



SHIRE OF  
**Chapman Valley**  
*Love the rural life!*

# ROADS INFRASTRUCTURE COMMITTEE

**8<sup>th</sup> MARCH 2019**  
**COUNCIL CHAMBERS NABAWA**  
**9.00AM**

## Committee Purpose & Delegations

Undertake an annual review the following:

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

Delegation – Nil

**The Road Infrastructure Committee is comprised of:-**

**All Councillors – President (Presiding Member)**

<b>Chief Executive Officer</b>	<b>(Observer)</b>
<b>Deputy CEO</b>	<b>(Observer)</b>
<b>Manager Works &amp; Services</b>	<b>(Observer)</b>
<b>Works Leading Hand</b>	<b>(Observer)</b>

**ROAD INFRASTRUCTURE COMMITTEE MEETING TO BE HELD IN THE COUNCIL CHAMBERS,  
NABAWA  
8 MARCH 2019 COMMENCING AT 9.00 AM**

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**ORDER OF BUSINESS**

**Note: Road Inspections will be determined at the meeting on an as-needs basis only.**

- 1.0 Declaration of Opening / Announcements of Visitors**
- 2.0 Announcements from the Presiding Member (President)**
- 3.0 Record of Attendance**
  - 3.1 Present
  - 3.2 Apologies
- 4.0 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.”*

- 5.0 Petitions / Deputations / Presentations**
- 6.0 Confirmation of Minutes from previous meetings**

Road Inspection held on the 6<sup>th</sup> March 2018

Recommend that the Notes of the Road Inspection held of the Shire of Chapman Valley held on 6<sup>th</sup> March 2018 be confirmed as a true and accurate record of proceedings. (*Supplied under separate cover*)

- 7.0 Items to be dealt with En Bloc**

## **8.0 Agenda Items**

- 8.1 Review of Shire Road Hierarchy
- 8.2 Proposed 2019/2020 Road Works Program & Review of Ten Year Road Works Program
- 8.3 Review Heavy Haulage Vehicle Permit Roads
- 8.4 Review Plant Replacement Program

<b>DISCUSSION ITEM:</b>	<b>9.1</b>
<b>SUBJECT:</b>	<b>REVIEW OF SHIRE ROAD HIERARCHY</b>
<b>PROPONENT:</b>	<b>CHIEF EXECUTIVE OFFICER &amp; MANAGE WORKS &amp; SERVICES</b>
<b>SITE:</b>	<b>WHOLE SHIRE</b>
<b>FILE REFERENCE:</b>	<b>1002</b>
<b>PREVIOUS REFERENCE:</b>	<b>MINUTE REFERENCE 08/18-3</b>
<b>DATE:</b>	<b>8 MARCH 2019</b>
<b>AUTHOR:</b>	<b>MAURICE BATTILANA, CHIEF EXECUTIVE OFFICER</b>

#### SUPPORTING DOCUMENTS:

Ref	Title	Attached to Report	Under Separate Cover
9.1(a)	Road Hierarchy Procedure (IMP-025)		√

#### 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 August 2018 OCM:

*MOVED: CR ROYCE*

*SECONDED: CR BATTEN*

1. *Council endorse and adopt the revised Road Hierarchy Procedure (IMP-025) as presented with reference to other relevant policies and management procedures.*
2. *The Chief Executive Officer commence discussions with the City of Greater Geraldton, Shire of Northampton and Main Roads WA Heavy Vehicle Services to address current cross-boundary anomalies with RAV rated local government roads between these neighbouring local government districts.*

*Voting 7/0  
CARRIED*

*Minute Reference: 08/18-3*

#### 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 9.1(a)** under separate cover.

I believe with the increased use and status of both East Nabawa & Valentine Roads it would appropriate to apply to Mid West Regional Road Group to elevate both these roads from Category 2 to Category 1 roads in the *Mid West Roads 2030 Regional Strategies for Significant Local Government Roads*.

The MWRRG User Manual provides the following definition of Category 1 and 2 roads:

- Category 1 – Major Road of Regional Significance; and
- Category 2 – Minor Road of Regional Significance

This is a very broad definition and I believe there is a case to argue both Valentine & East Nabawa warrant Category 1 status.

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 Management Procedure 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**

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.

#### **• Long Term Financial Plan (LTFP):**

The intention is the endorsed *Road Hierarchy* will complement the *Road Works Programs*, which will complement the current LTFP. The LTFP is updated annually to reflect the endorsed Road Works Program.

