



COFFS HARBOUR CITY COUNCIL

ORDINARY MEETING

(ENGINEERING COMMITTEE)

COUNCIL CHAMBERS

COUNCIL ADMINISTRATION BUILDING

COFF AND CASTLE STREETS, COFFS HARBOUR

10 OCTOBER, 2002

**Commencing at the conclusion of the
Planning, Environment & Development Committee**

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COFFS HARBOUR CITY COUNCIL

ORDINARY MEETING

(ENGINEERING COMMITTEE)

10 OCTOBER, 2002

Mayor and Councillors

ENGINEERING DEPARTMENT REPORTS

84 WORKS BRANCH REPORT

Purpose:

To advise Council of the progress of construction and maintenance programs undertaken by Works Branch up to 30 September, 2002.

Description of Item:

1. Completed Works

- Gundagai Street drainage from No. 6 west to No. 63 and north towards Jean Street.
- Lady Belmore Drive, 375mm trunk water main construction.
- Hogbin Drive widening from Stadium Drive to Boambee Creek Bridge
- Moonee Street footpath rehabilitation adjacent to Hibbard House.
- Creek bank protection Coffs Creek, Coffs Street, Coffs Harbour
- Ocean Street, pavement rehabilitation between Arthur Street and Alexander Street, Woolgoolga.
- Traffic median and pedestrian refuge installation at:
 - West High Street, at the Catholic Club
 - Sawtell Rd at Marion Place
 - Camperdown Street at High Street
 - High Street at Jarrett Street
- Water main renewals:
 - Solitary Street, between Jarrett Street and Victoria Street
 - Short Street, south from Bent Street.

84 Works Branch Report (cont'd)

2. Works in Progress

- High Street pavement rehabilitation between Jarrett Street and Boambee Street
- Cycleway construction on the Pacific Highway from Halls Road to Cook Drive.
- James Small Drive Bridge over Pine Brush Creek. Contractor commenced on site 1 October 2002.
- Water main renewal, Edinburgh Street between Moore Street and Beacon Hill.
- Installation of a sediment trap at Cutter Drive, Diggers Beach.
- Construction of the Upper Orara rail bridge approaches at Karangi.

A financial attachment detailing expenditure verse budget for the 2002/2003 Capital Works Program is included for Councils information.

The widening of Hogbin Drive between Stadium Drive and Boambee Creek is now complete except for the installation of lighting at the traffic median adjacent to the entrance of John Paul College. The closure of the road on the weekend of 28 August received no adverse community reaction with those affected being very accepting of the inconvenience.

During the project additional cost was incurred due to unforeseen poor ground and pavement conditions, additional work on the cut batter near John Paul College and additional pavement strengthening with asphaltic concrete. Also a decision was made during the progress of the works to replace guardrail near the bridge over Boambee Creek and provision of street lighting at the John Paul College median island.

As a result of these works the project will cost an additional \$88,000 over and above the amount allocated in the budget. At this stage the extended 3 x 3 funding of \$131,000 provided in the block grant payment has not been allocated to specific works and it is recommended that the additional expenditure be funded from this source. Hogbin Drive is a Regional Road and allocation of the 3 x 3 funding to this expenditure is therefore permissible under the conditions of the Block Grant.

