

ROAD INFRASTRUCTURE COMMITTEE

Agenda



Meeting Date Thursday 16 March 2023

Meeting Time 1:00 pm

To be held at Chapman Valley
Administration Office

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



SHIRE OF

Chapman Valley

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ACKNOWLEDGEMENT OF COUNTRY

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

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

DISCLAIMER

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

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

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

COMMITTEE PURPOSE & DELEGATIONS

Undertake an annual review of the following:

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

The Road Infrastructure Committee is comprised of:

Cr Warr

Cr Forth

Cr Batten

Cr Davidson

Cr Humphrey

Cr Royce

Cr Elliott-Lockhart

Cr Low

CEO

DCEO

Manager Works & Services

Works Leading Hand

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1 Declaration of Opening & Announcements of Visitors

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

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

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

2 Announcements from the Presiding Member

3 Record of Attendance

3.1 Attendees

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

Elected Members

Cr Warr

Cr Forth

Cr Batten

Cr Davidson

Cr Humphrey

Cr Royce

Cr Elliott-Lockhart

Cr Low

Officers

Jamie Criddle, Chief Executive Officer

Simon Lancaster, Deputy Chief Executive Officer

Esky Kelly, Manager Works & Services

Marty Elks, Works Leading Hand

3.2 Apologies

4 Disclosure of Interest

Local Government Act 1995

Administration Part 5

Disclosure of financial interests and gifts Division 6

s. 5.59

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

Section 5.60A:

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

Section 5.60B:

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

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

Regulation 34C (Impartiality):

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

5 Petitions/Deputations/Presentations

5.1 Petitions

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

5.2 Presentations

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

5.3 Deputations

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

6 Confirmation of Minutes from previous meetings

Recommendation

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

7 Items to be dealt with En Bloc

8 Officers Reports

8.1 Review of Shire Road Hierarchy & Future Road Program

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

Voting Requirements

Simply Majority

Staff Recommendation

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

-OR-

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

- 1.
- 2.

Disclosure of Interest

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

Background

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

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

“Minute Reference RIC 03/22-2

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

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

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

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

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

Comment

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

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

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

Statutory Environment

No Financial Implications Identified.

Policy/Procedure Implications

A Policy or Procedure is affected:
Works and Services Policy & Procedures

Financial Implications

No Financial Implications Identified.

Strategic Implications

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

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

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

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

Consultation

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

Risk Assessment

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

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

8.2	Proposed 2023/2024 Road Works Program & Review of Ten Year Road Works Program
Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1002 & Minute Reference: 03/21-3
Attachment(s)	<ol style="list-style-type: none">1. 2023-24 Capital Road Program [8.2.1 - 1 page]2. Proposed 10 Year Road Works Program [8.2.2 - 4 pages]3. Chapman Valley Reseal Program [8.2.3 - 2 pages]4. Chapman Valley Priority 2-3 Own Resource Projects [8.2.4 - 1 page]5. IMP 020 [8.2.5 - 1 page]6. IMP 022 [8.2.6 - 1 page]7. 22-23 200K Purchase Orders [8.2.7 - 1 page]

Voting Requirements

Simply Majority

Staff Recommendation

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

-OR-

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

- 1.
- 2.

Disclosure of Interest

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

Background

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

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

Comment

Council resolved the following at the February 2022 OCM:

ROAD INFRASTRUCTURE COMMITTEE /STAFF RECOMMENDATION (Option 2)

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

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

Voting F6/A0

CARRIED

Minute Reference RIC 02/22-5

Proposed 2023/2024 Road Works Program

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

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

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

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

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

The MWRRG Policies and Procedures include the following restrictions:

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

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

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

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

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

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

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

The *Proposed 10 Year Road Works Program (2022/2023 to 2031/2032)* reflects the anticipated MWRRG & R2R grant funding. However, it must be understood this funding

could vary as MWRRG grant funds are annually contestable and R2R grant funds are not guaranteed beyond 2023/2024.

Ten (10) Year Road Works Program

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

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

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

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

the type of works; however, this can fluctuate when a more detailed cost analysis is undertaken for each specific project.

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

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

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

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

Statutory Environment

Budgetary Implications

The budget will be affected in the following ways:

Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

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

Attached IMP - 17 ROAD WORK FUNDING ALLOCATION PROCESS

Financial Implications

Budgetary Implications

The budget will be affected in the following ways:

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

Strategic Implications

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

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

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

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

Consultation

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

Risk Assessment

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

8.3

Review Heavy Haulage Vehicle Permit Roads

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

Voting Requirements

Simply Majority

Staff Recommendation

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

-OR-

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

- 1.
- 2.

Disclosure of Interest

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

Background

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

Council resolved the following at the March 2021 OCM:

“Minute Reference RIC 03/21-6

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

Comment

Refer to **Attachment Current HVS RAV Configurations**

Statutory Environment

Local Government Act 1995

Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Attachment IMP-017 ROAD WORK FUNDING ALLOCATION PROCESS

Attachment IMP-022 HEAVY HAULAGE VEHICLE PERMITS

Attachment IMP-025 ROAD HIERACHY PROCEDURE

Financial Implications

Budgetary Implications

The budget will be affected in the following ways:

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

Strategic Implications

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

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

Consultation

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

Attachment RAV Ratings & Speed Conditions

Risk Assessment

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

8.4

Review Plant Replacement Program

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

Voting Requirements

Simply Majority

Staff Recommendation

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

-OR-

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

1.

Disclosure of Interest

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

Background

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

Council resolved the following at the February 2022 OCM:

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

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

Voting F6/A0

CARRIED

Minute Reference RIC 02/22-9

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

Comment

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

Statutory Environment

N/A

Policy/Procedure Implications

No Policy or Management Procedure affected.

Financial Implications

Budgetary Implications

The budget will be affected in the following ways:

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

Strategic Implications

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

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

Consultation

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

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

Risk Assessment

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

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

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

10 Closure

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UNCONFIRMED MINUTES

ROADS INFRASTRUCTURE COMMITTEE

17 NOVEMBER 2022

1.00pm or following Concept Forum

Commencing at Council Chambers

Nabawa

Committee Purpose & Delegations

Undertake an annual review the following:

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

Delegation – Nil

The Road Infrastructure Committee is comprised of:

All Councillors

Chief Executive Officer	(Observer)
Deputy CEO	(Observer)
Manager Works & Services	(Observer)
Works Leading Hand	(Observer)

DISCLAIMER



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

Jamie Criddle
CHIEF EXECUTIVE OFFICER

**ROAD INFRASTRUCTURE COMMITTEE MEETING
1.00PM – 17 NOVEMBER 2022
COUNCIL CHAMBERS, NABAWA**

ORDER OF BUSINESS

1.0 Presiding Member (Deputy President)

The Presiding Member, Cr Forth welcomed Elected Members and Staff and declared the meeting open at 1:49pm at the Council Chambers, Nabawa.

2.0 Declaration of Opening / Announcements of Visitors

I would like to acknowledge the traditional owners of the land we are meeting on today, the Naaguja people, and we pay our respects to elders both past, present and emerging.

3.0 Announcements from the Presiding Member (President)

Nil

4.0 Record of Attendance

4.1 Present

Committee Member	
Cr Kirrilee Warr (President)	
Cr Darrell Forth (Deputy President)	
Cr Nicole Batten (left at 2.20pm)	
Cr Beverley Davidson	
Cr Trevor Royce	
Cr Catherine Low	
Officer	Position
Jamie Criddle	Chief Executive Officer
Esky Kelly	Manager of Works & Services
Marty Elks	Leading Hand Maintenance
Beau Raymond	Acting Manager of Finance & Corporate Services
Simon Lancaster	Deputy CEO

4.2 Apologies

Name
Cr Peter Humphrey
Cr Liz Elliott-Lockhart

5.0 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.”*

6.0 Petitions / Deputations / Presentations

Nil

7.0 Confirmation of Minutes from previous meetings

Nil

8.0 Items to be dealt with En Bloc

Nil

9.0 Agenda Items

9.1 Review of Shire Road Hierarchy & Future Road Program

DISCUSSION ITEM:	9.1
SUBJECT:	REVIEW OF SHIRE ROAD HIERARCHY & FUTURE ROAD PROGRAM
PROPONENT:	CHIEF EXECUTIVE OFFICER & MANAGER WORKS & SERVICES
SITE:	WHOLE SHIRE
FILE REFERENCE:	1002
PREVIOUS REFERENCE:	MINUTE REFERENCE RIC 02/22-2
DATE:	10 NOVEMBER 2022
AUTHOR:	JAMIE CRIDDLE, CHIEF EXECUTIVE OFFICER

SUPPORTING DOCUMENTS:

Ref	Title	Attached to Report	Under Separate Cover
9.1	Road Hierarchy Procedure (IMP-025)		✓
9.1(a)	Proposed 10 Year RW Prog (2022)		✓
9.1(b)	Final Unconfirmed Minutes RIC Feb 2022		✓

BACKGROUND

At the February Roads & Infrastructure Committee Meeting Council recommended and subsequently resolved to endorse the Road Hierarchy Procedure (IMP-025) without change.

MOVED: Cr Forth**SECONDED: Cr Batten****ROAD INFRASTRUCTURE COMMITTEE/STAFF RECOMMENDATION (Option 1)**

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

Voting F7/A0
CARRIED
Minute Reference RIC 02/22-2

The Road Hierarchy Procedure (IMP-025) essentially determines the priority in which roads are funded within the Shire and where Councils resources should be directed.

