



# AGENDA

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# WORKS AND SERVICES COMMITTEE

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15 JUNE 2022

**SHIRE OF WAGIN**  
**NOTICE OF MEETING**

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Dear President and Councillors Ball, Kilpatrick, Longmuir and West

The next Works and Services Committee Meeting will be held

**ON:**                      **Wednesday 15 June 2022**

**WHERE:**                **Council Chambers, Shire Office**

**AT:**                      **2:00pm**



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Bill Atkinson  
**CHIEF EXECUTIVE OFFICER**

*Note: That, under section 5.65 of the Local Government Act 1995, care should be exercised by all councillors to ensure that a 'financial interest' is declared and that they refrain from voting on any matters which are considered that may come within the ambit of the Act.*

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In particular and without detracting in any way from the broad disclaimer above, in any discussion regarding any planning application or application for a licence, any statement or intimation of approval made by any member or officer of the Shire of Wagin during the course of any meeting is not intended to be and is not taken as notice of approval from the Shire of Wagin

The Shire of Wagin advises that anyone who has any application lodged with the Shire of Wagin shall obtain and should only rely on **WRITTEN CONFIRMATION** of the outcome of the application, and any conditions attaching to the decision made by the Shire of Wagin in respect of the application.

**Bill Atkinson**  
CHIEF EXECUTIVE OFFICER

## SHIRE OF WAGIN

Agenda for the Works and Services Committee meeting to be held in the Council Chambers on Wednesday 15 June 2022 commencing at 2:00pm

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## 1. OFFICIAL OPENING

The Chairperson, Cr G R Ball opened the meeting \_\_\_\_\_ pm.

## 2. RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

### 2.1 ATTENDANCE

Cr Greg Ball	Chairperson
Cr Bryan Kilpatrick	Councillor
Cr Jason Reed	Councillor
Cr Wade Longmuir	Councillor
Bill Atkinson	Chief Executive Officer
Ian McCabe	Acting Deputy Chief Executive Officer
Allen Hicks	Manager of Works
Kayla Lloyd	Administrator of Works/Finance

### 2.2 APOLOGIES

Cr Geoff West	Councillor Leave of Absence
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## 3. PETITIONS/DEPUTATIONS/PRESENTATIONS

## 4. DISCLOSURE OF FINANCIAL AND OTHER INTERESTS

### 4.1 DISCLOSURE OF FINANCIAL INTEREST – Local Government Act Section 5.60a

### 4.2 DISCLOSURE OF PROXIMITY INTEREST – Local Government Act Section 5.6

### 4.3 DISCLOSURE OF IMPARTIALITY INTEREST – Administration Regulation Section 34c

## 5. CONFIRMATION OF PREVIOUS MEETING MINUTES

### 5.1 MINUTES FROM THE WORKS AND SERVICES COMMITTEE MEETING HELD 02 FEBRUARY 2022

#### COMMITTEE DECISION

Moved Cr

Seconded Cr

That the minutes of the Works and Services Committee meeting held on 02 February 2022 and circulated to all Councillors, be confirmed as a true and accurate record.

Carried 0/0

## 6. CORRESPONDENCE AND REPORTS

### 6.1 CRASH LOCATION REPORT – SCOTT STREET WAGIN

PROPONENT:	N/A
OWNER:	N/A
LOCATION/ADDRESS:	Scott Street, WAGIN
AUTHOR OF REPORT:	Chief Executive Officer
SENIOR OFFICER:	Chief Executive Officer
DATE OF REPORT:	10 May 2021
PREVIOUS REPORT(S):	Nil
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	
ATTACHMENTS:	<ul style="list-style-type: none"><li>• Road Status Plan</li><li>• Email &amp; Crash Location Report Main Roads WA (under separate confidential cover)</li></ul>

#### OFFICER RECOMMENDATION

Moved Cr

Seconded Cr

1. That action be commenced to close the section of Scott Street between Unicorn Street and Una Street.

or

2. That the section of Scott Street between Tudor Street and Johnston Street have guideposts installed, have trees removed that are within 0.9 m from the edge of the travelled way and be programmed for reconstruction to a gravel standard in due course.

