



SHIRE OF
Chapman Valley
love the rural life!

ORDINARY COUNCIL MEETING

Notice is hereby given that an Ordinary Meeting
of Council will be held on Wednesday 17 July 2019
at the Council Chambers, 3270 Chapman Valley Road, Nabawa
commencing at 9:00am.

Maurice Battilana
CHIEF EXECUTIVE OFFICER

AGENDA

JULY 2019

Shire's Vision

*'A thriving community, making the most of our coastline, ranges and rural settings to
support us to grow and prosper'*

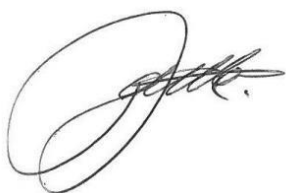
DISCLAIMER



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 liability for 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 or 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.



Maurice Battilana
CHIEF EXECUTIVE OFFICER

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ORDER OF BUSINESS:

1.0 DECLARATION OF OPENING/ANNOUNCEMENTS OF VISITORS

2.0 ANNOUNCEMENTS FROM THE PRESIDING MEMBER

3.0 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

3.1 Attendees

3.2 Apologies

3.3 Previously Approved Leave of Absence (By Resolution of Council)

*Cr Warr was granted Leave of Absence at the May OCM for July 2019 – Min Ref: 05/19-1
Cr Forrester was granted Leave of Absence at the June OCM for July 2019 - Min Ref: 06/19-1*

4.0 PUBLIC QUESTION TIME

4.1 Response to Previous Public Questions On Notice

4.2 Public Question Time

5.0 APPLICATIONS FOR LEAVE OF ABSENCE (By Resolution of Council)

6.0 DISCLOSURE OF INTEREST

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.”*

Item No.	Member/Officers	Type of Interest	Nature of Interest

7.0 PETITIONS/DEPUTATIONS/PRESENTATIONS

- 7.1 Petitions
- 7.2 Presentations
- 7.3 Deputations

8.0 CONFIRMATION OF MINUTES FROM PREVIOUS MEETINGS

- 8.1 Ordinary Meeting of Council held on Wednesday 19 June 2019

That the minutes of the Ordinary Meeting of Council held Wednesday 19 June 2019 be confirmed as a true and accurate.

9.0 ITEMS TO BE DEALT WITH EN BLOC

10.0 OFFICERS REPORTS

10.1

Deputy Chief Executive Officer

July 2019

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10.1 AGENDA ITEMS

10.1.1 Bill Hemsley Park

AGENDA ITEM:	10.1.1
SUBJECT:	BILL HEMSLEY PARK
PROPONENT:	SHIRE OF CHAPMAN VALLEY
SITE:	RESERVE 49641 REDCLIFFE CONCOURSE, WHITE PEAK
FILE REFERENCE:	A2040
PREVIOUS REFERENCE:	09/09-11, 08/10-3, 04/11-4, 05/11-29, 12/11-3, 04/13-5, 06/13-25, 10/13-3, 02/14-10-13, 06/14-6, 08/14-5 & 11/14-7, 12/14-19-21, 02/15-13, 03/15-4-5, 06/15-9, 09/15-2-8, 11/15-9, 04/16-10-11 & 05/16-9-12, 06/16-1, 06/16-3-10, 07/16-6-9, 08/16-3-5, 11/16-4-7, 12/16-6, 03/17-9-10, 04/17-10-11, 05/17-4-5, 10/17-9-11, 12/17-5-8 & 05/18-4-8, 09/18-3, 11/18-3 & 03/19-6-8
DATE:	1 JULY 2019
AUTHOR:	SIMON LANCASTER

SUPPORTING DOCUMENT:

Ref	Title	Attached to Report	Under Separate Cover
10.1.1	Bill Hemsley Park Management Committee Meeting 14 June 2019 Unconfirmed Minutes (with 3 Attachments)		√

DISCLOSURE OF INTEREST

Nil.

BACKGROUND

The Bill Hemsley Park Management Committee met on 14 June 2019 and a copy of the minutes from this meeting has been provided as **separate Attachment 10.1.1** for Council's information.

COMMENT

Council resolved at its 20 March 2019 to receive the minutes of the Building & Disability Services Committee and endorse its recommendations, which included that the future and purpose of the Bill Hemsley Park Management Committee be reviewed.

This issue was discussed by the Bill Hemsley Park Management Committee at its 14 June 2019 meeting.

A copy of the existing Management Committee agreement is provided as Attachment 1 to the meeting minutes.

A copy of the Management Committee agreement with notes upon it for the purpose of initiating committee discussion is provided as Attachment 2 to the meeting minutes.

A copy of the Management Licence for the Bill Hemsley Park Community Centre with some notes upon it (in red) for the purpose of initiating committee discussion is provided as Attachment 3 to the meeting minutes.

The Management Committee resolved:

"That the Management Licence provided as Attachment 3 be circulated back to all parties for consideration as a future mechanism to manage the Bill Hemsley Park and the responses of the consulted parties be returned to the Management Committee for consideration prior to being presented to Council."

STATUTORY ENVIRONMENT

The legal agreement between the developer of the Parkfalls Estate and the Shire provided the terms for the transfer of the park and payment of funds by the developer to the Shire to be held in trust for expenditure on the park.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

The Management Committee Agreement established the process by which recommendations to Council on the expenditure of the trust funds must be made.

Part 3 of the Management Agreement states:

“3 Decisions not binding on Shire

The parties acknowledge and agree that the decisions and recommendations of the Management Committee are advisory only and are not binding on the Shire or the Shire's Council.”

Part 4 of the Management Agreement states:

“4.1 Use of Trust Payment

The Shire covenants and agrees to deposit the Trust Payment into a trust fund in accordance with the provisions of the Local Government Act 1995, and to only use such funds for construction and development upon the Recreation Site.

4.2 Acknowledgement

The parties covenant and agree that the expenditure of the trust fund can only be approved by the Council of the Shire based on the recommendations of the Management Committee provided such expenditure is for construction and development upon the Recreation Site.”

The Management Committee at its 5 August 2016 meeting endorsed the proposed expenditure from the Bill Hemsley Park Trust Account as contained within the 2016/2017 Council budget, and this Management Committee endorsement, along with the subsequent 10 November 2015 and 10 October 2018 endorsements, satisfied Part 4 of the Management Agreement and enabled expenditure of the trust funds which concluded in 2018/2019.

- **Long Term Financial Plan:**

The Shire of Chapman Valley Long Term Financial Plan was endorsed by Council at its 19 July 2017 meeting and identified the Bill Hemsley Park development as a strategic new project.

STRATEGIC IMPLICATIONS

The Bill Hemsley Park Masterplan was adopted by Council at its 21 November 2018 meeting.

- **Strategic Community Plan:**

The Shire of Chapman Valley Strategic Community Plan was endorsed by Council at its 15 November 2017 meeting and listed developing, managing and maintaining built infrastructure as an objective for which the Shire is responsible to achieve the community's vision.

CONSULTATION

The recommendation is that the member groups of the Bill Hemsley Park Management Committee consider a suggested means of transitioning from the design and construction phase of the project to the maintenance stage. The suggested approach is consistent with how other facilities in the Shire are managed and would remove duplication, whilst still providing a mechanism for ongoing management and staged progression of the remaining periphery items on the masterplan. This consultation could also provide opportunity for parties to consider more generally the terms of the management licence in the lead up to the current licence's expiry in 2021.

RISK ASSESSMENT

Rating 1 (Insignificant) Measures of Consequence – Risk Assessment and Acceptance Criteria

VOTING REQUIREMENTS

Simple majority required

STAFF RECOMMENDATION

That Council:

- 1 Receive the minutes of the 14 June 2019 Bill Hemsley Park Management Committee.
- 2 Provide a copy of the draft Management Licence (referenced as Attachment 3 with the Bill Hemsley Park Management Committee Meeting minutes) to the Parkfalls Residents Association and the Parkfalls Estate developer for consideration as a future mechanism to manage the Bill Hemsley Park.
- 3 Reconsider this matter and the received responses at a later date.

10.2

Manager Finance & Corporate Services

July 2019

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10.2 AGENDA ITEMS

10.2.1 Financial Reports for June 2019

AGENDA ITEM:	10.2.1
SUBJECT:	FINANCIAL MANAGEMENT REPORT FOR JUNE 2019
PROPONENT:	SHIRE OF CHAPMAN VALLEY
SITE:	SHIRE OF CHAPMAN VALLEY
FILE REFERENCE:	307.00
PREVIOUS REFERENCE:	N/A
DATE:	17 JULY 2019
AUTHOR:	DIANNE RAYMOND, MANAGER FINANCE & CORPORATE SERVICES

SUPPORTING DOCUMENTS:

FMR	Title	Attached to Report	Under Separate Cover
10.2.1(a)	June 2019 Financial Management Reports		✓
10.2.1(b)	Confidential List of Accounts		✓

DISCLOSURE OF INTEREST

Nil

BACKGROUND

Local Government (Financial Management) Regulations require monthly statements of financial activity to be reported and presented to Council.

COMMENT

The financial position at the end of June 2019 is detailed in the monthly management report provided as a separate attachment for Council's review.

STATUTORY ENVIRONMENT

Local Government Act 1995 Section 6.4

Local Government (Financial Management) Regulations 1996 Section 34

POLICY/PROCEDURE IMPLICATIONS

There are no policy implications

FINANCIAL IMPLICATIONS

As presented in the Financial Management Report for June 2019

- **Long Term Financial Plan (LTFP):**

No significant effect on the LTFP

STRATEGIC IMPLICATIONS

Nil

- **Strategic Community Plan/Corporate Business Plan:**

Ref	Objective	Strategy	Action
5.1	Ensure governance and administration systems, policies and processes are current and relevant		Review current Council and Management policies and formalise update process and timelines.

