

**Kalsi, Gobind**

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**From:** Mike Foster [REDACTED]  
**Sent:** Friday, 25 March 2011 3:56 PM  
**To:** Michael Shapland; Michael Peach  
**Cc:** [REDACTED] Rob Drury; Toni Lake; Reilly Bob; Dan Spiller; Lyons Michael; Scott Denner; Paul Bird  
**Subject:** FW: Colleges Crossing  
**Attachments:** MOU TMR SEQ Water Colleges Crossing.pdf

Hi Michael,

As discussed please find attached draft MOU from TMR covering off its information requirements in relation to flood gate releases from Wivenhoe.

Alex ... it's Seqwater's view that rather than a stand alone communication protocol, your requirements would be far better included in the overarching flood comms protocol document currently being finalised.

As such I have forwarded the draft MOU to Michael Shapland from EMQ who leading the finalisation of the flood protocol between the State and local Councils.

Cheers Mike

**Mike Foster**

Manager Strategic Relations & Communication  
 Queensland Bulk Water Supply Authority *trading as Seqwater*



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**From:** [REDACTED] [mailto:[REDACTED]]  
**Sent:** Thursday, 24 March 2011 17:06  
**To:** Paul Bird  
**Cc:** Rob Drury; [REDACTED]  
**Subject:** Re: Colleges Crossing

Paul

Thankyou for attending the stakeholder meeting on Colleges Crossing on 11 March 2010.

To formalise the discussions and to ensure that all parties are aware of the arrangements, I have prepared the attached draft MOU between TMR and SEQ Water.

Could you please review or advise who in SEQ Water would review this.

4/04/2011

Much appreciated.

(See attached file: MOU TMR SEQ Water Colleges Crossing.pdf)

Kind regards

**Alex Pelevin**  
District Director (Ipswich) | Metropolitan Region | Ipswich Office  
**Asset & Operations** | Department of Transport and Main Roads

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| Please consider the environment before printing this email

"Paul Bird" <[redacted]>

"Paul Bird" [redacted]

21/01/2011 10:43 AM

To  
cc  
Subject

"Rob Drury" [redacted]  
Colleges Crossing

Hi Rob,

Have spoke with Alex Pelevin, who's the DTMR District Director covering Colleges Crossing. He is seeking an understanding of our release program so that they can start to get some timeframes around when Colleges can be repaired.

Would you please be able to call him on [redacted] to discuss,

Thanks

**Paul Bird**  
Senior Communications Advisor  
Queensland Bulk Water Supply Authority *trading as Seqwater*



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4/04/2011

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**DRAFT**

**MEMORANDUM OF UNDERSTANDING  
(MOU)**

**Metropolitan Region  
Department of  
Transport and Main Roads (TMR)**

**and**

**SEQ Water**

**Flood Event Response**

**Mt Crosby Road – Colleges Crossing**



**Queensland  
Government**

Department of Transport and  
Main Roads



**seqwater**  
WATER FOR LIFE

## Contents

1	References .....	3
2	Background.....	3
3	Context .....	4
4	Communication Arrangements .....	5
5	Outcomes.....	6
6	Arrangement.....	6
7	Operational Relationship Principles .....	6
8	Governance .....	6
9	Dispute Resolution .....	7
10	Term and Review .....	7
11	Definitions (within the context of this MOU) .....	7
12	Agreement Endorsement.....	8
	Attachment 1 Flood Event Response Flow Chart for Mt Crosby Road – Colleges Crossing.....	9
	Attachment 2 Map of Colleges Crossing on Mt Crosby Road .....	10



## 1 References

- 1.1. Queensland State Disaster Management Plan, State Disaster Management Group, 3020

