

ROAD INFRASTRUCTURE COMMITTEE

Agenda



Meeting Date Thursday 21 March 2024

Meeting Time 11:00 am

To be held at Chapman Valley
Administration Office

3270 Chapman Valley Road,
Nabawa WA 6532, Council
Chambers.



ACKNOWLEDGEMENT OF COUNTRY

The Shire of Chapman Valley would like to respectfully acknowledge the Naaguja peoples who are the traditional owners and first people of the land on which we stand.

We would like to pay our respect to the elders past, present and emerging for they hold the memories, the traditions, the culture and hopes of the Naaguja peoples.

DISCLAIMER

No responsibility whatsoever is implied or accepted by the Shire of Chapman Valley for any act, omission or statement or intimation occurring during Council Meeting. The Shire of Chapman Valley disclaims any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council of Committee Meetings.

Any person or legal entity who acts or fails to act in reliance upon any statement, act or omission made in a Council Meeting does so at that person's or legal entity's own risk.

The Shire of Chapman Valley warns that anyone who has any application or request with the Shire of Chapman Valley must obtain and should rely on written confirmation of the outcome of the application or request of the decision made by the Shire of Chapman Valley.

COMMITTEE PURPOSE & DELEGATIONS

Undertake an annual review of the following:

- Road Works Program
- Road Hierarchy
- Heavy Haulage Vehicle Permit Roads
- Any other works infrastructure item referred to the Committee by Council
- Review the plant replacement program
- Delegations - Nil

The Road Infrastructure Committee is comprised of:

Cr Warr

Cr Batten

Cr Blakeway

Cr Rodney

Cr Royce

Cr Elliott-Lockhart

Cr Low

CEO

DCEO

Manager Works & Services

Works Leading Hand

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1 Declaration of Opening & Announcements of Visitors

The Presiding member will welcome elected members and staff to the committee meeting and declare the meeting open.

“The Shire of Chapman Valley would like to respectfully acknowledge the Naaguja peoples who are the traditional owners and first people of the land on which we stand.

We would like to pay our respect to the elders past, present and emerging for they hold the memories, the traditions, the culture and hopes of the Naaguja peoples.”

2 Announcements from the Presiding Member

3 Record of Attendance

3.1 Attendees

The following are anticipated to attend the Road Infrastructure Committee Meeting:

Elected Members

Cr Warr

Cr Batten

Cr Blakeway

Cr Rodney

Cr Royce

Cr Elliott-Lockhart

Cr Low

Officers

Jamie Criddle, Chief Executive Officer

Simon Lancaster, Deputy Chief Executive Officer

Esky Kelly, Manager Works & Services

Marty Elks, Works Leading Hand

3.2 Apologies

4 Disclosure of Interest

Local Government Act 1995
Administration Part 5

Disclosure of financial interests and gifts Division 6

s. 5.59

Members should fill in Disclosure of Interest forms for items in which they have a financial, proximity or impartiality interest and forward these to the Presiding Member before the meeting commences.

Section 5.60A:

“a person has a financial interest in a matter if it is reasonable to expect that the matter will, if dealt with by the local government, or an employee or committee of the local government or member of the council of the local government, in a particular way, result in a financial gain, loss, benefit or detriment for the person.”

Section 5.60B:

“a person has a proximity interest in a matter if the matter concerns –

(a) a proposed change to a planning scheme affecting land that adjoins the person’s land; or (b) a proposed change to the zoning or use of land that adjoins the person’s land; or (c) a proposed development (as defined in section 5.63(5)) of land that adjoins the person’s land.”

Regulation 34C (Impartiality):

“interest means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the person having the interest and includes an interest arising from kinship, friendship or membership of an association.”

5 Petitions/Deputations/Presentations

5.1 Petitions

The Council has not received any petitions at the time of writing this report

5.2 Presentations

The Council does not anticipate any presentations at the time of writing this report.

5.3 Deputations

The Council has not received any deputations at the time of writing this report.

6 Confirmation of Minutes from previous meetings

Recommendation

That the Minutes of the Road Infrastructure Committee Meeting held on 16 March 2023 be confirmed as true and accurate.



ROAD INFRASTRUCTURE COMMITTEE

Minutes



Meeting Date Thursday 16 March 2023

Meeting Time 1:00 pm

Held at Chapman Valley Administration Office, 3270 Chapman Valley Road, Nabawa
WA 6532, Council Chambers

ACKNOWLEDGEMENT OF COUNTRY

The Shire of Chapman Valley would like to respectfully acknowledge the Naaguja peoples who are the traditional owners and first people of the land on which we stand.

We would like to pay our respect to the elders past, present and emerging for they hold the memories, the traditions, the culture and hopes of the Naaguja peoples.

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The Shire of Chapman Valley warns that anyone who has any application or request with the Shire of Chapman Valley must obtain and should rely on written confirmation of the outcome of the application or request of the decision made by the Shire of Chapman Valley.

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COMMITTEE PURPOSE & DELEGATIONS

Undertake an annual review of the following:

- Road Works Program
- Road Hierarchy
- Heavy Haulage Vehicle Permit Roads
- Any other works infrastructure item referred to the Committee by Council
- Review the plant replacement program
- Delegations - Nil

The Road Infrastructure Committee is comprised of:

Cr Warr

Cr Forth

Cr Batten

Cr Davidson

Cr Humphrey

Cr Royce

Cr Elliott-Lockhart

Cr Low

CEO

DCEO

Manager Works & Services

Works Leading Hand

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Road Infrastructure Committee 16 March 2023 - Minutes

1 Declaration of Opening & Announcements of Visitors

The President welcomed elected members, staff and visitors to the council meeting and declaring the meeting open at 12:50 pm.

The Shire acknowledged the traditional landowners through the reading of our Acknowledgement of Country.

"The Shire of Chapman Valley would like to respectfully acknowledge the Naaguja peoples who are the traditional owners and first people of the land on which we stand.

We would like to pay our respect to the elders past, present and emerging for they hold the memories, the traditions, the culture and hopes of the Naaguja peoples."

2 Announcements from the Presiding Member

Nil

3 Record of Attendance

3.1 Attendees

The following are anticipated to attend the Road Infrastructure Committee Meeting:

Elected Members

Cr Warr

Cr Forth

Cr Batten

Cr Davidson

Cr Humphrey

Cr Royce

Cr Elliott-Lockhart

Cr Low

Officers

Jamie Criddle, Chief Executive Officer

Dianne Raymond, Manager of Finance & Corporate Services

Esky Kelly, Manager Works & Services

Marty Elks, Works Leading Hand

Beau Raymond, Minute Taker

3.2 Apologies

Nil

Road Infrastructure Committee 16 March 2023 - Minutes

4 Disclosure of Interest

Nil

5 Petitions/Deputations/Presentations

5.1 Petitions

The Council did not received any petitions.

5.2 Presentations

The Council did not receive any presentations.

5.3 Deputations

The Council did not receive any deputations.

6 Confirmation of Minutes from previous meetings

That the Minutes of the Road Infrastructure Committee Meeting held on 17 November 2022 be confirmed as true and accurate.

Council Resolution

Moved: Cr Darrell Forth **Seconded:** Cr Beverley Davidson

That the Minutes of the Road Infrastructure Committee Meeting held on 17 November 2022 be confirmed as true and accurate.

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Nicole Batten, Cr Peter Humphrey and Cr Trevor Royce

Against Nil

8 / 0

CARRIED UNANIMOUSLY
Minute Reference RIC 2023/03-1

7 Items to be dealt with En Bloc

Nil

8 Officers Reports

8.1	Review of Shire Road Hierarchy & Future Road Program
Department	Finance, Governance & Corporate Services Chief Executive Officer
	Works & Services Capital Works
Author	Jamie Criddle
Reference(s)	1002 & Minute Reference: RIC 02-22-2
Attachment(s)	1. Road Hierarchy Procedure (IMP-025) [8.1.1 - 11 pages]

Voting Requirements

Simply Majority

Staff Recommendation

That Council endorses the Road Hierarchy Procedure (IMP-025) as presented as **Attachment Road Hierarchy Procedure (IMP-025)** without change

-OR-

That Council endorses the Road Hierarchy Procedure (IMP-025) as presented as **Attachment Road Hierarchy Procedure (IMP-025)** with the following changes

- 1.
- 2.

Council Resolution

Moved: Cr Nicole Batten **Seconded:** Cr Darrell Forth

That Council endorses the Road Hierarchy Procedure (IMP-025) as presented as **Attachment Road Hierarchy Procedure (IMP-025)** with the following changes:

- Calder Place to be reclassified from C Minor Feeder Roads to E Minor Access Road.

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Nicole Batten, Cr Peter Humphrey and Cr Trevor Royce

Against Nil

8 / 0

CARRIED UNANIMOUSLY

Minute Reference RIC 2023/03-2

Disclosure of Interest

No officer declared an interest under the Local Government Act 1995, Subdivision 1 (LGA 1995) in the preparation of this report.

Background

The purpose of this Item is to present the Committee the current endorsed *Road Hierarchy Management Procedure (IMP-025)* for discussion and review.

Council dealt with the Road Hierarchy Procedure (IMP-025) in isolation with the following being resolved the following at the March 2021 OCM:

"Minute Reference RIC 03/22-2

The Road Infrastructure Committee recommends Council endorses the Road Hierarchy Procedure (IMP-025) as presented at Attachment 9.1(a) without change."

The current Shire of Chapman Valley endorsed roads/routes under the Roads 2040 Strategies for Significant Local Government Roads in the Mid West Region are as follows:

- Coronation Beach Road
- Balla Whelarra Road
- Dartmoor/Dartmoor Lake Nerramayne Route
- Durawah Road/Station Road (between Durawah & Station Valentine Rd Junctions)/Station Valentine Route
- Chapman Valley Road
- East Bowes Road
- East Chapman Road
- East Nabawa Road
- Narra Tarra Road
- Northampton Nabawa Road
- Valentine Road
- Yuna Tenindewa Road

An application has been lodged with the MWRRG for the Nabawa Yetna Road (Tip Road) to also be considered a Significant Local Government Road as this road is currently recognised as a Local Distributor road in the Main Roads WA latest *Road Hierarchy for Western Australia* document. This listing should give the application support, yet the determining factors will be how the road meets the current assessment criteria set by the MWRRG for road to be considered Significant Local Government Road.

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The MWRRG Assessment Criteria can be found at Appendix 1 of the MWRRG Policy & Procedures Manual (see *Attachment C in Management Procedure IMP-025 (Refer to attachment Road Hierarchy Procedure IMP-025)*)

Comment

The existing *Road Hierarchy Procedure (IMP-025)* has all the roads within the Shire of Chapman Valley the local government is responsible for place into the following categories:

- A. Main Arterial Roads (Significant Roads and approved by the RRG only);
- B. Main Feeder Roads;
- C. Minor Feeder Roads;
- D. Major Access Roads; and
- E. Minor Access Roads

A copy of the *Road Hierarchy Procedure (IMP-025)* is provided as **Attachment Road Hierarchy Procedure IMP-025** under separate cover.

Statutory Environment

No Financial Implications Identified.

Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Financial Implications

No Financial Implications Identified.

Strategic Implications

It is imperative Council carefully considers where resources are allocated in future road works programs to ensure the higher priority roads are catered for. As previously mentioned, the Shire's Road Hierarchy identifies the priority roads into the following categories:

- A. Main Arterial Roads (Significant Roads and approved by the MWRRG only);
- B. Main Feeder Roads;
- C. Minor Feeder Roads;
- D. Major Access Roads; and
- E. Minor Access Roads

It is also important the process stipulated in Corporate Management Procedure IMP-017 to amend the Road Hierarchy is adhered to. This will ensure the integrity of the Road Hierarchy list and therefore the integrity of how Council allocates its resources to road works within the Shire.

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Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

Consultation

The Chief Executive Officer consulted with the Manager Works & Services and Works Leading Hand when reviewing the Road Hierarchy presented to Council.

Risk Assessment

An Insignificant Service Disruption Risk of Level 1 - Which will likely resulting in no material service disruption.

An Insignificant Property Risk of Level 1 - Likely resulting in inconsequential or no damage.

Unconfirmed Minutes

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8.2	Proposed 2023/2024 Road Works Program & Review of Ten Year Road Works Program
Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1002 & Minute Reference: 03/21-3
Attachment(s)	<ol style="list-style-type: none"> 2023-24 Capital Road Program [8.2.1 - 1 page] Proposed 10 Year Road Works Program [8.2.2 - 4 pages] Chapman Valley Reseal Program [8.2.3 - 2 pages] Chapman Valley Priority 2-3 Own Resource Projects [8.2.4 - 1 page] IMP 020 [8.2.5 - 1 page] IMP 022 [8.2.6 - 1 page] 22-23 200K Purchase Orders [8.2.7 - 1 page]

Voting Requirements

Simply Majority

Staff Recommendation

That Council endorse the *10 Year Road Works Program 2023/24 to 2031/2032* as presented at **Attachment Proposed 10 Year Road Program** without change and this Program be used as a basis for resource allocation into the Draft 2023/2024 Budget.

-OR-

The Road Infrastructure Committee recommends Council endorse the *10 Year Road Works Program 2023/24 to 2031/2032* as presented at **Attachment Proposed 10 Year Road Program** with the following changes and this Program be used as a basis for resource allocation into the Draft 2023/2024 Budget:

- 1.
- 2.

Council Resolution

Moved: Cr Darrell Forth **Seconded:** Cr Nicole Batten

1:06 pm, That as per part 17.1 of the Shire of Chapman Valley Standing Order Local Laws 2016, Council suspend the operation of the following clauses to allow sufficient discussion of item 8.2:

- 8.5 Priority when speaking,
- 8.7 Relevance,
- 8.8 Speaking twice,
- 8.9 Duration of speeches

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For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Nicole Batten, Cr Peter Humphrey and Cr Trevor Royce
Against Nil

8 / 0

CARRIED UNANIMOUSLY
Minute Reference RIC 2023/03-3

Discussion was undertaken on the item.

Council Resolution

Moved: Cr Nicole Batten **Seconded:** Cr Katie Low

2:42 pm, That as per part 17.1 of the Shire of Chapman Valley Standing Order Local Laws 2016, Council reinstate the operation of the following clauses to allow sufficient discussion of item 8.2:

- 8.5 Priority when speaking,
- 8.7 Relevance,
- 8.8 Speaking twice,
- 8.9 Duration of speeches

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Nicole Batten, Cr Peter Humphrey and Cr Trevor Royce
Against Nil

8 / 0

CARRIED UNANIMOUSLY
Minute Reference RIC 2023/03-4

Council Resolution

Moved: Cr Darrell Forth **Seconded:** Cr Trevor Royce

The Road Infrastructure Committee recommends Council endorse the *10 Year Road Works Program 2023/24 to 2031/2032* as presented at ***Attachment Proposed 10 Year Road Program*** with the following changes and this Program be used as a basis for resource allocation into the Draft 2023/2024 Budget:

1. Apply to include the following roads to the "Roads 2040" priority listing, Nabawa-Yetna Road, Nolba Stock Route Road and Wandana Road.
2. 24/25 Year be listed as East Nabawa and either Nanson-Howathara or Durawah/Station/Station Valentine Road.

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Nicole Batten, Cr Peter Humphrey and Cr Trevor Royce
Against Nil

8 / 0

CARRIED UNANIMOUSLY
Minute Reference RIC 2023/03-5

Road Infrastructure Committee 16 March 2023 - Minutes

Disclosure of Interest

No officer declared an interest under the Local Government Act 1995, Subdivision 1 (LGA 1995) in the preparation of this report.

Background

The purpose of this item is to present Councillors with a proposed 2023/2024 & Ten-Year Road Works Programs for consideration.

Determination from the Road Infrastructure Committee will form a recommendation to Council for consideration and endorsement for allocation of funding to the forthcoming Draft Budget.

Comment

Council resolved the following at the February 2022 OCM:

ROAD INFRASTRUCTURE COMMITTEE /STAFF RECOMMENDATION (Option 2)

The Road Infrastructure Committee recommends Council endorse the *10 Year Road Works Program 2022/23 to 2031/2032* as presented at **Attachment 9.2(a)** with the following changes and this Program be used as a basis for resource allocation into the Draft 2022/2023 Budget:

1. Include gravel sheeting of Nanson Showground internal track to Chapman Valley Agricultural Society
2. Include gravel sheeting of Wandana and Newmarracarra Roads
3. Include Nanson Showgrounds access track within Minor Maintenance Program

Voting F6/A0

CARRIED

Minute Reference RIC 02/22-5

Proposed 2023/2024 Road Works Program

It is hoped all road projects scheduled for 2022/2023 will be completed; however, there is invariably slippages in the program of works estimated timeline and the recommended 2023/2024 Roadworks Program will always attempt to adhere to Council priorities i.e.

- *Priority 1 – Grant funded projects*
- *Priority 2 – Own resource projects (carried over & new)*
- *Priority 3 – Maintenance works*

It must be understood in reality road work maintenance issues at times will take precedence over other road works projects (e.g. own resource projects).

