



MINUTES

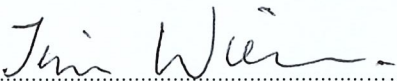
ROAD REFERENCE GROUP MEETING

3 July 2024

The Chief Executive Officer recommends the endorsement of these minutes at the next Meeting of the Road Reference Group

Signed:  Date 9 July 2024
(CEO)

These minutes were confirmed at the Road Reference Group Meeting held on 27 February 2025

Signed: 

(The minutes of the meeting held on 3 July 2024 were voted on were confirmed as an accurate record of the proceedings. The Presiding Person will be requested to sign this in the next Road Reference Group meeting).

Acknowledgement of Noongar People

The Shire of Narrogin acknowledges the Noongar people as traditional custodians of this land and their continuing connection to land and community. We pay our respect to them, to their culture and to their Elders past and present.

Naatj ngiyan Birdiya Gnarojin kep unna nidja Noongar Moort ngaala maya nidja boodjera baarlap djoowak karlerl koolark. Ngalak niny ngullang karnan balang Bibolman baalap borong koora wer boorda.

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Please note that meetings may be recorded for minute taking purposes.

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ROAD REFERENCE GROUP MEETING

3 JULY 2024

1. OFFICIAL OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member, Cr Tim Wiese, declared the meeting open at 5:05 pm.

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

Reference Group Members (Voting)

Cr Tim Wiese – Presiding Person

Cr Graham Broad – Deputy Shire President

Cr Murray Fisher

Other Attendees (Non-Voting as a Proxy)

Nil

Staff (Non-Voting)

Mr Torre Evans – Executive Manager Technical & Rural Services

Mr John Warburton – Manager Operations

Ms Siobhán Gallagher – Executive Support Officer – Minutes

Apologies

Mr Leigh Ballard – Shire President (Proxy)

Visitors

Nil

3. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

OFFICER'S RECOMMENDATION AND MEETING RESOLUTION

Moved: Cr Fisher

Seconded: Cr Broad

That the minutes of the Road Reference Group Meeting held on 24 April 2024 be confirmed as an accurate record of the proceedings.

CARRIED 3/0

For: Cr Wiese, Cr Broad, Cr Fisher

Against: Nil

4. MATTERS WHICH REQUIRE DECISIONS

4.1 DRAFT TEN-YEAR ROAD PROGRAM 2024 - 2034

The Road Reference Group (RRG) are requested to discuss and consider the Draft Ten-Year Road Program as presented prior to recommending it to Council for resolution.

Implementing a Ten-Year Road Program is prudent for several key reasons, primarily concerning long-term financial planning, annual budget considerations, road safety, and road asset preservation.

From a financial perspective, a comprehensive multi-year plan allows for better forecasting and allocation of resources, reducing the likelihood of unexpected expenditures and enabling the Shire to spread costs over time. This approach ensures more stable and predictable annual budgets, helping to avoid large, unanticipated financial burdens and allowing for more strategic investments in infrastructure improvements.

Regarding road safety, a long-term program enables the Shire to systematically identify and prioritise high-risk areas, ensuring that critical repairs and upgrades are addressed promptly. This proactive approach reduces the likelihood of accidents and enhances the overall safety of the road network for all users.

Additionally, road asset preservation is significantly improved through a structured maintenance schedule. Regular and timely maintenance extends the lifespan of road assets, reduces the need for costly full-scale reconstructions, and ensures that the roads remain in good condition for longer periods. Overall, a Ten-Year Road Program fosters a more efficient, safe, and fiscally responsible management of the Shire's road infrastructure.

It is also prudent to revise long term asset management plans such as this on a regular basis due to the changing nature of grant funding, changing seasonal commodity freight routes. In saying this, the Ten-Year Road Program can be reviewed annually or any time for that matter, to accommodate evolving or emerging priority maintenance requirements for the optimal preservation of this asset class and in consideration of Councils annual budget constraints.

