

**LATE ITEMS**  
**AGENDA**

**Ordinary Meeting**

**Thursday 7 May 2026**

Roma Administration Centre

**NOTICE OF MEETING**

Date: 5 May 2026

Mayor: Councillor W M Taylor

Deputy Mayor: Councillor C J O'Neil

Councillors: Councillor J R P Birkett  
Councillor M K Brumpton  
Councillor A K Davis  
Councillor P J Flynn  
Councillor J M Hancock  
Councillor B R Seawright  
Councillor J R Vincent

Chief Executive Officer: Robert Hayward

Executive Management: Cameron Hoffmann – Deputy CEO – Strategic Roads,  
Airports & Major Projects  
Brett Exelby – Director Corporate Services  
Seamus Batstone – Director Engineering  
Jamie Gorry – Director Regional Development,  
Environment and Planning

Attached is the agenda for the **Ordinary Meeting** to be held at the Roma Administration Centre on **7 May 2026 at 9:00 AM.**



Robert Hayward  
**Chief Executive Officer**

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	Prepared by: Deputy CEO - Strategic Roads, Airports & Major Projects	
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<b>LC.</b>	<b>Late Confidential Items</b>	
<b>LC.1</b>	<b>Tender 26006 – AC Overlay – Heavy Vehicle Parking Area at Roma Saleyards</b>	
	<b>Classification:</b> Closed Access	
	Local Government Regulation 2012 Section 254J(3)(c) (i) the local government's budget; AND a matter the local government is required to keep confidential under a law of, or formal arrangement with, the Commonwealth or a State.	

**OFFICER REPORT**

**Meeting:** Ordinary 7 May 2026

**Date:** 4 May 2026

**Item Number:** L.1

**File Number:** D26/46200

**SUBJECT HEADING:** Review of Traffic Arrangements | Riggers Road Bridge (Big Rig Roma)

**Classification:** Open Access

**Officer's Title:** Deputy CEO - Strategic Roads, Airports & Major Projects

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**Executive Summary:**

A review has been undertaken of traffic operations at Riggers Road Bridge and the adjoining McDowall and Tiffin Street intersection to assess opportunities to improve access to the Big Rig Parklands. The bridge currently operates as a one-way (exit-only) facility, requiring all entry to the Big Rig precinct to occur via the Warrego Highway.

A technical assessment undertaken by Brandon & Associates has confirmed that the bridge is not wide enough to accommodate a two-lane, two-way traffic configuration. However, a single-lane, two-way arrangement is feasible, subject to appropriate traffic control measures.

This report presents Council with three options: maintain the existing arrangement, implement a temporary trial of a single-lane, two-way configuration, or proceed directly to a permanent change. Each option represents a different level of intervention and commitment.

The report seeks Council direction on the preferred approach to managing traffic access across Riggers Road Bridge, having regard to safety, access, and the operation of the surrounding road network.

**Officer's Recommendation:**

That Council:

1. Receive and note the report on the proposed traffic arrangements for Riggers Road Bridge.
2. Endorse the implementation of a temporary single-lane, two-way traffic arrangement across Riggers Road Bridge for a trial period of six (6) months.
3. Receive a further report in Q2 2026/27, prior to the completion of the trial period, including observations, community feedback, and recommendations regarding any future arrangement.

**Context (Why is the matter coming before Council?):**

This report presents options to review the current traffic arrangements at Riggers Road Bridge, Roma. The proposed changes represent a modification to the level of service and alter the access arrangement into the Big Rig Parklands, one of Council's key tourism assets. Given the significance of this location and the change to how the area is potentially accessed, the matter is presented to Council for consideration.

**Background (Including any previous Council decisions):**

Council requested a review of traffic operations at Riggers Road Bridge to investigate whether the current one-way arrangement could be modified to improve access to the Big Rig Parklands from the McDowall Street side.

At present, the bridge operates as an exit-only facility from the Big Rig, which limits access options and can contribute to congestion and driver uncertainty at the McDowall and Tiffin Street intersection, particularly during busy tourist periods.

Riggers Road Bridge is a timber structure with local historical significance, having previously formed part of the original highway alignment through Roma. Historical records indicate that in 1987, the Australian Defence Force (ADF) worked in conjunction with the former Roma Town Council to undertake deck replacement works, a substantial portion of which remains in serviceable condition today.