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The Mid West Regional Road Group (MWRRG) projects have been approved by the Mid-West Regional Road Group and formal notification has been received from Main Roads WA advising of the projects the Shire will be funded for in 2023/2024. Therefore, these particular projects cannot be adjusted.

MWRRG grant applications are lodged with Main Roads WA (MRWA) by the 31st August each year. The Shire of Chapman Valley submission in accordance with Council's approved Ten Year Road Works Program with the approved projects, estimated costs and score for 2022/2023 being as follows in **Attachment 2023-24 Capital Roadwork Program**:

The MWRRG Policies and Procedures include the following restrictions:

- \$300,000 - Maximum allowable grant fund per individual project;
- Every LGA will have there highest priority project funded, irrespective of the project score
- 20% of Pool Residual after every LGAs first project costs are deducted from the total Pool amount.

These conditions have been changed and will be affective from the 2023/2024 as it was felt by the MWRRG a few LGAs where continually receiving the maximum allocation of 20% of the Total Pool, resulting in those LGAs with the lower scoring projects not getting funding, other than the minimum amount set of \$150,000.

Based on the 2023/2024 total pool estimated amount of \$8,758,237 the maximum an LGA can take from the Pool, under the new conditions, in 23/24 is \$963,733. Therefore the Shire of Chapman Valleys approved projects for 2023/2024 is this maximum amount available

Below is a comparison of RRG grants received over past years:

14/15 - \$573,333

15/16 - \$371,000

16/17 - \$1,083,334

17/18 - \$1,162,000

18/19 - \$1,170,666

19/20 - \$1,140,333

20/21 - \$1,200,000

22/23 - \$1,009,060

23/24 - \$1,068,000

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As mentioned last year, it was expected the Shire's ability to attract similar MWRRG Grant Funds in 22/23 and future years was expected to diminish from previous years due to amendments to the grant fund allocation guidelines.

The R2R Funding Program will continue for a further four years after 20/21 (i.e. the current Program ends in 2023/2024) at the anticipated current rate of \$328,620 per financial year.

The *Proposed 10 Year Road Works Program (2022/2023 to 2031/2032)* reflects the anticipated MWRRG & R2R grant funding. However, it must be understood this funding could vary as MWRRG grant funds are annually contestable and R2R grant funds are not guaranteed beyond 2023/2024.

Ten (10) Year Road Works Program

Attached is the ***Proposed 10 Year Road Works Program*** adding the year 2031/2032, **Chapman Valley Reseal Program, Chapman Valley Priority 2-3 Own Resources Program & 22-23 200k Purchase Orders**

The CEO, Manager Works & Service (Esky Kelly) and the Works Leading Hand (Marty Elks) have reviewed the Program.

The *Proposed 10 Year Road Works Program* continues to reflect the following:

1. The opportunity to attract MWRRG grant funds for recognised Significant Roads within the Shire of Chapman Valley may diminish over the period of the ten-year program.
2. The opportunity to attract MWRRG grant funds for recognised Significant Roads within the Shire of Chapman Valley may gradually revert to reseal project, which are basically 100% external costs (materials & contract) and will not assist with supporting the Shire own internal costs (i.e. labour, plant, etc.).
3. As the MWRRG grant funds projects drop off, less external funds will be available and more internal own resource road works projects will be undertaken (e.g. Gravel Sheeting on roads not recognised as MWRRG Significant Roads).
4. The previously endorsed list of gravel sheeting roads from the Shire's own resources has not been altered in order of priority from the current program.

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5. The previously endorsed list of reseal program from grants and the Shire's own has not been altered in order of priority from the current program.
6. There has been an effort to spread the effect of less MWRRG grants across the whole 10-year period, rather than the alternative of a sudden loss of grant funds from this source.
7. The issue of external funds (e.g. grants, contributions) covering the contract and materials costs for the annual road works program also needed to be address. An average contract & materials component has been calculated using historical data for the type of works; however, this can fluctuate when a more detailed cost analysis is undertaken for each specific project.

Therefore, based on the historical data, the *Proposed 10 Year Road Works Program* has been continued to calculate the differential between Contracts & Materials – v – Grant/Contributions received. Again, the proposed program has attempted to ease the effect of grants being a source to fully cover contracts & materials and to supplement the Shire internal resource costs (labour, plant, etc.).

8. In previous programs the ten-year programs includes an annual amount for “*Additional Employee Costs & Contract/Materials Contingency*”. This pool of funds is made up of the following components:
 - i. \$75,000 – Casuals and Guaranteed & Additional overtime paid to road works crew as required; and
 - ii. \$200,000 – External contingency used to hire external contractors and purchase materials as required (this amount can vary).

The proposed program continues to quarantine the \$75,000 for casuals and guaranteed & additional overtime components every year, yet uses the \$200,000 contracts/materials contingency as a balancing aid across the program. Therefore, it will be noted how this figure continues to fluctuate across the ten-year period. The 2022/2023 program has \$250,000 allocated i.e.

- i. \$75,000 – Casuals and Guaranteed & Additional overtime paid to road works crew as required; and
 - ii. \$175,000 – External contingency used to hire external contractors and purchase materials as required
9. The concept of placing funds into the Roadworks Reserve Fund to assist with funding the proposed program of works in years the later years of the Program has been retained.

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Statutory Environment

Budgetary Implications

The budget will be affected in the following ways:

Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Attached IMP – 20 MIDWEST REGIONAL ROAD GROUP (MWRRG) – SIGNIFICANT ROAD POLICY

Attached IMP - 17 ROAD WORK FUNDING ALLOCATION PROCESS

Financial Implications

Budgetary Implications

The budget will be affected in the following ways:

Road program cost will be reflected in the 2023/24 Annual Budget

Strategic Implications

It is imperative Council carefully considers where resources are allocated in future road works programs to ensure the higher priority roads are catered for. The Shires Road Hierarchy identifies the priority roads into the following categories:

- A. Main Arterial Roads (Significant Roads approved by the MWRRG only);
- B. Main Feeder Roads;
- C. Minor Feeder Roads;
- D. Major Access Roads; and
- E. Minor Access Roads

The Road Hierarchy list will be reviewed as part of the Road Infrastructure Committees purpose and is listed for discussion at Agenda Item 9.1.

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

Consultation

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The Chief Executive Officer conferred with the Consultant Engineer, Manager Works & Services and Works Leading Hand when developing the *Proposed Ten-Year Road Works Programs* presented to Council.

Risk Assessment

A Moderate Health Risk of Level 3 - Which could result in medical type injuries.

Unconfirmed Minutes

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8.3 Review Heavy Haulage Vehicle Permit Roads	
Department	Finance, Governance & Corporate Services Chief Executive Officer Works & Services Capital Works
Author	Jamie Criddle
Reference(s)	1002 & Minute Reference: 03/22-3
Attachment(s)	<ol style="list-style-type: none"> 1. Current HVS RAV Configurations [8.3.1 - 1 page] 2. IMP 017 Road Work Funding Allocation Process [8.3.2 - 1 page] 3. IMP 022 Heavy Haulage Vehicle Permits [8.3.3 - 1 page] 4. IMP 025 Road Hierarchy Procedure [8.3.4 - 11 pages] 5. RAV Ratings & Speed Conditions 2023 [8.3.5 - 5 pages]

Voting Requirements

Simply Majority

Staff Recommendation

That Council endorses the Management Procedure (IMP-025) - Heavy Haulage Vehicle Permits as presented without change

-OR-

That Council endorses the Management Procedure (IMP-025) - Heavy Haulage Vehicle Permits as presented with the following changes

- 1.
- 2.

Council Resolution

Moved: Cr Trevor Royce **Seconded:** Cr Nicole Batten

That Council endorses the Management Procedure (IMP-025) - Heavy Haulage Vehicle Permits as presented without change

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Nicole Batten, Cr Peter Humphrey and Cr Trevor Royce

Against Nil

8 / 0
CARRIED UNANIMOUSLY
Minute Reference RIC 2023/03-6

Road Infrastructure Committee 16 March 2023 - Minutes

Disclosure of Interest

No officer declared an interest under the Local Government Act 1995, Subdivision 1 (LGA 1995) in the preparation of this report.

Background

The purpose of this Item is to present the Committee the current endorsed Heavy Haulage Vehicle Permit (Policy IP-003) for discussion and review.

Council resolved the following at the March 2021 OCM:

"Minute Reference RIC 03/21-6

The Road Infrastructure Committee recommends Council endorses the Management Procedure (IMP-025) - Heavy Haulage Vehicle Permits as presented without change."

Comment

Refer to **Attachment Current HVS RAV Configurations**

Statutory Environment

Local Government Act 1995

Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Attachment IMP-017 ROAD WORK FUNDING ALLOCATION PROCESS

Attachment IMP-022 HEAVY HAULAGE VEHICLE PERMITS

Attachment IMP-025 ROAD HIERARCHY PROCEDURE

Financial Implications

Budgetary Implications

The budget will be affected in the following ways:

Road works is the largest income and expenditure component of the Shires operations, which makes it important to ensure the limited resources made available by grants and those allocated by Council to this function are maximized.

Strategic Implications

It is imperative Council carefully considers where resources are allocated in future road works programs to ensure the higher priority roads are catered for.

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Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

Consultation

The Chief Executive Officer conferred with the Manager Works & Services and Works Leading Hand when reviewing the Heavy Haulage Vehicle Permit Roads Management Procedure presented to the Committee.

Attachment RAV Ratings & Speed Conditions

Risk Assessment

An Insignificant Health Risk of Level 1 - Which could result in negligible injuries.

Unconfirmed Minutes

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8.4 Review Plant Replacement Program	
Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1018.00 & Minute Reference: 03/21-3
Attachment(s)	1. Proposed Plant Replacement Program 2023 [8.4.1 - 3 pages]

Voting Requirements

Simply Majority

Staff Recommendation

That Council endorses the *Proposed Plant Replacement Program* as presented at **Attachment Proposed Plant Replacement Program** without change and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget.

-OR-

That Council endorses the *Proposed Plant Replacement Program* as presented at **Attachment Proposed Plant Replacement Program** with the following changes and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget

1.

Council Resolution

Moved: Cr Darrell Forth **Seconded:** Cr Katie Low

2:51 pm, That as per part 17.1 of the Shire of Chapman Valley Standing Order Local Laws 2016, Council suspend the operation of the following clauses to allow sufficient discussion of item 8.4:

8.5 Priority when speaking,
8.7 Relevance,
8.8 Speaking twice,
8.9 Duration of speeches

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Nicole Batten, Cr Peter Humphrey and Cr Trevor Royce
Against Nil

8 / 0
CARRIED UNANIMOUSLY
Minute Reference RIC 2023/03-7

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Discussion was undertaken on the item.

Council Resolution

Moved: Cr Darrell Forth **Seconded:** Cr Elizabeth-Anne Elliott-Lockhart

2:58 pm, That as per part 17.1 of the Shire of Chapman Valley Standing Order Local Laws 2016, Council reinstate the operation of the following clauses to allow sufficient discussion of item 8.4:

- 8.5 Priority when speaking,
- 8.7 Relevance,
- 8.8 Speaking twice,
- 8.9 Duration of speeches

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Peter Humphrey and Cr Trevor Royce
Against Nil

7 / 0

CARRIED UNANIMOUSLY

Minute Reference RIC 2023/03-8

Council Resolution

Moved: Cr Trevor Royce **Seconded:** Cr Darrell Forth

That Council endorses the *Proposed Plant Replacement Program* as presented at **Attachment Proposed Plant Replacement Program** and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget.

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Peter Humphrey and Cr Trevor Royce
Against Nil

7 / 0

CARRIED UNANIMOUSLY

Minute Reference RIC 2023/03-9

Disclosure of Interest

No officer declared an interest under the Local Government Act 1995, Subdivision 1 (LGA 1995) in the preparation of this report.

Background

The Shire's *Plant Replacement Program* is reviewed annually to assist with the development of the Annual Budget for the forthcoming year. This review is also to consider the effect of the Long Term Financial Plan (LTFP) which has plant replacement as an aspect to its overall costs estimates within the Plan.

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Council resolved the following at the February 2022 OCM:

The Road Infrastructure Committee recommends Council endorses the *Proposed Plant Replacement Program* as presented at *Attachment 9.4(a)* with the following changes and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget

1. Include a quote on catchers for mowers
2. Include Traffic Management Lights
3. Increase the value of purchase for the Prime Mover by \$40,000

Voting F6/A0

CARRIED

Minute Reference RIC 02/22-9

The Plant Replacement Program was presented to the 22/23 Budget Workshops and again at the Special Meeting of Council where the 22/23 Budget was formally adopted. The Program was adjusted to reflect the decisions and determinations at these meetings.

Comment

As previously reported, the most recent fair value review of the Shire's Plant & Equipment indicated Council's standard of plant is high in comparison to similar type and sized local government authorities. Though such an outcome is welcomed it is important Council is mindful of not letting the life and standard of key items of plant and equipment to extend to the point this effects the organisations operational needs.

Statutory Environment

N/A

Policy/Procedure Implications

No Policy or Management Procedure affected.

Financial Implications

Budgetary Implications

The budget will be affected in the following ways:

It is important Council annually review its *Plant Replacement Program* to ensure an informed decision-making process is evident when allocating resources update the Asset Management Plan, which is integrated with updates to the Long Term Financial Plan and the Annual Draft Budgets for the change-over/upgrading of Council's plant & equipment.

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Strategic Implications

It is strategically sound for Council to have a robust and realistic Plant Replacement Program.

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

Consultation

The Chief Executive Officer consulted with the Manager Works & Services and Works Leading Hand when developing the Proposed Plant Replacement Program presented to Council.

Changes to the current Plant Replacement Program are tracked on the Proposed Plan provided as **Attachment Proposed Plant Replacement Program 2023**.

Risk Assessment

A Minor Financial Impact Risk of Level 2 - Which will likely be between \$1,001 to \$10,000.

A Minor Service Disruption Risk of Level 2 - Which will likely result in short term temporary interruptions with backlogs cleared in less than one day.

2:56 pm - Cr Nicole Batten left the meeting.

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9 Urgent Business Approved by the Presiding Member or by a Decision of the Committee

Nil

10 Closure

The Shire President thanked Elected Members and Staff for their attendance and closed the Road Infrastructure Committee Meeting at 2:59 pm.

Unconfirmed Minutes

7 Items to be dealt with En Bloc

8 Officers Reports

8.1 Review of Shire Road Hierarchy & Future Road Program

Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1002
Attachment(s)	1. Road Hierarchy Procedure (IMP-025) [8.1.1 - 11 pages]

Voting Requirements

Simply Majority

Staff Recommendation

STAFF RECOMMENDATION (Option 1)

The Road Infrastructure Committee recommends Council endorses the *Road Hierarchy Procedure (IMP-025)* as presented at **Attachment 8.1.1** without change.

- OR -

STAFF RECOMMENDATION (Option 2)

The Road Infrastructure Committee recommends Council endorses the *Road Hierarchy Procedure (IMP-025)* as presented at **Attachment 8.1.1** with the following Changes:

- 1.
- 2.

Disclosure of Interest

No officer declared an interest under the Local Government Act 1995, Subdivision 1 (LGA 1995) in the preparation of this report.

Background

The purpose of this Item is to present the Committee the current endorsed *Road Hierarchy Management Procedure (IMP-025)* for discussion and review.

Council dealt with the Road Hierarchy Procedure (IMP-025) in isolation with the following being resolved the following at the March 2021 OCM:

“Minute Reference RIC 03/23-2

The Road Infrastructure Committee recommends Council endorses the Road Hierarchy Procedure (IMP-025) as presented at Attachment 9.1(a) without change.”

The current Shire of Chapman Valley endorsed roads/routes under the Roads 2040 Strategies for Significant Local Government Roads in the Mid West Region are as follows:

- Coronation Beach Road
- Balla Whelarra Road
- Dartmoor/Dartmoor Lake Nerramyne Route
- Durawah Road/Station Road (between Durawah & Station Valentine Rd Junctions)/Station Valentine Route
- Chapman Valley Road
- East Bowes Road
- East Chapman Road
- East Nabawa Road
- Narra Tarra Road
- Northampton Nabawa Road
- Valentine Road
- Yuna Tenindewa Road
- Nabawa Yetna Road
- Ogilvie East Road (Shire of Northampton) / Nolba Stock Route / Nolba Stock Route Road / Nolba Road – *Note multiple roads – classified as a route*

While the Nabawa Yetna Road & Nolba Stock Route / Nolba Stock Route Road / Nolba Road have been added (subject to approval) to the Roads 2040 list, there is no real need to change their status on the Road Hierarchy table at this stage. This may change once the roads are upgraded and usage increases.

