

Works Advisory Committee Meeting

Minutes

20 October 2016

MINUTES OF WORKS ADVISORY COMMITTEE MEETING
HELD IN COUNCIL CHAMBERS ON 20 OCTOBER 2016

Preface

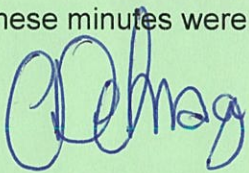
When the CEO approves these Minutes for distribution they are in essence "Unconfirmed" until the following Works Advisory Committee Meeting, where the Minutes will be confirmed subject to any amendments made by the members of the Committee.

The "Confirmed" Minutes are then signed off by the Presiding Person.

Attachments that formed part of the Agenda, in addition to those tabled at the Meeting are incorporated into an addendum to these Minutes.

Unconfirmed Minutes

These minutes were approved for distribution on 27/10/2016.



Cherie Delmage
ACTING CHIEF EXECUTIVE OFFICER

Confirmed Minutes

These minutes were confirmed at a meeting held on ...10th Jan 2017...

Signed: ...David R. Don...

Note: The Presiding Member at the meeting at which the minutes were confirmed is the person who signs above.

Shire of Toodyay

WORKS ADVISORY COMMITTEE MEETING 20 October 2016

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ADDENDUM *with separate index follows Item 12*

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Shire of Toodyay

MINUTES

1. DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

The Chairperson declared the meeting open at 4.10pm.

2. RECORDS OF ATTENDANCE / APOLOGIES

2.1 Record of Attendance

Members

Mr L Vidovich
Cr D Dow
Cr P Greenway
Cr T Chitty
Cr B Rayner

Manager Works and Services
Chairman/Shire President
Shire Councillor/Committee Member
Shire Councillor/Committee Member
Shire Councillor/Committee Member

Staff

Mrs E Francis

Works & Services Administration Officer

Visitors

Nil

2.2 Apologies

Nil

3. DISCLOSURE OF INTERESTS

The Chairperson advised that no disclosures of interest in the form of a written notice had been received prior to the commencement of the meeting.

4. PUBLIC QUESTIONS

4.1 RESPONSES TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

At the Works Advisory Committee Meeting held on 21 July 2016, there were no questions taken on notice.

4.2 PUBLIC QUESTION TIME

Nil.

5. CONFIRMATION OF MINUTES

5.1 Works Advisory Committee Meeting held on Date 21 July 2016

OFFICER'S RECOMMENDATION/MOTION

MOVED Cr. Rayner

SECONDED Cr. Greenway

That the Unconfirmed Minutes of the Works Advisory Committee Meeting held on 21 July 2016 be confirmed.

CARRIED

5.2 Matters arising from previous minutes

- 5.2.1 Standpipe Tank Status discussed and the outcome being that the Standpipe is nearing completion for the first week of November.
- 5.2.2 Footpath Grant Drummond Street East
MWS spoke with Toodyay District High School regarding a letter of support, which was received. Grant application has been submitted.

5.3 Review of the WAC Status Report

- 5.3.1 Anzac Trees still pending.
- 5.3.2 One Man Road: Advised by Landgate that the re-naming of a portion of One Man Road cannot be re-named 'Western Road' because Landgate no longer endorses directional names.
- 5.3.3 MWS confirmed that directional numbers for One Man Road were going to be installed and will be ordered shortly.

6. PUBLIC SUBMISSIONS (relating to the purpose of the meeting)

Nil

7. BUSINESS LEFT OVER FROM PREVIOUS MEETING (if adjourned)

Nil

8. REPORTS OF OFFICERS

8.1 RAV Network – Heavy Haulage

As per correspondence from Main Roads WA for the Framework for downgrading Local Roads on the Restricted Access Vehicle Network guidelines:

“It is often necessary for Local Governments to undertake community and/or transport industry consultation as part of their request to downgrade a road. This allows stakeholders including local business, residents and other members of the community to be involved in the decision making processes who may be affected by the change in network status.

Consultation will not be necessary where it can be demonstrated the road is no longer used by heavy vehicles or there is a suitable alternative route.”

8.2 Job & Plant Report

An overview of the report was completed.

8.3 General Plant

- 1) Bicycle Grant for Drummond Street East submitted (Stage 2 of the Application process) letter of support obtained from the school and in accordance with Council's bike plan.
- 2) Asphalt sealing works commences today and tomorrow at Toodyay Club car park, Clinton, Fiennes & Hamersley Road, Repair footpath at Odd Fellow Street, Harper/Stirling Terrace intersection and repair the sinkhole on the corner of Harper & Julimar Roads.
- 3) Tender written and advertised for the Panel Contract for the Hire of Plant, Equipment and Labour for the construction of the road, drainage and levelling of the playing fields. Item to go to the October 2016 Ordinary Council Meeting for endorsement.
- 4) Intersection designs and costings for heavy haulage route completed including Stirling Terrace being given approval from MRWA to be a RAV2 network road.
- 5) Quotes obtained for the changeover of multi-tyred roller and backhoe, still to assess.
- 6) Surveying and Designing cul-de-sac at Hemiandra.
- 7) Speaking with landowners on Dawson Road to direct stormwater to existing dams (three locations).
- 8) Determine locations for the three street bins and finalise history to attach with the Museum Curator.
- 9) Construction crew currently on Dewars Pool Road.

- 10) Bejoording Rural Numbering – Letter sent out to swap two road names at the request of landowners. Hussey Court and Ludemann Glade.

9. REPORTS OF COMMITTEE MEMBERS

9.1 Toodyay Road Upgrades

Cr Greenway sent an email to the WAC members regarding the upgrades on Toodyay Road.

9.2 Train Station Parking area

Parking area at train station. Tasks have been allocated to gardeners and is proposed to be completed in conjunction with the Landscaping works at the entrance of the car park.

9.3 Toodyay West Road Storm water run-off

Toodyay West Road regarding stormwater runoff from the road into residential properties – the MWS advised that when a property is constructed below the road level it is the responsibility of the Landowner to install cut-off drains or grates in line with the standard development conditions.

9.4 Regional Road Group Meeting

Two applications for the 2017-2018 financial year were submitted. The seal and upgrade of Salt Valley Road will receive total funding of \$240,000 and River Road partial funding of \$70,000.

10. NEW BUSINESS OF AN URGENT NATURE

Nil.

11. NEXT MEETING

The next meeting is tentatively scheduled for 19 January 2017, commencing at 4.00pm.

12. CLOSURE OF MEETING

The Chairperson declared the meeting closed at 5.20pm.



ATTACHMENTS

to Minutes of the

**Works Advisory
Committee Meeting**

20 October 2016

ATTACHMENTS
TO MINUTES OF WORKS ADVISORY COMMITTEE MEETING
HELD IN COUNCIL CHAMBERS ON 20 OCTOBER 2016

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CONFIRMATION OF MINUTES

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REPORTS OF OFFICERS

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STATUS REPORT Works Advisory Committee

Including Recommendations made to Council, Action List and Completed items
20 OCTOBER 2016

Recommendations made to Council

Meeting Date	Item	Title/Description of Item	Resp. Officer	Proposed / Notes / Actions to be taken	Deadline

Action List

Meeting Date	Item	Title/Description of Item	Resp. Officer	Proposed / Notes / Actions to be taken	Deadline



STATUS REPORT Works Advisory Committee

Including Recommendations made to Council, Action List and Completed items
20 OCTOBER 2016

COMPLETED RECOMMENDATIONS THAT HAVE GONE TO COUNCIL (and ACTIONS Completed)					
Meeting Date	Item	Title/Description of Item	Resp. Officer	Status / Action / Notes	RESOLUTION NO.
21 July 2016	8.1	Anzac Avenue Trees 2 Trees to be considered for removal as a budgeted item.	MWS	Recommendation taken to Council and voted the removal of the trees.	125/07/16
21 July 2016		Check signage: One man Road/Western Road. Is the road signed as 'Western Road' or One Man Road'?	MWS	Signage Checked. All signage is 'One man Road'. No 'Western Road' signage.	
21 July 2016		Western Road/One man Road Can it be changed?	MWS	Landgate has explained that changing the Road name to 'Western Road' would not be supported as directional Road names are no longer permitted.	
21 July 2016		What is the potential for having directional numbers ie. '<- 1-174' & '175-297 ->'	MWS	In Progress	

Main Roads Heavy Vehicle Services

Framework for Downgrading Local Roads on the Restricted Access Vehicle Networks.

