

12. INFRASTRUCTURE & ASSETS REPORT

DIRECTOR INFRASTRUCTURE & ASSETS

4. TALEM BEND PLAYGROUND TRAIN – WORK HEALTH & SAFETY REMEDIATION WORKS

<p>SMP Objective 1 A caring, healthy and resilient community.</p> <p>SMP Objective 2 A strong sense of civic pride and well-maintained townships.</p>	<p>Strategy 1.7 - Achieve or implement the statutory and core responsibilities of Council.</p> <p>Strategy 2.7 – Maintain and develop assets, infrastructure & buildings in accordance with Infrastructure Asset Management Plans, Roadside Vegetation Management Plans and Capital Works programs.</p>
Other Document Reference	N/A
Statutory Requirement	Yes
Financial Implications	\$17,000 received from LGA Mutual Liability Risk Incentive Scheme with remaining to be funded by Council
Author of Report	Manager Construction & Maintenance
Officers Consulted	Acting Chief Executive Officer, Principal WHS & Risk Advisor
<p><u>Recommendation</u> That Council:</p> <ol style="list-style-type: none"> 1. Proceed with fencing the boiler of the train, maintaining access to the back and cab (with minor modifications), and providing appropriate fencing to the tender of the train; 2. Allocate, in addition to the funds received from the Risk Incentive Scheme to carry out works to mitigate risks, the remaining funds from Council's Capital Works Program Playground renewal & replacement budget. 	

REPORT

Background

The RX201 locomotive located within the Tailem Bend playground on Railway Terrace, Tailem Bend, was donated to Council in 1967 after being in service from 1913 to 1967. This train has been a major part of the town's identity since being put on display in this area.

Unfortunately the condition of the train has deteriorated over a number of years and now poses a significant risk to Council. During a visual inspection by

Council's Principal WHS & Risk Advisor, a risk assessment was undertaken which identified the need for engineering control measures.

Identified hazards include falling, stabbing, entrapment and impalement risks. Coorong District Council has been in consultation with a LGA Mutual Liability Scheme representative, and identified potential options for the effective mitigation of this risks.

It is also noted that Coorong District Council (CDC) has sought funding from the Risk Incentive Scheme to mitigate the risks identified in the risk assessment. CDC was successful with their application for funding support and has received \$17,000 to aid in risk mitigation.

Discussion

Options are set out below for the mitigation of risks for the Taillem Bend train:

Option 1 – Total removal of the train

Option 1 would encompass the total removal of the train and reinstatement of the area with grass.

The cost for the removal and reinstatement of this train has been estimated at \$43,000.

Option 2 – Restrict access to entire train

Option 2 would involve fencing off the entire area with glass pool style fencing; the train would remain untouched and all access to the train would be prohibited.

Option 3 – Fence the boiler of the train and provide access to the tender

Option 3 proposes that the boiler area to be fenced off with pool style fencing (1,200mm high), with soft fall to be installed around the base of the boiler.

Fencing around the tender of the train would be installed at 1,200mm above the floor level of the tender, and an infill panel provided to meet the ground. This will prevent access under the train and remove the entrapment issues identified.

Some minor modifications to the cab would be required, including the infill of window voids with Perspex to prevent access to the boiler. A new set of access stairs would also need to be installed to allow safe access to the tender.

The cost for completion of these works is budgeted at \$30,000; providing a separate infill panel to the tender will significantly reduce the budget to approximately \$22,000 to \$26,000.

Recommendation

Option 3 is considered the most appropriate to provide the best outcome for Council and the community. The control measures in place will mitigate the risks of the train to an acceptable level while still allowing children to play on the cab and tender of the train, enabling the train to still be a focal point of the community.