CONSULTATION

Not applicable

RISK ASSESSMENT

The associated risk would be the failure to comply with Local Government Financial Regulations requiring monthly reporting of financial activity. Risk rating is considered Level 1 - Insignificant

Measures of Consequence							
Rating (Level)	Health	Financial Impact	Service Interruption	Compliance	Reputational	Property	Environment
Insignificant (1)	Negligible injuries	Less than \$1,000	No material service interruption	No noticeable regulatory or statutory impact	Unsubstantiated, low impact, low profile or 'no news' item	Inconsequential or no damage.	Contained, reversible impact managed by on site response

VOTING REQUIREMENTS

Simple Majority

STAFF RECOMMENDATION

That Council receives the financial management report supplied under separate cover for the month June 2019 comprising the following:

- Statement of Financial Activities with notes
- Note 1 – Net Current Assets
- Note 2 – Explanation of Material Variances
- Note 3 – Cash & Investments
- Note 4 – Receivables
- Note 5 – Rating Revenue
- Note 6 – Disposal of Assets
- Note 7 – Capital Acquisitions
- Note 8 – Borrowings
- Note 9 – Reserves
- Note 10 – Grants & Contributions
- Note 11 – Trust Fund
- Note 12 – Budget Amendments
- Additional Information
 - Budget by Program
 - Summary of Payments
 - Bank Reconciliation
 - Credit Card Statement

10.3

Chief Executive Officer

July 2019

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10.3 AGENDA ITEMS

10.3.1 Review of Council Policies and Procedures

10.3.2 Chapman Valley Road – (Heavy Vehicle Rating)

AGENDA ITEM:	10.3.1
SUBJECT:	REVIEW OF COUNCIL POLICIES & PROCEDURES
PROPONENT:	SHIRE OF CHAPMAN VALLEY
SITE:	WHOLE OF SHIRE
FILE REFERENCE:	411.01
PREVIOUS REFERENCE:	MINUTE REFERENCE: 07/18-10
DATE:	JULY 2019
AUTHOR:	MAURICE BATTILANA

SUPPORTING DOCUMENTS:

Ref	Title	Attached to Report	Under Separate Cover
10.3.1(a)	Recommended amended Policies & Procedures only (Note: Full Policy & Procedures Manual has not been provided)		√

DISCLOSURE OF INTEREST

Nil

BACKGROUND

To allow Council to review and consider changes to the Shire Policy & Procedures Manuals

At the July 2018 OCM the following was resolved:

MOVED: CR WARR

SECONDED: CR BATTEN

1. *Council endorses the amendments, deletions and additions to the Shire of Chapman valley Policies & Management Procedures Manuals as presented and with the following additional amendments:*
 - i. *CP-024 – Expand upon conditions of purchases between \$5,000 & \$15,000 to ensure Purchase Orders have verbal quote requirement endorsed;*
 - ii. *CMP-010 – Delete blank page here;*
 - iii. *CMP-034 – Remove reference to “Presidents” function. Replace “will” to “may” in first sentence of procedure. Add this is to be brought to the Concept Forum annually (September each year) for Council determination;*
 - iv. *CMP-036 – Section 5 “Publicity” to have Facebook and other social media added. Section 7 title to be changed from “Shire Crest” to “Shire Logo”;*
 - v. *CMP-071 – Section 3.1 – Change wording from “..disclosure rules..” to “disclosure of interest rules...”;*
2. *Council amend the following Polices to Corporate Management Procedures:*
 - *IP-001 - Midwest Regional Road Group (MWRRG) Significant Road*
 - *IP-002 - Private Works*
 - *IP-003 - Heavy Haulage Vehicle Permits*
 - *IP-004 - Gravel Acquisitions*
 - *IP-005 - Roadside Vegetation – Road Construction*
 - *IP-006 - Road Hierarchy*

*Voting 7/0
CARRIED*

Minute Reference: 07/18-10

COMMENT

Council undertook an extensive review of all policies and procedures during 2018 with the result being an up to date, segregated manual, which has categorised policies and procedures into specific organisation responsibility

areas. This has ensured there are specified areas of responsibility and a defined process on how the policies & procedures are communicated to Elected Members & Staff.

The Policies & Procedures are categories in the following areas, which will have separate Manuals for each area of responsibility i.e.

- Building & Projects;
- Finance;
- Elected Members Governance;
- Human Resources;
- Organisational Corporate; and
- Planning & Development

Each section has a designated *Responsible Officer* who is required for ensuring the policies & procedures relevant to their areas are communicated to staff under their management and to present recommended updates, amendments, additions, etc. to the CEO for consideration as required.

The *Elected Members Governance & Policy Manual* has been provided to all Elected Members and will be CEO's responsibility to present to Council any recommended updates, amendments, additions, etc. for consideration.

All staff proposed Policy & Procedures adjustments will have the recommended amendments, adoption or deletion tracked and shown in colored text to assist Council with clearly identifying any proposed changes to the existing policies & procedures.

STATUTORY ENVIRONMENT

Local Government Act 1995 – Section 2.7(2)(b)

Role of Council

- 1) *The council:*
 - (a) *Governs the local government's affairs; and*
 - (b) *Is responsible for the performance of the local government's function.*
- 2) *Without limiting subsection (1), the council is to:*
 - a) *Oversee the allocation of the local government's finances and resources; and*
 - b) *Determine the local government policies.***

The legislation has no specific period for the review of Policies, yet Council has attempted to undertake a review annually.

POLICY IMPLICATIONS

All the Shire of Chapman Valley existing policies & procedures are reviewed annually by Senior Staff, with only those being recommended for amendments, adoption or deletion presented to Council for consideration.

FINANCIAL IMPLICATIONS

No effect on financial operations of the Shire.

Long Term Financial Plan (LTF):

No effect on LTFP of the Shire.

STRATEGIC IMPLICATIONS

It is important Councillors and staff are fully conversant with Policies and Procedures of the organisations in the first instance and for these to be accessible to the Elected Members, Staff and the community to ensure all ambiguity are removed regarding how the Shire operates.

It is also important Councillors and staff review the policies & procedures to ensure these remain current and relevant.

- **Strategic Community Plan/Corporate Business Plan**

Ref	Objective	Strategy	Action
5.1	Ensure governance and administration systems, policies and processes are current and relevant	Review policy categories and set ongoing accountability for review processes	Review current Council and Management policies and formalise update process and timelines.

CONSULTATION

All *Responsible Staff* members have been given to opportunity to recommend to the CEO any amendments, deletions and additions to the existing policies & procedures, which forms the basis of the Staff Recommendation.

RISK ASSESSMENT

There is a risk associated with the organisation's Policies and Management Procedures being antiquated and not relevant, which could lead to poor operations and possible areas of non-compliance with legislation. However; I believe this risk is considered **"insignificant"** in this instance i.e.

Rating (Level)	Health	Financial Impact	Service Interruption	Compliance	Reputational	Property	Environment
Insignificant (1)	Negligible injuries	Less than \$1,000	No material service interruption	No noticeable regulatory or statutory impact	Unsubstantiated, low impact, low profile or 'no news' item	Inconsequential or no damage.	Contained, reversible impact managed by on site response

VOTING REQUIREMENTS

Simple Majority

STAFF RECOMMENDATION

Council endorses the amendments, deletions and additions to the Shire of Chapman Valley Policies & Management Procedures as presented.

AGENDA ITEM:	10.3.2
SUBJECT:	CHAPMAN VALLEY ROAD – HEAVY VEHICLE RATING
PROPONENT:	MAIN ROADS WA
SITE:	CHAPMAN VALLEY ROAD
FILE REFERENCE:	1010
PREVIOUS REFERENCE:	NA
DATE:	17th JULY 2019
AUTHOR:	MAURICE BATTILANA, CHIEF EXECUTIVE OFFICER

SUPPORTING DOCUMENTS:

Ref	Title	Attached to Report	Under Separate Cover
10.3.2(a)	Previous HMMS approved roads now MRWA approved RAV roads	√	
10.3.2(b)	Emails between Shire & MRWA	√	
10.3.3(c)	MRWA HVS – CV Road Assessment	√	

DISCLOSURE OF INTEREST

Nil

BACKGROUND

I have been in discussions with Main Roads WA (MRWA) Heavy Vehicle Services (HVS) regarding the decision they have made to transition local roads across the State from the restricted harvest period under the Harvest Mass Management Scheme (HMMS) to permanent Restricted Access Vehicle (RAV) approved roads.

There are eighteen (18) local roads within the Shire of Chapman Valley, which were originally endorsed as RAV routes under the previous HMMS now approved by MRWA as permanent RAV roads (**see Attachment 10.3.2(a)**). I have disputed the suggestion made by MRWA of the Shire's approval of the roads converting from HMMS approved road to permanent RAV approved roads and have requested more time for Shire staff & MRWA to assess these roads again to determine suitability and perhaps additional conditions if they remain approved.

A copy of emails between the Shire & MRWA are shown at **Attachment 10.3.2(b)**.

COMMENT

The main concern I have with the roads transitioned to permanent RAV approved roads is the Chapman Valley Road within the Shire of Chapman Valley. It has historically been considered this road as not being suitable for any heavy haulage (other than *as of right* vehicles) due to the sight distances and junction configurations at both the CV/Narraterra Rds and CV/Moonyoonooka-Yuna Rds.

The Assessment undertaken by MRWA HVS has now deemed the section of Chapman Valley roads between the Hackett Rd and Moonyoonooka-Yuna Rd junctions as being suitable for RAV 2 to 4 permanent approval (**see Attachment 10/3/2(c)**) for a copy of the assessment, with CEO's comments).

STATUTORY ENVIRONMENT

No Applicable.

POLICY/PROCEDURE IMPLICATIONS

Management Procedure IMP-022 and Delegation No 2012 endorses the Chief Executive Officer to deal with RAV approvals up to RAV 7 level. However; I have not exercised this delegated authority in this instance due to my concerns with the RAV approval and assessment placed on Chapman Valley Road by MRWA HVS (i.e. RAV 2 to 4).

A RAV 2 to 4 approved road can have a heavy vehicle combination up to 27.5m in length and 87.5 tonne in weight.

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:

Council 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 Council).

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>

DELEGATION NUMBER - 2012

LEGISLATIVE POWER - Local Government Act (1995) Section 5.42)

DELEGATION SUBJECT - Heavy Haulage Routes

DELEGATE - CHIEF EXECUTIVE OFFICER

RELEVANT POLICY/PROCEDURE IMP-022

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.

Refer to relevant Policy/Procedure when exercising this delegation

Reviewed - Minute Reference 03/19-11

FINANCIAL IMPLICATIONS

There may be a need to upgrade junction radius on the Narratarra/Chapman Valley Rd junction if edge drop-off becomes an issue for RAV 2 to 4 heavy vehicles using this junction.

