

ROAD INFRASTRUCTURE COMMITTEE

Agenda



Meeting Date Thursday 21 March 2024

Meeting Time 11:00 am

To be held at Chapman Valley
Administration Office

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



SHIRE OF

Chapman Valley

love the rural life!

ACKNOWLEDGEMENT OF COUNTRY

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

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

DISCLAIMER

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

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

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

COMMITTEE PURPOSE & DELEGATIONS

Undertake an annual review of the following:

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

The Road Infrastructure Committee is comprised of:

Cr Warr

Cr Batten

Cr Blakeway

Cr Rodney

Cr Royce

Cr Elliott-Lockhart

Cr Low

CEO

DCEO

Manager Works & Services

Works Leading Hand

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1 Declaration of Opening & Announcements of Visitors

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

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

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

2 Announcements from the Presiding Member

3 Record of Attendance

3.1 Attendees

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

Elected Members

Cr Warr

Cr Batten

Cr Blakeway

Cr Rodney

Cr Royce

Cr Elliott-Lockhart

Cr Low

Officers

Jamie Criddle, Chief Executive Officer

Simon Lancaster, Deputy Chief Executive Officer

Esky Kelly, Manager Works & Services

Marty Elks, Works Leading Hand

3.2 Apologies

4 Disclosure of Interest

**Local Government Act 1995
Administration Part 5**

Disclosure of financial interests and gifts Division 6

s. 5.59

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

Section 5.60A:

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

Section 5.60B:

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

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

Regulation 34C (Impartiality):

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

5 Petitions/Deputations/Presentations

5.1 Petitions

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

5.2 Presentations

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

5.3 Deputations

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

6 Confirmation of Minutes from previous meetings

Recommendation

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

7 Items to be dealt with En Bloc

8 Officers Reports

8.1	Review of Shire Road Hierarchy & Future Road Program
Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1002
Attachment(s)	1. Att Road Hierarchy Procedure (IM P-025) [8.1.1 - 11 pages]

Voting Requirements

Simply Majority

Staff Recommendation

STAFF RECOMMENDATION (Option 1)

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

- OR -

STAFF RECOMMENDATION (Option 2)

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

- 1.
- 2.

Disclosure of Interest

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

Background

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

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

“Minute Reference RIC 03/23-2

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

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

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

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

The MWRRG Assessment Criteria can be found at Appendix 1 of the MWRRG Policy & Procedures Manual (see Attachment C in Management Procedure IMP-025 (Attachment 9.1(a)))

Comment

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

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

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

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

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

OBJECTIVES:

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

MANAGEMENT PROCEDURE STATEMENT/S:

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

Statutory Environment

Long Term Financial Plan

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

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Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Financial Implications

Long Term Financial Plan

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

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

Strategic Implications

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

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

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

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

PHYSICAL & DIGITAL INFRASTRUCTURE

4.1 Develop, manage, and maintain built infrastructure.

4.1.1 Asset Management Plan.

PHYSICAL & DIGITAL INFRASTRUCTURE

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

4.2.1 Capital Road Works Programs.

Consultation

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

Risk Assessment

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

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

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

Voting Requirements

Simply Majority

Staff Recommendation

STAFF RECOMMENDATION (Option 1)

The Road Infrastructure Committee recommends Council to endorse:

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

-OR -

STAFF RECOMMENDATION (Option 2)

The Road Infrastructure Committee recommends Council endorse:

1. The *10 Year Road Works Program 2024/25 to 2031/2032* as presented at ***Attachment Proposed 10 year RW Program*** with the following changes and this Program be used as a basis for resource allocation into the Draft 2024/2025 Budget:
-
2. The LRCIP Roads Funding for East Chapman & Eliza Shaw Drive and this Program be used as a basis for resource allocation into the Draft 2024/2025 Budget.
3. The actions of the CEO in presenting the Nabawa-Yetna Road and Ogilvie East Road (Shire of Northampton)/ Nolba Stock Route / Nolba Stock Route Road / Nolba Road to the Batavia Regional Road Group for endorsement on the Roads 2040 document.

Disclosure of Interest

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

Background

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

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

Comment

Council resolved the following at the February 2023 OCM:

ROAD INFRASTRUCTURE COMMITTEE /STAFF RECOMMENDATION (Option 2)

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

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

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

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

Against Nil

8 / 0

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

Proposed 2024/2025 Road Works Program

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

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

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

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

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

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

		are based on MRWA's confirmed 23/24 Funds Pool of \$8,758,237.		
Estimated Totals		\$1,365,000	\$900,000	\$465,000

The MWRRG Policies and Procedures include the following restrictions:

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

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

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

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

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

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

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

East Chapman Reconstruction	\$180,791
Eliza Shaw Drive Drainage Improvements	\$ 30,000

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

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

Ten (10) Year Road Works Program

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

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

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

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

6. There has been an effort to spread the effect of less MWRRG grants across the whole 10-year period, rather than the alternative of a sudden loss of grant funds from this source.
7. The issue of external funds (e.g. grants, contributions) covering the contract and materials costs for the annual road works program also needed to be address. An average contract & materials component has been calculated using historical data for the type of works; however, this can fluctuate when a more detailed cost analysis is undertaken for each specific project.

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

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

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

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

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

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

Statutory Environment

Long Term Financial Plan

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

Policy/Procedure Implications

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

Financial Implications

Long Term Financial Plan

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

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

Long Term Financial Plan (LTFP):

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

Strategic Implications

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

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

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

PHYSICAL & DIGITAL INFRASTRUCTURE

- 4.1 Develop, manage, and maintain built infrastructure.
- 4.1.1 Asset Management Plan.

PHYSICAL & DIGITAL INFRASTRUCTURE

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

4.2.1 Capital Road Works Programs.

Consultation

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

Risk Assessment

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

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

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

8.3	Review Heavy Haulage Vehicle Permit Roads
Department	Finance, Governance & Corporate Services Chief Executive Officer
Author	Jamie Criddle
Reference(s)	1002
Attachment(s)	1. Current HVS RAV Configurations [8.3.1 - 1 page] 2. IMP-020 [8.3.2 - 1 page] 3. IMP-022 [8.3.3 - 1 page] 4. Management Procedure - IMP-017 [8.3.4 - 1 page]

Voting Requirements

Simply Majority

Staff Recommendation

STAFF RECOMMENDATION (Option 1)

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

- OR -

STAFF RECOMMENDATION (Option 2)

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

- 1.
- 2.

Disclosure of Interest

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

Background

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

Council resolved the following at the March 2023 OCM:

“Minute Reference RIC 03/23-6

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

Comment

Below is a copy of the current HVS RAV configurations:

2016 Prime Mover, Trailer Combinations

Heavy Vehicle Services

RAV Network	Vehicle Description and Configuration Chart (RAV) – Prime Mover, Trailer Combinations Examples	Axis System	Length (m)	Mass (t)
1	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER (B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER (C) SHORT B-DOUBLE (D) TRIPLE PRIME MOVER TOWING SEMI TRAILER	(A) A (B) A (C) A (D) A	62.0 110 62.0 110	50 42.5 50 42.5
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	62.0 62.0 62.0 62.0 62.0	65.5 47.5 47.5 47.5 47.5
3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(A) A	62.0	84
4	(A) PRIME MOVER, SEMI TRAILER TOWING A AXLE DOG TRAILER	(A) A	62.0	87.5
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) A (B) A (C) A (D) A	107.5 107.5 107.5 107.5	84 84+ 87.5+10 84
6	(A) PRIME MOVER, SEMI TRAILER TOWING A AXLE DOG TRAILER (B) B-TRIPLE (C) PRIME MOVER SEMI TRAILER TOWING A AXLE TRAILER & CONVERTER DOLLY	(A) A (B) A (C) A	107.5 107.5 107.5	87.5 87.5 87.5+10
7	(A) PRIME MOVER, SEMI TRAILER TOWING SEMI TRAILER AND B-DOUBLE (B) B-DOUBLE TOWING A DOG TRAILER	(A) A (B) A	107.5 107.5	107.5 107.5
8	(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	(A) A (B) A (C) A	106.5 106.5 106.5	106.5 84+10 107.5
9	(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	(A) A (B) A (C) A (D) A	106.5 106.5 106.5 106.5	127.5 127.5 142.5 147.5
10	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS (B) B-DOUBLE TOWING 2 DOG TRAILERS (C) PRIME MOVER, SEMI TRAILER TOWING B-DOUBLE (D) DOUBLE ROAD TRAIN TOWING B-DOUBLE TRAILERS (E) PRIME MOVER, SEMI TRAILER TOWING A AXLE DOG TRAILER AND CONVERTER DOLLY	(A) A (B) A (C) A (D) A (E) A	106.5 106.5 106.5 106.5 106.5	127.5 127.5 142.5 147.5 87.5+10

NOTES:

- Combinations of vehicles of RAV outlined in this document must operate that RAV in accordance with the OPERATING CONDITIONS set out in the relevant schedule.
- Trailer dimensions are a result of a combination of the vehicle only.
- Operators must refer to the OPERATING CONDITIONS for the full vehicle description.
- The height of the vehicle can exceed 4.2m but MUST NOT exceed 4.8m in which it is:
(a) built to carry livestock or (b) carrying a load to carry livestock or (c) carrying vehicles on more than one deck on a multi-deck multi-modal container and according to the relevant schedule of the relevant operating with an exemption.
- 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

2016 Truck, Trailer Combinations

Heavy Vehicle Services

RAV Network	Vehicle Description and Configuration Chart (RAV) – Truck, Trailer Combinations Examples	Axis System	Length (m)	Mass (t)
1	(A) TRUCK LIVESTOCK OR VEHICLE CARRIER (B) TRUCK TOWING A DOG TRAILER (C) TRUCK TOWING A CAR CARRIER TRAILER	(A) A (B) B (C) B	42.0 62.0 62.0	27.5 45.5 50
2	(A) TRUCK TOWING A AXLE DOG TRAILER (B) TRUCK TOWING A CAR CARRIER TRAILER (C) TRUCK TOWING A 2.2.4 OR 3 AXLE DOG TRAILER	(A) A (B) A (C) B	42.0 42.0 42.0	42.5 42.5 84.5
7	(A) TRUCK TOWING 2 X 5 OR 6 AXLE DOG TRAILERS	(A) A	107.5	107.5
8	(A) TRUCK TOWING 3 DOG TRAILERS	(A) A	107.5	107.5

NOTES:

- Combinations of vehicles of RAV outlined in this document must operate that RAV in accordance with the OPERATING CONDITIONS set out in the relevant schedule.
- Trailer dimensions are a result of a combination of the vehicle only.
- Operators must refer to the OPERATING CONDITIONS for the full vehicle description.
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(a) built to carry livestock or (b) carrying a load to carry livestock or (c) carrying vehicles on more than one deck on a multi-deck multi-modal container and according to the relevant schedule of the relevant operating with an exemption.
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Statutory Environment

Long Term Financial Plan

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

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Policy/Procedure Implications

A Policy or Procedure is affected:

Works and Services Policy & Procedures

Management Procedure IMP-022 being reviewed is shown below:

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

OBJECTIVES:

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

POLICY STATEMENT/S:

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

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

- a) *Application to be sent to MRWA Heavy Vehicle Services (HVS) - Route Assessment Section.*
- b) *HVS to forward application to Shire of Chapman Valley for comments.*
- c) *Shire staff inspect route to determine suitability in accordance with basic MRWA criteria.*

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

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

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

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

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

Refer to relevant Policy/Procedure when exercising this delegation

This Management Procedure also refers to Delegation 2012 which states:

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

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

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

OBJECTIVES:

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

MANAGEMENT PROCEDURE STATEMENT/S:

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

Financial Implications

Long Term Financial Plan

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

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

Long Term Financial Plan (LTFP):

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

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

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

Strategic Implications

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

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

PHYSICAL & DIGITAL INFRASTRUCTURE

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

4.2.1 Capital Road Works Programs.

GOVERNANCE & ACCOUNTABILITY

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

5.2.1 Asset Management.

Consultation

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

Risk Assessment

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

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

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

Voting Requirements

Simply Majority

Staff Recommendation

STAFF RECOMMENDATION (Option 1)

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

- OR -

STAFF RECOMMENDATION (Option 2)

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

1.

Disclosure of Interest

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

Background

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

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

Council resolved the following at the February 2023 OCM:

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

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

Against Nil

7 / 0

CARRIED UNANIMOUSLY

Minute Reference RIC 2023/03-9

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

Comment

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

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

Statutory Environment

Long Term Financial Plan

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

Policy/Procedure Implications

No Policy or Management Procedure affected.

Financial Implications

Long Term Financial Plan

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

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

Strategic Implications

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

Strategic Community Plan/Corporate Business Plan Implications

COMMUNITY HEALTH & LIFESTYLE

1.4 Maintain and enhance community safety and security.

1.4.1 Maintain safe roads and infrastructure.

PHYSICAL & DIGITAL INFRASTRUCTURE

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

4.2.2 Plant Replacement Programs.

Consultation

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

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

Risk Assessment

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

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

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

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

10 Closure