided by Kevin Riseley advising on 9 January 2025 a site visit was conducted, and the following was confirmed –*
- The new eastern G9-21-1 (ITS) sign –*
- *Has now made the W5-7-2 Floodways / W8-17 Next 4km signed section non-compliant with AS1742.2 / MUTCD – Part 2 (Qld) signage requirements (set up in 2018);*
 - *Is installed 100m from the G9-22-1 Depth Indicator and is too close to it – refer AS1742.2 / MUTCD – Part 2 (Qld) a distance of between 180m – 250m in advance of the highest point of flooding is required. Note: Landowner of Land Parcel 7RP705301 advised, when at the location, floodwaters from the 2009 flood reached the Wilmar level crossing rail lines;*
 - *Reduces total available vision of the RHS RX-5 assembly below the minimum Truck Stopping Sight Distance value of 205m – refer AGRD-Part 3 Geometric Design; and*
 - *Fully obstructs sight lines/sight distance for a truck exiting from the property access of Land Parcel 7RP705301.*
- This safety matter was referred onto Corridor Management on 10 January 2025 as it is believed Queensland Reconstruction Authority – QRA installed this sign.*
- Committee requested for TMR to provide an update on referral.*
- 3.2.3 Customer request received from Yvonne Bosworth (Speed signs within Canegrowers Lane - She advised that she believed in the past there were speed signs for 5km/hr throughout the lane however there are currently no signs present).
- 05/03/2025 – Haydn Grazioli confirmed this is currently awaiting approval from the CEO and Director. Once approved, Council can forward through to TMR and QPS for the final review phase.*
- 3.2.4 Customer request received from John Truffa (Safety issue when turning into/from Abswold Road to the Bruce Highway, Bambaroo. Requesting upgrade for turning/merging lanes to avoid near misses with vehicles that do not slowdown in time).
- 05/03/2025 – Update provided by Kevin Riseley the issue and location is detailed in the Road Safety Team Master List along with the recommended improvements. This work is currently awaiting funding.*
- 3.2.5 Email from Rod Flood regarding the safety and congestion issues during after school pick up at Marina Parade due to increased enrolments, with suggestions for a pedestrian crossing.
- 05/03/2025 – Rick Bulter advised there is a pedestrian refuge on Marina Parade. There is a heavy traffic along this road, however it is difficult for vehicles to gain speed as they must slow down to turn the corner. Any speeding would likely be from the vehicles coming from the opposite direction (from Golf Club). Rick also highlighted the need for additional parking spaces.*
- Haydn Grazioli mentioned that he had reviewed this issue multiple times and suggested converting the speed bump into a pedestrian crossing. However, he noted that such a change could cause lead to traffic congestion, particularly during peak times. He advised there are plans for additional parking near F Block but noted that funding was pending.*

Suggestions were raised for reviewing signage and educating students on road rules and confirmed that the decision is not to implement a pedestrian crossing was based on concerns about traffic flow and safety.

Haydn Grazioli to respond to Rod Flood with future plans for the area.

- 3.2.6 Customer request received by Michael Reitano concerning the steep drop off at the entrance to Forrest Beach on Forrest Beach Road, and suggests installing a railing to prevent accidents especially at night.

Floodway's are typically constructed with no roadside barriers for hydraulic considerations, such as afflux:

- *The Forrest Beach Road floodway currently has traffic lane widths of 3.5m and a sealed shoulder on the superelevated high side that ranges between 250mm and 400mm;*
- *Any roadside barrier installed on this floodway on the superelevated high side (on curve) would see traffic lane widths reduced, making the road narrower and increasing the risk of side swipe and head on crashes;*
- *The floodway and curve are delineated by REGP's, RRPM's, DBL and edge line marking, specifically provided to give guidance through this area for road users travelling at night time;*
- *The speed limit at the floodway changed in 2022 as a result of a safety review and is now signed at 60km/h through this section (that has the highest drop off and concentration of non-frangible tree hazards on the outside of the curve). It was previously signed at 80km/h; and*
- *A RC2 query was conducted between CH: 16.940 & CH: 17.500 – the floodway. The query returned zero reportable crashes in the past 2 years at this location with the reduced speed limit of 60km/h and further, no crashes for the preceding 3 years when it was signed at 80km/h.*

Based on the above this existing road section is considered safe for road users driving with due care and attention and driving to conditions.

TMR does not propose any changes to the existing infrastructure at this floodway and will monitor this section of 8208.