The MWRRG Assessment Criteria can be found at Appendix 1 of the MWRRG Policy & Procedures Manual (see *Attachment C in Management Procedure IMP-025 (Attachment 8.1.1)*)

Comment

The existing *Road Hierarchy Procedure (IMP-025)* has all the roads within the Shire of Chapman Valley the local government is responsible for place into the following categories:

- A. Main Arterial Roads (Significant Roads and approved by the RRG only);
- B. Main Feeder Roads;
- C. Minor Feeder Roads;
- D. Major Access Roads; and
- E. Minor Access Roads

A copy of the *Road Hierarchy Procedure (IMP-025)* is provided as **Attachment 8.1.1** under separate cover.

In addition to the aforementioned Procedure, Council has also adopted the following Management Procedure (IMP-017) regarding the *Road Funding Allocation Process*:

MANAGEMENT PROCEDURE No.	IMP-017
MANAGEMENT PROCEDURE	ROAD WORK FUNDING ALLOCATION PROCESS
RESPONSIBLE OFFICER	CHIEF EXECUTIVE OFFICER
PREVIOUS POLICY/PROCEDURE No.	15.220
RELEVANT DELEGATIONS	

OBJECTIVES:

To set guidelines and procedures for categorising road hierarchy network and funding allocation priorities

MANAGEMENT PROCEDURE STATEMENT/S:

1. Council review existing Road Hierarchy List based upon Councillor(s) submissions and staff recommendation(s).
2. Council review existing Regional Road Group priorities based upon Councillor(s) submissions and staff recommendation(s).
3. Council reviews other grant programs (e.g. Black Spot, R2R) based upon Councillor(s) submissions and staff recommendation(s).
4. Taking into account the delegations under Infrastructure Policy IMP-022, Council review existing Heavy Haulage Roads.
5. Council review existing Program of Road Works based Councillor(s) submissions and upon staff recommendation(s).
6. Councillors retain the right to present, and justify, changes to any of the above either via Chief Executive Officer's report or directly to the meeting.
7. No changes to be made to any of the above unless fully endorsed by Council.

Statutory Environment

Long Term Financial Plan

No major effect is anticipated on the Long Term Financial Plan.

Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Financial Implications

Long Term Financial Plan

No major effect is anticipated on the Long Term Financial Plan.

Road Works remains the largest expenditure component of the Shires operations, which makes it important to ensure the limited resources made available by grants and those allocated by Council to this function are maximised.

Strategic Implications

It is imperative Council carefully considers where resources are allocated in future road works programs to ensure the higher priority roads are catered for. As previously mentioned, the Shire's Road Hierarchy identifies the priority roads into the following categories:

- A. Main Arterial Roads (Significant Roads and approved by the MWRRG only);
- B. Main Feeder Roads;
- C. Minor Feeder Roads;
- D. Major Access Roads; and
- E. Minor Access Roads

It is also important the process stipulated in *Corporate Management Procedure IMP-017* to amend the Road Hierarchy is adhered to. This will ensure the integrity of the *Road Hierarchy* list and therefore the integrity of how Council allocates its resources to road works within the Shire.

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

PHYSICAL & DIGITAL INFRASTRUCTURE

4.1 Develop, manage, and maintain built infrastructure.

4.1.1 Asset Management Plan.

PHYSICAL & DIGITAL INFRASTRUCTURE

4.2 Manage and maintain roads, drainage, and other essential infrastructure.

4.2.1 Capital Road Works Programs.

Consultation

The Chief Executive Officer consulted with the Manager Works & Services and Works Leading Hand when reviewing the Road Hierarchy presented to Council.

Risk Assessment

An Insignificant Service Disruption Risk of Level 1 - Which will likely resulting in no material service disruption.

A Minor Reputational Risk of Level 2 - Which will likely result in substantiated, low impact, low news item.

ATTACHMENT 9.1(a)

POLICY NO	IMP-025
POLICY	ROAD HIERARCHY
RESPONSIBLE OFFICER	MANAGER WORKS & SERVICES
PREVIOUS POLICY/PROCEDURE No.	15.200; IP-006
LEGISLATION	STATE ROAD COUNCIL / REGIONAL ROAD GROUP
RELEVANT DELEGATIONS	

OBJECTIVES:

To establish an agreed road hierarchy for roads under the control of the Shire of Chapman Valley

POLICY STATEMENT/S:

Following is the agreed road hierarchy for the Shire of Chapman Valley, reviewed annually at the time Council is allocating resources and funding for the forthcoming year to ensure all mitigating circumstances are taken into account and adjustments made accordingly.

A - MAIN ARTERIAL ROADS

Rd No.	Road Name	RAV Category
19	Balla Whelarra	6
130	Chapman Valley Road	-
34	Coronation Beach	4
8	Dartmoor	6
21	Dartmoor Lake Nerramyne	6
12	East Bowes	6
150	East Chapman	6
16	East Nabawa	6
10	Nanson Howatharra	4
7	Narra Tarra	4
131	Northampton – Nabawa	6
132	Yuna – Tenindewa	7
13	Valentine	6,7

B - MAIN FEEDER ROADS

Rd No.	Road Name	RAV Category
1	Durawah	6
7	Naraling - East Yuna	6
6	Nolba Road (to Nolba Stock Route Junction)	6
51	Nolba Stock Route	6
14	Station Valentine	6
4	Wandana	6
5	Wandin	6
95	White Peak	-

C - MINOR FEEDER ROADS

Rd No.	Road Name	RAV Category	Rd No.	Road Name	RAV Category
52	Balaam	4	98	Baugh	4
68	Bella Vista	4	23	Bindoo	4
133	Calder Place	-	50	Cannon Whelarra	6
125	Coffee Pot Drive	-	47	Coonawa	6
70	David	-	18	East Dartmoor	6
151	Eliza Shaw Drive	-	135	Green Drive	-
67	Hickety	4	11	Indialla Road (Townsite)	4
37	James	-	94	Kerr Dartmoor	6
126	Mills Place	-	9	Murphy Norris	4
99	Murphy Yetna	4	82	Nabawa Yetna	4
96	Nolba Rockwell	4	22	North Dartmoor	6
39	St John	4	15	Station	6
114	Tenindewa North	6	97	Wheeldon - Hosking	6
108	Yuna South	4			

D – MAJOR ROAD ACCESS

Rd No.	Road Name	RAV Category	Rd No.	Road Name	RAV Category
45	Binnu East	4	44	Brooks	-
40	Burton Williamson	6	42	Campbells	4
46	Dartmoor Harris	4	27	Dindiloa	6
35	Durawah Northern Gully	6	24	Forrester Brooks	6
100	East Terrace	-	20	Marrah	6
60	Mt Erin - Nabawa	4	49	Murrays	-
31	Newmarracarra	4	69	Oakajee	4
28	Olsen	4	55	Parks	4
121	Richardson	6	127	Ridley	-
30	South Whelarra	6	88	Scott	4
53	Urch	4	41	Valentine Williamson	6
93	Wandana Exten	4	128	Wokarena	-

E – MINOR ACCESS ROADS

Rd No.	Road Name	RAV Category	Rd No.	Road Name	RAV Category
136	Ahern Place	-	75	Angels	-
115	Badgegong	-	134	Baston Close	-
72	Beatty Hasleby	-	162	Brown Lane	-
	Bawden Lane	-		Beaufort Close	-
149	Bunter Way	-	112	Burges	-
80	Butcher Knife	-	178	Cahill Rise	-
43	Caratti	-	147	Carey	-
163	Cargeeg	-	154	Carol	-
113	Cooper St (Nanson)	-	177	Copperhill Junction	-
154	Cogley	-	159	CV Access (Nabawa)	-
61	Crabbe	4	140	Dillistone	4

143	Dixon Place	-	138	Dolby Place	-
173	Dune Vista	-	100	East Terrace	-
153	East Terrace Acc	-	71	Eastough Yetna	-
58	Fairview Farm	-	91	Farrells Back	-
160	Flavel	-	56	Fong	-
32	Forrester	-	124	Goodletts	-
105	Gould	-	73	Gray Dindiloa	6
148	Hackett	-	170	Harmony Place	-
36	Hayward	6	78	Heelan Maloney	-
79	Heelan Mellish	-	156	Hester	-
172	Hilltop Loop	-	63	Hipper	-
86	Hotel	-	64	Jacky Jupp	4
158	James Eastough Close	-	179	Joon Vista	-
139	Kennedy	-	144	Lacey	-
101	Lauder	-	89	Lewis	-
76	Lorimer	-	122	Marrah Spur	-
25	McGauran	4	59	McKay	-
26	McNaught Mazzuchelli	6	164	Merino Fairway	-
110	Mills	-	54	Morcom	6
171	Mumbelarra Drive	-	111	Murphy	-
38	Thompson-Reidy	6	120	Norman's Well	-
87	Norris	-	65	O'Donnell	-
84	Old Nabawa Northampton	3	107	Old Nolba	-
175	Patten Place	-	165	Parmelia Boulevard	-
166	Pitchford Crest	-	120	Post Office	-
66	Protheroe	4	167	Redcliffe	-
109	Reynolds	-	146	Rewell	-
141	Royce	-	85	Post Office	-
152	River	-	129	Richards	-
106	Snell	-	142	Smith	-
57	State Farm	6	168	Stirling	-
145	Wells	-	117	Warr	6
62	Whitehurst –Tetlow	-	176	Westlake Place	-
118	Williamson	6	169	Wittenoom Circle	-
104	Yarra	-			

ADDITIONAL EXPLANATORY NOTES:

This Management Procedure needs to also take into account Infrastructure Management Procedures IMP-017; IMP-022; IMP-025 and the following:

SHIRE OF CHAPMAN VALLEY
ROAD HIERARCHY
ROAD TYPE & CRITERIA
(see *Attachment A* for Category Description & Function)

CRITERIA	MRWA ROADS	SHIRE OF CHAPMAN VALLEY – LOCAL ROADS				
	PRIMARY DISTRIBUTOR (see Note 2)	SIGNIFICANT ROADS (ROADS 2030) MAIN ARTERIAL ROADS	MAIN FEEDER ROADS	MINOR FEEDER ROADS	MAJOR ACCESS ROADS	MINOR ACCESS ROAD
	(PD)	(A)	(B)	(C)	(D)	(E)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Non-Built Up &/or Built Up Area.	Non-Built Up &/or Built Up Areas.	Non-Built Up &/or Built Up Areas.	Non-Built Up &/or Built Up Areas.	Non-Built Up &/or Built Up Areas.
2. Responsibility	Main Roads Western Australia.	Shire of Chapman Valley	Shire of Chapman Valley	Shire of Chapman Valley	Shire of Chapman Valley	Shire of Chapman Valley
3. Degree of Connectivity	Predominantly connects to other Primary and Distributor roads.	High. Predominantly connects to Primary and/or other Distributor roads.	High. Predominantly connects to Category A roads.	Medium. Predominantly connects to Category B roads.	Medium. Predominantly connects to Category C roads	Low. Provides mainly for property access.

4. Predominant Purpose	Movement of inter-regional and/or cross town/city traffic e.g. freeways, highways and main roads.	Roads recognized under the Midwest Roads 2030 Regional Strategy for Significant Roads. Criteria specified for this Road Type as stipulated by the Mid West Regional Road Group is shown at Attachment C .	High order local government roads, which perform a similar function to Category A roads yet with reduced capacity. These are roads ineligible and not recognised in the Midwest Roads 2030 Regional Strategy as Significant Roads, yet form a main feeder role within the Shire's road network to/from Primary Distributor (PD) & Main Arterial (Category A) roads. These roads will also have: <ul style="list-style-type: none"> Significant commercial agricultural activity to road and feeder roads; Significant collector road for PD & A Category roads 	Roads which are not PD, Category A or B yet which link to/from these roads for efficient movement of people and goods within the Shire. These are medium order local government roads which provide for: <ul style="list-style-type: none"> lower number of properties servicing commercial agricultural activities; Access to a specific facility; Local traffic only. 	Connect predominantly to other Shire Roads as access routes only. Not district (shire) local feeder roads, yet which are designed for efficient movement of people and goods from properties to PD, Category A, B or C roads These are lower order local government roads which provide for: <ul style="list-style-type: none"> lower number of properties servicing commercial agricultural activity than Category C roads; Local traffic only. 	Provide local access to abutting properties and predominantly link (yet not limited to) Category D roads. Includes unformed roads/tracks within a road reserve used by the public
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	In accordance with the <i>Significant Roads Categories & Road Type Description</i> sections of the Mid West Regional Road Group <i>Policy & Procedures Manual</i> (See Extract from MWRRG Policy Manual at Attachment B)	Not specified, yet should be greater than C; D & E category Roads	Not specified, yet should be greater than D & E category Roads	Not specified, yet should be greater than E Category Roads	Not specified.
6. Recommended Operating Speed	50 – 110 km/h (depending on design characteristics).	50 – 110 km/h (depending on design characteristics, RAV conditions).	50 – 110 km/h (depending on design characteristics, RAV conditions).	50 – 110 km/h (depending on design characteristics, RAV conditions).	50 – 110 km/h (depending on design characteristics, RAV conditions).	50 – 110 km/h (depending on design characteristics, RAV conditions).
7. Heavy Vehicles permitted	Yes. (as determined by MRWA Heavy Vehicle Services)	Yes. (Subject to RAV Category & Conditions)	Yes. (Subject to RAV Category & Conditions)	Yes. (Subject to RAV Category & Conditions)	Yes. (Subject to RAV Category & Conditions)	Yes. (Subject to RAV Category & Conditions)

8. Intersection treatments	Controlled with appropriate measures e.g. high-speed traffic management, signing, line marking, grade separation.	Controlled with measures such as signing and line marking where appropriate. Line marking installs in accordance with MRWA guidelines.	Controlled with minor Local Area Traffic Management or measures such as signing.	Controlled with minor Local Area Traffic Management or measures such as signing.	Controlled with minor Local Area Traffic Management or measures such as signing or Self-controlling with minor measures.	Controlled with minor Local Area Traffic Management or measures such as signing or Self-controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Yes	Yes	Yes	Yes	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	Yes, with minor safety measures where necessary.	Yes, with minor safety measures where necessary.	Yes, with minor safety measures where necessary.	Yes, with minor safety measures where necessary.	Yes, with minor safety measures where necessary.
11. School Buses	Yes.	Yes.	Yes.	Yes.	Yes.	Yes
12. On-Road Parking	No (emergency parking on shoulders only).	<u>Built Up Area</u> Yes, where sufficient width and sight distance allow safe passing. <u>Non-Built Up Area</u> No. Emergency parking on shoulders only.	<u>Built Up Area</u> Yes, where sufficient width and sight distance allow safe passing. <u>Non-Built Up Area</u> No. Emergency parking on shoulders only.	<u>Built Up Area</u> Yes, where sufficient width and sight distance allow safe passing. <u>Non-Built Up Area</u> No. Emergency parking on shoulders only.	<u>Built Up Area</u> Yes, where sufficient width and sight distance allow safe passing. <u>Non-Built Up Area</u> No. Emergency parking on shoulders only.	<u>Built Up Area</u> Yes, where sufficient width and sight distance allow safe passing. <u>Non-Built Up Area</u> No. Emergency parking on shoulders only.
13. Signs & Line marking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs. In accordance with MRWA guidelines and where applicable. (Note: Speed signs not applicable on unsealed roads).	Speed signs and guide signs where applicable. (Note: Speed signs not applicable on unsealed roads).	Speed signs and guide signs where applicable. (Note: Speed signs not applicable on unsealed roads).	Speed signs and guide signs where applicable. (Note: Speed signs not applicable on unsealed roads).	Speed signs and guide signs where applicable. (Note: Speed signs not applicable on unsealed roads).
14. Rest Areas/Parking Bays	In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Not Applicable	Not Applicable.	Not Applicable.

DEFINITIONS/ACRONYMS

AADT	Annual Average Daily Traffic
ESA	Equivalent Standard Axles
Built Up Areas	See Note 3 below. The criteria was provided by the Western Australian Local Government Grants Commission (WALGGC).
MWRRG	Mid West Regional Road Group
MRWA	Main Roads Western Australia
Primary Criteria	A road, or road section, must meet all of these criteria to qualify for the category.
Secondary Criteria	These criteria are provided as indicators of the likely characteristics of a road designated under a particular road type. Ideally, a road should have all of these characteristics, but it is recognised that is unlikely to occur in a number of instances, particularly for traffic volumes in rural areas.
VPD	Vehicles Per Day

NOTES

1. The type designated to each road should represent the role that the road is intended to perform. It may not necessarily reflect the current conditions on the road.
2. Declared Roads under the Main Roads Act ('highways' and 'main roads')
3. Built Up Areas (as defined by the Western Australian Local Government Grants Commission)
Built up areas are identified because roads within them generally involve greater expenditure than roads in non-built up areas. This is because roads in built up areas:
 - have high traffic volumes;
 - have large numbers of intersections, necessitating intersection treatments, pavement markings, signs, etc.;
 - require kerbing for traffic control and or drainage;
 - require an asphalt surface where traffic volumes are high, or where noise reduction is important;
 - require underground drainage because surface drainage is impractical;
 - involve high cost of service alterations during reconstruction;
 - involve high costs because road works have to be carried out under heavy traffic.