3. Maintenance

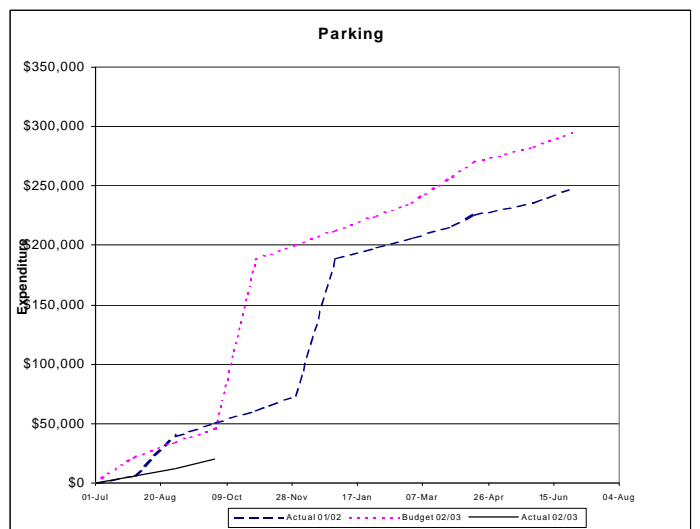
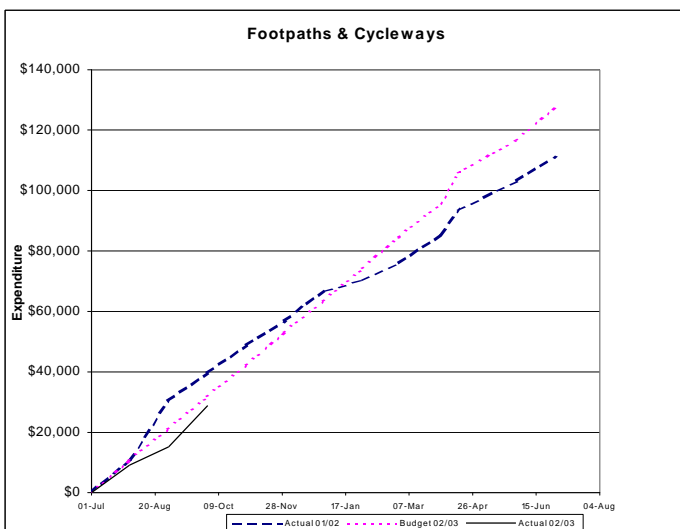
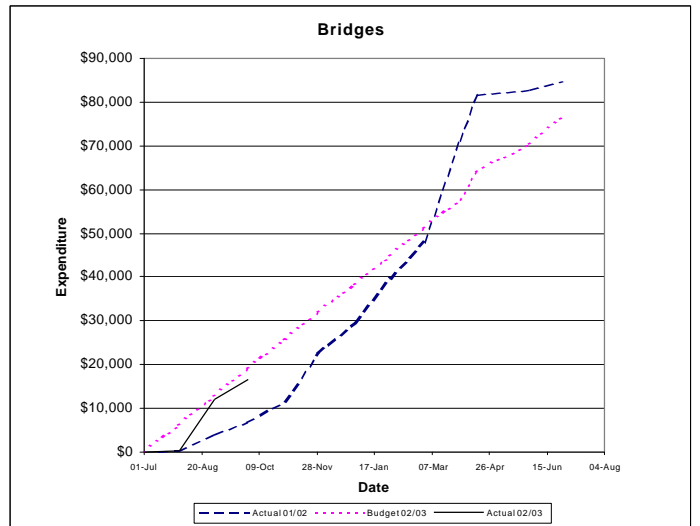
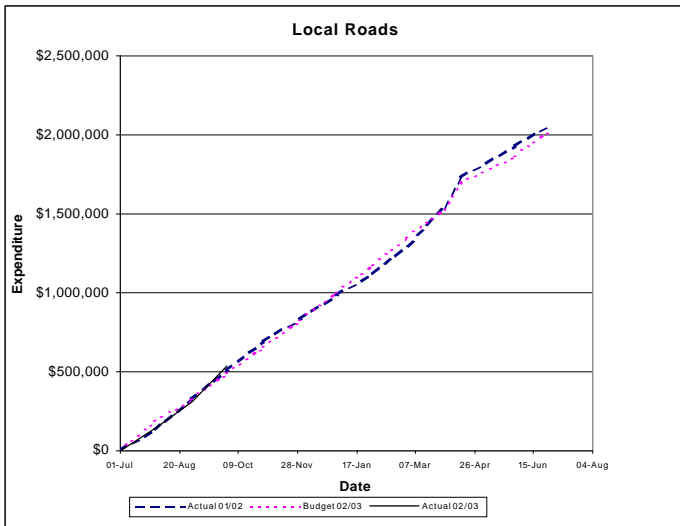