## 2 Background

- 2.1. Weather events requiring water releases from the Wivenhoe Dam can adversely affect road network operations where roads cross the Brisbane River downstream of the dam.
- 2.2. Resultant increases to water levels in the Brisbane River have particular impacts on known low points on the road network affecting both state and local government authorities as well as affecting other river services such as ferry operations.
- 2.3. Known low road points crossing the Brisbane River are Twin Bridges on Wivenhoe Pocket Road, Savages Crossing on Banks Creek Road, Mt Crosby Weir on Allawah Road and Stumers Road, and Colleges Crossing on Mt Crosby Road.
- 2.4. Continuing growth within South East Queensland (SEQ) and in particular the Greater Brisbane Area presents ever increasing challenges for the road network. New and existing growth areas of Brisbane, Ipswich, Lockyer Valley and Somerset regions are impacted by road closures at these low points.
- 2.5. This agreement is about providing communication between the relevant state agencies to promote improve road network operations and community advice.
- 2.6. Separate arrangements relate to communication between SEQ Water and local governments.
- 2.7. In early 2003, an Alliance between the former Main Roads (MR), Queensland Transport (QT) and Brisbane City Council (BCC) agreed to develop a joint traffic and transport facility.
- 2.8. In December 2006, the Brisbane Metropolitan Transport Management Centre (BMTMC) commenced operation, in a purpose built facility, of a real time transport operation centre. This facility has provided an excellent platform through which interagency incident management coordination is already being undertaken.

## 3 Context

### 3.1. Strategic

- 3.1.1 The Government's desire for closer working relationships across agencies has been well embraced by TMR, SEQ Water, Queensland Police Service, Regional Councils and other stakeholders who are already working closely to address a number of whole of government priorities.
- 3.1.2 This is no better reflected than in the good working relationship developed around a joint desire for the best possible operational efficiency outcomes from the State's road network.
- 3.1.3 Underpinning this agreement is a commitment to work more closely to achieve improved network and community outcomes.
- 3.1.4 This MOU is a Partnering Arrangement between SEQ Water and TMR for the purpose demonstrating that commitment relating to relevant water crossings on State-controlled roads.

### 3.2. Operational Arrangements for Brisbane River Crossings on State Controlled Roads

- 3.2.1. TMR, through the BMTMC works closely with many external agencies in providing coordinated real time incident management services to Brisbane's road network, the focus of which is to improve road network safety and efficiency.
- 3.2.2. TMR has two main branches relating to this agreement: Metropolitan Region and SEQ South Transport Services Division. Metropolitan Region builds and operates the state-controlled road network. Transport Services Division provides the front line services to the community, including driver licensing, vehicle registrations, transport inspectorate, school crossing services and a first point of call service for customer enquiries.
- 3.2.3. A good working relationship exists between SEQ Water, QPS, Councils and TMR developed through a stakeholder interaction in dealing with road network activities across Brisbane, Ipswich, Lockyer Valley and Somerset region's road network.
- 3.2.4. Traffic Management Centres are critical in responding to and coordinating incident response management and support from initial notification through to clearance and the return of the network to normal operations.
- 3.2.5. The QPS currently provides a physical presence in the BMTMC facility to assist in coordinating traffic/crowd activity around major event or incidents. This positively enhances operational capability resulting in greatly improved outcomes on the road network.
- 3.2.6. The value of QPS presence within the BMTMC facility has been well investigated and tested during the BMTMC's early development and operation resulting in the current MOU for QPS Presence in the BMTMC.

## 4 Communication Arrangements

4.1 This MOU outlines the agreed arrangements for communication between SEQ Water and TMR relating to the following river crossings on state-controlled roads.

### 4.2 Colleges Crossing on Mt Crosby Road

4.2.1 **Attachment 1** provides a map of Colleges Crossing and surrounding local road network.

4.2.2 During closures of Colleges Crossing TMR recommends travellers use detours via Mt Crosby Road, Warrego Highway and Ipswich Motorway as this provides an all weather fully signed and line marked route.

4.2.3 TMR provides permanent and temporary variable message signs on the Warrego Highway, Western Freeway, Mount Crosby Road and other activated and/or installed signs at appropriate locations. Other locations include (but not limited to):

- Ipswich Motorway westbound, within proximity of the Progress Road On-Ramp
- Ipswich Motorway westbound, within proximity of the Centenary Highway roundabout at Darra
- Cunningham Highway northbound
- Cunningham Highway eastbound
- Brisbane Road eastbound
- Logan Motorway westbound

4.2.4 TMR also utilises permanent fold-down metal signage on approach roads to Mt Crosby Road and Colleges Crossing. The department does not promote the Stumers Road, Allawah Road link as an alternative route because this is the responsibility of Ipswich City Council and Brisbane City Council who jointly manage this link.