The following definition is intended to limit built up areas to localities where the above conditions prevail.

Residential localities, which have lots with areas less than 0.45 ha, and commercial and industrial areas that meet the following criteria are classed as built up:

- at least half the blocks are developed;¹
- existing roads have a minimum standard of a gravel road for old subdivisions and a sealed road for new subdivisions.

Areas serving sporting complexes, schools and caravan parks are classed as built up where:

- they are located in an area which is developed as residential; or
- the existing roads serving these facilities are already sealed and kerbed.

A road connecting two built up areas is classed as a road in a built-up area where the connecting road is less than 300m in length.

¹ Roads within new subdivisions being developed in accordance with a Structure Plan should be designed and constructed in accordance with the planned use of the road once the area is fully developed. They should be categorised on the basis of the intended purpose.

ATTACHMENT A

DESCRIPTION & FUNCTION OF ROAD HIERARCHY CATEGORIES

Road Category	Description	Function
Main Roads WA Responsibility		
PD	Primary Distributor	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia.
Shire of Chapman Valley Responsibility		
A	Main Arterial (Significant Roads 2030)	Roads recognized under the Midwest Roads 2030 Regional Strategy for Significant Roads. Criteria specified for this Road Type as stipulated by the Mid West Regional Road Group is shown at Attachment C .
B	Main Feeder Roads	High order local government roads, which perform a similar function to Category A roads yet with reduced capacity. These are roads ineligible and not recognised in the Midwest Roads 2030 Regional Strategy as Significant Roads, yet form a main feeder role within the Shire's road network to/from Primary Distributor (PD) & Main Arterial (Category A) roads. These roads will also have: <ul style="list-style-type: none"> Significant commercial agricultural activity to road and feeder roads; Significant collector road for PD & A Category roads
C	Minor Feeder Roads	Roads which are not PD, Category A or B yet which link to/from these roads for efficient movement of people and goods within the Shire. These are medium order local government roads which provide for: <ul style="list-style-type: none"> lower number of properties servicing commercial agricultural activities; Access to a specific facility; Local traffic only.
D	Major Access Roads	Connect predominantly to other Shire Roads as access routes only. Not district (shire) local feeder roads, yet which are designed for efficient movement of people and goods from properties to PD, Category A, B or C roads These are lower order local government roads which provide for: <ul style="list-style-type: none"> lower number of properties servicing commercial agricultural activity than Category C roads; Local traffic only.
E	Minor Access Roads	Provide local access to abutting properties and predominantly link (yet not limited to) Category D roads. Includes unformed roads/tracks within a road reserve used by the public

ATTACHMENT B**MWRRG ROAD TYPE CRITERIA**

Road Type & Description	2 Formed	3 Gravel	4 Sealed	5 Sealed	6 Sealed	7 Sealed
New Construction ¹			4.0 m	7.0 m	8.0m – 9.0m	Passing Lane
Existing Road ²			<5.6m	5.6-7.0m	>7.0m	
AADT Range	0-30	31-50	51-100	101-500	501-1000	> 1000
Daily ESA Range	0-5	6-20	21-40	41-60	> 60	

¹ Seal widths are the minimum for new construction of the relevant Road Type

² Width range for the purpose of determining Road Type for existing roads

ATTACHMENT C**MID WEST REGIONAL ROAD GROUP**
REGIONAL STRATEGY FOR SIGNIFICANT ROADS CRITERIA**1. Freight & Community Access**

- 1.1 Roads connecting areas of significant population (>500).
- 1.2 A road which performs a district distributor function in major urban centres.
- 1.3 A road which forms part of an inter-regional route.
- 1.4 A road which links inter-regional or regional routes.
- 1.5 The development of parallel routes should be avoided.
- 1.6 A road which connects major transport terminals or connects a major transport terminal to a major route.
- 1.7 A road which serves a major resource or industrial site.
- 1.8 A road providing access to regional institutions or community service centres.
- 1.9 A road used for hauling grain from an off-road rail bin to a rail head.
- 1.10 A road which forms part of a regional heavy haulage route.
- 1.11 A road which provides access to a remote community with a population of more than 250.
- 1.12 A road which is the only land access between a remote community (population more than 50) and at least one town centre.

2. Tourism/Recreation

- 2.1 Roads which provide access to tourist attractions or recreation areas of State or regional significance.
- 2.2 Roads which form part of a State or regionally significant tourist drive.
- 2.3 Roads which have a high visual quality proven through a formal visual assessment using a methodology approved by the Australian Institute of Landscape Architects.
- 2.4 Roads which connect the region with a significant tourist destination and give travel time and distance savings.

3. Road Function

Whether the road services predominantly through traffic or local traffic.

DEFINITIONS

Regional Route: Shall be defined as a road that provides a connection between inter-regional routes or between areas of significant population.

Inter-Regional Route: Shall be defined as a road that provides the main connection between this

region, other regions in the State and interstate.

Major Route: A road which provides both regional and inter-regional access.

8.2	Proposed 2024/2025 Road Works Program & Review Of Ten Year Road Works Program
Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1002
Attachment(s)	1. Proposed 10 Year RW Prog (2024) [8.2.1 - 7 pages] 2. IMP-020 [8.2.2 - 1 page] 3. IMP-022 [8.2.3 - 1 page]

Voting Requirements

Simply Majority

Staff Recommendation

STAFF RECOMMENDATION (Option 1)

The Road Infrastructure Committee recommends Council to endorse:

1. The *10 Year Road Works Program 2024/25 to 2031/2032* as presented at ***Attachment Proposed 10 year RW Program*** without change
2. The LRCIP Roads Funding for East Chapman & Eliza Shaw Drive and this Program be used as a basis for resource allocation into the Draft 2024/2025 Budget.
3. The actions of the CEO in presenting the Nabawa-Yetna Road and Ogilvie East Road (Shire of Northampton)/ Nolba Stock Route / Nolba Stock Route Road / Nolba Road to the Batavia Regional Road Group for endorsement on the Roads 2040 document.

-OR -

STAFF RECOMMENDATION (Option 2)

The Road Infrastructure Committee recommends Council endorse:

1. The *10 Year Road Works Program 2024/25 to 2031/2032* as presented at ***Attachment Proposed 10 year RW Program*** with the following changes and this Program be used as a basis for resource allocation into the Draft 2024/2025 Budget:
-
2. The LRCIP Roads Funding for East Chapman & Eliza Shaw Drive and this Program be used as a basis for resource allocation into the Draft 2024/2025 Budget.

Disclosure of Interest

No officer declared an interest under the Local Government Act 1995, Subdivision 1 (LGA 1995) in the preparation of this report.

Background

The purpose of this Item is to present Councillors with a proposed 2024/2025 & Ten-Year Road Works Programs for consideration.

Determination from the Road Infrastructure Committee will form a recommendation to Council for consideration and endorsement for allocation of funding and resources to the forthcoming Draft Budget.

Comment

Council resolved the following at the February 2023 OCM:

ROAD INFRASTRUCURE COMMITTEE /STAFF RECOMMENDATION (Option 2)

The Road Infrastructure Committee recommends Council endorse the 10 Year Road Works

Program 2023/24 to 2031/2032 as presented at Attachment Proposed 10 Year Road Program with the following changes and this Program be used as a basis for resource allocation into the Draft 2023/2024 Budget:

- 1. 1. Apply to include the following roads to the "Roads 2040" priority listing, Nabawa-Yetna Road, Nolba Stock Route Road and Wandana Road.*
- 2. 2. 24/25 Year be listed as East Nabawa and either Nanson-Howathara or Durawah/Station/Station Valentine Road.*

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Nicole Batten, Cr Peter Humphrey and Cr Trevor Royce

Against Nil

8 / 0

***CARRIED UNANIMOUSLY
Minute Reference RIC 2023/03-5***

Proposed 2024/2025 Road Works Program

It is hoped all road projects scheduled for 2023/2024 will be completed; however, there is invariably slippages in the program of works estimated timeline and the recommended 2022/2023 Roadworks Program will always attempt to adhere to Council priorities i.e.

- *Priority 1 – Grant funded projects*
- *Priority 2 – Own resource projects (carried over & new)*
- *Priority 3 – Maintenance works*

It must be understood in reality road work maintenance issues at times will take precedence over other road works projects (e.g. own resource projects).

The Mid West Regional Road Group (MWRRG) projects have been approved by the Mid-West Regional Road Group and formal notification has been received from Main Roads WA advising of the projects the Shire will be funded for in 2024/2025. Therefore, these particular projects cannot be adjusted.

MWRRG grant applications are lodged with Main Roads WA (MRWA) by the 31st August each year. The Shire of Chapman Valley submission in accordance with Council's approved Ten Year Road Works Program with the approved projects, estimated costs and score for 2024/2025 being as follows:

Road	Works Description	Score	Total Project Cost Estimate \$	MWRRG Grant \$	Shire Minimum Contrib \$
Durawah/Stn /Stn Valentine	3.5 to 7.0 SLK – 3.0Kms Upgrade to 7.2m seal	91.67	450,000	300,000	150,000
East Nabawa (West)	12.05 to 15.05 SLK – 3Kms Upgrade to 7.2m seal	97.38	465,000	300,000	165,000
Nanson Howatharra	4.5 to 11.85 – 7.35 kms Reseal Existing Pavement	81.43	450,000	300,000	150,000
			Due the maximum an LGA can take from the Pool being 20% after every LGAs first project costs are deducted from the total Pool amount this project will not be fully funded. Submission was for: Total Project Cost\$450,000 MWRRG Grant\$300,000 Shire Contrib\$150,000 The final amount of funds this project will receive will subject to the Total Pool amount. The above figures are based on MRWA's confirmed 23/24 Funds Pool of \$8,758,237.		
Estimated Totals			\$1,365,000	\$900,000	\$465,000

The MWRRG Policies and Procedures include the following restrictions:

- \$300,000 - Maximum allowable grant fund per individual project;

- Every LGA will have their highest priority project funded, irrespective of the project score
- 20% of Pool Residual after every LGAs first project costs are deducted from the total Pool amount.

These conditions have been changed and will be effective from the 2023/2024 as it was felt by the MWRRG a few LGAs were continually receiving the maximum allocation of 20% of the Total Pool, resulting in those LGAs with the lower scoring projects not getting funding, other than the minimum amount set of \$150,000.

Based on the 2023/2024 total pool estimated amount of \$8,758,237 the maximum an LGA can take from the Pool, under the new conditions, in 23/24 is \$963,733. Therefore the Shire of Chapman Valleys approved projects for 2024/2025 is this maximum amount available

Below is a comparison of RRG grants received over past years:

14/15	\$573,333
15/16	\$371,000
16/17	\$1,083,334
17/18	\$1,162,000
18/19	\$1,170,666
19/20	\$1,140,333
20/21	\$1,200,000
21/22	\$1,499,667
22/23	\$1,009,060
23/24	\$1,068,000
24/25	\$900,000

As mentioned last year, it was expected the Shire's ability to attract similar MWRRG Grant Funds in 23/24 and future years was expected to diminish from previous years due to amendments to the grant fund allocation guidelines.

In addition to the Regional Road group funding, the Federal Government have allocated \$210,791 as part of the Local Roads and Community Infrastructure Program Phase 4A – Roads Funding. The following projects have been suggested for the works:

East Chapman Reconstruction \$180,791

Eliza Shaw Drive Drainage Improvements \$ 30,000

The R2R Funding Program will continue for a further four years after 23/24, while we are unsure of the amount, it will be considerably more than the existing, increasing each year (existing rate is \$328,620 per financial year).

The *Proposed 10 Year Road Works Program (2023/2024 to 2031/2032)* reflects the anticipated MWRRG & R2R grant funding. However, it must be understood this funding could vary as MWRRG grant funds are annually contestable and R2R grant funds are not guaranteed beyond 2024/2025.

Ten (10) Year Road Works Program

Attached is the **Current** *10 Year Road Works Program (2021/2022 to 2030/2031)* with the **Proposed** *10 Year Road Works Program* adding the year 2031/2032 **Attachment Proposed 10 year RW Program**

The CEO, Manager Works & Service (Esky Kelly) and the Works Leading Hand (Marty Elks) have reviewed the Program.

The *Proposed 10 Year Road Works Program* continues to reflect the following:

1. The opportunity to attract MWRRG grant funds for recognised Significant Roads within the Shire of Chapman Valley may diminish over the period of the ten-year program.
2. The opportunity to attract MWRRG grant funds for recognised Significant Roads within the Shire of Chapman Valley may gradually revert to reseal project, which are basically 100% external costs (materials & contract) and will not assist with supporting the Shire own internal costs (i.e. labour, plant, etc.).
3. As the MWRRG grant funds projects drop off, less external funds will be available and more internal own resource road works projects will be undertaken (e.g. Gravel Sheeting on roads not recognised as MWRRG Significant Roads).
4. The previously endorsed list of gravel sheeting roads from the Shire's own resources has not been altered in order of priority from the current program.
5. The previously endorsed list of reseal program from grants and the Shire's own has not been altered in order of priority from the current program.
6. There has been an effort to spread the effect of less MWRRG grants across the whole 10-year period, rather than the alternative of a sudden loss of grant funds from this source.
7. The issue of external funds (e.g. grants, contributions) covering the contract and materials costs for the annual road works program also needed to be address. An average contract & materials component has been calculated using historical data for the type of works; however, this can fluctuate when a more detailed cost analysis is undertaken for each specific project.

Therefore, based on the historical data, the *Proposed 10 Year Road Works Program* has been continued to calculate the differential between Contracts & Materials – v – Grant/Contributions received. Again, the proposed program has attempted to ease the effect of grants being a source to fully cover contracts & materials and to supplement the Shire internal resource costs (labour, plant, etc.).

1. In previous programs the ten-year programs includes an annual amount for “*Additional Employee Costs & Contract/Materials Contingency*”. This pool of funds is made up of the following components:
 - i. \$75,000 – Casuals and Guaranteed & Additional overtime paid to road works crew as required; and
 - ii. \$200,000 – External contingency used to hire external contractors and purchase materials as required (this amount can vary).

The proposed program continues to quarantine the \$75,000 for casuals and guaranteed & additional overtime components every year, yet uses the \$200,000 contracts/materials contingency as a balancing aid across the program. Therefore, it will be noted how this figure continues to fluctuate across the ten-year period. The 2024/2025 program has \$250,000 allocated i.e.

\$75,000 – Casuals and Guaranteed & Additional overtime paid to road works crew as required; and

\$175,000 – External contingency used to hire external contractors and purchase materials as required

1. The concept of placing funds into the Roadworks Reserve Fund to assist with funding the proposed program of works in years the later years of the Program has been retained.

Statutory Environment

Long Term Financial Plan

No major effect is anticipated on the Long Term Financial Plan.

Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Financial Implications

Long Term Financial Plan

No major effect is anticipated on the Long Term Financial Plan.

Road Works is the largest expenditure component of the Shires operations, which makes it important to ensure the limited resources made available by grants and those allocated by Council to this function are maximised.

Long Term Financial Plan (LTFP):

The Proposed Road Works Program has been structured in a way to maintain the Shire's Own Resources contribution towards the overall program irrespective of the grants received. This will complement the estimated expenditure allocation in the current LTFP.

Strategic Implications

It is imperative Council carefully considers where resources are allocated in future road works programs to ensure the higher priority roads are catered for. The Shires Road Hierarchy identifies the priority roads into the following categories:

- A. Main Arterial Roads (Significant Roads approved by the MWRRG only);
- B. Main Feeder Roads;
- C. Minor Feeder Roads;
- D. Major Access Roads; and
- E. Minor Access Roads

The Road Hierarchy list will be reviewed as part of the Road Infrastructure Committees purpose and is listed for discussion in Agenda Item 8.1.1.

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

PHYSICAL & DIGITAL INFRASTRUCTURE

4.1 Develop, manage, and maintain built infrastructure.

4.1.1 Asset Management Plan.

PHYSICAL & DIGITAL INFRASTRUCTURE

4.2 Manage and maintain roads, drainage, and other essential infrastructure.

4.2.1 Capital Road Works Programs.

Consultation

The Chief Executive Officer conferred with the Consultant Engineer, Manager Works & Services and Works Leading Hand when developing the *Proposed Ten-Year Road Works Programs* presented to Council.

Risk Assessment

An Insignificant Financial Impact Risk of Level 1 - Which will likely be less than \$1,000.

An Insignificant Service Disruption Risk of Level 1 - Which will likely resulting in no material service disruption.

An Insignificant Reputational Risk of Level 1 - Which will likely result in unsubstantiated, low impact, low profile or 'no news' item.