Working with Local Governments and Main Roads Regional offices to ensure a consistent and coordinated approach in downgrading Restricted Access Vehicle Networks.

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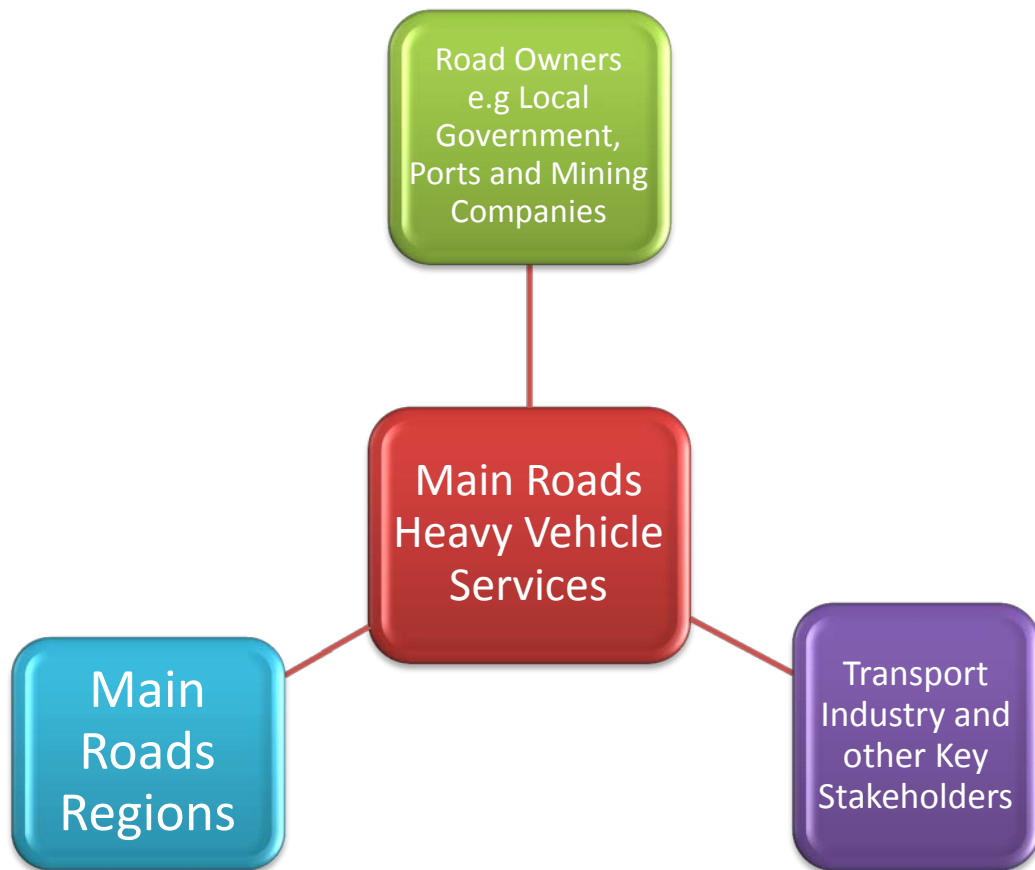
Introduction

Main Roads Heavy Vehicle Services has identified a need to develop a process to ensure downgrading Local Government roads on the Heavy Vehicle Network has been strategically evaluated to provide a consistent and efficient Heavy Vehicle Network.

It is in the interest of Local Government, Main Roads Regional Offices and Main Roads Heavy Vehicle Services to ensure that safe efficient heavy vehicle access to the road network is achieved by identifying key freight routes that work for the transport industry and will take the burden off lower priority/ less funded roads. Clear communication and consultation between Local Government and Main Roads is essential so all parties are able to provide valuable input into the decision making process.

The purpose of this document is to provide clarity on matters that need to be considered prior to downgrading a road on the Restricted Access Vehicle (RAV) networks and ensure a consistent approach is taken when considering applications.

Relationship between stakeholders



Working with Local Government and Regions

Main Roads Heavy Vehicle Services will work with Local Government and Main Roads Regions to provide clarity and a process for downgrading Restricted Access Vehicle (RAV) network access. Main Roads Heavy Vehicle Services will consult with relevant stakeholders through regional visits and stakeholder information sessions to gain a valuable understanding of roads under their jurisdiction.

Role of Main Roads Heavy Vehicle Services

Heavy Vehicle Services (HVS) is responsible for providing safe, efficient and sustainable heavy vehicle access to the Western Australian road network. Heavy Vehicle Services' role is to regulate, through issue of permits and notices, the movement of restricted access vehicles on the Western Australian road network in accordance with relevant legislation. It is necessary to balance Government policy objectives for road safety, transport efficiency for State economic benefits, community amenity and preservation of the road asset and transport industry demand.

The Access Planning Branch is one of the core business areas of HVS, providing technical advice and solutions related to accessing the State's road network by Restricted Access Vehicles (RAVs). One of the responsibilities of the Access Planning Branch is to conduct a strategic analysis of identified roads to ensure downgrading roads approved on the network are warranted and will not negatively impact on transport operations.

Prioritisation of Network Roads

Key freight routes play an important role in ensuring environmental and economic sustainability. Inconsistencies in access or downgrades in network access on key freight routes can cause increased vehicle movements, loss of trade and increased transport costs which can flow onto the consumer. Requests to downgrade any road on the RAV Network will be assessed on a case by case basis. A road on the RAV Network is unlikely to be considered for downgrade if the road provides a strategic link to any of the following facilities:

- Ports
- Remote Communities
- Mine Sites
- Co-operative Bulk Handling (CBH) Grain Bins
- Industrial and commercial areas
- Regional distribution roads

Main Roads will consider downgrading most roads provided there is a suitable and practical alternate route to reach the desired destination.

Road Hierarchy Considerations

A hierarchy of roads has been established to designate the role of all roads, funding allocations and to encourage uniform management of roads of the same type. This hierarchy has been adopted by Heavy Vehicle Services and is used as part of the decision making process to determine if it is appropriate to downgrade a road on the RAV network.

Primary Distributor:

Primary Distributor roads provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia and will generally not be considered for downgrade in RAV access without significant justification.

Regional Distributor:

Regional Distributor roads, which are not primary distributor roads, link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government and will generally not be considered for downgrade in RAV access without significant justification and consultation.

District Distributors:

District Distributor A and B roads run between built up areas (generally not through them), forming a grid which would ideally space them about 1.5 kilometres apart. They are managed by local government.

- **District Distributor A**
Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributor roads. These are likely to be truck routes and provide only limited access to adjoining property and will generally not be considered for downgrade in RAV access without adequate justification or proposal of an alternate route.
- **District Distributor B**
Perform a similar function to District Distributor A roads, but with reduced capacity due to flow restrictions caused by frequent property accesses and roadside parking in many instances. These are often older roads with a traffic demand in excess of that originally intended. Downgrades in RAV Access on these roads will be supported provided the Local Government conducts adequate community consultation. An alternative to seeking a downgrade would be to apply conditions to limit the RAV access to local operators.

Local Distributor:

Local Distributor roads are managed by local government. Their role is similar in both built up areas and rural areas, but traffic volumes and traffic management requirements differ significantly.

- **Built Up Area**
Roads that carry traffic within a cell and link District Distributor roads or Primary Distributor roads at the boundary, to access roads. The route of Local Distributor roads should discourage through traffic so the cell formed by the grid of higher order distributor roads only carries traffic belonging to, or serving the area. Local Distributor roads should accommodate buses, but discourage general truck movements. Downgrades in RAV Access on these roads will be supported provided the Local Government conducts adequate

community consultation. An alternative to seeking a downgrade would be to apply conditions to limit the RAV access to local operators.