- **Long Term Financial Plan (LTFP):**

No significant affect on the LTFP is envisaged.

STRATEGIC IMPLICATIONS

Moving agricultural produce in the most efficient manner possible is understandably important to the agricultural industry. However; so is the importance of safety on shire controlled roads.

- **Strategic Community Plan/Corporate Business Plan:**

Ref	Objective	Strategy	Action
1.3	Maintain and enhance safety and security for the community	Review safe roads and infrastructure	Continue annual review of Road Hierarchy, Road Works Program, Plant Replacement Program

CONSULTATION

There has been (and continues to be) ongoing dialogue between the Shire Staff & MRWA on this issue.

The CEO and Manager Works & Services have also discussed this matter with the determination being we will undertake our own assessment (based on MRWA criteria) of the eighteen roads in question and ascertain the suitability of these roads for the RAV rating and conditions being suggested by MRWA HVS.

RISK ASSESSMENT

I believe the use of RAV 2 to 4 heavy vehicle on the Shire controlled section of the Chapman Valley Road is a risk. However; this opinion is not supported by MRWA HVS assessment of this section of road.

The determination needed by Council is whether (or not) the MRWA HVS assessment of the Chapman Valley Road as a RAV 2to 4 approved road is supported.

VOTING REQUIREMENTS

Simple Majority

STAFF RECOMMENDATION

Council:

1. Advise Main Roads WA Heavy Vehicle Services it **does not** support the section of Chapman Valley Roads with the Shire of Chapman Valley as a RAV 2 to 4 heavy haulage route until a more detailed assessment has been undertaken by the Shire Staff and Main Roads WA HVS and request this be removes from the RAV network immediately until this reassessment has occurred;
2. If the reassessment of the section of Chapman Valley Roads with the Shire of Chapman Valley supports this road as a RAV 2 to 4 heavy haulage route the Chief Executive Officer is to exercise his delegation to negotiate appropriate conditions for such use; and
3. All other previously approved Harvest Mass Management Scheme RAV roads will be reassessed by the Chief Executive Officer and Manager Works and Services and dealt with under existing Policies, Procedures and Delegation.

ATTACHMENT 10.3.2(a)

Road name	From Intersection	To Intersection	From SLK	To SLK	RAV Network	Assessment Results	Date	Conditions
Ahern Pl	Hickety Rd	End of Road	0.00	2.42	4	Assessed and deemed suitable	21/1/19	No conditions
Angels Rd	Urch Rd	LG Boundary	0.00	0.51	4	Assessed and deemed suitable	30/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 80 km/h. Headlights to be switched on at all times
Badgedong Rd	Nubberoo Rd	Coonawa Rd	0.00	4.61	7	Assessed and deemed suitable subject to verification no concrete crossing on route.	21/1/19	No conditions
Bindoo Rd			0.00	13.49	7	Assessed and deemed suitable for Restricted Local Access Permit (RLAP) with associated conditions	21/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 60 km/h. Headlights to be switched on at all times. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover. No operation on unsealed road segment when visibly wet, without road owner's approval. At least one spotter must accompany the RAV at the intersection of Bindoo Rd & Wandin Rd and Bindoo Rd & Yuna-Tenindewa Rd to communicate with the driver of the RAV to assist in safely traversing through the intersection i.e. warn of approaching traffic. Access approved to transport bulk agricultural products only, such as grain or fertiliser.

East Chapman Rd	Narra Tarra Moonyoonooka Rd	LGA Border	0.00	1.53	7	Assessed and deemed suitable	30/1/19	No conditions
Chapman Valley Rd	LG Border	Chapman Valley Rd	0.00	9.64	4	Assessed and deemed suitable	14/2/19	Operation is not permitted while the school bus is operating on the road. Operators must contact the relevant schools and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/pick-ups have been completed on the road.
Fairview Farm Rd	Northampton - Nabawa Rd	End of road	0.00	1.40	4	Assessed and deemed suitable for Restricted Local Access Permit (RLAP) with associated conditions	30/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 60 km/h. Headlights to be switched on at all times. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover. No left turn permitted into Nabawa-Northampton Rd from Fairview Farm. No right turn permitted into Fairview Farm Rd from Nabawa-Northampton Rd.
Forrester Rd	Newmarracarra Rd	Durawah-Northern Gully Rd	0.00	5.73	4	Assessed and deemed suitable	14/2/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Headlights to be switched on at all times. Operation is not permitted while the school bus is operating on the road. Operators must contact the relevant schools and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/pick-ups have been completed on the road. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover. Maximum speed 60 km/h.

Gould Rd	Moonyoonooka Yuna Rd	End of Road	0.00	0.93	4	Assessed and deemed suitable	21/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 60 km/h. No operation on unsealed road segment when visibly wet, without road owner's approval. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
Hipper Rd	Indialla Rd	East Nabawa	0.00	2.45	4	Assessed and deemed suitable	30/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 40 km/h. Headlights to be switched on at all times Operation is not permitted while the school bus is operating on the road. Operators must contact the relevant schools and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/pick-ups have been completed on the road. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
Hotel Rd	Northampton-Nabawa Rd	Chapman Valley Rd	0.00	0.64	4	Assessed and deemed suitable	21/2/19	No conditions
James Rd	East Bowes Rd	LG Border	0.00	7.50	4	Assessed and deemed suitable for Restricted Local Access Permit (RLAP) with associated conditions	21/2/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 60 km/h. Headlights to be switched on at all times. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover. Access approved to transport bulk agricultural products only, such as grain or fertiliser. At least one spotter must

								accompany the RAV at the intersection of James Rd and East Bowes Rd to communicate with the driver of the RAV to assist in safely traversing through the intersection i.e. warn of approaching traffic.
Lorimer Rd	Durawah - Northern Gully Rd	End of Lorimer Rd	0.00	1.01	4	Assessed and deemed suitable	21/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 60 km/h. Headlights to be switched on at all times No operation on unsealed road segment when visibly wet, without road owner's approval. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
McCage Rd	Chapman Valley Rd	Mt Erin-Nabawa Rd	0.00	2.40	4	Assessed and deemed suitable	21/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 60 km/h. Headlights to be switched on at all times No operation on unsealed road segment when visibly wet, without road owner's approval. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.

Mt Erin-Nabawa Rd	Durawah Rd	Chapman Valley Rd	0.00	5.14	4	Assessed and deemed suitable	1/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 60 km/h. Headlights to be switched on at all times No operation on unsealed road segment when visibly wet, without road owner's approval. Operation is not permitted while the school bus is operating on the road. Operators must contact the relevant schools and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/pick-ups have been completed on the road. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
Murrays Lane	Wandin Rd	Wandana Rd	0.00	4.85	6	Assessed and deemed unsuitable due to non-compliant swept paths. Also not supported by Shire	14/2/19	
Narra Tarra Rd	Moonyoonooka Yuna Rd	Chapman Valley Rd	0.00	3.00	4	Assessed and deemed suitable	1/9/18	None

Normans Well Rd	Northampton - Nabawa Rd	LG Border	0.00	2.35	4	Assessed and deemed suitable subject to completion of vegetation clearing	21/1/19	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40). Maximum speed 60 km/h. Headlights to be switched on at all times. No operation on unsealed road segment when visibly wet, without road owner's approval. Operation is not permitted while the school bus is operating on the road. Operators must contact the relevant schools and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/pick-ups have been completed on the road. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover. No left turn permitted into Northampton Nabawa Rd from Normans Well Rd
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Hi Simon

Thanks for the Assessment Determination.

I have attached the document with my comments/observation, which I would like a response on if possible.

I am confused in regard to the Hackett Rd situation. Are you saying Hackett Rd doesn't have a RAV2-4 approval? If so how can agricultural produce be transported along Hackett Rd to link up with Chapman Valley Rd?

As mentioned in our discussions, I drive this section of road every day and find it very hard to see how the sight distance, junction alignments could determine this a suitable RAV2-4 route.

At this point we will rely on the MRWA HVS assessment, which is against our current position, therefore if any accident does occur on this section of road it will be on MRWA determination, not the Shire's advice or approval.

I also do not believe the additional conditions you are suggesting will be enforceable due to MRWA's lack of resources to police such conditions (as you have mentioned).

I intend taking this matter to my Council to determine if they are comfortable with the Chapman Valley Rd being approved as a RAV2-4 road. If the determination by Council is to not support this road as an approved RAV2-4 route then we will require its removal.

Kindest regards.

Maurice Battilana | CHIEF EXECUTIVE OFFICER



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From: WAKELING Simon (HVAIPM) <simon.wakeling@mainroads.wa.gov.au>

Sent: Monday, 8 July 2019 12:40 PM

To: Maurice Battilana <ceo@chapmanvalley.wa.gov.au>

Cc: KELLIE David (HVRATL) <david.kellie@mainroads.wa.gov.au>; Works Manager <works@chapmanvalley.wa.gov.au>; Simon Lancaster <dceo@chapmanvalley.wa.gov.au>; MILLER Bernie (RMMW-G) <bernie.miller@mainroads.wa.gov.au>; HERBERT Peter (NOM)

<peter.herbert@mainroads.wa.gov.au>

Subject: RE: Shire of Chapman Valley - RAV Approved Roads

Hi Maurice,

Thank you for your time on the phone last week to discuss the process by which we have assessed roads previously endorsed under HMMS. I appreciated the opportunity to be able to discuss with you the work we have done so far regarding assessment of the roads endorsed under HMMS last year and to gain a better understanding from yourself about some of the concerns the Shire has with regard to RAV access on local roads.

As discussed, the temporary special RAV access arrangements under HMMS will not be available moving forward, with all roads endorsed under the scheme last year currently being assessed in accordance with our standard route assessment process to ensure they are suitable to be approved for the relevant RAV network. The onsite assessment that forms part of this process is a critical step in ensuring the roads are suitable for the requested RAV network prior to approval.

I also mentioned we are able to apply appropriate conditions to local roads to ensure RAV access continues to be available under RAV network arrangements, but for local agricultural operations only, which addresses the Shire's concerns about opening up the roads to other transport tasks. If RAV access is not supported by the Shire, transport operations will be required to revert back to general access or as of right vehicle combinations only for the upcoming harvest period on these roads.