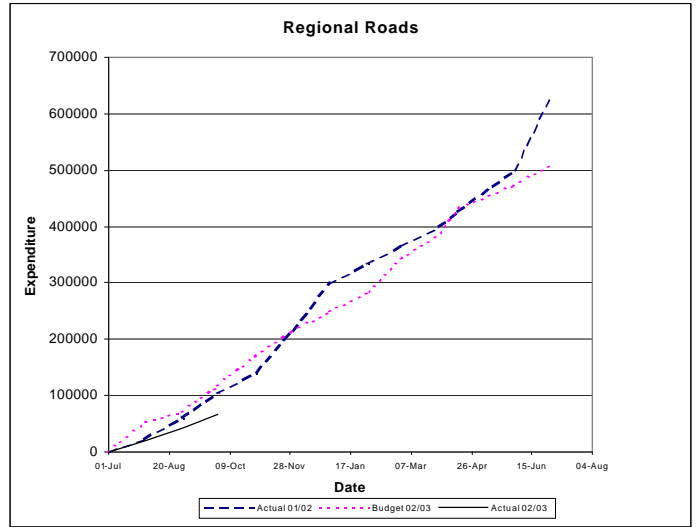
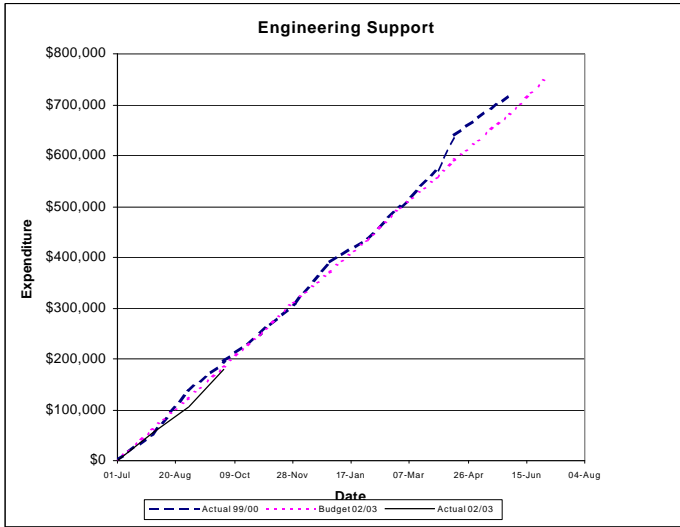
Attached are a series of graphs of maintenance programs and a comparison of budget verses expenditure.

