



LATE REPORTS TO COUNCIL

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Late Reports to Council

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Late Report 1 - Tolleys Gully Bridge – GLE Business Case3



REPORT TO COUNCIL

Department:	Infrastructure & Development
Submitted by:	Director of Infrastructure & Development
Reference/Subject:	Late Report 1 - Tolleys Gully Bridge – GLE Business Case

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK

Goal:	4.2	An effective and efficient organisation
Strategy:	4.2.2	Operate in a financially responsible and sustainable manner
Activity:	4.2.2.3	Maximise grant and funding partnership opportunities
Action:	4.2.2.3.1	Identify and seek grant funding opportunities as resources provide for infrastructure and development projects or services

SUMMARY:

This report is to seek Council's approval of funding to undertake the Business Case preparation in support of an application for funding from the Growing Local Economies (GLE) Fund for the replacement the Tolleys Gully Bridge on Thunderbolts Way and realignment of approaches.

OFFICER'S RECOMMENDATION:

That Council:

- 1. Vote \$30,000 from Council's reserves to fund the development of the Business Case for the Tolleys Gully Bridge replacement and road realignment.**

BACKGROUND:

Council lodged an expression of interest for funding through the Growing Local Economies Program on 13 April 2018. The application sought funding of 1.075 million towards estimated project costs of \$1.100 million.

On the 25th January 2019, Council received advice that the application has been approved to proceed to Stage 2 – Business Case submission.

The Business Case needs to be submitted to the Department of Premier and Cabinet by close of business on 1 April 2019.

REPORT:

The existing concrete bridge was constructed in 1929 and at the time of preparing the expression of interest the structure had not been assessed for Higher Mass Limits (HML) capability. In addition, the

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existing bridge is very narrow at 6.1m between kerbs whilst the new bridge will be 8m between kerbs. The replacement of this bridge will be an important step towards improving the safety and supporting the opening of the route to higher mass and increased productivity vehicles and realising the consequent freight cost savings for local and regional businesses.

The replacement of the bridge with a new structure providing a wider deck and realignment of the approaches is desirable from a road safety perspective. With Council looking to open the route to HML vehicles resulting in additional numbers of large vehicles utilising this route this will provide for an associated increase in the potential for conflict on the structure due to two vehicles travelling in opposite directions.

The Business Case should:

- Provide significantly more detail regarding the project, including information on council's ability to carry out the project in the appropriate time frame and the competitiveness of the proposal against factors such as value for money, sustainability and the level of contingency/risk.
- Demonstrate that the project will improve economic growth and productivity in the State, which is a purpose under the Restart NSW Fund Act 2011.
- Demonstrate that the project has a Cost Benefit Ratio above 1.0.
- Explain and support the stated distance and travel time savings.
- Explain and support the stated safety estimates. Stronger justification is required to support the estimates for avoided fatalities and injuries.

Based on the actual costs for the preparation of the Bingara Road Business case and a quote received to prepare the business case, it is considered that funding of \$30,000 should be adequate to develop the business case.

CONCLUSION:

In order to develop the required Business Case in support of the GLE funding application for the replacement of the existing bridge and realignment of the approaches, Council will need to provide funding in the order of \$30,000.

COUNCIL IMPLICATIONS:

- 1. Community Engagement/ Communication (per engagement strategy)**
N/A
- 2. Policy and Regulation**
Procurement requirements need to be considered
- 3. Financial (LTFP)**
Reduces future impact associated with the cost of renewing the bridge.
Increases the annual depreciation cost due to the replacement of an existing asset with a higher cost replacement asset.
- 4. Asset Management (AMS)**
Defers replacement/renewal works on the bridge structure and approaches
- 5. Workforce (WMS)**
Requires additional project management resources

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6. Legal and Risk Management

Provides for a safer bridge due to the construction of a new bridge with a deck of increased width and realignment of the approaches.