4.2.5 TMR requires advance notice of SEQ Water of Wivenhoe Dam releases or adverse weather events that could impact on the closure of Colleges Crossing. Transport Services Division also need to work with stakeholders in this regard.

4.2.6 Regional Traffic Management Centres are a key interface for SEQ Water to provide this advance notice. **Attachment 2** provides the flood event response flow chart.

4.2.7 Transport and Main Roads is undertaking a planning study to determine possible upgrade options to Colleges Crossing to improve flood immunity.



## 5 Outcomes

5.1 This initiative contributes to the broader joint objective:

“A free flowing and open network; that when impacted by a traffic incident, results in a rapid, appropriately resourced and coordinated joint response that mitigates impact and returns the road network to normality as safely and efficiently as possible”.

5.2 QPS presence in the BMTMC facility facilitates this through communications between QPS Communications Centres, TMR through the BMTMC and QPS field resources the outcome of which should result in:

5.2.1 Improved operational awareness and therefore, quicker/better focused responses.

5.2.2 Reduced incident duration and clearance times; traffic delays and congestion; and secondary incidents.

5.2.3 Mutually agreed effective and safe diversion coordination.

5.2.4 Better informed road users.

5.2.5 Efficient use of multi-agency resources.

## 6 Arrangement

6.1 Both parties agree to undertake arrangements in accordance with this agreement..

## 7 Operational Relationship Principles

7.1 Both parties agree to:

7.1.1 Mutually respect each other’s role in road operations and more specifically incident management activities.

7.1.2 Agree to consult and, wherever appropriate, agree on, operational actions and decisions to be taken.

7.1.3 Support a joint operational approach to addressing real time incident and systems issues, particularly in response to network congestion and safety, through expeditious incident clearance and safety risk removal.

7.1.4 Promote the rapid, well organised and coordinated clearance of incidents both across and within respective agency responsibilities.

7.1.5 Jointly monitor, review and evaluate incident management performance.

## 8 Governance

8.1 This agreement is to be managed jointly by TMR Metropolitan Region and SEQ Water.

## 9 Dispute Resolution

- 9.1 In the first instance dispute resolution should be undertaken through regional consultation. In the event that it cannot be resolved at this level the issue should be escalated to SROCG for resolution.

## 10 Term and Review

- 10.1 This MOU remains in place for a period of three (3) years to coincide with the term of the project which has funding commitment until June 2013. Any review is to be undertaken on an as required basis, either by signatories jointly or independently.
- 11.2 Amendments may be made to this MOU at any time with the written agreement of the parties.

## 11 Definitions (within the context of this MOU)

- 11.1 **Alliance agreement** – An overarching “heads of agreement” that outline guiding principals and a framework to which participation agencies agree to commit.
- 11.2 **Congestion** – Reflected as increased travel time created when travel demand exceeds road capacity. It can be either recurrent or non-recurrent in nature:
- 11.2.1 **Recurrent** – Generally occurs as a result of existing infrastructure and/or systems deficiencies that regularly create traffic bottlenecks and choke points. The cause is addressed through medium to long term infrastructure, systems, modal change and/or policy amendment.
  - 11.2.2 **Non-recurrent** – This can be caused through an incident or event that temporarily impedes/reduces road capacity, eg traffic incidents, systems faults, road works, events and weather. This would be addressed through appropriate real time responses to mitigate impediment impact.
- 11.3 **Incident management (IM)** – The planned, coordinated use of appropriate response resources designed to reduce the duration and impact of incidents on the road network.
- 11.4 **Road operation** - The overall management of the road network and the associated road systems. It includes the management of vehicles, road system access priority, compliance and enforcement activities as they relate to access and movement and the general management of the road user.