#### **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 RRG only);
- B. Main Feeder Roads;
- C. Minor Feeder Roads;
- D. Major Access Roads; and
- E. Minor Access Roads

It is important the process stipulated in *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:**

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
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## 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

There is a risk the integrity of the Road Hierarchy may be compromised if the conditions listed in *Management Procedure IMP-017* to amend the Road Hierarchy are not adhered to. However; this risk is considered **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

The Road Infrastructure Committee recommends Council endorses the *Road Hierarchy Procedure (IMP-025)* as presented at **Attachment 9.1(a)** with the following change(s):

- i) Add Beaufort Close as Category E – Minor Access Road;
- ii) Add Bawden Street as Category E – Minor Access Road;
- iii) Remove Wicka Road (closed road) from Category E – Minor Access Road;
- iv) Apply to the Mid West Regional Road Group to elevate both East Nabawa & Valentine Roads from Category 2 to Category 1 roads in the *Mid West Roads 2030 Regional Strategies for Significant Local Government Roads*;

<b>DISCUSSION ITEM:</b>	<b>9.2</b>
<b>SUBJECT:</b>	<b>PROPOSED 2019/2020 ROAD WORKS PROGRAM &amp; REVIEW OF TEN YEAR ROAD WORKS PROGRAM</b>
<b>PROPONENT:</b>	<b>CHIEF EXECUTIVE OFFICER and MANAGER WORKS &amp; SERVICES</b>
<b>SITE:</b>	<b>WHOLE SHIRE</b>
<b>FILE REFERENCE:</b>	<b>1002</b>
<b>PREVIOUS REFERENCE:</b>	<b>MINUTE REFERENCE 03/18-7 and 09/18-10</b>
<b>DATE:</b>	<b>8 MARCH 2019</b>
<b>AUTHOR:</b>	<b>MAURICE BATTILANA, CHIEF EXECUTIVE OFFICER</b>

#### SUPPORTING DOCUMENTS:

Ref	Title	Attached to Report	Under Separate Cover
9.2(a)	Proposed 10 Year Road Works Program		√
9.2(b) to 9.2(k)	Various Design for Parkfalls Estate Drainage		√

#### BACKGROUND

The purpose of this Item is to present Councillors with a proposed 2019/2020 & 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.

The following item(s) have been requested for discussions:

Requested by	Item	Staff Comments
Council	Eliza Shaw Drive - Drainage Issues	<p>This matter was presented to the 2018/2019 Budget Workshop with the outcome being remedial works to be undertaken in 18/19 to temporarily address the drainage issue and this be considered by the Road Infrastructure Committee (and Council) for the 19/20 Draft Budget.</p> <p>Recommended design, works and cost estimated obtained for the 18/19 Budget Workshop are provided again here under separate cover.</p> <p><b>Attachments – 9.2(a) to 9.2(j)</b></p>

#### COMMENT

Council resolved the following at the March 2018 OCM:

*MOVED: CR BATTEN*

*SECONDED: CR FORTH*

*Council receive the Road Infrastructure Committee Minutes and endorse the recommendations within i.e.*

*Committee Minute Reference RIC 03/18-3*

The Road Infrastructure Committee recommends Council endorse the 10 Year Road Works Program – 2018/2019 to 2027/2028 as presented and this Program be used as a basis for resource allocation into the Draft 2018/2019 Budget with the following additions:

- i. Increase the roadside vegetation control budget
- ii. Realign median strip curbing Parkfalls Estate
- iii. Approach Main Roads in regard to reducing the speed limits in Parkfalls Estate to 60km/hr

Committee Minute Reference RIC 03/18-6

- i. Council defer Nabawa Stadium carpark seal project until further investigation and costings are undertaken for consideration in the draft 18/19 budget.
- ii. Council consider in the draft 18/19 budget to have the sealed driveway from Chapman Valley Road along Bowden Lane to the Yuna Community Centre.

Council defer seal reconstruction works on East Bowes Road in 17/18 until remedial drainage works are undertaken to determine if this rectifies the surface problem.

