

## ITEM WITHOUT NOTICE

### BENCUBBIN AVENUE, COLEAMBALLY - RECONSTRUCTION

Council Meeting:	26 May 2020
Report Date:	22 May 2020
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File #:	SC176
Approval:	General Manager

#### EXECUTIVE SUMMARY

This report addresses Council and Bencubbin Avenue property owners' contributions towards crossovers.

#### RECOMMENDATION

**In regard to the Bencubbin Avenue, Coleambally reconstruction:**

- **Council contribute 100% of costs towards crossovers up to a width of 6m;**
- **Property owners to contribute 100% of costs towards crossovers wider than 6m, in the absence of written approval allowing existing crossover widths;**
- **Upon request, property owners be given the option of a 12 month payment plan to pay their portion of the contribution.**

#### BACKGROUND

Bencubbin Avenue is scheduled for reconstruction in 1920/21, where both pavement and drainage design were undertaken by Xeros Piccolo according to feedback received from stakeholders. The final design and costings were submitted to Council on 31 January 2020.

A meeting on 5 February 2020 with the General Manager, Mayor McRae, Councillors Black and Chirgwin resulted in revisions to the final design.

Property owners were informed by written correspondence on 6 May 2020 that Council will be contributing 100% of costs for crossover installations up to 6m. Council will replace crossovers like-for-like if property owners have written approval for the installation of existing crossovers.

The designs for Bencubbin Avenue will be finalised following submissions from property owners regarding crossover widths. Property owners have until 9 June 2020 to submit a Road Opening Permit application.

A Road Opening Permit application is the standard procedure for all ratepayers to make a request of Council in order to seek approval and construct a crossover. If approved, the applicant is responsible for 100% of all costs associated with installing the crossover.

## OFFICER COMMENT

**Table 1: Bencubbin Avenue External Funding Sources**

<b>Funding Source</b>	<b>Amount (\$)</b>
Heavy Vehicle Safety & Productivity (HVSP) Program	626,000
Stronger Communities Fund (SCF)	750,000
<b>Total</b>	<b>1,376,000</b>

**Table 2: Bencubbin Avenue Funding Shortfall**

Bencubbin Avenue Allocated Funds	\$1,376,000
Estimated cost to complete works which includes Council contributing 100% towards a 6m crossover (\$350,000)	\$2,400,000
<b>Shortfall</b>	<b>\$1,024,000</b>
If Council contributes 100% towards like-for-like crossovers	\$440,000
<b>Increased Shortfall</b>	<b>\$1,464,000</b>

## SUSTAINABILITY

### STATUTORY COMPLIANCE/POLICY

Section 4.1.1 of Council's Asset Management Policy refers to committing to implementing a systematic asset management methodology in order to apply appropriate asset management best practices across all areas of the organisation.

This includes ensuring that assets are planned, created, operated, renewed and disposed of in accordance with Council's priorities for service delivery.

Section 4.1.5 of Council's Asset Management Policy refers to a strategic approach to asset management that will provide a positive impact on Council's financial position.

Section 4.2.1 of Council's Asset Management Policy refers to a consistent Asset Management Strategy existing for implementing a systematic asset management and appropriate asset management best-practice through all departments of Council.

## FINANCIAL

Table 1 shows \$1.376M in funding is currently allocated to the Bencubbin Avenue reconstruction, comprising of \$626,000 from the Heavy Vehicle Safety and Productivity (HVSP) Program and \$750,000 from the Stronger Communities Fund (SCF).

High level cost estimates of Bencubbin Avenue reconstruction amounts to \$2.4M, which includes \$350,000 as Council's contribution towards installing a 6m crossover for property owners.

If Council were to contribute 100% towards a like-for-like option, this would add \$440,000 towards the total cost estimates, bringing the total Bencubbin Avenue reconstruction figure to \$2.84M, resulting in a \$1.464M funding shortfall.

## **INTEGRATED PLANS**

### Community Strategy Plans

3.1 – Responsible, Sustainable Asset Management

3.2 – Infrastructure (Council buildings and facilities) which meets community and public safety needs

3.4 – Maintaining and Improving Transport Infrastructure

## **RISK MANAGEMENT**

If Council contributes 100% towards a like-for-like crossover option by disregarding the lack of written approvals for existing crossovers, it would set a precedent which potentially allows all ratepayers within Council's footprint to request a refund of all previous crossover/driveway installations.

Setting this precedent would mean that Council will have to contribute 100% towards all future applications for a crossover/driveway installation. This will place a significant financial burden on Council.

A like-for-like option will mean reinstating certain crossovers at 45m, which will affect Council's ability to properly maintain the culvert in the event of a blockage. In normal circumstances, Council would never approve a crossover at this length due to maintenance considerations.

There is potential of ratepayers outside of Bencubbin Avenue feeling disenchantment towards Council due to the perception of favouritism and misappropriation of public funds.

## **CONSULTATION / ENGAGEMENT**

- General Manager
- Operations Manager
- Asset Manager
- Overseer
- Mayor McRae and Councillors Black, Chirgwin and Brown

## **OPTIONS**

1. Council to contribute 100% of costs towards crossovers up to a width of 6m. Property owners to contribute 100% costs towards crossovers wider than 6m. If requested, property owners will be given the option of a 12 month payment plan.
2. Council to contribute 100% of costs towards like-for-like crossover option at a risk of exposing Council to further requests from ratepayers seeking a refund for previously constructed crossovers/driveways. Further risks of this option include:
  - a. difficulties in maintenance; and

- b. increased costs for Council to contribute 100% towards future Road Opening Permit applications.

## **ATTACHMENTS**

NIL