- **Rural**

Roads that connect to other Rural Distributor roads and to Rural Access Roads. They are not Regional Distributor roads, but are designed for the efficient movement of people and goods within regional areas. Downgrades in RAV Access on these roads will be supported provided the Local Government conducts adequate community consultation. An alternative to seeking a downgrade would be to apply conditions to limit the RAV access to local operators.

Access Road:

Access roads provide access to abutting properties with safety aspects having priority over the vehicle movement function and are managed by Local Government. In urban areas, these roads are generally bicycle and pedestrian friendly. RAV access on these roads will only be supported for local access and not as through routes. Downgrades in RAV Access on these roads will be supported provided the Local Government conducts adequate community consultation. An alternative to seeking a downgrade would be to apply conditions to limit the RAV access to local operators.

Risk and Safety Analysis

If any safety issues are identified on a road, Main Roads Heavy Vehicle Services will conduct a re-assessment of the road to establish if it is necessary to remove the road from the RAV Network. A Crash Data Analysis should also be conducted as part of the assessment to identify any trends that relate to heavy vehicle incidents.

If the road is located on a key freight route, consideration must first be given to ascertain if remedial works will resolve the identified safety concerns. Consultation with Main Roads Heavy Vehicle Services should be done before any road upgrades to ensure the proposed works meet the requirements for the particular level of RAV Access.

Community Consultation

It is often necessary for Local Governments to undertake community and/or transport industry consultation as part of their request to downgrade a road. This allows stakeholders including local business, residents and other members of the community to be involved in the decision making processes who may be affected by the change in network status.

Consultation will not be necessary where it can be demonstrated the road is no longer used by heavy vehicles or there is a suitable alternative route.

Interconnecting Network Roads

RAV access that crosses local government boundaries can have its challenges when considering downgrades to the RAV Network. This is mainly due to the difference in priorities for each Local Government. Main Roads will assess each request on a case by case basis and consult with each Local Government if any interconnecting or cross boundary inconsistencies are identified.

Alternatives to Downgrading RAV Access

Road Maintenance Agreement

Road owners may consider supporting RAV access providing the road user enters into a Road Maintenance Agreement. A Road Maintenance Agreement is a contract entered into by the road user and road owner to recover costs for extra road maintenance undertaken by the road owner as a direct result from heavy vehicle movements.

Condition CA07 and CV17

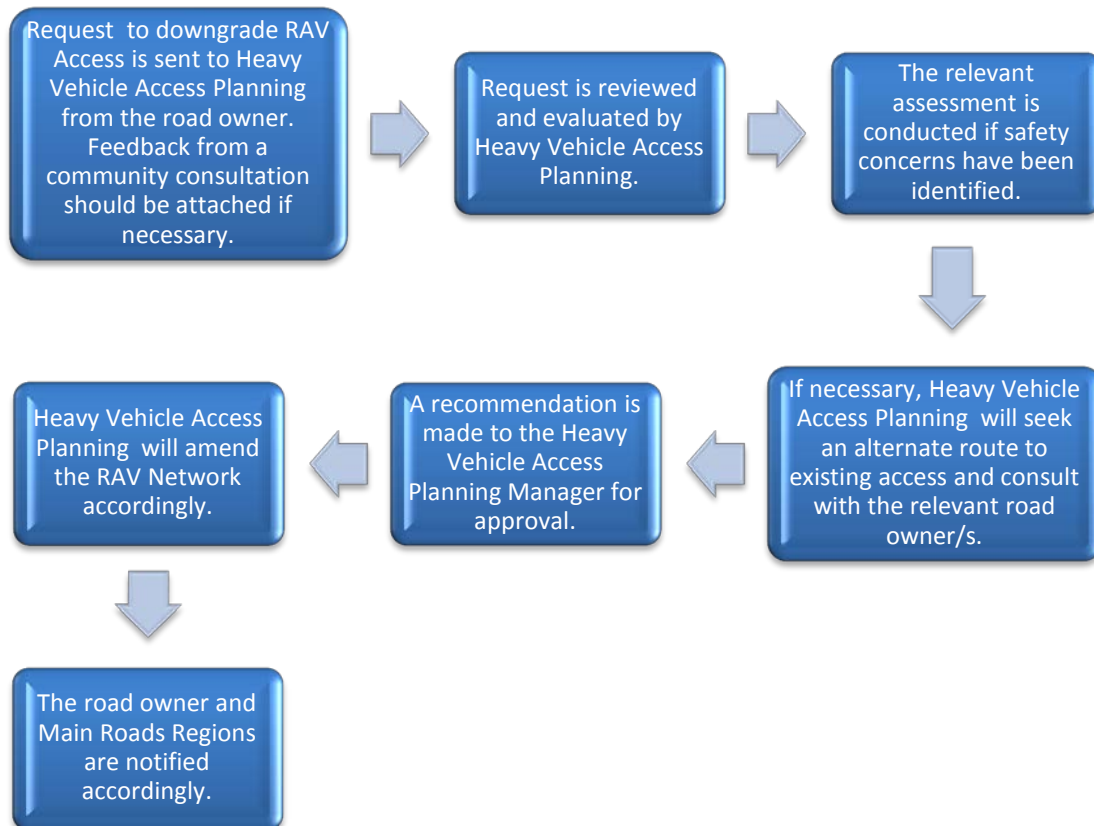
Condition CA07 (All operators must carry written endorsement from the Local Government authority supporting use of the road) allows the road owner to manage vehicles on their network. If the road is intended as a “to” route for local access as opposed to a “through route” for general access, then applying condition CA07 to the network for specific roads will allow the road owner control of who operates on their road. The road owner is responsible for the administration obligations that come with applying the condition CA07.

Alternatively, condition CV17 (Not to be used as a through route. For local delivery and pick up only) can be applied to the road; or condition CA13 (No operation during school bus hours).

Similarly to downgrading roads, the road hierarchy must be considered when deciding whether or not to apply these conditions i.e. it is unlikely Heavy Vehicle Services will support applying these conditions to Primary Distributor roads, District Distributor A roads and Regional Distributor roads, without significant justification, as the roads all provide necessary links to the RAV Networks.