Voting 6/0  
CARRIED  
Minute Reference: 03/18-7

Council subsequently resolved the following at the September 2018 OCM:

MOVED: CR ROYCE

SECONDED: CR FORRESTER

1. Council endorse the CEO's action to vary the Ten-Year Road Works Program by applying for a 2019/2020 MWRRG grant for the Dartmoor Road project to undertake a 4m seal extension, with the Shire covering additional costs to widen the seal to 7.2m from its own resources.
2. Council endorse of CEO's action to vary the Ten-Year Road Works Program by applying for 2019/2020 MWRRG grants for the East Nabawa Road as follows:
  - a) Priority 1 – Continuation of 7.2m Seal from the existing roads at west end of road; and
  - b) Priority 2 – Commencement of a 4m wide seal extension project at the east end of this road (i.e. commencing at the Yuna Tenindewa Rd junction), with the Shire covering additional costs to widen the seal to 7.2m from its own resources.
3. Council acknowledge and confirm the application lodged for the 2019/2020 MWRRG grant is in accordance with the Ten-Year Road Works Program for the continued 7.2m seal extension works on Valentine Road.
4. Council endorse the CEO's decision to defer the reseal program on Shire controlled roads until staff have undertaken a full review of all sealed roads and this be brought back to Council for consideration and amendments to the Ten-Year Road Works Program.

Voting 6/0  
CARRIED  
Minute Reference: 09/18-10

Proposed 2019/2020 Road Works Program

It is anticipated all road projects scheduled for 2018/2019 should be completed; however, there is invariably slippages in the program of works estimated timeline, the recommended 2019/2020 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 4 – Maintenance works

However; it must be understood in reality road work maintenance at times will take precedence over other road works projects.



The Regional Road Group (RRG) 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, which the Shire will be funded for in 2019/2020. Therefore, these particular projects cannot be adjusted.

Projects applied for and funding endorsed from the RRG for 2019/2020 are:

Project	Score	Total Costs	Projects Submitted	
			RRG Funds	Shire Matching & Other Contr.
<b>Valentine Road</b> - Upgrade from gravel to 7.2m wide seal SLK 12.0 to SLK 15.3.	96.14	\$ 448,000	\$ 298,667	\$ 149,333
<b>East Nabawa Road (Priority 1)</b> - Upgrade from gravel to 7.2m wide seal (SLK 21.35 – SLK 24.10)	91.37	\$ 449,000	\$ 299,333	\$ 149,667
<b>Dartmoor Road</b> - Upgrade from gravel to 7.2m wide seal (SLK 16.8 to SLK 21.6) <i>(Note: MWWRG only contributing to 4m seal with SoCV cover 100% of costs to increase width from 4m to 7.2m – Min Ref: 09/18-10)</i>	84.78	\$ 449,000	\$ 299,333	\$ 149,667
				\$80,000 (Estimated SoCV additional contr. to widen seal)
<b>East Nabawa Road (Priority 2)</b> - Upgrade from gravel to 7.2m wide seal (SLK 0.2 – SLK 3.0) <i>(Note: MWWRG only contributing to 4m seal with SoCV cover 100% of costs to increase width from 4m to 7.2m - Min Ref: 09/18-10)</i>	71.88	\$ 364,500	\$ 243,000	\$ 121,500
				\$60,000 (Estimated SoCV additional contr. to widen seal)
		<b>\$ 1,710,500</b>	<b>\$ 1,140,333</b>	<b>\$ 710,167</b>

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

Roads to Recovery Grant (R2R) Funding over the past four (4) year life of the Program was as follows:

Total Over Four Year Life of Programme Funding	15-16 (Actual)	16-17 (Actual)	17-18 (Actual)	18-19 (Actual)
\$2,156,476	\$697,621	\$734,746	\$240,000	\$235,444

It is anticipated the R2R Funding Program will continue with the following advice received from the Western Australian Local Government Association (WALGA) in May 2018 on this funding program:

*“The Federal Budget this week confirmed that the pre-2015/16, plus \$50 million per year level of funding for Roads to Recovery as announced in the 2016/17 budget, would continue through to 2021/22. At an aggregate (national) level the estimated expenditure for the Roads to Recovery program is:*

	\$ million
2012/13	349.8
2013/14	373.2
2014/15	349.8
2015/16	652.4
2016/17	815.1
2017/18	699.6

2018/19	364.5
2019/20	399.7
2020/21	399.7
2021/22	399.7

*What this means is that once all the cashflow implications of the additional R2R funding provided in 2015/16, 2016/17 and 2017/18 wash out, Local Government will receive around 14% more than the Roads to Recovery funding in the four years up to and including 2014/15. Please let me know if this is not clear.*

Regards.

*Ian Duncan | Executive Manager, Infrastructure | WALGA”*

The *Draft 10 Year Road Works Program (2018/2019 to 2027/2028)* reflects the aforementioned 14% grant funding increase, which will result in an increase in the Shire’s R2R annual grant from \$240,000 to approximately \$270,000. However; it must be understood this funding increase is yet to be formalised and is only in place until 2021/2022, yet the full ten-year programs reflects a similar grant forthcoming each year.

