

SHANE RADBURN

29th January 2013.

Graeme Edgerton
Australian Human Rights Commission
P.O. Box 5218
Sydney NSW 2001

Your Ref: GDE:2012/576

RE: Application for Exemption:-

DDA Compliance – Public Transport.

Dear Graeme,

I refer to the Disability Discrimination ACT 1992 and its purpose in eliminating discrimination “as far as possible”, against people with disabilities.

Under the ACT and relevant standards, public transport services (scheduled passenger services) are to be 55% compliant with accessible vehicles by 31 December 2012.

I operate two (2) contracts for Transport for NSW

Name: S.K.Radburn ABN:

- Contract A type service which is a (Non Commercial Contract) school bus servicing Captains Flat Primary School and a
- Contract B type service which is a (Commercial Contract) scheduled timetabled public passenger service from Captains Flat to Queanbeyan one day per week.

I have had the contracts with Transport for NSW for about 20 years and been using the present bus on the service for the last 5 years.(Due for replacement 2014)

I am seeking exemption on my contract B one day per week (Friday) service Captains Flat to Queanbeyan in plain English it is a pensioner shopping bus picks up at the Captains Flat bus stop 9.00am and travels 48 kilometres along the Captains Flat road to Queanbeyan bus stop and I drop off my passengers usually 6-8 pensioners doing their weekly shopping arriving at 9.45am (Map enclosed) I then return to the Queanbeyan bus stop at 1.45pm and return to Captains Flat.

The reason I am seeking the exemption is that my bus is due to be replaced with a new bus in 2014 and I wanted to purchase a bus with wheelchair access and also enough seats to cover my school service at the moment I have a 21 seat 2008 Toyota Coaster and I would have to remove seats to install a wheel chair lifter and that would make it too small for my school service.

I had two bridges with a 5 tonne load limit but the Palerang Council has done some emergency work on the one on the Captains Flat road and it has now been lifted to 20 tonne limit the one on my school route still has a 5 tonne limit on it and according to the chief engineer at the Palerang Council there is no plans to do any work in the near future at this stage (no funds) all correspondence enclosed.

All maps enclosed showing routes and alternative routes.

I have no documentation to prove that a wheel chair lifter would put my present bus over 5 tonne it has a GVM at present of 4990 tonnes according to the NSW Registration (copy enclosed) you would not have to add much weight to over 5 tonne.

The contract B has an income of \$13,000.00 p.a. and do's not generate enough income to have a separate bus for the contract and my bus business cannot afford a second bus fitted out with a wheel chair lifter to work only 1.5 hours a week.

I am a sole trader one man operation bus driver, cleaner, office worker etc and I fear that if I don't get an exemption until 2014 when my bus is due to be replaced the pensioners in Captains Flat are going to lose a very vital service.

Yours Truly

A handwritten signature in cursive script that reads "S Radburn". The signature is written in black ink and is positioned above the printed name.

Shane Radburn.

Shane Radburn

From: Gordon Cunningham <Gordon.Cunningham@palerang.nsw.gov.au>
Sent: Tuesday, 19 June 2012 12:25 PM
To:
Subject:

Dear Shane,

Thank you for your email seeking an update on the Molonglo River Bridge Works.

An update on proceedings is available on Council's website and I have attached a link below for your convenience in this respect.

http://www.palerang.nsw.gov.au/index.php?option=com_jentlacontent&view=enhanced&id=496031

In terms of the future, I regret that I am still not in a position to definitively advise of what the long term solution will be. We have an amount of \$530,000 in the draft 2012/13 budget for some works although I was hopeful of perhaps securing some additional financial assistance from the NSW Government to assist with the final works.

The \$530k earmarked will clearly not be enough to secure a modern day concrete replacement so the ultimate solution depends a lot on what the final amount of funding we actually have.

We will have to see what comes out of the Council's deliberations as well as our recent representations to Mr Barilaro.

As for the target load limit for the propped structure, it is looking likely that we will only be able to secure a limit of around 20T GVM following our works.

My advice to you of 3 May was based on the preliminary advice of the consultant in which the entire focus was on the Queanbeyan span. The final report now also makes mention of the other two spans and suggests that they be propped - hence the stage 2 component of the web article. Whilst it was my hope that the Queanbeyan span work would allow us to relax the limit to an "unlimited" state (the "" emphasis which was also contained in my earlier email), it is now evident that this will not be possible as part of these temporary support works.

Hope the above assists.

Regards

Gordon Cunningham

Director of Works
Palerang Council
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BUNGENDORE NSW 2621

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Shane Radburn

From: Gordon Cunningham <Gordon.Cunningham@palerang.nsw.gov.au>
Sent: Thursday, 3 May 2012 9:52 AM
To:
Subject: re. Compliance/works request - Radburn - Bridges over Molonglo River

Thanks for your enquiry Shane.

This most recent bridge study was conducted on behalf of Council by a specialised timber investigation company. Four bridges were reviewed and it is fair to say that the reports on all of them are not that good.

The findings for the Molonglo River Bridge near Captains Flat are now fairly well documented and confirm potential issues with the inner most girders at its western end. It is this problem area that is essentially the reason for the 5 tonne weight limit.

In terms of our strategy, we are working with a three tiered approach.

1. The implementation of the weight limit and detour arrangements. These are essentially in place now and are being supported by a program of enforcement.
2. The implementation of some temporary support work for the bridge in an effort to restore some or all of its load carrying capacity. Clearly this is a short term solution but it is considered vital in order to both restore some level of normality to the residents of the Flat as well as to buy us some breathing space to develop a more permanent solution. The temporary arrangements will include some fairly complex steel members both above and below the deck of the Queanbeyan end span in an effort to provide it with some supplementary support. It is not likely to look that pretty and will certainly narrow the travelling space down to a single lane but if it restores the structure to an "unlimited" rating it will be worth it.

The steel supplementary system has been designed and is currently being fabricated in Fyshwick. I expect it to be available toward mid May at which time we will immediately move to install - probably toward the end of May. The process is likely to involve the complete closure of the bridge for a couple of days during which time ALL traffic under 25T will need to either use the Miners Road route or some other alternative.

3. The final solution for the bridge is yet to be determined although it is clear that it will almost certainly depend upon available funding. Clearly the preference would be to replace the structure with a completely new concrete bridge - although at an estimate capital cost of in excess of \$2million that is unlikely without some sort of external funding. Other options for timber refurbishment are possible although the extent and cost of these options are yet to be determined.

The other bridges included in the study were:

- Foxlow Bridge (Hoskinstown Rd)
- St Omers Bridge (Nerriga Rd)
- Back Ck Bridge (Cooma Road)

The latter is the next worst according to the consultant. St Omers is also in a particularly bad state and is currently under 24hr traffic signal control with interim supports in place under its superstructure.

Foxlow bridge has a failed cross member and will need replacing in the short term. Its load limit has recently been lowered from 7 to 5 tonne as a result of this study.

As you can see, we have some significant challenges at the moment. The Molonglo Bridge continues to be our primary priority. With the establishment of the temporary arrangements described above I expect that any

issue you may have either with your current bus or proposed new one will be addressed. The matter is not so positive for Foxlow however. At 5 tonne or less you clearly will be OK but any new vehicle in excess of this will not be able to cross – at least not until the failed member can be replaced. I do not have a timeframe for this at this stage.

Hope that clarifies the matter for you.

Regards

Gordon Cunningham

Director of Works

Palerang Council

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www.palerang.nsw.gov.au