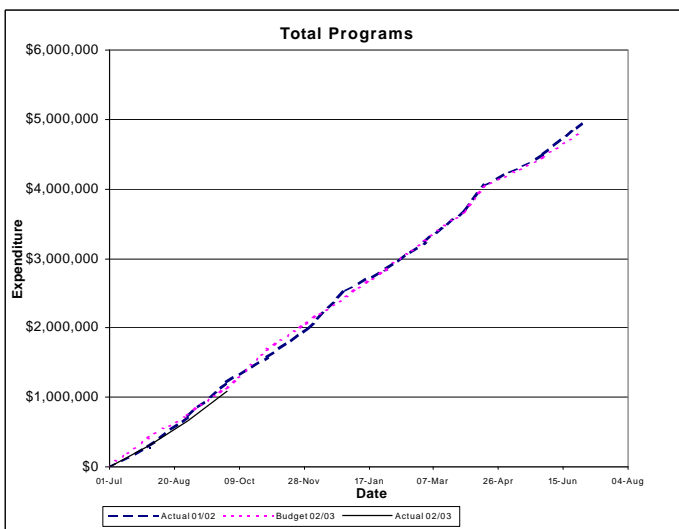
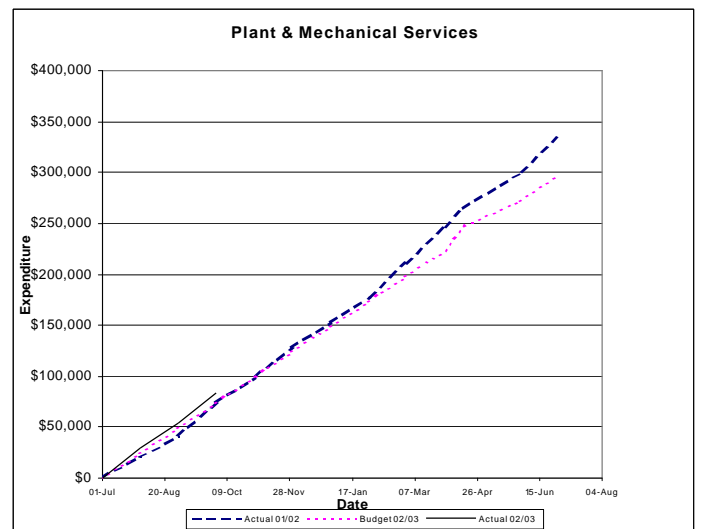
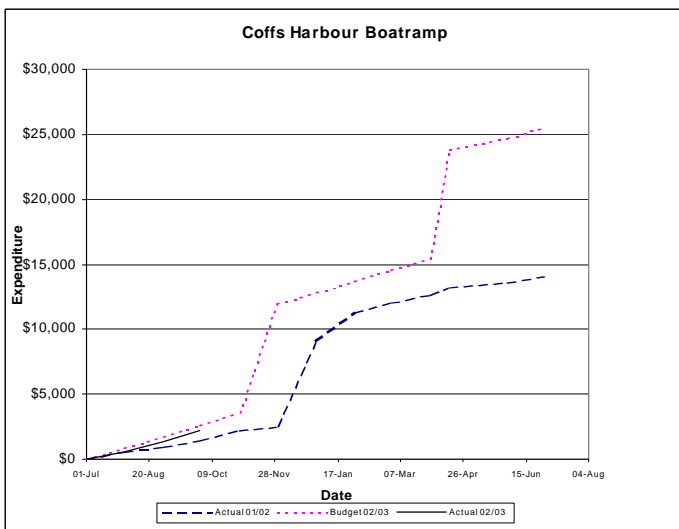
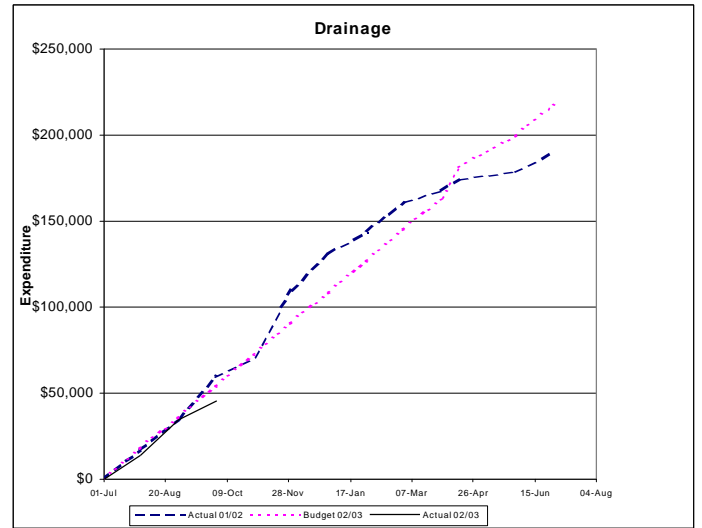
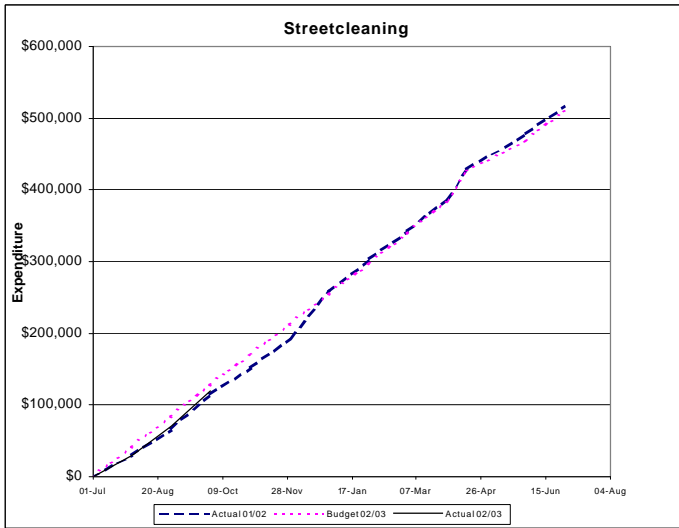
Recommendation:

1. That Council note the progress report on construction and maintenance works undertaken by Works Branch up to 30 September 2002.
2. That Council note that individual program expenditures are being monitored to ensure that the total program costs for 2002/2003 are contained within the approved budget.
3. That an amount of \$88,000 be allocated from the Extended 3 x 3 component of the Block Grant to cover the cost of additional works on the upgrade of Hogbin Drive, between Stadium Drive and Boambee Creek.

Attachments:**Works Branch-Construction Projects Budget/Expenditure****02/2003 Program****AS AT DATE: 30th September, 2002**

Description	Revised Budget	Actual Expenditure	% Project Complete	% Costs Expended
Local Roads				
Bucca Rd, realignment, Roads to Recovery	\$70,000	\$0	0%	0%
Sealed Roads Reseals	\$527,000	\$9,458	2%	2%
Sealed Roads Reseals - Asphalt	\$53,000	\$0	0%	0%
Sealed Roads Rehabilitation	\$1,117,834	\$135,944	10%	12%
Gravel Resheets	\$107,940	\$48,637	50%	45%
Federal Roads to Recovery	\$436,782	\$294,830	67%	68%
Dust Sealing	\$200,000	\$1,581	0%	1%
Sawtell Rd reconstruction, Boambee Ck to Hamilton Dr	\$56,484	\$0	0%	0%
Total:	\$2,569,040	\$490,450		
Regional Roads				
Hogbin Drive Extension Albany St to High St	\$249,512	\$0	0%	0%
Hogbin Dr Widening, Stadium Dr to Boambee Ck	\$399,796	\$459,771	96%	115%
Total:	\$649,308	\$459,771		
Drainage				
Drainage Improvements / Nuisance Flooding	\$373,562	\$131,650	32%	35%
Jetty Strip Drainage	\$239,271	\$2,659	2%	1%
Stormwater Management Plan Works	\$156,842	\$22,285	16%	14%
Total:	\$769,675	\$156,594		
Bridges				
Upper Orara Bridge Approaches	\$200,000	\$13,187	8%	7%
Timmsvale / Pine Brush Ck Bridge Reconstructions	\$486,827	\$46,958	9%	10%
Lower Bobo Reconstruction	\$428,774	\$12,742	5%	3%
Total:	\$1,115,601	\$72,887		
Footpaths / Cycleways				
Footpath Construction	\$254,758	\$10,549	5%	4%
PAMPS Footpath Works	\$143,800	\$20,131	12%	14%
Cycleway Projects	\$236,331	\$28,477	11%	12%
Total:	\$634,889	\$59,157		
Water Mains				
Mains Renewals	\$225,000	\$42,498	20%	19%
Mains Extensions	\$50,000	\$9,074	20%	18%
Total:	\$275,000	\$51,572		
Total Capital Works:	\$6,013,513	\$1,290,431		21%





85 NATIONAL BLACKSPOT FUNDING

Purpose:

To report on National Blackspot funding received for road safety improvements to Bucca Road.