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

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

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

Recent above average rainfall years, along with the Cyclone Seroja event and numerous large/heavy rainfall events have placed undue stress on our gravel road infrastructure. Complaints on the condition of Council Roads are not uncommon for this time of year, particularly with during above average harvest conditions over the past few years, increasing vehicle movements.

Recent decisions by Main Roads to allow Heavy Vehicle Combinations (RAV 7) access along Chapman Valley Road as well as Council approval to allow RAV 6 or higher combinations on nearly 40 of Councils roads in the network, where the roads are barely designed to suit RAV 4 vehicles make it extremely hard to maintain the existing road infrastructure. Put simply, progress in farming technology and economic incentives via CBH have changed the way that grain and farming inputs are carted on infrastructure that has not kept up to these advances.

Below is a copy of the current HVS RAV configurations:

Prime Mover, Trailer Combinations


2016
Heavy Vehicle Services

Category	VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – PRIME MOVER, TRAILER COMBINATIONS EXAMPLES	Axle Spacing (m)	Length (m)	Mass (T) <small>24000kg Max</small>	RAV Network
1	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER (B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER (C) SHORT B-DOUBLE (D) TWINSTEER PRIME MOVER TOWING SEMI TRAILER	(A) A (B) A (C) A (D) A	≤20 ≤19 ≤20 ≤19	50 42.5 50 47.5	Network 1
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 ≤27.5 ≤27.5 ≤27.5 ≤27.5	50 47.5 67.5 87.5 42.5	Network 2
3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(A) B	≤27.5	84	Network 3
4	(A) PRIME MOVER, SEMI TRAILER TOWING 6 AXLE DOG TRAILER	(A) A	≤27.5	87.5	Network 4
5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY (C) B-DOUBLE TOWING A CONVERTER DOLLY (D) B-TRIPLE	(A) B (B) B (C) B (D) A	>27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	84 84+H 87.5+H 84	Network 5
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+H	Network 6
7	(A) PRIME MOVER, SEMI TRAILER 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
9	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY (C) B DOUBLE TOWING A DOG TRAILER (D) PRIME MOVER, SEMI TRAILER TOWING A B-DOUBLE	(A) B (B) B (C) A (D) A	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤46 >36.5, ≤46	120.5 84+H 107.5 107.5	Network 9
10	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS (B) B-DOUBLE TOWING A CONVERTER DOLLY CONNECTED TO 2 SEMI TRAILERS (C) PRIME MOVER, SEMI TRAILER TOWING B TRIPLE (D) B-DOUBLE TOWING 2 DOG TRAILERS (E) DOUBLE ROAD TRAILER TOWING B-DOUBLE TRAILERS (F) 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	127.5 127.5 147.5 147.5 147.5 87.5+H	Network 10

NOTES

- 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 4.3m but MUST NOT exceed 4.6m when it is:
 - (i) built to carry livestock or; (ii) carrying a crane or 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 steel height control side or particulate filter.
- Maximum height of Pig Trailer must not exceed 3.5m.

Heavy Vehicle Services
 Tel: 138 RVD (466)
 Email: hvs@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

Category	Vehicle Description and Configuration	Axis Spacing (mm)	Length (m)	Mass (T) (Maximum)	RAV Network
1	(A) TRUCK LIVINGSTOCK OR VEHICLE CARRIER	A	<12.5	27.5	Network 1
	(B) TRUCK TOWING A PIG TRAILER	B	≥20	45.5	
	(C) TRUCK TOWING A DOG TRAILER	B	≥20	55	
	(D) TRUCK TOWING A CAR CARRIER TRAILER	A	≥20	42.5	
2	(A) TRUCK TOWING A 6 AXLE DOG TRAILER	A	≥25	67.5	Network 2
	(B) TRUCK TOWING A CAR CARRIER TRAILER	A	≥25	42.5	
	(C) TRUCK TOWING A 2,3,4 OR 5 AXLE DOG TRAILER	B	≥25	64.0	
7	(A) TRUCK TOWING 2 X 5 OR 6 AXLE DOG TRAILERS	A	>27.5, ≤36.5	107.5	Network 7
8	(A) TRUCK TOWING 2 DOG TRAILERS	A	>27.5, ≤36.5	107.5	Network 8

NOTES:

- 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: (i) built to carry livestock or (ii) carrying a vehicle on a vehicle rack 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 trailer height control side or particulate filter bar.
- Minimum height of Pig Trailer must not exceed 3.5m.

Heavy Vehicle Services
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A copy of the *Road Hierarchy Procedure (IMP-025)* is provided as **Attachment 9.1(a)** under separate cover.

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

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

OBJECTIVES:

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

MANAGEMENT PROCEDURE STATEMENT/S:

- Council review existing Road Hierarchy List based upon Councillor(s) submissions and staff recommendation(s).
- Council review existing Regional Road Group priorities based upon Councillor(s) submissions and staff recommendation(s).
- Council reviews other grant programs (e.g. Black Spot, R2R) based upon Councillor(s) submissions and staff recommendation(s).
- Taking into account the delegations under Infrastructure Policy IMP-022, Council review existing Heavy Haulage Roads.
- Council review existing Program of Road Works based Councillor(s) submissions and upon staff recommendation(s).
- 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.
- No changes to be made to any of the above unless fully endorsed by Council.

With a new Chief Executive Officer in the position, it is best that a full review of the *Road Hierarchy Procedure (IMP-025)* as well as the Management Procedure (IMP-017) regarding the *Road Funding Allocation Process* be conducted (including onsite inspections of roads within the network Post Harvest to properly ascertain the extent of the review required and present the findings to the scheduled Roads & Infrastructure Committee meeting in late February. This review will also involve discussions with local landholders to gauge the changing nature of cartage routes as well as ascertaining ‘hotspots’ during particular seasons (winter washouts/harvest blowouts)

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 then complement the current Long Term Financial Plan (LTFP) and Asset Management Plan (AMP). 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 MWRRG only);
- B. Main Feeder Roads;
- C. Minor Feeder Roads;
- D. Major Access Roads; and
- E. Minor Access Roads

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

Strategic Community Plan/Corporate Business Plan:

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

Cr Batten vacated chambers at 2:20pm.

MOVED: Cr Royce

SECONDED: Cr Low

COMMITTEE RESOLUTION/STAFF RECOMMENDATION

That the Chief Executive Officer in conjunction with the Manager for Works and Leading Hand conduct a Full Review of the *Road Hierarchy Procedure (IMP-025)* as well as the Management Procedure (IMP-017) regarding the *Road Funding Allocation Process* to be conducted post-harvest to properly ascertain the extent of the review required and present the findings to the scheduled Roads & Infrastructure Committee meeting in late February for discussion.

CARRIED
Voting F5/A0
Minute Reference RIC 11/22-1

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

Nil

11.0 Closure

The Presiding Member thanked the Committee members and staff for their attendance and declared the meeting closed at 2:27pm.

ATTACHMENT 9.1(a)

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

OBJECTIVES:

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

POLICY STATEMENT/S:

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

A - MAIN ARTERIAL ROADS

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

B - MAIN FEEDER ROADS

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

C - MINOR FEEDER ROADS

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

D – MAJOR ROAD ACCESS

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

E – MINOR ACCESS ROADS

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

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

ADDITIONAL EXPLANATORY NOTES:

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

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

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

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

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

DEFINITIONS/ACRONYMS

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

NOTES

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

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

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

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

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

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

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

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

ATTACHMENT A

DESCRIPTION & FUNCTION OF ROAD HIERARCHY CATEGORIES

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

ATTACHMENT B

MWRRG ROAD TYPE CRITERIA

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

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

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

ATTACHMENT C

MID WEST REGIONAL ROAD GROUP **REGIONAL STRATEGY FOR SIGNIFICANT ROADS CRITERIA**

1. Freight & Community Access

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

2. Tourism/Recreation

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

3. Road Function

Whether the road services predominantly through traffic or local traffic.

DEFINITIONS

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

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

region, other regions in the State and interstate.

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

Road	Works Description	Score	Total Project Cost Estimate	MWRRG Grant	Shire Minimum Contrib
			\$	\$	\$
Durawah	0.00 to 3.5 SLK – 3.5Kms Upgrade to 7.2m seal	91.67	450,000	300,000	150,000
East Nabawa (West)	9.05 to 12.05 SLK – 3Kms Upgrade to 7.2m seal	97.38	450,000	300,000	150,000
Northampton Nabawa	0.00 to 3.0 SLK – 3Kms Shoulder widening, drainage improvements reseal	91.22	450,000	300,000	150,000
Nanson Howatharra	0.00 to 4.50 – 4.5 kms Reseal Existing Pavement	81.43	252,000	168,000	84,000
		Due the maximum an LGA can take from the Pool being 20% after every LGAs first project costs are deducted from the total Pool amount this project will not be fully funded. Submission was for: <ul style="list-style-type: none"> • Total Project Cost \$450,000 • MWRRG Grant \$300,000 • Shire Contrib \$150,000 The final amount of funds this project will receive will subject to the Total Pool amount. The above figures are based on MRWA’s confirmed 23/24 Funds Pool of \$8,758,237.			
Estimated Totals			\$1,602,000	\$1,068,000	\$534,000

TEN YEAR ROADWORKS PROGRAM

COMMITTEE ENDORSED - MARCH 2021					
Council Resolution: 03/21-3					
The Road Infrastructure Committee recommends Council endorse the 10 Year Road Works Program 2021/22 to 2030/2031 as presented at Attachment 9.2(a) with the following changes and this Program be used as a basis for resource allocation into the Draft 2021/2022 Budget:					
i. Extend seal on McCagh Road to Golf Club entrance; ii. Remove Parkfalls Estate Shoulder works from future Program road works; iii. Ensure own resource projects from previous year not completed are prioritised in 2021/2022 budget; iv. Budget consideration for additional roadworks staff member v. Concept Forum discussion on investigating improvement options Parkfalls Estate bridle paths; and vi. Traffic Counters to be placed on Nolba Road, Olsen Road, Nabawa Yetna Road; however grant project roads to take priority.					
Per KM average cost for work types (Note these can vary due to culvert numbers, lead distance, alignments, location, project size, etc.)		ESTIMATED AVERAGE COST BASED ON CURRENT YEAR COSTS			
			Dist	Est Cost	Aver/Km
\$67,000	Gravel Sheetting Average	Gravel Sheetting	4.00	\$268,401	\$67,100
\$155,000	Reconstruct from Gravel to 7.2m Seal	Reconst to 7.2m seal	12.65	\$1,944,869	\$153,745
\$130,000	Widen from 4m to 7.2m Seal	Widen 4m to 7.2m	NA	\$130,000	\$130,000
\$75,000	Shoulder Reconstruction	Shoulder Reconst	NA	\$75,000	\$75,000
\$5	Reseal 14mm per m2				

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

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

52% Percentage of Contract & Materials for whole RW Program

TEN YEAR ROADWORKS PROGRAM

Year	RRG	Appropriation	Own Resource/Other Funding Sources/Comments	Type of work	Length SLK or Area	Estimated Total Project Cost (Excl Transfers to Infrastr. Reserve)	Funding Sources					
							Shire	RRG/SBS	RZR	Direct Grant	Other	
TWO	2023/24	RRG Grant Projects	Other Grant: Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		East Nabawa	A	Upgrade to 7.2m Seal	3.00	\$465,000	\$0	\$300,000	\$165,000			
		Norhampton Nabawa	A	Shoulder Reconstruction & Reseal	3.29	\$450,000	\$28,380	\$300,000	\$121,620			
		Durawah/Stn/Stn Val	A	Upgrade to 7.2m Seal	3.00	\$450,000	\$108,000	\$300,000	\$42,000			
		Continuation Beach Rd	A	Reseal/Shoulders/Drainage	0.00	TBD	\$0					
		Nanson Howatharra	A	Reseals	7.00	\$252,000	\$84,000	\$168,000				
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
				Gravel Sheeting	13.00	\$871,000		\$871,000			\$0	
				Reseal (Own Resources)	6.56	\$230,660		\$230,660				
				Additional Employee Costs & Contract/Material Contingency		\$275,000		\$275,000				
				Contingency Transferred TO Road Infrastructure Reserve		\$0		\$0				
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
				Major Maintenance Works - Various Roads	0.00	\$451,403	\$328,930		\$107,473		\$15,000	
				Minor Maintenance Works - Various Roads	0.00	\$171,036	\$171,036		\$9,463			
						\$3,616,099	\$2,097,006	\$1,068,000	\$328,620	\$116,936	\$15,000	
				Total Grants & Contributions					\$1,528,556			
				% of Grants/Contribution to Total Program of Works					42.27%			
THREE	2024/25	RRG Grant Projects	Other Grant: Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		East Nabawa	A	Upgrade to 7.2m Seal	3.00	\$465,000	\$0	\$300,000	\$165,000			
		Nanson Howatharra	A	Reseals	7.35	450000	86667	300000	63333			
		Durawah/Stn/Stn Val	A	Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$34,713	\$300,000	\$100,287		\$15,000	
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
				Gravel Sheeting	21.00	\$1,407,000		\$1,407,000			\$0	
				Additional Employee Costs & Contract/Material Contingency		\$225,000		\$225,000				
				Contingency Transferred TO Road Infrastructure Reserve		\$100,000		\$100,000				
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
				Major Maintenance Works - Various Roads	0.00	\$451,403	\$343,930		\$107,473			
				Minor Maintenance Works - Various Roads	0.00	\$171,036	\$161,573		\$9,463			
						\$3,719,439	\$2,358,883	\$900,000	\$328,620	\$116,936	\$15,000	
				Total Grants & Contributions					\$1,360,556			
				% of Grants/Contribution to Total Program of Works					36.58%			
FOUR	2025/26	RRG Grant Projects	Other Grant: Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		East Nabawa	A	Upgrade to 7.2m Seal	3.50	\$542,500	\$0	\$300,000	\$242,500			
		Various Reseals	A	Various Reseals (NWR/RR)	6.50	\$234,000	\$18,000	\$156,000	\$60,000			
		Durawah/Stn/Stn Val	A	Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$108,880	\$300,000	\$26,120		\$15,000	
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
				Gravel Sheeting	21.00	\$1,407,000		\$1,407,000			\$0	
				Additional Employee Costs & Contract/Material Contingency		\$225,000		\$225,000				
				Contingency Transferred TO Road Infrastructure Reserve		\$150,000		\$150,000				
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
				Major Maintenance Works - Various Roads	0.00	\$451,403	\$343,930		\$107,473			
				Minor Maintenance Works - Various Roads	0.00	\$171,036	\$161,573		\$9,463			
						\$3,630,939	\$2,414,383	\$756,000	\$328,620	\$116,936	\$15,000	
				Total Grants & Contributions					\$1,216,556			
				% of Grants/Contribution to Total Program of Works					33.51%			

Notes:		
Indicates Variation to Previously endorsed Road Works Program		
Annual Gravel Sheeting distance will vary to bring Program into approximate annual average Road Work Program amount		
	Contract & Materials	SoCV Plant & Labour
	\$255,750	\$209,250
	\$247,500	\$202,500
	\$247,500	\$202,500
	TBD	\$0
	\$252,000	\$0
Tranf FROM Res	\$130,650	\$740,350
	\$230,660	\$0
	\$200,000	\$75,000
	0	
Hudson	\$203,131	\$248,272
	\$10,262	\$160,774
\$3,625,562		
Bal AID	\$1,777,454	\$1,838,646
		Cont./Materials - Grants Differential
		\$-248,898
		Reduction/Increase in Contract & Materials Contingency
		\$0
49%	Percentage of Contract & Materials for whole RW Program	
	Contract & Materials	SoCV Plant & Labour
	\$255,750	\$209,250
	\$450,000	\$0
Hudson	\$67,500	\$382,500
Tranf FROM Res	\$211,050	\$1,195,950
	\$150,000	\$75,000
	\$100,000	
	\$203,131	\$248,272
	\$10,262	\$160,774
\$3,719,439		
Bal AID	\$1,447,694	\$2,271,746
		Cont./Materials - Grants Differential
		\$-87,138
		Reduction/Increase in Contract & Materials Contingency
		-\$50,000
39%	Percentage of Contract & Materials for whole RW Program	
	Contract & Materials	SoCV Plant & Labour
	\$298,375	\$244,125
	\$234,000	\$0
Hudson	\$67,500	\$382,500
Tranf FROM Res	\$211,050	\$1,195,950
	\$150,000	\$75,000
	\$150,000	
	\$203,131	\$248,272
	\$10,262	\$160,774
\$3,630,939		
Bal AID	\$1,324,319	\$2,306,621
		Cont./Materials - Grants Differential
		\$-107,763
		Reduction/Increase in Contract & Materials Contingency
		-\$50,000
36%	Percentage of Contract & Materials for whole RW Program	

TEN YEAR ROADWORKS PROGRAM

Year	RRG	Appropriation	Own Resource/Other Funding Sources/Comments	Type of work	Length SLK or Area	Estimated Total Project Cost (Excl Transfers to Infrast. Reserve)	Funding Sources						
							Shire	RRG/SBS	RZR	Direct Grant	Other		
FIVE	2026/27	RRG Grant Projects	Other Grant: Maintenance & Own Resource										
Priority 1 "Grant Funded" Projects will take precedence over all other road works													
		Various Reseals	A	Various Reseals (MWRRG)	5.00	\$180,000	\$0	\$120,000	\$60,000				
		Dartmoor/Dartmoor LN	A	Gravel Sheetting	7.00	\$469,000	\$7,000	\$312,667	\$134,333			\$15,000	
		Durawah/Stn/Stn Val	A	Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$15,713	\$300,000	\$134,287				
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"													
Continuation of Priority Own Resource Road Works Projects - Non Specific													
		Gravel Sheetting			25.00	\$1,675,000		\$1,675,000				\$0	
		Additional Employee Costs & Contract/Material Contingency				\$225,000		\$225,000					
		Contingency Transferred TO Road Infrastructure Reserve				\$150,000		\$150,000					
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)													
		Major Maintenance Works - Various Roads		Vegetation Clearance; Drainage Works; Etc)	0.00	\$451,403		\$343,930				\$107,473	
		Minor Maintenance Works - Various Roads		Maintenance Grading; Etc)	0.00	\$171,036		\$171,036				\$9,463	
						\$3,771,439	\$2,587,680	\$732,667	\$328,620	\$116,936		\$15,000	
		Total Grants & Contributions							\$1,193,223				
		% of Grants/Contribution to Total Program of Works											31.64%
SIX	2027/28	RRG Grant Projects	Other Grant: Maintenance & Own Resource										
Priority 1 "Grant Funded" Projects will take precedence over all other road works													
		Various Reseals	A	Various Reseals (MWRRG)	6.35	\$228,600	\$0	\$152,400	\$76,200				
		Dartmoor/Dartmoor LN	A	Gravel Sheetting	7.00	\$469,000	\$7,000	\$312,667	\$134,333			\$15,000	
		Durawah/Stn/Stn Val	A	Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$31,913	\$300,000	\$118,087				
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"													
Continuation of Priority Own Resource Road Works Projects - Non Specific													
		Gravel Sheetting			22.00	\$1,474,000		\$1,299,000				\$175,000	
		Reseal (Own Resources)			1.56	\$55,660		\$55,660					
		Additional Employee Costs & Contract/Material Contingency				\$225,000		\$225,000					
		Contingency Transferred TO Road Infrastructure Reserve				\$125,000							
Priority 4 Works (Amount listed is indicative only and may vary. If additional Maintenance Works required Priority 3 Works will reduce)													
		Major Maintenance Works - Various Roads		Vegetation Clearance; Drainage Works; Etc)	0.00	\$451,403		\$343,930				\$107,473	
		Minor Maintenance Works - Various Roads		Maintenance Grading; Etc)	0.00	\$171,036		\$171,036				\$9,463	
						\$3,649,699	\$2,133,540	\$765,067	\$328,620	\$116,936		\$190,000	
		Total Grants & Contributions							\$1,400,623				
		% of Grants/Contribution to Total Program of Works											38.38%
SEVEN	2028/29	RRG Grant Projects	Other Grant: Maintenance & Own Resource										
Priority 1 "Grant Funded" Projects will take precedence over all other road works													
		Various Reseals	A	Various Reseals (MWRRG)	6.53	\$163,080	\$39,240	\$108,720	\$93,600				
		Dartmoor/Dartmoor LN	A	Gravel Sheetting	7.00	\$469,000	\$7,000	\$312,667	\$134,333			\$15,000	
		Durawah/Stn/Stn Val	A	Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$49,313	\$300,000	\$100,687				
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"													
Continuation of Priority Own Resource Road Works Projects - Non Specific													
		Gravel Sheetting			34.00	\$1,608,000		\$1,458,000				\$150,000	
		Additional Employee Costs & Contract/Material Contingency				\$275,000		\$275,000					
		Contingency Transferred TO Road Infrastructure Reserve				\$0							
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)													
		Major Maintenance Works - Various Roads		Vegetation Clearance; Drainage Works; Etc)		\$135,640		\$28,167				\$107,473	
		Minor Maintenance Works - Various Roads		Maintenance Grading; Etc)		\$386,879		\$377,416				\$9,463	
						\$3,487,599	\$2,155,656	\$721,387	\$328,620	\$116,936		\$165,000	
		Total Grants & Contributions							\$1,331,943				
		% of Grants/Contribution to Total Program of Works											38.19%

Notes:		
Indicates Variation to Previously endorsed Road Works Program		
Annual Gravel Sheetting distance will vary to bring Program into approximate annual average Road Work Program amount		
	Contract & Materials	SoCV Plant & Labour
Hudson	\$180,000	\$0
	\$70,350	\$398,650
	\$247,500	\$202,500
Tranf FROM Res	\$251,250	\$1,423,750
	\$150,000	\$75,000
	150000	
	\$203,131	\$248,272
	\$10,262	\$160,774
\$3,780,902	\$1,262,494	\$2,508,946
Bal AID	\$3,771,439	-\$69,271
	Reduction/Increase in Contract & Materials Contingency	
		-\$50,000
33%	Percentage of Contract & Materials for whole RW Program	
	Contract & Materials	SoCV Plant & Labour
Hudson	\$228,600	\$0
	\$70,350	\$398,650
	\$247,500	\$202,500
Tranf FROM Res	\$221,100	\$1,252,900
	\$55,660	\$0
	\$150,000	\$75,000
	125000	
	\$203,131	\$248,272
	\$10,262	\$160,774
\$3,534,162	\$1,311,604	\$2,338,096
Bal AID	\$3,649,699	\$89,019
	Reduction/Increase in Contract & Materials Contingency	
		-\$50,000
36%	Percentage of Contract & Materials for whole RW Program	
	Contract & Materials	SoCV Plant & Labour
Hudson	\$163,080	\$0
	\$70,350	\$398,650
	\$247,500	\$202,500
Tranf FROM Res	\$241,200	\$1,366,800
	\$200,000	\$75,000
	0	
	\$61,038	\$74,602
	\$23,213	\$363,666
\$3,487,599	\$1,006,381	\$2,481,218
Bal AID	\$3,487,599	\$325,562
	Reduction/Increase in Contract & Materials Contingency	
		\$0
29%	Percentage of Contract & Materials for whole RW Program	

TEN YEAR ROADWORKS PROGRAM

Year	RRG	Appropriation	Own Resource/Other Funding Sources/Comments	Type of work	Length SLK or Area	Estimated Total Project Cost (Excl Transfers to Infrastr. Reserve)	Funding Sources					
							Shire	RRG/SBS	RZR	Direct Grant	Other	
EIGHT	2020/2030	RRG Grant Projects	Other Grant: Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		Various Reseals	A	Various Reseals (MWRRG)	9.00	\$324,000	\$14,400	\$216,000	\$93,600			
		Dartmoor/Dartmoor LN	A	Gravel Sheeting	7.00	\$469,000	\$7,000	\$312,667	\$134,333		\$15,000	
		Durawah/Stn/Stn Val	A	Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$49,313	\$300,000	\$100,687			
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
				Gravel Sheeting	22.00	\$1,474,000		\$1,324,000			\$150,000	
						Additional Employee Costs & Contract/Material Contingency	\$275,000	\$275,000				
						Contingency Transferred TO Road Infrastructure Reserve	\$0					
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
				Major Maintenance Works - Various Roads		\$135,640	\$28,167		\$107,473			
				Minor Maintenance Works - Various Roads		\$386,879	\$377,416		\$9,463			
						Total Grants & Contributions	\$3,514,519	\$2,075,296	\$828,667	\$328,620	\$116,936	
						% of Grants/Contribution to Total Program of Works				\$1,409,223	\$165,000	
											40.95%	
NINE	2030/2031	RRG Grant Projects	Other Grant: Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		Various Reseals	A	Various Reseals (MWRRG)	9.00	\$324,000	\$14,400	\$216,000	\$93,600			
		Dartmoor/Dartmoor LN	A	Gravel Sheeting	7.00	\$469,000	\$7,000	\$312,667	\$134,333		\$15,000	
		Durawah/Stn/Stn Val	A	Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$49,313	\$300,000	\$100,687			
Priority 2 & 3 Works - "Own Resources Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
				Gravel Sheeting	22.00	\$1,474,000		\$1,363,741			\$110,259	
						Additional Employee Costs & Contract/Material Contingency	\$275,000	\$275,000				
						Contingency Transferred TO Road Infrastructure Reserve	\$0					
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
				Major Maintenance Works - Various Roads		\$135,640	\$28,167		\$107,473			
				Minor Maintenance Works - Various Roads		\$386,879	\$377,416		\$9,463			
						Total Grants & Contributions	\$3,514,519	\$2,115,097	\$828,667	\$328,620	\$125,259	
						% of Grants/Contribution to Total Program of Works				\$1,899,482	\$125,259	
											39.82%	
TEN	2031/2032	RRG Grant Projects	Other Grant: Maintenance & Own Resource									
Priority 1 "Grant Funded" Projects will take precedence over all other road works												
		Various Reseals	A	Various Reseals (MWRRG)	3.37	\$121,320	\$0	\$80,880	\$40,440			
		Dartmoor/Dartmoor LN	A	Gravel Sheeting	7.00	\$469,000	\$0	\$300,000	\$164,000		\$15,000	
		Durawah/Stn/Stn Val	A	Widen Seal, Shoulders & Drainage Improvement	3.00	\$450,000	\$15,820	\$300,000	\$134,180			
Priority 2 & 3 Works - "Own Resources/Other Grant Projects - Carried Over & New"												
Continuation of Priority Own Resource Road Works Projects - Non Specific												
				Gravel Sheeting	25.00	\$1,675,000		\$1,675,000			\$0	
						Additional Employee Costs & Contract/Material Contingency	\$275,000	\$275,000				
						Contingency Transferred TO Road Infrastructure Reserve	\$0					
Priority 4 Works "Maintenance" (Amount listed is indicative only and may vary)												
				Major Maintenance Works - Various Roads		\$150,000	\$42,527		\$107,473			
				Minor Maintenance Works - Various Roads		\$400,000	\$390,537		\$9,463			
						Total Grants & Contributions	\$3,540,320	\$2,398,884	\$680,880	\$328,620	\$116,936	
						% of Grants/Contribution to Total Program of Works				\$1,141,436	\$15,000	
											32.24%	
						Ten Year Projected Total Amounts	\$36,597,410	\$21,636,741	\$9,109,180	\$3,285,840	\$1,169,360	\$1,299,677
						Average per Year for 10 Year Program of Works	\$3,659,741	\$2,163,674	\$910,918	\$328,584	\$116,936	\$129,968
						Opening Balance Infrastructure Res @ 1/7	\$605,035	Transfer TO Reserve Fund	\$585,259	Balance Reserve Fund	Closing Bal Infrastructure Res @ 30/6	
												\$187,000

Notes:	
Indicates Variation to Previously endorsed Road Works Program	
Annual Gravel Sheeting distance will vary to bring Program into approximate annual average Road Work Program amount	
	Contract & Materials
	SoCV Plant & Labour
Hudson	\$324,000
	\$0
	\$70,350
	\$398,650
	\$247,500
	\$202,500
	\$0
Tranf FROM Res	\$221,100
	\$1,252,900
	\$200,000
	\$75,000
	\$0
	\$61,038
	\$74,602
	\$23,213
	\$363,666
\$3,514,519	
Bal Aid	\$1,147,201
	\$2,367,318
	\$3,514,519
	\$292,022
	Cont./Materials - Grants Differential
	Reduction/increase in Contract & Materials Contingency
	\$0
	Contract & Materials
	SoCV Plant & Labour
Hudson	\$324,000
	\$0
	\$70,350
	\$398,650
	\$247,500
	\$202,500
	\$0
Tranf FROM Res	\$221,100
	\$1,252,900
	\$200,000
	\$75,000
	\$0
	\$61,038
	\$74,602
	\$23,213
	\$363,666
\$3,514,519	
Bal Aid	\$1,147,201
	\$2,367,318
	\$3,514,519
	\$252,281
	Cont./Materials - Grants Differential
	Reduction/increase in Contract & Materials Contingency
	\$0
	Contract & Materials
	SoCV Plant & Labour
Hudson	\$121,320
	\$0
	\$70,350
	\$398,650
	\$247,500
	\$202,500
	\$0
Tranf FROM Res	\$251,250
	\$1,423,750
	\$200,000
	\$75,000
	\$0
	\$67,500
	\$82,500
	\$24,000
	\$376,000
\$3,540,320	
Bal Aid	\$542,750
	\$1,957,250
	\$2,500,000
	\$598,686
	Cont./Materials - Grants Differential
	Reduction/increase in Contract & Materials Contingency
	\$0
	Percentage of Contract & Materials for whole RW Program
	15%
	\$14,438,074
	\$22,239,371
	\$36,677,445
	DRFAWA LIMIT SHIRE OF CV CONTRIBUTION (PER EVENT)
	FOR FY 2021-22 = \$187,000

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

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

CV Priority 2 3 Own Resource Projects

OWN RESOURCE PROJECTS (Other than Reseals) - Note: Amounts listed are indicative only and may vary																														
			Estimated Costs		Wandin	McNaught Mazzuchelli	#REF!	East Nabawa	#REF!	#REF!	Newmarra carra	Murphy Norris	East Dartmoor	Coonawa	Durawah Northern Gully	White Peak	Bella Vista	Station Valentine	Nolba	Murphy Yeta	Nabawa Yeta	Cannon Whelarra	St Johns	Naraling East Yuna	Urch Road	Post Office Lane / River Road	Thompson Reidy	Forrester Brooks	Olsen	Oakajee
A	East Nabawa	Gravel Sheeting (Worst Area as determined by CEO)	4.00	Only if considered necessary as seal extension works are continuing on this road. If not required next gravel sheeting project is undertaken.				4.00																						
Current Year Endorsed Budget Projects																														
D	Newmarra carra	Gravel Sheeting	5.00	\$335,502																										
B	Wandin	Gravel Sheeting	4.00	\$268,401							5.00																			
S	Richards	Upgrade to 7m Seal	0.25	\$38,436	4.00																									
FUTURE																														
C	Murphy Norris	Gravel Sheeting	5.55	\$372,407							5.55																			
D	Newmarra carra	Gravel Sheeting	4.00	\$268,401							4.00																			
E	McNaught Mazzuchelli	Gravel Sheeting	4.30	\$288,532		4.30																								
C	Coonawa	Gravel Sheeting	4.00	\$268,401									4.00																	
B	Nolba	Gravel Sheeting	4.00	\$268,401															4.00											
D	Durawah/Northern Gully	Gravel Sheeting	3.50	\$234,851											3.50															
C	Murphy Norris	Gravel Sheeting	6.00	\$402,602							6.00																			
C	East Dartmoor	Gravel Sheeting	4.00	\$268,401								4.00																		
E	Old Northampton FloodWay	Recap Floodway	0.00	TBC																										
D	Newmarra carra	Gravel Sheeting	4.04	\$271,085							4.04																			
D	Durawah Northern Gully	Gravel Sheeting	3.50	\$234,851											3.50															
C	Bella Vista	Gravel Sheeting	2.60	\$174,461													2.60													
B	Station Valentine	Gravel Sheeting	4.50	\$301,952															4.50											
A	East Nabawa	Gravel Sheeting	4.00	\$268,401				4.00																						
D	Durawah Northern Gully	Gravel Sheeting	2.90	\$194,591											2.90															
C	Coonawa	Gravel Sheeting	4.00	\$268,401										4.00																
C	Murphy Yeta	Gravel Sheeting	3.20	\$214,721																3.20										
C	Nabawa Yeta	Gravel Sheeting	3.21	\$215,392																	3.21									
B	Station Valentine	Gravel Sheeting	4.50	\$301,952															4.50											
A	East Nabawa	Gravel Sheeting	4.00	\$268,401				4.00																						
C	Murphy Yeta	Gravel Sheeting	3.20	\$214,721																3.20										
C	Nabawa Yeta	Gravel Sheeting	3.20	\$214,721																	3.20									
B	Nolba Stock Route	Gravel Sheeting	4.00	\$268,401															4.00											
C	Cannon Whelarra	Gravel Sheeting	4.00	\$268,401																			4.00							
B	Station Valentine	Gravel Sheeting	4.65	\$312,047															4.65											
C	St Johns Road	Gravel Sheeting	5.10	\$342,212																										
D	Durawah Northern Gully	Gravel Sheeting	3.75	\$251,026											3.75									5.10						
B	Nolba Stock Route	Gravel Sheeting	1.50	\$100,651																1.50										
C	Cannon Whelarra	Gravel Sheeting	3.00	\$201,301																			3.00							
C	St Johns	Gravel Sheeting	5.10	\$342,212																				5.10						
D	Newmarra carra	Gravel Sheeting	4.40	\$295,242							4.40																			
B	Naraling East Yuna	Gravel Sheeting	3.00	\$201,301																					3.00					
C	Cannon Whelarra	Gravel Sheeting	4.00	\$268,401																			4.00							
C	St Johns	Gravel Sheeting	5.10	\$342,212																				5.10						
D	Newmarra carra	Gravel Sheeting	4.40	\$295,242							4.40																			
D	Urch Road	Gravel Sheeting	4.00	\$268,401																					4.00					
B	Naraling East Yuna	Gravel Sheeting	4.97	\$333,489																						4.97				
D	Newmarra carra	Gravel Sheeting	4.60	\$308,662							4.60																			
D	Urch Road	Gravel Sheeting	5.50	\$369,052																						5.50				
B	Naraling East Yuna	Gravel Sheeting	11.10	\$744,814																						11.10				
D	Forrester Brooks	Gravel Sheeting	7.00	\$469,703																									7.00	
D	Urch Road	Gravel Sheeting	5.50	\$369,052																					5.50					
B	Naraling East Yuna	Gravel Sheeting	6.00	\$402,602																					6.00					
D	Forrester Brooks	Gravel Sheeting	6.57	\$440,849																									6.57	
D	Naraling East Yuna	Gravel Sheeting	5.10	\$342,212																					5.10					
D	Olsen	Gravel Sheeting	4.50	\$301,952																									4.50	
D	Oakajee	Gravel Sheeting	4.00	\$268,401																										4.00
B	White Peak	Upgrade to 7m Seal (Last Section)	3.50	\$538,106															3.50											
E	Post Office Lane / River Road	Reconstruct to 7m seal standard	0.62	\$95,322																						0.62				
			220.89	\$14,575,059	4.00	4.30	4.00	12.00	0.00	0.00	26.44	11.55	4.00	8.00	13.65	0.00	2.60	13.65	9.50	6.40	7.01	11.00	15.30	29.20	15.00	0.00	4.97	13.57	4.50	4.00

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

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

OBJECTIVES:

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

MANAGEMENT PROCEDURE STATEMENT:

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

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

ADDITIONAL EXPLANATORY NOTES:

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

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

Adopted – Council Resolution:	10/01-9
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Reviewed – Council Resolution:	05/15-23; 06/15-18; 03/17-32; 03/17-32; 07/18-10; 07/19-4
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IMP-022 Heavy Haulage Vehicle Permits

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

OBJECTIVES:

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

POLICY STATEMENT/S:

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

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

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

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

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

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

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

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

Adopted – Council Resolution:	04/04-23
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Reviewed – Council Resolution:	05/15-23; 06/15-18; 03/17-32; 03/17-32; 07/16-11; 07/18-10;03/21-03
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Purchase Orders - Last record modified was 10210 PO PickList

PO	Line Description	Code	Order Date	Name	Order Value	Invoice Amount
9375	Install culvert on Harmony Place	M170	07/06/2022	Ivey Contracting	\$ 3,600.00	\$ 4,180.00
9575	Redcliffe Concourse - Roller hire for shoulder maintenance	M167	05/08/2022	Lenane Holdings Pty Ltd	\$ 8,085.00	\$ 8,085.00
9622	Various Road - 100-250mm rock spill for drainage works. Delivered to Shire laydown area on Redcliffe Concourse.	RV01	23/08/2022	Kimberley Quarry Pty Ltd	\$ 23,100.00	\$ 25,544.67
9668	172 HILLTOP LOOP MAINTENANCE - Clear Drains M151 ELIZA SHAW DRIVE MAINTENANCE - Clear Drains M95 WHITE PEAK ROAD MAINT. - Clear Drains, repair Scours M130 CHAPMAN VALLEY ROAD MAINT.- Emergency repairs to shoulders M147 CAREY ROAD MAINT. - Repair drainageand scours, reove vegetation.	M172	05/09/2022	Ivey Contracting	\$ 12,980.00	\$ 12,980.00
9707	M130 CHAPMAN VALLEY ROAD MAINT. - provide traffic control for shoulder repairs	M130	19/08/2022	Baba Marda Road Services	\$ 2,332.70	\$ 2,332.70
9755	M141 ROYCE ROAD MAINT. - Repair drain and scours.	M141	10/10/2022	Ivey Contracting	\$ 748.00	\$ 748.00
9756	M173 DUNE VISTA MAINTENANCE - Repair washout under footpath	M173	11/10/2022	Ivey Contracting	\$ 1,000.00	
9768	M01DURAWAH ROAD MAINT. provide traffic control	M01	14/10/2022	Baba Marda Road Services	\$ 10,000.00	\$ 6,371.28
9800	M01 DURAWAH ROAD MAINT. - Supply Water for shoulder maintenance C16 .East Nabawa Road - Supply Water for Construction seal	M01	25/10/2022	Kruize Asphalt & Contracting	\$ 9,592.00	\$ 9,592.00
9821	M173 DUNE VISTA MAINTENANCE - Repair to shoulders and footpath M28 OLSEN ROAD MAINT. - Maintenance Grade	M173	31/10/2022	Ivey Contracting	\$ 2,667.50	\$ 2,667.50
9822	M01 DURAWAH ROAD MAINT. - Shoulder Maintenance	M01	13/10/2022	Ivey Contracting	\$ 11,451.00	\$ 11,451.00
9824	M151 Eliza SHaw Drive - Crack Seal as per quote from email 31/10/2022 M156 Hester Road - Crack Seal as per quote from email 31/10/2022 M162 Brown Lane - Crack Seal as per quote from email 31/10/2022 M166 Pitchford Crest - Crack Seal as per quote from email 31/10/2022 M165 Parmelia Boulevard - Crack Seal as per quote from email 31/10/2022 M177 Copperhill Junction - Crack Seal as per quote from email 31/10/2022 M169 Wittenoom Circle - Crack Seal as per quote from email 31/10/2022 M164 Merino Fairway - Crack Seal as per quote from email 31/10/2022 M167 Merino Fairway - Crack Seal as per quote from email 31/10/2022	M151	31/10/2022	SuperSealing	\$ 11,462.03	\$ 11,462.03
9830	RV01 Various Roads Maintenance - Gravel Royalties	C13	01/07/2022	Mel Forrester Nominees Pty Ltd	\$ 16,500.00	\$ 16,500.00
9832	M100 East Terrace Maintenance - Clear verge at Nanson	M100	02/11/2022	Ian Anthony Kenney	\$ 1,500.00	\$ 1,500.00
9873	M149 BUNTER ROAD MAINT. - Clear verges as per quote 29209 M68 BELLA VISTA ROAD MAINT. - Clear verges as per quote 29209	M149	15/11/2022	Aussie Tree Services	\$ 5,500.00	\$ 5,500.00
9931	RV01 VARIOUS ROADS - push 12000cuM of gravel at Jacky Jupp Pit as per Tender 1- 2022 - Panel Tender	RV01	30/11/2022	Thurkle's Earthmoving & Maintenance Pty Ltd	\$ 39,569.75	\$ 39,569.75
9987	Olsen Road - Assist fighting fire as ordered by Andrew Vlahov	M28	16/12/2022	Ivey Contracting	\$ 638.00	\$ 638.00
10043	M68 BELLA VISTA ROAD MAINT. - Clear verges M149 BUNTER ROAD MAINT. - Clear verges M67 HICKETY ROAD MAINT. - Clear verges	M68	17/01/2023	Intelife Group Ltd	\$ 10,000.00	\$ 5,148.00
10058	M95 WHITE PEAK ROAD MAINT. - Grade M147 CAREY ROAD MAINT. - Grade RC34 Coronation Beach Rd - Additional works to shoulder grading including works to carparks & rock placement. RC34 Coronation Beach Rd - Rework stabilisation sites prior to sealing.	M95	12/12/2022	Ivey Contracting	\$ 4,009.50	\$ 4,009.50
10087	ELIZA SHAW DRIVE MAINTENANCE - Verge Clearing	M151	03/02/2023	Aussie Tree Services	\$ 5,000.00	\$ 5,000.00
10088	ELIZA SHAW DRIVE MAINTENANCE - Provide traffic amament for verge clearing.	M151	03/02/2023	Baba Marda Road Services	\$ 2,000.00	\$ 2,519.00
					Total	\$ 175,798.43

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)	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	(D) TWINSTEER PRIME MOVER TOWING SEMI TRAILER	(A) A	≤20	50	Network 1
	(B)	(A)	(B)	(C)	(B) A	≤19	42.5	
	(C)	(C)	(D)	(D)	(C) A	≤20	50	
	(D)	(D)	(D)	(D)	(D) A	≤19	47.5	
Category 2	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(A) A	≤27.5	65.5	Network 2
	(B)	(B)	(C)	(D)	(B) A	≤20	47.5	
	(C)	(C)	(D)	(D)	(C) A	≤27.5	87.5	
	(D)	(D)	(D)	(D)	(D) A	≤25	42.5	
Category 3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	Example of Axis Groups		(A) B	≤27.5	84	Network 3	
	(A)	Example of Axis Group with An Optional Axle		(A) A	≤27.5	87.5		
Category 4	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(C) B-DOUBLE TOWING A CONVERTER DOLLY	(D) B-TRIPLE	(A) B	>27.5, ≤38.5	84	Network 4
	(B)	(B)	(C)	(D)	(B) B	>27.5, ≤38.5	84+0	
	(C)	(C)	(D)	(D)	(C) A	>27.5, ≤38.5	87.5+0	
	(D)	(D)	(D)	(D)	(D) A	>27.5, ≤38.5	84	
Category 5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY	(C) PRIME MOVER SEMI TRAILER TOWING A 4 AXLE TRAILER & CONVERTER DOLLY	(D) B-DOUBLE TOWING A DOG TRAILER	(A) A	>27.5, ≤53.5	87.5	Network 5
	(B)	(B)	(C)	(D)	(B) B	>27.5, ≤53.5	84+0	
	(C)	(C)	(D)	(D)	(C) A	>27.5, ≤53.5	87.5+0	
	(D)	(D)	(D)	(D)	(D) A	>27.5, ≤53.5	84	
Category 6	(A) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY	(C) PRIME MOVER SEMI TRAILER TOWING 2 DOG TRAILERS	(D) PRIME MOVER, SEMI TRAILER TOWING A B-DOUBLE	(A) A	>27.5, ≤53.5	107.5	Network 6
	(B)	(B)	(C)	(D)	(B) A	>27.5, ≤53.5	107.5	
	(C)	(C)	(D)	(D)	(C) A	>27.5, ≤53.5	107.5	
	(D)	(D)	(D)	(D)	(D) A	>27.5, ≤53.5	107.5	
Category 7	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS	(B) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(C) B-DOUBLE TOWING A DOG TRAILER	(D) PRIME MOVER, SEMI TRAILER TOWING A B-DOUBLE	(A) B	>36.5, ≤53.5	120.5	Network 7
	(B)	(B)	(C)	(D)	(B) B	>36.5, ≤53.5	84+0	
	(C)	(C)	(D)	(D)	(C) A	>36.5, ≤53.5	107.5	
	(D)	(D)	(D)	(D)	(D) A	>36.5, ≤53.5	107.5	
Category 8	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS	(B) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(C) B-DOUBLE TOWING 2 DOG TRAILERS	(D) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(A) A	>36.5, ≤53.5	127.5	Network 8
	(B)	(B)	(C)	(D)	(B) A	>36.5, ≤53.5	127.5	
	(C)	(C)	(D)	(D)	(C) A	>36.5, ≤53.5	147.5	
	(D)	(D)	(D)	(D)	(D) A	>36.5, ≤53.5	147.5	
Category 9	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS	(B) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(C) B-DOUBLE TOWING 2 DOG TRAILERS	(D) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(A) A	>36.5, ≤53.5	127.5	Network 9
	(B)	(B)	(C)	(D)	(B) A	>36.5, ≤53.5	127.5	
	(C)	(C)	(D)	(D)	(C) A	>36.5, ≤53.5	147.5	
	(D)	(D)	(D)	(D)	(D) A	>36.5, ≤53.5	147.5	
Category 10	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS	(B) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(C) B-DOUBLE TOWING 2 DOG TRAILERS	(D) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(A) A	>36.5, ≤53.5	127.5	Network 10
	(B)	(B)	(C)	(D)	(B) A	>36.5, ≤53.5	127.5	
	(C)	(C)	(D)	(D)	(C) A	>36.5, ≤53.5	147.5	
	(D)	(D)	(D)	(D)	(D) A	>36.5, ≤53.5	147.5	
Category 11	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS	(B) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(C) B-DOUBLE TOWING 2 DOG TRAILERS	(D) PRIME MOVER, SEMI TRAILER TOWING 2 DOG TRAILERS	(A) A	>36.5, ≤53.5	127.5	Network 10
	(B)	(B)	(C)	(D)	(B) A	>36.5, ≤53.5	127.5	
	(C)	(C)	(D)	(D)	(C) A	>36.5, ≤53.5	147.5	
	(D)	(D)	(D)	(D)	(D) A	>36.5, ≤53.5	147.5	

NOTES

- 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 4.8 m when it is:
 - built to carry livestock or;
 - carrying a crane to carry livestock or;
 - carrying vehicles on more than one deck or;
 - carrying a freight modal container or;
 - carrying a large rideable item or;
 - other operating with an appropriately balanced other height containable or parkinsonian item.
- Maximum height of Pig Trailer must not exceed 3.5m.

Heavy Vehicle Services
Tel: 138 HVO (466)
Email: hvs@mainroads.wa.gov.au
Website: www.mainroads.wa.gov.au

mainroads WESTERN AUSTRALIA

Truck, Trailer Combinations

2016

Heavy Vehicle Services

VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – TRUCK, TRAILER COMBINATIONS EXAMPLES				Axis Spacing (m)	Length (m)	Mass (T) (Maximum)	RAV Network	
Category 1	(A) TRUCK LIVINGSTOCK OR VEHICLE CARRIER	(B) TRUCK TOWING A PIG TRAILER	(C) TRUCK TOWING A DOG TRAILER	(D) TRUCK TOWING A CAR CARRIER TRAILER	(A) A	≤12.5	27.5	Network 1
	(B)	(B)	(C)	(D)	(B) B	≤20	46.5	
	(C)	(C)	(D)	(D)	(C) A	≤20	50	
	(D)	(D)	(D)	(D)	(D) A	≤20	42.5	
Category 2	(A) TRUCK TOWING A 4 AXLE DOG TRAILER	(B) TRUCK TOWING A CAR CARRIER TRAILER	(C) TRUCK TOWING A 2,3,4 OR 5 AXLE DOG TRAILER		(A) A	≤25	87.5	Network 2
	(B)	(B)	(C)		(B) A	≤25	42.5	
	(C)	(C)	(C)		(C) B	≤25	64.0	
Category 7	(A) TRUCK TOWING 2 X 5 OR 6 AXLE DOG TRAILERS				(A) A	>27.5, ≤36.5	107.5	Network 7
	(A)				(A) A	>27.5, ≤36.5	107.5	
Category 8	(A) TRUCK TOWING 2 DOG TRAILERS				(A) A	>27.5, ≤36.5	107.5	Network 8
	(A)				(A) A	>27.5, ≤36.5	107.5	

NOTES

- 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 4.8 m when it is:
 - built to carry livestock or;
 - carrying a crane to carry livestock or;
 - carrying vehicles on more than one deck or;
 - carrying a freight modal container or;
 - carrying a large rideable item or;
 - other operating with an appropriately balanced other height containable or parkinsonian item.
- Maximum height of Pig Trailer must not exceed 3.5m.

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

OBJECTIVES:

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

MANAGEMENT PROCEDURE STATEMENT/S:

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

IMP-022 Heavy Haulage Vehicle Permits

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

OBJECTIVES:

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

POLICY STATEMENT/S:

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

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

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

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

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

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

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

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

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

ATTACHMENT 9.1(a)

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

OBJECTIVES:

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

POLICY STATEMENT/S:

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

A - MAIN ARTERIAL ROADS

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

B - MAIN FEEDER ROADS

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

C - MINOR FEEDER ROADS

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

D – MAJOR ROAD ACCESS

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

E – MINOR ACCESS ROADS

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

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

ADDITIONAL EXPLANATORY NOTES:

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

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

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

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

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

DEFINITIONS/ACRONYMS

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

NOTES

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

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

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

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

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

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

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

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

ATTACHMENT A

DESCRIPTION & FUNCTION OF ROAD HIERARCHY CATEGORIES

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

ATTACHMENT B

MWRRG ROAD TYPE CRITERIA

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

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

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

ATTACHMENT C

MID WEST REGIONAL ROAD GROUP **REGIONAL STRATEGY FOR SIGNIFICANT ROADS CRITERIA**

1. Freight & Community Access

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

2. Tourism/Recreation

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

3. Road Function

Whether the road services predominantly through traffic or local traffic.

DEFINITIONS

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

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

region, other regions in the State and interstate.

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

ROAD_NO	ROAD_NAME	START_SLK	END_SLK	MAX_RAV_NETWORK	CONDITIONS	MAX SPEED
M064	Moonyoonooka Yuna Rd	6.300	47.890	7	Nil	100
5160115	Badgedong Rd	0.000	4.610	7	Nil	100
5160019	Balla - Whelarra Rd	0.000	12.850	7	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.	70 un/80 sealed
5160098	Baugh Rd	0.000	7.050	7	All operators must carry written support from the road manager acknowledging the operator's use of the road. 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 Note: Low Volume (LV) 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.	60
5160040	Burton Williamson Rd	0.000	6.500	7	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.	100
5160050	Cannon - Whelarra Rd	0.000	10.590	7	ups have been completed on the road.	100
5160008	Dartmoor Rd	0.000	0.800	7		
5160035	Durawah - Northern Gully	0.000	2.437	7	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 Note: Low Volume (LV) 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.	60
5160001	Durawah Rd	0.000	18.450	7	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 Note: Low Volume (LV) 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.	60
5160150	East Chapman Rd	0.000	1.530	7	Nil	100
5160016	East Nabawa	0.000	34.970	7	Headlights to be switched on at all times	70 un/80 sealed
5160017	Naraling - East Yuna Rd	0.000	18.110	7		
5160006	Nolba Rd	0.000	20.960	7	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 Note: Low Volume (LV) 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.	60

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SHIRE OF CHAPMAN VALLEY 10 YEAR PLANT REPLACEMENT SCHEDULE				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32		
Asset No	Reg No	Plant No		Optimum C/O Period	Program C/O Period										
CAPITAL PURCHASE EXPENDITURE															
Existing Plant Type			Proposed Plant Type/Comments												
TRUCKS															
MV13	CV2806	P52	2015 Isuzu 450 Tipper Truck	6	9 & 8								\$75,000		
MV18	CV2859	P60	2016 Isuzu FRR 110-260, Crew Cab Truck	6	10										
MV23	CV2726	P72	2013 Coronado Freightliner Primemover (secondhand)	8	11										
364	CV918	P918	2008 Iveco Powerstar 6 x 4 Tip Truck (Not to be Replaced)												
393	CV69	P35	2010 Caterpillar Primemover	8	12	\$310,000									
MV18	CV2877	P81	2020 Coronado Freightliner 6 x 4 Tip Truck	8	12							\$310,000			
MV31	CV2962	P85	2021 Coronado Freightliner Prime Mover (New)	8	12								\$310,000		
GRADERS															
PE26	CV2938	P76	2019 120M Caterpillar Grader	10	13								\$400,000		
PE10	CV2861	P57	2016 John Deere 670G Grader	10	10					\$375,000					
NEW	NEW	NEW	2021 CAT 150L3 Grader	10	15										
ROLLERS															
51	CV1029	P1029	1976 Multi Tyred Roller - tow along	10	NA										
PE25	CV2895	P75	2019 Multipac 524H Multi Tyred Roller	10	12								\$140,000		
PE15	CV2863	P66	2016 Cat CS78b Vibrating Roller	10	13										
342	CV2570	P2570	2007 Amman pneumatic Multi Tyred Roller	10	15					\$200,000					
NEW	NEW	NEW	Drawn Roller	10	15										
137	NA	P162	McDonalds Cricket Pitch Roller	NA	NA										
LOADERS															
PE14	CV2846	P62	2016 Case 580 ST Backhoe	8	10										
P23	CV2892	P73	2018 Volvo loader L90F	8	12										
PE18	CV485	P67	2016 Caterpillar 236D Skid Steer	5	9										
385	950CV	P26	2008 Caterpillar 950H wheel loader	8	15	\$320,000									
PE33	NA	P87	Heli Forklift - 2.5t	15	15										
TRACTORS															
PE11	CV2856	P56	2016 Case 60B Tractor	8	13								\$45,000		
MOWERS															
NEW	NEW	NEW	New Slasher 8ft approx.	5	7	\$20,000									
PE32	TBC	P84	2021 Bushranger Spartan SRT Lawn Mower							\$25,000					
PE9	CV2896	P1924	2015 Hustler RO Mower	5	7					\$30,000					
PE27	NA	P1926	2019 John Deere Ztrak ROM - 72" Diesel	5	10										
PE30	CV2897	P1927	2019 Club Cadet ROM	5	9										
PE24	NA	P007	2018 John Deere Ztrak ROM (Yuna)	5	13								\$5,000		
TRAILERS (HEAVY)															
227	CV7887	P148	2001 Low bed tilt trailer (Not to be Replaced)												
MV09	CV7886	P45	2014 Water Tanker Trailer (Howard Porter)	15	15	\$100,000									
343	CV7723	P7723	2008 Howard Porter side tipping trailer	15	15										
344	CV7724	P7724	2008 Side Tipping Trailer	15	15										
MV08	CV7882	P46	2014 Side Tipper Trailer (Howard Porter)	15	15										
P22	CV7881	P74	2018 Side Tipper Trailer (All Roads)	15	15										
MV32	1TWC604	P86	Rockwheeler Tri-Axle Side Tipper (2021)	15	15								\$110,000		
358	CV7725	P7725	2007 Dolly	20	20										
363	CV7716	P7716	2008 Dolly	20	20					\$25,000					
PE16	CV7883	P63	2009 Dolly (for Tri-Axle Low Loader - Purchased 2017)	20	20										
PE17	CV7880	P64	2017 Tri-Axle Dropdeck Trailer (& Ramps)	20	20										
LIGHT TRAILERS & OTHER ITEMS															
77	CV1922	P1922	1990 Trailer - Paps (Tandem) - Portable Toilet												
PE19	CV7884	P1925	2017 Trailer Hydraulic Tipper w/Cage (Rubbish)												
199	CV7589	P7589	1968 Trailer Tanker (Fuel) - purchased 1999 ex MRWA												
282	CV7670	P7670	2003 Trailer - (carries Generator P42)												
304	CV96	P96	2005 Trailer - Tandem (Small)												
318	CV619	P619	2006 Trailer & Water Tank (Coro Beach)												
336	CV7717	P7717	2007 Trailer (Water Pump)												
396	CV7800	P37	2012 Trailer - Plant (Coast MAC 4.5t for Skid Steer)												
PE7	CV7833	P50	2015 Trailer - Weedsprayer (10,000L Custom Built)												
PE8	CV7885	P1923	2014 Trailer - Flatbed												
329	CV7750	P7750	2006 Trailer (SAM - Shared with Shire of NR)												
NA	CV7729	P25	2009 Trailer (Mobile Standpipe)												
NEW	NEW	NEW	Transp. Radar Display Trailer												
MV27	1TVC172	P80	Tow Along Broom Sweeper												
LIGHT VEHICLES															
MV16	CV2736	P55	2016 Mitsubishi MQ Triton 4x4 Utility (LH Gardener)	5	8	\$45,500									
MV19	CV2843	P61	2016 Toyota Hilux 4x4 Utility (Ranger)	4	7								\$50,000		
MV26	CV2952	P79	2020 Mitsubishi Triton GLX 4x4 (Mechanic)	4	6								\$50,000		
MV12	CV2807	P51	2015 Toyota Hilux Dual cab 4x4 (RW Mntce)	4	6										
MV25	CV2932	P78	2020 Toyota Hilux SR4x4 (LH Works)	4	5										
MV29	CV1	P82	2020 Toyota Prado GXL (CEO)	5	5								\$65,000		
MV30	CV2944	P83	Ford Ranger (2020) XLT 3.2L 4x4 (DCEO)	5	5					\$55,000			\$55,000		
MV20	CV580	P65	2017 Ford Ranger XLT dual cab 4x4 (Building Surveyor)	5	5	\$40,000									
MV22	CV2890	P71	2010 Toyota L/cruiser Workmate (Mntce Grader purchased 2017)	4	5								\$40,000		
MV05	CV396	P43	2013 Ford PX Ranger 4X2 2.2L Turbo Diesel (Gardener)	4	7								\$50,000		
MV10	CV2732	P48	2014 Mazda BT50 Single Cab 4x4 Utility (Mntce Grader)	4	5					\$50,000			\$50,000		
MV24	CV2933	P77	2020 Ford Ranger 4x4 Dual Cab (Manager Works & Svce)	4	5										
MV14	CV187	P53	2016 Ford PX Ranger Dual Cab												
FIRE CONTROL VEHICLES															
MV11	CV19	P49	2014 Fire Truck - Toyota Landcruiser (Naraling)												
MV21	1GIC469	P70	2016 Fire Truck - Toyota Landcruiser (Howatharra)												
MV17	1EZY782	P59	2016 Fire Truck - Toyota Landcruiser (Yatna)												
MV02	CV434	P39	2012 Fire Truck - Toyota Landcruiser (Nabawa)												
MV07	1EKO147	P47	2013 Fire Truck - Isuzu 4.4 Rural Tanker (Nabawa)												
MV06	1ERG565	P44	2013 Fire Truck - Toyota Landcruiser (Yuna)												
TOTAL CAPITAL PURCHASES EXCLUDING GST															
TOTAL CAPITAL PURCHASES INCLUDING GST															
						\$515,500	\$670,000	\$555,000	\$635,000	\$530,000	\$390,000	\$595,000	\$550,000	\$575,000	\$595,000
						\$567,050	\$737,000	\$610,500	\$698,500	\$583,000	\$429,000	\$654,500	\$605,000	\$632,500	\$654,500

SHIRE OF CHAPMAN VALLEY 10 YEAR PLANT REPLACEMENT SCHEDULE				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
Asset No	Reg No	Plant No											
CAPITAL TRADE-IN INCOME													
TRUCKS													
MV13	CV2806	P52	2015 Isuzu 450 Tipper Truck	6	9 & 8								
MV18	CV2859	P60	2016 Isuzu FRR 110-260, Crew Cab Truck	6	10								
MV23	CV2726	P72	2013 Coronado Freightliner Primemover (secondhand)	8	11								
364	CV918	P918	2008 Iveco Powerstar 6 x 4 Tip Truck (Not to be Replaced)	0	0								
393	CV69	P35	2010 Caterpillar Primemover	8	12								
MV31	CV2962	P85	2021 Coronado Freightliner Prime Mover (New)										
GRADERS													
PE26	CV2938	P76	2019 120M Caterpillar Grader	10	13								
PE10	CV2861	P57	2016 John Deere 670G Grader	10	10								
NEW	NEW	NEW	2021 CAT 150L3 Grader	10	15								
ROLLERS													
51	CV1029	P1029	1976 Multi Tyred Roller - low along	10	NA								
PE25	CV2895	P75	2019 Multipac 524H Multi Tyred Roller	10	12								
PE15	CV2863	P66	2016 Cat CS78b Vibrating Roller	10	13								
342	CV2570	P2570	2007 Amman pneumatic Multi Tyred Roller	10	15								
NEW	NEW	NEW	Drawn Roller										
137	NA	P162	McDonalds Cricket Pitch Roller	NA	NA								
LOADERS													
PE14	CV2846	P62	2016 Case 580 ST Backhoe	7	10								
P23	CV2892	P73	2018 Volvo loader L90F	8	12								
PE18	CV485	P67	2016 Caterpillar 236D Skid Steer	5	9								
385	950CV	P26	2008 Caterpillar 950H wheel loader	8	15								
PE33	NA	P87	Heli Forklift - 2.5t	15	15								
TRACTORS													
PE11	CV2856	P56	2016 Case 60B Tractor	8	13								
MOWERS													
NEW	NEW	NEW	New Slasher 8ft approx.										
PE9	CV2896	P1924	2015 Hustler RO Mower	5	6								
PE27	NA	P1926	2019 John Deere Ztrak ROM - 72" Diesel	8	10								
PE30	CV2897	P1927	2019 Club Cadet ROM	8	9								
PE24	NA	P007	2018 John Deere Ztrak ROM (Yuna)										
TRAILERS (HEAVY)													
227	CV7887	P148	2001 Low bed tilt trailer (Not to be Replaced)	0	0								
MV09	CV7886	P45	2014 Water Tanker Trailer (Howard Porter)	15	15								
343	CV7723	P7723	2008 Howard Porter side tipping trailer	15	15								
344	CV7724	P7724	2008 Side Tipping Trailer	15	15								
MV08	CV7882	P46	2014 Side Tipper Trailer (Howard Porter)	15	15								
P22	CV7881	P74	2018 Side Tipper Trailer (All Roads)	15	15								
MV32	1TWC604	P86	Rockwheeler Tri-Axle Side Tipper (2021)										
358	CV7725	P7725	2007 Dolly	20	20								
363	CV7716	P7716	2008 Dolly	20	20								
PE16	CV7883	P63	2009 Dolly (for Tri-Axle Low Loader - Purchased 2017)										
PE17	CV7880	P64	2017 Tri-Axle Dropdeck Trailer (& Ramps)										
LIGHT TRAILERS & OTHER ITEMS													
77	CV1922	P1922	1990 Trailer - Papas (Tandem) - Portable Toilet										
PE19	CV7884	P1925	2017 Trailer Hydraulic Tipper w/Cage (Rubbish)										
199	CV7589	P7589	1968 Trailer Tanker (Fuel) - purchased 1999 ex MRWA										
282	CV7670	P7670	2003 Trailer - (carries Generator P42)										
304	CV96	P96	2005 Trailer - Tandem (Small)										
318	CV619	P619	2006 Trailer & Water Tank (Coro Beach)										
336	CV7717	P7717	2007 Trailer (Water Pump)										
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MV21	1GIC469	P70	2016 Fire Truck - Toyota Landcruiser (Howatharra)										
MV17	1EZY782	P59	2016 Fire Truck - Toyota Landcruiser (Yetna)										
MV02	CV434	P39	2012 Fire Truck - Toyota Landcruiser (Nabawa)										
MV07	1EKO147	P47	2013 Fire Truck - Isuzu 4.4 Rural Tanker (Nabawa)										
MV06	1ERG565	P44	2013 Fire Truck - Toyota Landcruiser (Yuna)										
TOTAL CAPITAL INCOME EXCL GST													
TOTALS CAPITAL INCOME INCL GST													
TOTAL NET CHANGEOVER EXCL GST													

Asset No	Reg No	Plant No	SHIRE OF CHAPMAN VALLEY 10 YEAR PLANT REPLACEMENT SCHEDULE										
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
PLANT RESERVE & MUNICIPAL FUND TRANSACTIONS REQUIRED													
			Opening Balance 1st July - Plant Reserve Fund	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698
			Transfer From Muni to Plant Reserve	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
			Net Changeover figure	\$430,500	\$480,000	\$467,500	\$431,000	\$427,000	\$321,500	\$485,000	\$422,000	\$450,000	\$499,000
			Transfer From Plant Reserve to Muni	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
			Additional Municipal or Loan Funds Required	\$280,500	\$330,000	\$317,500	\$281,000	\$277,000	\$171,500	\$335,000	\$272,000	\$300,000	\$349,000
			Closing Balance 30th June - Plant Reserve Fund	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698	\$128,698