More recently, the bridge underwent repair and upgrade works in 2023 following a period of closure due to its condition. Upon reopening, the bridge was configured to operate as a one-way traffic facility, which remains the current arrangement.

The decision to operate the bridge as one-way was made by the former Roma Town Council due to concerns regarding vehicle speeds through the Big Rig precinct and the use of Riggers Road as a shortcut between McDowall Street and the Warrego Highway. Since that time, there have been significant changes within the Big Rig site, including the installation of traffic calming measures such as speed humps. These changes are likely to reduce vehicle speeds and diminish the attractiveness of the route as a through-traffic shortcut.

To support the current review, Brandon & Associates were engaged to assess the site and identify options to improve traffic flow, safety, and access for all vehicles, including caravans and other long vehicles.

Their assessment confirmed that the bridge, which is approximately 6.2 metres wide between kerbs, is not wide enough to accommodate two marked traffic lanes.

The review also identified a number of site constraints, including queue storage limits on both approaches to the bridge, the need to manage traffic movements into McDowall Street, and the challenges associated with larger vehicles turning into and out of the Big Rig precinct.

The assessment undertaken by Brandon & Associates considered a range of potential arrangements for the bridge. This included maintaining the existing one-way configuration, as well as the feasibility of reinstating two-lane, two-way traffic.

Based on the available bridge width of approximately 6.2 metres between kerbs, it was determined that the bridge is not wide enough to safely accommodate two marked traffic lanes operating in opposite directions.

As a result, if changes to the current arrangement were to be considered, a single-lane, two-way configuration would be the only practical alternative.

Such an arrangement would involve vehicles sharing a single traffic lane across the bridge, with movements managed through traffic control measures such as Give Way signage, hold lines, and appropriate pavement markings. Additional measures, including the use of temporary flexible bollards, could be utilised to guide vehicle movements and improve driver understanding of the revised layout.

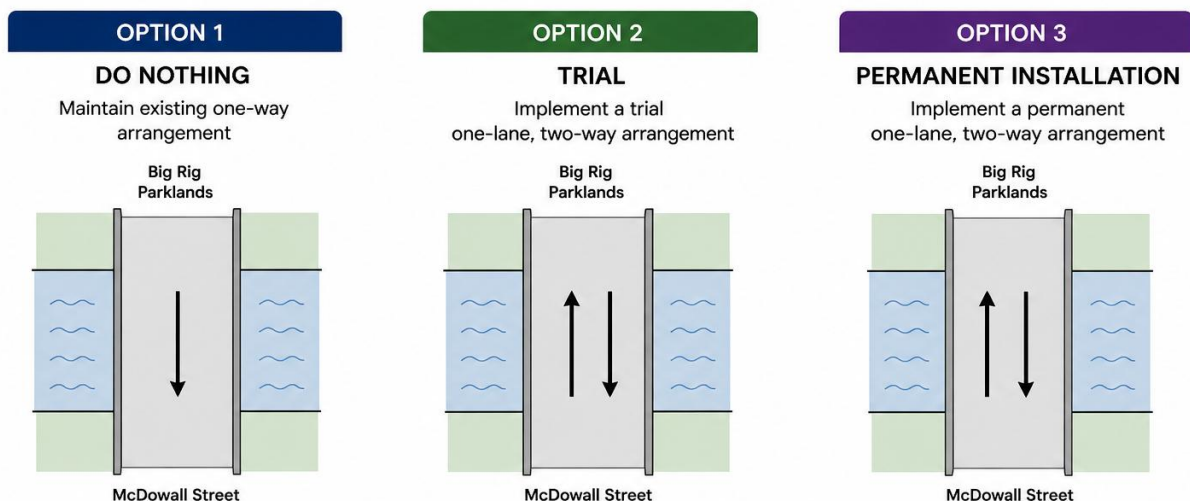
**Options Considered:**

A range of options have been considered to assist Council in determining the most appropriate way forward for traffic operations at Riggers Road Bridge. These options take into account the physical constraints of the bridge, the operational requirements of the surrounding road network, and the need to balance safety, efficiency, and access to the Big Rig Parklands.