## BRIEF SUMMARY

This matter relates to a fatal traffic accident which occurred in Scott Street, Wagin in February 2021 and the follow up report produced by Main Roads WA. This report recommends alternative recommendations.

## BACKGROUND/COMMENT

A fatal accident occurred in Scott Street (between Johnston Street and Una Street) in the early evening of the 19<sup>th</sup> February 2021 when a vehicle hit a tree.

Main Roads WA is required to prepare a *Crash Location Report* for every fatal traffic incident that occurs and to make findings and recommendations as to what corrective/improvement actions might be implemented at crash locations. This has been done in this case and a (confidential) *Crash Location Report* and *Corrective Action Report* is attached. The Shire is required to provide a response to the *Corrective Action Report*.

The Manager of Works and CEO have appraised the crash site location, have considered the two reports submitted and offer the following observations with respect to this matter:

1. No information was obtained or pursued relating to the condition of the vehicle prior to the crash;
2. There were no road environment issues that were directly related to the cause of the crash;
3. There were some road environment issues that *possibly* related to the cause of the crash. (These are specified in the *Crash Location Report*).
4. There are no road environment issues recorded in the Main Roads data base that related to the crash or the 5-year crash history of this section of the road.
5. The Shire does not have any records of any vehicle accidents on this section of road.

There are three findings and recommendations in the report which are summarised as follows:

1. This section of the road does not have any guideposts installed and it is recommended that guideposts be installed through the reverse curve in the road.
2. The road surface through this section is composed of sand with silty fines and it is recommended that the road be reconstructed to provide a safe driving surface.
3. A tree is located within the 0.9 m from the edge of the travelled way and is within the effective clear zone and it is recommended that “non frangible” items be removed from within this zone. (*Note – There are several trees which fall into this zone*).

As an inspection will reveal, the section of Scott Street between Una Street and Johnston Street (the accident site) is more of a shady laneway, than a typical town street. It very lightly trafficked and the proposed improvement works could be construed as overreach at the expense of the pleasant and unobtrusive environment of the area. If the required works were completed, the street may be more clearly defined and attract a greater volume of traffic off Tudor Street (Great Southern Highway) which may be an unwanted consequence for residents in the area. If the road was closed, its practical capacity to accommodate local traffic would not be changed and adjoining landholders would retain access to their properties as they do now. Signage would discourage use of the street by the public and the downside of changing the nature of the street, would be avoided.





*Section of Scott Street Between Una Street & Johnston Street.*

It is also noted that the section of Scott Street between Johnson Street and Unicorn Street is unmade, fenced off, is essentially a nature strip and is unlikely to be required in the future as a trafficable road, as adjoining landholders have entry/egress off either Unicorn Street or Johnston Street. If the section of Scott Street between Una and Johnston Street is formally closed, then it might be as well to close the section of Scott Street between Johnston and Unicorn Street as well. The closed road sections could be reserved in the Shire as a “Recreation” Reserve and the current vehicular access could remain as is. In the event that the section of Scott Street between Una and Unicorn Streets was ever required as a road (highly unlikely in the foreseeable future), the Management Order could be surrendered, and the road reserve reinstated.



*Unmade section of Scott Street (behind sign) between Johnston Street and Unicorn Street.*

### **CONSULTATION/COMMUNICATION**

- **Manager of Works**
- **Department of Planning, Lands & Heritage**

### **STATUTORY/LEGAL IMPLICATIONS**

Given that there were no road environment issues that were directly related to the cause of the crash, it would be unlikely that any legal implications will prevail. Now that a *Corrective Action Report* with findings and recommendations has been conveyed to the Shire, notwithstanding the extremely remote possibility that another fatal road accident will occur in this vicinity, it may be judicious to either implement the recommendations contained in the report or to formally close this section of the road. This would reduce the possibility of any legal implications should an accident happen to occur on this section of the road in the future. If this section of the street was formally closed and appropriately signed, then it is unlikely that this would result in any additional risk or legal liability.