With regards specifically to Chapman Valley Rd, I am happy to provide the assessment our team completed for you to have a look through (attached), with the outcome determining the section within the Shire of Chapman Valley (up to Hackett Rd only) as being suitable for RAV Network 2-4. Please bear in mind the assessment form is a template, so some areas will be left blank due to this particular road having no data relevant to the particular criteria, so if there is any questions about the data contained within the report just give me a call and we can run through it together.

I also provide the following points for you to consider and to hopefully provide you with a greater level of confidence the assessment completed has determined the appropriate outcome.

- I provided the assessment to Peter at the Region for review after speaking with you last week. Peter has indicated to me via email that he has no issues with the assessment outcome. He has recommended a couple of conditions be added which will restrict it to local access and for ag products only, which I had already discussed with you anyway.
- There is no connectivity to North West Coastal Highway with the section of Chapman Valley Rd within the City of Greater Geraldton not being considered for RAV access. Hackett Rd, where the RAV access on Chapman Valley Rd ceases at the LG Border has been found suitable under a Restricted Local Access Permit arrangement, but there are other paddocks which front Chapman Valley road requiring RAV access.

With the above in mind I am hopeful you will be supportive of keeping Chapman Valley Rd on RAV Network 2-4 with the following conditions to be added immediately, which will allow continued RAV access, but restricting it for only local agricultural operators only.

- Access approved to transport bulk agricultural products only, such as grain or fertiliser.
- Not to be used as a through route. For local delivery, pick-up and garaging within an area only accessible via this road. Driver must carry documentation as proof of local delivery, pickup or garaging address.

With regards to the other roads within the Shire, which were also recently assessed and found suitable for the relevant RAV Networks (list previously provided), please advise us of any other access conditions you may want to include from the list below. I am hoping that once you have reviewed these as indicated in your email below, rather than rescinding support for these roads, you will be in the position to be able to request us to apply appropriate access conditions to restrict the access to local agricultural operations only, in addition to the conditions already determined as part of the onsite assessments.

- Access approved to transport bulk agricultural products only, such as grain or fertiliser.
- Not to be used as a through route. For local delivery, pick-up and garaging within an area only accessible via this road. Driver must carry documentation as proof of local delivery, pickup or garaging address.
- No operation on unsealed road segment when visibly wet, without road owner's approval.
(for unsealed roads)
- Maximum speed 60 km/h (for unsealed low volume roads we are happy to apply this speed restriction as the maximum permitted speed for RAVs to assist with road wear issues, unless a lower limit has been determined by the assessment)
- There is the option to restrict access to 'certain time periods during the year', but this is not preferred with farmers requiring access throughout the year to complete various transport tasks which are the same each year, so the wet road condition above would be more appropriate.

Hopefully the above information helps to provide greater clarification and assists with enabling the Shire to support the assessments outcomes we have determined.

Should you wish to discuss further, please do not hesitate in contacting me.

Regards,

Simon Wakeling

HEAVY VEHICLE ACCESS IMPROVEMENT AND POLICY MANAGER

Heavy Vehicle Services

p: 9475 8408

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From: KELLIE David (HVRATL) <david.kellie@mainroads.wa.gov.au>

Sent: Tuesday, 25 June 2019 2:23 PM

To: WAKELING Simon (HVAIPM) <simon.wakeling@mainroads.wa.gov.au>

Subject: FW: Shire of Chapman Valley - RAV Approved Roads

From: Maurice Battilana <ceo@chapmanvalley.wa.gov.au>

Sent: Tuesday, 25 June 2019 1:54 PM

To: KELLIE David (HVRATL) <david.kellie@mainroads.wa.gov.au>

Cc: Works Manager <works@chapmanvalley.wa.gov.au>; MILLER Bernie (RMMW-G)

<bernie.miller@mainroads.wa.gov.au>; HERBERT Peter (NOM)

<peter.herbert@mainroads.wa.gov.au>; Simon Lancaster <dceo@chapmanvalley.wa.gov.au>

Subject: RE: Shire of Chapman Valley - RAV Approved Roads

Hi David

I still have concerns with a number of the previously approved HMMS roads being listed as permanent RAV roads.

I reiterate, you are basing the Shire's endorsement of the list of roads on the HMMS process, which was for a short period of time and for a specific purpose. This cannot seriously be considered by MRWA as Shire endorsement for these roads to be endorsed as permanent RAV routes.

One of particular concern is the Chapman Valley Road between our boundary with the City of Geraldton and the Moonyoonooka/Yuna Rd Junction (listed as a RAV 4 Road) which I request is removed from the list immediately until further detailed analysis is undertaken.

In the interim I will work through the other roads of which we may determine other need to also be removed.

Please acknowledge receipt of this email and action taken as requested.

Regards

Maurice Battilana | CHIEF EXECUTIVE OFFICER



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From: KELLIE David (HVRATL) <david.kellie@mainroads.wa.gov.au>
Sent: Wednesday, 12 June 2019 6:04 PM
To: Maurice Battilana <ceo@chapmanvalley.wa.gov.au>
Cc: Works Manager <works@chapmanvalley.wa.gov.au>; MILLER Bernie (RMMW-G) <bernie.miller@mainroads.wa.gov.au>; HERBERT Peter (On Leave) <peter.herbert@mainroads.wa.gov.au>
Subject: RE: Shire of Chapman Valley - RAV Approved Roads

Good evening Maurice

Thank you for your email.

The list of roads endorsed under the Harvest Mass Management Scheme (HMMS) was sent to the Shire of Chapman Valley for road owner support for RAV Network access as per the below emails with the request highlighted in yellow. Heavy Vehicle Services (HVS) as previously advised received the email from Clare Cream advising of the Shire's works manager feedback for RAV access. The Shire completed the "LG to Complete" section of the road listing and provided a yes or no response for RAV Network access support against each road. This support like all obtained from other local governments was for permanent RAV Network access should the road be deemed suitable after an onsite assessment was conducted.

Please find attached a list of Shire of Chapman Valley roads that were assessed, and the associated roads conditions imposed on the RAV Network access. Some of the roads access will only be granted under a Restricted Local Access Permit (RLAP) and the associated conditions are also included in the spreadsheet. In the attached spreadsheet I have also listed the HMMS conditions which were

imposed on the HMMS Road Lists for Fairview Farm Rd, Lorimer Rd and McCage Rd. The only other relevant conditions imposed during the HMMS special access arrangements were: a) the driver of the RAV combination must not travel at a speed exceeding 40 km/h and b) an amber flashing warning light must be displayed on the cab of the towing vehicle. The roads have now undergone onsite assessments and been assessed against the Route Assessment Guidelines and the appropriate conditions including the speed restrictions are a result of meeting guideline assessment requirements. Furthermore, the HMMS special access arrangements are being removed for the 2019-20 harvest period and HMMS will revert back to being a mass management scheme only and all RAV access will be via the RAV networks or RLAP.

The onsite assessment were conducted in January 2019 by the dedicated HVS route assessment project team, established to assess the 1,053 roads endorsed for the 2018-19 harvest period via the HMMS Road Lists. The Shire's involvement in the process occurred at the end of December 2018 when contacted via email to provide RAV Network access support and alternatively responding in mid-January 2019, as per the below emails.

HVS is willing to work with the Shire to resolve any concerns regarding the RAV Network access and a proposed solution could be adding the HMMS condition of "Access approved to transport bulk agricultural products only, such as grain or fertiliser" to the 17 approved roads.

Should you require any further information or assistance regarding this request, please contact the HVS Route Assessment team on 138 486 or hvsrouteassessments@mainroads.wa.gov.au

regards

David Kellie
HEAVY VEHICLE ROUTE ASSESSMENT TEAM LEADER
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From: Maurice Battilana <ceo@chapmanvalley.wa.gov.au>
Sent: Wednesday, 12 June 2019 2:51 PM
To: KELLIE David (HVRATL) <david.kellie@mainroads.wa.gov.au>
Cc: Works Manager <works@chapmanvalley.wa.gov.au>; MILLER Bernie (RMMW-G) <bernie.miller@mainroads.wa.gov.au>; HERBERT Peter (On Leave) <peter.herbert@mainroads.wa.gov.au>
Subject: RE: Shire of Chapman Valley - RAV Approved Roads

Hi David

I think the point I am trying to make is the response you have referred to from Clare Cream (which is on behalf of the Manager Works & Services) is support for the roads under the HMMS request for seasonal use only, not as a permanent RAV route i.e.

*"Please find attached feedback from our works manager Esky Kelly **for the HMMS** in the Shire of Chapman Valley, as requested. "*

Have you received support/endorsement from this Shire for the HMMS roads to be converted to permanent RAV roads? If so what conditions were imposed for the roads? The same conditions imposed for them to be approved HMMS roads?

You mentioned the 18 Shire of Chapman Valley Roads have been inspected by MRWA and endorsed (by MRWA) as suitable for the RAV rating allocated to them. When was this done, by whom and when was the Shire involved in the process?

Regards

Maurice Battilana | CHIEF EXECUTIVE OFFICER



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From: KELLIE David (HVRATL) <david.kellie@mainroads.wa.gov.au>
Sent: Wednesday, 12 June 2019 11:32 AM
To: Maurice Battilana <ceo@chapmanvalley.wa.gov.au>
Subject: RE: Shire of Chapman Valley - RAV Approved Roads

Good morning Maurice

Thank you for your time this morning to discuss the RAV Network access in the Shire of Chapman Valley.

Please find below the email Heavy Vehicle Services (HVS) received from Clare Cream on behalf of Esky Kelly regarding RAV Network support for roads in the Shire of Chapman Valley.

If the Shire has concerns with the RAV access, HVS can also add the additional conditions to the roads:

- Access approved to transport bulk agricultural products only, such as grain or fertiliser.
- Not to be used as a through route. For local delivery, pick-up and garaging within an area only accessible via this road. Driver must carry documentation as proof of local delivery, pickup or garaging address.

Please advise how the Shire wishes to progress.

Should you require any further information or assistance regarding this request, please contact the HVS Route Assessment team on 138 486 or hvsrouteassessments@mainroads.wa.gov.au

regards

David Kellie

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From: Maurice Battilana <ceo@chapmanvalley.wa.gov.au>
Sent: Tuesday, 11 June 2019 1:15 PM
To: HVSrouteassessments <HVSrouteassessments@mainroads.wa.gov.au>
Cc: HERBERT Peter (NOM) <peter.herbert@mainroads.wa.gov.au>; MILLER Bernie (RMMW-G) <bernie.miller@mainroads.wa.gov.au>; Works Manager <works@chapmanvalley.wa.gov.au>
Subject: Shire of Chapman Valley - RAV Approved Roads

Hi

The information below has been sent to all LGAs by WALGA.