The options presented below, and illustrated graphically in the following figure, provide Council with the ability to either retain the current arrangement or consider alternative traffic configurations that may improve access and traffic flow. Each option represents a different level of intervention, cost, and risk, ranging from maintaining the status quo through to implementing temporary or permanent changes to the traffic arrangement.

**RIGGERS ROAD BRIDGE – OPTIONS OVERVIEW**

Council has three options available for the future traffic arrangement at Riggers Road Bridge.



- **Option 1 – Maintain Current Arrangement (Do Nothing).**  
 Retain the existing one-way traffic operation across the bridge with no changes.

*Pros:*

- No additional cost to Council
- No change to current traffic conditions or driver behaviour

*Cons:*

- Does not address existing access limitations / community feedback
- Maintains current level of service to the Big Rig precinct

- **Option 2 – Trial Single-Lane, Two-Way Arrangement (Recommended)**  
Implement a temporary single-lane, two-way traffic arrangement using traffic control measures such as Give Way signage, updated line marking, and temporary flexible bollards.

*Pros:*

- Low-cost and reversible approach
- Allows real-world testing prior to committing to permanent works
- Opportunity to gather community feedback and operational data
- Potential to improve traffic flow and access to the Big Rig precinct

*Cons:*

- May require adjustment during the trial period
- Some initial driver confusion as motorists adapt to the new arrangement
- Temporary infrastructure may require maintenance or replacement

- **Option 3 – Permanent Single-Lane, Two-Way Installation**  
Proceed directly to a permanent single-lane, two-way configuration, including installation of kerbing, islands, and permanent pavement markings.

*Pros:*

- Provides a long-term solution without delay
- Removes the need for a separate trial phase

*Cons:*

- Limited opportunity to test the arrangement prior to full implementation
- Risk of modification if the arrangement does not perform as expected

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**Risks:**

Risk	Description of likelihood & consequences
Two-lane, two-way configuration	The bridge width (approximately 6.2 m between kerbs) is insufficient to safely accommodate two marked traffic lanes operating in opposing directions. Attempting to implement such an arrangement would present safety risks, including limited clearance between vehicles and increased potential for side-swipe incidents. As a result, this configuration is not considered suitable.

<p>Limited access if no changes are made</p>	<p>If the current arrangement is retained, access to the Big Rig Parklands will continue to rely primarily on the Warrego Highway. This may increase exposure to traffic-related risks associated with highway access and limit network resilience in the event of disruptions.</p>
<p>Queuing impacts on McDowall Street</p>	<p>Changes to traffic operations may result in vehicle queuing extending toward McDowall Street, particularly during peak periods. This has the potential to impact intersection performance and traffic flow.</p> <p>The proposed arrangement positions Give Way control on the Big Rig side of the bridge to maximise available queue storage on the McDowall Street approach.</p>
<p>Changed traffic conditions</p>	<p>Any modification to the current arrangement may result in initial driver uncertainty as road users adjust to new conditions.</p> <p>This risk would be managed through clear signage, including “Changed Traffic Conditions” signage, Variable Message Signs (VMS), and community notification.</p>
<p>Use of route as a through-traffic shortcut</p>	<p>Changes to the traffic arrangement may increase the potential for Riggers Road to be used as a shortcut between McDowall Street and the Warrego Highway.</p> <p>However, conditions within the Big Rig precinct have changed considerably since the original one-way arrangement was introduced, including the installation of traffic calming measures such as speed humps. These changes are likely to reduce vehicle speeds and limit the attractiveness of the route as a through-traffic option.</p>
<p>Missed opportunity to improve access into Big Rig</p>	<p>If the current arrangement is retained, access to the Big Rig Parklands will continue to rely primarily on the Warrego Highway.</p> <p>This could be viewed as a missed opportunity to provide an alternative local access route and may result in local traffic continuing to interact with higher-speed highway traffic.</p>
<p>Trial performance and outcomes</p>	<p>Implementing a trial provides a controlled and low-risk approach to assessing potential changes to the traffic arrangement.</p> <p>It enables real-world observation of traffic behaviour, identification of any operational issues, and the opportunity to gather community feedback. This</p>

	approach reduces the risk of committing to a permanent solution that may not perform as intended.
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**Policy and Legislative Compliance:**

Under Section 60 of the *Local Government Act 2009*, Council has control of all roads in its local government area. In particular, Section 60(2)(b) provides that a local government may construct, maintain, and improve roads.