#### **Land Administration Act 1997 s 58. Closing roads**

- (1) *When a local government wishes a road in its district to be closed permanently, the local government may, subject to subsection (3), request the Minister to close the road.*

- (2) *When a local government resolves to make a request under subsection (1), the local government must in accordance with the regulations prepare and deliver the request to the Minister.*
- (3) *A local government must not resolve to make a request under subsection (1) until a period of 35 days has elapsed from the publication in a newspaper circulating in its district of notice of motion for that resolution, and the local government has considered any objections made to it within that period concerning the proposals set out in that notice.*
- (4) *On receiving a request delivered to him or her under subsection (2), the Minister may, if he or she is satisfied that the relevant local government has complied with the requirements of subsections (2) and (3) —*
  - (a) *by order grant the request; or*
  - (b) *direct the relevant local government to reconsider the request, having regard to such matters as he or she thinks fit to mention in that direction; or*
  - (c) *refuse the request.*
- (5) *If the Minister grants a request under subsection (4) —*
  - (a) *the road concerned is closed on and from the day on which the relevant order is registered; and*
  - (b) *any rights suspended under section 55(3)(a) cease to be so suspended.*
- (6) *When a road is closed under this section, the land comprising the former road —*
  - (a) *becomes unallocated Crown land; or*
  - (b) *if a lease continues to subsist in that land by virtue of section 57(2), remains Crown land.*