2019-20 Harvest Mass Management Scheme Arrangements

Main Roads WA have published details of proposed changes to the Harvest Mass Management Scheme for the 2019-20 grain harvest.

It is proposed that the Harvest Mass Management Scheme will revert to its original purpose as a mass management scheme only, and not be linked to road network access for Restricted Access Vehicles (RAVs). WALGA has been advised that onsite assessments for the 1053 roads endorsed for use by RAVs for the 2018-19 period are on track to be completed with roads to be added to the relevant RAV network prior to the next harvest period. This will be subject to Local Government support for those changes as per the current policy.

Some further details are available at [HVS 12-2019 Update](#). Main Roads WA has advised that the business rules and the HMMS Order will be published prior to 1 October 2019.

WALGA has initiated preliminary consultation concerning the proposed changes with delegates to the Local Government Agricultural Freight Group.

For more information see the [HMMS page](#) on the Main Roads WA website, email Executive Manager, Infrastructure [Ian Duncan](#) or call 9213 2031.

I have since been provided with a list of 18 roads within the Shire of Chapman Valley assessed under the conditions of the HMMS RAV route analysis procedure (see attached).

My concern is many of these were approved for the harvest period only under the HMMS system not as permanent RAV approve roads, so were for a finite period only, now it appears it is being suggested these roads will automatically become permanent RAV routes.

I believe all roads approved specifically as HMMS approved routes only need to be reassessed to ensure LGAs support for these to be permanent RAV routes. A totally different scenario to the restricted HMMS short period approval system. Can you please confirm this is what will occur for the 18 Shire approved HMMS roads before they can be considered as permanent RAV roads in the Shire?

Regards

Maurice Battilana | CHIEF EXECUTIVE OFFICER



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From: Customer Service <cso@chapmanvalley.wa.gov.au>

Sent: Wednesday, 16 January 2019 3:15 PM

To: HVSrouteassessments <HVSrouteassessments@mainroads.wa.gov.au>

Cc: Works Manager <works@chapmanvalley.wa.gov.au>

Subject: FW: CR1913621 - RE: Route Determination - Shire of Chapman Valley - MWG - 5160136 - 5160075 - 5160115 - 5160026 - 5160150 - 5160130 - 5160058 - 5160032 - 5160105 - 5160063 - 5160086 - 5160037 - 5160076 - 5160059 - 5160049 - 5160120 - RAV 4 & RAV 7 - Reque

Hi Georgia,

Please find attached feedback from our works manager Esky Kelly for the HMMS in the Shire of Chapman Valley, as requested.

Thanks & Regards,

Clare Cream - CUSTOMER SERVICES OFFICER



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From: HVSrouteassessments <HVSrouteassessments@mainroads.wa.gov.au>
Sent: Friday, 28 December 2018 1:13 PM
To: Customer Service <cs@chapmanvalley.wa.gov.au>
Subject: Route Determination - Shire of Chapman Valley - MWG - 5160136 - 5160075 - 5160115 - 5160026 - 5160150 - 5160130 - 5160058 - 5160032 - 5160105 - 5160063 - 5160086 - 5160037 - 5160076 - 5160059 - 5160049 - 5160120 - RAV 4 & RAV 7 - Request LGA Approval

Good afternoon,

As you may already be aware, the Harvest Mass Management Scheme (HMMS) was developed in 2009 to assist the grain industry with the difficulties loading grain from a paddock. The HMMS initially only offered a loading tolerance, which was aimed at enabling the grain transporter to weigh their load at the receivable point and then adjust the following loads accordingly to achieve compliance with statutory mass limits. For the 2016-17 harvest, an access component was introduced to address 'first and last mile' access issues to and from the paddock and to facilitate efficient transport of grain for the forecasted record harvest. These access arrangements remained in place for the 2017-18 harvest period.

Following legal advice, Heavy Vehicle Services (HVS) made some changes for the 2018-19 season to allow the access arrangements to continue and ensuring safety and legal obligation are met. These changes have meant the operator must apply to Main Roads for the roads they require, not already approved on a RAV Network, between the paddock and the nearest road approved for RAV Network access under HMMS. This enabled HVS to conduct preliminary assessments of all roads received, prior to them being endorsed under HMMS for the 2018-19 harvest period. If deemed safe, the roads have been endorsed on the operator's HMMS Road List, which specifies any additional access conditions (if applicable).

The introduction of the HMMS Road list has provided HVS the opportunity to prioritise onsite route assessments, with the aim of adding the roads required by farmers to the relevant RAV Network, where the road is deemed suitable. Having the roads approved on the relevant RAV network will negate the need to have special access arrangements for future harvest periods.

With the above in mind, the HVS Route Assessment team will be visiting Shire of Chapman Valley in the coming weeks to conduct onsite assessments of the roads within your shire, which were applied for under HMMS, to confirm their suitability for addition to the relevant RAV Network.

The table attached provides a summary of the list of roads to be assessed:

Please provide HVS with the information indicated in the table marked 'LG to Complete'.

If the road is found unsuitable to be added to the relevant RAV network, HVS may offer the applicant an alternative individual access arrangement via a Restricted Local Access Permit (RLAP). This permit is for individual 'first and last mile' access to a road and may be considered for an operator with a specific combination and with suitable conditions to mitigate any risk.

It would be appreciated if you could provide your support and other information as indicated in the attached table to HVS within four (4) weeks to enable us to consider it as part of our assessment process. If there are any circumstances where you are unable to meet the requested timeframes, please contact us. If a response is not provided within four (4) weeks of this email, we will proceed with or without your comment.

If the Shire is not supporting RAV access to a particular road, this must be accompanied with sufficient reasoning, as this may be used to justify the decision to the applicant.

We will provide you with further correspondence about the assessment outcomes once complete.

Should you require any further information or assistance regarding this request, please contact the HVS Route Assessment team on 138 486 or hvsrouteassessments@mainroads.wa.gov.au

Kind regards,

Georgia Willis

Heavy Vehicle Services Officer

Heavy Vehicle Services

p: 138 HVO (486)

e: hvsrouteassessments@mainroads.wa.gov.au

w: www.mainroads.wa.gov.au



mainroads
WESTERN AUSTRALIA





RESTRICTED ACCESS VEHICLE ROUTE ASSESSMENT FORM

This form is to be used when completing any Restricted Access Vehicle (RAV) route assessment in conjunction with the *Standard RAV Route Assessment Guidelines*, *Tri Drive Route Assessment Guidelines* or *Concessional Loading Route Assessment Guidelines*. Please complete only those sections relevant to the assessment type, additional information may be added as required.

Assessment Officer Details			
Name	Georgia Willis	Name	Alexis Fowle
Position	HVSO	Position	HVSO
Employer	Main Roads	Employer	Main Roads
Phone	138 486	Phone	138 486

Road Details			
Road Owner	Shire of Chapman Valley	Main Roads Region	Mid-West Gascoyne
Road Name	Chapman Valley Rd	Road Number	5160130
SLK From	0.00	SLK To	9.64
Description From	Geraldton LGA Boundary	Description To	Moonyoonooka Yuna Rd
Total Distance:	9.64 km	AADT:	472
Is this a Built Up Area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Is this a School Bus Route?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

AADT: Annual Average Daily Traffic is determined by the total yearly two-way traffic volume divided by 365, expressed as vehicles per day (VPD)

Assessment Request Details			
Application TRIM#	D18#778167	Road Owner Approval TRIM#	D19#40790
RAV Network	4	Length	27.50m
Products/Restrictions	-	Width	2.50m
Current RAV Network	Nil	Height	4.60m

HVS Use Only	
Reviewer Details	
Name	Georgia Willis
Position	HVSO
Employer	Main Roads
Phone	138 486
Date	14/01/2018
Comments:	
School bus signage noted onsite.	

Road Width and Features

Rural Roads

All roads that provide a secondary network of National, State and local Government roads connecting cities and towns.

Is this a Rural Road? ☒ Yes ☐ No (If no, please move on to Town Site Roads)

If yes, please complete the below Table

Criteria	Road Section 1	Road Section 2	Road Section 3	Road Section 4	Road Section 5
Road Surface	<input checked="" type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input checked="" type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input checked="" type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input checked="" type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input checked="" type="checkbox"/> Sealed <input type="checkbox"/> Unsealed
Carriageway Width (m)	11.0m	9.30m	11.80m	10.80m	11.10m
Sealed Width (m)	7.80m	7.80m	7.80m	7.50m	7.70m
Location (SLK-SLK)	0.00 – 0.28	0.28 – 0.38	0.38 – 3.75	3.75 – 6.98	6.98 – 9.64
Posted Speed Limit (km/h)	50 km/h or State Limit	50 km/h or State Limit	50 km/h or State Limit	50 km/h or State Limit	50 km/h or State Limit
Sight Distance over 250m	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
<p>Carriageway Width: That portion of a road or structure devoted particularly to the use of vehicles that is between guide posts, kerbs or barriers where these are provided, inclusive of shoulders and auxiliary lanes.</p> <p>Seal Width: Width between edges of sealed surface or between edge lines (where installed on undivided carriageways), whichever is less.</p>					
Additional Comments					
HVS Use Only					
Minimum guideline requirement					
Criteria	Road Section 1	Road Section 2	Road Section 3	Road Section 4	Road Section 5
Road Width Requirement	CS: 5.90m CW: 7.90m	CS: 5.90m CW: 7.90m	CS: 5.90m CW: 7.90m	CS: 5.90m CW: 7.90m	CS: 5.90m CW: 7.90m
Low Volume	<input type="checkbox"/> Type A <input type="checkbox"/> Type B	<input type="checkbox"/> Type A <input type="checkbox"/> Type B	<input type="checkbox"/> Type A <input type="checkbox"/> Type B	<input type="checkbox"/> Type A <input type="checkbox"/> Type B	<input type="checkbox"/> Type A <input type="checkbox"/> Type B
Recommended Speed	<input type="checkbox"/> 40 km/h <input type="checkbox"/> 60 km/h <input type="checkbox"/> 70 km/h <input type="checkbox"/> 80 km/h <input type="checkbox"/> 100 km/h	<input type="checkbox"/> 40 km/h <input type="checkbox"/> 60 km/h <input type="checkbox"/> 70 km/h <input type="checkbox"/> 80 km/h <input type="checkbox"/> 100 km/h	<input type="checkbox"/> 40 km/h <input type="checkbox"/> 60 km/h <input type="checkbox"/> 70 km/h <input type="checkbox"/> 80 km/h <input type="checkbox"/> 100 km/h	<input type="checkbox"/> 40 km/h <input type="checkbox"/> 60 km/h <input type="checkbox"/> 70 km/h <input type="checkbox"/> 80 km/h <input type="checkbox"/> 100 km/h	<input type="checkbox"/> 40 km/h <input type="checkbox"/> 60 km/h <input type="checkbox"/> 70 km/h <input type="checkbox"/> 80 km/h <input type="checkbox"/> 100 km/h
Does the Rural Road meet the requirements? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
Comments:					
Appendix A: Rural Road Width: 80 to 100km/h (150 to 500 AADT/VPD)					