All options presented in this report are consistent with Council’s responsibilities under this provision, as they relate to the ongoing management and potential improvement of a Council-controlled road. The options vary in the extent to which they maintain or modify the current level of service and traffic operations.

As the proposal involves consideration of changes to how the road operates, it is appropriate that the matter is presented to Council for consideration and direction.

**Budget / Funding (Current and future):**

The estimated cost to implement the trial is approximately \$7,500. The majority of this cost is associated with the resealing works required to remove existing line marking.

Sufficient funding is available within the 2025/26 Urban Reseal Program to deliver the trial, with no additional budget allocation required at this stage.

**Timelines / Deadlines:**

There are no critical deadlines associated with this proposal.

However, an opportunity exists to implement the trial efficiently in conjunction with the upcoming reseal program scheduled to commence in the region in early May for a period of approximately two weeks. This program will include the use of specialist bitumen spraying equipment.

If Council approves the trial at the 7 May 2026 Ordinary Meeting, the existing line marking can be effectively removed by overspraying with bitumen as part of the reseal works, which is the most practical and cost-effective method for spray sealed surfaces. This approach avoids the need for a separate contractor mobilisation and results in a lower overall implementation cost.

If this opportunity is not utilised, the trial can still proceed at a later date, however it would either incur additional costs associated with dedicated mobilisation or need to be coordinated with future bitumen sealing works in the region.

**Consultation (Internal / External):**

*Internal*

Senior Project Engineer - Capital Program Delivery  
 Manager – Roads Strategy  
 Local Area Manager (Roma)

*External*

Brandon & Associates – Consulting Engineers  
 Timber Restoration Services

**Strategic Asset Management Implications:**

*(If applicable, outline changes to whole of life costs and / or level of service)*

The proposed trial will increase the use of Riggers Road Bridge by allowing two-way traffic, particularly improving access to and from the Big Rig Parklands.

However, as the bridge is a timber structure, its lifespan is largely influenced by the condition and ageing of the timber components over time, rather than the volume of traffic using it. The additional traffic generated by this change is not expected to place loads on the bridge that would significantly accelerate its deterioration.

As the trial involves temporary traffic control measures only, there are no changes to the physical structure of the bridge at this stage. The arrangement can also be reversed if required.

Overall, the trial is not expected to have a significant impact on the long-term condition, maintenance requirements, or replacement timing of the bridge.

**Acronyms:**

Acronym	Description
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**Addition to Operational or Corporate Plan:**

Plan Description	Yes / No
Operational	No
Corporate	No

**Link to Corporate Plan:**

Corporate Plan 2023-2028

Corporate Plan Pillar 3: Connectivity

3.3 Safe and reliable transport network

**Supporting Documentation:**

[1](#) WO17263 - Riggers Bridge Bidirectional Traffic Flow  
Drawings

D25/123454

**Report authorised by:**

Chief Executive Officer



**ISSUE FOR APPROVAL**



Issue Status / Amendment	Date
P3 REVISED ISSUE FOR CLIENT FINAL APPROVAL	20.10.2025
P2 ADDED THE BRIDGE BID ROST SIGNAGE DESIGN	17.06.2025
P1 SURVEY IMPORT AND AERIAL IMAGE OVERLAY	16.06.2025

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**ENGINEERS & PROJECT MANAGERS**  
*personal professional practical*

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MARANOA REGIONAL COUNCIL  
 RIGGERS ROAD BRIDGE  
 RIGGERS ROAD / TIFFIN STREET INTERSECTION, ROMA QLD 4455