#### Proposed 10 Year Road Works Program

Attached to this Item is the current *10 Year Road Works Program (2018/2019 to 2027/2028)* with the **Proposed** *10 Year Road Works Program* adding the year 2028/2029.

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* has had some significant changes made to the current program. These changes 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. Shoulder extension, drainage improvements and reseal along the full length of the Northampton Nabawa Road has been introduced into the earlier years of the ten-year program. It has become evident this road is probably the highest priority for reseal works and the fact the shoulders are very narrow along a majority of this road has elevated this project. At the time the narrow seal was widened from 4m to 7m there no (or very limited) works done to extend the width of the culverts. This has therefore restricted the ability to widen the shoulders. Works being proposed will be similar to what has been done on the section of the Chapman Valley Road under the Shire’s control.

The proposed works will obviously be subject to traffic volume and data, so there is no guarantee this project will be funded at this stage.

3. The opportunity to attract MWRRG grant funds for recognised Significant Roads within the Shire of Chapman Valley may gradually revert 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.);
4. 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);
5. In the later years of the Program the MWRRG grant applications become reliant upon a continuation of gravel sheeting works on Dartmoor & Dartmoor Lake Nerramyne Roads, north of where the seal extension works discontinue on Dartmoor Road in 2019/2020. Without the MWRRG funding assisted gravel sheeting program continuing along Dartmoor & Dartmoor Lake Nerramyne Roads the MWRRG grants will drop significantly in the later years of the forecasted program.
6. The previously endorsed list of gravel sheeting roads from the Shire’s own resources has not been altered in order of priority, other than replace the Parkfalls Shoulder Improvement works with Drainage Works on Eliza Shaw Road. This change was made as it was considered a much higher priority, specifically for those properties experiencing flooding issues along this road. Also, the distance anticipated to be sheeted each year has changed to reflect items 1,2 & 3 above);
7. There is now a scheduled list of reseal works to be undertaken on both recognised Significant Roads (which may attract MWRRG grant funds) and those not Significant Roads (which can only be funded from the Shire’s own resources). Again, these projects are basically 100% external costs (materials & contract) and will not assist with supporting the Shire own internal costs (i.e. labour, plant, etc.);

8. 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. As mentioned, this is reliant upon the matter addressed in Item 4 above;
9. The issue of external funds (e.g. grants, contributions) covering the contract and materials costs for the road 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 details cost analysis is undertaken for each specific project. Therefore, based on the historical data, the *Proposed 10 Year Road Works Program* has been enhanced 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.);
10. Probably the most significant variation to the current & proposed ten-year programs is the annual amount of \$275,000 listed as “*Additional Employee Costs & Contract/Materials Contingency*”. This pool of funds is made up of the following components:
  - i. \$75,000 - Additional overtime paid to road works crew as required;
  - ii. \$200,000 – External contingency used to hire external contractors and purchase materials as required.

The proposed ten-year program quarantines the \$75,000 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 fluctuates across the ten-year period;

11. The other major change to the ten-year road works program is the introduction of funds being placed into the Roadworks Reserve Fund to assist with funding the proposed program of works in years 9 & 10 (2027/2028 and 2028/2029). This was the only way the ten-year program could be accommodated and assist with:
  - i. Reducing the Shire reliance on grant funds to cover its internal costs (e.g. labour, plant, etc.); and
  - ii. Gives the Shire time to investigate a future service delivery model for road works and to possibly implement a transition away from its roadworks being grant focused and reliant.

## POLICY IMPLICATIONS

The following Management Procedures are relevant to this item:

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

### POLICY STATEMENT/S:

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

Yuna Tenindewa  
 East Chapman  
 Balla Whelarra  
 Dartmoor  
 Dartmoor Lake Nerramyne  
 Northampton/Nabawa  
 Coronation Beach  
 Nanson Howatharra  
 East Nabawa

**ADDITIONAL EXPLANATORY NOTES:**

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

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

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

**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 Management Procedure 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**

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 Programs have 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 at Item 9.1.

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

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
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**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**

There is a risk Council may not be able to successfully allocate enough of its own resources to appease the requirements of the Roads to Recovery (R2R) legislation due to the high level of other grant funds obtained. This will be closely monitored over the life of the R2R program.

I consider the risk associated with the Road Works Program as being **Moderate**, bearing in mind the risk is project specific, not in total across all the Road Works Program i.e.