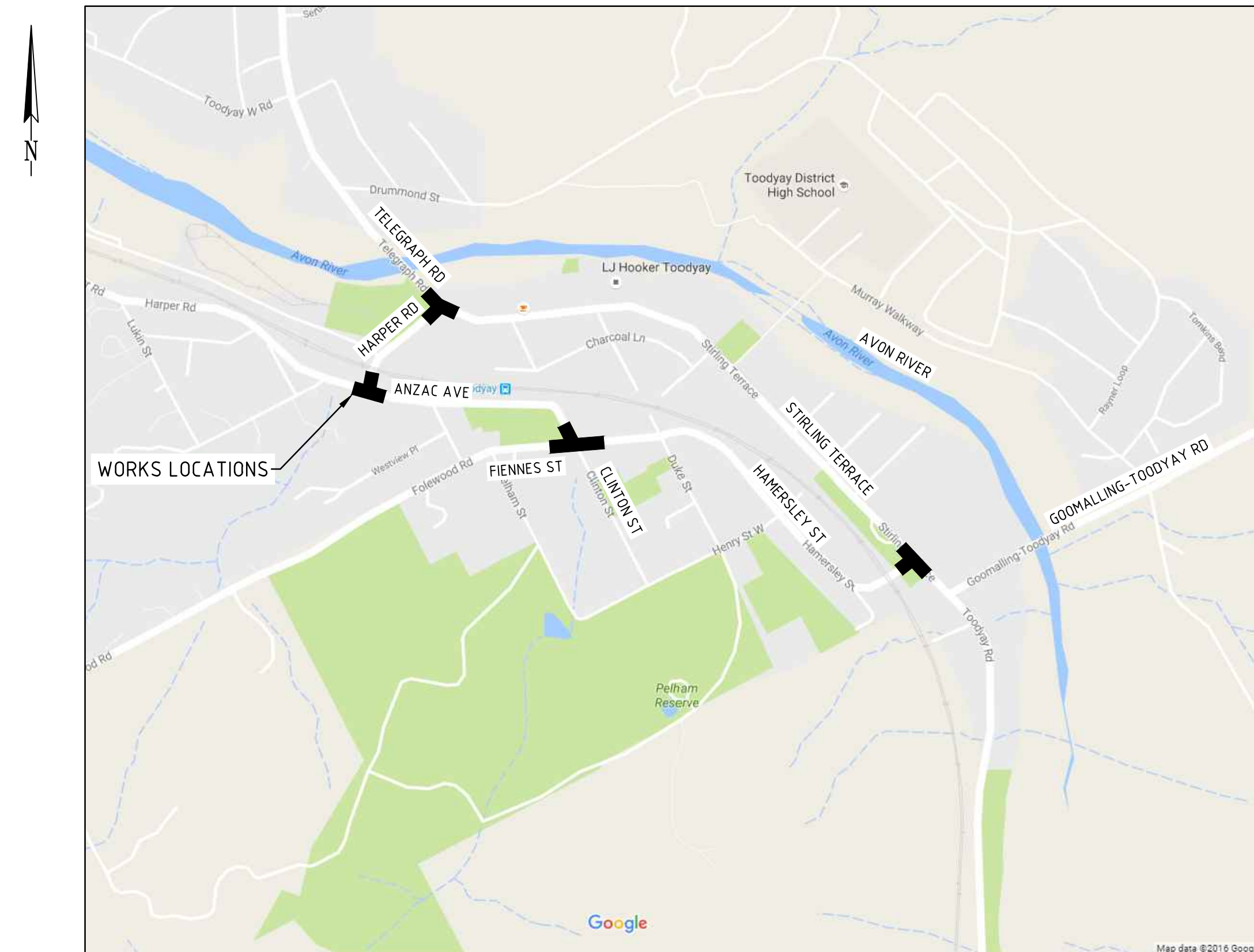
- CA07 – All operators must carry written approval from the road owner endorsing use of the road
- CV17 – Not to be used as a through route. For local delivery and pick up only
- CA13 – No operation during school bus hours.

Process for Downgrading RAV Access



DRAWING LIST

R616-01	TELEGRAPH RD & HARPER RD CONCEPT
R616-02	TELEGRAPH RD & HARPER RD VEHICLE PATHS
R616-03	HARPER RD & ANZAC RD CONCEPT
R616-04	HARPER RD & ANZAC RD VEHICLE PATHS
R616-05	CLINTON ST & FIENNES ST CONCEPT
R616-06	CLINTON ST & FIENNES ST VEHICLE PATHS
R616-07	HAMERSLEY ST & STIRLING TCE CONCEPT
R616-08	HAMERSLEY ST & STIRLING TCE VEHICLE PATHS 1 OF 2
R616-09	HAMERSLEY ST & STIRLING TCE VEHICLE PATHS 2 OF 2



PLAN VIEW

NOT TO SCALE

HEAVY HAULAGE ROUTE – TOODYAY INTERSECTION WIDENING CONCEPTS

SHIRE OF TOODYAY

OCTOBER 2016



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LEGEND
PROPOSED

KERB/SEALED EDGE, TANGENT POINT

DRAINAGE REINSTATEMENTS:
GULLY, PIPE

EXISTING

KERB/SEALED EDGE

FOOTPATH

BOUNDARY: LINE, PEG

FENCE

DRAINAGE: JUNCTION PIT, SIDE
ENTRY PIT

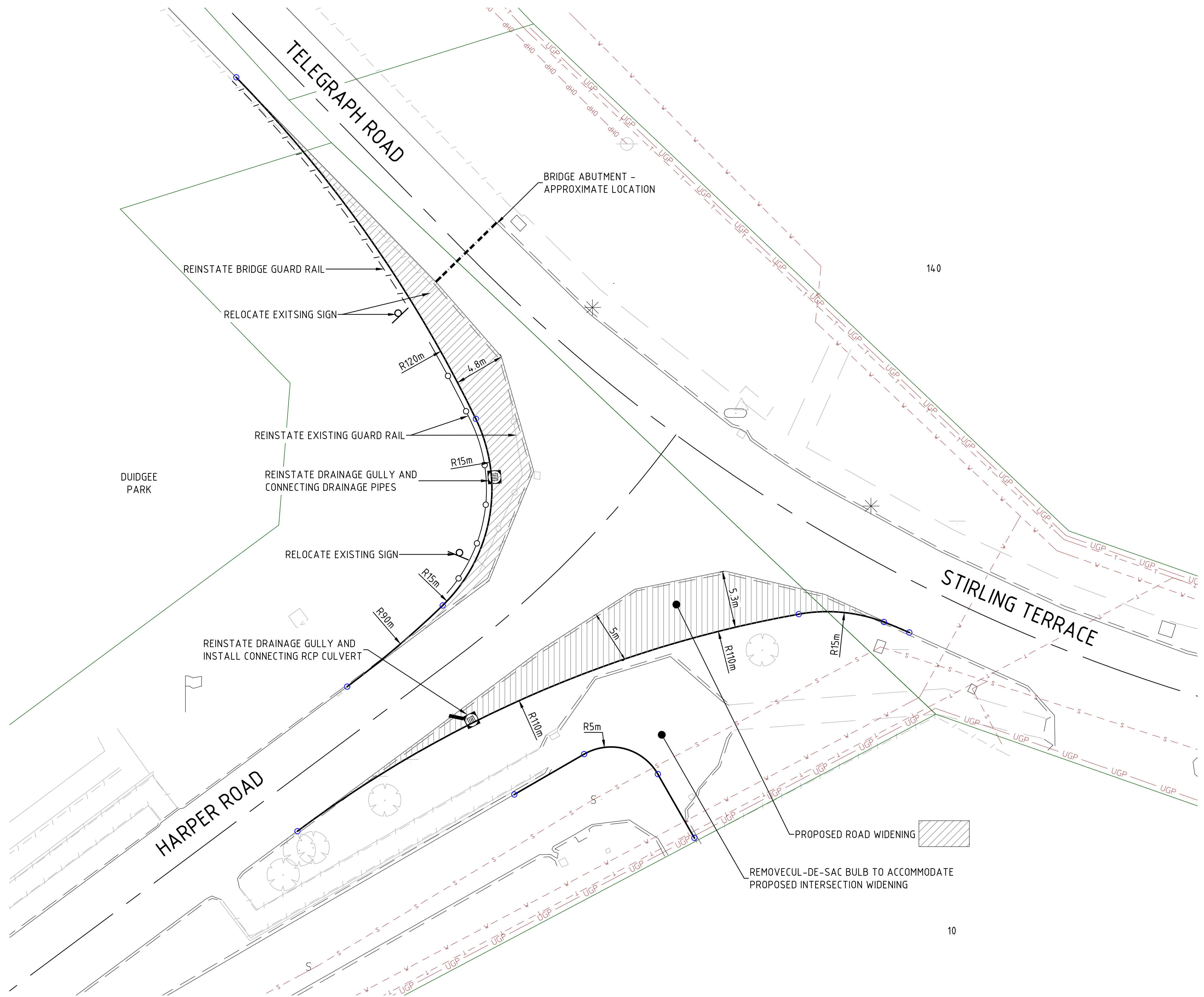
UNDERGROUND POWER: LINE, PIT,
DOME, LIGHT POLE

TELECOMS: LINE, PIT, DOME, SWITCH
BOX

WATER: PIPE, METER, VALVE,
HYDRANT

OVERHEAD POWER: LINE, POLE

SEWER LINE



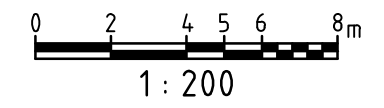
PLAN VIEW
SCALE 1:200

PRELIMINARY

No.	DATE	REVISION
B	10.16	HARPER ROAD/TELEGRAPH ROAD CONCEPT MODIFIED AS PER REVIEW
A	10.16	PRELIMINARY

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Scale	Size
1:200	A1
Client	
SHIRE OF TOODYAY	
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Project	HEAVY HAULAGE ROUTE - TOODYAY
Title	INTERSECTION WIDENING CONCEPTS TELEGRAPH RD & HARPER RD CONCEPT
Rev	R616-01

