



MINUTES

WORKS AND SERVICES COMMITTEE

15 JUNE 2022



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Bill Atkinson
CHIEF EXECUTIVE OFFICER

GIFTS DISCLOSURE INFORMATION

The Gifts Register contains the disclosures of gifts that have been made by Elected Members, the Chief Executive Officer and Employees in their official capacity.

To adhere with the changes to gift disclosure regulations in the *Local Government Legislation Amendment Act 2019*, passed by Parliament on 27 June 2019, the Shire of Wagin provides gift disclosure information in the interests of accountability and transparency.

Elected Members and the Chief Executive Officer are required to disclose gifts which are valued over \$300 or are two or more gifts with a cumulative value over \$300 (where the gifts are received from the same donor in a 12 month period) within 10 days of receipt [Sections 5.87A & 5.87B *Local Government Act 1995*].

The Act and Regulations require the Chief Executive Officer to publish an up to date version of the Gifts Register on the Shire's website after a disclosure is made. To protect the privacy of individuals, the register published on the website does not include the address disclosed by an individual donor and will instead include the town or suburb.



SHIRE OF WAGIN

Minutes for the Works and Services Committee meeting 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 3.37 pm.

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

2.1 ATTENDANCE

Cr Greg Ball	Chairperson
Cr Phillip Blight	Councillor
Cr Wade Longmuir	Councillor
Bill Atkinson	Chief Executive Officer
Ian McCabe	Acting Deputy Chief Executive Officer
Allen Hicks	Manager of Works

2.2 APOLOGIES

Cr Geoff West	Councillor Leave of Absence
Cr Bryan Kilpatrick	Councillor

3. PETITIONS/DEPUTATIONS/PRESENTATIONS

Nil

4. DISCLOSURE OF FINANCIAL AND OTHER INTERESTS

Nil

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 WJ Longmuir

Seconded Cr P J Blight

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 3/0

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">• Road Status Plan• Email & Crash Location Report Main Roads WA (under separate confidential cover)

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.

COMMITTEE DECISION

Moved Cr G R Ball

Seconded Cr W J Longmuir

1. That the section of Scott Street between Tudor Street and Johnston Street have guideposts installed and that the condition and usage of the road be monitored.

Carried 3/0

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 19th 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)

COMMITTEE DECISION

Moved Cr W J Longmuir

Seconded Cr P J Blight

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

Carried 3/0



2022/2023 DRAFT 5 YEAR ROAD / FOOTPATH PROGRAM

CAPITAL RENEWAL	R-No	DESCRIPTION	COST	RRG	LRCIP	RTR	SHIRE	START	FINISH	LENGTH	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
FOOT PATHS												
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
KERBING												
Tarbet Street	164	Right side	15,000				15,000	0.00	0.20	0.20	4	Finish
Ware st	166	Both sides	20,000		10,000		10,000	0.15	0.34	0.19	4	
Ventnor Street	152	Right Side	28,000				28,000	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
RESEALS												
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
CAPITAL UPGRADE												
Airfield upgrade		Construct and Seal / Gravel sheet	298,755									
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	Grave 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 various	30,000				30,000					Ongoing
											20	Various
GENERAL WORKS												
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
		TOTAL	\$ 2,316,392	\$ 374,203	\$ 426,174	\$ 352,145	\$ 864,776					
		Capital Only	1,848,892	374,203		352,145	397,276					
		Blackspot Funding					1,123,624					
		RRG Funding	374,203									
		Roads to recovery Funding	352,145									