Measures of Consequence							
Rating (Level)	Health	Financial Impact	Service Interruption	Compliance	Reputational	Property	Environment
<b>Moderate (3)</b>	Medical type injuries	\$10,001 - \$50,000	Medium term temporary interruption – backlog cleared by additional resources < 1 week	Short term non-compliance but with significant regulatory requirements imposed	Substantiated, public embarrassment, moderate impact, moderate news profile	Localised damage requiring external resources to rectify	Contained, reversible impact managed by external agencies

**VOTING REQUIREMENTS**

Simple Majority

**STAFF RECOMMENDATION**

The Road Infrastructure Committee recommends Council endorse the *10 Year Road Works Program – 2019/2020 to 2028/2029* as presented and this Program be used as a basis for resource allocation into the Draft 2019/2020 Budget.

<b>DISCUSSION ITEM:</b>	<b>9.3</b>
<b>SUBJECT:</b>	<b>REVIEW HEAVY HAULAGE VEHICLE PERMIT ROADS</b>
<b>PROPONENT:</b>	<b>CHIEF EXECUTIVE OFFICER &amp; MANAGE WORKS &amp; SERVICES</b>
<b>SITE:</b>	<b>WHOLE SHIRE</b>
<b>FILE REFERENCE:</b>	<b>1002</b>
<b>PREVIOUS REFERENCE:</b>	<b>MINUTE REFERENCE: 03/17-24; 07/18-10; 08/18-3</b>
<b>DATE:</b>	<b>8 MARCH 2019</b>
<b>AUTHOR:</b>	<b>MAURICE BATTILANA, CHIEF EXECUTIVE OFFICER</b>

**SUPPORTING DOCUMENTS:**

Ref	Title	Attached to Report	Under Separate Cover
	NIL		

**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 2017 OCM:

*MOVED: CR HUMPHREY*

*SECONDED: CR FARRELL*

*Council endorses the Heavy Haulage Vehicle Permits (IP-003) Policy and the Road Work Funding Allocation Process (IMP-017) Management Procedure to reflect the determination of variations to the RAV Network within the Shire of Chapman Valley be delegated to the Chief Executive Officer.*

*Voting 7/0  
CARRIED*

*Minute Reference: 03/17-24*

Council resolved the following at the July 2018 OCM:

*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*

1. Council endorse and adopt the revised Road Hierarchy Procedure (IMP-025) as presented with reference to other relevant policies and management procedures.
2. The Chief Executive Officer commence discussions with the City of Greater Geraldton, Shire of Northampton and Main Roads WA Heavy Vehicle Services to address current cross-boundary anomalies with RAV rated local government roads between these neighbouring local government districts.

Voting 7/0  
 CARRIED  
 Minute Reference: 08/18-3

**COMMENT**

Below is a copy of the current HVS RAV configurations:

# Prime Mover, Trailer Combinations

2016  
 Heavy Vehicle Services

VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – PRIME MOVER, TRAILER COMBINATIONS EXAMPLES				Axis Spacing (m)	Length (m)	Mass (T) (Maximum Permitted Gross)	RAV Network		
Category 1	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER 	(B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER 	(C) SHORT B-DOUBLE 	(A) A (B) A (C) A (D) A (E) A	≤20 ≤19 ≤20 ≤19 ≤27.5	50 42.5 50 47.5 66.5	Network 1		
Category 2	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER 	(B) PRIME MOVER TOWING SEMI TRAILER 	(C) B-DOUBLE 	(D) SHORT B TRIPLE 	(E) CAR CARRIER SEMI TRAILER 	(A) A (B) A (C) A (D) A (E) A	≤20 ≤20 ≤27.5 ≤27.5 ≤25	47.5 67.5 87.5 42.5	Network 2
Category 3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER 	Example of Axle Groups 		(A) B	≤27.5	84	Network 3		
Category 4	(A) PRIME MOVER, SEMI TRAILER TOWING 6 AXLE DOG TRAILER 	Example of Axle Group with an Optional Axle 		(A) A	≤27.5	87.5	Network 4		
Category 5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER 	(C) B-DOUBLE TOWING A CONVERTER DOLLY 	(D) B-TRIPLE 	(A) B (B) B (C) A (D) A	>27.5, ≤36.5 ≤27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	84 87.5 67.5+0 84	Network 5		
Category 6	(A) PRIME MOVER, SEMI TRAILER TOWING 6 AXLE DOG TRAILER 	(B) B-TRIPLE 	(C) PRIME MOVER SEMI TRAILER TOWING A 6 AXLE TRAILER & CONVERTER DOLLY 	(A) A (B) A (C) A	>27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	87.5 87.5 87.5+0	Network 6		
Category 7	(A) PRIME MOVER, TOWING SEMI TRAILER AND B DOUBLE 	(B) B-DOUBLE TOWING A DOG TRAILER 		(A) A (B) A	>27.5, ≤36.5 >27.5, ≤36.5	107.5 107.5	Network 7		
Category 9	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS 	(B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY 	(C) PRIME MOVER, SEMI TRAILER TOWING A B-DOUBLE 	(A) A (B) B (C) A (D) A	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤44.5 >36.5, ≤44.5	120.5 84+0 107.5 107.5	Network 9		
Category 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 B TRIPLE 	(D) B-DOUBLE TOWING 2 DOG TRAILERS 	(E) PRIME MOVER, SEMI TRAILER TOWING A 6 AXLE DOG TRAILER AND CONVERTER DOLLY 	(A) A (B) A (C) A (D) A (E) A (F) A	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5	127.5 127.5 147.5 147.5 87.5+0	Network 10