Rachel Hobbs to respond to Michael Reitano with investigation outcome.

4. General Business

- 4.1. Scott Gofton – Raised that there has been a tree removed from Victoria Mill Road railway crossing intersection believed to have been completed by TMR. There are roots remaining that are blocking drain. Kevin Riseley (TMR) to follow up;

05/03/2025 – Update provided by Kevin Riseley on 9 January 2025 a site visit was conducted. There are some remnants of the base of the tree (tree roots) left over from stump grinding, however these remains do not appear to be significant enough to cause drainage issues in normal rainfall events. Recommend monitoring.

Wilmar to conduct inspection after February rain event.

- 4.2. Frank Martino – Raised visibility concerns behind Docs Auto Clinic on Lynn to Gedge Streets Ingham. Damaged mirror impacting in addition to large hedge belonging to 25 Lynn Street. Council to raise request for Regulatory action. (Reference: CR25.0004109);

05/03/2025 – The issue remains ongoing and is still under review.

- 4.3. Cr Carr – Eddleston Drive, Cordelia speeding. Hadyn Grazioli informed that traffic count data 24/10/2024 to 29/11/2024 taken from Eddleston Drive 50m from Blue Butterfly Road confirming speeding occurrences. Informed potential bus stop is proposed and queries raised if bridge can handle heavy vehicles including B-Double's; and

TMR and QPS to be provided data from Council and Wilmar to review. Haydn Grazioli to have latest traffic count set up installed into original intended position.

05/03/2025 – Update provided by Kevin Riseley advising TMR could consider this location for a future Township Entry Treatment installation to reinforce the speed limit through Cordelia. Does the committee support this TMR treatment?

The committee considered options like installing an ⁶⁰80km/h sign and red paint, or flashing lights, though any changes would require TMR approval. Haydn Grazioli suggested radar speed signs, though concerns were raised about flooding affecting their effectiveness.

Committee agreed that TMR be consulted for further review, and to explore possible solutions.

- 4.4. Cr Andrew Carr - The Chair of the committee raised an issue in relation to flood water being unable to travel from the south to the north side of Eddleston Drive and drain off into the Herbert River due to an alleged decommissioned culvert that has not been replaced. The location is just before the left bend on approach to the Halifax Washaway. Advised the chair this issue appears to relate back to an issue raised on 04 April 2018 where it was found a culvert was removed during road works in this section and not replaced.

05/03/2025 – Update provided by Kevin Riseley advising the culvert is not being replaced, as an alternative solution had been subsequently installed. Refer TMR File Note of 05/12/2018. This solution is being monitored.

Andrew Carr believes this information is incorrect or has been misunderstood. Can TMR provide a copy of the File Note of 05/12/2018. Andrew advised the water does not drain into the river, it flows in the direction towards Taylors Beach, passing through swampy creeks. This is apart of the Flood Mitigation Strategy.

A site meeting to be organised with Luke Argent, Cr Andrew Carr and Kevin Riseley.

- 4.5. Rick Bulter raised the issue of abandoned cars on the side of the road. Highlighting the car on the Halifax washaway was extremely dangerous but has since been shifted. Andrew Carr recommended Media to upload information on the Council's website and Facebook page to educate the community on the proper process for reporting abandoned vehicles;
- 4.6. Mount Fox is now restricted to light vehicles only, with a weight limit of 5 tonnes. Council will reassess the situation due to the earthquake and check if there are any additional land slips;
- 4.7. Wallaman Falls is closed until further notice, awaiting an engineering report for an update;
- 4.8. The TMR corridor at the washaway is scheduled for repair, with the TMR Roadtek crew arriving on the 24 March 2025 to carry out the work;
- 4.9. Luke Argent raised a query for TMR – What is the height of the realignment for the new Gairloch Washaway being installed at? Will it be raised?;
- 4.10. HSC representative raised an issue regarding the G9-21 Flood ITS sign facing north before the Halifax Washaway. The representative stated this sign does not appear to be working

05/03/2025 – Kevin Riseley referred onto SNO via email on 7 January 2025.

Kevin Riseley to provide an update on referral.

- 4.11. Brennan Guandalini regarding Lily Creek Road bus stop – provide Cassowary Coast Regional Council and Kevin Riseley contact information.

5. Next Meeting

The next HRSAC Meeting is scheduled at 10.30am on Wednesday 5 June 2025, in the Hinchinbrook Room.

6. Closure

Meeting closed at 11.38am.



Cr Andrew Carr
Chairperson