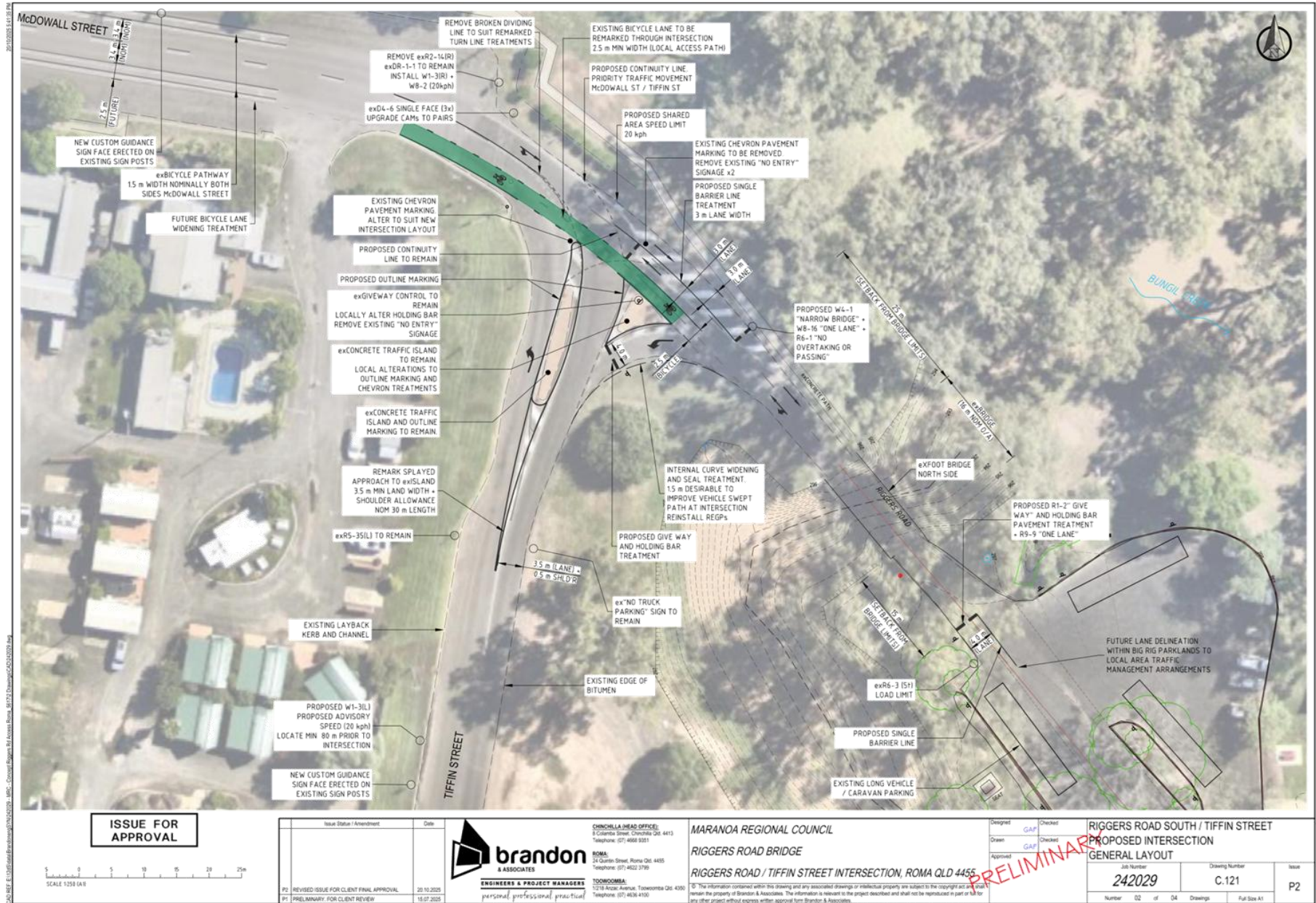
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