Description of Item:

Council has received a grant offer for \$450,000 from the National Blackspot Program. The grant is for works incorporating curve realignment, road widening and roadside hazard removal, on sections of Bucca Road. The works must be completed prior to 30 June, 2002.

Issues:

Survey and design for curve realignment work on Bucca Road adjacent number 755 have been completed, with works programmed to commence in November, 2002. The estimated cost of these works is \$70,000. Survey and design for the remainder of the Blackspot works will be carried out between October, 2002 and February, 2003. Construction works will be carried out March-June, 2003.

Council has allocated \$70,000 of Roads to Recovery funding for Bucca Road in its 2002/03 Management Plan. These funds can now be allocated to the next highest priority project in the Roads to Recovery Program, Sawtell Road reconstruction, Lamberts Road to Boambee Creek bridge.

Council has allocated \$56,500 of Roads to Recovery funding to commence Sawtell Road reconstruction in its 2002/03 Management Plan. The additional \$70,000 will allow completion of Stage 1 of these works this financial year, from Boambee Creek bridge to Hamilton Drive. This section of road pavement is in urgent need of rehabilitation.

Economic Implications:

National Blackspot projects are fully funded by the Federal Government. Re-allocation of Roads to Recovery funding will allow review of the 2003/2004 Roads to Recovery Program.

Recommendation:

- 1. That Council accept the \$450,000 National Blackspot Program grant for Bucca Road safety improvements.**
- 2. That \$70,000 Roads to Recovery funding for Bucca Road be re-allocated to Sawtell Road reconstruction in the 2002/03 Management Plan.**

86 FENCING ON HOGBIN DRIVE/ADVOCATE PARK

Purpose:

Advising Council of a request from Coffs Harbour Rugby League Football Club (CHRLFC) for fencing between the sports fields and Hogbin Drive, south of Stadium Drive intersection, and recommending installation of fencing in the 2002/03 financial year.

Description of Item:

Council received a letter from CHRLFC on 14 August, 2002 indicating their concern about the increase in accessibility between the recently upgraded section of Hogbin Drive and the playing fields in Advocate Park. This same issue was raised by Councillor K Rhoades at the Council meeting on 22 August, 2002.

Consultation:

A meeting was held on-site, attended by the Acting Director of Engineering and the President and Secretary of the CHRLFC on 10 September, 2002 to discuss this and other matters raised by the Club.

Issues:

The letter from the Club claims that the recent upgrading work on Hogbin Drive has increased accessibility for vehicles to drive off the road on to the playing fields, thereby increasing the possibility of vandalism. They also claim that the work has increased the opportunity for children to stray from the playing fields on to the road.

Both of these issues relate to property access off Hogbin Drive, which is generally a matter for the property owner to resolve, usually by means of fencing. So if Advocate Park was owned by a private organisation, Council, as the road authority, would have no obligation to address such property access issues; it would be a matter for the property owner to resolve.

However, Council is the owner of Advocate Park and, while the property is leased to the CHRLFC, as the owner, Council might wish to assist in resolving the access issues raised by the Club.

While the upgrading work has improved vehicle accessibility off Hogbin Drive, it is arguable whether it has increased the opportunity for children to stray on to the road. This risk has always been present and the recent works have simply drawn attention to the danger, rather than significantly increased the risk. Sight distance in this location is very good for both pedestrians and motorists and has been improved with the work carried out. While younger children would be unlikely to be on the playing fields without supervision, the opportunity does exist for older children, who might not be under close supervision, to move from the playing fields to the road. On this basis, Council as the property owner and the Club as the lessee and occupier need to consider the most appropriate course of action to manage this risk.