TEN YEAR ROADWORKS PROGRAM

COMMITTEE ENDORSED - MARCH 2021

Council Resolution: 03/21-3

The Road Infrastructure Committee recommends Council endorse the 10 Year Road Works Program 2021/22 to 2030/2031 as presented at Attachment 9.2(a) with the following changes and this Program be used as a basis for resource allocation into the Draft 2021/2022 Budget:

i. Extend seal on McCagh Road to Golf Club entrance;

ii. Remove Parkfalls Estate Shoulder works from future Program road works;

iii. Ensure own resource projects from previous year not completed are prioritised in 2021/2022 budget;

iv. Budget consideration for additional roadworks staff member

v. Concept Forum discussion on investigating improvement options Parkfalls Estate bridle paths; and

vi. Traffic Counters to be placed on Nolba Road, Olsen Road, Nabawa Yetna Road; however grant project roads to take priority.

Per KM average cost for work types (Note these can vary due to culvert numbers, lead distance, alignments, location, project size, etc.)		ESTIMATED AVERAGE COST BASED ON CURRENT YEAR COSTS								
			Dist	Est Cost	Aver/Km					
\$67,000	Gravel Sheetting Average	Gravel Sheetting	4.00	\$268,401	\$67,100					
\$155,000	Reconstruct from Gravel to 7.2m Seal	Recnst to 7.2m seal	12.65	\$1,944,869	\$153,745					
\$130,000	Widen from 4m to 7.2m Seal	Widen 4m to 7.2m	NA	\$130,000	\$130,000					
\$75,000	Shoulder Reconstruction	Shoulder Reconst	NA	\$75,000	\$75,000					
\$5	Reseal 14mm per m2									

Year	RRG	Hierarchy	Own Resource/Other Funding Sources/Comments	Type of work	Length SLK or Area	Estimated Total Project Cost (Excl Trnsfers to Infrast. Reserve)	Funding Sources				
							Shire	RRG/SBS	R2R	Direct Grant	Other

Notes:
Indicates Variation to Previously endorsed Road Works Program
Annual Gravel Sheetting distance will vary to bring Program into approximate annual average Road Work Program amount

52%

Percentage of Contract & Materials for whole RW Program

TEN YEAR ROADWORKS PROGRAM

Year		RRG	Hierarchy	Own Resource/Other Funding Sources/Comments	Type of work	Length SLK or Area	Estimated Total Project Cost (Excl Trnsfers to Infrast. Reserve)	Funding Sources				
								Shire	RRG/SBS	R2R	Direct Grant	Other
TWO	2023-24	RRG Grant Projects	Other Grant; Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		East Nabawa	A		Upgrade to 7.2m Seal	3.00	\$465,000	\$0	\$300,000	\$165,000		
		Northampton Nabawa	A		Shoulder Reconstruction & Reseal	3.29	\$450,000	\$28,380	\$300,000	\$121,620		
		Durawah/Stn/Stn Val	A		Upgrade to 7.2m Seal	3.00	\$450,000	\$108,000	\$300,000	\$42,000		
		Coronation Beach Rd	A	Continuation of 22/23 not completed	Reseal/Shoulders/Drainage	0.00	TBD	\$0				
		Nanson Howatharra	A		Reseals	7.00	\$252,000	\$84,000	\$168,000			
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
					Gravel Sheetting	13.00	\$871,000	\$871,000				\$0
					Reseal (Own Resources)	6.56	\$230,660	\$230,660				
		Additional Employee Costs & Contract/Material Contingency					\$275,000	\$275,000				
		Contingency Transferred TO Road Infrastructure Reserve					\$0	\$0				
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
			-	Major Maintenance Works - Various Roads	Vegetation Clearance; Drainage Works; Etc)	0.00	\$451,403	\$328,930			\$107,473	\$15,000
			-	Minor Maintenance Works - Various Roads	Maintenance Grading; Etc)	0.00	\$171,036	\$171,036			\$9,463	
							\$3,616,099	\$2,097,006	\$1,068,000	\$328,620	\$116,936	\$15,000
							Total Grants & Contributions		\$1,528,556			
							% of Grants/Contribution to Total Program of Works		42.27%			
THREE	2024/25	RRG Grant Projects	Other Grant; Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		East Nabawa	A		Upgrade to 7.2m Seal	3.00	\$465,000	\$0	\$300,000	\$165,000		
		Nanson Howatharra	A		Reseals	7.35	450000	86667	300000	63333		
		Durawah/Stn/Stn Val	A		Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$34,713	\$300,000	\$100,287		\$15,000
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
					Gravel Sheetting	21.00	\$1,407,000	\$1,407,000				\$0
		Additional Employee Costs & Contract/Material Contingency					\$225,000	\$225,000				
		Contingency Transferred TO Road Infrastructure Reserve					\$100,000	\$100,000				
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
			-	Major Maintenance Works - Various Roads	Vegetation Clearance; Drainage Works; Etc)	0.00	\$451,403	\$343,930			\$107,473	
			-	Minor Maintenance Works - Various Roads	Maintenance Grading; Etc)	0.00	\$171,036	\$161,573			\$9,463	
							\$3,719,439	\$2,358,883	\$900,000	\$328,620	\$116,936	\$15,000
							Total Grants & Contributions		\$1,360,556			
							% of Grants/Contribution to Total Program of Works		36.58%			
FOUR	2025/26	RRG Grant Projects	Other Grant; Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		Durawah/Stn/Stn Val	A		Upgrade to 7.2m Seal	3.50	\$542,500	\$0	\$300,000	\$242,500		
		Bella Whelarra	A		Various Reseals (MWRRG)	6.50	\$234,000	\$18,000	\$156,000	\$60,000		
		Durawah/Stn/Stn Val	A		Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$108,880	\$300,000	\$26,120		\$15,000
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
					Gravel Sheetting	21.00	\$1,407,000	\$1,407,000				\$0
		Additional Employee Costs & Contract/Material Contingency					\$225,000	\$225,000				
		Contingency Transferred TO Road Infrastructure Reserve					\$150,000	\$150,000				
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
			-	Major Maintenance Works - Various Roads	Vegetation Clearance; Drainage Works; Etc)	0.00	\$451,403	\$343,930			\$107,473	
			-	Minor Maintenance Works - Various Roads	Maintenance Grading; Etc)	0.00	\$171,036	\$161,573			\$9,463	
							\$3,630,939	\$2,414,383	\$756,000	\$328,620	\$116,936	\$15,000
							Total Grants & Contributions		\$1,216,556			
							% of Grants/Contribution to Total Program of Works		33.51%			

Notes:
Indicates Variation to Previously endorsed Road Works Program
Annual Gravel Sheetting distance will vary to bring Program into approximate annual average Road Work Program amount

Contract & Materials	SoCV Plant & Labour
\$255,750	\$209,250
\$247,500	\$202,500
\$247,500	\$202,500
TBD	\$0
\$252,000	\$0
Tranf FROM Res	\$130,650
	\$740,350
	\$230,660
	\$0
	\$200,000
	\$75,000
0	
Hudson	\$203,131
	\$248,272
	\$10,262
	\$160,774
\$3,625,562	
Bal Aid	\$1,777,454
	\$1,838,646
	\$3,616,099
	Cont/Materials - Grants Differential
	-\$248,898
	Reduction/Increase in Contract & Materials Contingency
	\$0

49%	Percentage of Contract & Materials for whole RW Program
Contract & Materials	SoCV Plant & Labour
\$255,750	\$209,250
\$450,000	\$0
Hudson	\$67,500
	\$382,500
Tranf FROM Res	\$211,050
	\$1,195,950
	\$150,000
	\$75,000
	\$100,000
	\$203,131
	\$248,272
	\$10,262
	\$160,774
\$3,719,439	
Bal Aid	\$1,447,694
	\$2,271,746
	\$3,719,439
	Cont/Materials - Grants Differential
	-\$87,138
	Reduction/Increase in Contract & Materials Contingency
	-\$50,000

39%	Percentage of Contract & Materials for whole RW Program
Contract & Materials	SoCV Plant & Labour
\$298,375	\$244,125
\$234,000	\$0
Hudson	\$67,500
	\$382,500
Tranf FROM Res	\$211,050
	\$1,195,950
	\$150,000
	\$75,000
	150000
	\$203,131
	\$248,272
	\$10,262
	\$160,774
\$3,630,939	
Bal Aid	\$1,324,319
	\$2,306,621
	\$3,630,939
	Cont/Materials - Grants Differential
	-\$107,763
	Reduction/Increase in Contract & Materials Contingency
	-\$50,000

36% Percentage of Contract & Materials for whole RW Program

TEN YEAR ROADWORKS PROGRAM

Year	RRG	Hierarchy	Own Resource/Other Funding Sources/Comments	Type of work	Length SLK or Area	Estimated Total Project Cost (Excl Trnsfers to Infrast. Reserve)	Funding Sources				
							Shire	RRG/SBS	R2R	Direct Grant	Other
FIVE	2026/27	RRG Grant Projects	Other Grant: Maintenance & Own Resource								
Priority 1 "Grant Funded" Projects will take precedence over all other road works											
	Bella Whelarra	A		Various Reseals (MWRRG)	5.00	\$180,000	\$0	\$120,000	\$60,000		
	Dartmoor/Dartmoor LN	A		Gravel Sheetting	7.00	\$469,000	\$7,000	\$312,667	\$134,333		\$15,000
	Durawah/Stn/Stn Val	A		Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$15,713	\$300,000	\$134,287		
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"											
Continuation of Priority Own Resource Road Works Projects - Non Specific											
				Gravel Sheetting	25.00	\$1,675,000	\$1,675,000				\$0
Additional Employee Costs & Contract/Material Contingency						\$225,000	\$225,000				
Contingency Transferred TO Road Infrastructure Reserve						\$150,000	\$150,000				
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)											
		-	Major Maintenance Works - Various Roads	Vegetation Clearance; Drainage Works; Etc)	0.00	\$451,403	\$343,930			\$107,473	
		-	Minor Maintenance Works - Various Roads	Maintenance Grading; Etc)	0.00	\$171,036	\$171,036			\$9,463	
						\$3,771,439	\$2,587,680	\$732,667	\$328,620	\$116,936	\$15,000
				Total Grants & Contributions			\$1,193,223				
				% of Grants/Contribution to Total Program of Works			31.64%				
SIX	2027/28	RRG Grant Projects	Other Grant: Maintenance & Own Resource								
Priority 1 "Grant Funded" Projects will take precedence over all other road works											
	Various Reseals	A		Various Reseals (MWRRG)	6.35	\$228,600	\$0	\$152,400	\$76,200		
	Dartmoor/Dartmoor LN	A		Gravel Sheetting	7.00	\$469,000	\$7,000	\$312,667	\$134,333		\$15,000
	Durawah/Stn/Stn Val	A		Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$31,913	\$300,000	\$118,087		
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"											
Continuation of Priority Own Resource Road Works Projects - Non Specific											
				Gravel Sheetting	22.00	\$1,474,000	\$1,299,000		\$0		\$175,000
				Reseal (Own Resources)	1.56	\$55,660	\$55,660				
Additional Employee Costs & Contract/Material Contingency						\$225,000	\$225,000				
Contingency Transferred TO Road Infrastructure Reserve						\$125,000					
Priority 4 Works (Amount listed is indicative only and may vary. If additional Maintenance Works required Priority 3 Works will reduce)											
		-	Major Maintenance Works - Various Roads	Vegetation Clearance; Drainage Works; Etc)	0.00	\$451,403	\$343,930			\$107,473	
		-	Minor Maintenance Works - Various Roads	Maintenance Grading; Etc)	0.00	\$171,036	\$171,036			\$9,463	
						\$3,649,699	\$2,133,540	\$765,067	\$328,620	\$116,936	\$190,000
				Total Grants & Contributions			\$1,400,623				
				% of Grants/Contribution to Total Program of Works			38.38%				
SEVEN	2028/29	RRG Grant Projects	Other Grant: Maintenance & Own Resource								
Priority 1 "Grant Funded" Projects will take precedence over all other road works											
	Various Reseals	A		Various Reseals (MWRRG)	6.53	\$163,080	-\$39,240	\$108,720	\$93,600		
	Dartmoor/Dartmoor LN	A		Gravel Sheetting	7.00	\$469,000	\$7,000	\$312,667	\$134,333		\$15,000
	Durawah/Stn/Stn Val	A		Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$49,313	\$300,000	\$100,687		
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"											
Continuation of Priority Own Resource Road Works Projects - Non Specific											
				Gravel Sheetting	24.00	\$1,608,000	\$1,458,000		\$0		\$150,000
Additional Employee Costs & Contract/Material Contingency						\$275,000	\$275,000				
Contingency Transferred TO Road Infrastructure Reserve						\$0					
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)											
		-	Major Maintenance Works - Various Roads	Vegetation Clearance; Drainage Works; Etc)		\$135,640	\$28,167			\$107,473	
		-	Minor Maintenance Works - Various Roads	Maintenance Grading; Etc)		\$386,879	\$377,416			\$9,463	
						\$3,487,599	\$2,155,656	\$721,387	\$328,620	\$116,936	\$165,000
				Total Grants & Contributions			\$1,331,943				
				% of Grants/Contribution to Total Program of Works			38.19%				

TEN YEAR ROADWORKS PROGRAM

[illegible]

RESEAL PROGRAM											
Priority	Road	SLK	SLK	Length	Width	Area	Rate/M2	Accum Total Est	Funding		Comments
		From	To				\$5.00		Costs/Year	MWRRG	
MWRRG FUNDING REQUEST											
1	Northampton Nabawa	0.00	3.00	3.00	7.20	21600	\$108,000	\$108,000	\$72,000	\$36,000	Part of 4 Year shoulder, Drainage- & Reseal MWRRG Grant- Applications
2	Northampton Nabawa	3.00	6.00	3.00	7.20	21600	\$108,000	\$216,000	\$72,000	\$36,000	
3	Northampton Nabawa	6.00	9.00	3.00	7.20	21600	\$108,000	\$324,000	\$72,000	\$36,000	
4	Northampton Nabawa	9.00	12.29	3.29	7.20	23688	\$118,440	\$442,440	\$78,960	\$39,480	
5	Coronation Beach	0.00	7.80	7.80	7.20	56160	\$280,800	\$723,240	\$187,200	\$93,600	
6	Nanson Howatharra	0.00	4.00	4.00	7.20	28800	\$144,000	\$867,240	\$96,000	\$48,000	
7	Nanson Howatharra	8.00	11.00	3.00	7.20	21600	\$108,000	\$1,443,240	\$72,000	\$36,000	
8	Nanson Howatharra	4.00	8.00	4.00	7.20	28800	\$144,000	\$1,173,240	\$96,000	\$48,000	
9	Nanson Howatharra	11.00	14.35	3.35	7.20	24120	\$120,600	\$1,725,840	\$80,400	\$40,200	
10	Balla Whelarra	0.00	6.50	6.50	7.20	46800	\$234,000	\$1,101,240	\$156,000	\$78,000	
11	Yuna Tenindewa (Secondary Freight)	0.00	5.00	5.00	7.20	36000	\$180,000	\$1,281,240	\$120,000	\$60,000	
12	Balla Whelarra	6.50	12.85	6.35	7.20	45720	\$228,600	\$1,509,840	\$152,400	\$76,200	
13	Yuna Tenindewa (Secondary Freight)	5.00	10.00	5.00	7.20	36000	\$180,000	\$1,689,840	\$120,000	\$60,000	
14	East Chapman	0.00	1.53	1.53	7.20	11016	\$55,080	\$1,744,920	\$36,720	\$18,360	
15	Narratarra	0.00	3.00	3.00	7.20	21600	\$108,000	\$1,852,920	\$72,000	\$36,000	
16	Yuna Tenindewa (Secondary Freight)	5.00	9.50	4.50	7.20	32400	\$162,000	\$1,029,240	\$108,000	\$54,000	
17	Yuna Tenindewa (Secondary Freight)	9.50	14.00	4.50	7.20	32400	\$162,000	\$1,335,240	\$108,000	\$54,000	
18	Yuna Tenindewa (Secondary Freight)	14.00	18.50	4.50	7.20	32400	\$162,000	\$1,605,240	\$108,000	\$54,000	
19	Yuna Tenindewa (Secondary Freight)	18.50	23.00	4.50	7.20	32400	\$162,000	\$1,887,840	\$108,000	\$54,000	
20	Yuna Tenindewa (Secondary Freight)	23.00	26.37	3.37	7.20	24264	\$121,320	\$2,009,160	\$80,880	\$40,440	
21	Durawah	0.00	9.22	9.22	4.00	36880	\$184,400	\$2,193,560	\$0	\$184,400	Part of Annual Upgrade MWRRG Projects