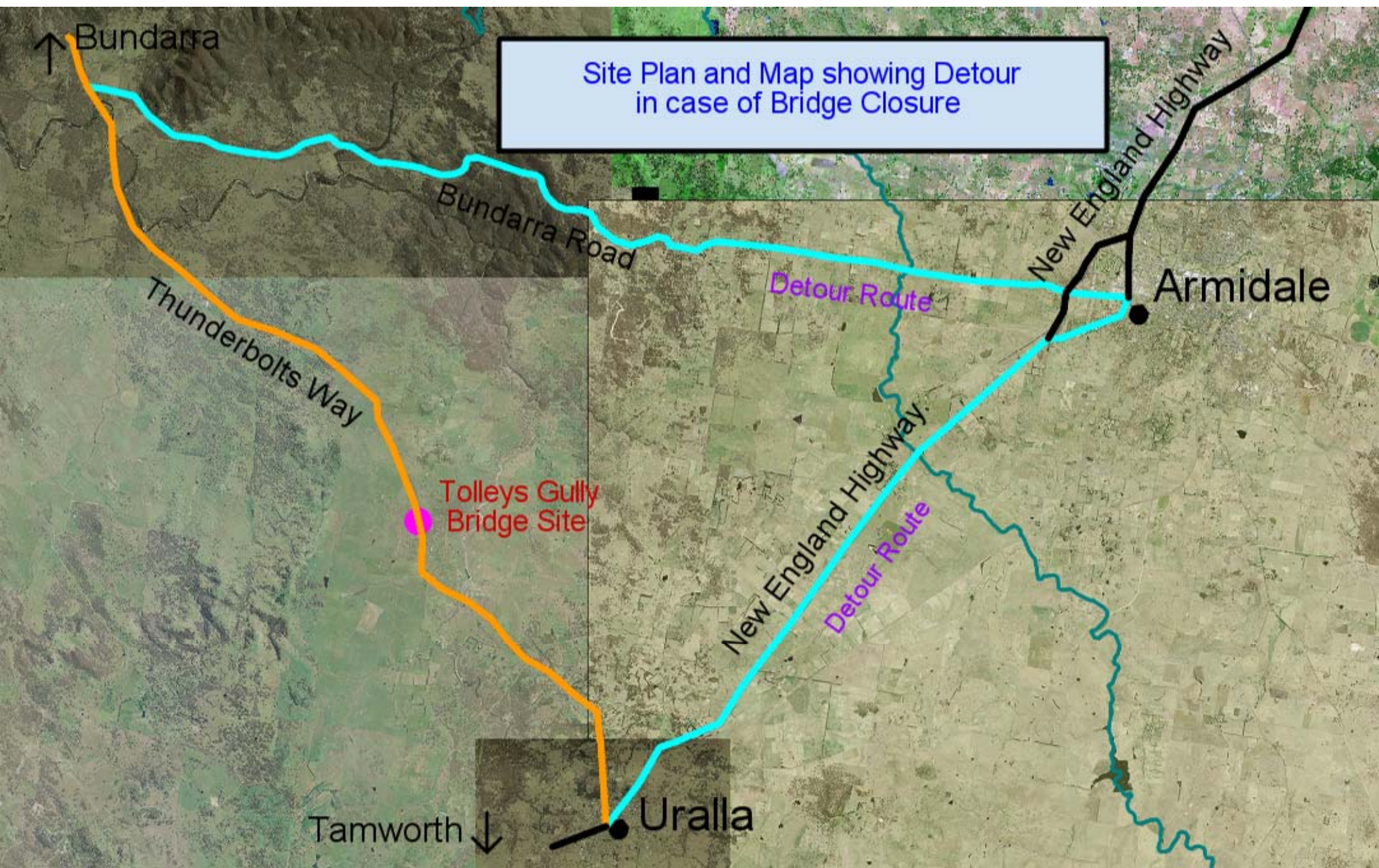
7. Performance Measures

Nil

8. Project Management

Project management services will need to be procured and coordinated by staff from the Division of Infrastructure and Development.

Prepared by staff member:	Director of Infrastructure & Development
TRIM Reference Number:	U10/6676
Approved/Reviewed by Manager:	Director of Infrastructure & Development
Department:	Infrastructure & Development
Attachments:	Attachment 1 – Location of Tolleys Gully Bridge Attachment 2 - Tolleys Bridge Photos



Site Plan and Map showing Detour
in case of Bridge Closure

Bundarra ↑

Bundarra Road

New England Highway

Armidale

Thunderbolts Way

Detour Route

Tolleys Gully
Bridge Site

New England Highway

Detour Route

Tamworth ↓

Uralla

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Uralla Shire Council Growing Local Economies – EOI application.

Photos of Tolleys Gully Bridge on Thunderbolts Way



Photo 1. Looking east towards Uralla. Note the narrow bridge width which B-double trucks will need to negotiate when the route is opened to HML vehicles.



Photo 2. Looking east towards Uralla

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Photo 3. Approaches to Bridge looking west towards Bundarra. It is proposed that the new bridge will be located on a straighter alignment to the right (downstream) of the existing bridge. Full design plans for the approaches have been prepared.