LEGEND

PROPOSED

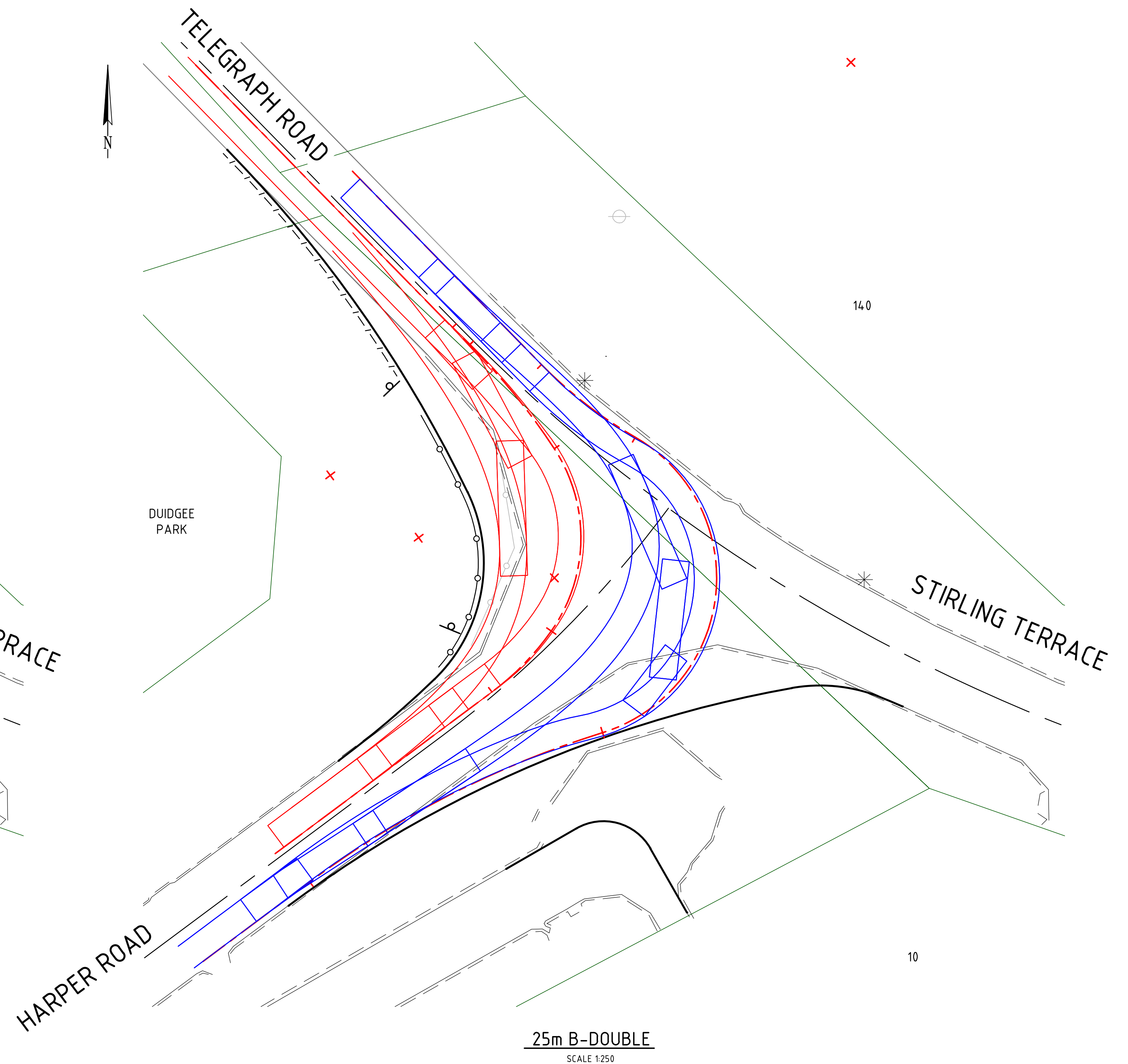
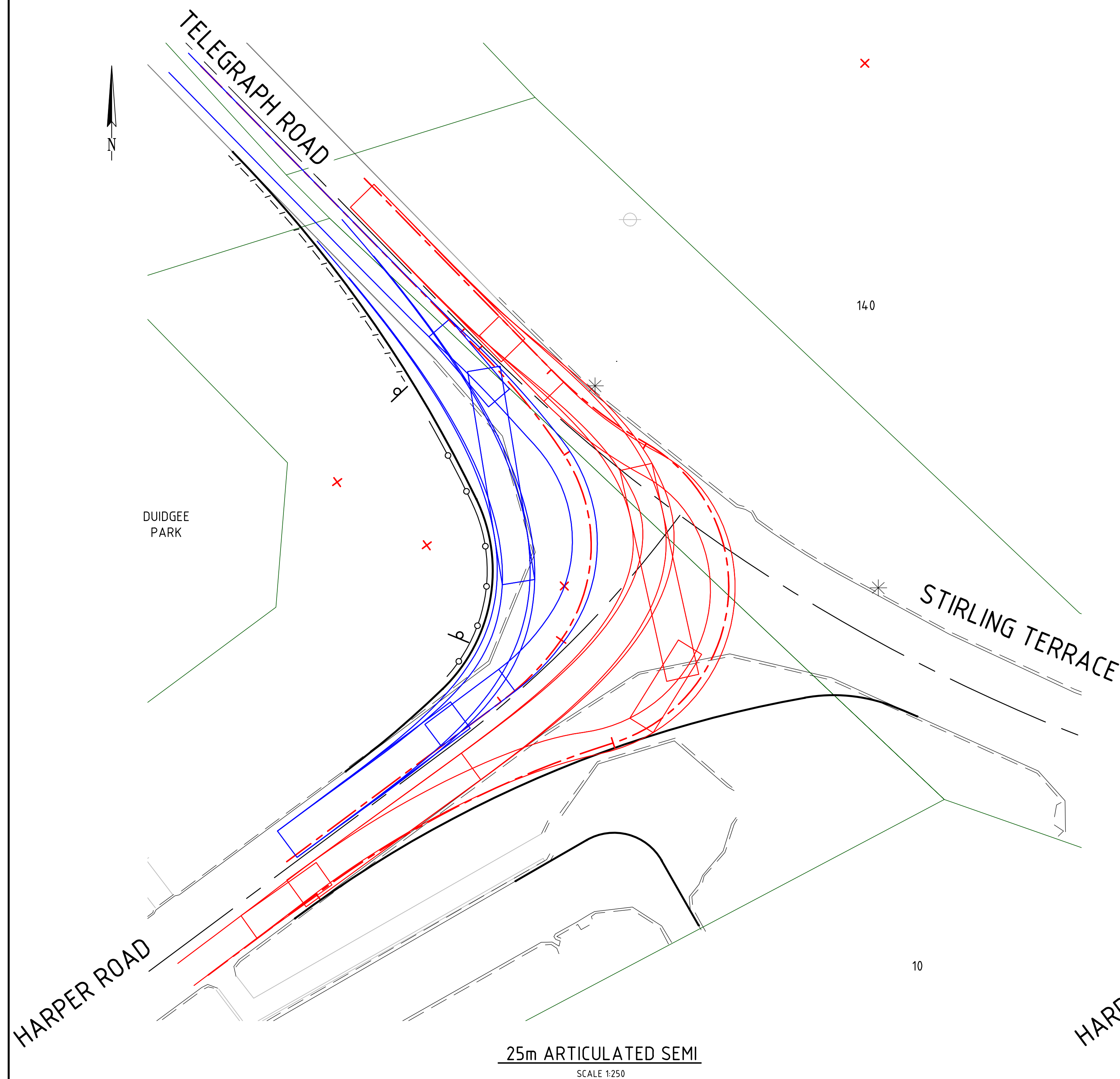
KERB/SEALED EDGE, TANGENT
POINT