RESEAL PROGRAM											
Priority	Road	SLK	SLK	Length	Width	Area	Rate/M2	Accum Total Est	Funding		Comments
		From	To				\$5.00	Costs/Year	MWRRG	SoCV	
OWN RESOURCES											
1	Wandin	0.00	5.20	5.20	4.00	20800	\$104,000	\$2,297,560	\$0	\$104,000	Completed 20/21
2	Wandana	0.00	9.50	9.50	4.00	38000	\$190,000	\$2,487,560	\$0	\$190,000	Completed 20/21
3	Wokarena	0.00	0.50	0.50	7.00	3500	\$17,500	\$2,505,060	\$0	\$17,500	
4	East Terrace & East Terrace Access	0.00	1.06	1.06	7.20	7632	\$38,160	\$2,543,220	\$0	\$38,160	
5	White Peak	0.00	1.33	1.33	7.00	9310	\$46,550	\$2,589,770	\$0	\$46,550	Completed 20/21
6	Various Urban/Peri Urban Streets/Roads	0.00	4.00	5.00	7.00	35000	\$175,000				To be Determined as part of Annual Budget Process
				110.00					\$1,996,560	\$1,578,890	
									\$3,575,450		

CV Priority 2 3 Own Resource Projects

OWN RESOURCE PROJECTS (Other than Reseals) - Note: Amounts listed are indicative only and may vary																															
					Estimated Costs	Wandin	McNaught Mazzuchelli	#REF!	East Nabawa	#REF!	#REF!	#REF!	Murphy Norris	East Dartmoor	Coonawa	Durawah Northern Gully	White Peak	Bella Vista	Station Valentine	Nolba	Murphy Yetna	Nabawa Yetna	Cannon Whelarra	St Johns	Naraling East Yuna	Urch Road	Post Office Lane / River Road	Thompson Reidy	Forrester Brooks	Olsen	Oakajee
A	East Nabawa	Gravel Sheeting (Worst Area as determined by CEO)	4.00	Only if considered necessary as seal extension works are continuing on this road. If not required next gravel sheeting project is undertaken.					4.00																						
Current Year Endorsed Budget Projects																															
B	Wandin	Gravel Sheeting	4.00	\$268,401							#REF!																				
C	Murphy Norris	Gravel Sheeting	5.55	\$372,407								5.55																			
D	Newmarracarra	Gravel Sheeting	4.00	\$268,401								4.00																			
FUTURE																															
E	McNaught Mazzuchelli	Gravel Sheeting	4.30	\$288,532			4.30																								
C	Coonawa	Gravel Sheeting	4.00	\$268,401											4.00																
B	Nolba	Gravel Sheeting	4.00	\$268,401																4.00											
D	Durawah/Northern Gully	Gravel Sheeting	3.50	234,851												3.50															
C	Murphy Norris	Gravel Sheeting	6.00	402,602								6.00																			
C	East Dartmoor	Gravel Sheeting	4.00	268,401									4.00																		
E	Old Northampton FloodWay	Recap Floodway	0.00	TBC																											
D	Newmarracarra	Gravel Sheeting	4.04	\$271,085								4.04																			
D	Durawah Northern Gully	Gravel Sheeting	3.50	\$234,851												3.50															
C	Bella Vista	Gravel Sheeting	2.60	\$174,461														2.60													
B	Station Valentine	Gravel Sheeting	4.50	\$301,952															4.50												
A	East Nabawa	Gravel Sheeting	4.00	\$268,401					4.00																						
D	Durawah Northern Gully	Gravel Sheeting	2.90	\$194,591												2.90															
C	Coonawa	Gravel Sheeting	4.00	\$268,401											4.00																
C	Murphy Yetna	Gravel Sheeting	3.20	\$214,721																	3.20										
C	Nabawa Yetna	Gravel Sheeting	3.21	\$215,392																		3.21									
B	Station Valentine	Gravel Sheeting	4.50	\$301,952															4.50												
A	East Nabawa	Gravel Sheeting	4.00	\$268,401					4.00																						
C	Murphy Yetna	Gravel Sheeting	3.20	\$214,721																	3.20										
C	Nabawa Yetna	Gravel Sheeting	3.80	\$254,981																		3.80									
B	Nolba Stock Route	Gravel Sheeting	4.00	\$268,401																4.00											
C	Cannon Whelarra	Gravel Sheeting	4.00	\$268,401																			4.00								
B	Station Valentine	Gravel Sheeting	4.65	\$312,017															4.65												
C	St Johns Road	Gravel Sheeting	5.10	\$342,212																				5.10							
D	Durawah Northern Gully	Gravel Sheeting	3.75	\$251,626												3.75															
B	Nolba Stock Route	Gravel Sheeting	1.50	\$100,651																1.50											
C	Cannon Whelarra	Gravel Sheeting	3.00	\$201,301																		3.00									
C	St Johns	Gravel Sheeting	5.10	\$342,212																				5.10							
D	Newmarracarra	Gravel Sheeting	4.40	\$295,242								4.40																			
B	Naraling East Yuna	Gravel Sheeting	3.00	\$201,301																					3.00						
C	Cannon Whelarra	Gravel Sheeting	4.00	\$268,401																			4.00								
C	St Johns	Gravel Sheeting	5.10	\$342,212																				5.10							
D	Newmarracarra	Gravel Sheeting	4.40	\$295,242								4.40																			
D	Urch Road	Gravel Sheeting	4.00	\$268,401																					4.00						
B	Naraling East Yuna	Gravel Sheeting	4.00	\$268,401																						4.00					
D	Thompson Reidy	Gravel Sheeting	4.97	\$333,489																								4.97			
D	Newmarracarra	Gravel Sheeting	4.60	\$308,662																											
D	Uch Road	Gravel Sheeting	5.50	\$369,052																						5.50					
B	Naraling East Yuna	Gravel Sheeting	11.10	\$744,814																					11.10						
D	Forrester Brooks	Gravel Sheeting	7.00	\$469,703																									7.00		
D	Urch Road	Gravel Sheeting	5.50	\$369,052																						5.50					
B	Naraling East Yuna	Gravel Sheeting	6.00	\$402,602																						6.00					
D	Forrester Brooks	Gravel Sheeting	6.57	\$440,849																									6.57		
D	Naraling East Yuna	Gravel Sheeting	5.10	\$342,212																					5.10						
D	Olsen	Gravel Sheeting	4.50	\$301,952																									4.50		
D	Oakajee	Gravel Sheeting	4.00	\$268,401																										4.00	
B	White Peak	Upgrade to 7m Seal (Last Section)	3.50	\$538,106													3.50														
E	Post Office Lane / River Road	Reconstruct to 7m seal standard	0.62	\$95,322																						0.62					
			215.64	\$14,201,121	0.00	4.30	0.00	12.00	0.00	0.00	#REF!	11.55	4.00	8.00	13.65	0.00	2.60	13.65	9.50	6.40	7.01	11.00	15.30	29.20	15.00	0.00	4.97	13.57	4.50	4.00	

IMP-020 Midwest Regional Road Group (MWRRG) Significant Roads

MANAGEMENT PROCEDURE No.	IMP-020
MANAGEMENT PROCEDURE	MIDWEST REGIONAL ROAD GROUP (MWRRG) – SIGNIFICANT ROAD POLICY
RESPONSIBLE OFFICER	CHIEF EXECUTIVE OFFICER
PREVIOUS POLICY/PROCEDURE No.	15.40; IP-001
LEGISLATION	STATE ROAD COUNCIL / REGIONAL ROAD
RELEVANT DELEGATIONS	

OBJECTIVES:

To list roads under the control of the Shire of Chapman Valley as those recognised by the Mid-West Regional Road Group as *Significant Roads*.

MANAGEMENT PROCEDURE STATEMENT:

Roads under the control of the Shire of Chapman Valley recognised as being significant roads by the Mid-West Regional Road Group are: -

Rd No.	Road Name	RAV Category
19	Balla Whelarra	6
130	Chapman Valley	-
34	Coronation Beach	4
8	Dartmoor	6
21	Dartmoor Lake Nerramyne	6
12	East Bowes	6
1; 15 & 14	~ Durawah; ~ Station (between Durawah & Station Valentine Rd Junctions), ~ Station Valentine	6
150	East Chapman	6
16	East Nabawa	6
10	Nanson Howatharra	4
7	Narra Tarra	4
131	Northampton – Nabawa	6
132	Yuna – Tenindewa	7
13	Valentine	6,7

ADDITIONAL EXPLANATORY NOTES:

The above list of *Significant Roads* are the only roads eligible for funding through the Mid-West Regional Road Group Program.

ADOPTED/REVIEWED/AMENDED (OTHER THAN ANNUAL REVIEW OF ALL PROCEDURES:

Adopted – Council Resolution:	10/01-9
Reviewed – Council Resolution:	05/15-23; 06/15-18; 03/17-32; 03/17-32; 07/18-10; 07/19-4

IMP-022 Heavy Haulage Vehicle Permits

MANAGEMENT PROCEDURE No.	IMP-022
MANAGEMENT PROCEDURE	HEAVY HAULAGE VEHICLE PERMITS
RESPONSIBLE OFFICER	MANAGER WORKS & SERVICES
PREVIOUS POLICY/PROCEDURE No.	15.110; IP-003
LEGISLATION	ROAD TRAFFIC ACT, 1974 – HEAVY VEHICLE
RELEVANT DELEGATIONS	2012

OBJECTIVES:

To identify a heavy haulage route for roads under the control of the Shire of Chapman Valley.

POLICY STATEMENT/S:

The Shire adopt the current approved Main Roads WA's Restricted Access Vehicle (RAV) roads and conditions associated with approved roads within the Shire of Chapman Valley.

Procedures for the establishment of a new or amendment to an existing Heavy Haulage Route:

- Application to be sent to MRWA Heavy Vehicle Services (HVS) - Route Assessment Section.
- HVS to forward application to Shire of Chapman Valley for comments.
- Shire staff inspect route to determine suitability in accordance with basic MRWA criteria.
- Shire staff put recommendation to MRWA to reject or progress the application.
- MRWA HVS will send the application to MRWA regional office to inspect route and make appropriate recommendation back to MRWA HVS
- MRWA HVS reviews the route assessment then approves or rejects route and advised Shire of Chapman Valley accordingly.

Once a route has been approved it remains relevant to all operators who then make direct application to MRWA for a permit (not to the Shire).

Refer to the current Main Roads WA's Restricted Access Vehicle (RAV), website (links below) for the approved list of roads within the Management Procedure;

<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/notices/Pages/pmtc.aspx>
<https://mrapps.mainroads.wa.gov.au/RavNetworkMap>

ADDITIONAL EXPLANATORY NOTES:**ADOPTED/REVIEWED/AMENDED (OTHER THAN ANNUAL REVIEW OF ALL PROCEDURES:**

Adopted – Council Resolution:	04/04-23
Reviewed – Council Resolution:	05/15-23; 06/15-18; 03/17-32; 03/17-32; 07/16-11; 07/18-10;03/21-03

8.3 Review Heavy Haulage Vehicle Permit Roads	
Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1002
Attachment(s)	<ol style="list-style-type: none"> 1. Current HVS RAV Configurations [8.3.1 - 1 page] 2. IMP-020 [8.3.2 - 1 page] 3. IMP-022 [8.3.3 - 1 page] 4. Management Procedure - IMP-017 [8.3.4 - 1 page]

Voting Requirements

Simply Majority

Staff Recommendation

STAFF RECOMMENDATION (Option 1)

The Road Infrastructure Committee recommends Council endorses the *Management Procedure (IMP-025) – Heavy Haulage Vehicle Permits* as presented without change.

- OR -

STAFF RECOMMENDATION (Option 2)

The Road Infrastructure Committee recommends Council endorses the *Management Procedure (IMP-025) – Heavy Haulage Vehicle Permits* as presented with the following changes:

- 1.
- 2.

Disclosure of Interest

No officer declared an interest under the Local Government Act 1995, Subdivision 1 (LGA 1995) in the preparation of this report.

Background

The purpose of this Item is to present the Committee the current endorsed *Heavy Haulage Vehicle Permit (Policy IP-003)* for discussion and review.

Statutory Environment

Long Term Financial Plan

No major effect is anticipated on the Long Term Financial Plan.

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Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Management Procedure IMP-022 being reviewed is shown below:

MANAGEMENT PROCEDURE No.	IMP-022
MANAGEMENT PROCEDURE	HEAVY HAULAGE VEHICLE PERMITS
RESPONSIBLE OFFICER	MANAGER WORKS & SERVICES
PREVIOUS POLICY/PROCEDURE No.	15.110; IP-003
LEGISLATION	ROAD TRAFFIC ACT, 1974 – HEAVY VEHICLE OPERATIONS
RELEVANT DELEGATIONS	2012

OBJECTIVES:

To identify a heavy haulage route for roads under the control of the Shire of Chapman Valley.

POLICY STATEMENT/S:

The Shire adopt the current approved Main Roads WA's Restricted Access Vehicle (RAV) roads and conditions associated with approved roads within the Shire of Chapman Valley.

Procedures for the establishment of a new or amendment to an existing Heavy Haulage Route:

- (a) Application to be sent to MRWA Heavy Vehicle Services (HVS) - Route Assessment Section.*
- (b) HVS to forward application to Shire of Chapman Valley for comments.*

- (c) *Shire staff inspect route to determine suitability in accordance with basic MRWA criteria.*
- (d) *Shire staff put recommendation to MRWA to reject or progress the application.*
- (e) *MRWA HVS will send the application to MRWA regional office to inspect route and make appropriate recommendation back to MRWA HVS*
- (f) *MRWA HVS reviews the route assessment then approves or rejects route and advised Shire of Chapman Valley accordingly.*

Once a route has been approved it remains relevant to all operators who then make direct application to MRWA for a permit (not to the Shire).

Refer to the current Main Roads WA's Restricted Access Vehicle (RAV), website (links below) for the approved list of roads within the Management Procedure;

<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/notices/Pages/pmtc.aspx>

<https://mrapps.mainroads.wa.gov.au/RavNetworkMap>

Refer to relevant Policy/Procedure when exercising this delegation

This Management Procedure also refers to Delegation 2012 which states:

“The Chief Executive Officer is delegated the authority to endorse the Heavy Haulage Vehicle Permits Applications in accordance with Management Procedure (IMP-022) for the determination of variations to the RAV Network within the Shire of Chapman Valley subject to this delegation being restricted to RAV7 level. Any applications beyond this RAV level are to be put to Council for consideration.”

In addition to the aforementioned Management Procedure Council has also adopted the following Management Procedure (IMP-017) regarding the *Road Funding Allocation Process*:

MANAGEMENT PROCEDURE No.	IMP-017
MANAGEMENT PROCEDURE	ROAD WORK FUNDING ALLOCATION PROCESS
RESPONSIBLE OFFICER	CHIEF EXECUTIVE OFFICER
PREVIOUS POLICY/PROCEDURE No.	15.220
RELEVANT DELEGATIONS	

OBJECTIVES:

To set guidelines and procedures for categorising road hierarchy network and funding allocation priorities

MANAGEMENT PROCEDURE STATEMENT/S:

- 1. Council review existing Road Hierarchy List based upon Councillor(s) submissions and staff recommendation(s).*
- 2. Council review existing Regional Road Group priorities based upon Councillor(s) submissions and staff recommendation(s).*
- 3. Council reviews other grant programs (e.g. Black Spot, R2R) based upon Councillor(s) submissions and staff recommendation(s).*
- 4. Taking into account the delegations under Infrastructure Policy IMP-022, Council review existing Heavy Haulage Roads.*
- 5. Council review existing Program of Road Works based Councillor(s) submissions and upon staff recommendation(s).*
- 6. Councillors retain the right to present, and justify, changes to any of the above either via Chief Executive Officer's report or directly to the meeting.*
- 7. No changes to be made to any of the above unless fully endorsed by Council.*

Financial Implications

Long Term Financial Plan

No major effect is anticipated on the Long Term Financial Plan.

Road works is the largest income and expenditure component of the Shires operations, which makes it important to ensure the limited resources made available by grants and those allocated by Council to this function are maximized.

Long Term Financial Plan (LTFP):

The Heavy Haulage Vehicle Permit Management Procedure has been structured in a way to ensure each request for an upgrade the RAV rating to any particular road must go through a MRWA approved process.

There appears to be an increasing demand on the Shire road network by larger and heavier vehicles, which will no doubt have an adverse effect on the Shire roads and therefore the resources allocated by Council to roads.

It has also become obvious the Local Government Authority (LGA) is losing control of the level of heavy haulage vehicle using local roads under the control of the LGA. Though MRWA do consult with the LGA on every application made to introduce or upgrade the RAV rating on a local road the LGA cannot stop such applications if MRWA is comfortable the road meets their specification.

Strategic Implications

It is imperative Council carefully considers where resources are allocated in future road works programs to ensure the higher priority roads are catered for.

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

PHYSICAL & DIGITAL INFRASTRUCTURE

4.2 Manage and maintain roads, drainage, and other essential infrastructure.

4.2.1 Capital Road Works Programs.

GOVERNANCE & ACCOUNTABILITY

5.2 Be accountable and transparent while managing human and physical resources effectively

5.2.1 Asset Management.

Consultation

The Chief Executive Officer conferred with the Manager Works & Services and Works Leading Hand when reviewing the *Heavy Haulage Vehicle Permit Roads Management Procedure* presented to the Committee.