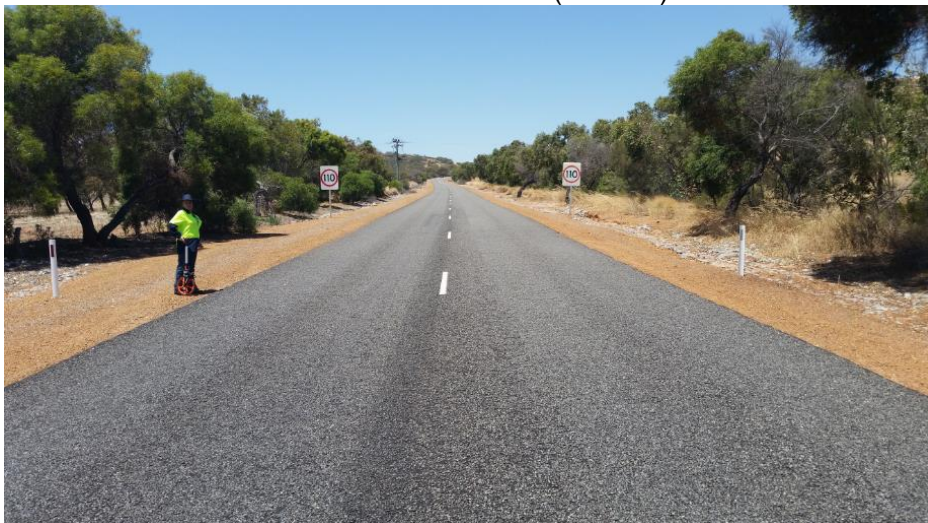
SLK 0.00 – SLK 0.28 (11.0m)



SLK 0.28 – SLK 0.38 (9.30m)



SLK 0.38 – SLK 3.75 (11.80m)



SLK 3.75 – SLK 6.98 (10.80m)



SLK 6.98 – SLK 9.64 (CW11.10m)



Town Site Road

All roads within a populated area of established dwellings, a central place of trade and recognised as a distinct place. Generally the area will act as a central hub of activity for the community.

Is this a Town Site Road? ☐ Yes ☒ No

Road Geometry

Road Alignment

Are there any significant curves/bends on the road? ☒ Yes ☐ No

If yes, please complete the below table

SLK	Signage	Swept Path Completed	Lane Correct	Direction of Travel	Sight Distance	Direction of Travel	Sight Distance
	<input checked="" type="checkbox"/> Warning Sign <input checked="" type="checkbox"/> Advisory Speed	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No				
<u>Additional Comments</u> SLK 1.84 Advisory Bend Signage, and 90km/h Advisory SLK 8.34 Advisory Bend Signage, and 90km/h Advisory							
HVS Use Only							
RAV is able to stay lane correct <input type="checkbox"/> Yes <input type="checkbox"/> No							
Bend meets sight distance requirement of XXX <input type="checkbox"/> Yes <input type="checkbox"/> No							
Comments Advisory signage is appropriate and bends are not tight radius, so no concerns identified for RAVs.							

SLK 1.84 Advisory Bend Sign, 90km/h Advisory



SLK 8.34 Advisory Bend Sign, 90km/h Advisory



Gradients

Have any gradients above 3% for unsealed roads or 5% for sealed roads been identified?

☒ Yes ☐ No

If yes, please complete the below Table

Criteria	Grade 1	Grade 2	Grade 3	Grade 4
Road Surface	<input checked="" type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input checked="" type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input type="checkbox"/> Sealed <input type="checkbox"/> Unsealed
Location (SLK)	SLK 2.53	SLK 4.59		
Grade (%)	5.50%	5.30%		
Length (m)	390m	163m		
Additional Comments				
HVS Use Only				
Minimum Guideline requirement for gradient (%):		RAV 2-6	RAV 7-8	RAV 9-10
Sealed		<input checked="" type="checkbox"/> 8%	<input type="checkbox"/> 6%	<input type="checkbox"/> 5%
Unsealed		<input type="checkbox"/> 5%	<input type="checkbox"/> 4%	<input type="checkbox"/> 3%
Meets Guidelines	Grade 1 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Grade 2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Grade 3 <input type="checkbox"/> Yes <input type="checkbox"/> No	Grade 4 <input type="checkbox"/> Yes <input type="checkbox"/> No
Comments:				
Gradient 1 and Gradient 2 both are within Guideline limits.				

SLK 2.53 – SLK 2.92



SLK 4.59 – SLK 6.12



Road Obstacles: Bridges, Culverts, Floodway's, Overhead Clearance and Railway Crossings

Bridges

A structure (with the exception of gantries) having a clear opening in any span of greater than 3 metres measured between the faces of piers and/or abutments or structures of a lesser span with a deck supported on timber stringers.

Have any drive on bridges been identified? ☒ Yes ☐ No

If yes, please complete the below Table

Criteria	Bridge 1	Bridge 2	Bridge 3	Bridge 4		
Structure Number	0811					
Surface	<input checked="" type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input type="checkbox"/> Sealed <input type="checkbox"/> Unsealed	<input type="checkbox"/> Sealed <input type="checkbox"/> Unsealed		
Width between kerbs (m)	8.50m					
Location (SLK)	SLK 7.99					
Central Line Marking?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Sight Distance 1 and direction of travel (m)	185 m					
Sight Distance 2 and direction of travel (m)	190m					
Have all measurements been taken at Truck Driver height of 2.4m <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No						
Additional Comments						
Bridge is suitable for two-way traffic.						
HVS Use Only						
Minimum Guideline requirement for width between kerbs (m):			7.20m			
Meets Guidelines:	Bridge 1 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Bridge 2 <input type="checkbox"/> Yes <input type="checkbox"/> No	Bridge 3 <input type="checkbox"/> Yes <input type="checkbox"/> No	Bridge 4 <input type="checkbox"/> Yes <input type="checkbox"/> No		
Has the Structures Engineering Branch given approval for RAV Access?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	HPRM Reference #D18#817418			
Comments:						
SEB have assessed all bridges on the route and have provided necessary approvals.						

Approach onto Structure 0811 on Chapman Valley Rd Northeast Bound (SLK 7.99)



Approach onto Structure 0811 on Chapman Valley Rd Southwest Bound (SLK 7.99)



Culverts and Floodways

Culvert: A structure under a road having only clear openings of less than or equal to 3 metres measured between the faces of piers and/or abutments or a pipe shaped structure of any diameter.

Floodway: A roadway across a shallow depression subject to flooding, specifically designed to overtop and constructed to resist the damaging effects of overtopping.

Have any culverts or flood ways that impact carriageway width been identified?

☐ Yes ☒ No

Overhead Clearance

Have any overhead power lines been identified? ☒ Yes ☐ No

(Do not attempt to measure power line heights – approval will be sought by HVS from the cable operator)

Have any other overhead obstructions been identified? ☐ Yes ☒ No

If yes, please complete the below Table

Criteria	Overhead Obstruction 1	Overhead Obstruction 2	Overhead Obstruction 3	Overhead Obstruction 4
What is the overhead obstruction (e.g. tree, bridge, gantry sign)				
Minimum Clearance (m) (from ground to lowest point of structure over the carriageway)				
SLK Location				
Additional Comments SLK 0.54 Powerlines SLK 1.20 Powerlines SLK 6.98 Powerlines SLK 7.42 Powerlines SLK 8.34 Powerlines				
HVS Use Only				
Minimum Guideline requirement for overhead obstructions (m): 4.9m				
Meets Guidelines:	Overhead Obstruction 1 <input type="checkbox"/> Yes <input type="checkbox"/> No	Overhead Obstruction 2 <input type="checkbox"/> Yes <input type="checkbox"/> No	Overhead Obstruction 3 <input type="checkbox"/> Yes <input type="checkbox"/> No	Overhead Obstruction 4 <input type="checkbox"/> Yes <input type="checkbox"/> No
(If applicable) Power line Asset Owner Approval HPRM Reference #: D19#42638				
Comments: Western Power Approval 16/01/2018				

SLK 0.54 Powerlines



SLK 1.20 Powerlines



SLK 6.98 Powerlines



SLK 7.42 Powerlines



SLK 8.34 Powerlines



Railway Crossings

Warning Devices and signage for Railways:

- *No Protection*
- *Give Way Sign*
- *Stop Sign*
- *Flashing Lights*
- *Flashing Lights
and Boom
Gate*
- *Advanced
warning
flashing amber
lights*