#### **POLICY IMPLICATIONS**

Nil

#### **FINANCIAL IMPLICATIONS**

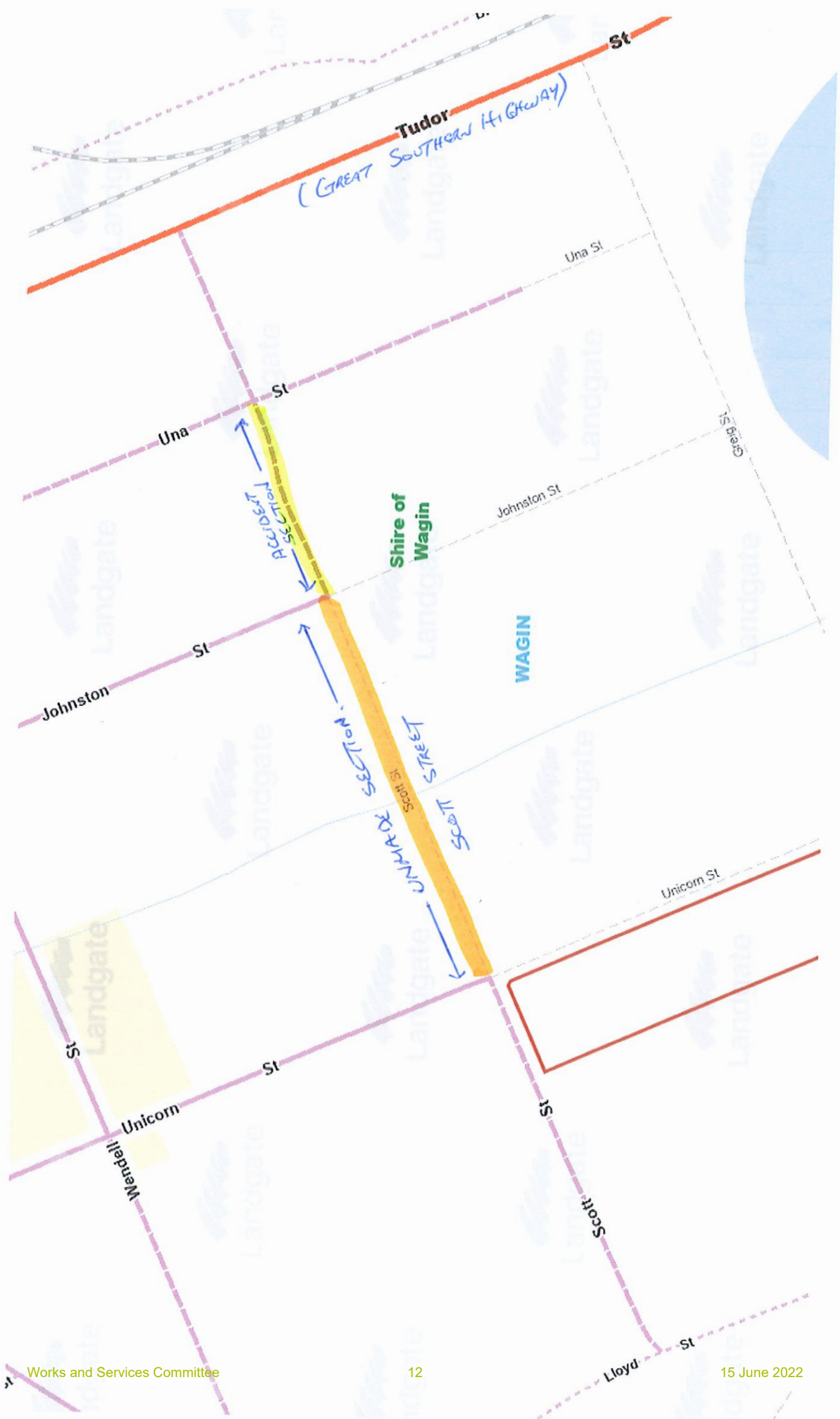
To be determined

#### **STRATEGIC IMPLICATIONS**

The Shires Strategic Community Plan lists the increase of suitable trees within the townsite to enhance the tree canopy as a priority.

#### **VOTING REQUIREMENTS**

Simple Majority



**7. GENERAL BUSINESS**

**7.1 2022/2023 ROAD & FOOTPATH PROGRAM (DRAFT)**

**OFFICER RECOMMENDATION**

Moved Cr

Seconded Cr

That the proposed Road & Footpath Program be provided for within the Shires  
2022/2023 financial year Budget

