

## 5.4. BLOOMFIELD RIVER BRIDGE

**REPORT AUTHOR** Sandeep Tut, Team Leader Management Accounting

**MANAGER** Tara Killeen, Chief Financial Officer

**DEPARTMENT** Finance, Procurement and ICT

### RECOMMENDATION

**That Council resolves to accept ownership of Bloomfield River Bridge.**

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### EXECUTIVE SUMMARY

The Bloomfield River Bridge was constructed by Contractors appointed by the Department of Transport and Main Roads (DTMR). The bridge was opened to traffic on 1 August 2014 and the construction was subject to a defects liability period of 360 days. The defects liability period expired and DTMR has advised that the ownership and ongoing operational responsibility for the bridge is now passed to Douglas Shire Council (Council).

Council resolved to reject ownership on 16 December 2015. Subsequent correspondence was received on 4 October 2016 from the Department of Infrastructure, Local Government and Planning advising that Council has control of the bridge. On 4 September 2017 the Minister of Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships requested that Council accept the bridge and mentioned that he has the power to suspend/revoke Council's resolution. The Queensland Audit Office (QAO) also raised the ownership issue as part of their 2018 financial year closing audit report as a high risk audit matter.

Council has exhausted its options on the bridge, and it is recommended that Council accepts ownership.

### BACKGROUND

In February 2011 Severe Tropical Cyclone Yasi damaged the existing low level causeway (which was maintained by Council). It appears that DTMR and the Queensland Reconstruction Authority (QRA) determined that instead of reconstructing the damaged low level concrete causeway, it was more appropriate to design and construct a two-lane concrete bridge (at a cost of \$12 million).

### FINANCIAL/RESOURCE IMPLICATIONS

The bridge is estimated to incur the following expenditure:

- Annual depreciation of approx. \$125k (subject to revaluation);
- Annual maintenance of approx. \$10k; and
- Asphalt reseal cost of approx. \$50k every 15 years.

### RISK MANAGEMENT IMPLICATIONS

The bridge has been designed and constructed to DTMR standards and has a design life of 100 years. The bridge deck is at the 1 in 2 year flood level and on average the bridge will be overtopped every 2 years. Council staff have the skills and expertise to undertake minor

routine maintenance on the structure but if substantial repairs are required, Council will be required to contract in these services.

## SUSTAINABILITY IMPLICATIONS

**Economic:** Council will be responsible for the ownership and maintenance of the bridge.

**Environmental:** The bridge provides an increased environmental outcome over the low level causeway due to an increased channel width and depth for marine life movement. The bridge deck is set to be overtopped in a 1 in 2 year rain event and is therefore considered a low level bridge in itself.

**Social:** The bridge is on the northern boundary of the shire and primarily serves the residents of other shires. Equitable access for travellers driving through the region is improved due to the bridge.

## CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

### Corporate Plan 2014-2019 Initiatives:

#### Theme 5 - Governance

*5.1.1 - Establish and develop long term financial, resource and infrastructure planning to ensure ongoing capacity to fund operations and capital works programs.*

## COUNCIL'S ROLE

Council can play a number of different roles in certain circumstances and it is important to be clear about which role is appropriate for a specific purpose or circumstance. The implementation of actions will be a collective effort and Council's involvement will vary from information only through to full responsibility for delivery.

The following areas outline where Council has a clear responsibility to act:

**Asset Owner:** Meeting the responsibilities associated with owning or being the custodian of assets such as infrastructure.

## CONSULTATION

**Internal:** Consultation was undertaken with the Management Team.

**External:** Consultation was undertaken with the following external groups:

- Department of Infrastructure, Local Government and Planning;
- Queensland Audit Office;
- Department of Transport and Main Roads (FNQ district).

## ATTACHMENTS

Nil