**NOTES**

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.
2. These diagrams are a visual indicator of the vehicle only.
3. Operators must refer to the OPERATING CONDITIONS for the full vehicle description.
4. The height of the vehicle can exceed 4.3 m but MUST NOT exceed 4.6 m when it is: (i) built to carry livestock or; (ii) carrying a crate to carry livestock or; (iii) carrying vehicles on more than one deck or; (iv) carrying a multi-modal container or; (v) carrying a large indivisible item or; (vi) When operating with an appropriately licensed over height curtain side or partitioned trailer.
5. Maximum height of Pig Trailer must not exceed 3.5m.

**Heavy Vehicle Services**  
 Tel: 138 HVO (456)  
 Email: hvsg@mainroads.wa.gov.au  
 Website: www.mainroads.wa.gov.au

# Truck, Trailer Combinations

2016

## Heavy Vehicle Services

VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – TRUCK, TRAILER COMBINATIONS EXAMPLES				Axle Spacing Table	Length (m)	Mass (1) (kg)	RAV Network	
Category 1	(A) TRUCK LIVESTOCK OR VEHICLE CARRIER	(B) TRUCK TOWING A PIG TRAILER	(C) TRUCK TOWING A DOG TRAILER	(D) TRUCK TOWING A CAR CARRIER TRAILER	(A) A (B) B (C) C (D) A	<12.5 ≤20 ≤20 ≤20	27.5 42.5 50 42.5	Network 1
Category 2	(A) TRUCK TOWING A 6 AXLE DOG TRAILER	(B) TRUCK TOWING A CAR CARRIER TRAILER	(C) TRUCK TOWING A 2.3,4 OR 5 AXLE DOG TRAILER		(A) A (B) A (C) B	≤25 ≤25 ≤25	67.5 42.5 64.0	Network 2
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
<b>NOTES</b>								

- 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.
- These diagrams are a visual indication of the vehicle only.
- Operators must refer to the OPERATING CONDITIONS for the full vehicle description.