A number of options for preventing access from the playing fields to Hogbin Drive were discussed at the meeting on-site. The Club officials favour some type of fencing that would prevent the possibility of children straying on to the road, or even attempting to get to the road. On this basis, they have suggested that a 1500mm high chain wire fence, similar to their fence along Stadium Drive, would be most suitable. This would cost about \$9,000, for a length of 280 metres from the roundabout back to the cutting near John Paul College, or \$13,000 for the full distance of the Advocate Park frontage along Hogbin Drive. Other options considered over the 280m length included:-

86. Fencing on Hogbin Drive/Advocate Park (cont'd)

- A rural-style wire and picket fence at an estimated cost of \$3,000.
- A pine-log fence at \$5,000.
- A small landscaped mound at \$7,000.

While other alternatives offer a potentially lower cost and/or a more aesthetic treatment, none offer the security that the chain wire fence offers. Also while the Club has nominated the flat area at the same level as the road south of the roundabout as the hazardous area, the security issue could be said to exist along the whole of the frontage to Hogbin Drive following the upgrading work. This risk should be taken into account in any decision to install fencing along the Hogbin Drive frontage.

Other Departments' Comments:

Parks and Recreation Branch advise that a pine log fence supplemented with appropriate landscaping which would match the treatment of the hockey field boundary would be the most appropriate treatment for this boundary. This type of fence treatment has been used along York Street and Stadium Drive and has not been a problem on either of these busy roads from a safety viewpoint. The fencing could also be installed under the Work-for-the-Dole program, thus minimising the direct cost of the work.

Landscaping should be sufficiently dense to screen the field from Hogbin Drive and provide a psychological barrier for children. The boundary of the fields is sufficiently removed from the property boundary and the road pavement on Hogbin Drive to provide an adequate safety zone.

Finance and Administration Department advises that Council needs to minimise deficit impacts on the General Fund. This work should be funded from the Hogbin Drive roadworks and/or Parks funds.

Economic Implications:

On the basis of advice from Council's Parks and Recreation Manager, a pine log fence with appropriate landscaping would be a practical solution to this issue, at an estimated cost of \$6,000.

If Council chooses to install fencing between Advocate Park and Hogbin Drive during the current financial year, funding of \$6,000 will need to be allocated. This amount is currently not available within any of the program budgets and would therefore require deferral of current programmed works or additional program funding.

Implementation:

If Council resolves to install fencing this financial year, the work can be completed by early December.

Recommendation:

That Council allocate additional funding of \$6,000 from revenue in 2002/03 for the installation of a pine log fence and landscaping along the eastern boundary of Advocate Park on Hogbin Drive.

87 MAINTENANCE OF RIFLE RANGE ROAD, DAIRYVILLE

Purpose:

To report on the status of Rifle Range Road (Dry Creek Rd), Dairyville and a request by the Coffs Harbour Rifle Club to improve the road condition and take over maintenance of the road.

Description of Item:

Rifle Range Road is a Right of Carriageway and does not come under the care and control of Council as it is not a public road vested in Council. A map is attached showing the location of the road formation in relation to property boundaries and Mirrum Creek.

The road is located on private property and a Right of Carriageway (RoC) easement exists over the road. The responsibility for construction and maintenance of a RoC lies with those people who gain access to their properties via the road and are nominated on the land title as being "benefited" by that Right of Carriageway.

On 11 September, 2002, following correspondence from Council over maintenance of the RoC, the Coffs Harbour Rifle Club wrote to Council requesting that the RoC be taken over and maintained by Council as a public road.

Over the past 18 months Council has received requests by property owners (including the Coffs Harbour Rifle Club) and the State Member for Coffs Harbour for the Right of Carriageway to be transferred to the ownership of Council.

Council has responded generally that as a private road the cost of any works are at the expense of the owners of the road, that is, property owners who have access rights over the RoC.