OUTSIDE FRONT WHEEL PATH

EXISTING

KERB/SEALED EDGE

BOUNDARY: LINE, PEG

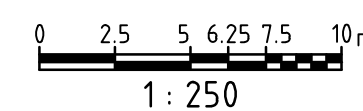


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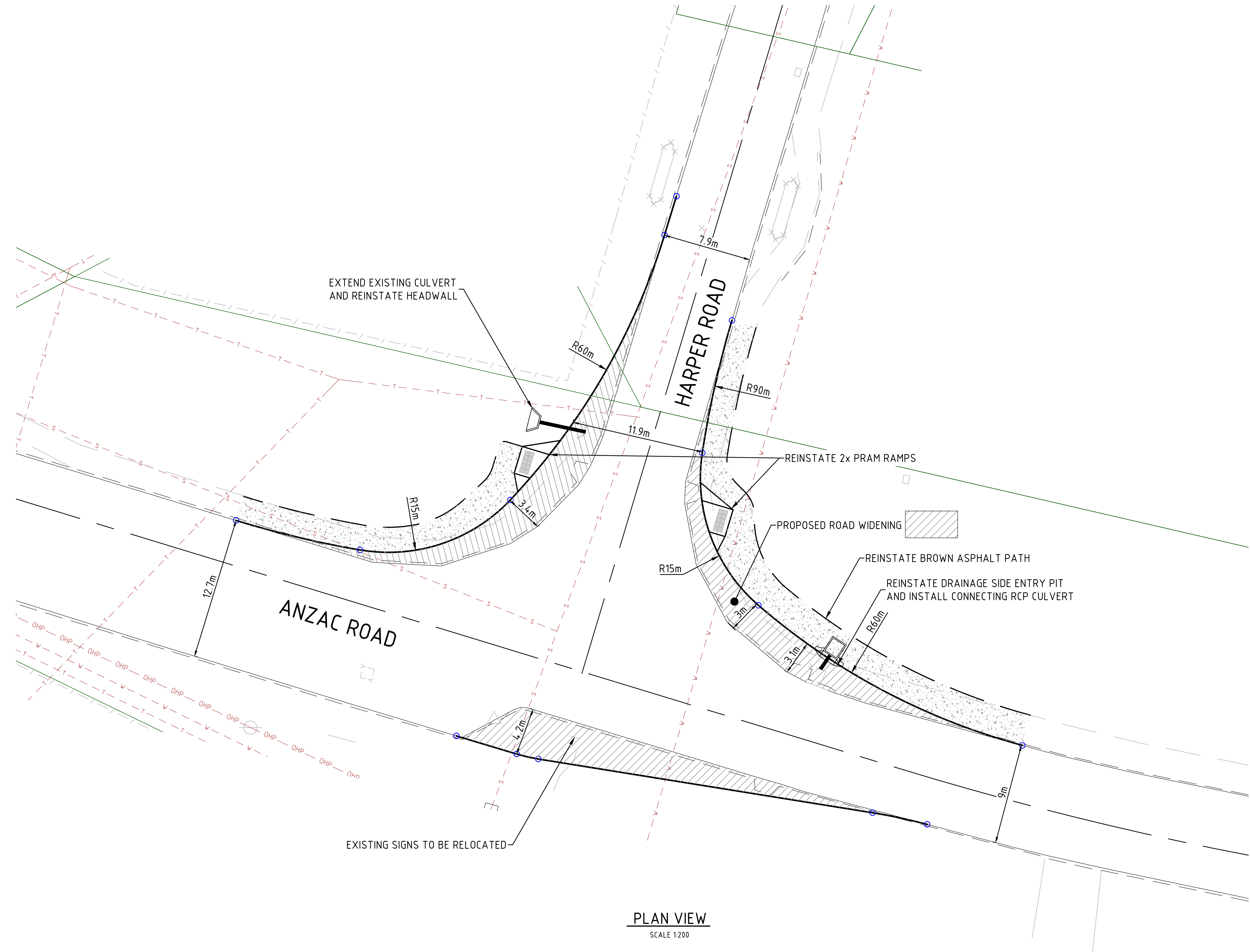
No.	DATE	REVISION
B	10.16	HARPER ROAD/TELEGRAPH ROAD CONCEPT MODIFIED AS PER REVIEW
A	10.16	PRELIMINARY



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Scale	Size	Project	Title	Rev
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Client		SHIRE OF TOODYAY	R616-02	
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PLAN VIEW
SCALE 1:200

LEGEND
PROPOSED

KERB/SEALED EDGE, TANGENT POINT

DRAINAGE REINSTATEMENTS:
PIPE, SEP, HEADWALL

FOOTPATH

EXISTING

KERB/SEALED EDGE

FOOTPATH

BOUNDARY: LINE, PEG

FENCE

DRAINAGE: JUNCTION PIT, SIDE ENTRY PIT

UNDERGROUND POWER: LINE, PIT, DOME, LIGHT POLE

TELECOMS: LINE, PIT, DOME, SWITCH BOX

WATER: PIPE, METER, VALVE, HYDRANT

OVERHEAD POWER: LINE, POLE

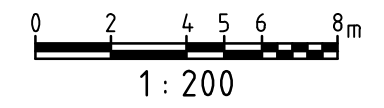
SEWER LINE

PRELIMINARY

No.	DATE	REVISION
B	10.16	HARPER ROAD/TELEGRAPH ROAD CONCEPT MODIFIED AS PER REVIEW
A	10.16	PRELIMINARY



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Client	
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Project	HEAVY HAULAGE ROUTE - TOODYAY
Title	INTERSECTION WIDENING CONCEPTS HARPER RD & ANZAC RD CONCEPT
Rev	B
R616-03	