Carried 0/0

**2022/2023 DRAFT ROAD / FOOTPATH PROGRAM**

CAPITAL RENEWAL	R-No	DESCRIPTION	COST	RRG	LRCIP	RTR	SHIRE	START	FINISH	LENGT	DAYS	COMMENTS
Bullock Hills Road	4	Reconstruct Seal Widen	103,174		103,174			3.25	4.97	1.45	15	Ongoing
Beaufort Road	2	Reconstruct Seal Widen	75,000			75,000		1.59	2.21	0.62	15	Ongoing
Bullock Hills Road	4	Clear Widen Shoulders	70,000		70,000			3.52	7.05	3.80	20	Ongoing
Angwins road	90	Gravel sheet	54,145			54,145		0.00	3.00	3.00	15	Ongoing
Dwelyerdine	89	Gravel Sheet	55,000			55,000		3.69	7.19	3.50	15	Finish
Andrews road	90	Gravel Sheet	35,000			35,000		0.00	1.36	1.36	15	Ongoing
Collanilling road	8	Gravel sheet	38,000			38,000		15.71	17.78	2.07	10	Finish
Nallian road	38	Gravel sheet	40,000			40,000		3.34	5.27	1.93	10	Finish
<b>FOOT PATHS</b>												
Tarbet Street	136	Trimdon to Tudhoe	40,000				40,000	0.00	0.2	0.2	6	Finish
Upland street	116	Tudor to Strickland	40,000				40,000	0	0.19	0.19	6	Finish
<b>KERBING</b>												
	152	Both Sides	8,000				8,000	0.00	0.188	0.188	5	Finish
Tarbet Street	164	Right side	15,000				15,000	0.00	0.20	0.20	4	Finish
Ware st		Both sides	20,000		10,000		10,000	0.15	0.34	0.19	4	
Ventnor Street	139	Right Side	20,000				20,000	0.150	0.180	0.300	4	Finish
Trench Street	143	Both Sides	20,000		13,000		7,000	0.220	0.060	0.160	5	Ongoing
<b>RESEALS</b>												
Vernon st / Airfield rd	177	Reseal / intersection mix	60,000		60,000			0.46	1.2	0.746	1	5371 square metres
Unicorn street	157	Reseal	12,000				12,000	0.46	0.71	0.25	1	
Wendell street	107	Reseal	4,000				4,000	0.63	0.66	0.3	1	320 square meters
Vernal street	169	Reseal	14,000				14,000	0.24	0.46	0.22	1	
Victor street	153	Reseal	10,000				10,000	0.00	0.22	0.22	1	Ongoing
<b>CAPITAL UPGRADE</b>												
Airfield upgrade		Construct and Seal / Gravel sheet										
Culverts/Floodways/Main Drain		Variours	100,000		100,000							
Wagin-Wickipin Road	58	Gravel sheet	55,000			55,000		8.19	11.08	2.89	15	Ongoing
Cemetery Carpark	1	Gravel Sheet	25,251		25,251						5	Finish
Cemetery West Entry	2	Construct and Seal	44,749		44,749							Ongoing
Jaloran	5	Construct and Seal	226,025	150,343			75,343	2.01	3.27	1.74	14	Finish
Dongolocking Road	1	Reconstruct Seal Widen	335,793	223,860			111,933	17.60	20.70	3.10	14	Ongoing
Beaufort/ Bullockhills	Various	Widen culverts variours	30,000				30,000					Ongoing
											20	Various
<b>GENERAL WORKS</b>												
MAINTENANCE		Bridge/Drainage	22,500				22,500					Various
MAINTENANCE		Unscheduled	130,000				130,000					Various
MAINTENANCE		Mtce/Grade/etc	180,000				180,000					Rural Roads
WOOLORAMA/PREP			55,000				55,000					
RURAL TREE PRUNING		Clear Widen and form	80,000				80,000				20	Ongoing
		<b>TOTAL</b>	<b>\$ 2,017,637</b>	<b>\$ 374,203</b>	<b>\$ 426,174</b>	<b>\$ 352,145</b>	<b>\$ 864,776</b>					
		Capital Only	1,550,137	374,203		352,145	397,276					
		Blackspot Funding					1,123,624					
		RRG Funding	374,203									
		Roads to recovery Funding	352,145									