Risk Assessment

An Insignificant Service Disruption Risk of Level 1 - Which will likely resulting in no material service disruption.

An Insignificant Reputational Risk of Level 1 - Which will likely result in unsubstantiated, low impact, low profile or 'no news' item.

2016



Heavy Vehicle Services

VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – PRIME MOVER, TRAILER COMBINATIONS EXAMPLES					Axis Position	Length (m)	Mass (T) per Axle	R/U Network
1	(A) PRIME MOVER, SEMI TRAILER TOWING A B TRAILER	(B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER	(C) SHORT B-DOUBLE	(D) TWISTEER PRIME MOVER TOWING SEMI TRAILER	(A) (B) (C) (D)	<20 ≤10 ≤10 ≤19	40 50 50 47.5	1
2	(A) PRIME MOVER, SEMI TRAILER TOWING A PID TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B-TRIPLE	(A) (B) (C) (D)	<20 ≤27.5 ≤27.5 ≤25	47.5 67.5 87.5 42.5	2
3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER				(A) (B)	<27.5 ≤27.5	66.5 84	3
4	(A) PRIME MOVER, SEMI TRAILER TOWING 2 AXLE DOG TRAILER				(A)	<27.5	87.5	4
5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(C) B-DOUBLE TOWING A CONVERTER DOLLY	(D) B-TRIPLE		(A) (B) (C) (D)	>27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	84 84+ 87.5+ 84	5
6	(A) PRIME MOVER, SEMI TRAILER TOWING 2 AXLE DOG TRAILER	(B) B-TRIPLE	(C) PRIME MOVER SEMI TRAILER TOWING A 6 AXLE TRAILER & CONVERTER DOLLY		(A) (B) (C)	>27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	87.5 87.5 87.5+ 87.5	6
7	(A) PRIME MOVER, TOWING SEMI TRAILER AND B-DOUBLE	(B) B-DOUBLE TOWING A DOG TRAILER			(A) (B)	>27.5, ≤36.5 >27.5, ≤36.5	107.5 107.5	7
9	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS	(B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY	(D) PRIME MOVER, SEMI TRAILER TOWING A B-DOUBLE		(A) (B) (C) (D)	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5	120.5 84+ 107.5 107.5	9
10	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS	(B) B-DOUBLE TOWING A CONVERTER DOLLY CONNECTED TO 2 SEMI TRAILERS	(C) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS		(A) (B) (C) (D) (E) (F) (G)	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5	127.5 127.5 127.5 147.5 147.5 147.5 87.5+ 87.5	10

Truck, Trailer Combinations

2016

Heavy Vehicle Services

VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – TRUCK, TRAILER COMBINATIONS EXAMPLES					RAV Network	
		Axis Grouping Label	Length (m)	Mass (T) Permitted Gross Mass		
Category 1	(A) TRUCK LIVESTOCK OR VEHICLE CARRIER	(A)	A	<12.5	27.5	Network 1
	(B) TRUCK TOWING A PG TRAILER	(B)	A	<20	46.5	
	(C) TRUCK TOWING A DOG TRAILER	(C)	B	<20	50	
	(D) TRUCK TOWING A CAR CARRIER TRAILER	(D)	A	<20	42.5	
Category 2	(A) TRUCK TOWING A 6 AXLE DOG TRAILER	(A)	A	<25	67.5	Network 2
	(B) TRUCK TOWING A CAR CARRIER TRAILER	(B)	A	<25	42.5	
	(C) TRUCK TOWING A 2,3,4 OR 5 AXLE DOG TRAILER	(C)	B	<25	64.0	
	Example of Axis Groups					
Example of Axis Group with An Optional Axle						
Optional Axle						
Category 7	(A) TRUCK TOWING 2 X 5 OR 6 AXLE DOG TRAILERS	(A)	A	>27.5, <36.5	107.5	Network 7
Category 8	(A) TRUCK TOWING 2 DOG TRAILERS	(A)	A	>27.5, <36.5	107.5	Network 8
NOTES						
<div><div><div>1. Operators using a category of RAV outlined in this document must operate that RAV in accordance with the OPERATING CONDITIONS and only on the network specified.</div><div>2. These diagrams are a visual indication of the vehicle sets.</div><div>3. Operators must refer to the OPERATING CONDITIONS for the full vehicle description.</div></div><div><div>4. The height of the vehicle can exceed 4.3 m but MUST NOT exceed 4.6 m when it is:<ul style="list-style-type: none">(i) built to carry livestock or;(ii) carrying a vehicle to carry livestock or;(iii) carrying vehicles on more than one deck or;(iv) carrying a small model container or;(v) carrying a large individual item or;(vi) when operating with an appropriately licensed clear height curtain side or panel/curtain trailer.</div><div>5. Maximum forward (to) towing speed is 80 km/h.</div></div></div> <div><div>Heavy Vehicle Services Tel: 138 HVO (466) Email: hvs@mainroads.wa.gov.au Website: www.mainroads.wa.gov.au</div><div></div></div>						

IMP-020 Midwest Regional Road Group (MWRRG) Significant Roads

MANAGEMENT PROCEDURE No.	IMP-020
MANAGEMENT PROCEDURE	MIDWEST REGIONAL ROAD GROUP (MWRRG) – SIGNIFICANT ROAD POLICY
RESPONSIBLE OFFICER	CHIEF EXECUTIVE OFFICER
PREVIOUS POLICY/PROCEDURE No.	15.40; IP-001
LEGISLATION	STATE ROAD COUNCIL / REGIONAL ROAD
RELEVANT DELEGATIONS	

OBJECTIVES:

To list roads under the control of the Shire of Chapman Valley as those recognised by the Mid-West Regional Road Group as *Significant Roads*.

MANAGEMENT PROCEDURE STATEMENT:

Roads under the control of the Shire of Chapman Valley recognised as being significant roads by the Mid-West Regional Road Group are: -

Rd No.	Road Name	RAV Category
19	Balla Whelarra	6
130	Chapman Valley	-
34	Coronation Beach	4
8	Dartmoor	6
21	Dartmoor Lake Nerramyne	6
12	East Bowes	6
1; 15 & 14	~ Durawah; ~ Station (between Durawah & Station Valentine Rd Junctions), ~ Station Valentine	6
150	East Chapman	6
16	East Nabawa	6
10	Nanson Howatharra	4
7	Narra Tarra	4
131	Northampton – Nabawa	6
132	Yuna – Tenindewa	7
13	Valentine	6,7

ADDITIONAL EXPLANATORY NOTES:

The above list of *Significant Roads* are the only roads eligible for funding through the Mid-West Regional Road Group Program.

ADOPTED/REVIEWED/AMENDED (OTHER THAN ANNUAL REVIEW OF ALL PROCEDURES:

Adopted – Council Resolution:	10/01-9
Reviewed – Council Resolution:	05/15-23; 06/15-18; 03/17-32; 03/17-32; 07/18-10; 07/19-4

IMP-022 Heavy Haulage Vehicle Permits

MANAGEMENT PROCEDURE No.	IMP-022
MANAGEMENT PROCEDURE	HEAVY HAULAGE VEHICLE PERMITS
RESPONSIBLE OFFICER	MANAGER WORKS & SERVICES
PREVIOUS POLICY/PROCEDURE No.	15.110; IP-003
LEGISLATION	ROAD TRAFFIC ACT, 1974 – HEAVY VEHICLE
RELEVANT DELEGATIONS	2012

OBJECTIVES:

To identify a heavy haulage route for roads under the control of the Shire of Chapman Valley.

POLICY STATEMENT/S:

The Shire adopt the current approved Main Roads WA's Restricted Access Vehicle (RAV) roads and conditions associated with approved roads within the Shire of Chapman Valley.

Procedures for the establishment of a new or amendment to an existing Heavy Haulage Route:

- Application to be sent to MRWA Heavy Vehicle Services (HVS) - Route Assessment Section.
- HVS to forward application to Shire of Chapman Valley for comments.
- Shire staff inspect route to determine suitability in accordance with basic MRWA criteria.
- Shire staff put recommendation to MRWA to reject or progress the application.
- MRWA HVS will send the application to MRWA regional office to inspect route and make appropriate recommendation back to MRWA HVS
- MRWA HVS reviews the route assessment then approves or rejects route and advised Shire of Chapman Valley accordingly.

Once a route has been approved it remains relevant to all operators who then make direct application to MRWA for a permit (not to the Shire).

Refer to the current Main Roads WA's Restricted Access Vehicle (RAV), website (links below) for the approved list of roads within the Management Procedure;

<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/notices/Pages/pmtc.aspx>
<https://mrapps.mainroads.wa.gov.au/RavNetworkMap>

ADDITIONAL EXPLANATORY NOTES:**ADOPTED/REVIEWED/AMENDED (OTHER THAN ANNUAL REVIEW OF ALL PROCEDURES:**

Adopted – Council Resolution:	04/04-23
Reviewed – Council Resolution:	05/15-23; 06/15-18; 03/17-32; 03/17-32; 07/16-11; 07/18-10;03/21-03

MANAGEMENT PROCEDURE No.	IMP-017
MANAGEMENT PROCEDURE	ROAD WORK FUNDING ALLOCATION PROCESS
RESPONSIBLE OFFICER	CHIEF EXECUTIVE OFFICER
PREVIOUS POLICY/PROCEDURE No.	15.220
RELEVANT DELEGATIONS	

OBJECTIVES:

To set guidelines and procedures for categorising road hierarchy network and funding allocation priorities

MANAGEMENT PROCEDURE STATEMENT/S:

- 1. Council review existing Road Hierarchy List based upon Councillor(s) submissions and staff recommendation(s).*
- 2. Council review existing Regional Road Group priorities based upon Councillor(s) submissions and staff recommendation(s).*
- 3. Council reviews other grant programs (e.g. Black Spot, R2R) based upon Councillor(s) submissions and staff recommendation(s).*
- 4. Taking into account the delegations under Infrastructure Policy IMP-022, Council review existing Heavy Haulage Roads.*
- 5. Council review existing Program of Road Works based Councillor(s) submissions and upon staff recommendation(s).*
- 6. Councillors retain the right to present, and justify, changes to any of the above either via Chief Executive Officer's report or directly to the meeting.*
- 7. No changes to be made to any of the above unless fully endorsed by Council.*

8.4	Review Plant Replacement Program
Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1002
Attachment(s)	1. Proposed Plant Replacement Program (2024) [8.4.1 - 3 pages]

Voting Requirements

Simply Majority

Staff Recommendation

STAFF RECOMMENDATION (Option 1)

The Road Infrastructure Committee recommends Council endorses the 2024/25 year of the *Proposed Plant Replacement Program* as presented at ***Attachment Proposed Plant Replacement Program*** without change and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget and explore the philosophy of the Plant Replacement program and present to the April Council meeting for discussion and possible endorsement.

- OR -

STAFF RECOMMENDATION (Option 2)

The Road Infrastructure Committee recommends Council endorses the 2024/25 year of the *Proposed Plant Replacement Program* as presented at ***Attachment Proposed Plant Replacement Program*** with the following changes and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget and explore the philosophy of the Plant Replacement program and present to the April Council meeting for discussion and possible endorsement.

1.

Disclosure of Interest

No officer declared an interest under the Local Government Act 1995, Subdivision 1 (LGA 1995) in the preparation of this report.

Background

The Shire's *Plant Replacement Program* is reviewed annually to assist with the development of the Annual Budget for the forthcoming year. This review is also to consider the effect of

the Long Term Financial Plan (LTFP) which has plant replacement as an aspect to its overall costs estimates within the Plan.

Council resolved the following at the February 2023 OCM:

That Council endorses the Proposed Plant Replacement Program as presented at Attachment Proposed Plant Replacement Program and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget.

For Cr Beverley Davidson, Cr Darrell Forth, Cr Elizabeth-Anne Elliott-Lockhart, Cr Katie Low, Cr Kirrilee Warr, Cr Peter Humphrey and Cr Trevor Royce

Against Nil

7 / 0

CARRIED UNANIMOUSLY
Minute Reference RIC 2023/03-9

The Plant Replacement Program was presented to the 23/24 Budget Workshops and again at the Special Meeting of Council where the 23/24 Budget was formally adopted. The Program was adjusted to reflect the decisions and determinations at these meetings.

Comment

As previously reported, the most recent fair value review of the Shire's Plant & Equipment indicated Council's standard of plant is high in comparison to similar type and sized local government authorities. Though such an outcome is welcomed it is important Council is mindful of not letting the life and standard of key items of plant and equipment to extend to the point this effects the organisations operational needs.

While the current year is what Council is currently concerned with to ensure that the plant that requires replacing is suitably done so, management would like to explore the philosophy of of the Plant Replacement program and present to the April Council meeting for discussion and possible endorsement. This will not affect the current years suggested budget allocation as it will be recommended as per the attached Proposed Plant Replacement Program. There is a concern that without a designated philosophy on plant replacement and the constant 'juggling' of the program, that the plant replacement and financial benefit is not optimilised.

Statutory Environment

Long Term Financial Plan

No major effect is anticipated on the Long Term Financial Plan.

Policy/Procedure Implications

No Policy or Management Procedure affected.

Financial Implications

Long Term Financial Plan

No major effect is anticipated on the Long Term Financial Plan.

It is important Council annually review its *Plant Replacement Program* to ensure an informed decision-making process is evident when allocating resources update the Asset Management Plan, which is integrated with updates to the Long Term Financial Plan and the Annual Draft Budgets for the change-over/upgrading of Council's plant & equipment.

Strategic Implications

It is strategically sound for Council to have a robust and realistic Plant Replacement Program.

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

PHYSICAL & DIGITAL INFRASTRUCTURE

4.2 Manage and maintain roads, drainage, and other essential infrastructure.

4.2.2 Plant Replacement Programs.

Consultation

The Chief Executive Officer consulted with the Manager Works & Services and Works Leading Hand when developing the Proposed Plant Replacement Program presented to Council.

Changes to the current Plant Replacement Program are tracked on the Proposed Plan provided at ***Attachment Proposed Plant Replacement Program***

Risk Assessment

An Insignificant Financial Impact Risk of Level 1 - Which will likely be less than \$1,000.

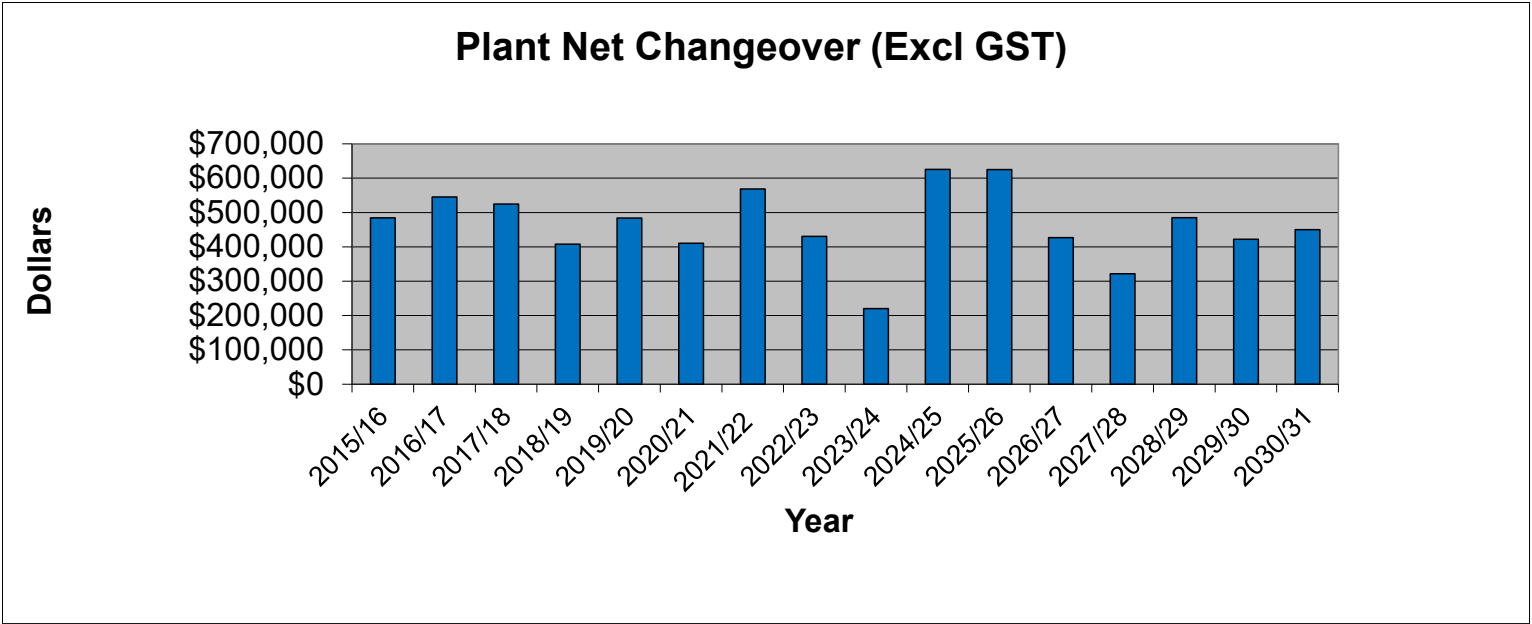
An Insignificant Service Disruption Risk of Level 1 - Which will likely resulting in no material service disruption.