At the RRG's meeting held 20 December 2023, the group was presented with a Draft Ten-Year Road Program from 2024 to 2034. There was discussion around two projects, one, the remaining 2kms of new seal to Narrogin Valley Road and how it would be funded and two, a new project for the realignment of Wanerie and Cooramining Roads intersection.

At the time of the RRG meeting, administration had not been advised by the Federal Government of what the amount of RTR funding for the Shire of Narrogin would be, and hence the draft road program was deferred until such time that RTR funding for Narrogin was announced and further research on the Wanerie and Cooramining Road intersection realignment could be made.

On 22 May 2024 the Shire President and consequently administration, received a letter from Minister Catherine King in relation to the RTR allocation to the Shire of Narrogin for the period

from 1 July 2024 to 30 June 2029, being \$3,300,760 for this five-year period. This equates, if used equally over a five-year period, to \$660,152 annually.

With this realisation of RTR funding, the Draft Ten-Year Road Program has been formulated by the Manager of Operations in which the remaining two kms of new seal on Narrogin Valley Road is contained in the program under municipal funding and the annual rural gravel road re-sheeting program funding, of up to \$400,000, moves from municipal funding to fully funded under RTR from 2025/26 all the way until the end of the program.

The Wanerie / Cooraminning Roads intersection realignment is included in the program initially through a MRWA - Multi Criteria Assessment (MCA) submission for preliminary works such as surveying, geotechnical analysis and land acquisition. MRWA have advised that land acquisition can be contained in the MCA for the project.

It is worth noting the following points in relation to the presented Road Program:

- 2023/24 financial year in the summary page, shown for reference. Includes significant one-off municipal contributions toward grant funding of RRG & WSNF as well as the Tarwonga Road Black Spot Project, Chomley Road Project and the Highbury Rest Area.
- 2024/25 includes WSNF grant funding of 93.66% to complete defect correction and reseal of the remaining 3kms of Wandering Road.
- 2024/25 RTR funded projects total \$350,000 for reseals.
- 2025/26 RTR funded projects increased to \$737,690 and include for the first time the Shire's gravel re-sheeting program which was previously expensed to municipal funding. Narrogin Valley Road final 2km of seal is listed under muni funding.
- 2026/27 as the annual gravel re-sheeting program (\$387,690) is expensed to RTR funding and not muni funding.

The Manager of Operations informs the group that the resealing program for the Shire's sealed roads is current, with no immediate road construction projects (such as WSNF, Black Spot, or new seal projects like Narrogin Valley Road) requiring municipal funding contributions. The only municipally funded capital works are the Shire's one-third contribution towards its Regional Road Group (RRG) projects.

Due to the gravel road re-sheeting program (\$387,690) being funded by the RTR grant, there are potential savings in materials (but ideally not plant and certainly not labour) that could be redirected to other non-road projects, should the RRG or Council decide to do so.

In the proposed road program, previous funding allocated for municipally funded capital works has been redirected to road maintenance. This shift aims to address essential maintenance tasks such as rural tree pruning, shoulder grading, and edge break repairs. Maintenance funding is crucial for covering wages and plant costs for the road crew with a large component for material expenses. There is also the inherent risk of unexpected pavement failures that necessitates ample road maintenance funding be available.

OFFICERS RECOMMENDATION

That the Road Reference Group support and recommend the Daft Ten-Year Road Program 2024 - 2034 to Council as presented.

ROAD REFERENCE GROUP RECOMMENDATION

Moved: Cr Wiese

Seconded: Cr Broad

That a 1.5% CPI increase to be factored into the operational expenditure for the presented program prior to recommendation to Council and that the Ten-Year Road Program be reviewed annually.

CARRIED 3/0

For: Cr Wiese, Cr Broad, Cr Fisher

Against: Nil

Reason for change: the working group felt that the program would benefit from some form of annual CPI increase, such that it did not lose relevance over time, given the 10-year duration of the plan.

5. MATTERS WHICH REQUIRE DISCUSSION

Nil

6. GENERAL BUSINESS

Nil

7. CLOSURE OF MEETING

There being no further business to discuss, the Presiding Member declared the meeting closed at 6.11 pm.