**7.2 2022/2023 PLANT REPLACEMENT PROGRAM (DRAFT)**

**OFFICER RECOMMENDATION**

**Moved Cr**

**Seconded Cr**

**That the proposed Plant Replacement ath Program be provided for within the Shires  
2022/2023 financial year Budget**

**Carried 0/0**

**SHIRE OF WAGIN 10 YEAR PLANT REPLACEMENT PROGRAM 2020/2021 - 2029/2030**

Plant #	Description	Year Purchased	Replacement Period (Years)	2019/20 Budget	2019/20 Actual	2020/21 Budget	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
P01	Isuzu MU-XLST SUV Wagon (2019) - CEO	2019/2020	4	20,000	9,364				22,000				24,000		
P02	Isuzu MU-XLST SUV Wagon (2018) - DCEO	2018/2019	4					20,000				22,000			
P04	Isuzu D-Max Crew Ute (2017) - MOW	2016/2017	4			18,000			20,000				22,000		
P05	Mazda CX5 GT SUV Wagon (2018) - Doctor	2017/2018	4				22,000				24,000				26,000
	Plant Attachments (broom )							10,000					18,000		
P09	WCM 30 Front End Loader (2006) - Refuse Site	2011/2012	Not Replacing												
P10	Komatsu Grader (2014)	2014/2015	7			220,000								250,000	
P11	Komatsu Loader (2018)	2017/2018	5 to 6						200,000						200,000
P12	Komatsu Grader (2018)	2018/2019	7								240,000				
P14	Isuzu Side Tipper Truck 13t (2019)	2019/2020	5 to 7	160,000	144,804							130,000			
P15	Bomag Multi Tyred Roller (2007) - Maint Grade	2007/2008	Not Specified												
P16	Isuzu Truck 6t (2016)	2016/2017	5 to 7					55,000					65,000		
P18	Kubota Ride on Mower (2019)	2019/2020	10		22,706										25,000
P19	Dynapac Steel Roller (2009)	2007/2008	10				135,000								
P20	John Deere Tractor (2005)	2005/2006	Not Specified				65,000								
P21	Isuzu Crew Cab (2016)	2016/2017	5 to 7					50,000					60,000		
P22	John Deere Mower (2015)	2015/2016	6 to 10					8,000							
P24	Toyota Hilux Workmate Ttop (2010) - Other	2010/2011	4 to 10			20,000								22,000	
P25	Toyota Hilux Workmate Ttop (2010) - Gardener (Elsie)	2010/2011	4 to 10	20,000		20,000					20,000				
P26	Mitsubishi Triton Ttop (2014) - Gardener (Mike)	2014/2015	4 to 10							18,000					
P27	Mitsubishi Triton Ttop (2014) - Building Maintenance	2014/2015	4 to 10				17,000						18,000		
P38	Mahindra Pick-up Ttop (2016) - Ranger	2015/2016	4 to 10					14,000			16,000				20,000
P39	Case Skid Steer (2013)	2013/2014	8 to 10				40,000								
P40	Isuzu Side Tipper Truck 13t (2018)	2018/2019	5 to 7							120,000					
P42	Isuzu Side Tipper Truck 13t (2013)	2013/2014	5 to 7					140,000						135,000	
P43	Toro Ride on Mower (2013)	2013/2014	10	28,000						20,000					20,000
P47	Caterpillar Backhoe Loader (2012)	2015/2016	10							90,000					
P48	Tennant Street Sweeper (2008)	2015/2016	6 to 10				40,000					50,000			
P49	Multipac Multi Tyred Roller (2016)	2016/2017	10									120,000			
P50	Toyota Hilux Workmate Ttop (2017) - Gardener (Tracy)	2017/2018	4 to 10						18,000					18,000	
P51	Forklift (2018)	2018/2019	Not Specified												
P52	Kubota RTV Gator (2019)	2019/2020	Not Specified	20,000	20,953										
P85	Toyota Hilux Workmate Ttop (2010) - Maint Grader	2010/2011	4 to 10			20,000					18,000				
P94	Toyota Hilux Workmate Ttop (2019) - Mechanic	2019/2020	4 to 10		24,803										26,000
	Stump Grinder/Mulcher - Operating Expenditure			9,000	9,000										
<b>TOTAL</b>				<b>257,000</b>	<b>231,630</b>	<b>298,000</b>	<b>319,000</b>	<b>297,000</b>	<b>260,000</b>	<b>248,000</b>	<b>318,000</b>	<b>322,000</b>	<b>207,000</b>	<b>425,000</b>	<b>317,000</b>
<b>RESERVE FUND</b>				<b>2019/20</b>	<b>Actual</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2026/27</b>	<b>2026/27</b>	<b>2026/27</b>
Opening Balance				233,074	233,074	302,669	310,722	297,937	300,896	346,913	405,852	395,969	381,888	482,526	367,176
Interest				5,827	4,225	6,053	6,214	5,959	6,018	6,938	8,117	7,919	7,638	9,651	7,344
Transfer In				40,000	65,370	2,000	0	0	40,000	52,000	0	0	93,000	0	0
Transfer Out				0	0	0	19,000	3,000	0	0	18,000	22,000	0	125,000	17,000
<b>Closing Balance</b>				<b>278,901</b>	<b>302,669</b>	<b>310,722</b>	<b>297,937</b>	<b>300,896</b>	<b>346,913</b>	<b>405,852</b>	<b>395,969</b>	<b>381,888</b>	<b>482,526</b>	<b>367,176</b>	<b>357,520</b>
<b>Municipal Contribution</b>				<b>297,000</b>	<b>297,000</b>	<b>300,000</b>	<b>300,000</b>	<b>294,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>