An Insignificant Reputational Risk of Level 1 - Which will likely result in unsubstantiated, low impact, low profile or 'no news' item.

Asset No	Reg No	Plant No	SHIRE OF CHAPMAN VALLEY 10 YEAR PLANT REPLACEMENT SCHEDULE									
			2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2031/33
CAPITAL PURCHASE EXPENDITURE												
Existing Plant Type												
TRUCKS												
MV13	CV2806	P52	2015 Isuzu 450 Tipper Truck	\$70,000							\$75,000	
MV18	CV2859	P60	2016 Isuzu FRR 110-260, Crew Cab Truck		\$180,000							
MV23	CV2726	P72	2013 Coronado Freightliner Primemover (secondhand)		\$250,000							
364	CV918	P918	2008 Iveco Powerstar 6 x 4 Tip Truck (Not to be Replaced)									
393	CV69	P35	2010 Caterpillar Primemover									
MV18	CV2877	P81	2020 Coronado Freightliner 6 x 4 Tip Truck							\$310,000		
MV31	CV2962	P85	2021 Coronado Freightliner Prime Mover (New)								\$310,000	
GRADERS												
PE26	CV2938	P76	2019 120M Caterpillar Grader						\$400,000			
PE10	CV2861	P57	2016 John Deere 670G Grader			\$375,000						
NEW	NEW	NEW	2021 CAT 150L3 Grader									
ROLLERS												
51	CV1029	P1029	1976 Multi Tyred Roller - tow along	\$65,000								
PE25	CV2895	P75	2019 Multipac 524H Multi Tyred Roller							\$140,000		
PE15	CV2863	P66	2016 Cat CS78b Vibrating Roller					\$200,000				
342	CV2570	P2570	2007 Amman pneumatic Multi Tyred Roller	\$200,000								
NEW	NEW	NEW	Drawn Roller									
137	NA	P162	McDonalds Cricket Pitch Roller									
LOADERS												
PE14	CV2846	P62	2016 Case 580 ST Backhoe	\$200,000*								
P23	CV2892	P73	2018 Volvo loader L90F					\$325,000				
PE18	CV485	P67	2016 Caterpillar 236D Skid Steer		\$50,000							
385	950CV	P26	2008 Caterpillar 950H wheel loader	\$320,000								
PE33	NA	P87	Heil Forklift - 2.5t									\$30,000
TRACTORS												
PE11	CV2856	P56	2016 Case 60B Tractor				\$45,000					
MOWERS												
NEW	NEW	NEW	New Slasher 8ft approx.									
PE32	TBC	P84	2021 Bushranger Spartan SRT Lawn Mower			\$25,000						
PE9	CV2896	P1924	2015 Hustler RO Mower			\$30,000						
PE27	NA	P1926	2019 John Deere Ztrak ROM - 72" Diesel				\$30,000					
PE30	CV2897	P1927	2019 Club Cadet ROM				\$35,000					
PE24	NA	P007	2018 John Deere Ztrak ROM (Yuna)							\$5,000		
TRAILERS (HEAVY)												
227	CV7887	P148	2001 Low bed tilt trailer (Not to be Replaced)									
MV09	CV7886	P45	2014 Water Tanker Trailer (Howard Porter)									
343	CV7723	P7723	2008 Howard Porter side tipping trailer		\$110,000							
344	CV7724	P7724	2008 Side Tipping Trailer	\$110,000								
MV08	CV7882	P46	2014 Side Tipper Trailer (Howard Porter)				\$110,000					
P22	CV7881	P74	2018 Side Tipper Trailer (All Roads)								\$110,000	
MV32	1TWC604	P86	Rockwheeler Tri-Axle Side Tipper (2021)									
358	CV7725	P7725	2007 Dolly				\$25,000					
363	CV7716	P7716	2008 Dolly					\$25,000				
PE16	CV7883	P63	2009 Dolly (for Tri-Axle Low Loader - Purchased 2017)									
PE17	CV7880	P64	2017 Tri-Axle Dropdeck Trailer (& Ramps)									\$110,000
LIGHT TRAILERS & OTHER ITEMS												
77	CV1922	P1922	1990 Trailer - Papas (Tandem) - Portable Toilet									
PE19	CV7884	P1925	2017 Trailer Hydraulic Tipper w/Cage (Rubbish)									
199	CV7589	P7589	1968 Trailer Tanker (Fuel) - purchased 1999 ex MRWA									
282	CV7670	P7670	2003 Trailer - (carries Generator P42)									
304	CV96	P96	2005 Trailer - Tandem (Small)									
318	CV619	P619	2006 Trailer & Water Tank (Coro Beach)									
336	CV7717	P7717	2007 Trailer (Water Pump)									
396	CV7800	P37	2012 Trailer - Plant (Coast MAC 4.5t for Skid Steer)									
PE7	CV7833	P50	2015 Trailer - Weedsprayer (10,000Lt Custom Built)									
PE8	CV7885	P1923	2014 Trailer - Flatbed									
329	CV7750	P7750	2006 Trailer (SAM - Shared with Shire of NR)									
NA	CV7729	P25	2009 Trailer (Mobile Standpipe)									
NEW	NEW	NEW	Transp. Radar Display Trailer									
MV27	1TVC172	P80	Tow Along Broom Sweeper									
LIGHT VEHICLES												
MV16	CV2736	P55	2016 Mitsubishi MQ Triton 4x 4 Utility (LH Gardener)				\$50,000					
MV19	CV2843	P61	2016 Toyota Hilux 4x4 Utility (Ranger)	\$40,000			\$50,000					
MV26	CV2952	P79	2020 Mitsubishi Triton GLX 4x4 (Mechanic)		\$45,000							
MV12	CV2807	P51	2015 Toyota Hilux Dual cab 4x4 (RW Mntce)	\$40,000					\$50,000			
MV25	CV2932	P78	2020 Toyota Hilux SR4x4 (LH Works)		\$40,000				\$50,000			
MV29	CV1	P82	2020 Toyota Prado GXL (CEO)		\$65,000							
MV30	CV2944	P83	Ford Ranger (2020) XLT 3.2L 4x4 (DCEO)		\$55,000					\$55,000		
MV20	CV580	P65	2017 Ford Ranger XLT dual cab 4x4 (Building Surveyor)				\$45,000					
MV22	CV2890	P71	2010 Toyota L/cruiser Workmate(Mtce Grader purchased 2017)		\$40,000			\$45,000				
MV05	CV396	P43	2013 Ford PX Ranger 4X2 2.2L Turbo Diesel(Gardener)			\$50,000					\$50,000	
MV10	CV2732	P48	2014 Mazda BT50 Single Cab 4x4 Utility (Mntce Grader)			\$50,000					\$50,000	
MV24	CV2933	P77	2020 Ford Ranger 4x4 Dual Cab (Manager Works & Svce)		\$50,000				\$50,000			
MV14	CV187	P53	2016 Ford PX Ranger Dual Cab (trade to small SUV)	\$40,000								
FIRE CONTROL VEHICLES												
MV11	CV19	P49	2014 Fire Truck - Toyota Landcruiser (Naraling)									
MV21	1GIC469	P70	2016 Fire Truck - Toyota Landcruiser (Howatharra)									
MV17	1EZY782	P59	2016 Fire Truck - Toyota Landcruiser (Yetna)									
MV02	CV434	P39	2012 Fire Truck - Toyota Landcruiser (Nabawa)									
MV07	1EKO147	P47	2013 Fire Truck - Isuzu 4.4 Rural Tanker (Nabawa)									
MV06	1ERG565	P44	2013 Fire Truck - Toyota Landcruiser (Yuna)									
TOTAL CAPITAL PURCHASES EXCLUDING GST			\$320,000	\$815,000	\$835,000	\$530,000	\$390,000	\$595,000	\$550,000	\$575,000	\$595,000	\$140,000
TOTAL CAPITAL PURCHASES INCLUDING GST			\$352,000	\$896,500	\$918,500	\$583,000	\$429,000	\$654,500	\$605,000	\$632,500	\$654,500	\$154,000

Asset No	Reg No	Plant No	SHIRE OF CHAPMAN VALLEY 10 YEAR PLANT REPLACEMENT SCHEDULE									
			2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2031/33
CAPITAL TRADE-IN INCOME												
Existing Plant Type												
TRUCKS												
MV13	CV2806	P52	2015 Isuzu 450 Tipper Truck	\$17,500							\$18,000	
MV18	CV2859	P60	2016 Isuzu FRR 110-260, Crew Cab Truck		\$60,000					\$60,000		
MV23	CV2726	P72	2013 Coronado Freightliner Primemover (secondhand)		\$30,000						\$30,000	
364	CV918	P918	2008 Iveco Powerstar 6 x 4 Tip Truck (Not to be Replaced)									
393	CV69	P35	2010 Caterpillar Primemover									
MV31	CV2962	P85	2021 Coronado Freightliner Prime Mover (New)									
GRADERS												
PE26	CV2938	P76	2019 120M Caterpillar Grader									
PE10	CV2861	P57	2016 John Deere 670G Grader			\$80,000						
NEW	NEW	NEW	2021 CAT 150L3 Grader					\$80,000				
ROLLERS												
51	CV1029	P1029	1976 Multi Tyred Roller - tow along	\$0								
PE25	CV2895	P75	2019 Multipac 524H Multi Tyred Roller									
PE15	CV2863	P66	2016 Cat CS78b Vibrating Roller					\$20,000	\$15,000	\$15,000		
342	CV2570	P2570	2007 Amman pneumatic Multi Tyred Roller	\$50,000								
NEW	NEW	NEW	Drawn Roller									
137	NA	P162	McDonalds Cricket Pitch Roller									
LOADERS												
PE14	CV2846	P62	2016 Case 580 ST Backhoe	\$40,000								
P23	CV2892	P73	2018 Volvo loader L90F					\$85,000				
PE18	CV485	P67	2016 Caterpillar 236D Skid Steer		\$17,000							
385	950CV	P26	2008 Caterpillar 950H wheel loader	\$100,000								
PE33	NA	P87	Helix Forklift - 2.5t									\$8,000
TRACTORS												
PE11	CV2856	P56	2016 Case 60B Tractor				\$7,500					
MOWERS												
NEW	NEW	NEW	New Slasher 8ft approx.									
PE9	CV2896	P1924	2015 Hustler RO Mower			\$5,000						
PE27	NA	P1926	2019 John Deere Ztrak ROM - 72" Diesel				\$1,500					
PE30	CV2897	P1927	2019 Club Cadet ROM				\$1,500					
PE24	NA	P007	2018 John Deere Ztrak ROM (Yuna)							\$0		
TRAILERS (HEAVY)												
227	CV7887	P148	2001 Low bed tilt trailer (Not to be Replaced)									
MV09	CV7886	P45	2014 Water Tanker Trailer (Howard Porter)									
343	CV7723	P7723	2008 Howard Porter side tipping trailer									
344	CV7724	P7724	2008 Side Tipping Trailer			\$30,000						
MV08	CV7882	P46	2014 Side Tipper Trailer (Howard Porter)	\$30,000			\$30,000					
P22	CV7881	P74	2018 Side Tipper Trailer (All Roads)								\$30,000	
MV32	1TWC604	P86	Rockwheeler Tri-Axle Side Tipper (2021)									
358	CV7725	P7725	2007 Dolly				\$0					
363	CV7716	P7716	2008 Dolly					\$0				
PE16	CV7883	P63	2009 Dolly (for Tri-Axle Low Loader - Purchased 2017)									
PE17	CV7880	P64	2017 Tri-Axle Dropdeck Trailer (& Ramps)									\$30,000
LIGHT TRAILERS & OTHER ITEMS												
77	CV1922	P1922	1990 Trailer - Papas (Tandem) - Portable Toilet									
PE19	CV7884	P1925	2017 Trailer Hydraulic Tipper w/Cage (Rubbish)									
199	CV7589	P7589	1968 Trailer Tanker (Fuel) - purchased 1999 ex MRWA									
282	CV7670	P7670	2003 Trailer - (carries Generator P42)									
304	CV96	P96	2005 Trailer - Tandem (Small)									
318	CV619	P619	2006 Trailer & Water Tank (Coro Beach)									
336	CV7717	P7717	2007 Trailer (Water Pump)									
396	CV7800	P37	2012 Trailer - Plant (Coast MAC 4.5t for Skid Steer)									
PE7	CV7833	P50	2015 Trailer - Weedsprayer (10,000LT Custom Built)									
PE8	CV7885	P1923	2014 Trailer - Flatbed									
329	CV7750	P7750	2006 Trailer (SAM - Shared with Shire of NR)									
NA	CV7729	P25	2009 Trailer (Mobile Standpipe)									
NEW	NEW	NEW	Transp. Radar Display Trailer									
MV27	1TVC172	P80	Tow Along Broom Sweeper									
LIGHT VEHICLES												
MV16	CV2736	P55	2016 Mitsubishi MQ Triton 4x4 Utility (LH Gardener)									
MV19	CV2843	P61	2016 Toyota Hilux 4x4 Utility (Ranger)	\$10,000			\$10,000					
MV26	CV2952	P79	2020 Mitsubishi Triton GLX 4x4 (Mechanic)		\$9,000							
MV12	CV2807	P51	2015 Toyota Hilux Dual cab 4x4 (RW Mntce)	\$9,000								
MV25	CV2932	P78	2020 Toyota Hilux SR4x4 (LH Works)		\$9,000				\$9,000			
MV29	CV1	P82	2020 Toyota Prado GXL (CEO)		\$30,000					\$30,000		
MV30	CV2944	P83	Ford Ranger (2020) XLT 3.2L 4x4 (DCEO)		\$20,000					\$20,000		
MV20	CV680	P65	2017 Ford Ranger XLT dual cab 4x4 (Building Surveyor)					\$8,000				
MV22	CV2890	P71	2010 Toyota L/cruiser Workmate (Mntce Grader purchased 2017)		\$5,000			\$5,000				
MV05	CV396	P43	2013 Ford PX Ranger 4X2 2.2L Turbo Diesel (Gardener)			\$8,000					\$8,000	
MV10	CV2732	P48	2014 Mazda BT50 Single Cab 4x4 Utility (Mntce Grader)			\$10,000					\$10,000	
MV24	CV2933	P77	2020 Ford Ranger 4x4 Dual Cab (Manager Works & Svce)		\$15,000				\$15,000			
MV14	CV187	P53	2016 Ford PX Ranger Dual Cab (trade to small SUV)	\$18,000								
FIRE CONTROL VEHICLES												
MV11	CV19	P49	2014 Fire Truck - Toyota Landcruiser (Naraling)									
MV21	1GIC469	P70	2016 Fire Truck - Toyota Landcruiser (Howatharra)									
MV17	1EZY782	P59	2016 Fire Truck - Toyota Landcruiser (Yetna)									
MV02	CV434	P39	2012 Fire Truck - Toyota Landcruiser (Nabawa)									
MV07	1EKO147	P47	2013 Fire Truck - Isuzu 4.4 Rural Tanker (Nabawa)									
MV06	1ERG565	P44	2013 Fire Truck - Toyota Landcruiser (Yuna)									
TOTAL CAPITAL INCOME EXCL GST			\$100,000	\$189,500	\$210,000	\$103,000	\$68,500	\$110,000	\$128,000	\$125,000	\$96,000	\$38,000
TOTALS CAPITAL INCOME INCL GST			\$110,000	\$208,450	\$231,000	\$113,300	\$75,350	\$121,000	\$140,800	\$137,500	\$105,600	\$41,800
TOTAL NET CHANGEOVER EXCL GST			\$220,000	\$625,500	\$625,000	\$427,000	\$321,500	\$485,000	\$422,000	\$450,000	\$499,000	\$102,000

Asset No	Reg No	Plant No	SHIRE OF CHAPMAN VALLEY 10 YEAR PLANT REPLACEMENT SCHEDULE									
			2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2031/33
PLANT RESERVE & MUNICIPAL FUND TRANSACTIONS REQUIRED												
	Opening Balance 1st July - Plant Reserve Fund		\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698
	Transfer From Muni to Plant Reserve		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,001
	Net Changeover figure		\$220,000	\$625,500	\$625,000	\$427,000	\$321,500	\$485,000	\$422,000	\$450,000	\$499,000	\$102,000
	Transfer From Plant Reserve to Muni		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,001
			\$70,000	\$475,500	\$475,000	\$277,000	\$171,500	\$335,000	\$272,000	\$300,000	\$349,000	-\$48,001
	Closing Balance 30th June - Plant Reserve Fund		\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698



9 Urgent Business Approved by the Presiding Member or by a Decision of the Committee

10 Closure