RURAL TREE PRUNING											
ROAD	R-No	DESCRIPTION	START	FINISH		LENGTH	DAYS	Grader	Contract	cost	
Koobadong	104	north of Thompson	0.11	4.63		4.52	3	1200	9000	10000	
Dellyanine NTH	27	Nth of Dellyanine Noring	0	1.85		1.85	2	1200	4400	5600	
Warup South	14	south of Lalla Rhook	8.09	11.07		2.98	4	2500	8800	11300	
Noring Dellyanine	10	west of warup south	4.39	8.34		3.95	4	2500	8800	11300	
Badgarning	64	west of Nelson	1.28	2.45		1.17	2	600	2500	3100	
Noring rd bitumen section	9	south of Beaufort	0.05	4.67		4.67	4	3000	9000	14000	
		work crew to remove debris					6	1800		10800	
		contractor Excavator				4.67	6		2300	13800	
						23.81	31	12800	44800	79900	
FLOODWAYS											
Road	Number	Type	S.L.K	Size	M2	Length	GPS	GPS	Headwalls	M2 cost	Total cost
Stott		Cement					33.242267	117458030		70	
Quicks	23	Cement					33.132312	117.535527		70	
Dellyanine Nth	27	Cement					33.379637	117107666		70	
Thompson	31	Cement					33.214321	117250749		70	
Jalaran	5	Cement					33.226313	117388289		70	
Flagstaff	48	Cement					33.443117	117258555		70	
Pederick	40	Cement					33.439865	117257414		70	
CULVERTS											
Road	SIDE	Type	S.L.K	Size		Length	LINK SLABS	Pipe Cost	Headwalls	H/W cost	Total cost
Dongolocking	N	Head wall	6.50	375mm					precast	\$299	\$299
Piesseville-Tarwonga	W	Head wall	1.8								
Piesseville-Tarwonga	W	Head wall	2.27								
Piesseville-Tarwonga	W	Head wall/Pipe	3.35			1 metre					
Thompson road	W	Head wall	4.85								
Thompson road	E	Head wall	5.67								
Thompson road	Both	Head walls	6.28								
Thompson road	E	Head wall	7.69								
Noble road	Both	Head walls	10.39								
Noble road	W	Head wall	10.6								
Hieghts-Tie road		Head wall	0.71								
Hieghts road		Head walls	4.3								
Wagin-Wickipin road		culvert	5.54								
Beafort road		culvert broken	11.69								
Jalaran road	Both	Head walls/ 5 pipes	18.82	375mm		9.2 / 4 pipes		112	precast	299	1046
Piesseville-Tarwonga gravel section											
											\$1,345



7.2 2022/2023 PLANT REPLACEMENT PROGRAM (DRAFT)

COMMITTEE DECISION

Moved Cr W J Longmuir

Seconded Cr P J Blight

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

Carried 3/0



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										
TOTAL				257,000	231,630	298,000	319,000	297,000	260,000	248,000	318,000	322,000	207,000	425,000	317,000
RESERVE FUND				2019/20	Actual	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2026/27	2026/27	2026/27
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
Closing Balance				278,901	302,669	310,722	297,937	300,896	346,913	405,852	395,969	381,888	482,526	367,176	357,520
Municipal Contribution				297,000	297,000	300,000	300,000	294,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000



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.

Note: Information noted by the Committee.



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

7.4 GAZANIA INFESTATION – WAGIN TOWN SITE

COMMITTEE RESOLVED

That some trials be carried out on Shire controlled property to determine the effectiveness of chemical control.

8. INSPECTIONS

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

Note: Site was inspected in company with personnel from the Department of Water and Environmental Regulation and Mr Austin Piesse.

Resolved that the proposed tank be located in the North West corner of the reserve 27580

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

COMMITTEE DECISION

Moved Cr P J Blight

Seconded Cr W J Longmuir

That the gates be reinstated on the North East and South East corners of Badgarning Reserve 27580 and that chains be reattached to the gates on the North West and South West corners of the Reserve.

Carried 3/0

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)

COMMITTEE DECISION

Moved Cr G R Ball

Seconded Cr W J Longmuir

That road counters be installed in Ballagin Street (North end) and Great Southern Highway (immediately before the intersection of Ballagin Street) to assess traffic volumes and types.

Carried 3/0

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

COMMITTEE RESOLVED

That large healthy trees at the cemetery be preserved and as far as practicable headstones that have been dislodged by trees be straightened.

Carried 3/0

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)

COMMITTEE RESOLVED

That no action be taken.

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 4.25 pm

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

Signed:


..... B. KIPATRICK
Chairperson

Date:

..... 3/5/23