### **7.3 STAFFING OPTIONS – WORKS ADMINISTRATION**

A paper has been prepared (attached) which provides an overview of the staffing situation with respect to works administration in the Shire. This serves to inform members of the situation and outlines some available options to address this matter which have been discussed between the CEO and MOW. At this stage it is proposed to advertise the position of a Works/Technical Project Officer. This may initially be a part time position with in house training being provided to the successful applicant.

This does not require a Council decision as it is an operational matter, however it was thought worthwhile to keep Councillors informed.



## STAFFING OPTIONS – WORKS ADMINISTRATION

### CURRENT SITUATION:

Allen Hicks, the Manager of Works (MOW) has a range of responsibilities which include preparing the works budget, determining what jobs should be carried out under the various funding programs, preparing submissions to funding bodies, Updating data on to the ROMAN road inventory system, managing and maintaining road plant and vehicles, recruiting staff and dealing with HR matters, liaising with landholders to secure gravel, calling tenders, managing the non-potable water resources and reticulation associated with oval, parks and gardens, engaging contractors, procuring materials, goods and services and responding to the day to day requests/complaints that are received. In recent times, due to being unable to recruit a final trim grader operator, the MOW has been required to spend more time in field undertaking final trim work.

The MOW is supported by a Works/Admin Officer (Kayla Lloyd) who also has the major responsibility for processing Creditor payments. Kayla's preferred career trajectory is in the area of Finance, rather than Works and she is currently understudying payroll functions with rating functions to follow. In addition to helping Kayla position herself for future advancement, it is a sound risk management strategy as it ensures that critical functions are not disrupted in the event of staff movements in the finance area. The CEO also currently offers support to the MOW with the preparation of agenda's and reports for the Works and Services Committee and initiating and following up actions from decisions therefrom.

The MOW has advised that he would prefer to spend more time in the field which would necessitate further support with the office based administrative/technical functions associated with the position.

## SOME ALTERNATIVES:

The following alternatives exist with respect to providing more support to the MOW:

1. Appoint a Final Trim Grader Operator – This would essentially maintain the status quo prior to the departure of the last incumbent. It would free up the MOW with his in-field work but and would not reduce his administrative burdens. Recent efforts to recruit a final trim operator have not been successful.
2. Appoint a Leading Hand Final Trim Grader Operator – This would be a step up from a Final Trim Grader Operator and the job would carry the responsibility of managing in- field works which would mean that the involvement of the MOW would revert to some degree, to a planning and supervisory role. This would allow the MOW more time for in-office administrative/technical functions – not however his preferred option.
3. Appoint a Works Supervisor – This position would supervise all in-field works along with responsibility for some of the procurement functions, maintenance of plant and equipment, processing staff timesheets for payroll and managing occupational health and safety requirements associated with outside works. This would alleviate some of the MOW's workload. It does not address the final trim grading situation; however, the current MOW may fill this gap as required.
4. Appoint a Works Technical /Project Officer – This position would be responsible for the majority of in-office works administrative functions as well as managing some larger specific projects (the Shire has engaged casual staff as required for this in recent years). This position could be either full time or part time. This would allow the MOW to spend more time in-field, including carrying out final trim grading work as required.

## PREFERRED OPTION:

***In discussion with the MOW, it has been determined that Option 4 would be the preferred option, followed by Option 3. It is therefore intended to advertise for a Works Technical /Project Officer.***

#### BUDGETARY IMPLICATIONS:

Given that the position of Final Trim Grader Operator has been vacant for some time and this position has been budgeted for, there would be no negative budget implications associated with implementing Option 4 (Works Technical/Project Officer). Consideration will be given to initially filling this position on a part time basis.