LEGEND

PROPOSED

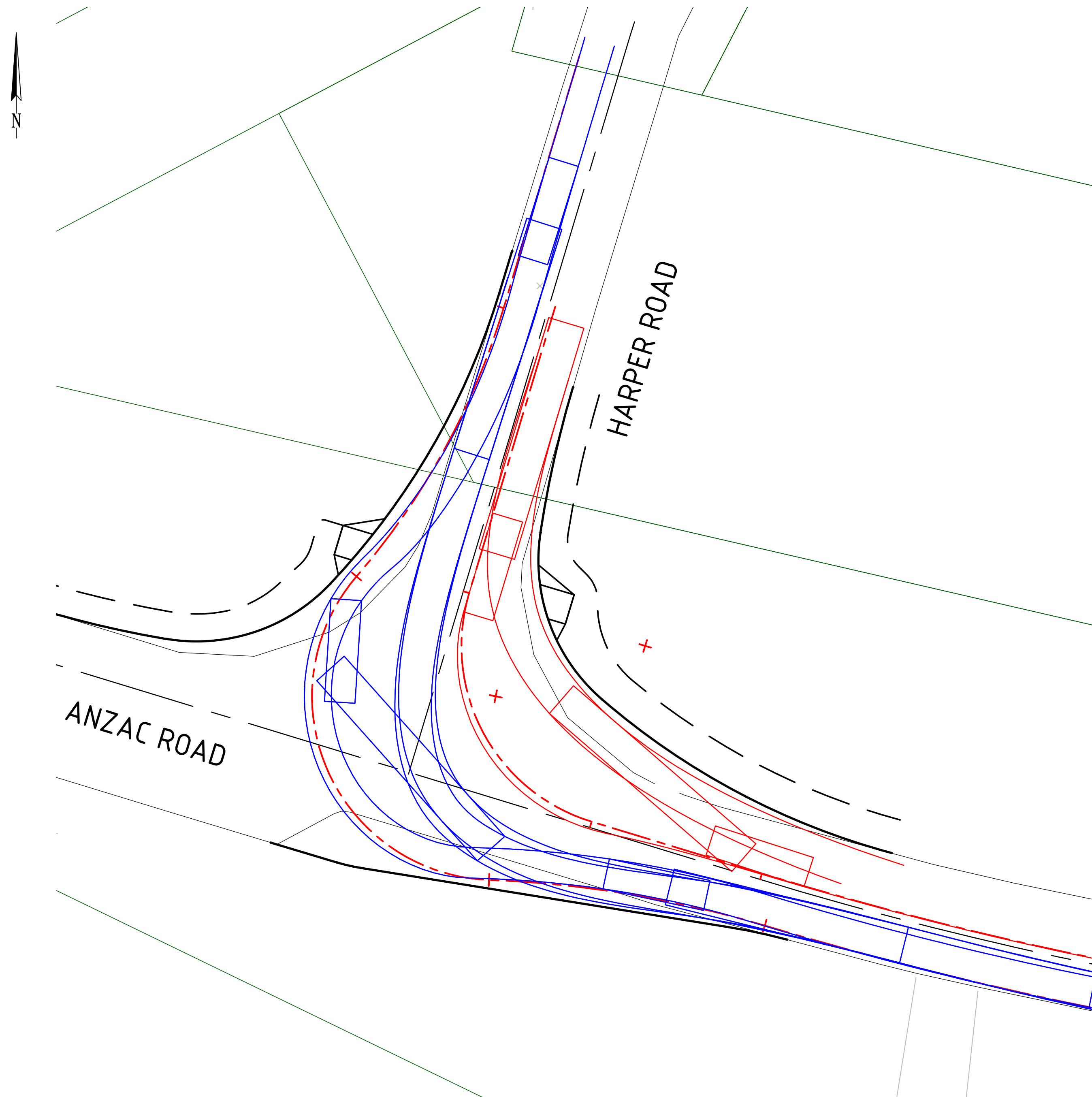
KERB/SEALED EDGE, TANGENT
POINT

OUTSIDE FRONT WHEEL PATH

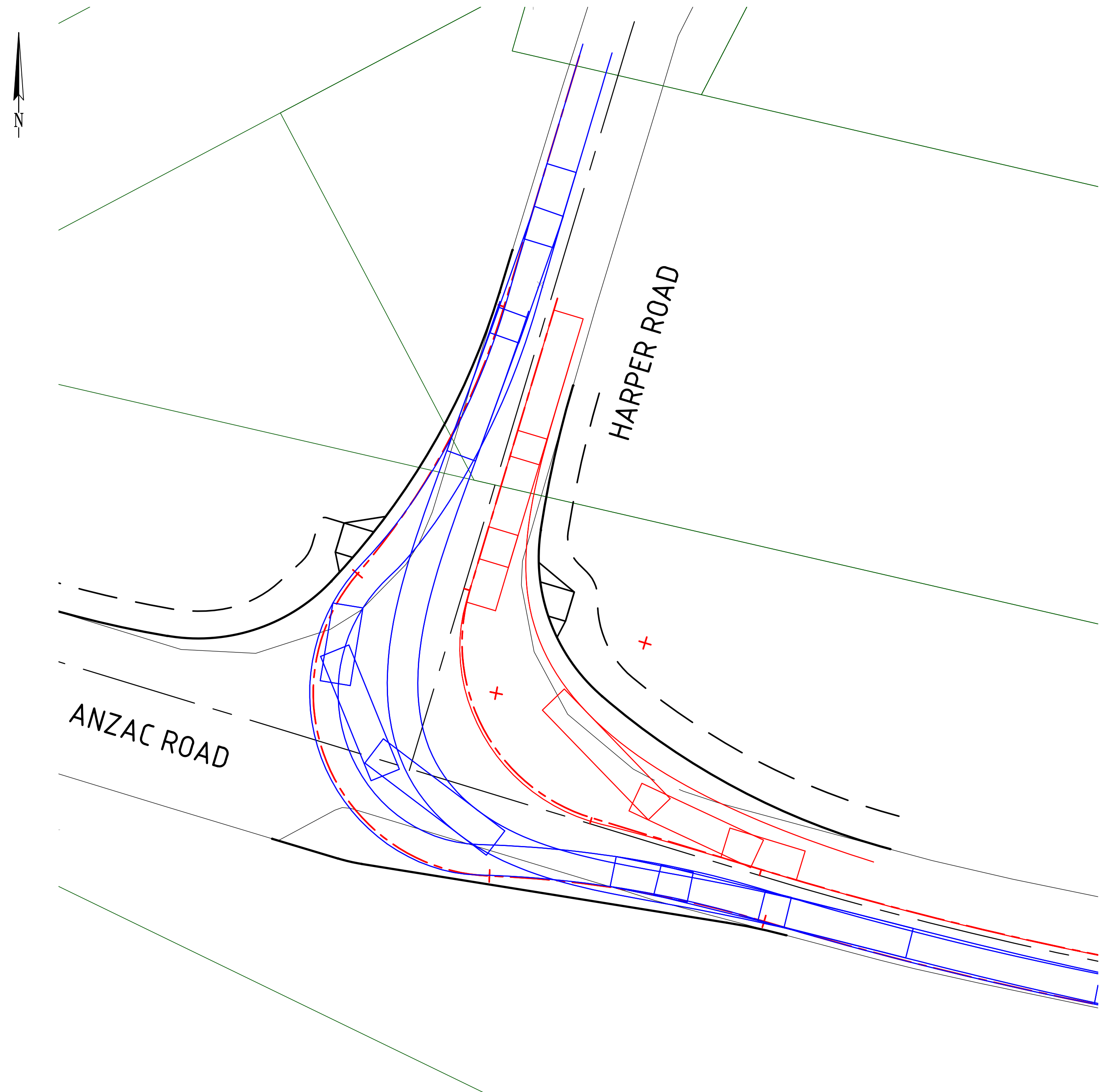
EXISTING

KERB/SEALED EDGE

BOUNDARY: LINE, PEG



25m ARTICULATED SEMI
SCALE 1:250



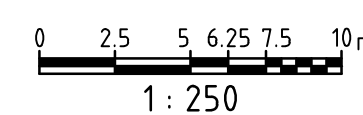
25m B-DOUBLE
SCALE 1:250

PRELIMINARY

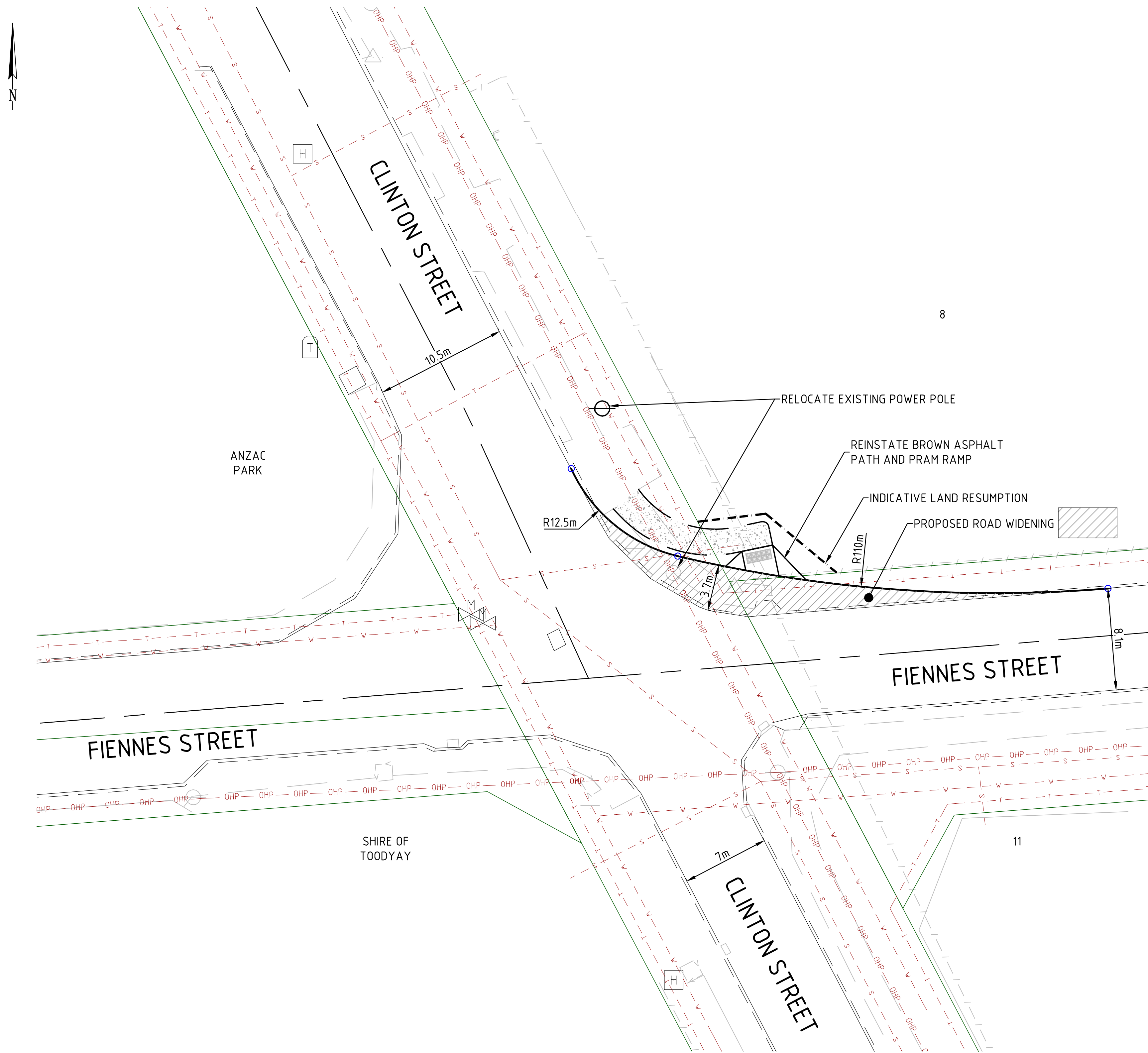
No.	DATE	REVISION
B	10.16	HARPER ROAD/TELEGRAPH ROAD CONCEPT MODIFIED AS PER REVIEW
A	10.16	PRELIMINARY



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Scale	Size	Project
1:250	A1	HEAVY HAULAGE ROUTE - TOODYAY
Client		Title
SHIRE OF TOODYAY		INTERSECTION WIDENING CONCEPTS HARPER RD & ANZAC RD VEHICLE PATHS
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		Rev B



LEGEND
PROPOSED

KERB/SEALED EDGE, TANGENT POINT	
FOOTPATH	
EXISTING	
KERB/SEALED EDGE	
FOOTPATH	
BOUNDARY: LINE, PEG	
FENCE	
DRAINAGE: JUNCTION PIT, SIDE ENTRY PIT	