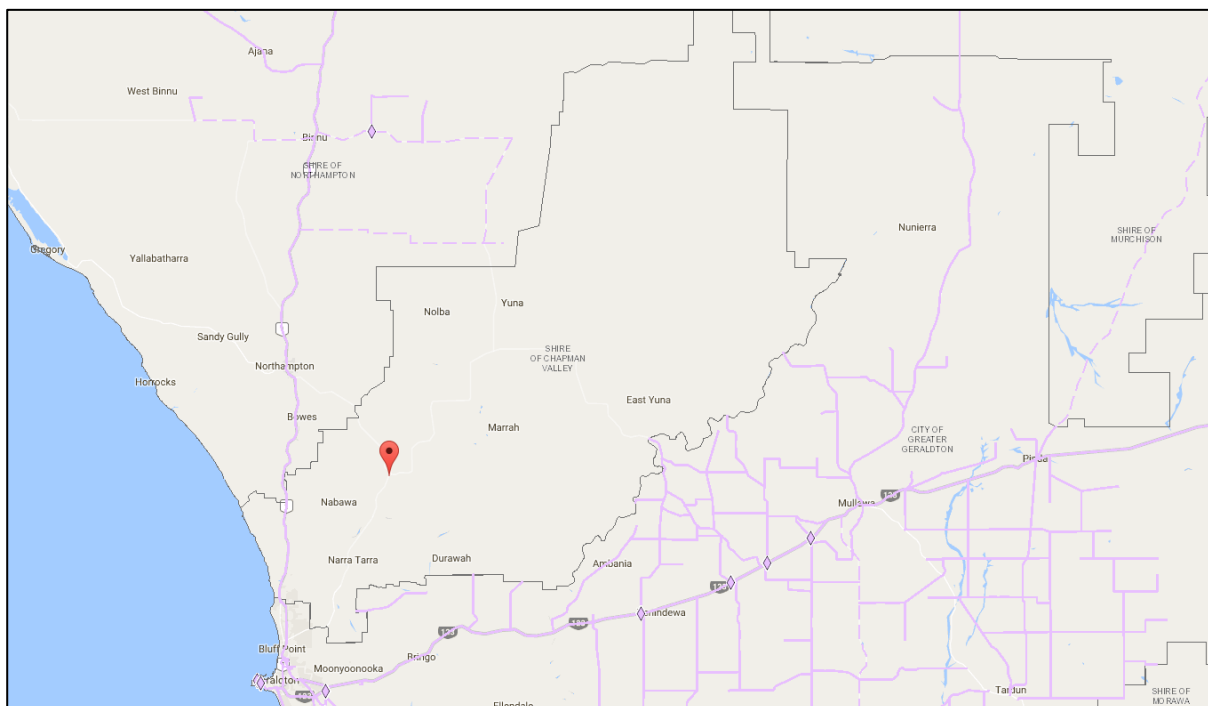
- The height of the vehicle can exceed 4.3 m but MUST NOT exceed 4.6 m when it is:
  - built to carry livestock or;
  - carrying a trailer to carry livestock or;
  - carrying vehicles on more than one deck or;
  - carrying a multi-modal container or;
  - carrying a large indivisible item or;
  - When operating with an appropriately licensed over height curtain side or paratrailer trailer.
- Maximum height of Pig Trailer must not exceed 3.5m.

**Heavy Vehicle Services**  
Tel: 138 HVO (486)  
Email: [hvs@mainroads.wa.gov.au](mailto:hvs@mainroads.wa.gov.au)  
Website: [www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au)



There have been several requests for shire roads to be upgraded from RAV 6 to RAV 7 approved routes, which I have been in discussions with neighbouring Local Governments Authorities to attempt some consistency with these requests. To date the cooperation across local government boundaries in regard to RAV 7 requests has been amiable and is gradually addressing the current cross-boundaries anomalies. This is going to be a gradual process simply because Main Roads WA do not have the internal resources to deal with all the roads at once. The advantage of the gradual process, which is being driven by the transport industry and broadacre farming landowners is the specific routes are being dealt with individually and on merit, rather than the all-in approach.

The MRWA map below is not current as it is yet to incorporate the most recent RAV 7 routes:





## POLICY IMPLICATIONS

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
RELEVANT DELEGATIONS	

### 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) Operator applies to Shire of Chapman Valley.
- b) Shire staff inspect new route to determine suitability in accordance with basic MRWA criteria.
- c) Shire staff put recommendation to MRWA to reject or progress the application.
- d) Send application from Shire to MRWA Heavy Vehicle Services (HVS) - Route Assessment Section.
- e) MRWA Heavy Vehicle Services (HVS) will send the application to MRWA regional office to inspect route and make appropriate recommendation back to MRWA Heavy Vehicle Services (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 Policy;

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

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

It is being recommended Item (a); (b) and (c) be placed after item (d) as there is some confusion with conflicting processes between the Shire and MRWA. The intention is for applications to go to MRWA Heavy Vehicle Service (HVS) in the first instance, which they will forward to the Shire for comment before processing application. Therefore, the order of processing applications is being recommended as follows:

- 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.

It is also being recommended the delegation provided to the CEO (as per Minute Reference 03/17-24) be incorporated in the Management Procedure and the Shire's Delegation Register i.e.

*“Council endorses the Heavy Haulage Vehicle Permits (IP-003) Policy and the Road Work Funding Allocation Process (IMP-017) Management Procedure to reflect the determination of variations to the RAV Network within the Shire of Chapman Valley be delegated to the Chief Executive Officer.”*

It is also being recommend this Delegated Authority only be up to a RAV7 or RAV 8 level (i.e. maximum length 36.5m/107.5 tonne). Anything beyond this should 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 DIRECTORATE	GOVERNANCE
RESPONSIBLE OFFICER	CHIEF EXECUTIVE OFFICER
PREVIOUS POLICY 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 Management Procedure 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**

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.