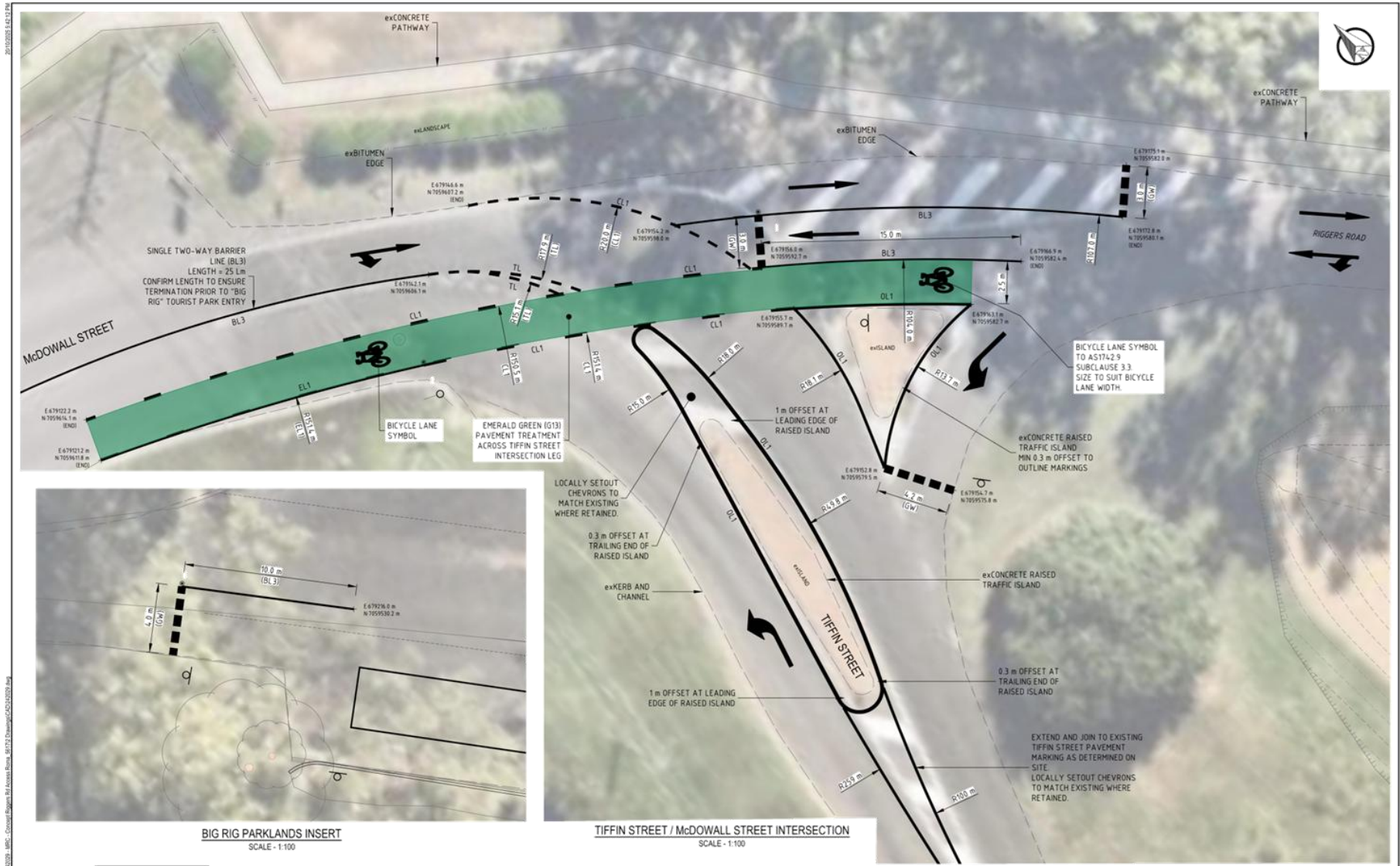
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Drawn	GAF	Checked	
Approved		Checked	

**RIGGERS ROAD SOUTH / TIFFIN STREET EXISTING INTERSECTION LAYOUT PLAN**

Job Number	242029	Drawing Number	C.120	Issue	P3
Number	01	of	04	Drawings	Full Size A1

**PRELIMINARY**





BIG RIG PARKLANDS INSERT  
SCALE - 1:100



TIFFIN STREET / McDOWALL STREET INTERSECTION  
SCALE - 1:100

**ISSUE FOR APPROVAL**



Issue Status / Amendment	Date
P2. REVISED ISSUE FOR CLIENT FINAL APPROVAL	20.10.2025
P1. PRELIMINARY FOR CLIENT REVIEW	18.07.2025

**brandon**  
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MARANOA REGIONAL COUNCIL  
PROPOSED INTERSECTION  
PAVEMENT MARKING SETOUT

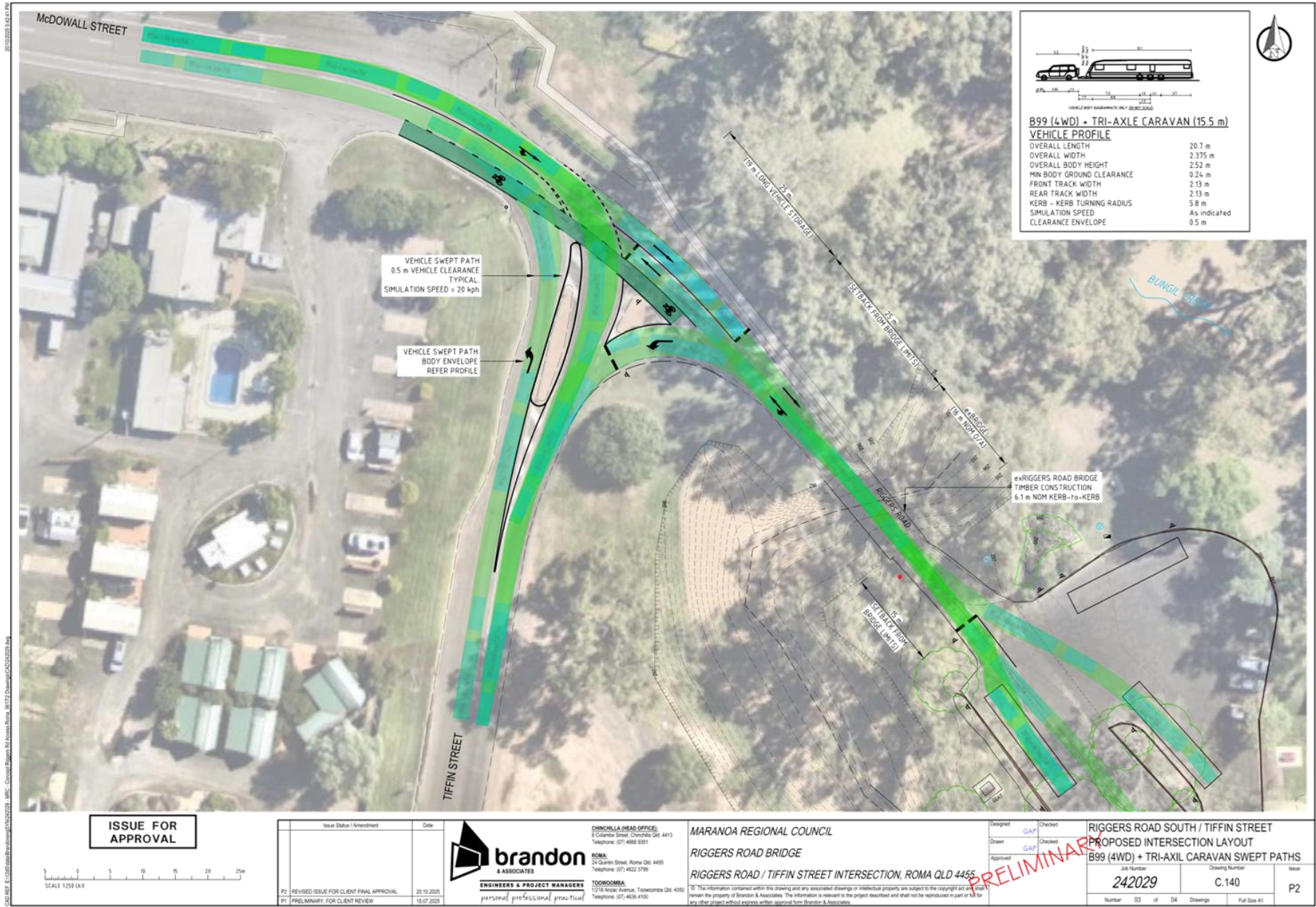
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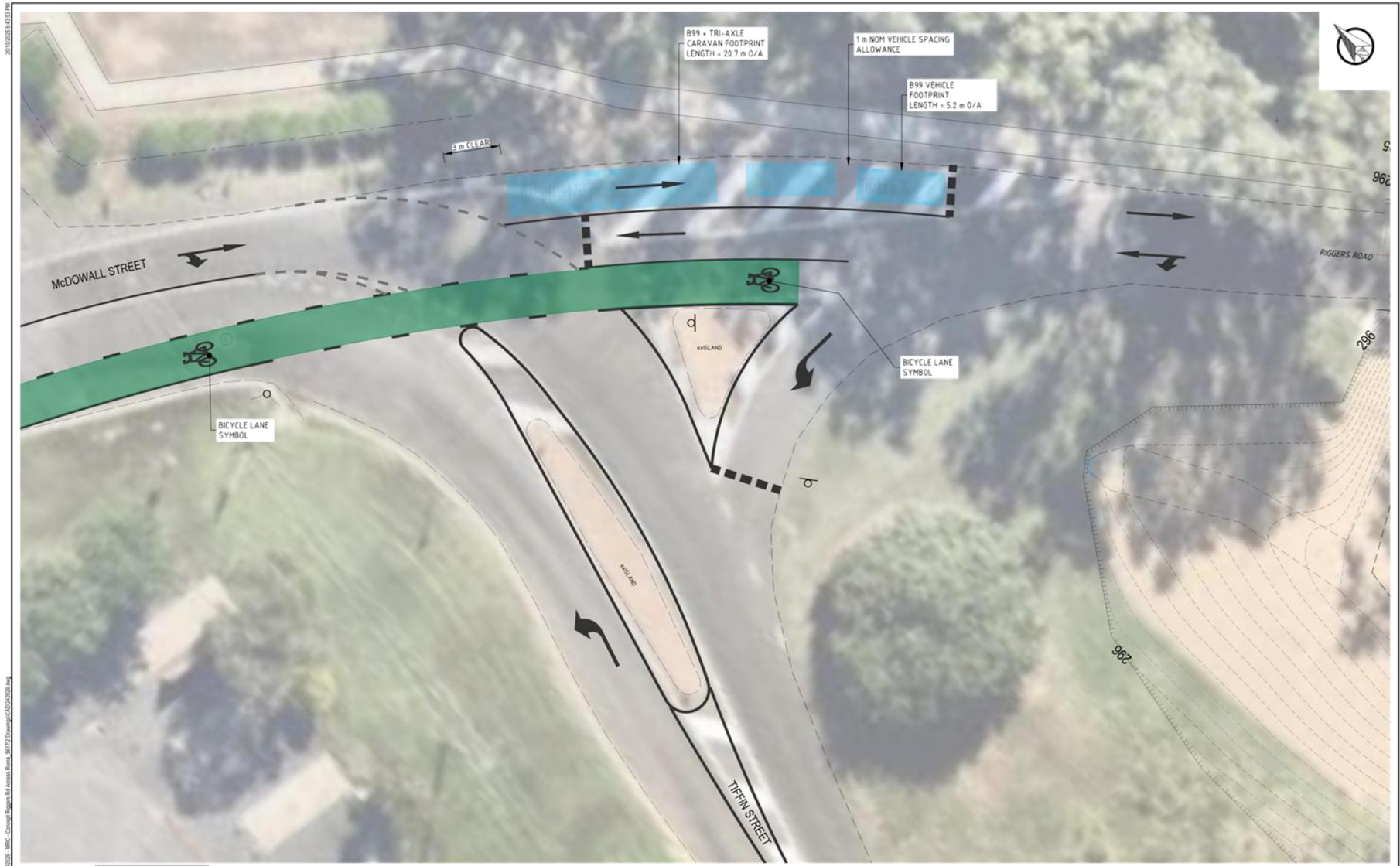
**PRELIMINARY**

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Drawn	GAF	Checked	
Approved		Checked	

RIGGERS ROAD SOUTH / TIFFIN STREET  
RIGGERS ROAD  
B99 & B99 + CARAVAN QUEUE ALLOWANCE

Job Number	242029	Drawing Number	C.130	Issue	P2
Number	-	of	-	Drawings	Full Size A1





**ISSUE FOR APPROVAL**



Issue Status / Amendment	Date
P2 - REVISED ISSUE FOR CLIENT FINAL APPROVAL	20.10.2025
P1 - PRELIMINARY FOR CLIENT REVIEW	18.07.2025

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 RIGGERS ROAD BRIDGE  
 RIGGERS ROAD / TIFFIN STREET INTERSECTION, ROMA QLD 4455

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Approved		Checked	

**RIGGERS ROAD SOUTH / TIFFIN STREET  
 RIGGERS ROAD  
 B99 & B99 + CARAVAN QUEUE ALLOWANCE**

Job Number	Drawing Number	Issue
242029	C.141	P2
Number	of	Drawings
		Full Size A1

**PRELIMINARY**