Consultation:

In January 2002 the Mayor and Acting Director of Engineering met with a group of residents in order to attempt to broker an agreement between all users of the road. The Rifle Club were not able to attend that meeting. It was suggested that the Rifle Club generates more frequent use of the road than other owners and therefore has a greater obligation to contribute to any maintenance costs.

The issue of how the costs of maintenance of the RoC should be distributed was discussed at that meeting and it was suggested that the share of cost might be that the Rifle Club contribute 50% of the maintenance cost for the section of road between Dairyville Road and the entrance to the Club, and the remaining residents contribute the other 50% plus 100% of all maintenance past the entrance to the end of the road.

Council wrote to the Rifle Club suggesting this distribution of contributions to maintenance of the RoC. The Club replied advising that they were not in a financial position to contribute to any repair or maintenance work on the road. However the Club advised that they would be commencing work on further development of the range using NSW Department of Sport and Recreation funding and could provide machinery to undertake repairs on the road subject to Council's approval. Council's reply advised that as the road was not under Council's care and control, Council's approval was not required.

Council subsequently received another letter from the Club, which is the subject of this report.

cont'd

87 Maintenance of Rifle Range Road, Dairyville (cont'd)

Issues:

The Rifle Club's contention is that because various external groups use the Club facilities, the Club provides an element of use as a public facility and Council should therefore provide access by means of a public road. Council's response to this has been that the Club primarily exists for the benefit of its members and cannot be classed as a public or community facility. In addition the Club has full control over the use of the facility and therefore directly controls the frequency of use of the RoC.

Council has previously carried out maintenance work on this RoC as private works fully funded by the property owners, of which Council is one and has previously paid its share of costs. Council has also had a previous agreement with one of the property owners to extract river gravel from the property, and as part of this agreement, any damage to the road which occurred because of the gravel extraction work was repaired by Council. It is understood that this property owner has recently obtained a new licence from the Department of Land and Water Conservation for further extraction of the gravel and Council might seek to purchase some of this gravel under a similar agreement. As yet no formal approach or offer has been made.

Another issue which needs to be considered in the light of this request is that Council has had requests for construction and maintenance of unformed public roads in the past. In May 1996 Council resolved not to undertake construction or maintenance of any road not currently identified in the asset register for roads. The issue of unmaintained roads has been raised on a number of occasions as individual issues when the persons affected have lobbied for support. However on those previous occasions the problem of identifying the additional funding for Council to assume responsibility has been the main hurdle.

Since the initial report on unmaintained roads the list of Council or Crown Roads where it has been requested that Council accept maintenance responsibility has grown from 4.3km in length and now stands at approximately 16km. This length of road represents an estimated cost to upgrade to an acceptable standard of approximately \$1.8M and is currently unfunded. Property owners on these public roads might reasonably expect Council to provide a constructed access to their properties within the existing public roads ahead of taking on responsibility for any private roads.

Rifle Range Road being a private road has not been included in the above category of unmaintained roads.

Economic Implications:

Council has provided estimates for works to upgrade the RoC under various options as follows:

		Estimate
Minimum Option	Grading and rolling with minor gravel patching to ungravelled areas.	\$4,000 + GST
Further Works	To clean out roadside table drains.	\$4,000 + GST
	Add additional gravel to provide for consistent gravel pavement depth for full length of road.	\$8,400 + GST

Council's offer included the waiving of the normal 15% administration and supervision charge in the interest of progressing the matter.

cont'd

87 Maintenance of Rifle Range Road, Dairyville (cont'd)

It should be noted that the works quoted will not solve some access issues or long term stability of the road formation because the road currently crosses several streams and the bed of Mirrum Creek in several locations. The above costs do not include any culverts at these crossings.

Recommendation:

That Council advise the relevant property owners off Rifle Range Road that the road is a private road and that it is the property owners who are responsible for care and maintenance of the road.

Attachments:

