



**SHIRE OF GNOWANGERUP**

## **MINUTES**

### **ORDINARY MEETING OF COUNCIL**

**26 APRIL 2017**

**Commencing at 3:30pm**

**Council Chambers**

**28 Yougenup Road, Gnowangerup WA 6335**

#### **COUNCIL'S VISION**

Gnowangerup Shire – A thriving, inclusive and growing community built on opportunity



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**OPENING PROCEDURES**

**1. OPENING AND ANNOUNCEMENT OF VISITORS**

Shire President, Keith House welcomed Councillors, Staff and visitors and opened the meeting at 3:31pm.

**2. ATTENDANCE / APOLOGIES / APPROVED LEAVE OF ABSENCE**

**2.1 ATTENDANCE**

Keith House	Shire President
Fiona Gaze	Deputy Shire President
Lex Martin	
Bronwyn Gaze	
Richard House	
Frank Hmeljak	
Sue Lance	
Ben Moore	
Shelley Hmeljak	
Shelley Pike	Chief Executive Officer
Yvette Wheatcroft	Manager of Works
John Skinner	Asset and Waste Management Coordinator
Abbey Sergeant	Executive Assistant
Ken Pech	

**2.2 APOLOGIES**

Vin Fordham Lamont	Deputy Chief Executive Officer
Carol Shaddick	Senior Finance Officer

**2.3 APPROVED LEAVE OF ABSENCE**

Nil.

**3. APPLICATION FOR LEAVE OF ABSENCE**

**4. RESPONSE TO QUESTIONS TAKEN ON NOTICE**

**4.1 Edith Robertson**

**I would like to know why mosquito fogging has not been completed this year in the Gnowangerup Shire?**

The Manager of Works Yvette Wheatcroft, has responded that mosquito fogging can only be done if the weather is perfectly calm. It only kills the mosquitos that come in contact with the fog. Late last year we had trouble sourcing the chemical and since then the weather has not been calm enough to spray. We will continue to monitor the situation and hopefully spray in the next few weeks.

**4.2 I would like to place an old restored flower cart on my verge. Is there any Local Law which prohibits this?**

Deputy Chief Executive Officer Vin Fordham Lamont, has looked into this matter which is covered under the Local Government Property Local Law which was recently adopted and gazetted. As outlined in section 3.12.(1) of this Local Law you are required to write to the Shire requesting permission to place a flower cart on your verge, and provide a description of the cart (e.g. size and colour), its proposed location and relevant photos (if available) to enable us to assess your request.

**4.3 Carman Sharman  
I would like the Shire to investigate a Local Law which restricts Cats from roaming freely.**

Deputy Chief Executive Officer Vin Fordham Lamont, in conjunction with our contract ranger services, followed up on your request and can confirm the following:

- Currently there is nothing in our local laws nor the relevant legislation that restricts the roaming of cats. It is possible to include this matter in a local law that provides penalties to the owner but not to the cat. There is no real need for a local law in relation to this matter because a solution already exists as detailed below.
- In future should you continue to find roaming cats within your property please ring the shire and request a cat trap. In the situation where a cat is caught the ranger will check to see if it is microchipped. If it is not microchipped, the cat can be rehomed or euthanized. If the owners can be identified through a microchip, the ranger will issue them with a Cat Control Notice requiring that the cat be restricted from entering your property. If the cat “re-offends”, the ranger can issue an infringement for failure to comply with the Shire’s notice. Note that the infringement is NOT in relation to the cat’s roaming onto private property.

**4.4 I would like the Shire to inform me when they will be spraying my verges in future.**

The Manager of Works, Yvette Wheatcroft has spoken to staff and requested that your verge in future not be sprayed, so long as you monitor the weeds on this section of verge, and in the last spraying round they stopped before the creek crossing.

Unfortunately it is hard to give prior notice of spraying as it is undertaken weather permitting and the conditions can change quickly. Roundup is the product used on our residential verges and it has no residual affect.

**4.5 When will the hazard signs in the causeway be replaced and the wash way be filled in? We placed a customer request in the system approximately 7 months ago which has not been responded to?**

The Manager of Works Yvette Wheatcroft, has identified that this particular sign falls into the recent WANDRRA event and will be replaced in due course along with the gravel for the washaway.

**4.6 I would like to request council place a creek sign on the Golf Links Road.**

Manager of Works Yvette Wheatcroft will add this to the schedule of works.

**4.7 I would like council to place a sign on the corner of Denny and Allardyce Street (Lot 136 & 137) to outline that the property is freehold to the Shire of Gnowangerup and not private property.**

Chief Executive Officer Shelley Pike has determined that it is not Council practice to put signs up on Council vacant blocks and we don't see a need to change that practice at this point in time.

**4.8 I request that council mount a small plaque below the sunflower mosaic located on the public toilets outlining the artist, grant funding and date.**

Chief Executive Officer Shelley Pike confirmed that this matter will be looked into as part of the 2017-18 budget deliberations.

**5. PUBLIC QUESTION TIME**

**5.1 Ken Pech**

**I was wondering if Council would consider running a local campaign to shop local?**

Shire President Keith House, the timing of your request is very appropriate would have been a great theme for the business forum held recently.

**6. DECLARATION OF FINANCIAL INTERESTS AND INTEREST AFFECTING IMPARTIALITY**

14.1 Cr S Hmeljak Indirect Financial

**7. PETITIONS / DEPUTATIONS / PRESENTATIONS**

**7.1 PETITIONS**

**7.2 DEPUTATIONS**

**7.3 PRESENTATIONS**

7.3.1 Ken Pech Road Name Application

CEO Shelley Pike, the timing is a bit unfortunate as we have just been out to the community and resolved a list of names however this particular name is not listed meaning we will need to go back to council and the community for consultation before going to the Geographical Names Committee.

Shire President Keith House, The road is not named. It is numbered but not named. The original suggestion of Pungrup Road is too close to Pingrup and was declined by the Geographical Names Committee.

CEO Shelley Pike concluded and agreed that this matter would be addressed.

Attached Letter and correspondence

**8. CONFIRMATION OF PREVIOUS MEETING MINUTES**

**8.1 ORDINARY MEETING OF COUNCIL MINUTES 22<sup>ND</sup> MARCH 2017**

**COUNCIL RESOLUTION**

**Moved: Cr F Gaze**

**Seconded: Cr B Gaze**

**0417.35 That the minutes of the Ordinary Council Meeting held on Wednesday 22<sup>nd</sup> March 2017 be confirmed as a true record of proceedings**

**UNANIMOUSLY CARRIED: 9/0**

## 9. USE OF THE COMMON SEAL

### 9.1 COMMON SEAL

<b>Location:</b>	Shire of Gnowangerup
<b>Proponent:</b>	N/A
<b>Business Unit:</b>	Strategy and Governance
<b>Date of Report:</b>	21 <sup>st</sup> September
<b>Officer:</b>	S Pike, Chief Executive Officer
<b>Disclosure of Interest:</b>	Nil.

#### ATTACHMENT

- Copy of Common Seal Register

#### PURPOSE

This report is a standard report and for noting purposes only.

#### BACKGROUND

Section 2.5 of the *Local Government Act 1995* states that a Local Government is a Body Corporate with perpetual succession and a common seal. A document is validly executed by a Body Corporate when the common seal of the Local Government is affixed to it by the Chief Executive Officer, and the President/Chairman and the Chief Executive Officer attest the affixing of the seal.

Since the last meeting of Council the common seal has been applied to the:

- Glenice Davidson, Service Agreement for the cleaning of the Borden public toilets
- Gnowangerup Pistol Club, Lease Agreement Reserve 31666, 306 Airport Road Pallinup
- Landmark Operations Limited, Contract of Sale of Land Lot 560 Yougenup Road Gnowangerup

The Chief Executive Officer is primarily responsible for the governance role of the Shire of Gnowangerup which includes ensuring all legislative requirements are complied with including: adopting plans and reports, accepting tenders, directing operations, setting and amending budgets. This use of the Common Seal is a Standard Report for noting by Council.

All documents validly executed will have the common seal affixed and the President and the Chief Executive Officer's attestations affixing the seal. Use of the common seal is to be recorded in the common seal register and must have the Council resolution number included and the date that the seal was applied.

#### POLICY IMPLICATIONS

Nil

#### LEGISLATIVE IMPLICATIONS

Section 2.5(2) of the *Local Government Act 1995*. The local government is a body corporate with perpetual succession and a common seal Section 9.49. Documents, how authenticated. A document, is, unless this Act requires otherwise, sufficiently authenticated by a local government without its common seal if signed by the CEO or an employee of the local government who purports to be authorised by the CEO to so sign.

#### CONCLUSION

This is a standard report for Elected Members information



## COMMON SEAL REGISTER

Register Reference No	Party (company etc)	Description e.g. Contract Agreement	Date Signed	Resolution No.	Signed
74	Glenice Davidson	Service Agreement, cleaning of borden public toilets	23/03/2017		Yes
75	Gnowangerup Pistol Club	Lease Agreement Reserve 31666, 306 Airport Road Pallinup	23/03/2017		Yes
76	Landmark Operations Limited	Contract of Sale of Land Lot 560 Yougenup Road Gnowangerup	13/04/2017		Yes

## 10. ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

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### 10.1 ELECTED MEMBERS ACTIVITY REPORT

**Date of Report:** N/A  
**Officer:** Various

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#### Attended the following meetings/events

- F Gaze: Attended the Annual Electors Meeting on Wednesday 29<sup>th</sup> March, the Council Briefing Session on Wednesday 12 April, the Economic Innovation Forum and Strategic Planning Workshop on Friday 21<sup>st</sup> April and the ANZAC Service at Borden on Tuesday 25<sup>th</sup> April 2017.
- L Martin: Attended the Annual Electors Meeting on Wednesday 29<sup>th</sup> March, the Swimming Pool debrief on Wednesday 19<sup>th</sup> April, the Strategic Planning Workshop on Friday 21<sup>st</sup> April and the Gnowangerup ANZAC Service on Tuesday 25<sup>th</sup> April 2017.
- B Gaze: Attended the Annual Electors Meeting and the Borden Management Meeting on Wednesday 29<sup>th</sup> March 2017. The Council Briefing Session on Wednesday 12<sup>th</sup> April, the Economic Innovation Forum and Strategic Planning Workshop on Friday 21<sup>st</sup> April and the ANZAC Service at Borden on Tuesday 25<sup>th</sup> April 2017.
- R House: Attended the Gnowangerup Sporting Complex AGM on 27<sup>th</sup> March, the Annual Electors Meeting on Wednesday 29<sup>th</sup> March, the Bruce Rock council visit and complex tour on 5<sup>th</sup> April, the Council Briefing Session on 12<sup>th</sup> April, the Economic Innovation Forum and Strategic Planning Workshop on Friday 21<sup>st</sup> April and the Gnowangerup ANZAC Service on Tuesday 25<sup>th</sup> April 2017.
- F Hmeljak: Attended the Annual Electors Meeting on Wednesday 29<sup>th</sup> April and the ANZAC Service in Gnowangerup on Tuesday 25<sup>th</sup> April.
- S Lance: Attended the Caravan and Camping Show in Perth from 21<sup>st</sup> – 25<sup>th</sup> March, approximately 1,700 books were given out and over 47,000 people attended. The Annual Electors Meeting on Wednesday 29<sup>th</sup> March, the Hidden Treasures Meeting in Broomehill on 6<sup>th</sup> April, the Council Briefing Session on 12<sup>th</sup> April and the Swimming Pool Debrief on Wednesday 19<sup>th</sup> April.
- B Moore: Attended the Annual Electors Meeting on Wednesday 29<sup>th</sup> March, the Council Briefing Session on Wednesday 12<sup>th</sup> April, the Understanding Financial Reports and Budgets Workshop in Kojonup on Thursday 20<sup>th</sup> April, the Economic Innovation Forum on Friday 21<sup>st</sup> and the Gnowangerup ANZAC Service on Tuesday 25<sup>th</sup> April.
- S Hmeljak: Attended the Annual Electors Meeting on Wednesday 29<sup>th</sup> March, the Swimming Pool Debrief on Wednesday 19<sup>th</sup> April and the Strategic Planning Workshop on Friday 21<sup>st</sup> April.

K House:        Attended the Annual Electors Meeting on Wednesday 29<sup>th</sup> March, the Bruce Rock council visit and Bushfire Brigade AGM in Ongerup on 5<sup>th</sup> April, the Yongergnow 10<sup>th</sup> Anniversary on Saturday 8<sup>th</sup> April, the Council Briefing Session on Wednesday 12<sup>th</sup>, the Strategic Planning Workshop on Friday 21<sup>st</sup> and the Gnowangerup ANZAC Service on Tuesday 25<sup>th</sup> April.

REPORTS FOR DECISION

**11. COMMITTEES OF COUNCIL**

Nil.

**12. STRATEGY AND GOVERNANCE**

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**12.1 DEVELOPMENT ASSESSMENT PANEL – LOCAL GOVERNMENT  
NOMINATION**

<b>Location:</b>	Physical location
<b>Proponent:</b>	Applicant
<b>File Ref:</b>	7.4.1
<b>Date of Report:</b>	28 March 2017
<b>Business Unit:</b>	Strategy and Governance
<b>Officer:</b>	Shelley Pike Chief Executive Officer
<b>Disclosure of Interest:</b>	N/A

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ATTACHMENTS

Nil.

PURPOSE OF THE REPORT

Council is requested to nominate four elected members to sit on the local Development Assessment Panel (DAP).

BACKGROUND

Development Assessment Panels (DAP) member appointments expire on 26 April 2017.

Members whose term has expired will be eligible for re-consideration at this time. Under regulation 26 of the Planning and Development (Development Assessment Panels) Regulations 2011 (DAP Regulations), council is requested to nominate four elected members of the Council, comprising two local members and two alternate local members to sit on our respective DAP as required. The local government nominations process require online submissions at the following link – <https://consultation.planning.wa.gov.au/office-of-the-director-general/7919981b>.

**Nominations are required to be received by 28 April 2017.**

Following receipt of all local government nominations, the Minister for Planning will consider and appoint nominees for up to a three-year term, expiring on 26 April 2020. All appointed local members will be placed on the local government member register and advised of DAP training dates and times. It is a mandatory requirement, pursuant to the DAP regulations, that all DAP members attend training before they can sit on a DAP and determine applications. Local government members who have previously undertaken training are not required to attend further training, but are encouraged to attend refresher training.

When selecting nominees, the Council should consider that local government elections may result in a change to DAP membership if current councillors, who are DAP members, are not re-elected. If members are not re-elected, the local government will need to re-nominate for the Minister's consideration. DAP members are entitled to be paid for their attendance at DAP meetings and training, unless they fall within a class of persons excluded from payment. Further details can be found in the *Premier's Circular – State Government Boards and Committees Circular (2010/02)*.

#### COMMENTS

Councils current DAP members are;

Local Member: Keith House (member 1)  
Sue Lance (member 2)

Alternate Member: Bronwyn Gaze (Proxy 1)  
Lex Martin (Proxy 2)

#### CONSULTATION WITH THE COMMUNITY AND GOVERNMENT AGENCIES

Nil.

#### LEGAL AND STATUTORY REQUIREMENTS

Planning and Development Act 2005 and Regulations

Planning and Development (Development Assessment Panels) Regulations 2011

#### POLICY IMPLICATIONS

Nil.

#### FINANCIAL IMPLICATIONS

There are no financial implications to the Shire from the nomination of Local Government and Alternate Members to the GSJDAP. Members training is free however associated costs like travel and accommodation would be covered by council training budget.

#### STRATEGIC IMPLICATIONS

Nil.

#### ALTERNATE OPTIONS AND THEIR IMPLICATIONS

Nil.

#### CONCLUSION

Nil.

#### VOTING REQUIREMENTS

Simple Majority.

**OFFICERS RECOMMENDATION**

That Council:

- 1) Nominate CR \_\_\_\_\_ and CR \_\_\_\_\_ as the Shire of Gnowangerup Local Government Members to the Great Southern Joint Development Assessment Panel.
- 2) Nominate CR \_\_\_\_\_ and CR \_\_\_\_\_ as the Shire of Gnowangerup Alternate Local Government Members to the Great Southern Joint Development Assessment Panel.
- 3) Authorise the CEO to forward the nomination form to the Minister for Planning.

**COUNCIL RESOLUTION**

Moved: Cr R House

Seconded: Cr B Gaze

**0417.36**      **That Council:**

- 1) **Nominate CR Keith House and CR Sue Lance as the Shire of Gnowangerup Local Government Members to the Great Southern Joint Development Assessment Panel.**
- 2) **Nominate CR Lex Martin and CR Fiona Gaze as the Shire of Gnowangerup Alternate Local Government Members to the Great Southern Joint Development Assessment Panel.**
- 3) **Authorise the CEO to forward the nomination form to the Minister for Planning.**

**UNANIMOUSLY CARRIED: 9/0**

**12.2 CONSIDERATION OF SUBMISSIONS ON PROPOSED LOCAL PLANNING SCHEME NO. 2 – AMENDMENT NO. 11 FOR GNOWANGERUP COMMUNITY CHURCH PROPOSED DEVELOPMENT OF COMMUNITY GARDEN PROJECT WHITEHEAD ROAD, GNOWANGERUP.**

**Location:** Lots 25, 26 & 27 Whitehead Road, Gnowangerup  
**Proponent:** Gnowangerup Community Church  
**File Ref:** A1010  
**Date of Report:** 12 April 2017  
**Business Unit:** Strategy & Governance  
**Officer:** Phil Shephard, Planning Officer  
**Disclosure of Interest:** Nil

**ATTACHMENTS**

- Schedule of Submissions
- Copy of submissions

**PURPOSE OF THE REPORT**

To consider the submissions received on the draft scheme amendment prepared to enable the Gnowangerup Community Church group to develop the proposed community garden on their lots along Whitehead Road, Gnowangerup.

The recommendation is to adopt the attached Schedule of Submissions and recommendations and seek final approval to the amendment without modification.

**BACKGROUND**

Council at its 23 November 2016 meeting (Resolution 1116.114) resolved to initiate the scheme amendment proposal as follows:

*That Council:*

1. *In accordance with Section 72 of the Planning and Development Act 2005, amend the Shire of Gnowangerup Local Planning Scheme No. 2 – Amendment No. 11 by modifying Special Use No. 12 within Schedule 4 Special Use Zone as follows:*

No.	Description of land	Special use	Conditions
12.	Lots 25, 26 & 27 Whitehead Road and Aylmore Street, Gnowangerup	Place of public worship – church Community purpose	All use and development requires development approval.

2. *Determine Amendment No. 11 is a standard amendment under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 on the basis it is:*
  - a) *an amendment that would have minimal impact on land in the scheme area that is not subject of the amendment;*

- b) *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and*
  - c) *any other amendment that is not a complex or basic amendment.*
- 3. *Agree to meet the costs for the preparation of amendment documents by staff, including the processing and advertising costs to support this community project being undertaken by the Gnowangerup Community Church (to maximum of \$5,000) with costs being accommodated within existing budget allocations.*
- 4. *Request the Department of Lands alter the purpose of Lot 29 (Reserve 30961) Whitehead Road, Gnowangerup to include parking and community purpose*

The draft scheme amendment was referred to the Environmental Protection Authority (EPA) as required under section 81 of the *Planning and Development Act 2005*. The EPA advised (Submission 1) that the scheme amendment was not required to be formally assessed and it is not necessary to provide any advice or recommendations on the amendment proposal.

The draft scheme amendment (standard amendment) following receipt of the EPA's advice, notice of the amendment was advertised for public comment (Thursday 26 January 2017 – Friday 10 March 2017) including direct referral to adjoining/nearby landowners, relevant Government agencies including Department of Water, Water Corporation, Western Power, Telstra Corporation and WA Planning Commission for a period of 43-days (42-day minimum required) as set out in the *Planning and Development (Local Planning Schemes) Regulations 2015*.

#### COMMENTS

At the close of the submission period, a total of 3 submissions were received and these are contained in the attached Schedule of Submissions. The Schedule of Submissions contains details of the name/address of the submitter, their capacity/interest in making the submission, summary of submission and response and recommendation for each submission.

The submissions do not oppose the draft scheme amendment and there are no modifications required to address the issues raised in the submissions received.

The completion of this scheme amendment will enable the Gnowangerup Community Church to proceed with the development of their community garden concept.

The scheme amendment is now required to be forwarded to the WA Planning Commission and Minister for Planning for approval etc.

#### CONSULTATION WITH THE COMMUNITY AND GOVERNMENT AGENCIES

The draft scheme amendment was referred to the EPA and then advertised as a standard amendment for a minimum period of 42-days as set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* as follows:

- (a) *publish the notice in a newspaper circulating in the scheme area;*
  - (b) *display a copy of the notice in the offices of the local government for the period for making submissions set out in the notice;*



- (c) *give a copy of the notice to each public authority that the local government considers is likely to be affected by the amendment;*
- (d) *publish a copy of the notice and the amendment on the website of the local government;*
- (e) *advertise the scheme as directed by the Commission and in any other way the local government considers appropriate.*

A full copy of the draft scheme amendment document was referred directly to those landowners and government agencies nominated for consultation and was made available for inspection by the public during office hours at the Shire of Gnowangerup office during the submission period.

#### LEGAL AND STATUTORY REQUIREMENTS

*Planning and Development Act 2005* – the Shire of Gnowangerup LPS2 is an operative local planning scheme under the Act.

*Planning and Development (Local Planning Schemes) Regulations 2015* - The preparation of a scheme amendment must comply with the Act and Regulations.

#### POLICY IMPLICATIONS

There are no Local Planning Policies that apply to this report.

#### IMPACT ON CAPACITY

Nil.

#### RISK MANAGEMENT CONSIDERATIONS

The item covers several risk areas to Council including strategy and planning, compliance and reputation functions. The organisational risk and proposed treatment or mitigation is summarised in the following table from the Shire's Risk Management Plan:

<i>Risk Description</i>	<i>Risk Likelihood</i>	<i>Risk Consequence</i>	<i>Risk Classification</i>	<i>Risk Treatment</i>
<i>Council does not support final approval to the draft scheme amendment</i>	<i>Rare</i>	<i>Minor</i>	<i>Low</i>	<i>Risk acceptable with adequate controls, managed by routine procedures and subject to annual monitoring</i>

#### FINANCIAL IMPLICATIONS

The Council at its 23 November 2016 meeting when initiating the draft scheme amendment agreed to meet the costs of preparing the amendment documents, processing and advertising costs etc to support the project.

These costs were:

Staff time preparing document, administering amendment process, referral letters, adverts/notices etc.	\$1,750
Advert/notice costs	\$ 729
Total	<u>\$2,479</u>

There are some additional costs for administration, advertising of final approval, Government Gazette fees etc. estimated to be between \$500 - \$600 that will still need to be met by Council. The total cost of the contribution is expected to be an approximate maximum of \$3,079 (excluding GST).

### STRATEGIC IMPLICATIONS

The policy impacts on a number of items in the strategic plan as follows:

<i>Strategic Focus</i>	<i>Built Environment and Infrastructure</i>
<i>Goals:</i>	<i>A built environment and infrastructure that supports the community and the economy</i>
<i>Outcome 3.1:</i>	<i>• Appropriate planning and development</i>
<i>Strategy 3.1.2</i>	<i>Provide planning and development advice on land developments.</i>
<i>Strategy 3.1.3</i>	<i>Ensure quality, consistent and responsive development and building assessment approval processes.</i>

<i>Strategic Focus</i>	<i>Governance and Organisation</i>
<i>Goals:</i>	<i>Proactive leadership, good governance and efficient service delivery</i>
<i>Outcome 5.1:</i>	<i>• Strategic governance and leadership</i>
<i>Strategy 5.1.5</i>	<i>Ensure compliance with Local Laws and statutory requirements.</i>

### ALTERNATE OPTIONS AND THEIR IMPLICATIONS

The Council has a number of options available to it, which are discussed below:

- 1 *Not support the proposal*  
*The Local Government can choose to not seek final approval to the proposed scheme amendment. This would be contrary to previous decisions supporting the proposal.*
- 2 *Support the proposal*  
*The Local Government can choose to seek final approval to the proposed scheme amendment, as is, or make any changes considered necessary.*
- 3 *Defer the proposal*  
*The Local Government may elect to defer the matter for a period and seek additional information or comment, if deemed necessary, before proceeding to make a decision.*

**CONCLUSION**

The proposed scheme amendment has been advertised for submissions and no objections or adverse comment were received. Final approval from the WA Planning Commission and Minister for Planning for the scheme amendment should now be requested.

**VOTING REQUIREMENTS**

Simple Majority.

**COUNCIL RESOLUTION**

Moved: Cr B Gaze

Seconded: Cr S Lance

**0417.37** That Council in accordance with Regulation 50 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the *Planning and Development Act 2005* resolves to adopt the attached Schedule of Submissions and recommendation on each submission and to seek final approval to Amendment 11 to the Shire of Gnowangerup Local Planning Scheme No. 2 without modification.

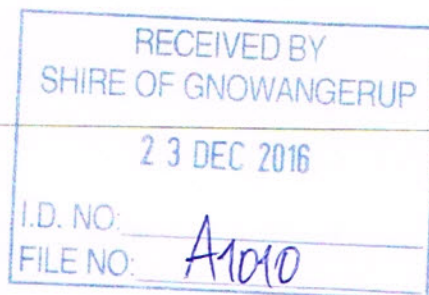
**UNANIMOUSLY CARRIED: 9/0**

**SHIRE OF GNOWANGERUP LOCAL PLANNING SCHEME No. 2**

**AMENDMENT No. 11**

**SCHEDULE OF SUBMISSIONS**

<b>No.</b>	<b>Name/Address of Submitter</b>	<b>Summary of Submission</b>	<b>Planning Comment</b>	<b>Submission Recommendation</b>
1	Environmental Protection Authority Locked Bag 33 Cloister's Square PERTH WA 6850 (Government agency)	Scheme amendment not required to be formally assessed and it is not necessary to provide any advice or recommendations.	Comments noted.	The submission be noted.
2	Water Corporation PO Box 100 LEEDERVILLE WA 6902 (Government agency)	The Department offers the following comments:  <u>Water and Wastewater</u>  Reticulated water and sewerage service are available to the lots. This amendment should not impact on WC infrastructure or operations.  <u>General Comments</u>  Any building on the lots will require approval by WC's Building Services section and infrastructure contributions and fees may need to be paid prior to approval being issued.	Comments noted.	The submission be noted.
3	Department of Water PO Box K822 PERTH WA 6842 (Government agency)	The Department advise there are no water resource-related issues and has no comment to make on the proposed scheme amendment.	Comments noted.	The submission be noted.



Chief Executive Officer  
Shire of Gnowangerup  
28 Yougenup Road  
**GNOWANGERUP WA 6335**

Your Ref:  
Our Ref: CMS16317  
Enquiries: Angela Coletti, 6145 0800  
Email: Angela.Coletti@epa.wa.gov.au

Dear Sir/Madam

**DECISION UNDER SECTION 48A(1)(a)  
*Environmental Protection Act 1986***

<b>SCHEME:</b>	Shire of Gnowangerup - Local Planning Scheme 2 - Amendment 11
<b>LOCATION:</b>	Lots 25 26 and 27 Whitehead Road and Aylmore Street Gnowangerup
<b>RESPONSIBLE AUTHORITY:</b>	Shire of Gnowangerup
<b>DECISION:</b>	Referral Examined, Preliminary Investigations and Inquiries Conducted. Scheme Amendment Not to be Assessed Under Part IV of EP Act. No Advice Given. (Not Appealable)

Thank you for referring the above scheme to the Environmental Protection Authority (EPA).

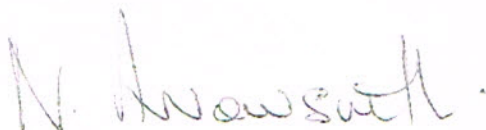
After consideration of the information provided by you, the EPA considers that the proposed scheme should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986* (EP Act) and that it is not necessary to provide any advice or recommendations.

Please note the following:

- For the purposes of Part IV of the EP Act, the scheme is defined as an assessed scheme. In relation to the implementation of the scheme, please note the requirements of Part IV Division 4 of the EP Act.

- There is no appeal right in respect of the EPA's decision to not assess the scheme.

Yours sincerely



Naomi Arrowsmith  
Director  
Strategic Policy and Planning Division

Delegate of the Chairman of the Environmental Protection Authority  
Under Notice of Delegation No. 33 published 17 December 2013

19 December 2016



Your Ref: A1010  
Our Ref: JT1 2007 03743 V01 - TPS347001  
Enquiries: Ross Crockett  
Direct Tel: 9420 2013

18<sup>th</sup> January 2017

**Shire of Gnowangerup**  
**26 Yougenup Road**  
**GNOANGERUP W.A. 6335**

Attention of: **Phil Shephard**

**Re: Shire of Gnowangerup- Local Planning Scheme No.2**  
**Amendment No.11**

Thank you for your letter dated 11<sup>th</sup> January 2017. The Water Corporation offers the following comments in regard to this proposal.

**Water and Wastewater**

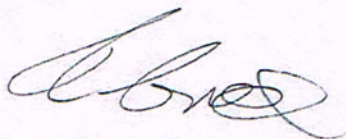
Reticulated water and sewerage services are currently available to the Subject Lots. (See attached plan). This amendment should not impact on the Water Corporation infrastructure or operations.

**General Comments**

Any building activity on these Lots will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.

Please provide the above comments to the land owner, developer and/or their representative.

Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact the Enquiries Officer.



Ross Crockett  
Development Planner  
Land Planning  
Assets Planning Group









Your ref: A1010  
Our ref: CEOW18/17 RF2997/ PA012273  
Enquiries: Karen McKeough, Ph 9841 0128

Mr Phil Shephard  
Town Planner  
Shire of Gnowangerup  
28 Yougenup Rd  
GNOWANGERUP WA 6335

Dear Mr Shephard

**SHIRE OF GNOWANGERUP LOCAL PLANNING SCHEME NO.2 –  
AMENDMENT NO.11**

Thank you for referring this planning proposal to amend the Shire of Gnowangerup Local Planning Scheme to allow "community purpose" to Lots 25, 26 & 27 Whitehead Rd and Aylmore St, Gnowangerup. The Department of Water advises that there are no water resource related issues with this proposal and the Department has no comment to make on the proposal.

I draw your attention to the Department's new on-line planning referral system, Water Online. Water Online allows for the electronic lodgement of requests for planning advice via the customer portal at [www.water.wa.gov.au](http://www.water.wa.gov.au). Water Online provides the fastest and most efficient process for submitting referrals or requests for planning advice and I recommend that the Shire of Gnowangerup submits future planning advice requests through this service.

If you wish to correspond with the Department of Water on other matters or as a follow-up to this request, the Department's South Coast regional office in Albany is best placed to assist. Please send correspondence to PO Box 525 Albany, WA 6331 or call Ms Karen McKeough on 98410128.

Yours sincerely

Mike Rowe  
**DIRECTOR GENERAL**

27 February 2017

### 13. CORPORATE SERVICES & COMMUNITY DEVELOPMENT

Nil.

### 14. INFRASTRUCTURE AND ASSET MANAGEMENT

Cr Shelley Hmeljak declared an Indirect Financial Interest in item 14.1 as she works in the only Pharmacy in town which has a close working relationship with the only Medical Centre in town and left the meeting at 3:53pm.

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#### 14.1 BUDGET AMENDMENT – DOCTOR'S SURGERY EXAMINATION COUCHES

**Proponent:** N/A  
**File Ref:** 5.4.11  
**Date of Report:** 12 April 2017  
**Business Unit:** Infrastructure  
**Officer:** V. Fordham Lamont – Deputy CEO  
**Disclosure of Interest:** Nil

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#### ATTACHMENTS

- Invoice from AMA Services for \$3,324.27 (plus GST)

#### PURPOSE OF THE REPORT

To seek Council approval for an amendment to the approved 2016/2017 budget.

#### BACKGROUND

In January 2017, the Practice Manager of the Gnowangerup Medical Practice advised the Acting CEO at the time that two examination couches at the medical centre needed replacing. After shopping around, appropriate couches at a suitable price were identified. The Acting CEO approved the purchase from AMA Services.

#### COMMENTS

The replacement couches were delivered in February but the invoice was only handed in to the Shire by the Practice Manager on 11 April 2017. The Acting CEO had originally misread the budget and was under the belief that there was a \$4,000 allocation to account 114152 Medical Equipment and none of it had been used.

In reality, there was only a budget allocation of \$500 (\$140.09 used) against this account – the \$4,000 allocation was actually against account 114132 Surgery IT Costs which has no actual expenditure against it this financial year.

#### CONSULTATION

N/A

#### LEGAL AND STATUTORY REQUIREMENTS

Strategic Community Plan 2013-2022

Goal 1 A Thriving, Supportive and Safe Community

Minutes

Ordinary Council Meeting 26th April 2017

Page 23

Outcome 1.1 Health, Education and Family Support Services that are Accessible and Meet the Needs of the Community

**POLICY IMPLICATIONS**

Nil

**FINANCIAL IMPLICATIONS**

No change to the Shire's bottom line.

**STRATEGIC IMPLICATIONS**

Strategic Community Plan 2013-2022

Goal 1 A Thriving, Supportive and Safe Community

Outcome 1.1 Health, Education and Family Support Services that are Accessible and Meet the Needs of the Community

**RISK MANAGEMENT CONSIDERATIONS:**

Nil

**IMPACT ON CAPACITY**

Nil

**ALTERNATE OPTIONS AND THEIR IMPLICATIONS**

Nil

**CONCLUSION**

There are no plans to purchase any IT equipment for the medical practice this financial year so it is in order to transfer \$3,000 of the budget from account 114132 to 114152. This would leave a \$1,000 budget for account 114132 in case of emergency and a \$3,500 budget for account 114152 (against actual expenditure of \$3,464.36).

**VOTING REQUIREMENTS**

Absolute majority

**COUNCIL RESOLUTION**

**Moved: Cr L Martin**

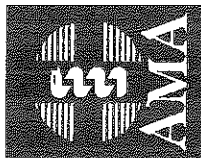
**Seconded: Cr F Gaze**

**0417.38      That Council:**

**Approves a \$3,000 amendment to the 2016/17 budget as follows:**

- **Decrease allocation to 114132;**
- **Increase allocation to 114152.**

**UNANIMOUSLY CARRIED: 8/0**



# AMA SERVICES (WA) PTY LTD

Incorporating:  
AMA MEDICAL PRODUCTS  
AMA RECRUITMENT & TRAINING  
AMAS INSURANCE BROKERS

TEL: 08 9273 3017  
FAX: 08 9273 3017  
TEL: 08 9273 3033  
FAX: 08 9273 3043  
TEL: 08 9273 3077  
FAX: 08 9273 3066

AMA SERVICES (WA) PTY LTD ABN: 47 008 671 458  
14 Stirling Highway Nedlands Western Australia 6009  
Postal PO Box 133 Nedlands Western Australia 6909  
Tel: (08) 9273 3000  
Fax: (08) 9273 3073

Minutes

## TAX INVOICE

40495558

\*\*\* Reprinted Copy \*\*\*

Date : 27/02/2017  
Debtor : GNOWASH  
Your Ref : EMAIL/MM  
Operator : WAREHOUSE

Payee's To:	Deliver To:
GNOWANGERUP SHIRE MEDICAL PRACTICE 32 MCDONALD STREET GNOWANGERUP 6335	SHIRE OF GNOWANGERUP 32 MCDONALD STREET GNOWANGERUP 6335

DESCRIPTION	QTY	PRICE	DISCOUNT	EXTENSION	GST	LINE TOTAL
COUCH EXAM 3 SECTION ELITE ELECTRIC HI/LOW 70CM WIDE B/BLUE	1.00	\$1,559.00		\$1,559.00	\$155.90	\$1,714.90
COUCH EXAM - GYNAE STIRRUPS (PAIR) FOR 70CM METRON	1.00	\$270.27		\$270.27	\$27.03	\$297.30
COUCH EXAM 3 SECTION ELECTRIC HI/LOW 71CM WIDE N/BLUE	1.00	\$1,195.00		\$1,195.00	\$119.50	\$1,314.50
FREIGHT AND HANDLING CHARGE - REGIONAL	1.00	\$300.00		\$300.00	\$30.00	\$330.00

VERIFIED	
ENTERED	
CREDITOR NO	91931
GL JORN	14152 230

Please note that Payment terms are strictly 30 Days

Bank Payment Details

BANK DETAILS FOR EFT:  
AMA Services (WA) Pty Ltd  
BSB: 066-125 ACCT: 1000 1406

Credit Card (Mastercard and Visa) payments will also be accepted  
by mail, email, fax or phone. Email: [accounts@amawa.com.au](mailto:accounts@amawa.com.au)  
Tel: (08) 9273 3000 Fax: (08) 9273 3017

Total Ex GST  
GST  
TOTAL INVOICE

\$3,324.27  
\$332.43  
\$3,656.70

Cr Shelley Hmeljak returned to the meeting at 3:55pm

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<b>14.2</b>	<b>ROAD STRATEGY</b>
<b>Location:</b>	Shire of Gnowangerup
<b>Proponent:</b>	N/A
<b>File Ref:</b>	
<b>Date of Report:</b>	19 <sup>th</sup> April 2017
<b>Business Unit:</b>	Infrastructure and Asset Management
<b>Officer:</b>	Y Wheatcroft, Manager of Works
<b>Disclosure of Interest:</b>	Nil.

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#### ATTACHMENT

- Shire of Gnowangerup 2017 Roads Strategy
- Shire of Gnowangerup Draft Strategic Plan

#### PURPOSE OF THE REPORT

For Council to endorse the 2017 Roads Strategy

#### BACKGROUND

The Shire of Gnowangerup Road Strategy is a document that classifies both a function and a reasonable level of service for individual roads. This strategy, which includes the road hierarchy and levels of service, will allow Council to develop a suitable and sustainable maintenance, upgrade and preservation program that fits with both annual budgets, customer satisfaction and the ongoing preservation and upgrade of the road network.

#### COMMENTS

Council last endorsed the Rural Road Strategic Plan on 6th November 2014. The updated Road Strategy has simplified this strategic plan and has updated areas that are not applicable to the Shire of Gnowangerup. The new strategy is a concise document and is designed specifically for local conditions.

It is planned to review the Roads Strategy every three years.

#### CONSULTATION WITH THE COMMUNITY AND GOVERNMENT AGENCIES

A Roads Forum was held in Borden on the 28<sup>th</sup> April 2016 that explained the basic principles of the road strategy document and how the road hierarchy and levels of service are applied to the ongoing maintenance and renewal practices for the road network.

#### LEGAL AND STATUTORY REQUIREMENTS

Legislation now requires councils to have Asset Management Plans to openly and sustainably manage their infrastructure into the future.

#### POLICY IMPLICATIONS

Nil

#### FINANCIAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

This document plays an important role in the future strategic planning by determining the level of service allocated to each road category.

ALTERNATE OPTIONS AND THEIR IMPLICATIONS

Nil

CONCLUSION

This document sets a standard that the Shire wishes to achieve with regard to its road network.

VOTING REQUIREMENTS

Simple Majority

COUNCIL RESOLUTION

Moved: Cr S Hmeljak

Seconded: Cr R House

**0417.39      That Council:**

**Endorse the Shire of Gnowangerup 2017 Roads Strategy**

**UNANIMOUSLY CARRIED: 9/0**



# **SHIRE OF GNOWANGERUP**

## **ROADS STRATEGY**

### **APRIL 2017**



## Executive Summary

The primary function of a road is to allow the transportation of people and goods from one place to another. At one end of the scale, regional roads provide a high degree of mobility, by safely and efficiently moving high volumes of traffic, often at high speeds, over relatively long distances. The function of these roads is consistent with the function of 'highways' and 'main roads' as described in the Main Roads Act 1930 and this type of road is accepted as the responsibility of the State Government.

At the other end of the scale, the function of local streets and rural roads is primarily to provide access to abutting properties and land uses and connectivity between local districts and to main roads. They are characterised by a lower speed environment with closely spaced driveway access. These types of road are accepted as the responsibility of Local Government.

With the introduction of recent legislation, Local Governments are now required to have Asset Management Plans to openly manage their infrastructure. These plans are to ensure that Councils are planning to maintain their assets including the road network, adequately into the future. This strategy is part of Council's overall policy to introduce 'best practice' techniques in the routine maintenance of its infrastructure including sustainable upgrades as the demand increases.

This report has been written to provide the reader with information that will allow them to effectively understand the concepts of asset management. It focuses on the Road Hierarchy and the need to classify roads to a function, and to assign a reasonable 'level of service' for the maintenance of these roads which will satisfy ratepayers and residents. The report also describes the criteria for prioritising upgrades and maintenance of existing roads. It outlines the importance of aligning these levels of service to annual budgets and sourcing funding for the continuous ongoing preservation and upgrade of the road network.

## Road Hierarchy

The Shire of Gnowangerup has over 1,068 kilometres of roads of which approximately 224kms are sealed and 844kms are unsealed. A road hierarchy for these roads has been developed to classify them by function to provide a standard of service that the Shire can sustainably maintain into the future. The Roads Hierarchy system is an adaption of the Main Roads NAASRA (National Association of Australian State Roads Authorities) Functional Classification System. (Refer to the MRWA Guidelines for Determining and Assigning Responsibility for Roads in Western Australia).

The NAASRA system was adapted for use in WA by developing a set of principles relating to the predominant role, or function of roads, based on the NAASRA definitions and the requirements of the Main Roads Act. These principles were supplemented by a supporting set of assessment criteria that are used to quantitatively determine the function a road performs (see Appendix A). This assessment allows roads to be grouped into one of nine classes according to their function, and administrative responsibility is assigned according to these classes.

A level of service (LOS) for the management of these roads is determined as guide to the standard that the Shire wishes to achieve with regard to its road network. This LOS is fluid and can change according to customer satisfaction. Regular climate surveys conducted by the Council will determine the LOS rating and any gap that may result. This in turn is linked to the Asset Management Plans.



## Road Users

As stated, roads allow transportation of people and goods. The type and volume is dependent on the area, local needs and industry. In general, the roads are built to cater for, at the least, regular vehicular traffic. Many roads are designed and built to cater for other vehicles such as road train trucks, buses and, in some cases, farm tractors.

The road users can be categorized as;

- Ordinary vehicle users - (standard sedans, 4 wheel drives)
- Standard trucks - (4/6/8 wheelers and semi-trailers)
- Restricted Access vehicles (RAV) - (road trains, over width/length tractors, etc.)
- School buses.

These users have different needs so the network is classified as per these needs and all the roads rated and registered for that user. Ordinary and standard trucks can use all the shire roads (unless a weight, or other, restriction has been imposed).

Details of school bus routes are upgraded regularly. Information on bus routes (which changes regularly) should be available through the Gnowangerup Shire Depot office. Details of roads included in the RAV network can be found on the Main Roads website.

## Level of Service (LOS)

The road hierarchy is defined by the functions of the road and in turn the level of service (LOS) that the Shire can deliver. In order to provide a uniform standard across the board, typical criteria guidelines have been created to ensure that all roads conform to the minimum LOS. At present, some roads are not constructed to the standard that has been set. The aim of the Asset Management Plan is over time, to source funding to either renew or upgrade the road infrastructure to bring all roads into line with the requisite LOS. The attached (Appendix B) shows the level of service for each type of road based on its function. As mentioned, the LOS is fluid and subject to change to suit either customer satisfaction requirements or funding restraints.

## Funding

There are various sources of funding available to the shire to maintain/upgrade Council infrastructure. These funds vary depending on many factors such as rate base, political influence, etc. The State and Federal Governments are now requesting evidence of good asset management strategies from Local Government. These detailed submissions are rewarded with greater funding providing the Local Government can support its application with robust reasoning and planning.

The different types of funding available for road infrastructure for maintenance and upgrade are:

- ✓ Shire Rates - set by Council, a small portion of the collected rates revenue is allocated to road infrastructure for both maintenance and upgrade.
- ✓ Federal Assistance Grants (FAGs) - these funds are fixed by the Federal Government and a portion is used for road maintenance.
- ✓ State Road Fund to Local Government -
  - Direct Grants - annual fixed amount allocated directly to local government using the Asset Preservation Model formulae and can only be used for road maintenance. Managed by MRWA

- Road Project Grants - these funds are administered through the Great Southern Regional Road Group (RRG). Funding is provided for road preservation and upgrade of roads in the ROADS 2030 Strategy. Funding ratio is 2/3 State and 1/3 local government.
- State black spot projects - administered through RRG and funding ratio is 2/3 state and 1/3 local government.
- Commodity Routes - administered by RRG and MRWA.
- ✓ Nation Building program (National Black Spot) - Administered through the RRG, available for black spot projects and is 100% funded through federal government.
- ✓ Roads to Recovery (R2R) - funded through the federal government these funds are determined every 5 years with Council drawing funds annually. Council can use these funds only on roads, for either maintenance, renewal or upgrade.
- ✓ WA Natural Disaster Relief and Recovery Arrangements (WANDRRA) - funded through the Office of Emergency Management (OEM) and administered by Main Roads WA. These funds are for emergency use and only available if a natural disaster has been proclaimed by OEM. Council fund 25% to a ceiling of expenses to a ceiling of approximately \$153,400 (this changes each year) and is then funded 100% of the subsequent expenses.

*Note: The funds granted to each Council through the RRG vary each year and are subject to the number and priority of submissions received.*

## Regional Road Group (RRG)

RRG's are responsible for assessing local government road funding needs; prioritising Road Projects and Black Spot projects; developing long-term plans for the distribution of Road Projects and Black Spot grants; monitoring and reporting program effectiveness; monitoring expenditure on approved local roads projects; raising relevant issues; and developing regional funding prioritisation guidelines based on recommended standards.

The RRGs are comprised of elected representatives from each Local Government within the road group. The Councils in the Great Southern RRG are;

- Albany
- Broomehill-Tambellup
- Cranbrook
- Denmark
- Gnowangerup
- Jerramungup
- Katanning
- Kent
- Kojonup
- Plantagenet
- Ravensthorpe
- Woodanilling

A 'technical working group' comprised of Local Government staff supports these groups and administrative support is provided by Main Roads WA.

Endorsed by the GSRRG, the "Roads 2030 Strategy" is a document that lists all roads of significance in the great southern area. Councils submit roads that they consider essential to preserve/renew or

upgrade into the future. Only roads listed in the Roads Regional Road Development Strategy are eligible for Road Project Grant funding. The road list is reviewed every 5 years.

## Roads 2030 Regional Road Development Strategy

The Roads 2030 Regional Road Development Strategies, released during 1997 and 1998, were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association, then known as the Western Australian Municipal Association. The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to assess the effects of changing circumstances.

The Roads 2030 Regional Road Development Strategy, for the Great Southern Region, constitutes the review of the Roads 2025 Regional Road Development Strategy. Local Governments, within the Great Southern region, were consulted and engaged in the process of reviewing and defining the Roads 2030 road network. The document presents the Roads 2030 road network in two parts: State roads and Local Government roads. Road development strategies for the State Roads are based upon the strategies defined in Main Roads' Road Asset Planning Investment Database. Local Governments reviewed and updated the road development strategies for the Local Government roads.

The roads of significance that the Shire of Gnowangerup has listed are:

- ALymore Street (Gnowangerup Tambellup Rd)
- Bluff Knoll Road
- Borden Bremer Bay Road
- Buncle Street
- Corbett Street
- Eldridge Street
- Garnett Road
- Glengarry Road (Gnowangerup Tambellup Rd)
- Gnowangerup Road (Kwobrup North Rd)
- Gnowangerup Tambellup Road
- Hughes Street (Gnowangerup Tambellup Rd)
- Kwobrup Road
- Mabinup Road (also called Salt River Road)
- Richardson Street
- Stirling Range Drive (managed by DPaW)
- Tieline Road
- Walsh Road

## Black Spot Funding

Black spots are locations within the road network, usually intersections that are considered dangerous and have had either an accident/fatality in the past or there is a perceived concern there may be an accident in future.

To obtain funding for these areas a Safety Audit is carried out by a qualified engineer to determine the safety issue and to provide suggested necessary remedial work to rectify the problem. These Road safety audits form part of the submission to government for funding. The majority of serious black spot locations in the Shire of Gnowangerup have been addressed and are now monitored for any variations such as traffic changes.

## Commodity Routes (Supplementary Fund)

Commodity routes are defined as routes where there is a significant high priority associated with the transport of a commodity such as grain, timber, agricultural lime, iron ore, etc.

## Construction Resources (Gravel)

Most of the material used for the construction of roads is gravel. Previously gravel was sourced from Council managed reserves however, this resource is now depleted and the majority of gravel is currently sourced from private properties. Although there have been issues in the past with unsatisfactory gravel pit rehabilitation the Shire is in the process of implementing clear and concise gravel pit management plans using best practice for sourcing gravel and the final pit rehabilitation (see Appendix C).

## Maintenance Practices

The maintenance of rural roads to an acceptable standard is part of the daily routine for the Shire's Work's crew. Regular tasks include;

- maintenance grading
- patching of blow-outs
- clearing culverts and drains
- repair/replacement of guideposts & signs
- verge slashing and herbicide spraying
- vegetation removal

Maintenance grading is the regular grading of the existing gravel pavement to help maintain a flat surface for 'reasonable' vehicle ride. The amount of grading carried out depends on the road hierarchy and the condition of the pavement. As the pavement thickness reduces over time the maintenance cost get higher.

Eventually the road is re-sheeted with 100-150mm of gravel, formed, and shaped with a crown and cross-fall.

*Note: This practice is only effective on roads that have adequate gravel depth and shape. If the road is uneven or has serious rutting then other techniques such as scarifying the existing pavement and reshaping or re-sheeting are advisable.*

Patching of blowouts, large depressions (holes) in the pavement, is carried out by the maintenance grader and involves the spreading of imported gravel into the low area.

*Note; this is a quick fix solution. If the area is showing signs of more deterioration, then re-sheeting is advisable.*

The roads should be inspected at least every 6-12 months and any guideposts or signs that need replacing are to be undertaken by the works crew.

*Note: The activity should be carried out during the less demanding periods of the year.*

Verge slashing is programed annually along with weed spraying and is usually carried out by the works crew.

*Note: Annual schedules should be programmed with the maintenance grading.*

Vegetation removal is carried out by the works crew and involves the removal of the entire vegetation from roadside drains to the top of the back-slope.

*Note: Once carried out the verges should go on the slashing program for future maintenance.*

The above activities are some of the key maintenance works that the work's crew carry out. Other activities include culvert cleaning, drain clearing and floodway maintenance.

## Environmental

Council is committed to sustainable management and complying with environmental policy/legislation, particularly in relation to the conservation of native vegetation on roadside verges and reserves. These areas are of great significance, particularly where there are threatened species. The Council works with the Department of Parks and Wildlife (DEPaW) to protect the declared flora within the Shire. At various times DPaW will carry out surveys of roads to determine if the area has any significant rare native vegetation. Council will then be requested to declare these roads 'flora roads' and sign them accordingly (signs are provided by DPaW)

The Shire programs its maintenance practices to ensure that vegetation on these roads remains intact and the roads are still safe for the public to travel.

## Future Planning

The Shire is developing a ten-year Long Term Financial Plan and programs for re-sheeting and construction upgrades are reviewed annually. Council has adopted a road hierarchy that determines the level of service for each road category; this in turn is used to establish the maintenance and renewal program.

Though the Shire has many kilometres of sealed roads, many are still of single chip seal construction and some considered to be below today's standard when taking into consideration traffic volumes and types of vehicles using them (such as road trains). However, preservation of our current single seal roads will be the priority until all roads are constructed up to an acceptable standard.

The plans under current development include:

- Preservation of sealed roads
- Upgrade of sealed roads including those in Roads 2030 - (RRG projects)
- Upgrade/preservation of gravel roads

An action plan is attached (appendix C) to show Council's timeline for these plans.

Traffic counters are used to record traffic volumes to assist with road planning and funding. Council has six counters that are utilised to collect enough information for both low and peak traffic volumes to satisfy funding requirements. The majority of these counters are set on the higher category roads that attract external funding. At times counters will be placed on the lower category roads to capture any changes to daily traffic type and numbers. This data is used to determine the correct road category and corresponding LOS.

Shire staff are to inspect the roads regularly to determine their condition and, using the hierarchy format, will define a robust forward works program that will detail roads that require preservation/upgrading (and associated costs) to ensure that a balanced budget is maintained into the future.

The impact from flooding events in January 2016 and February 2017, both of which are WANDRRA eligible events has an effect on Council's future road program and will be adjusted accordingly.

## Further information

Main Roads WA website: <https://www.mainroads.wa.gov.au> for:

- RAV routes
- Road Hierarchy Guidelines
- Funding

WALGA website <http://walga.asn.au> for;

- Roads 2030 Strategy

## Relevant legislation

- ❖ Local Government Act 1995
- ❖ Planning and Development Act 2005
- ❖ Main Roads Act 1930
- ❖ Environmental Protection Act 2003
- ❖ Soil and Conservation Act 1945
- ❖ Environmental Protection and Biodiversity Conservation Act 1999
- ❖ Aboriginal Heritage Act 1972
- ❖ Wildlife Conservation Act 1950
- ❖ Bush Fires Act 1954
- ❖ Disability Services Act 1993
- ❖ Land Act 1933
- ❖ Water Authority Act 1987
- ❖ State Energy Commission Supply Act 1979

## APPENDIX A – Road Hierarchy

## ROAD TYPES AND CRITERIA

\* Roads classification as per Main Roads Criteria

Criteria	Primary Distributor * (PD)	District Distributor A* Urban (DA)	District Distributor B* Urban (DB)	Regional Distributor* Rural (RD)	Local Distributor* Urban (LD)	Local Distributor* Rural (LD)	Access* Urban (A)	Access* Rural (LA)	Minor Access Rural (MA)
Description	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic	Carry traffic between industrial, commercial and residential areas connect to primary Dist.	These roads have reduced capacity due to flow restrictions from access to and roadside	These roads link significant destinations and are designed for efficient movement of traffic	Roads that carry traffic within a cell and link District or Regional Distributors	Roads that carry traffic within a cell and link Rural District and to Rural Access roads	Provide access to abutting properties with amenity, safety and aesthetic aspects given priority	Provide access to abutting rural properties and connecting to distributor roads	Provide access to abutting rural properties ( <i>usually no through roads</i> )
Primary Criteria*									
1. Location	All of WA, incl. BUA	Only Built Up Area (BUA)	Only BUA	Only BUA	All of WA, incl. BUA	All of WA, incl. BUA	All of WA, incl. BUA	Shire of Cranbrook	Shire of Cranbrook
2. Responsibility	Main Roads WA	Local Govt.	Local Govt.	Local Govt.	Local Govt.	Local Govt.	Local Govt.	Local Govt.	Local Govt.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads	High. Connects to Primary and/or other Distributor roads	High. Connects to Primary and/or other Distributor roads	High. Connects to Primary and/or other Distributor roads	Medium. Minor Network Role. Connects to Distributors and Access Roads	Medium. Minor Network Role. Connects to Distributors and Access roads	Low. Provides mainly for property access	Low. Provides mainly for property access. Connect to local Distributor.	None, generally a dead end
4. Predominant Purpose	Movement of inter-regional and/or cross town/city traffic, e.g. freeways, highways and main roads	High capacity traffic movements between industrial, commercial and residential areas	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas	Roads linking significant destinations and designed for efficient movement of traffic within regions	Movement of traffic within local areas and connect access roads to higher order Distributors	Movement of traffic within local areas and connect access roads to higher order districts.	Provision of vehicle access to abutting properties	Provision of vehicle access to abutting properties.	Provision of vehicle access to abutting properties
Secondary Criteria*									
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assess. Guidelines	Above 8 000 vpd	Above 6 000 vpd	Above 100 vpd	<u>BUA</u> – Max 6 000 vpd <u>Non BUA</u> - <100	50 – 100 vpd	<u>BUA</u> – Max 3 000 vpd <u>Non BUA</u> - <75	<50 vpd	<10 vpd
6. Recommended operating speed	60-110 km/h	60-80 km/h	60-70 km/h	60-110 km/h	<u>BUA</u> – 50-60 km/h <u>Non BUA</u> – 60-110	<80 km/h	<u>BUA</u> – 50 km/h <u>Non BUA</u> – 50-110	<80 km/h	<60 km/h

# Shire of Gnowangerup Roads Strategy 2017

Criteria	Primary Distributor * (PD)	District Distributor A* Urban (DA)	District Distributor B* Urban (DB)	Regional Distributor* Rural (RD)	Local Distributor* Urban (LD)	Local Distributor* Rural (LD)	Access* Urban (A)	Access* Rural (LA)	Minor Access Rural (MA)
7. Heavy Vehicles permitted (RAV)	Yes	Yes	Yes	Yes	Yes	Only to service properties	Only to service properties	Only to service properties	N/R
8. Intersection treatments	Controlled with appropriate measures	Controlled with appropriate measures e.g. traffic signals	Controlled with appropriate Local Area Traffic Management	Controlled with measures such as signing and line marking of intersection.	Controlled with minor Local area Traffic Management	No	Self-controlling with minor measurements	Self-controlling with minor measurements	No
9. Frontage Access	None on Controlled Access Roads	Prefer not to have residential access. Limited commercial	Residential and commercial access due to its historic status.	Prefer not to have property access.	Yes, for property and commercial	Yes	Yes	Yes	Yes
10. Pedestrians	Preferably none. Crossing should be controlled where possible	With positive measures for control and safety	With appropriate measures for control and safety	With appropriate measures for control and safety	Yes, with minor safety measures where necessary	Yes	Yes	No	No
11. Buses	Yes	Yes	Yes	Yes	Yes	School buses	School buses	School buses	No
12. On-Road Parking	No. (emergency parking on shoulders only	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary	No. Emergency parking on shoulders.	<u>BUA</u> – yes, where sufficient width, etc. <u>Non BUA</u> – No. Emergency parking on shoulders	Yes, where sufficient width and sight distance allow safe passing	Yes, where sufficient width and sight distance allow safe passing	Yes, where sufficient width and sight distance allow safe passing	N/R
13. Signs & Line marking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs	Centrelines, speed signs, guide and service signs	Centrelines, speed signs, guide signs	Speed and guide signs.	Rural areas – guide signs.	Urban areas - generally not applicable	Rural areas – guide signs.	No
14. Rest Areas & Parking Bays	In accordance with “Roadside Stopping Places Policy”	N/A	N/A	Parking Bays/Rest Areas. Desired at 60km spacing	N/A	N/A	N/A	N/A	N/A



## APPENDIX B – Level of Service

### Shire of Gnowangerup Levels of Service

**Type 5 – Sealed Road (7m seal width) – Primary Distributor Roads**

*MRWA Class 1 Regional Distributor (Roads 2030 Road)*

Carriageway 9 metres – vegetation clearing – 16 metres.

This is a further development of the Type 4 with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

**Type 4 – Sealed Road (min 6.4m seal width) – District Distributor A (Major Feeder)**

*MRWA Class 2 Local Distributor*

Carriageway 9 metres – vegetation clearing – 16 metres.

Sealed no kerbing.

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 Road. A Type 3 road is upgraded to a Type 4 by building up the residual gravel pavement to a full thickness then compacted and sealed.

**Type 3 – Gravel Road – District Distributor B (Lesser Feeder)**

*MRWA Class 2 Local Distributor*

Carriageway 8 metres – vegetation clearing -15 metres.

Road construction from imported material of adequate thickness, shaped and drained.

When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

**Type 2 – Formed Road – Local Distributor (Access Major)**

*MRWA Class 3 Access Road*

Carriageway – 7 metres - vegetation clearing – 13 metres.

Formed, raised and drained road without imported material or a constructed pavement.

To avoid possible further relocation of the road and the resultant impact on the landscape environment, Type 2 earth works are constructed using local road-making materials and improved drainage control

**Type 1 – Unformed Road – Access Minor**

*MRWA Class 3 Access Road*

Carriageway – 5 meters - vegetation clearing – 8 meters.

Cleared – flat bladed, minimum construction, formation consists of adjacent material.

This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed with materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

## APPENDIX C – Action Plan

## Action Plan

Planned Activity	Strategic Details			Progress report	
	Responsible Officer	Timeframe	Milestones	Status/Progress	Comments
1. Traffic counts for significant roads	MW	Ongoing	<ul style="list-style-type: none"> <li>Low and peak traffic volumes for roads</li> </ul>		
2. Gravel Pit Register	MW/Leading Hands	June 2018 Ongoing	<ul style="list-style-type: none"> <li>List of existing pits</li> <li>List of new gravel sources for the Shire</li> <li>Rehab program</li> </ul>		
3. Rural road verge maintenance schedule	MW/Leading Hands	June 2018	<ul style="list-style-type: none"> <li>Schedule for slashing</li> <li>Schedule for spraying</li> <li>List of roads needing vegetation pruning</li> </ul>		
4. Road grading maintenance procedure	MW/Leading Hands	June 2018	<ul style="list-style-type: none"> <li>Grading procedures</li> <li>Grading techniques, training if required</li> </ul>		Training to be organised with assistance of MRWA
5. Sealed road future preservation program (including RRG 2030 roads) for next 5 years	MW/AWMC	End 2017 Ongoing	<ul style="list-style-type: none"> <li>Update list of sealed roads with single seal road holding priority for preservation</li> <li>Develop RRG 5yr preservation plan</li> <li>Linked to asset management plan</li> </ul>		
6. Upgrade and preservation of unsealed roads	MW/AWMC	June 2018	<ul style="list-style-type: none"> <li>Linked to levels of service</li> <li>Linked to asset management plan</li> </ul>		
7. Upgrade RAMM	MW/AWMC MW/Consultant	Ongoing 2018	<ul style="list-style-type: none"> <li>Upgrade RAMM</li> <li>Review of sealed road condition (in conjunction with Fair Value)</li> </ul>		

## APPENDIX D – Road Hierarchy

### Road Hierarchy

**CATEGORY 5 – PRIMARY DISTRIBUTOR ROADS**

(MRWA Class 1 Regional Distributor Road) – ROADS 2030

Bluff Knoll Rd (Maintained by DPaW)

Borden Bremer Bay Road

Buncle Street

Corbett Street

Eldridge Street

Garnett Road

Richardson Street

Gnowangerup Tambellup Road (incl. part Aylmore Street (0.24-0.58 SLK) Glengarry Road (0-0.9SLK) Hughes Street (0.0.38 SLK)

Salt River Road (Mabinup Road)

Tieline Road (west of Chester Pass Road)

Walsh Road

Gnowangerup Road (Kwobrup Road north of Tieline Road)

Kwobrup Road

Stirling Range Drive (maintained by DPaW)

**CATEGORY 4 – DISTRICT DISTRIBUTOR A (Major Feeder)**

(MRWA Class 2 Local Distributor)

Boxwood Ongerup Road (Ongerup town site to Cowalellup Road)

Chillinup Road

North Stirling Road (west of Formby South Road)

Ongerup Pingrup Road

Sandalwood Road (from Chester Pass Road to O’Meehans Road)

Strathaven Road (north of Airport Road)

Toompup South Road

**CATEGORY 3 – DISTRICT DISTRIBUTOR B (Lessor Feeder)**

(MRWA Class 2 Local Distributor)

Airport Road  
Allardyce Street  
Aylmore Street  
Boxwood Hill Ongerup Road (Cowalellup Road to Shire boundary)  
Coromup Road  
Cowalellup Road  
Cowcher Road  
Gleeson Road  
Gnowellen Road (to Shire boundary)  
Hinkley Road (from Aylmore Street to Stutley Road)  
Jaekel Street  
Magitup Road  
Mindarabin Road  
Moir Street  
Nightwell Road  
North Stirling Road (from Formby south to Chester Pass Road)  
Old Ongerup Road  
O'Neill Road (from Ongerup Pingrup Rd to Chester Pass Road)  
Pallinup Boundary Road  
Pinacle Road  
Rabbit Proof Fence Road  
Salt River Road (from Formby South to Chester Pass Road)  
Sandalwood Road (O'Meehans Road to Borden Bremer Bay Road)  
Soldiers Road  
Woodlands Road

**CATEGORY 2 – LOCAL DISTRIBUTOR (Access Major)**

(MRWA Class 3 Access Road)

Cecil Street  
Clear Hills Road  
Day Road  
Hart Road  
Highdenup Road

Hinkley Road (from Moores Dam Road to Mindarabin Road)  
 Holden Road  
 Jackitup Road (from Jakcitup North Road to Moores Dam Road)  
 Kybellup Road (from Formby South Road to Shire boundary)  
 Magners Road  
 Maileeup Road  
 McDonald Street  
 New Country Road  
 Nightwell South Road  
 Oakdale Road  
 O'Meehans Road  
 Pallinup Road  
 Park Road (to Day Road)  
 Sandalwood Road (from O'Meehan to Borden Bremer Bay Road)  
 Whitehead Road

**CATEGORY 1 – ACCESS (Access Minor)**

(MRWA Class 3 Access Road)

Araluen Road  
 Beard Street  
 Bell Street  
 Black Road  
 Bridgman Road  
 Camballup Road  
 Carpenter Street  
 Cleveland Road  
 Cuneo Close  
 D Stewart Road  
 Davies Road  
 Dawson Road  
 DeJagers Road  
 Denny Street  
 Dooleys Road (also known as Dolley Road)  
 Douglas Road  
 Evans Street

Formby Street  
Foster Road  
Freegards Road  
Glenelg Road  
Glengarry Road  
Greaves Hill Road  
Grimster Road  
Grocock Street  
Gully Road  
H Smith Road  
Hams Street  
Haxby Road  
Hobbs Road  
Hornsey Road  
House Street  
Ireland Road  
Jackitup North Road  
Jackitup Road (from Moores Dam Road)  
Jackitup West Road  
Jam Road  
Jamvale Road  
John Avenue  
John Street  
Jones Road  
Kelly Road  
Lamont Street  
Laurier Road  
Laurier South Road  
McDonald Road  
Moores Dam Rd  
Mores Dam West Road (Parker Road)  
Mount Toolbrunup Road (maintained by DEPaW)  
Mungerup South Road  
O'Neill Road (from Ongerup Pingrup Road to P Jones Road)  
P Jones Road



Park Road (from Day Road)  
Peerup Road  
Pendalup Road  
Pungrup Road  
Porteous Road  
Quinn Street  
Railway Parade  
Richardson Road  
Ron Wellstead Road  
Routs Road  
Schmedje Road  
Searle Street  
Shepherdson Road  
Shillings Road  
Six Mile Road  
Smith Road  
Stewarts Road  
Stone Avenue  
Stone Street  
Telyarup North Road (Eastwood North Road)  
Yelyarup Road (Eastwood Road)  
Tin Hut Road  
Vaux Street  
Walker Street  
White Road  
Willemmenup Road  
Windmar Road  
Xmas Farm Road



**SHIRE OF GNOWANGERUP**

# Draft Rural Road Strategic Plan

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# **1. Introduction**

## **1.1 Background**

The Rural Roads Strategic Plan is a Shire of Gnowangerup initiative that has been prepared in response to ongoing requests for improvements to specific rural roads.

The Rural Roads Strategy has now been developed based on the changing use of rural roads and the changing needs of the users.

## **1.2 Purpose**

Providing infrastructure such as Roading is a basic 'building block' in the development of any region. Local authorities exist to supply services which meet the needs of ratepayers and external customers. The services provided are in response to the needs and wants of the community whilst protecting sustainability of the resource.

The purpose of the Rural Roads Strategic Plan is to describe the Shire of Gnowangerup objectives, policies, plans and priorities for the rural road network. This document provides the basis for Council to consult with stakeholders on its priorities for planning, protecting, operating, maintaining and improving the rural road network.

The plan has been produced to address the need for a rational approach to the delivery of rural road maintenance and capital works.

## **1.3 Scope**

This Plan aims to provide a consistent framework for Council to meet its mission 'to make Gnowangerup a thriving, inclusive and growing community built on opportunity’.

The Rural Roads Strategy focuses on the nature and form of the rural roads system and how it can meet the needs and expectations of road-users and the wider community now and in the future. It comprises:

- A vision and mission
- Goal and objectives
- Community outcomes
- Target levels of service
- Policies
- Priorities and
- Operational strategies

The policies are aimed at fulfilling the mission statement and meeting the objectives. Priorities of the rural road network have then been determined primarily as a result of consultation with road-users and other stakeholders. This document also includes operational strategies to achieve the target levels of service adopted by Council.

## **1.4 Potential Applications**

It is expected that Council will use this Strategic Plan in a number of ways:

- Document appropriate levels of maintenance activity that will be applied to individual road sections (Maintenance Intervention Strategy)
- Prioritise the new work program
- Determine deficiencies in the rural road network and development a program for improvement to align to agreed standards.
- To rank requests for rural road improvements
- To prepare a road improvement program for inclusion in Council's Long Term Financial Plan (LTCCP)
- To act as the basis of levels of service for the Shire's rural road network.

The Plan will be a significant tool for Council in prioritising the transport budget according to actual need. It provides a set of standards outlining Council and community expectations for future levels of service in the rural area. It will also provide significant input to the Roothing Asset Management Plan.

## **2. Council's Vision, Mission, Goals and Objectives**

### **2.1 Council's Vision**

"Gnowangerup - A thriving, inclusive and growing community built on opportunity"

### **2.2 Mission Statements**

The Shire of Gnowangerup's mission is:

"To demonstrate leadership in the provision of facilities, infrastructure and services that meet the needs of our community"

Rural road services contribute to the mission by providing: economic opportunities, access to recreational and cultural activities, a safe and connected community.

#### **2.2.1 Rural Mission Statement**

The Shire of Gnowangerup's rural road mission is:

"To provide road users with a sustainable, safe, and cost-effective road system for the movement of people, goods and vehicles throughout the district"

A safe and efficient rural road system is vital to the economy of the Gnowangerup region. All primary industries are particularly dependent on rural transport links. The system also performs an important social function. It must cater for the various needs of all road users.

### **2.3 Council's Goal and Principal Objectives (Roads)**

The Shire of Gnowangerup has included the following road related goal and objectives in the next 10 year plan 2014•2024.



### 2.3.1 Goal

To plan, provide, maintain, develop and improve a transport network that enables people and goods to move conveniently, economically, safely, comfortably, efficiently and sustainably; and to promote sustainable management of the transport network and services in a way that avoids or minimizes adverse effects on the environment.

### 2.3.2 Principal Objectives

- To ensure that the transport network and services (Including services and amenities for vehicular traffic, cycling and walking) provide a quality service from the economic, environmental, social and cultural point of view.
- To ensure the maintenance of the transport network, so that service capacity and integrity is not reduced.
- To anticipate the time when it may be necessary to extend or upgrade existing roads, or to build new.
- To have a sound management regime for all matters relating to the provision of an effective, sustainable and thoroughly integrated transport network.

## 2.4 Community Outcomes

Community Outcomes belong to the community, not the Council. Council's role is to take the lead by facilitating their achievement in partnership with other key stakeholders. The following table shows the main ways that the Rooding activity contributes to the outcomes.

Community outcome	How the activity contibutes
A well connected community	Well-connected pathways throughout the Shire A safe interconnected transport network Improved access to port, rail, air and road networks Supporting smaller communities
A prosperous community	Provide the core access infrastructure that will allow Gnowangerup to become business friendly. Provide the core infrastructure that will continue to allow for strong rural economy. Provide the core infrastructure that will allow access to the port and bins and to develop to their full potential
A safe community A healthy community	Use best practice to provide and operate a safe local road network. Provide the core infrastructure that will allow access to all healthcare services
A community with well-developed amenities and recreational opportunities A environmentally sustainable community	Provide the core infrastructure that will promote sustainable development of Cultural, sports and recreational activities. Use best practice to provide sustainable and efficient use of the Shire's resources.

## 2.5 Objectives for Rural Roads

The following objectives for the rural roads network have been established in 2001 as part of this rural roads strategy plan. These objectives are included to underscore the philosophy behind the strategy.

### 2.5.1 Safety Objectives

The effective planning, maintenance and improvement of rural roads is paramount to road safety. Whilst *many* crash contributing factors are outside the Council's control, road safety measures can reduce both the incidence and the severity of any accidents which may occur.

Consistency of road conditions creates a "no surprises" driving environment. This encourages drivers to drive appropriately and safely on *any* particular road.

The Shire of Gnowangerup's safety objectives are:

- *to manage traffic safely*
- *to provide a consistent, safe road environment with no surprises for road users*
- *to provide road users with realistic perceptions of possible hazards*
- *to analyze and act on the number of crashes attributed to road conditions*
- *to provide a safe working environment for maintenance and construction activities.*

### 2.5.2 Cost Efficiency Objectives

The cost efficiency of the rural road system is important to a successful regional economy.

Apart *from* safety, factors affecting the efficiency of the rural *road* system include:

- vehicle operating costs
- travel time costs
- disruption costs associated with temporary closures and other traffic disruptions efficient expenditure on maintenance and Improvements.

The Shire of Gnowangerup's cost efficiency objectives are:

- *to provide road access to significant population, industrial, tourism and primary production areas, and to the ports, rail and airport facilities*
- *to provide access to adjoining properties, without compromising road safety and efficiency*
- *to manage and operate, maintain and improve the rural road system in a cost effective manner*
- *to provide reliability of travel and minimize journey times and vehicle operating costs*
- *to maintain a level of surface smoothness appropriate to the category of road.*

### 2.5.3 Road-User Service Objectives

The rural road system should be efficient to use, and must cater for the various needs and expectations of road users. Road users need clear guidance and information signs.

Road user requirements for services are identified primarily by means of ongoing surveys of road-users. and of condition ratings of the roads.

The Shire of Gnowangerup Council's road-user service objectives are:

- *To provide a road environment for efficient travel*
- *To provide clear guidance and information signs*
- *To analyze and take account of satisfaction levels as measured*
  - *in the Community views surveys as completed.*
- *To maintain a level of surface comfort appropriate to the category of road.*

#### **2.5.4 Environmental Objectives**

Roads and road users impact on the natural, physical and social environment.

Roads are a visible element in the landscape, impacting on flora and fauna habitats, and on cultural and historical resources. They have the potential to create community severance if located insensitively within the environment.

Vehicles create a variety of pollution effects - noise (including vibration), visual and emissions into air (including odours) and waterways.

The Shire of Gnowangerup's environmental objectives include:

- *to seek to minimize the adverse effects of road use in planning road improvements*
- *to avoid, remedy or mitigate, as far as practicable, the adverse effects of road maintenance, construction activities, and road use on the environment*

#### **2.6 Current Council Adopted Level of Service (Roading)**

Levels of Service are output descriptions supported by quantifiable performance measures.

A key objective is to match the level of service provided by the road asset with the expectations of customers. This requires a clear understanding of customer needs, expectations and preferences.

The levels of service are used;

- To inform customers of the proposed type and level of service to be offered,
- To enable customers to assess suitability, affordability and equity of the services offered,
- As a focus for the tactics and strategies proposed to deliver the required level of service,
- To measure the effectiveness of tactics and strategies currently in place,
- To identify the costs and benefits of the services offered

The following service levels are based on Council's statutory obligations, corporate goals, currently accepted industry standards and the historic interpretation of customer expectations of service levels. We are able to extract from all available information, that data relating to the rural road network.

### Levels of Service - Roading

Service level	Performance measures	Baseline	15/16 target	16/17 target	17/18 target	18/19 target	19/20 target
Roads are smooth	% of roads in the Shire that are deemed smooth by public	95%					
	%kms that are below roughness level of 180 as measured by NAASRA count						
	Average measured roughness of roads						
Provision of safe and secure roads	Number of reported injury crashes per year						
	Number of Fatal/serious injury crashes per year						
	Number of reported injury crashes per 100million vehicle kilometres travelled						
The road network meets the needs of the users	% of residents who are fairly satisfied						
	% of complaints written & verbal that are responded to within five(5) working days						

Roughness surveys and condition ratings are undertaken annually on all Arterial and Collector roads and two *yearly* on all other sealed roads. These surveys are an accurate means of monitoring the condition of *the* rural road network. Surveys are not currently undertaken on unsealed pavements. The survey data forms the basis of annual reporting by Council for the actual level of service being provided.

NAASRA (National Association of Australian State Roading Authorities) count is the standard measure of road roughness.

Levels of service pertaining to safety are based on the number of reported injury crashes. Crash rates for all roads (Rural & Urban) are published by MRWA and are able to be compared with a peer group of similar Shires.

### 3. Interrelationships and Constraints

#### 3.1 Functions

Rural roads form an integrated network of regional routes and provide links with State Highways and urban arterials. Apart from forming part of a wider road network, the distinguishing functions of rural roads are to:

<b>connect minor centre's of rural population</b>
<b>provide access to</b>
<i>rural residencies</i>
<i>farms</i>
<i>forestry blocks</i>
<i>horticultural and other rural business area</i>
<i>the rural conservation estate (National park)</i>
<i>tourist sites</i>
<i>rural education facilities</i>

#### 3.2 Key Issues

Key rural road issues facing the Shire of Gnowangerup are

- Network Vehicle volumes
  - o *Many low volume unsealed roads "uneconomic roads"*
  - o *Impacts of increasing levels of heavy traffic (Harvest traffic) on marginal pavements and substandard alignment. Premature failure of pavements*
  - o *Government legislation increasing heavy vehicle weight capacity*
- Pavement performance
  - o *narrow pavement widths resulting in maintenance and road user safety concerns.*
  - o *sources of marginal quality aggregate throughout the network and high cost to import premium quality aggregates and gravels.*
  - o *poor geology in road pavements*
- Financial
  - o *increased expenditure on emergency works from significant weather events*
  - o *expectations of stakeholders Increasing - seal extensions*
  - o *increasing operational costs to maintain levels of service*

- o *Fluctuating costs of raw material (bitumen) gives uncertainty to cost of work from one year to the next.*
- o *difficulty economically justifying road improvement projects to secure subsidized funding*

### **3.3 Needs**

Rural roads provide the primary transport network for the rural area. Traffic demands are predicted to increase and change in some areas with the growth of cropping, in particular (for example, increased heavy traffic use). To cater for these needs, the rural roads system requires continual maintenance and targeted improvement.

### **3.4 Land Transport Strategies**

The West Australian Department of Transport has several documents including the Department of Transport Strategic Plan 2014-2018 and the State Transport Policy. These set out the issues facing the transport sector and a series of transport-specific targets within the context of overarching government targets in the areas of sustainability, energy and climate change.

The Rural Roads Strategic Plan provides a basis for the Council to contribute to the development of the National Strategy. It, together with strategies for individual rural roads, also provides a basis for the Shire of Gnowangerup to contribute to reviews of regional strategies.

The expectation is that the National and Regional Land Transport Strategies are compatible with the concept of the rural roads system, and that standards are applied consistently to each road section, in terms of its function, traffic volume and terrain.

### **3.5 Funding and Other Constraints**

Implementation of the policies in this *strategy* is necessarily limited by funding and other constraints (such as time and technical feasibility).

#### **3.5.1 Special Rates**

Currently Council collects no special Transport rates.

### **3.6 Consultation**

Consultation with road-users, Federal, State, regional and other Local government agencies, the community has undertaken to determine the most desirable and realistic means of managing and maintaining the rural road system. This is achieved through:

- surveys of road-users,
- consultation with user-groups, including the RAC, the Road Transport Forum, Transport Industry, CBH and other Industry groups,
- consultation with the rural community.
- consultation with the Department of Transport and Regional Road Groups with regards to the National, State and Regional Land Transport Strategies.
- consultation with Main Roads Western Australia (MRWA) on funding issues,
- consultation with other road controlling authorities,
- consultation with network utility operators on other road corridor activities,
- consultation with MRWA and Police on road safety issues.



### **3.7 Timeframe**

The details outlined in this strategy generally have a timeframe of 10 years to align with Council Plan updates.

### **3.8 Reviews**

This strategy is to be reviewed every 3 years, or more frequently if necessary to provide inputs into Councils 10 year and Annual Plans.

## **4. Policies**

### **4.1 Scope**

The Shire of Gnowangerup policies for achieving the objectives for the rural roads system are set out under the following headings:

- safety and efficiency improvements
- traffic and road management
- access and road protection
- road-user services
- community services
- environmental protection

### **4.2 Safety and Efficiency Improvements**

Rural roads are continuously maintained and improved to meet changing traffic demands. improve safety. and to minimise travel times and vehicle operating costs. It is recognised that these roads provide an essential lifeline to the communities they serve.

Improvements include the construction of passing bays. bridge upgrades, road surface maintenance. and corner easing. Improvements focus on safety, as well as reducing travel times and vehicle operating costs.

Policies and plans for efficiency and safety improvements include:

- major rural improvements:
  - o to examine all rural roads and objectively prioritise maintenance and improvements to them in relation to their deficiencies/excesses
  - o to upgrade existing alignments and to construct necessary realignments
  - o to provide a "no surprises" road alignment and a forgiving driving environment
  - o to provide consistent carriageway widths, appropriate to the traffic volume and road function
  - o to target for improvement low speed curves which are inconsistent with the speed environment and to avoid excessive changes in design speeds between successive curves
  - o to provide adequate sight distances
  - o to provide safe intersections and approaches to bridges
  - o to provide extra width on curves where necessary, to avoid the need for trucks to cross over centre lines.

- safety investigations and improvements:
  - o to undertake crash-reduction studies safety management strategies and safety audits to identify possible safety improvements
  - o to generally improve the safety of the rural roads system, in particular by addressing crash blackspots.
- passing opportunities:
  - o to maximise passing opportunities by trimming back vegetation, embankments, and crests that restrict sight distances
  - o to provide passing sites of an appropriate length to enable passing maneuver's to be undertaken safely, and where necessary to provide passing opportunities in rolling and mountainous terrain where such opportunities may be limited
  - o to provide slow vehicle bays on steep grades and where appropriate on lower volume heavy vehicle and tourist routes.
  - o vegetation control.
- road surfaces
  - o to provide comfortable road surfaces appropriate to the traffic volume and road function
  - o to maintain existing sealed road surface on a 15-year life cycle basis
  - o to extend the existing sealed length of roads as funds become available and traffic/demand creates a need.
- Bridge and culvert:
  - o to monitor our one bridge which may have a safety hazard/issue at times which could cause undue traffic delays
  - o to upgrade bridges, culverts and floodways with speed, weight, height and width restrictions, particularly when the safety or efficiency of the road is unduly compromised by the restriction.
- security of the rural road system:
  - o to identify and minimise risks to rural roads
  - o to protect or reconstruct existing roads and bridges where necessary to improve their security against events such as flooding, slips, river erosion and earthquakes
  - o to secure slopes, for example by planting trees
  - o to improve the earthquake resistance of vulnerable structures.

### **4.3 Traffic and Road Management**

Traffic and road management includes the use of intersection controls, traffic restrictions, guidance and warning systems.

Heavy and over- dimension vehicles place additional demands on the rural road network, and effective traffic and road management requires that special provision is made for these categories of vehicles. To avoid undue damage to rural roads and bridges, vehicle weight limits need to be considered. Specialised management systems are therefore required to accommodate the needs of overweight and over-dimension vehicles in the rural area.

Policies and plans for traffic and road management include:

- Control of intersections:
  - o to safely and effectively direct traffic through intersections.

- Traffic restrictions:
  - o to post appropriate speed limits, particularly on tight curves
  - o to investigate the provision of variable speed limits depending on road and traffic conditions.
- Traffic calming:
  - o to calm traffic in peri-urban areas, where appropriate, by means of different road textures and other streetscape features, and on the approaches to rural urban areas using gateway features Including signs.
- Traffic enforcement:
  - o to provide suitable sites for traffic observation and enforcement
- Managing traffic and roads during adverse weather conditions and other emergencies:
  - o to endeavor to keep rural roads open unless it is necessary to close them because of bad weather, particularly at night
  - o to advise motorists of road closures and alternative routes by means of SMS system, and telephone advice In co-operation with the RAC, and to establish an improved communication system for advising road users of closures.
- Street lighting:
  - o to provide flag lights at rural intersections where appropriate
  - o appropriate lighting in rural villages.
- Guidance and warnings:
  - o To provide advisory signs to identify hazards and on the approaches to horizontal curves that do not comply with the prevailing speed environment, or that have inadequate design speed transitions between successive curves
  - o to install marker posts and audible pavement markers to delineate clearly the alignment of the road where appropriate
  - o To implement an improved route marker system to assist emergency services, e.g. the RAPID numbering system.
- Hazards:
  - o to require that new utility services be located on the boundary of the road corridor in order to create zones which are clear of hazards adjacent to the carriageway and to seek relocation of existing utility services which pose hazards to road users
  - o to remove other obstacles including trees which restrict visibility or otherwise pose a hazard to farm plant and machinery
  - o to keep road surfaces reasonably free of debris
  - o to warn motorists of narrow and one-way roads and bridges, surface flooding and rail level crossings
- Mitigation of crashes and other mishaps:
  - o to provide safety barriers on bridge approaches, tight horizontal curves and high embankments, and at roadside obstructions which would otherwise pose a hazard where appropriate.
- Road works:
  - o to require contractors to apply safe work practices at road works which are safe for both motorists and construction workers

- o to require contractors to manage road works so as to minimise traffic disruptions and delays
- o to continue to educate road users on safe driving practices at road sites.
- Over-dimension and over-weight vehicles:
  - o to make operators more accountable for the effects on roads of over-dimension and over-weight vehicles.
- Emergency management:
  - o to restore access as soon as possible after civil emergencies
  - o to provide information to emergency management organization's and road users on rural road closures as a result of such civil emergencies
  - o to ensure contingency plans are in place to deal with unplanned road closure.

#### **4.4 Access and Road Protection**

Policies and plans on access and protection include:

- Planning:
  - o to secure designations and resource consents to safeguard land for road improvements
  - o to encourage inclusion of rules in the district plan to protect rural roads and to permit rural road operations and maintenance activities.
- Road and property access:
  - o to encourage property access to be sited in a safe location
  - o to ensure rural road junctions and private property access ways are well spaced and designed with good visibility.
- Land use development:
  - o to require developers to mitigate or minimise detrimental impact on rural roads due to development
  - o to seek mechanisms to charge developers for the cost of rural road improvements which are required as a consequence of developments.

#### **4.5 Road User Services**

##### **4.5.1 Public Priorities**

The needs of the public are paramount The Council's comfort and safety objective is:

- *to ensure that roughness limits are tolerable, that road widths are sufficient, and that road shoulders and drainage are not hazardous to road users.*

Rural roads should be pleasant and easy for road-users to negotiate. The enjoyment of driving through countryside is often a major reason for travelling these roads, particularly for tourists. Many road-users also wish to stop to view scenery or walk and visit scenic and cultural sites.

Policies and plans on road-user services include:

- safety Information:
  - o to provide appropriate information to road-users on the safe use of rural roads.
- guide and information signs:
  - o to provide clear and consistent guide signs to cities and towns and major destinations, and to provide road name signs at local road intersections
  - o to provide information signs to points of interest such as tourist facilities.

- rest areas:
  - o to provide attractive rest areas for road-users on tourist routes and where appropriate on other routes, depending on traffic volume and usage
  - o to provide appropriate facilities in rest areas.
- stopping and parking places:
  - o to provide safe parking areas within the road reserve for motorists to park and view scenery or visit scenic or cultural sites
- pedestrian facilities:
  - o no special facilities for pedestrians on rural roads are envisaged. Other than in village and rural residential areas.
- cyclist facilities:
  - o facilities for cyclists in rural areas are envisaged along designated rural cycle routes (refer Shire Footpath and Cycle strategy).
- bus facilities:
  - o no specific facilities other than turning bays, pickup point signage for school buses are envisaged in rural areas.

#### **4.6 Community Services**

There are demands for other services and activities within rural road corridors, including utility services, roadside stalls, camping, and the movement and grazing of livestock. Road corridors generally need to be kept free of undue distractions and disruptions that may compromise road safety and efficiency.

Policies for other services and activities include:

- roadside stalls:
  - o to allow temporary roadside stalls and other such facilities at safe sites within the road corridor and to prohibit such facilities where they would create a safety hazard
- livestock:
  - o to require farmers to maintain adequate fencing to prevent livestock from wandering onto rural roads
  - o to allow the use of land within the road reserve on Council roads subject Council's approval on an individual basis
  - o to encourage prescribed driving routes, and to require stock to be moved by road transport where driving is inappropriate
  - o to promote stock underpasses and overpasses, and otherwise to encourage good crossing practices, including appropriate warning signs at stock crossings.
- utilities:
  - o To negotiate access arrangements for network utility operators access utilities sited within or adjacent to the rural road corridor, without compromising the safety of road-users
  - o to minimise any disruption to road users and adjoining properties by utilities operators
  - o to require operators to reinstate pavements to their previous condition after maintenance and construction work on utilities, recognising the existing right of operators to occupy the road corridor and carry out maintenance activities.

- special events:
  - o to allow rural roads to be closed for special community events, e.g. car rallies, provided that suitable alternative routes are available, road users are not unduly disrupted and adequate advance notice is given to road-users.
- community signs:
  - o to permit suitable permanent signs in rural road corridors for community services and information
  - o to permit temporary short-term advertising on road corridors for community events, school reunions and election hoardings, at sites where road safety is not compromised.
- advertising signs
  - o to disallow advertising signs within the rural road corridor and to discourage advertising signs on adjoining properties where safety may be compromised (detailed in the District Plan)
  - o to encourage control of the location and content of advertising signs outside the road corridor
  - o to investigate charging for advertising signs at selected sites under restrictive criteria where this would not compromise road safety or the environment.

#### **4.7 Environmental Protection**

The rural road system, including all structures, is a physical resource that is required to be sustainably managed. The Shire of Gnowangerup aims to avoid, or otherwise remedy or mitigate the adverse effects of its activities on the natural, physical and social environment, especially within national parks, reserves and area of significant Fauna. The Council assesses the environmental effects for all rural road plans and projects.

Policies and plans for environmental protection include:

- environmental management:
  - o to prepare environmental management strategies for rural roads to cover day-to-day maintenance activities
  - o to identify and monitor the adverse environmental effects of road use, and to take all practical steps to protect the environment.
- traffic noise:
  - o to take account of the effects of traffic noise in noise-sensitive areas, such as near schools
  - o to provide some protection from the adverse effects of traffic noise in residential and other sensitive areas, for example by the use of low-noise surfaces.( Smaller chip or Asphalt)
- air resources:
  - o to maximise free-flow traffic conditions and to maintain and improve the surface smoothness of roads, without compromising road safety, to minimise fuel consumption and vehicle emissions
  - o to apply appropriate dust suppressants during works and on unsealed sections where appropriate
  - o to avoid or minimise the adverse effects of chemical spray drift due to roadside vegetation control.



- water resources:
  - o to avoid significant changes to water-tables, catchment areas, and the natural functioning of waterways
  - o to prevent, where practicable, vehicle emissions and dissolved substances from fuels, tyres and general run-off from entering waterways, and to contain runoff to avoid contamination of waterways as a result of spillages, where this risk is significant
  - o to minimise the amount of sediment entering waterways during maintenance and construction projects
  - o to encourage transport operators to clean up spillages promptly, particularly hazardous and toxic substances which can enter drainage systems and pollute water courses and aquifers.
- plant and wildlife habitats:
  - o to minimise impacts on plant and wild life habitats
  - o to minimise clearing work before construction to preserve soil and vegetation
  - o to restore vegetation after construction
  - o to control the growth and transfer of noxious plants and weeds, where appropriate
  - o to provide crossing points for wildlife in special circumstances, such as where roads are a hazard to the natural movement of wildlife.
- social severance:
  - o to consult with affected parties and make every endeavour to avoid, where practicable, the severance of local communities, and other wise to mitigate the severance effects of rural road projects.
- historic and cultural resources:
  - o to consult with local indigenous group, The Historic Places Groups and other affected parties in the development of projects
  - o to make every reasonably practicable endeavour to protect and preserve archaeological sites, historic heritage structures, and other special areas during the development of projects
  - o to protect heritage sites and features within the road reserve.
- visual appearance:
  - o to contour road corridors in sympathy with the natural landscape and to maintain grass verges and plant ground cover, shrubs and trees in road corridors where contours and soil conditions are suitable, particularly on tourist and scenic routes and on the approaches to rural towns
  - o to take advantage of the natural beauty of the landscape in the design of geometric alignments to create 'viewing corridors', particularly in scenic areas such as national parks
  - o to undertake remedial work on landscapes following construction
  - o to avoid the use of unnecessary signs and discourage overhead utilities, particularly where these unduly intrude on scenic views
  - o to promote the 'adopt-a-road' community sponsorship clean up and beautification scheme.

## **5. Risk Management**

### **5.1 Risk Management**

The objective of risk management is to identify the specific business risks associated with the ownership and management of road network assets and determine the direct and indirect costs associated with these risks.

## **5.2 Risk Management Policy**

Shire of Gnowangerup strives to manage risk in a responsible manner to enable road network asset management objectives to be consistently met. The objective of risk management is to ensure that;

- All significant operational and organisational risks are understood and identified.
- The highest risks that should be addressed in the short to medium term are identified.
- Risk reduction treatments which best meet business needs are applied.
- Responsibilities for managing risks are allocated to specific staff.

The major elements of the process are;

- Risk identification: identifies the risks we may encounter and helps explain the impact of those risks on the business.
- Risk assessment establishes a risk rating and describes which assets represent the greatest risk to the business.
- Risk treatment: An Actions initiative to reduce risk at asset or asset group level to an acceptable level and identifies the most cost effective treatment option.
- Monitor and review: the ongoing process to ensure risk levels remain acceptable even if risks change.
- Risk Management Context.

The key risk criteria for assessing the consequences of identified risks are:

- Environmental and legal compliance.
- Safely & Health.
- 3rd Party Property Damage & Losses.
- Loss of service- Extent and duration.
- SOG Business Costs Total Recovery.
- Corporate Image.

### **5.2.1 Risk Identification**

All rural road network assets are screened to consider potential failure modes and events to Identify risks. All critical risks identified the related consequences and adopted risk reduction treatments are scheduled. The likelihood and possible severity or consequence is used to establish a risk rating.

### **5.2.2 Treatment Options**

Options for mitigating risks considered to reduce the cause, probability or impact of failure, are;

- Do nothing - accept the risk.
- Management strategies - implement enhanced strategies for demand management, contingency planning, quality processes, staff training, data analysis and reporting, reduce the target service standard, etc.
- Operational strategies - actions to reduce peak demand or stresses on the asset, operator training, documentation of operational procedures, etc.
- Maintenance strategies - modify the maintenance regime to make the asset more reliable or to extend its life.
- Asset renewal strategies - rehabilitation or replace assets to maintain service levels.
- Development strategies - investment to create a new asset or augment an existing asset
- Asset Disposal / Rationalisation - divestment of assets surplus to needs because a service is determined to be a non-core activity or assets can be reconfigured to better meet business needs.

### 5.3 Rural Road Network Risks

The following significant and high risks associated with pavements on the SOG rural road network have been identified.

Three events has been assessed as High Risk and management strategies have been proposed to reduce the risk.

Four events have been assessed as Medium to High Risk.

**Table 1: Identified Risks for Rural Roads**

Asset Description	Risk event	Consequence	Existing controls	Risk
Pavement condition	Flooding of road	Road impassible causing traffic delays. Serious injury and or damage to vehicle	Routine inspections and signage placed as advisory to users. Reactive maintenance as required	H
Pavement Condition	Heavy rain on unsealed road	Serious injury and or vehicle damage possible due to dangerous conditions	Closure of low category unsealed roads during prolonged rain events, road inspections and advisory signs	H
Pavement/driving condition	Trees blown across road windstorm	Serious injury and or vehicle damage possible due to dangerous conditions	Have road inspections done directly after high wind periods	H
Pavement /driving condition	Accident caused by dust from trucks	Serious injury and or vehicle damage possible due to dangerous conditions	Chemical treatment of zones to reduce dust issue	M-H
Pavement design	Accident caused by substandard road design	Serious injury and or vehicle damage possible due to dangerous conditions	Road network is continually under upgrade and Black-spot sites acquire higher rating.	M-H
Pavement condition	Accident caused by poor skid resistance of pavement	Serious injury and or vehicle damage possible due to dangerous conditions	Shire reseat program in place based on priority and history of crashes	M-H
Pavement condition	Chemical/dangerous goods spillage onto road pavement	Environmental damage to surroundings. Public Health risk. Damage to existing road surface. Traffic delays.	No existing controls due to unpredictability of occurrence. Contact record list from State Hazards Agency.	M-H

## **6. Rural Roads**

### **6.1 Rural Road Network Information**

The roading network of the Gnowangerup Shire consists of 1,054km of road of which 206km is sealed and 848km is unsealed. There are also 213km of State Roads which are administered by MRWA.

There are 970km of roads classified as rural.

Roads administered by the Shire of Gnowangerup Council have been separated into five categories based on their function. These categories include:

- Cat 5: Primary Distributor Roads (MRWA class) (Roads 2030)
- Cat 4: District Distributor
- Cat 3: Distribution (lesser feeder)
- Cat 2: Local Distributor (Access Major)
- Cat 1: Access Minor

Table 2: Rural Network Lengths by Road Hierarchy and Surfacing Type

Category	Sealed Roads	Unsealed	Rural	Roads (km)	Length (km)
	Arterials (km)	Collectors (km)	Locals (km)		
Rural	0.0	13.9	314.0	286.7	

Table 3: Traffic Volumes

Traffic Volumes (vpd)	Vehicle Kilometres Travelled (million VKT)	Percentage VKT (%)	Rural (km)
<100	4.0	12.9	393.7
100 - 499	11.2	36.1	171.8
> 500	15.8	51.0	49.1
	31.0	100.0	614.6

There are 31 million vehicle kilometres (VKT) travelled on the rural roading network each year with 51% of the travel being on the 49.1 km or (8.0%) of the rural network that carries more than 500 vpd.

Rural roads make up 81% of the road network by length and carry 18% of the vehicle movements. This traffic generally consists of primary goods to Industry either in Urban Wanganui or beyond the district.

## 6.2 Road Groups

Shire of Gnowangerup Council uses the Main Roads WA road group categories detailed in Table 3.

The road group bands are in recognition of a need to better align with rural traffic volumes and reflect more closely the split between unsealed and sealed roads.

*Table 3: Characteristic of Road Groupings*

Road Group	Traffic	Carriageway Width (m)	Seal Width is applicable	Road Shoulder (m)	* Additional Seal Width required for provision of Cycle Lane (m)	* Seal Width for road sections with provision for Cycle Lanes (m)	Road Shoulder Slope	Verge Shoulder Slope
5	1,000- 5,000	9.0	6.0-7.0	1.0	1.5	8.0-9.0	Variable	25%
4	200-1,000	9.0	6.0-7.0	1.0	1.0	8.0-9.0	17-20%	25%
3	50-200	8.5		1.0			17-20%	25%
2	< 50	7.0		1.0			17-20%	25%
1	<10	5.0						

•Dimensions only apply to road sections with cycle lanes.

### 6.3 Road Shoulder

Road shoulders serve the purpose of providing lateral support for the road pavement, vehicle recovery in the event of loss of control and provide a solid platform for larger vehicles to pass on narrow roads.

Road shoulders in the Shire of Gnowangerup are predominantly unsealed metal in construction.

The slope of the road shoulder varies between 17 - 20%.

### 6.4 Road Verge

The road verge is used to define the section of road which lies beyond the carriageway (beyond the road shoulder).

Although a verge slope of 25% is specified for all rural roads in the Shire of Gnowangerup, this figure is a guide only, and *may* require modification in certain locations generally due to topographical constraints. This should be determined on a case by case basis.

The purpose of a road verge is to facilitate the runoff of water from the road surface and away from the substructure.

### 6.5 Road Delineation Standards

The purpose of road delineation is to ensure that motorists receive consistent and appropriate visual guidance to negotiate the rural road environment safely. If road markings or delineation devices are not provided, or not used in a consistent manner, driver expectations are not met and the chances of a motorist getting into difficulty increase. Inconsistent use may also result in the driver misinterpreting the visual message intended.

The Austroads publication "Guide to Traffic Management Part 10: Traffic Control and Communication Devices sets the standard" along with MRWA publications "9931-0198 and 200331-164" are intended to reduce the disparity between rural state highways and local rural roads by ensuring that motorists receive the appropriate visual guidance to achieve an improved level of *safety*. The importance of the road routes and their traffic volumes are the main factors which should determine the level of road markings and delineation devices in rural areas. For road markings and devices fixed to the road surface the actual sealed road width must also be considered.

### 6.6 Uneconomic Roads

A number of rural roads carry very low traffic volumes, serve only a very small number of properties, the purpose of the road or bridge is essentially that of private access and does not meet the criteria as an economic roading facility. There are four categories into which these roads can be broken into. They are:

- Unformed Legal Roads (Paper Roads),
- Roads on Private Land Maintained by Council,
- Sections of Legal Road Serving Four or Less Properties.

Maintenance of these road sections should reflect their usage and consequently to a lesser standard. Generally repairs and maintenance on sections of road will not exceed \$12.80 per hectare serving four or less properties and renewals will not exceed the ratio of the total cost of the work to be undertaken per annual average daily traffic of \$8,000 per vehicle.

Consideration of divestment or retention of roads and the level of service need to be evaluated in terms of the economic or social benefit to the community.

## 6.9 Rural Cycle Routes

In 2014, Shire of Gnowangerup Council adopted a cycling strategy aimed at recognising the needs of cyclists in the Shire and at integrating cycle provision into the ongoing development of the transport network. The Cycling Strategy is a plan and a commitment by the Council and the community to improve the safety and convenience of cycling and offers solutions that are tailored to the Shire. The Cycle Strategy however does not adequately address the needs of those who wish to cycle beyond the town limits on to the rural network.

The keys elements that cyclists require are:

- A safe place to ride. Whether it is a shared off-road path, or dedicated part of the road carriageway, cyclists need a dedicated space to ride on.
- A good surface to ride on. A smooth clean surface that offers little rolling resistance is favoured by cyclists.
- Continuity. To be of use to cyclists, routes need to be continuous to ensure use of the route is maximised.
- Connectivity. It is important that components of the network link in a cohesive manner that enable popular trips to be undertaken along a series of connecting routes. Identifying routes that provide the best conditions for cycling would assist in improving the safety of cycling as an activity in rural areas. Currently no provision is made for cyclist travelling on rural roads. Some work has however been undertaken to identify potential rural cycle routes extending beyond the city limits.

Provision for cycling routes on rural roads should be addressed when the Cycling Strategy is next reviewed. Outputs from the review relevant to rural roads should be included in this rural roads strategy.

On rural roads, wide shoulders rather than wide traffic lanes are the preferred treatment if designated off-road cycle lanes cannot be provided. Ideally cycle lanes next to the road's traffic lane or lane marking should be a minimum of a 1.0m wide sealed shoulder.



## 7. Rural Road Maintenance Plan

### 7.1 Routine Maintenance

Routine maintenance is the on-going day-to-day work activity required to keep assets serviceable and prevent premature deterioration or failure. Three categories of routine maintenance are carried out:

1. **Unplanned Maintenance:** Work carried out in response to reported problems or defects (e.g. pothole repair).
2. **Planned Maintenance:** Work carried out to a predetermined schedule or planned in association with other work (e.g. preparation for resealing).
3. **Emergency Works:** Work carried out for unforeseen significant expenditure that arises from a defined, major or short-duration natural event.

The Depot works teams are responsible for reporting all faults, programming maintenance works, quality assurance, temporary traffic control, completion of all specified and / or agreed works, unscheduled works and emergency works. The core principal of the model allows the team to be proactive and innovative in their approach to their management of the rural network. An example of this is the implementation of a maintenance intervention strategy which provides guidance on the appropriate maintenance activity for individual road sections depending on the longer term treatment option.

#### 7.1.1 Vegetation Control on Rural Roads

The control of roadside vegetation on Council Roads is undertaken by the Road Network Maintenance Contractor by a combination of mowing, slashing, mulching and chemical control techniques. The Contractor is responsible for maintaining the level of vegetation control to specified standards.

Areas maintained include:

- Road shoulders
- Areas for Sight Distance
- Bridge Abutments surrounding
- Guardrails, sight rails and Traffic Islands
- Any other area specified

Mowing is principally intended to maintain lines of sight for road users and control fire risk.

The Team Leader Works is responsible for controlling grass height to a minimum standard as detailed in the table below.

Road Hierarchy	Description and standard
4 and 5	Grass verge to be less than 200mm high from 1.5m from Edge formation or 0.5m behind marker post
3	To be less than 400mm high for 1.5m from edge formation and 0.5m behind marker post
1 and 2	Less than 500mm high 1m from edge formation and 500mm behind marker posts

The Road Network Maintenance also includes spraying around delineation devices (e.g. marker posts, bridge end markers) to maintain their visibility. Water channels including side drains and culvert waterways are also sprayed to prevent obstruction of surface water flow. The required performance measure is that no live vegetation shall be evident within the areas specified to be sprayed.

"No Spray" register is maintained by the Team Leader Works.

Overhanging vegetation is defined as that vegetation which interferes with the passage of traffic, causes visibility problems, is lower than 4.3m from the road surface or otherwise hinders the safe use of the road.

The maintenance teams are required to maintain a road corridor "window" at all times that is free of vegetation. This clear zone is generally defined as that area 4.5m in height above the road surface and laterally 0.3m behind water table drains.

## **7.2 Pavement Renewals**

Renewal expenditure is work that restores an existing asset to its original level of service, i.e. capacity or the required condition. This includes resealing.

The outputs programmed from the routine maintenance work must be in harmony with outputs programmed for pavement renewal activities.

The effective programming of renewal works will have the effect of reducing the level of unplanned 'reactive' maintenance repair undertaken on the rural road network. The aim is to establish a balance through the development of timely intervention strategies for each road section that prevents unplanned maintenance and wasteful expenditure. The desired strategy is to renew the asset before maintenance costs rise, resulting in the effective use of road funds (optimised decision making).

The objective of renewing the asset is to apply the correct treatments at the optimum time so that the required level of service is delivered whilst minimising total life cycle costs.

## 8. Conclusion

### 8.1 Priority

This strategy aims to meet the current and future demands of rural road users. To achieve these objectives, the focus of this strategy is on maintaining appropriate levels of service for current traffic volumes and improving the rural road system to meet future traffic requirements, as they arise.

The Shire of Gnowangerup Council's priorities for the rural road system include:

- to improve alignments, particularly on sections of road with high crash rates
- to eliminate "surprises" and hazards, or to provide suitable warning signs to motorists
- to assess and prioritise all roads in the rural area, with respect to their current and future classification for maintenance and/or improvement
- to produce a Strategic Plan Implementation program
- to increase the length of sealed road within the rural area where funding can be obtained
- to improve the roughness deficiencies of rural roads
- to provide more regular and longer passing opportunities
- to improve guide and information signs
- to improve advice to road users of road closures, particularly on key routes
- to improve safety and traffic management at road works
- to provide stopping places for viewing scenery
- to provide suitable sites for traffic observation and enforcement
- to enhance the approaches to rural townships, in partnership with local communities.
- to improve efficiencies by promoting 1 supporting innovations in rural roads maintenance that provide added value for *money*.

### 8.2 Implementation

This strategic plan's implementation needs to be planned and allowed for in future rural development, asset management decisions and 10-Year Planning programs.

This strategic plan is designed to align Council's terminology and standards with the national body (Austroads) and to identify and plan for the correction of weaknesses in the rural network. With that considered, but subject to State and federal funding, Council should:

- *2009/12* Carry out all new or renewal construction work on rural roads to the characteristics of the Roading Groupings described in Section 6.

- 2012/2119 Correct all non-compliance characteristics on Road Group C rural roads.

### **8.3 Rural Road Strategies Reviews**

In response to continual changes and reforms in the transportation sector, the Shire of Gnowangerup Council plans to review the rural road strategy at 3 yearly intervals. Maintenance Intervention Strategy will be updated annually.



## Appendix B

### Category 5 PRIMARY DISTRIBUTOR ROADS (MRWA Class 1 REGIONAL DISTRIBUTOR ROAD) ROADS 2030 ROADS

<i>Urban Road</i>	<i>ID Road Name</i>	<i>Category</i>	<i>Length</i>
44	BUNCLE STREET	5	660
19	CORBETT STREET	5	1045
35	ELDRIDGE STREET	5	669
8	GARNETT ROAD	5	1200
1	KWOBRUP ROAD	5	12170
27	RICHARDSON STREET	5	260

<i>Rural Road</i>	<i>ID Road Name</i>	<i>Category</i>	<i>Length</i>
23	BLUFF KNOLL ROAD	5	8000
146	BORDEN - BREMER BAY ROAD	5	39720
5	BOXWOOD HILL ONGERUP ROAD (Ongerup Townsite to Cowalellup Rd)	5	35455
2	ONGERUP - PINGRUP ROAD	5	20350
97	STIRLING RANGE DRIVE	5	16700
3	TIELINE ROAD (west of Chesterpass Rd)	5	53073
	TIELINE ROAD (from Chesterpass Rd to Ongerup Pingrup Rd)	5	
	WALSH ROAD	5	

### Category 4 DISTRICT DISTRIBUTOR B (Lesser Feeder) (MRWA Class 2 LOCAL DISTRIBUTOR)

<i>Urban Road</i>	<i>ID Road Name</i>	<i>Category</i>	<i>Length</i>
17	STRATHAVEN ROAD (north of Airport Road)	4	6440

<i>Rural Road</i>	<i>ID Road Name</i>	<i>Category</i>	<i>Length</i>
15	STIRLING NORTH ROAD (west Formby Sth Rd)	4	21490
	CHILLINUP ROAD	4	
	TOOMPUP SOUTH ROAD	4	

### Category 3 DISTRIBUTOR B (Lesser feeder) (MRWA Class 2 LOCAL DISTRIBUTOR)

<i>Urban Road</i>	<i>ID Road Name</i>	<i>Category</i>	<i>Length</i>
84	AIRPORT ROAD	3	3600
135	ALLARDYCE STREET	3	690
20	AYLMORE STREET	3	920
63	COROMUP ROAD	3	11210
12	HINKLEY ROAD (from Aylmore St to Stutley St)	3	27480

<b>Urban Road</b>	<b>ID Road Name</b>	<b>Category</b>	<b>Length</b>
37	JAEKEL STREET	3	1350
46	MOIR STREET	3	570

<b>Rural Road</b>	<b>ID Road Name</b>	<b>Category</b>	<b>Length</b>
	BOXWOOD HILL ONGERUP ROAD (Cowalellup Rd to boundary)	3	
105	COWALELLUP ROAD	3	9100
73	COWCHER ROAD	3	3400
72	GLEESON ROAD	3	15480
6	GNOWELLEN ROAD (to shire boundary)	3	2360
14	MAGITUP ROAD	3	16360
13	MINDARABIN ROAD	3	16770
100	NIGHTWELL ROAD	3	30260
10	OLD ONGERUP ROAD	3	25470
103	PINNACLE ROAD	3	5530
74	RABBIT PROOF FENCE ROAD	3	17540
16	SALT RIVER ROAD (from Formby Sth to Chesterpass Rd)	3	20730
110	SANDALWOOD ROAD (to Gnowellen Road)	3	28300
139	SOLDIERS ROAD	3	14700
	STIRLING NORTH ROAD (from Formby Sth to Chesterpass Rd)	3	
126	WOODLANDS ROAD	3	2900

#### **Category 2 LOCAL DISTRIBUTOR (Access Major)**

<b>Urban Road</b>	<b>ID Road Name</b>	<b>Category</b>	<b>Length</b>
25	CECIL STREET	2	1100
22	MCDONALD STREET	2	950
29	WHITEHEAD ROAD	2	950

<b>Rural Road</b>	<b>ID Road Name</b>	<b>Category</b>	<b>Length</b>
79	CLEAR HILLS ROAD	2	8100
75	DAY ROAD	2	4330
65	HART ROAD	2	10850
91	HIGHDENUP ROAD	2	17550
	HINKLEY ROAD (from Moores Dam Rd to Mindarabin Rd)	2	
104	HOLDEN ROAD	2	12374
11	JACKITUP ROAD	2	16200
88	KYBELUP ROAD	2	6440

<b>Rural Road</b>	<b>ID Road Name</b>	<b>Category</b>	<b>Length</b>
119	MAGNERS ROAD	2	5530
92	MAILEEUP ROAD	2	11740
93	NEW COUNTRY ROAD	2	10230
121	NIGHTWELL SOUTH ROAD	2	9820
115	O MEEHANS ROAD	2	16340
120	OAKDALE ROAD	2	4840
66	ONEILL ROAD	2	18610
124	PALLINUP	3	2290
980161	PARK RD	2	550
	SANDALWOOD ROAD	2	
	(from O'Meehan to Gnowellen)		

#### **Category 1 ACCESS (Access Minor)**

<b>Urban Road</b>	<b>ID Road Name</b>	<b>Category</b>	<b>Length</b>
133	BEARD STREET	1	217
18	BELL STREET	1	1000
39	CARPENTER STREET	1	540
140	DAVIES STREET	1	220
21	DENNY STREET	1	310
138	EVANS STREET	1	120
	FARRANT ROAD	1	
30	FORMBY STREET	1	380
86	GLENGARRY ROAD	1	800
116	GLENGARY STREET	1	110
28	GROCOCK STREET	1	410
34	HAMS STREET	1	270
31	HOUSE STREET	1	570
38	JOHN AVENUE	1	140
45	JOHN STREET	1	810
36	LAMONT STREET	1	640
130	MCDONALD ROAD	1	940
32	PORTEOUS STREET	1	300
26	QUINN STREET	1	910
137	RAILWAY PARADE	1	180
24	SEARLE STREET	1	410
41	STONE AVENUE	1	160
47	STONE STREET	1	530
	STRATHAVEN ROAD	1	
	(south of Airport Road)		
142	STUTLEY STREET	1	620
42	VAUX STREET	1	330
43	WALKER STREET	1	240
48	WINDMAR STREET	1	120



<b>Rural Road</b>	<b>ID Road Name</b>	<b>Category</b>	<b>Length</b>
62	ARALUEN ROAD	1	13000
156	BALL ROAD	1	720
127	BLACK ROAD	1	950
67	BRIDGEMAN ROAD	1	6500
87	CAMBALLUP ROAD	1	9180
151	CLEVELAND ROAD	1	6470
80	D STEWARTS ROAD	1	490
89	DAWSON ROAD	1	1290
95	DEJAGERS ROAD	1	8840
123	DOLLEYS ROAD	1	5470
132	DOUGLAS ROAD	1	3000
68	FOSTER ROAD	1	19360
58	FREEGARDS ROAD	1	970
112	GLENELG ROAD	1	1350
152	GODFREY ROAD	1	10600
113	GREAVES HILL ROAD	1	2850
69	GRIMSTER ROAD	1	3860
111	H SMITH ROAD	1	2750
154	HAXBY ROAD	1	1720
96	HOBBS ROAD	1	3540
155	HORNSEY ROAD	1	4500
107	IRELAND ROAD	1	2000
108	J SMITH ROAD	1	2950
9	JACKITUP NORTH ROAD	1	8000
54	JACKITUP WEST ROAD	1	9480
114	JAMVALE ROAD	1	2040
61	JAM ROAD	1	2640
99	GULLY ROAD	1	750
60	JONES ROAD	1	4510
90	KELLY ROAD	1	5000
49	LAURIER ROAD	1	8880
101	LAURIER SOUTH ROAD	1	14950
131	MOORES DAM ROAD	1	14320
	MOUNT TOOLBRUNUP ROAD	1	
109	MUNGERUP SOUTH ROAD	1	2920
71	P JONES ROAD	1	12360
70	PARK ROAD	1	21630
57	PEERUP ROAD	1	13440
102	PENDALUP ROAD	1	9420
150	PUNGRUP ROAD	1	500
85	RICHARDSON ROAD	1	860
64	ROUTS ROAD	1	3080
134	SCHMEDJE ROAD	1	3400
50	SHEPHERDSON ROAD	1	1790
77	SHILLINGS ROAD	1	1130
94	SIX MILE ROAD	1	7800
122	STEWARTS ROAD	1	5420

<b><i>Rural Road</i></b>	<b><i>ID Road Name</i></b>	<b><i>Category</i></b>	<b><i>Length</i></b>
59	STUTLEY ROAD	1	2080
	TELYARUP NORTH ROAD (Eastwood North Rd)	1	
	TELYARUP NORTH ROAD (Eastwood Rd)	1	
118	SMITH ROAD	1	3530
136	TIN HUT ROAD	1	1680
78	WHITE ROAD	1	5050
82	XMAS FARM ROAD	1	5410
83	WILLEMMENUP ROAD	1	4000

# APPENDIX C

## LEVEL OF SERVICE

### Maintenance Interpretation Strategy

Criteria	School Bus Route	District Distributor A * Urban (DA)	District Distributor B * Urban (DB)	Category 5 Regional Distributor Rural (RD)	Local Distributor Urban (LD)	Category 3 & 4 Local Distributor* Rural (LD)	Access* Urban (A)	Category 2 Access* Rural (LA)	Category 1 Minor Access Rural (MA)
1. Funding Source	Council	2030/R2R	2030/R2R	2030/R2R, Other	R2R	R2R	Council	Council	Council
2. Unsealed road Description				U2 - All weather formed pavement with adequate drainage		U3 - Formed pavement with surface drainage		Unformed pavement with single layer gravel	Unformed pavement comprising sub-grade only
3. Road Pavement/ Surface width	Quarterly 4 times/year	6-7.4m seal	6-7.4m seal	10m formation 7.4m seal	6-7.4m seal	8-10m formation 6-7.4m seal	4-6m seal	8m formation 6m seal	6m formation
4. Surface Type		Asphalt	Asphalt	Bit/stone, gravel	Asphalt-Bit/stone	Bit/stone, gravel	Bit/stone, gravel	Gravel	Earth/Gravel
5. Verge treatments		Kerbing	Kerbing	Gravel Shoulders, Slash back-slopes, weed spraying	Kerbing	Gravel Shoulders, Slash back-slopes, weed spraying	Kerbing-Gravel shoulders	Earth shoulders	Not Applicable
6. Drainage		Pipe	Pipe	Pipe/open drains	Pipe	Open drains	Pipe/table drains	Open drains	Not Applicable
7. Inspections		Tri-annual	Tri-annual	Bi-annual	Bi-annual	Bi-annual	Annual	Annual	When required
8. Rec Routine - Grading		Not Applicable	Not Applicable	Grade 3-4 times/year	Not Applicable	Grade 2-3 times/year	Not Applicable	Grade 1-2 times/year	As required (emergency)
9. Rec Routine - Pavement Surface		Pot hole patching, cracking sealing	Pot hole patching, cracking sealing	Pot hole patching, cracking sealing, gravel re-sheeting	Pot hole patching, cracking sealing	Pot hole patching, cracking sealing, gravel re-sheeting	Pot hole patching, cracking sealing	Minor gravel patching	Not Applicable
10. Rec Routine - Verges		Mowing of Council reserve verges <i>Monthly</i>	Mowing of Council reserve verges <i>Monthly</i>	Slash shoulder and back-slope annually, weed spraying when required	Mowing of Council reserve verges <i>Monthly</i>	Slash shoulder and back-slope <i>Annually</i>	N/A	Slash shoulder and back-slope when required	N/A

# Appendix C

## Service Levels

### **Type 1 – Unformed Road**

(Cleared-flat bladed. Minimum construction. Formation consists of adjacent material)

This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed from materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

### **Type 2 – Formed Road**

(Formed (raised) and drained road without imported material or a constructed pavement)

To avoid possible further relocation of the road and the resultant impact on the landscape environment, type 2 earthworks are constructed using local road-making material and improved drainage control.

### **Type 3 – Gravel Road**

(Road construction from imported material of adequate thickness, shaped and drained)

When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

### **Type 4 – Sealed Road (6m Seal Width)**

(Sealed with no kerbing)

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 road. A Type 3 road is upgraded to Type 4 by building up the residual gravel pavements to full thickness. This is then compacted and sealed.

### **Type 5 – Sealed Road (7m Seal Width)**

This is further development of the Type 4 road with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

### **Type 6 – Sealed Road (8-9 Seal Width)**

This stage represents further development of a Type 4 or Type 5 road with additional seal width being provided as traffic volumes increase to improve safety; reduce maintenance costs; provide space for a stationary vehicle to stand clear of traffic lanes; and to assist cyclists.

### **Type 7 – Sealed Road Width Overtaking Lane**

An additional lane is provided on two-laned sealed roads when the traffic volume; proportion of heavy vehicles; and overtaking opportunities on adjoining sections of road cause traffic bunching to occur

### **Type 8 – Dual Carriageway**

An additional carriageway is provided to improve safety and increase the capacity on high volume roads.

## Appendix D

ROAD TYPES AND CRITERIA		*Roads classification as per Main Roads criteria							
Criteria	Primary Distributor* (PD)	District Distributor A* Urban (DA)	District Distributor B* Urban (DB)	Regional Distributor* Rural (RD)	Local Distributor* Urban (LD)	Local Distributor* Rural (LD)	Access* Urban (A)	Access* Rural (LA)	Minor Access Rural (MA)
Description	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic	Carry traffic between industrial, commercial and residential areas connect to primary Dist.	These roads have reduced capacity due to flow restrictions from access to and roadside	These roads link significant destinations and are designed for efficient movement of traffic	Roads that carry traffic within a cell and link District or Regional Distributors	Roads that carry traffic with a cell and link Rural District and to Rural Access roads	Provide access to abutting properties with amenity, safety and aesthetic aspects given priority	Provide access to abutting rural properties and connecting to distributor road	Provide access to abutting rural properties ( <i>usually no through roads</i> )
<b>Primary Criteria *</b>									
1. Location	All of WA, incl. BUA	Only Built Up Area (BUA)	Only BUA	Only BUA	All of WA incl. BUA	All of WA incl. BUA	All of WA incl. BUA	Shires	Shires
2. Responsibility	Main Roads WA	Local Govt	Local Govt	Local Govt	Local Govt	Local Govt	Local Govt	Local Govt	Local Govt
3. Degree of Connectivity	High. Connects to other Primary Distributor roads	High. Connects to Primary and/or other Distributor roads	High. Connect to Primary and/or other Distributor roads	High. Connects to Primary and/or other Distributor roads	Medium. Minor Network Role. Connects to Distributor and Access roads	Medium. Minor Network Role. Connects to Distributor and Access roads	Low. Provides mainlt for property access	Low. Provides mainly for property access Connect to local distributor	None. Generally dead end
4. Predominant Purpose	Movement of inter-regional and/or cross town/city traffic, eg freeways, highways and main roads	High capacity traffic movements between industrial, commercial and residential areas	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas	Roads linking significant destinations and designed for efficient movement of traffic within regions	Movement of traffic within local areas and connect access roads to higher order Distributors	Movement of traffic within local areas and connect access roads to higher order districts	Provision of vehicle access to abutting properties	Provision of vehicle access to abutting properties	Provision of vehicle access to abutting properties
<b>Secondary Criteria *</b>									
5. Indicative traffic Volume (AADT)	In accordance with Classification asses Guidelines	Above 8,000vpd	Above 6000 vpd	Above 100vpd	BUA - Max 6000vpd NON BUA - < 100	50-100vpd	BUA - Max 3000vpd NON BUA - < 75	<50vpd	<10vpd
6. Recommended Operation Speed	60-110km/h	60-80km/h	60-70km/h	60-110km/h	BUA - 30-60km/h Non BUA - 60-110	<80km/h	BUA - 50km/h Non BUA - 50-110	<80km/h	<60km/h
7. Heavy Vehicles permitted (RAV)	Yes	Yes	Yes	Yes	Yes	Only to service properties	Only to service properties	Only to service properties	N/R

Criteria	Primary Distributor* (PD)	District Distributor A* Urban (DA)	District Distributor B* Urban (DB)	Regional Distributor* Rural (RD)	Local Distributor* Urban (LD)	Local Distributor* Rural (LD)	Access* Urban (A)	Access* Rural (LA)	Minor Access Rural (MA)
8. Intersection treatments	Controlled with appropriate measures	Controlled with appropriate measures eg traffic signals	Controlled with appropriate Local Area Traffic Management	Controlled with measures such as signing and line marking of inter	Controlled with minor Local Area Traffic Management	No	Self controlling with minor measurements	Self controlling with minor measurements	No
9. Frontage Access	None on Controlled access Roads	Prefer not to have residential access. Limited commercial	Residential and commercial access due to its historic status	Prefer not to have property access	Yes, with minor safety measures where necessary	Yes	Yes	Yes	Yes
10. Pedestrians	Preferably none. Crossing should be controlled where possible	With positive measures for control and safety	With appropriate measures for control and safety	With appropriate measures for control and safety	Yes, with minor safety measures where necessary	Yes	Yes	No	No
11. Buses	Yes	Yes	Yes	Yes	Yes	School buses	School buses	School buses	No
12. On-Road Parking	No. 9emergency parking on shoulders only)	Generally no, Clearways where necessary	Not preferred. Clearways where necessary.	No. Emergency parking on shoulders	BUA - yes, where sufficient width, etc Non BUA-No, Emergency parking on shoulders	Yes, where sufficient width and sight distance allow safe passing	Yes, where sufficient width and sight distance allow safe passing	Yes, where sufficient width and sight distance allow safe passing	N/R
13. Signs & Line marking	Centrelines, speed signs, guide and service signs to highway standard	Centrelines, speed signs, guide and service signs	Centrelines, speed signs, guide and service signs	Centrelines, speed signs and guide signs	Speed and guide signs	Rural areas - guide signs	Urban areas- generally not applicable	Rural areas- guide signs	No
14. Rest Areas & Parking Bays	Inaccordance with "Roadside Stopping Places Policy"	Not Applicable	Not Applicable	Parking Bays/Rest Areas. Desired to 60km spacing	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable



## 15. STATUTORY COMPLIANCE

Nil

## 16. FINANCE

Ken Pech left the meeting at 4.02pm

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<b>16.1</b>	<b>ACCOUNTS FOR PAYMENT AND AUTHORISATION – MARCH 2017</b>
<b>Location:</b>	Shire of Gnowangerup
<b>File Ref:</b>	12.14.1
<b>Date of Report:</b>	13 <sup>th</sup> April 2017
<b>Business Unit:</b>	Finance
<b>Officer:</b>	CA Shaddick – Senior Finance Officer
<b>Disclosure of Interest:</b>	Nil

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### ATTACHMENT

- March 2017 Cheque Listing

### COMMENTS

The March 2017 cheque list is attached as follows

<b>FUND</b>	<b>AMOUNT</b>
Municipal Fund	\$ 991,851.43
Trust Fund	\$ 995.00
Credit Card	\$ 2,026.11
 <b>TOTAL</b>	 <b>\$ 994,872.54</b>

### COUNCIL RESOLUTION

Moved: Cr L Martin

Seconded: Cr F Hmeljak

**0417.40** That the Schedule of Accounts: Municipal Fund Cheques 26962 – 26980, EFT 11928 – EFT 12027, Click Super DD totalling \$991,851.43 and Trust Fund Cheques 817 – 823 totalling \$995.00 and Corporate Credit Card totalling \$2,026.11 be approved.

**UNANIMOUSLY CARRIED: 9/0**



Chq/EFT	Date	Name	Description	Amount
817	3/03/2017	BUILDING COMMISSION	BUILDING APPLICATIONS FOR JAN/FEB	\$ 85.00
818	3/03/2017	BCITF	BUILDING APPLICATIONS FOR JAN/FEB	\$ 191.75
819	3/03/2017	SHIRE OF GNOWANGERUP	COMMISSIONS FOR JAN/FEB	\$ 13.25
820	10/03/2017	MALCOLM PEUCKER	REFUND EARLY MORNING SWIMMING KEY BOND	\$ 50.00
821	10/03/2017	MELANIE PEUCKER	REFUND EARLY MORNING SWIMMING KEY BOND	\$ 50.00
822	10/03/2017	GNOWANGERUP CRC	REFUND HALL HIRE BOND	\$ 500.00
823	15/03/2017	WA CONTRACT RANGER SERVICES	PAYMENT FOR MICRO CHIPPING IN THE NAME OF R. CRISPE & R. GEORGE	\$ 105.00
<b>TOTAL TRUST ACCOUNT</b>				<b>\$ 995.00</b>
EFT11928	2/03/2017	AIR LIQUIDE	CYLINDER FEE - SIZE G, E, D	\$ 128.89
EFT11929	2/03/2017	ALBANY LOCK SERVICE SUPERIOR SECURITY	KEY & BARREL FOR STORE ROOM - SWIM TEACHER ACCESS OUT OF HRS	\$ 188.75
EFT11930	2/03/2017	ALBANY RECORDS MANAGEMENT	DESTRUCTION OF ARCHIVE BOXES	\$ 28.60
EFT11931	2/03/2017	ASIA PACIFIC CONSTRUCTION MATERIALS PTY LTD	32 HALF TONNE LINED BULKA BAGS & DELIVERY	\$ 5,705.92 W
EFT11932	2/03/2017	CANCELLED	CANCELLED	\$ 0.00
EFT11933	2/03/2017	BECKS TRANSPORT	FREIGHT	\$ 303.42
EFT11934	2/03/2017	BGL SOLUTIONS	GNOWANGERUP SWIMMING POOL GROUNDS MAINTENANCE	\$ 1,295.72
			GARDEN MAINTENANCE FEBRUARY AS PER CONTRACT	\$ 8,166.73
EFT11935	2/03/2017	BILL GIBBS EXCAVATIONS	ROTARY HOEING OF EXISTING BITUMEN SEAL, RESHAPING & COMPACTING FAILURES ON BOXWOOD-ONGERUP ROAD	\$ 19,923.75
EFT11936	2/03/2017	COALCLIFF PLANT HIRE	WATER CART HIRE 22 DAYS FOR SALT RIVER ROAD	\$ 8,712.00

EFT11937	2/03/2017 COURIER AUSTRALIA	FREIGHT	\$ 79.95
EFT11938	2/03/2017 DEPARTMENT OF FIRE AND EMERGENCY SERVICES	2016/17 ESL QUARTER 3 CONTRIBUTION	\$ 19,766.40
EFT11939	2/03/2017 FIRE & SAFETY WA	5 X FRONTLINE GOGGLES, 2 X FIRESTRIKE GOGGLES AND 5 X GLOVES	\$ 1,485.00 F
EFT11940	2/03/2017 GNOWANGERUP VOLUNTEER SES UNIT INC	MONTHLY LEASE FOR PRINTER	\$ 172.15 F
EFT11941	2/03/2017 HEWER CONSULTING SERVICES	JANUARY INVOICE - ONSITE SUPERVISION AND ADMINISTRATION FOR RESTORATION WORKS	\$ 8,668.08 W
EFT11942	2/03/2017 HITACHI	TIE ROD LEFT AND RIGHT FOR JOHN DEERE GRADER	\$ 563.79
EFT11943	2/03/2017 J.E. & K.N. DAVIS	FOR EXCAVATION OF TWO HOLES AT ONGERUP TIP	\$ 2,789.60
EFT11944	2/03/2017 KOA JAENSCH	MILESTONE PAYMENT FOR WORK ON THE HERITAGE TRAIL PROJECT	\$ 2,400.00
EFT11945	2/03/2017 LEASECHOICE PTY LTD	ADMIN OFFICE PRINTER EXCESS COLOUR COPIES DECEMBER	\$ 385.32
EFT11946	2/03/2017 OLUMAYOKUN OLUYEDE	CASH SUBSIDY AS PER CONTRACT FOR FEBRUARY 2017	\$ 11,000.00
EFT11947	2/03/2017 ONLINE SAFETY SYSTEMS PTY LTD	PLANT ASSESSOR MONTHLY ACCESS FEE - FEBRUARY	\$ 528.00
EFT11948	2/03/2017 S L R ENTERPRISES	SWAP BAR BUSHES FOR IVECO TRUCKS	\$ 200.20
EFT11949	2/03/2017 SERVICEWEST	KASEYA SERVER RENEWAL 17/02/2018	\$ 7,040.00
EFT11950	2/03/2017 SHARON MAE MINITER	ACCOMODATION FOR DEBT RECOVERY TRAINING	\$ 120.00
EFT11951	2/03/2017 SHORT STAY VILLA	ACCOMMODATION FOR 2 NIGHTS FOR THE TRAINER DELIVERING THE ROYAL LIFESAVING LIFEGUARD COURSE AT GNOWANGERUP COMMUNITY SWIMMING POOL ON SAT 24TH AND SUN 25TH FEB 2017	\$ 120.00
EFT11952	2/03/2017 STAR SALES & SERVICE	WHPPER SNIPER HEADS	\$ 44.90

EFT11953	2/03/2017 STEWART AND HEATON CLOTHING PTY LTD	UNIFORMS FOR BFB	\$ 718.50	F
EFT11954	2/03/2017 THINK WATER ALBANY	PUMP AND MATERIALS FOR DECOMMISSION OF GNOWANGERUP DEPOT OLD FUEL BOWSERS	\$ 667.89	
EFT11955	2/03/2017 WA CONTRACT RANGER SERVICES	RANGER SERVICES 17/02, 23/02	\$ 1,262.25	
EFT11956	2/03/2017 WAY INDUSTRIES	TINT GLASS ON 2 DOORS AT SES BUILDING	\$ 60.00	F
EFT11957	2/03/2017 WOOD & GRIEVE ENGINEERS	CREATION OF SCOPE OF WORKS DOCUMENTATION FOR LOT 556	\$ 1,650.00	
EFT11958	8/03/2017 ADRIENNE JOYCE	RENTAL 26 JAEKEL ST 09/03/2017-22/03/2017	\$ 480.00	
EFT11959	8/03/2017 ALBANY LOCK SERVICE SUPERIOR SECURITY	MASTER KEY CUT FOR DCEO	\$ 34.20	
EFT11960	8/03/2017 AMD CHARTERED ACCOUNTANTS	AUDIT OF FINANCIALS FOR THE GNOWANGERUP COMMUNITY SWIMMING POOL REVELOPMENT PROJECT FOR THE GSDC ACQUITTAL.	\$ 858.00	
EFT11961	8/03/2017 ARMADILLO GROUP	KEROSENE	\$ 1,062.77	
		ECO BLUE & MORRIS SUPER FARM UNIVERSAL OIL	\$ 1,298.00	
EFT11962	8/03/2017 ASHLEIGH ANNE NUTTALL	RENTAL 22 GROCOCK ST 13/03/2017-26/03/2017	\$ 500.00	
EFT11963	8/03/2017 AUTOMATIC SOLUTIONS	CONTROL CIRCUIT BOARD FOR GNP REFUSE SITE AUTOMATIC GATES	\$ 357.00	
EFT11964	8/03/2017 BECKS TRANSPORT	FREIGHT	\$ 426.79	
EFT11965	8/03/2017 BEST OFFICE SYSTEMS	TRAVEL TO GNP AND REPAIR PHOTOCOPIER	\$ 151.72	
EFT11966	8/03/2017 BGL SOLUTIONS	MATERIALS FOR REPAIRS TO GNP COMPLEX RETICULATION	\$ 279.95	
EFT11967	8/03/2017 CAST-TECH GROUP	CULVERT AND HEADWALLS	\$ 10,165.10	W
EFT11968	8/03/2017 COURIER AUSTRALIA	FREIGHT	\$ 58.09	
EFT11969	8/03/2017 GAIA CIVIL	REINSTATEMENT WORKS - FLOOD DAMAGE	\$ 188,127.50	W

EFT11970	8/03/2017 GCM AGENCIES PTY.LTD	RADIATOR HOSE FOR MULTI ROLLER	\$	426.80	
EFT11971	8/03/2017 GNOWANGERUP FUEL SUPPLIES	FUEL FOR SES VEHICLES	\$	553.05	F
		FUEL FOR SHIRE VEHICLES	\$	912.51	
EFT11972	8/03/2017 GNOWANGERUP PHARMACY	PANADOL FOR FIRST AID KIT	\$	5.95	
EFT11973	8/03/2017 GNOWANGERUP TYRE SERVICE	REPAIRS TO TYRE GN.004	\$	38.00	
EFT11974	8/03/2017 LANDGATE	LANDGATE LAND ENQUIRY X18	\$	50.50	
EFT11975	8/03/2017 LEARNING DISCOVERY PTY LTD	PICTURE STORY BOOKS FOR LIBRARY	\$	238.00	
EFT11976	8/03/2017 MARKETFORCE	PUBLIC NOTICE IN GREAT SOUTHERN HEARLD 16/02/2017	\$	178.67	
EFT11977	8/03/2017 MERCURY FIRESAFETY PTY LTD	CHEMGARD FOAM	\$	5,068.80	F
EFT11978	8/03/2017 MESSAGEMEDIA	7190 MESSAGES SENT FOR FEBRUARY	\$	1,107.26	
EFT11979	8/03/2017 OFFICEWORKS	COPIER PAPER AND FELLOWES SHREDDER FOR SES	\$	363.50	F
		EPSON PRINTER FOR LIBRARY	\$	326.90	
EFT11980	8/03/2017 PALMER EARTHMOVING AUSTRALIA	SHOULDERING WORKS ON ONGERUP-PINGRUP ROAD	\$	154,815.28	P
EFT11981	8/03/2017 RATTEN & SLATER MACHINERY	SERVICE PARTS FOR JOHN DEERE GRADER	\$	1,142.55	
EFT11982	8/03/2017 WESTERN STABILISERS PTY LTD	STABILISATION OF ONGERUP-PINGRUP ROAD	\$	17,417.07	P
EFT11983	15/03/2017 ADMIN SOCIAL CLUB	PAYROLL DEDUCTIONS	\$	80.00	
EFT11984	15/03/2017 ARMADILLO GROUP	PARTS FOR JOHN DEERE BACKHOE	\$	230.55	
EFT11985	15/03/2017 AUSTRALIA POST	POSTAGE FOR FEBRUARY 2017	\$	366.07	
EFT11986	15/03/2017 BGL SOLUTIONS	REPAIRS TO RETIC AND MAIN ADMIN OFFICE GARDENS	\$	188.90	

EFT11987	15/03/2017 BLACK AND GOLD SOCIAL CLUB	PAYROLL DEDUCTIONS	\$	135.00	
EFT11988	15/03/2017 BUNNINGS ALBANY	GRABRAIL FOR DISABLED TOILET (4825080 ISLE 24)	\$	183.17	
EFT11989	15/03/2017 CBCA WA BRANCH (INC)	INSTITUTIONAL FOR CHILDRENS BOOK COUNCIL	\$	60.00	
EFT11990	15/03/2017 COURIER AUSTRALIA	FREIGHT	\$	27.52	
EFT11991	15/03/2017 DEPARTMENT OF ENVIRONMENT REGULATION	TRACKING FORM FEBRUARY GREASE TRAPS	\$	42.50	
EFT11992	15/03/2017 EMONA INSTRUMENTS P/L	RECALIBRATION OF TEST & TRAG MACHINE	\$	277.20	
EFT11993	15/03/2017 FULTON HOGAN INDUSTRIES WA	SEALING REPAIRS TO ONGERUP PINGRUP RD FLOODWAY	\$	3,452.46	W
		ONGERUP PINGRUP RD PRIME SEAL EDGES & SEAL ENTIRE WIDTH	\$	238,973.10	W
		TIELINE ROAD RESEAL	\$	108,338.09	W
		BITUMEN RESEAL SANDALWOOD RD	\$	33,331.07	W
EFT11994	15/03/2017 GCM AGENCIES PTY.LTD	THROTTLE CONTROL VALVE & STEP MOTOR DRIVER FOR GN.0030	\$	1,397.00	
EFT11995	15/03/2017 GNOWANGERUP CRC	ADVERTISING FOR FEBRUARY	\$	335.60	
		CLEANING, ELECTRICITY, INTERNET AND AMENITIES	\$	690.87	
EFT11996	15/03/2017 GNOWANGERUP HERITAGE GROUP INC.	PURCHASE OF IRON FOR THE OLD POLICE STN IN GNOWANGERUP	\$	4,034.75	
EFT11997	15/03/2017 GNOWANGERUP NEWSAGENCY	SUBSCRIPTIONS FOR FEBRUARY 2017	\$	56.40	
EFT11998	15/03/2017 HEWER CONSULTING SERVICES	FEBRUARY INVOICE - ONSITE SUPERVISION AND ADMINISTRATION FOR RESTORATION WORKS	\$	11,574.61	W
EFT11999	15/03/2017 JH COMPUTER SERVICES PTY LTD	MICROSOFT ACCESS 2016 GOVERNMENT OPEN 1 LICENSE	\$	228.00	
EFT12000	15/03/2017 ONGERUP TYRES & AUTOMOTIVE	TYRE REPAIR FOR TRAILER GN7905	\$	35.00	
EFT12001	15/03/2017 PRIMARIES GNOWANGERUP	GAFFA TAPE FOR SES	\$	138.80	F
		WHEEL BARROW AND VARIOUS HARDWARE ITEMS FOR DEPOT	\$	400.46	
EFT12002	15/03/2017 SADLERS BUTCHERS	CATERING FOR SES TRAINING	\$	70.15	F

		CATERING FOR COUNCIL MEETINGS	\$ 219.00
EFT12003	15/03/2017 SHIRE OF CUBALLING	BUILDING SURVEYOR SERVICES FOR FEBRUARY	\$ 2,964.55
EFT12004	15/03/2017 SHIRE OF KATANNING	CATAMULT & COLD MIX FOR SANDALWOOD RD	\$ 801.00
EFT12005	15/03/2017 SOUTHERN TOOL AND FASTENER CO	CONCRETE ASHPHELT BLADE FOR SAW	\$ 606.75
EFT12006	15/03/2017 STAPLES AUSTRALIA PTY LIMITED	STATIONERY AND CLEANING SUPPLIES	\$ 1,244.12
EFT12007	15/03/2017 TALIS CONSULTANTS PTY LTD	ASSET MANAGEMENT PLAN CONSULTANCY SERVICES	\$ 4,400.00
EFT12008	15/03/2017 WA CONTRACT RANGER SERVICES	RANGER SERVICES 28/02, 03/03	\$ 701.25
EFT12009	15/03/2017 WARREN BLACKWOOD WASTE	BINS PICK UP 02/02, 09/02, 16/02, 23/02	\$ 6,057.88
EFT12010	23/03/2017 ADMIN SOCIAL CLUB	PAYROLL DEDUCTIONS	\$ 80.00
EFT12011	23/03/2017 ADRIENNE JOYCE	RENT 26 JAEKEL ST 06/04/2017-19/04/2017	\$ 240.00
EFT12012	23/03/2017 ARMADILLO GROUP	REPAIRS TO HYDRAULIC HOSE JOHN DEERE BACKHOE	\$ 419.68
EFT12013	23/03/2017 ASHLEIGH ANNE NUTTALL	RENTAL 27/03/2017-09/04/2017	\$ 500.00
EFT12014	23/03/2017 BGL SOLUTIONS	GROUNDS MAINTENANCE AS PER CONTRACT FOR MARCH	\$ 8,166.73
EFT12015	23/03/2017 BLACK AND GOLD SOCIAL CLUB	PAYROLL DEDUCTIONS	\$ 135.00
EFT12016	23/03/2017 BOC GASES	GAS FOR FORKLIFT	\$ 33.51
EFT12017	23/03/2017 COURIER AUSTRALIA	FREIGHT	\$ 60.57
EFT12018	23/03/2017 CS LEGAL	SKIP TRACE FOR A1098	\$ 155.00
EFT12019	23/03/2017 GNOWANGERUP FUEL SUPPLIES	17462 DIESEL @ 1.1752 GNOWANGERUP DEPOT	\$ 20,521.34

EFT12020	23/03/2017	HOLY COW CREATIONS	DESIGN OF COVER PAGE FOR THE DISABILITY ACCESS AND INCLUSION PLAN 2017 - 2021	\$	50.00	
EFT12021	23/03/2017	J.E. & K.N. DAVIS	REHAB ONGERUP REFUSE SITE	\$	7,550.90	
EFT12022	23/03/2017	KATANNING AREA TELEPHONES	LOCATE OPTIC FIBRE LINE AT ONGERUP CBH RAV ENTRANCE	\$	282.70	
EFT12023	23/03/2017	LANDGATE	SLIP PROGRAM FOR MAPPING SYSTEM	\$	849.20	
EFT12024	23/03/2017	OLIVIA LETTER	REIMBURSEMENT OF UNIFORM PURCHASE	\$	200.00	
EFT12025	23/03/2017	S L R ENTERPRISES	SWAY BAR BUSH FOR IVECO STRALIS GN.0044	\$	132.57	
EFT12026	23/03/2017	SOUTHERN TOOL AND FASTENER CO	PUMP ASSEMBLY FOR WORKSHOP	\$	315.00	
EFT12027	23/03/2017	WA LIBRARY SUPPLIES	CIRCLE LEARNING MAT EASY COVER BEAN BAG X4 GIANT LAY CUSHION FOR KIDS CORNER GNOWANGERUP LIBRARY	\$	939.00	
26962	2/03/2017	PFD FOOD SERVICES PTY LTD	REFRESHMENTS FOR ROAD CRASH RESCUE TRAINING 25/26 FEB SES	\$	216.50	F
26963	2/03/2017	SHIRE OF GNOWANGERUP	GENERAL RUBBISH AND RECYCLING RUBBISH COLLECTION 2016/17 FOR GNP, ONG & BORDEN BFB AND GNP SES	\$	731.00	F
26964	2/03/2017	WATER CORPORATION	WATER USAGE	\$	883.34	
26965	3/03/2017	AUSTRALIA POST	POST OFFICE BOX RENTAL BFB	\$	31.00	F
26966	8/03/2017	AUSTRALIAN TAXATION OFFICE	FEBRUARY BAS	\$	2,022.00	
26967	8/03/2017	GNOWANGERUP IGA	CONSUMABLES	\$	497.92	
26968	8/03/2017	TELSTRA	TRANSFER OWNERSHIP OF 98271160 FROM GNP COMPLEX TO SHIRE POOL ACCOUNT	\$	38.95	
26969	15/03/2017	B K W CO-OPERATIVE LTD	COUNCIL REFRESHMENTS AND RECEPTION	\$	246.77	
26970	15/03/2017	MEU	PAYROLL DEDUCTIONS	\$	164.00	

26971	15/03/2017	SHIRE OF GNOWANGERUP	PAYROLL DEDUCTIONS	\$	125.00
26972	15/03/2017	SYNERGY	SUPPLY PERIOD 07/02/2017-07/03/2017	\$	6,491.05
26973	15/03/2017	TELSTRA	USAGE, SERVICE AND EQUIPMENT AND DIRECTORY CHARGES	\$	1,281.55
26974	15/03/2017	WATER CORPORATION	USAGE AND SERVICE CHARGES	\$	4,599.92
26975	23/03/2017	CANCELLED	CANCELLED	\$	0.00
26976	23/03/2017	MEU	PAYROLL DEDUCTIONS	\$	184.50
26977	23/03/2017	SHIRE OF GNOWANGERUP	PAYROLL DEDUCTIONS	\$	125.00
26978	23/03/2017	SYNERGY	SUPPLY PERIOD 19/01/2017-10/03/2017	\$	220.40
26979	23/03/2017	TELSTRA	MOBILE PHONE PACKAGES AND DATE PACKS	\$	788.68
26980	23/03/2017	WATER CORPORATION	USAGE AND SERVICE CHARGES	\$	1,288.74
DD3787.1	8/03/2017	WALGS PLAN	Superannuation contributions	\$	7,279.83
DD3787.2	8/03/2017	SMSF	Superannuation contributions	\$	563.62
DD3787.3	8/03/2017	COLONIAL FIRSTWRAP PLUS PERSONAL SUPER	Superannuation contributions	\$	627.19
DD3787.4	8/03/2017	PRIME SUPER	Superannuation contributions	\$	211.58
DD3787.5	8/03/2017	AUSTRALIAN SUPER	Superannuation contributions	\$	432.28
DD3787.6	8/03/2017	BENDIGO SMARTOPTIONS SUPER	Superannuation contributions	\$	60.14
DD3787.7	8/03/2017	BT SUPER FOR LIFE	Superannuation contributions	\$	312.13
DD3795.1	22/03/2017	WALGS PLAN	Superannuation contributions	\$	7,327.56



DD3795.2	22/03/2017 SMSF	Superannuation contributions	\$	563.62
DD3795.3	22/03/2017 COLONIAL FIRSTWRAP PLUS PERSONAL SUPER	Superannuation contributions	\$	627.19
DD3795.4	22/03/2017 PRIME SUPER	Superannuation contributions	\$	211.58
DD3795.5	22/03/2017 AUSTRALIAN SUPER	Superannuation contributions	\$	432.28
DD3795.6	22/03/2017 BENDIGO SMARTOPTIONS SUPER	Superannuation contributions	\$	61.19
DD3795.7	22/03/2017 BT SUPER FOR LIFE	Superannuation contributions	\$	312.13
<b>TOTAL MUNICIPAL ACCOUNT</b>			<b>\$</b>	<b>991,851.43</b>
	13/02/2017 TELSTRA	DCEO HOME INTERNET	\$	65.00
	20/02/2017 CU @ GINGIN	ITVISION USER GROUP TRAINING MEALS	\$	66.50
	9/03/2017 TELSTRA	DCEO HOME INTERNET	\$	65.00
	13/02/2017 SHIRE OF GNOWANGERUP	LICENSE RENEWAL UNDER EBA	\$	41.80
	15/02/2017 ISUBSCRIBE	LIBRARY SUBSCRIPTIONS	\$	179.49
	20/02/2017 DYMOCKS ONLINBE	STOCK FOR LIBRARY	\$	111.94
	20/02/2017 EZY DVD	STOCK FOR LIBRARY	\$	27.47
	21/02/2017 OPTEON ALBANY	VALUATION 1-5 WHITEHEAD ROAD	\$	850.00
	24/02/2017 COFFEE ROSTERS	HEATING JUG AND THERMOMETER	\$	66.90
	27/02/2017 PRO PHONE REPAIRS	SAFETY COVER FOR IPHONE CEO	\$	40.00
	27/02/2017 KMART ALBANY	PLATTERS FOR CATERING	\$	39.00
	27/02/2017 BUNNINGS	STREET NUMBERING	\$	10.68

27/02/2017 ALBANY TECH	IPHONE SAFETY COVERS	\$ 126.50
2/03/2017 WESTNET	SHIRE INTERNET	\$ 317.83
10/03/2017 NAB	CARD FEE	\$ 18.00
	<b>TOTAL CREDIT CARD</b>	<b>\$ 2,026.11</b>

**CERTIFICATE OF SENIOR FINANCE OFFICER**

**I HEREBY CERTIFY THE FOLLOWING SCHEDULE OF ACCOUNTS:**

TOTAL FOR MUNICIPAL FUND: EFT11928 - 12027 Cheque 26962 - 26980 DD Clicksuper = \$991,851.43

TOTAL FOR TRUST FUND: Cheque 817 - 823 \$995.00

TOTAL FOR CREDIT CARD: \$2,026.11

**CHIEF EXECUTIVE OFFICER**

F Fully Grant Funded  
P Partial Grant Funded  
R Other Funding (Reimbursements)  
W Main Roads Flood Damage

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## 16.2 MARCH 2017 MONTHLY FINANCIAL REPORT

**File Ref:** 12.14.1  
**Date of Report:** 18 April 2017  
**Business Unit:** Finance  
**Officer:** D. Long - Finance Consultant  
C. Shaddick – Senior Finance Officer  
**Disclosure of Interest:** Nil

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### Attachments

- Monthly Financial Statements for period 31 March 2017 including;
  - Statement of Financial Activity to 31 March 2017.
  - Report on Material Differences.
  - Comprehensive Income by Program and Nature & Type
  - Statement of Financial Position.
  - Statement of Cash Flows.
  - Current Assets and Liabilities.

### Summary

Adoption of the March 2017 Monthly Financial Report

### Comments

Presented to Council is the Financial Statement to 31 March 2017 subject to change as a result of end of year procedures and audit process.

### Consultation

Nil

### Statutory Environment

Local Government Financial Regulations (1996) 22, 32 and 43 apply.

### Policy Implications

Nil

### Financial Implications

Nil

### Strategic Implications

Nil

### Voting Requirements

Simple Majority

**COUNCIL RESOLUTION**

**Moved: Cr L Martin**

**Seconded: Cr F Gaze**

**0417.41      That the March 2017 Monthly Financial Report be received and noted.**

**UNANIMOUSLY CARRIED: 9/0**

**SHIRE OF GNOWANGERUP**

**MONTHLY FINANCIAL REPORT**

**31 MARCH 2017**

**SHIRE OF GNOWANGERUP**  
**STATEMENT OF COMPREHENSIVE INCOME**  
**FOR THE PERIOD ENDING 31 MARCH 2017**

	NOTES	2016-17 ANNUAL BUDGET	2016-17 JULY - MAR BUDGET	2016-17 YTD ACTUAL
<b>EXPENDITURE (Excluding Finance Costs)</b>		\$	\$	\$
General Purpose Funding		(95,228)	(67,615)	(30,978)
Governance		(975,521)	(739,693)	(491,065)
Law, Order, Public Safety		(271,423)	(184,259)	(226,403)
Health		(234,667)	(164,048)	(156,885)
Education and Welfare		(24,639)	(21,991)	(16,643)
Housing		(62,785)	(70,245)	(33,286)
Community Amenities		(556,000)	(418,911)	(278,868)
Recreation and Culture		(1,506,816)	(1,213,589)	(885,839)
Transport		(3,441,381)	(2,673,244)	(3,146,736)
Economic Services		(108,281)	(81,497)	(44,980)
Other Property and Services		(168,671)	(200,899)	(406,910)
		(7,445,412)	(5,835,991)	(5,718,594)
<b>REVENUE</b>				
General Purpose Funding		4,923,955	4,577,034	4,608,359
Governance		450	450	5,964
Law, Order, Public Safety		51,108	34,425	56,216
Health		300	0	45
Education and Welfare		13,000	9,390	2,609
Housing		72,280	58,547	57,024
Community Amenities		278,633	273,602	273,058
Recreation and Culture		62,920	50,618	46,430
Transport		142,835	142,811	766,498
Economic Services		19,832	15,558	7,783
Other Property & Services		104,100	80,385	158,582
		5,669,413	5,242,819	5,982,569
<i>Increase(Decrease)</i>		(1,775,999)	(593,172)	263,975
<b>FINANCE COSTS</b>				
General Purpose Funding		0		0
Housing		(25,256)	0	(20,139)
Community Amenities		(1,882)	0	(1,022)
Recreation & Culture		(33,875)	0	(17,535)
Economic Services		0	0	0
Other Property & Services		0	0	0
Total Finance Costs		(61,013)	0	(38,696)
<b>NON-OPERATING REVENUE</b>				
General Purpose Funding		0	0	0
Law, Order & Public Safety		0		0
Recreation & Culture		326,495	0	132,000
Transport		936,605	0	119,499
Economic Services		0	0	0
Total Non-Operating Revenue		1,263,100	0	251,499
<b>PROFIT/(LOSS) ON SALE OF ASSETS</b>				
Law, Order & Public Safety		0	0	0
Health		0	0	0
Community Amenities		0	0	0
Transport Profit		0	0	(25,897)
Transport Loss		0	0	0
Other Property & Services Profit		0	0	0
Other Property & Services Loss		0	0	(27,935)
Total Profit/(Loss)		0	0	(53,832)
<b>NET RESULT</b>		(573,912)	(593,172)	422,945
<b>Other Comprehensive Income</b>				
Changes on revaluation of non-current assets		0	0	0
Total Abnormal Items		0	0	0
<b>TOTAL COMPREHENSIVE INCOME</b>		<b>(573,912)</b>	<b>(593,172)</b>	<b>422,945</b>

**SHIRE OF GNOWANGERUP**  
**STATEMENT OF COMPREHENSIVE INCOME**  
**BY NATURE/TYPE**  
**FOR THE PERIOD ENDING 31 MARCH 2017**

	<b>2016-17 BUDGET</b>	<b>2016-17 ACTUAL</b>
<b>Expenses</b>		
Employee Costs	(2,157,869)	(1,472,041)
Materials and Contracts	(1,900,603)	(2,013,957)
Utility Charges	(165,006)	(97,939)
Depreciation on Non-Current Assets	(2,656,214)	(1,858,550)
Interest Expenses	(61,013)	(38,696)
Insurance Expenses	(201,010)	(158,461)
Other Expenditure	(364,711)	(117,647)
	<b>(7,506,425)</b>	<b>(5,757,291)</b>
<b>Revenue</b>		
Rates	3,469,308	3,726,592
Operating Grants, Subsidies and Contributions	904,811	1,154,274
Fees and Charges	277,068	174,140
Service Charges	0	0
Interest Earnings	84,860	80,479
Other Revenue	63,271	847,084
	<b>4,799,318</b>	<b>5,982,569</b>
	<b>(2,707,107)</b>	<b>225,279</b>
Non-Operating Grants, Subsidies & Contributions	1,837,639	251,499
Fair Value Adjustments to financial assets at fair value through profit/loss	0	0
Profit on Asset Disposals	0	0
Loss on Asset Disposals	0	(53,832)
	<b>1,837,639</b>	<b>197,667</b>
<b>Net Result</b>	<b>(869,468)</b>	<b>422,945</b>
<b>Other Comprehensive Income</b>		
Changes on revaluation of non-current assets	0	0
<b>Total Other Comprehensive Income</b>	<b>0</b>	<b>0</b>
<b>TOTAL COMPREHENSIVE INCOME</b>	<b>(869,468)</b>	<b>422,945</b>

**SHIRE OF GNOWANGERUP**  
**STATEMENT OF FINANCIAL POSITION**  
**FOR THE PERIOD ENDING 31 MARCH 2017**

	Note	2015-16 ACTUAL \$	2016-17 ACTUAL \$	Variance \$
<b>Current assets</b>				
Unrestricted Cash & Cash Equivalents		622,843	1,019,936	397,093
Restricted Cash & Cash Equivalents		1,782,080	1,830,000	47,920
Trade and other receivables		579,002	376,270	-202,733
Inventories		16,879	22,516	5,637
Other assets		0	0	0
<b>Total current assets</b>		<b>3,000,804</b>	<b>3,248,721</b>	247,916
<b>Non-current assets</b>				
Trade and other receivables		298,422	249,107	-49,316
LG House Unit Trust		6,186	6,186	0
Property, infrastructure, plant and equipment		28,154,071	28,877,521	723,450
Infrastructure Assets		124,386,355	124,506,540	120,185
<b>Total non-current assets</b>		<b>152,845,034</b>	<b>153,639,353</b>	794,319
<b>Total assets</b>		<b>155,845,839</b>	<b>156,888,074</b>	1,042,235
<b>Current liabilities</b>				
Trade and other payables		169,320	94,275	75,045
Interest-bearing loans and borrowings		0	42,586	-42,586
Provisions		239,249	253,218	-13,969
<b>Total current liabilities</b>		<b>408,569</b>	<b>390,079</b>	18490
<b>Non-current liabilities</b>				
Interest-bearing loans and borrowings		1,311,421	1,125,813	185,608
Provisions		45,109	45,109	0
<b>Total non-current liabilities</b>		<b>1,356,530</b>	<b>1,170,922</b>	185,608
<b>Total liabilities</b>		<b>1,765,100</b>	<b>1,561,002</b>	204,098
<b>Net assets</b>		<b>154,080,739</b>	<b>155,327,073</b>	1,246,334
<b>Equity</b>				
Retained surplus		42,519,134	42,459,824	-59,310
Net Result		-344,443	422,945	767,388
Reserve - asset revaluation		110,124,444	110,627,519	503,075
Reserve - Cash backed		1,781,604	1,816,784	35,180
<b>Total equity</b>		<b>154,080,739</b>	<b>155,327,073</b>	1,246,334

This statement is to be read in conjunction with the accompanying notes



**SHIRE OF GNOWANGERUP  
STATEMENT OF CASH FLOWS  
FOR THE PERIOD ENDING 31 MARCH 2017**

	Note	2015-16 ACTUAL \$	2016-17 BUDGET \$	2016-17 ACTUAL \$
<b>Cash Flows from operating activities</b>				
<b>Payments</b>				
Employee Costs		(1,956,582)	(2,109,103)	(1,485,951)
Materials & Contracts		(1,726,612)	(2,067,115)	(2,082,285)
Utilities (gas, electricity, water, etc)		(142,692)	(165,006)	(97,939)
Insurance		(178,991)	(201,010)	(158,461)
Interest Expense		(77,336)	(61,013)	(38,696)
Goods and Services Tax Paid		52,830	(81,693)	(102,884)
Other Expenses		(224,780)	(364,711)	(122,355)
		<b>(4,254,163)</b>	<b>(5,049,651)</b>	<b>(4,088,571)</b>
<b>Receipts</b>				
Rates		3,423,145	3,702,378	3,601,042
Operating Grants & Subsidies		924,977	1,535,584	1,154,274
Contributions, Reimbursements & Donations		0	-	0
Fees and Charges		326,808	573,968	603,307
Interest Earnings		145,683	89,500	80,479
Goods and Services Tax		11	60,523	0
Other		160,289	63,486	847,084
		<b>4,980,913</b>	<b>\$6,025,439</b>	<b>6,286,186</b>
<b>Net Cash flows from Operating Activities</b>	<b>9</b>	<b>726,750</b>	<b>975,788</b>	<b>2,197,615</b>
<b>Cash flows from investing activities</b>				
<b>Payments</b>				
Purchase of Land		0	0	0
Purchase of Buildings		(2,280,007)	(697,025)	(380,470)
Purchase Plant and Equipment		(648,829)	(463,000)	(239,523)
Purchase Furniture and Equipment		(10,809)	(42,909)	(18,779)
Purchase Road Infrastructure Assets		(1,289,300)	(1,654,981)	(1,220,265)
Purchase of Footpath Assets		(18,922)	(5,000)	0
Purchase Aerodrome Assets		(40,742)	0	0
Purchase Drainage Assets		(3,740)	(5,000)	0
Purchase Sewerage Assets		(1,239)	(150,000)	(143,702)
Purchase Parks & Ovals Assets		0	(9,000)	0
Purchase Other Infrastructure Assets		(16,751)	0	0
Purchase Solid Waste Assets		(235)	(45,000)	(14,102)
<b>Receipts</b>				
Proceeds from Sale of Assets		172,773	187,000	102,500
Non-Operating grants used for Development of Assets		1,499,514	1,263,100	251,499
		<b>(2,638,289)</b>	<b>(1,621,815)</b>	<b>(1,662,841)</b>
<b>Cash flows from financing activities</b>				
Repayment of Debentures		(202,834)	(185,607)	(143,022)
Advances to Community Groups		0	0	0
Revenue from Self Supporting Loans		54,067	29,306	53,308
Proceeds from New Debentures		0	0	0
<b>Net cash flows from financing activities</b>		<b>(148,767)</b>	<b>(156,301)</b>	<b>(89,714)</b>
<b>Net increase/(decrease) in cash held</b>		<b>(2,060,306)</b>	<b>(802,328)</b>	<b>445,059</b>
<b>Cash at the Beginning of Reporting Period</b>		<b>4,465,229</b>	<b>2,404,923</b>	<b>2,404,876</b>
<b>Cash at the End of Reporting Period</b>	<b>9</b>	<b>2,404,923</b>	<b>1,602,595</b>	<b>2,849,935</b>

**SHIRE OF GNOWANGERUP  
STATEMENT OF CASH FLOWS  
FOR THE PERIOD ENDING 31 MARCH 2017**

**Notes**

	2015-16 ACTUAL \$	2016-17 BUDGET \$	2016-17 ACTUAL \$
<b>RECONCILIATION OF CASH</b>			
Cash at Bank	2,404,343	1,602,015	2,849,235
Cash on Hand	580	580	700
<b>TOTAL CASH</b>	<b>2,404,923</b>	<b>1,602,595</b>	<b>2,849,935</b>
<b>RECONCILIATION OF NET CASH USED IN OPERATING ACTIVITIES TO OPERATING RESULT</b>			
Net Result (As per Comprehensive Income Statement)	10,702	(573,912)	422,945
Add back Depreciation	2,571,267	2,656,214	1,858,550
(Gain)/Loss on Disposal of Assets	68,519	-	53,832
Self Supporting Loan Principal Reimbursements	0	-	-
Contributions for the Development of Assets	(1,499,514)	(1,263,100)	(251,499)
Changes in Assets and Liabilities			
(Increase)/Decrease in Inventory	11,307	-	(2,004)
(Increase)/Decrease in Receivables	(401,469)	321,025	251,438
Increase/(Decrease) in Accounts Payable	(67,421)	(213,205)	(128,113)
Increase/(Decrease) in Prepayments	-	-	-
Increase/(Decrease) in Employee Provisions	33,359	48,766	(7,534)
Increase/(Decrease) in Accrued Expenses	-	-	-
Rounding	-	0	0
<b>NET CASH FROM/(USED) IN OPERATING ACTIVITIES</b>	<b>726,750</b>	<b>975,788</b>	<b>2,197,615</b>

**SHIRE OF GNOWANGERUP  
FINANCIAL ACTIVITY STATEMENT  
FOR THE PERIOD ENDING 31 MARCH 2017**

	2015-16 ACTUAL	2016-17 ANNUAL BUDGET	2016-17 JULY- MAR BUDGET	2016-17 JULY- MAR ACTUAL	MATERIAL VARIANCES %
<b>OPERATING REVENUE</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	
General Purpose Funding	4,122,326	4,923,955	4,577,034	4,608,359	Variance not > 10%
Governance	7,961	450	450	5,964	92.45%
Law, Order Public Safety	111,894	51,108	34,425	56,216	38.76%
Health	329	300	0	45	(100.00%)
Education and Welfare	12,979	13,000	9,390	2,609	259.88%
Housing	83,254	72,280	58,547	57,024	Variance not > 10%
Community Amenities	279,527	278,633	273,602	273,058	Variance not > 10%
Recreation and Culture	263,086	62,920	50,618	46,430	Variance not > 10%
Transport	379,529	142,835	142,811	766,498	(81.37%)
Economic Services	20,068	19,832	15,558	7,783	99.89%
Other Property and Services	207,913	104,100	80,385	158,582	49.31%
	<b>5,488,866</b>	<b>5,669,413</b>	<b>5,242,819</b>	<b>5,982,569</b>	
<b>LESS OPERATING EXPENDITURE</b>					
General Purpose Funding	42,713	(95,228)	(67,615)	(30,978)	118.26%
Governance	(815,347)	(975,521)	(739,693)	(491,065)	50.63%
Law, Order, Public Safety	(276,174)	(271,423)	(184,259)	(226,403)	(18.61%)
Health	(219,029)	(234,667)	(164,048)	(156,885)	Variance not > 10%
Education and Welfare	(21,055)	(24,639)	(21,991)	(16,643)	32.13%
Housing	(75,861)	(88,041)	(70,245)	(53,425)	31.48%
Community Amenities	(423,119)	(557,882)	(418,911)	(279,890)	49.67%
Recreation and Culture	(1,228,488)	(1,540,691)	(1,213,589)	(903,374)	34.34%
Transport	(3,002,137)	(3,441,381)	(2,673,244)	(3,172,634)	(15.74%)
Economic Services	(87,626)	(108,281)	(81,497)	(44,980)	81.19%
Other Property & Services	(607,113)	(168,671)	(200,899)	(434,845)	(53.80%)
	<b>(6,713,236)</b>	<b>(7,506,425)</b>	<b>(5,835,990)</b>	<b>(5,811,123)</b>	
<i>Increase(Decrease)</i>	<b>(1,224,370)</b>	<b>(1,837,012)</b>	<b>(593,171)</b>	<b>171,446</b>	
<b>ADD</b>					
Movement in Employee Benefits (Non-current)	15,883	48,766	0	0	
Movement in Deferred Pensioners (Non-current)	(19,648)	0	0	0	
Movement in SS Loan (Non-current)	0	0	0	53,308	
(Profit)/ Loss on the disposal of assets	13,719	0	0	53,832	
Depreciation Written Back	2,364,124	2,656,214	1,991,364	1,858,550	
	<b>2,374,079</b>	<b>2,704,980</b>	<b>1,991,364</b>	<b>1,965,690</b>	
<i>Sub Total</i>	<b>1,149,709</b>	<b>867,968</b>	<b>1,398,192</b>	<b>2,137,136</b>	
<b>LESS CAPITAL PROGRAMME</b>					
Purchase Buildings	(2,280,007)	(697,025)	(397,025)	(380,470)	Variance not > 10%
Infrastructure Assets - Roads	(1,289,300)	(1,654,981)	(1,625,812)	(1,220,265)	33.23%
Infrastructure Assets - Footpaths	(18,922)	(5,000)	(5,000)	0	0.00%
Infrastructure Assets - Aerodromes	(40,742)	0	0	0	
Infrastructure Assets - Drainage	(3,740)	(5,000)	(2,500)	0	
Infrastructure Assets - Sewerage	(1,239)	(150,000)	(150,000)	(143,702)	Variance not > 10%
Infrastructure Assets - Parks & Ovals	0	(9,000)	(9,000)	0	
Infrastructure Assets - Solid Waste	(2,735)	(45,000)	(45,000)	(14,102)	219.10%
Infrastructure Assets - Other	(16,751)	0	0	0	
Purchase Plant and Equipment	(648,829)	(463,000)	(268,000)	(239,523)	11.89%
Purchase Furniture and Equipment	(10,809)	(42,909)	(42,909)	(18,779)	128.50%
Proceeds from Sale of Assets	172,773	187,000	67,000	102,500	(34.63%)
Contributions for the Development of Assets	1,499,514	1,263,100	1,133,100	251,499	0.00%
Repayment of Debt - Loan Principal	(202,834)	(185,607)	(91,680)	(143,022)	(35.90%)
Self Supporting Loan Principal Income	54,067	29,306	14,496	0	
Transfer to Reserves	(196,682)	(157,000)	(20,992)	(26,939)	(22.08%)
	<b>(2,986,237)</b>	<b>(1,935,116)</b>	<b>(1,443,322)</b>	<b>(1,832,803)</b>	
Plus Rounding					
<i>Sub Total</i>	<b>(1,836,529)</b>	<b>(1,067,148)</b>	<b>(45,129)</b>	<b>304,334</b>	
<b>FUNDING FROM</b>					
Transfer from Reserves	356,893	351,148	51,148	0	
Loans Raised	0	0	0	0	0.00%
Estimated Opening Surplus at 1 July	2,260,960	716,000	716,000	754,796	Variance not > 10%
Closing Funds	0	0	0	0	
	<b>2,617,853</b>	<b>1,067,148</b>	<b>767,148</b>	<b>754,796</b>	
<b>NET SURPLUS/(DEFICIT)</b>	<b>781,325</b>	<b>(0)</b>	<b>722,019</b>	<b>1,059,130</b>	

**NOTE 1**

**CURRENT RATIO**

Current Assets	2,875,577	3.28
Current Liabilities	877,088	

Ratios greater than one indicate that Council has sufficient current assets to meet it's short term current liabilities.		
<b>NOTE 2 - VARIANCES EXPLAINED</b>		
	<b>REVENUE</b>	<b>\$ VARIANCE % VARIANCE</b>
<b>General Purpose Funding</b>		
Variance within 10%		Variance not > 10%
	31,325	
<b>Governance</b>		
Reimbursement of Legal Fees from Homes For The Aged Loan Agreement	5,514	92.45%
<b>Law Order &amp; Public Safety -</b>		
SES Communication Tower out of budget reimbursement	21,791	38.76%
<b>Health</b>		
Business Registration received, not budgeted	45	(100.00%)
<b>Education &amp; Welfare</b>		
Mowing Contract received annually budgeted monthly income	(6,781)	259.88%
<b>Housing</b>		
Variance within 10%		Variance not > 10%
	(1,522)	
<b>Community Amenities</b>		
Variance within 10%		Variance not > 10%
	(544)	
<b>Recreation &amp; Culture</b>		
Variance within 10%		Variance not > 10%
	(4,188)	
<b>Transport</b>		
WANDRRA claim 4, 5 & 6 of \$620,666 received	623,687	(81.37%)
<b>Economic Service</b>		
Building applications and standpipe fees less than anticipated for reporting period	(7,775)	99.89%
<b>Other Property and Services</b>		
Workers Compensation reimbursements, LGIS Dividend and Good Driver Rebate, Sale of Scrap	78,197	49.31%
<b>EXPENDITURE</b>		
	<b>\$ VARIANCE % VARIANCE</b>	
<b>General Purpose funding</b>		
Administration allocations less than anticipated for reporting period	36,636	118.26%
<b>Governance</b>		
Strategy, Governance Administration allocations less than anticipated for reporting period	248,628	50.63%
<b>Law Order &amp; Public Safety -</b>		
SES Tower installed (costs recouped from DFES) Admin allocations higher than anticipated for	(42,144)	(18.61%)
<b>Health</b>		
Variance within 10%		Variance not > 10%
	7,163	
<b>Education &amp; Welfare</b>		
Education Mowing contract and building operational costs less than anticipated	5,348	32.13%
<b>Housing</b>		
Building maintenance 20 McDonald and Corbett St less than anticipated for reporting period	16,820	31.48%
<b>Community Amenities</b>		
Refuse Site Management and Ongerup Effluent costs less than anticipated	139,021	49.67%
<b>Recreation &amp; Culture</b>		
Parks & Gardens and Swimming Pool operations & maintenance less than anticipated.	310,215	34.34%
<b>Transport</b>		
WANDRRA Restoration works higher than anticipated for reporting period	(499,390)	(15.74%)
<b>Economic Service</b>		
Administration allocations and Building Surveyor Contractor costs less than anticipated for	36,517	81.19%
<b>Other Property &amp; Services</b>		
Adjustments required for Works and Services allocations, no monetary impact	(233,946)	(53.80%)

CAPITAL EXPENDITURE		
<b><u>Furniture &amp; Equipment</u></b>		
Council Chambers Equipment - Conferencing equipment not yet purchased	20,819	
Doctors Surgery - Computer Equipment not yet required	5,000	
Swimming Pool Computer Equipment completed under budget	31	
Administration Computer Equipment - CEO approved		
Administration HP laptops	(1,720)	
<b>Total (Over)/Under Budget</b>	<b>24,130</b>	<b>128.50%</b>
<b><u>Land &amp; Buildings</u></b>		
25 McDonald Street - Replacement materials higher than anticipated	(1,540)	
20 McDonald St - completed under budget	58	
9 Yougenup Road - Replace ensuite bathroom completed underbudget	5,583	
Land Development - Valuation & Engineer Costs, Business Case Contribution	(3,617)	
Swimming Pool Construction - Overburden removed, roller door for female changerooms, additional heating costs	(22,860)	
Old Swimming Pool Decommission - Planned for early 2017	10,000	
Gnp Sporting Complex - Project to be completed in April	25,000	
Old Art & Craft Shed demolition - completed under budget	679	
Old Gnp Gaol Renewals - not fully expended to date	6,332	
<b>Total (Over)/Under Budget</b>	<b>19,635</b>	<b>Variance not &gt; 10%</b>
<b><u>Plant &amp; Equipment</u></b>		
Doctors Vehicle Replacement	0	
Tip Truck Replacement GN-007 new plant arriving in April	65,000	
Minor Plant Purchases - Replace Air Compressor as per OHS Standards	NB (4,402)	
Utility Replacement GN-010	2,376	
Utility Replacement GN-003	1,954	
Utility Replacement GN-016	1,066	
Utility Replacement GN-046	1,066	
CEO Vehicle Replacement	0	
DCEO Vehicle Replacement - budget was for April purchase	(55,455)	
MCS Vehicle Replacement	16,871	
<b>Total (Over)/Under Budget</b>	<b>28,477</b>	<b>11.89%</b>
<b><u>Road Construction</u></b>		
Roads to Recovery - will be completed mid April	310,870	
Regional Road Group Projects - will be completed mid April	6,238	
Council Road Projects - will be completed by early May	88,440	
<b>Total (Over)/Under Budget</b>	<b>94,678</b>	<b>33.23%</b>
<b><u>Footpath Construction</u></b>		
Footpath Construction - work is yet to be completed	5,000	
<b>Total (Over)/Under Budget</b>	<b>5,000</b>	<b>0.00%</b>
<b><u>Drainage Infrastructure</u></b>		
Drainage Infrastructure - yet to be completed	2,500	
<b>Total (Over)/Under Budget</b>	<b>2,500</b>	<b>0.00%</b>
<b><u>Sewerage Infrastructure</u></b>		
Ongerup Effluent Scheme - Work 95% completed. Due to summer rains the remaining work (Sludge Removal) will be completed in 2017-18	6,298	
<b>Total (Over)/Under Budget</b>	<b>6,298</b>	<b>nce not &gt; 10%</b>
<b><u>Parks &amp; Ovals Infrastructure</u></b>		
Gnowangerup Main Street Renewals - due to start in May	9,000	
<b>Total (Over)/Under Budget</b>	<b>9,000</b>	<b>0.00%</b>
<b><u>Solid Waste Infrastructure</u></b>		
Ongerup Landfill - rehab projects will continue in April	3,136	
Borden Landfill - rehab projects will continue in April	8,000	
Gnp Landfill - rehab projects will continue in April	19,763	
<b>Total (Over)/Under Budget</b>	<b>30,898</b>	<b>219.10%</b>
<b>Note: (NB) = No Budget Provision Made</b>		

**SHIRE OF GNOWANGERUP**  
**SUMMARY OF CURRENT ASSETS AND LIABILITIES**  
**FOR THE PERIOD ENDING 31 MARCH 2017**

<b>CURRENT ASSET</b>		<b>ACTUAL 31 MAR 2017</b>	<b>ACTUAL 30 JUNE 2016</b>	<b>PROJECTED 30 JUNE 2016</b>
91000	Municipal Fund Bank Account	\$1,019,094	\$622,263	248688.83
91003	Gnp Office Till Float	\$200	\$200	200
91004	Gnp Office Petty Cash	\$300	\$300	300
91005	Swimming Pool Float	\$200	\$80	80
91008	Swimming Pool Vending Machine	\$142		
91010	Restricted Cash - Long Service Leave Reserve	\$70,497	\$69,451	68774.13
91011	Restricted Cash - Plant Reserve	\$675,718	\$665,686	656665.89
91014	Restricted Cash - Ongerup Effluent Line Reserve	\$127,456	\$125,564	124437.8
91017	Restricted Cash - Area Promotion Reserve	\$28,763	\$28,336	28060.09
91020	Restricted Cash - Borden Community Development Res	\$0	\$0	0
91023	Restricted Cash - Swimming Pool Upgrade Reserve	\$35,965	\$35,431	35085.89
91025	Restricted Cash - Land Development Reserve	\$628,617	\$619,284	320076.17
91026	Restricted Cash - Unspent Grants Reserve	\$0	\$0	0
91027	Restricted Cash - Computer Replacement Reserve	\$7,593	\$7,480	7407.18
91029	Restricted Cash - Waste Disposal Reserve	\$225,550	\$213,978	212344.08
91030	Restricted Cash - Royalties for Regions Unspent Grant	\$1,167	\$1,167	1155.69
91031	Restricted Cash - Futures Fund Reserve	\$15,457	\$15,227	15078.83
91070	Restricted Cash - Kidz Sports Grant	\$9,000	\$0	
91071	Restricted Cash - Cat Sterilisation Grant (DLG)	\$0	\$0	
91072	Restricted Cash - ICCWA Stay on Your Feet Grant	\$476	\$476	
91073	Restricted Cash - CSRFF Grant Swim Pool (DSR)	\$0	\$0	
91074	Restricted Cash - CLGF Grant Swim Pool (RDL)	\$0	\$0	
91075	Restricted Cash - Workforce Planning Grant (DLG)	\$0	\$0	
91076	Restricted Cash - Club Development Officer Grant (DSF)	\$0	\$0	
91077	Restricted Cash - State Emergency Services Grant	\$0	\$0	
91078	Restricted Cash - Bush Fire Services Grant	\$3,740	\$0	
91100	Rates Debtor - Rates	\$190,087	\$94,494	0
91101	Rates Debtor - Specified Area Rates	\$8,570	\$3,724	86694.29
91102	Rates Debtor - Rubbish Collection	\$11,663	\$9,164	2873.16
91103	Rates Debtor - Health Act Rate	\$24,449	\$16,433	7526.27
91104	Rates Debtor - Legal Charges	\$6,340	\$12,529	10660.13
91105	Rates Debtor - Interest/Admin Charges	\$16,434	\$11,889	4715
91106	Rates Debtor - ESL	\$8,568	\$4,473	9025.33
91107	Rates Debtor - Sundry Charges	\$0	\$0	4061.54
91108	Rates Debtor - Recycling Charges	\$9,267	\$6,365	0
91110	Sundry Debtors Control	\$9,074	\$441,142	4927.03
91111	Pensioner Rebate Claims - General Rates	\$14,559	\$1,067	17676.17
91112	Pensioner Rebate Claims - ESL Levy	\$856	\$78	357.88
91120	GST Receivable	\$64	\$64	26.26
93040	GST Payable	\$50,054	(\$52,830)	0
93041	GST Claimable	\$0	\$1,105	63.64
91130	Accrued Interest on SSL's	\$973	\$29,306	1215.58
91140	Self Supporting Loans (Current)	\$25,314	\$0	23358.41
55022	Less Allocated To Works	\$0	\$131,589	0
55032	Fuel & Oils Purchased	\$114,594	(\$142,825)	184632.74
55042	Less Fuel & Oils Allocated	(\$112,589)	\$28,115	-175544.04
91200	Stock On Hand - Fuel & Oils	\$20,511	\$0	19097.2
91201	Stock On Hand - Materials	\$0	\$0	0
		\$0	\$0	
		\$0	\$0	
		<b>3,248,721</b>	<b>3,000,804</b>	<b>1,919,721</b>
<b>LESS CURRENT LIABILITIES</b>				
93000	Sundry Creditors Control	(\$72,188)	(\$152,248)	-143903.79
93001	ESL Payable	(\$3,580)	\$10,156	0
93002	Accrued Expenses	\$4,708		
93010	Accrued Interest On Loans	(\$9,875)	(\$9,637)	-10565.87
93020	Accrued Salaries & Wages	\$0	(\$6,376)	-51034.32
	Net Gst Payable/Receivable	\$0	\$0	0
93030	Rate Payments Received In Advance	(\$13,340)	(\$11,215)	0
93040	Net Gst Payable/Receivable	\$0		
93043	Payg (Payable)	\$0	\$0	0
93050	Net Salaries & Wages	\$0	\$0	0
93042	GST Liability (Payable)	\$0	\$0	-469.84
93110	Loan Liability (Current)	(\$42,586)	\$0	-116254.39
93200	Provision For Annual Leave (Current)	(\$117,181)	(\$116,254)	-87278.66
93210	Provision For Long Service Leave (Current)	(\$95,494)	(\$103,027)	-18240.24
93220	Provision for Sick Leave Bonus (Current)	(\$40,544)	(\$19,968)	0
xxxx1	suspense - police licensing	\$0	\$0	
		<b>-390,079</b>	<b>-408,569</b>	<b>-427,747</b>
<b>SUB-TOTAL</b>		<b>2,858,641.24</b>	<b>2,592,235</b>	<b>1,491,974</b>
<b>LESS: Exclusions</b>		-	-	
95100	Reserves Accumulated Surplus	(\$1,816,784)	(\$1,781,604)	-1469085.75
	ADD Loan Liability	\$42,586	\$0	\$470
	Less Self Supporting Loan Repayments	(\$25,314)	(\$29,306)	(\$23,358)
		\$0	\$0	
	Rounding	\$0	\$0	
<b>SURPLUS OF CURRENT ASSETS OVER CURRENT LIABILITIES</b>		<b>\$ 1,059,130</b>	<b>\$ 781,325</b>	<b>\$ (0)</b>

**OTHER BUSINESS AND CLOSING PROCEDURES**

**18. URGENT BUSINESS INTRODUCED BY DECISION OF COUNCIL**

**19. MOTION OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil.

**20. DATE OF NEXT MEETING**

That the next Ordinary Council Meeting will be held on the 24<sup>th</sup> May 2017.

**21. CLOSURE**

The Shire President thanked council and staff for their time and declared the meeting closed at 4:03 pm.