Have any Railway Crossings been identified? ☐ Yes ☒ No

Intersections

Intersection Layout

Intersection	Kerbing	Islands	Free of Loose Gravel	Adjacent Infrastructure / Obstacles
Narra Tarra Rd & Chapman Valley Rd	<input type="checkbox"/> Mountable <input type="checkbox"/> Painted <input type="checkbox"/> Semi-Mountable <input type="checkbox"/> Non-Mountable <input checked="" type="checkbox"/> None	<input type="checkbox"/> Mountable <input type="checkbox"/> Semi-Mountable <input type="checkbox"/> Non-Mountable <input type="checkbox"/> Painted <input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Vegetation <input type="checkbox"/> Poles/Signs <input type="checkbox"/> Letter boxes <input type="checkbox"/> Culverts <input type="checkbox"/> Other (list below)
Moonyoonooka Yuna Rd & Chapman Valley Rd	<input type="checkbox"/> Mountable <input type="checkbox"/> Painted <input checked="" type="checkbox"/> Semi-Mountable <input type="checkbox"/> Non-Mountable <input type="checkbox"/> None	<input type="checkbox"/> Mountable <input checked="" type="checkbox"/> Semi-Mountable <input type="checkbox"/> Non-Mountable <input type="checkbox"/> Painted <input type="checkbox"/> None	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Vegetation <input checked="" type="checkbox"/> Poles/Signs <input type="checkbox"/> Letter boxes <input type="checkbox"/> Culverts <input type="checkbox"/> Other (list below)

Centre Traffic Islands

Intersection	Islands	Stacking Distance (m)
Narra Tarra Rd & Chapman Valley Rd	<input type="checkbox"/> Mountable <input type="checkbox"/> Semi-Mountable <input type="checkbox"/> Non-Mountable <input checked="" type="checkbox"/> None	N/A
Moonyoonooka Yuna Rd & Chapman Valley Rd	<input type="checkbox"/> Mountable <input checked="" type="checkbox"/> Semi-Mountable <input type="checkbox"/> Non-Mountable <input type="checkbox"/> None	29.10m

Additional Comments

Chapman Valley Rd starts at through road (LGA Boundary)

HVS Use Only

Is the Intersection suitable for RAV Access? ☒ Yes ☐ No

Comments:

Approach onto Chapman Valley Rd Northeast Bound – Shire of Chapman Valley (SLK 0.00) from Chapman Valley Rd Northeast Bound – City of Greater Geraldton (SLK 4.24) – **THROUGH ROAD**



Looking across Chapman Valley Rd (SLK 3.19) onto Narra Tarra Rd (SLK 0.00) Southeast Bound



Looking across Chapman Valley Rd (SLK 9.64) into Moonyoonooka Yuna Rd (SLK 15.09)



Chapman Valley Rd (SLK 9.64) and Moonyoonooka Yuna Rd (SLK 15.09) Intersection – Centre Traffic Island Stacking Distance



Swept Paths

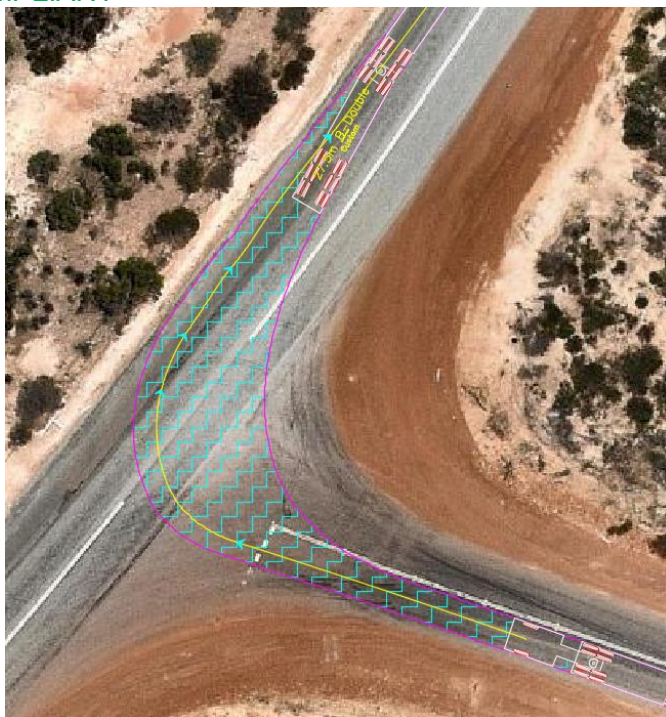
Where there is any possibility that the RAV may have insufficient clearance from kerbs or other nearby objects, standard turning templates shall be used to accurately check the swept path of the RAV. Using Autoturn, the appropriate vehicle combination must be used to check all turning movements at all required intersections and any clearance problems should be noted.

Has a Swept Path been conducted for each intersection and roundabout?

☒ Yes ☐ No

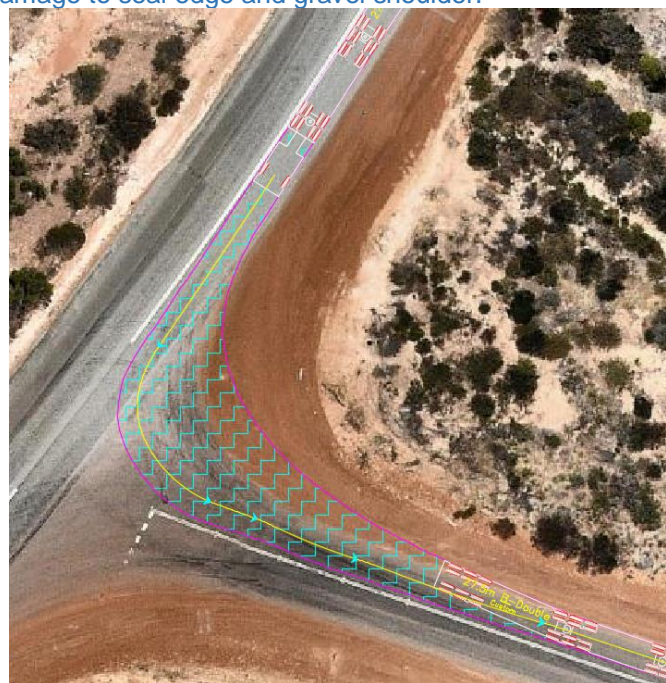
<u>Additional Comments</u>	
HVS Use Only	
Vehicle Combination Used for Swept Paths: 2(C): Vehicle Combination	
Are all Swept Paths on trafficable ground?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Do all Swept Paths have sufficient clearance from non-mountable kerbing?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Do all Swept Paths have sufficient clearance from all nearby objects?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Do any Left Turn Swept Paths cross a white unbroken line marking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Comments:	
All Swept Paths are Compliant.	

Turn Right into Chapman Valley Rd Northeast Bound (SLK 3.19) from Narra Tarra Rd Northwest Bound (SLK 0.00) – **COMPLIANT**



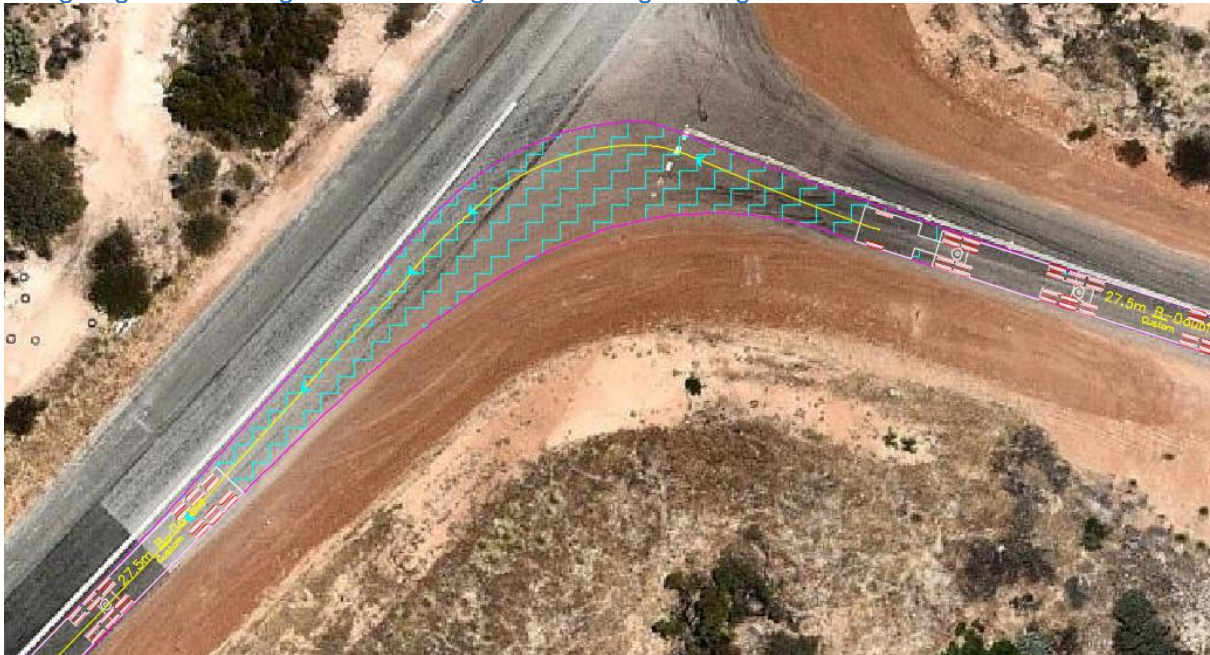
Turn Left into Narra Tarra Rd Southeast Bound (SLK 0.00) from Chapman Valley Rd Southwest Bound (SLK 3.19) – **COMPLIANT**

SoCV Comments: This indicates the RAV vehicle will be off the sealed surface whilst turning north, which is going to cause significant damage to seal edge and gravel shoulder.