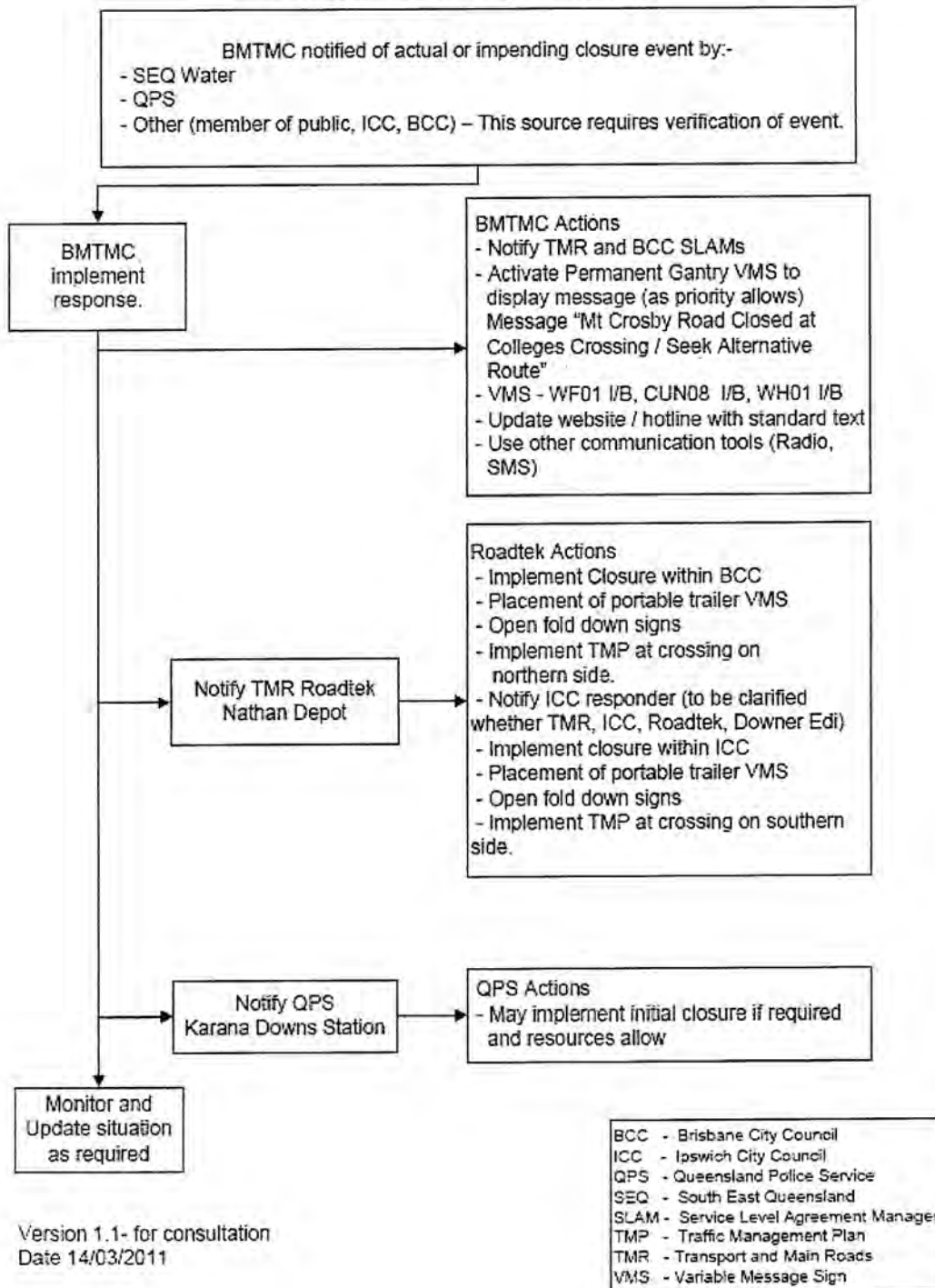
## 12 Agreement Endorsement

- 13.1 It is not intended that this MOU create any contractual relationship or that it be legally binding on the parties.
- 13.2 The below parties agree to work through close cooperation and commitment, in the spirit set out in this Memorandum of Understanding.

Department	Representative	Date
Department of Transport and Main Roads	Ron Michel Regional Director (Metropolitan)	xx/04/11
South East Queensland Water		xx/04/11

# Attachment 1 Flood Event Response Flow Chart for Mt Crosby Road – Colleges Crossing

## EVENT RESPONSE FLOW CHART ROAD CLOSURE Mt Crosby Road – Colleges Crossing



# Attachment 2 Map of Colleges Crossing on Mt Crosby Road