### **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:**

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
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## 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

There is a risk the integrity of the *Heavy Haulage Vehicle Permit Roads* is compromised if the conditions listed as how the Management Procedure is to be reviewed are not adhered to. However; in this instance, I believe the risk is **insignificant** in this instance i.e.

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 – To amend Management Procedure

Absolute Majority – To amend the Delegation Register

## STAFF RECOMMENDATION 1 – (Simple Majority)

The Road Infrastructure Committee recommends Council endorses the following amended *Heavy Haulage Vehicle Permits Management Procedure (IMP-022)*:

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	

## 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:

- 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 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>

#### **STAFF RECOMMENDATION 1 – (Absolute Majority)**

The Road Infrastructure Committee recommends Council endorses the following amended Delegation:

<b>DELEGATION NUMBER</b>	-	<b>2012</b>
LEGISLATIVE POWER	-	Local Government Act 1995 (Section 5.42)
DELEGATION SUBJECT	-	Heavy Haulage Routes
DELEGATE	-	CHIEF EXECUTIVE OFFICER

*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 and/or RAV 8 levels (i.e. maximum length 36.5m/107.5 tonne). Any applications beyond these RAV levels are to be put to Council for consideration.*

<b>AGENDA ITEM:</b>	<b>9.4</b>
<b>SUBJECT:</b>	<b>REVIEW PLANT REPLACEMENT PROGRAM</b>
<b>PROPONENT:</b>	<b>CHIEF EXECUTIVE OFFICER &amp; MANAGE WORKS &amp; SERVICES</b>
<b>SITE:</b>	<b>WHOLE SHIRE</b>
<b>FILE REFERENCE:</b>	<b>1018.00</b>
<b>PREVIOUS REFERENCE:</b>	<b>MINUTE REFERENCE: 03/18-7</b>
<b>DATE:</b>	<b>8 MARCH 2019</b>
<b>AUTHOR:</b>	<b>MAURICE BATTILANA, CHIEF EXECUTIVE OFFICER</b>

**SUPPORTING DOCUMENTS:**

Ref	Title	Attached to Report	Under Separate Cover
9.4(a)	Proposed Plant Replacement Program		√

**DISCLOSURE OF INTEREST**

Nil

**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 March 2018 OCM:

*“The Road Infrastructure Committee recommends Council endorses the Proposed Plant Replacement Program as presented and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget with the following amendments:*

- i. Replace Kubota ride on mower 18/19*
- ii. Replace Husqvarna ride on mower 18/19*

*Voting 6/0  
CARRIED  
Minute Reference:03/18-7”*

**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**

Not relevant

**POLICY IMPLICATIONS**

No Policy or Management Procedure affected.

**FINANCIAL IMPLICATIONS**

It is important Council annually review its *Plant Replacement Program* to ensure an informed decision-making process is evident when allocating resources in both the Long Term Financial Plan and the Annual Draft Budget for the change-over/upgrading of Council's plant & equipment.

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

Any amendment to the Plant Replacement Program will affect the LTFP and any decision to do so will flow on as part of the review of the LTFP.

### STRATEGIC IMPLICATIONS

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

#### Strategic Community Plan/Corporate Business Plan:

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
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### 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.

There are only minor changes to the previously endorsed Plant Replacement Program by adjusting some of the light vehicle to reflect the kilometres travelled, rather than just age. The arrows indicate these changes, which have minimal effect on the overall program..

### RISK ASSESSMENT

There is a risk with the *Current & Proposed Plant Replacement Programs* extending the optimum life of plant before change-overs are scheduled resulting in the maintenance component of Council plant operating costs increasing. However; I believe the current risk is **minor** at this stage i.e.

Measures of Consequence							
Rating (Level)	Health	Financial Impact	Service Interruption	Compliance	Reputational	Property	Environment
Minor (2)	First aid injuries	\$1,001 - \$10,000	Short term temporary interruption – backlog cleared < 1 day	Some temporary non compliances	Substantiated, low impact, low news item	Localised damage rectified by routine internal procedures	Contained, reversible impact managed by internal response

### VOTING REQUIREMENTS

Simple Majority

### STAFF RECOMMENDATION

The Road Infrastructure Committee recommends Council endorses the *Proposed Plant Replacement Program* as presented and request the Chief Executive Officer use this Program as a basis for resources to be allocated in the forthcoming budget.

**9.0 Information Items**

Nil

**10.0 Urgent Business Approved by the Presiding Member or by s Decision of the Committee**

**11.0 Closure**