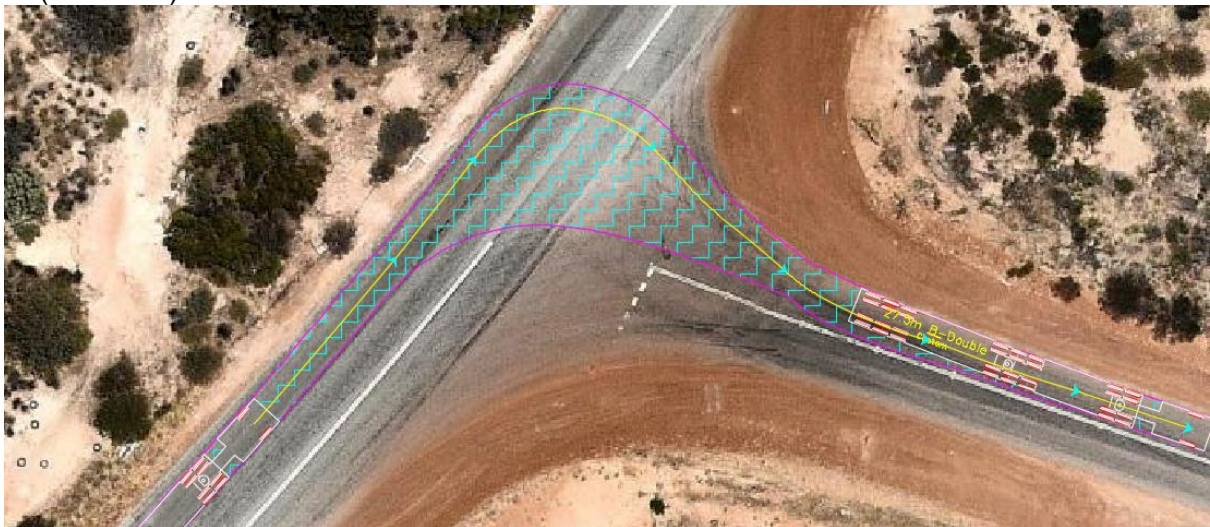


Left Turn into Chapman Valley Rd Southwest Bound (SLK 3.19) from Narra Tarra Rd Northwest Bound (SLK 0.00) – **COMPLIANT**

SoCV Comments: This indicates the RAV vehicle may be off the sealed surface whilst turning south, which is going to cause significant damage to seal edge and gravel shoulder



Right Turn into Narra Tarra Rd Southeast Bound (SLK 0.00) from Chapman Valley Rd Northeast Bound (SLK 3.19) – **COMPLIANT**



Right Turn into Moonyoonooka Yuna Rd Southbound (SLK 15.09) from Chapman Valley Rd Northeast Bound (SLK 9.64) – COMPLIANT



Left Turn into Chapman Valley Rd Southwest Bound (SLK 9.64) from Moonyoonooka Yuna Rd Northbound (SLK 15.09) - COMPLIANT

SoCV Comments: I find this one hard to believe and would imagine the RAV vehicle would find it hard not to cross the centre white line here.



Right Turn into Chapman Valley Rd Northeast Bound (SLK 9.64) from Moonyoonooka Yuna Rd Northbound (SLK 15.09) – COMPLIANT



Continuation on from Moonyoonooka Yuna Rd to Moonyoonooka Yuna Rd (At Intersection of Chapman Valley Rd) – **THROUGH ROAD**



Entering Sight Distance

Measures the sight distance to see a sufficient gap in oncoming traffic that will allow a RAV, with greater length and lower acceleration capacity, to clear the intersection safely.

Name of Intersecting Road	Direction of Travel	Grade (%)	Speed Limit	Entering Sight Distance		Entering Sight Distance		HVS Only Guideline (m)
				Direction	(m)	Direction	(m)	
Narra Tarra Rd	NW	+4.5%	100	SW	344m	-	-	234m
Narra Tarra Rd	NW	-5.8%	100	NE	368m	-	-	290m
Moonyoonooka Yuna Rd (Morrell Rd)	NW	Level	100	SW	539m	NE	293m	252m
Moonyoonooka Yuna Rd (Morrell Rd)	SE	Level	100	N	403m	-	-	252m
Have all measurements been taken at Truck Driver height of 2.4m <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No								
Is there anything restricting Sight Distance? (e.g. trees, shrubs, signage)				N/A				
Additional Comments								
HVS Use Only								
All Entering Sight Distances meets guideline requirements: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No								
If no, is there anything that can mitigate the risk? (e.g. warning signage, vegetation clearing)				N/A				
Comments:								
All ESD Meets Guidelines.								

Looking Left onto Chapman Valley Rd Southwest Bound (SLK 3.19) from Narra Tarra Rd Northwest Bound (SLK 0.00) – **SUFFICIENT ESD**



Looking Right onto Chapman Valley Rd Northeast Bound (SLK 3.19) from Narra Tarra Rd Northwest Bound (SLK 0.00) – **SUFFICIENT ESD**



Looking Left onto Chapman Valley Rd Southwest Bound (SLK 9.64) from Moonyoonooka Yuna Rd Northwest Bound (SLK 15.09) – SUFFICIENT ESD



Looking Right onto Chapman Valley Rd Northeast Bound (SLK 9.64) from Moonyoonooka Yuna Rd Northwest Bound (SLK 15.09) – SUFFICIENT ESD



Looking Left along Moonyoonooka Yuna Rd (SLK 15.09) from Moonyoonooka Yuna Rd Centre Traffic Island – **SUFFICIENT ESD**



Approach Sight Distance

Measures the visibility to observe another vehicle at or within the intersection, and react or stop if necessary.

Name of Approaching Road	Direction of Travel	Recommended Speed of RAV	Is there warning signage	Grade (%)	Approach Distance (m)	HVS Only Guideline (m)
Narra Tarra Rd	NW	100	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	+5.30%	208m	227m
Moonyoonooka Yuna Rd	SE	100	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	+2.10%		
Have all measurements been taken at Truck Driver height of 2.4m <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No						
Is there anything restricting Sight Distance? (e.g. trees, shrubs, signage)			Vegetation Clearing on Narra Tarra Rd SLK 0.40			
Additional Comments						
HVS Use Only						
All Approach Sight Distances meets guideline requirements: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No						
If no, is there anything that can mitigate the risk? (e.g. warning signage, vegetation clearing)						
Comments: The minor differential between ASD requirement (approximately 19m) has not been identified as an issue RAVs as they will be slowing on approach to intersection of Chapman Valley Rd due to having traversed through the bends and also the +5% grade immediately prior to the Chapman Valley Rd intersection. <u>SoCV Comment:</u> This junction has always been of concern to the Shire and your assessment vindicates our concerns. What assessment is done on light vehicles coming upon a slow moving heavy vehicle at this junction?						

Approach onto Narra Tarra Rd Southeast Facing (SLK 0.00) from Chapman Valley Rd (SLK 3.19)



Approach onto Moonyoonooka Yuna Rd (SLK 15.09) from Chapman Valley Rd (SLK 9.64)



Assets

Acceleration Lanes

To avoid an undue hazard or obstruction to traffic, the length of any acceleration lanes provided on the route should be sufficient to allow RAVs, when fully loaded, to accelerate to within 70% of the operating traffic speed at the point where the lane merges with the through road.

Does this road or adjacent roads require any acceleration lanes? ☐ Yes ☒ No

Overtaking Opportunities

(Provision of additional overtaking opportunities is usually not justified for AADT of 500 or below)

Does the AADT exceed 500? ☐ Yes ☒ No

Off Road Parking

Is this a rural road exceeding 80km or a remote road exceeding 120 km in length?

☐ Yes ☒ No

Community Considerations

What are the major concerns that need to be addressed? (tick all that apply)			
<input type="checkbox"/> Noise	<input type="checkbox"/> Vibration	<input type="checkbox"/> Smell	<input type="checkbox"/> Other
Details:			
What agencies have been contacted with regards to any community issues or concerns? (tick all that apply)			
<input type="checkbox"/> Regional Office	<input type="checkbox"/> Local Government Authority	<input type="checkbox"/> Local Police	<input type="checkbox"/> Other
Details:			
HVS Use Only			
Comments: None raised by the local government. SoCV Comment: This is not the case. As previously stated, our comments were based on the HMMS limited harvest period use of the road as a RAV 2-4			

Other Considerations/Comments

Details: SLK 7.79 Caravans Entering Sign
HVS Use Only
Comments: None raised by the local government.

SoCV Comment: This is not the case. As previously stated, our comments were based on the HMMS limited harvest period use of the road as a RAV 2-4

Assessment Declaration:

I hereby declare that:

1. I have assessed this route in accordance with all requirements and procedures in Main Roads Western Australia *Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines, Concessional Loading Route Assessment Guidelines, Tri-Drive Route Assessment Guidelines and Guidelines for Approving RAV Access*, and
2. The information provided on this form and any attached documents is true and correct to the best of my knowledge.

Assessment Officer Details			
Name	Georgia Willis	Name	Alexis Fowle
Position	HVSO	Position	HVSO
Representing	Main Roads	Representing	Main Roads
Signature:	<i>G Willis</i>	Signature:	<i>A Fowle</i>
Date:	17/01/2018	Date:	17/01/2018
Recommendation			
I hereby endorse the route's suitability for RAV access as follows:			
RAV Network(s):	4		
<input type="checkbox"/> This road is unsuitable for RAV Access			
<input checked="" type="checkbox"/> This road is suitable for RAV Access <input type="checkbox"/> Type A Low Volume <input type="checkbox"/> Type B Low Volume			
Specific Conditions:			
CA13: Operation is not permitted while the school bus is operating on the road.			
Comments:			
This section must be signed by a CEO/ Deputy CEO or Regional Manager.			
Comments:			
Not required as assessment completed directly by HVS.			
Name:		Signature:	
Date:			

HVS Assessment Review

HVS Use Only			
Recommendation			
I have reviewed this assessment in accordance with all requirements and procedures in Main Roads Western Australia Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines, Concessional Loading Route Assessment Guidelines, Tri-Drive Route Assessment Guidelines and Guidelines for Approving RAV Access and recommend RAV access as follows:			
RAV Network(s):	2-4		
<input type="checkbox"/> This road is unsuitable for RAV Access			
<input checked="" type="checkbox"/> This road is suitable for RAV Access <input type="checkbox"/> Type A Low Volume <input type="checkbox"/> Type B Low Volume			
Specific Conditions:			
CA13: Operation is not permitted while the school bus is operating on the road.			
Comments:			
Name:	Georgia Willis	Signature	GMWWillis
Date:	17/01/2018		
Management Meeting			
Management Meeting Date:	14/02/2019		
Management Meeting Outcome:			
Endorsed for RAV 2-4.			
If approved and Railway Crossings have been identified on the road			
Has an email been sent to ARC?	<input type="checkbox"/> Yes <input type="checkbox"/> No	HPRM Ref Number:	
If approved and Traffic Signals have been identified on the road			
Has an email been sent to Traffic Systems Operations?	<input type="checkbox"/> Yes <input type="checkbox"/> No	HPRM Ref Number:	

- 11.0 ELECTED MEMBERS MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**
- 12.0 NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF THE MEETING**
- 13.0 DELEGATES REPORTS**
- 14.0 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION**
- 15.0 MATTERS FOR WHICH MEETING TO BE CLOSED TO MEMBERS OF THE PUBLIC**
 - 15.1 CEO Performance Review**
- 16.0 CLOSURE**