Should a Works Supervisor (Option 3) be recruited, this would have some budgetary implications as it would be a full-time position, the salary would need to be higher than that of a final trim grader operator and a vehicle would need to be provided.

**BILL ATKINSON**  
**CHIEF EXECUTIVE OFFICER**

June 2022

## 8. INSPECTIONS

### 8.1 PROPOSAL TO UPGRADE CATCHMENT AND DAM AT BADGARNING THROUGH THE NATIONAL WATER GRID CONNECTIONS FUND (NWGCF)

The Department of Water and Environmental Regulation (DER) has identified the potential to reinstate the catchment and channels which service the dam at Badgarning, improve the holding capacity of the dam and to provide a tank nearby to facilitate an accessible water supply under the NWGCF.

Whilst this is a significant undertaking, the project would be fully funded through the NWGCF. Ms Sandy Turton – Parkinson, Senior Natural Resource Manager Officer for the Community Water Supply Project, under this program would welcome the opportunity to carry out a site inspection of the infrastructure at Badgarning, the subject of the proposed upgrading, in company with Shire representatives and Mr Austin Piesse. This inspection has been scheduled for 2.15 PM.



## 8.2 VEHICULAR ACCESS TO BADGARNING RESERVE

Notwithstanding signs at the vehicular access points to Badgarning Reserve (in the area east of the Arthur Road) advising that the removal of firewood is prohibited, there are ongoing incidences of people ignoring these signs and cutting down trees (thereby destroying wildlife habitat) for firewood. It appears that that vehicular access was controlled in the past with gates at the entrances off the Arthur and Badgarning Roads. It is recommended that consideration be given to reinstating these gates for the period from April to October each year and for the gates to be opened during the fire season. This would allow vehicular access to accommodate firefighting responses as necessary during a period when it is less likely that the areas will be accessed to take firewood.



### 8.3 BALLAGIN STREET – ILLEGAL USE BY RESTRICTED ACCESS VEHICLES (Cr West)

There have been continuing issues with long vehicles illegally using Ballagin Street after turning off Great Southern Highway. These configurations end up accessing Tudhoe Street and because of their length, compromise safety of other road users. Three breaches (with photographic evidence) have been reported to the Main Roads Heavy Haulage Section and drivers have been issued with caution notices. There does not appear to be a strong appetite for the regulator to enforce regulations beyond the warning stage.

The Shire has however successfully negotiated the installation of the following sign which was erected at the turn off to Ballagin Street by Main Roads recently. This may discourage offending drivers of RAV vehicles from using this route.



There has been a suggestion that the Shire sandbag a virtual traffic island at the north end of Ballagin Street in advance of installing a traffic island should it be considered feasible after the sandbag trial.

#### **8.4 CEMETERY – GRAVESTONES DISLODGED BY TREES**

Concern has been expressed that some of the older gravestones at the cemetery have, over the years, been dislodged by trees and consideration should be given to removing the tree/es concerned. The cemetery has very few large trees and it is believed that a better option would be for damaged grave surrounds to be removed and headstones re-erected 9 (straightened) where practicable and to retain the trees.

#### **8.5 DIRECTIONAL SIGN TO HISTORICAL VILLAGE (Cr West)**

Concern has been expressed that the directional sign to the Historical Village on the corner of Trent Street and Tudhoe Street obscures the large LED sign in the Town Square for motorists travelling westward through town. Whilst this may be the case, no complaints have been received, however the Committee may wish to inspect and discuss options as signage to the village need to be retained.





**9. CLOSURE**

There being no further business the Chairperson thanked those in attendance and closed the meeting at

I certify that this copy of the Minutes is a true and correct record of the meeting held on 15 June 2022

*Signed:*

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*Chairperson*

Date:

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