UNDERGROUND POWER: LINE, PIT, DOME, LIGHT POLE	
TELECOMS: LINE, PIT, DOME, SWITCH BOX	
WATER: PIPE, METER, VALVE, HYDRANT	
OVERHEAD POWER: LINE, POLE	
SEWER LINE	

PLAN VIEW
SCALE 1:200

PRELIMINARY

No.	DATE	REVISION	 0424 630 251 Design@ProformCivil.com Perth Western Australia		Scale	Size	Project	Title		Rev
					1:200	A1	HEAVY HAULAGE ROUTE - TOODYAY	INTERSECTION WIDENING CONCEPTS CLINTON ST & FIENNES ST CONCEPT		
B	10.16	HARPER ROAD/TELEGRAPH ROAD CONCEPT MODIFIED AS PER REVIEW			Client		SHIRE OF TOODYAY			
A	10.16	PRELIMINARY			1 : 200		This document is and shall remain the property of Proform Civil. Unauthorised use of this document in any way is prohibited. Proform Civil does not accept any loss or damage suffered as a result of any errors in interpretation or application of these drawings.	R616-05		B

LEGEND

PROPOSED

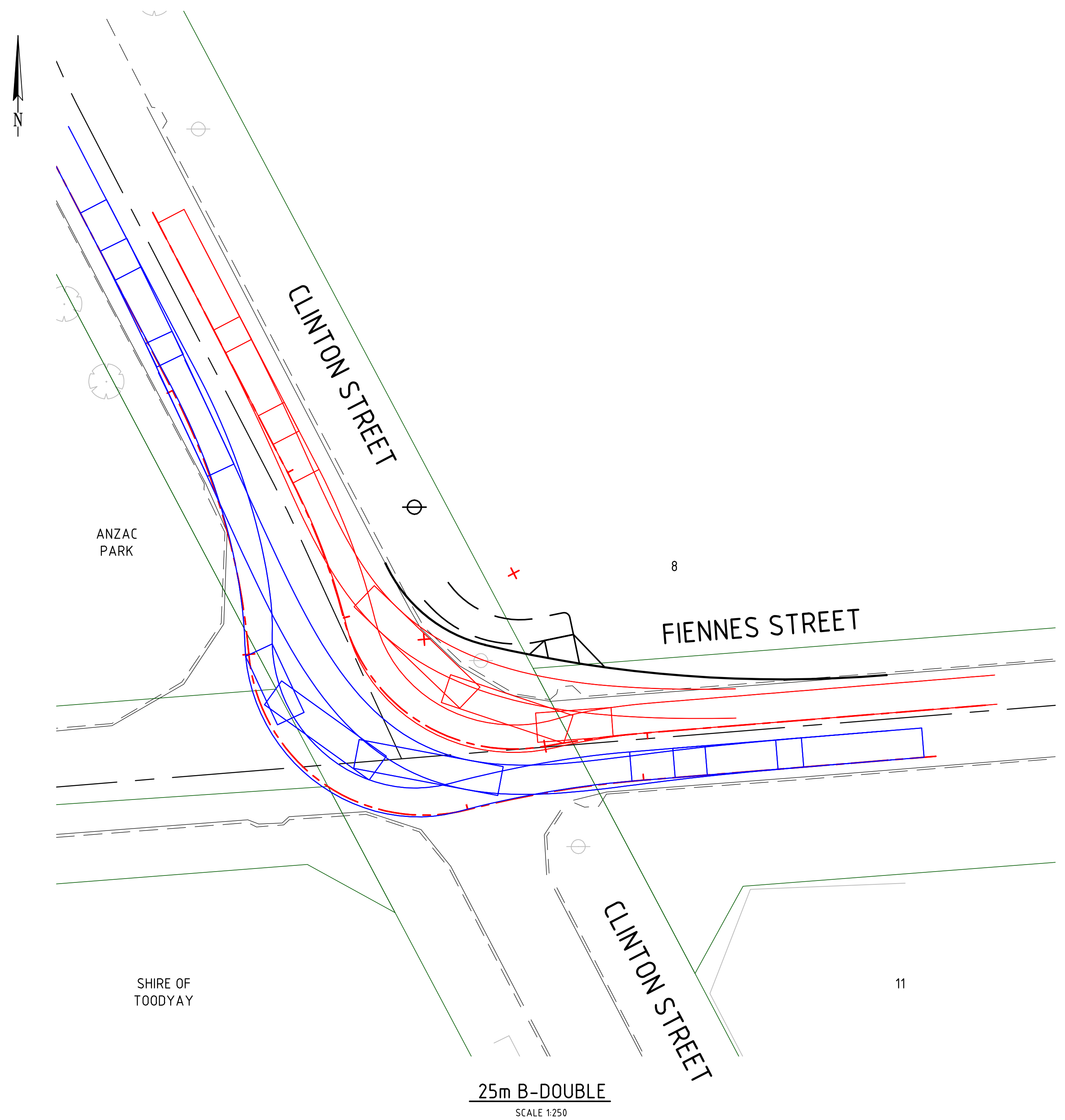
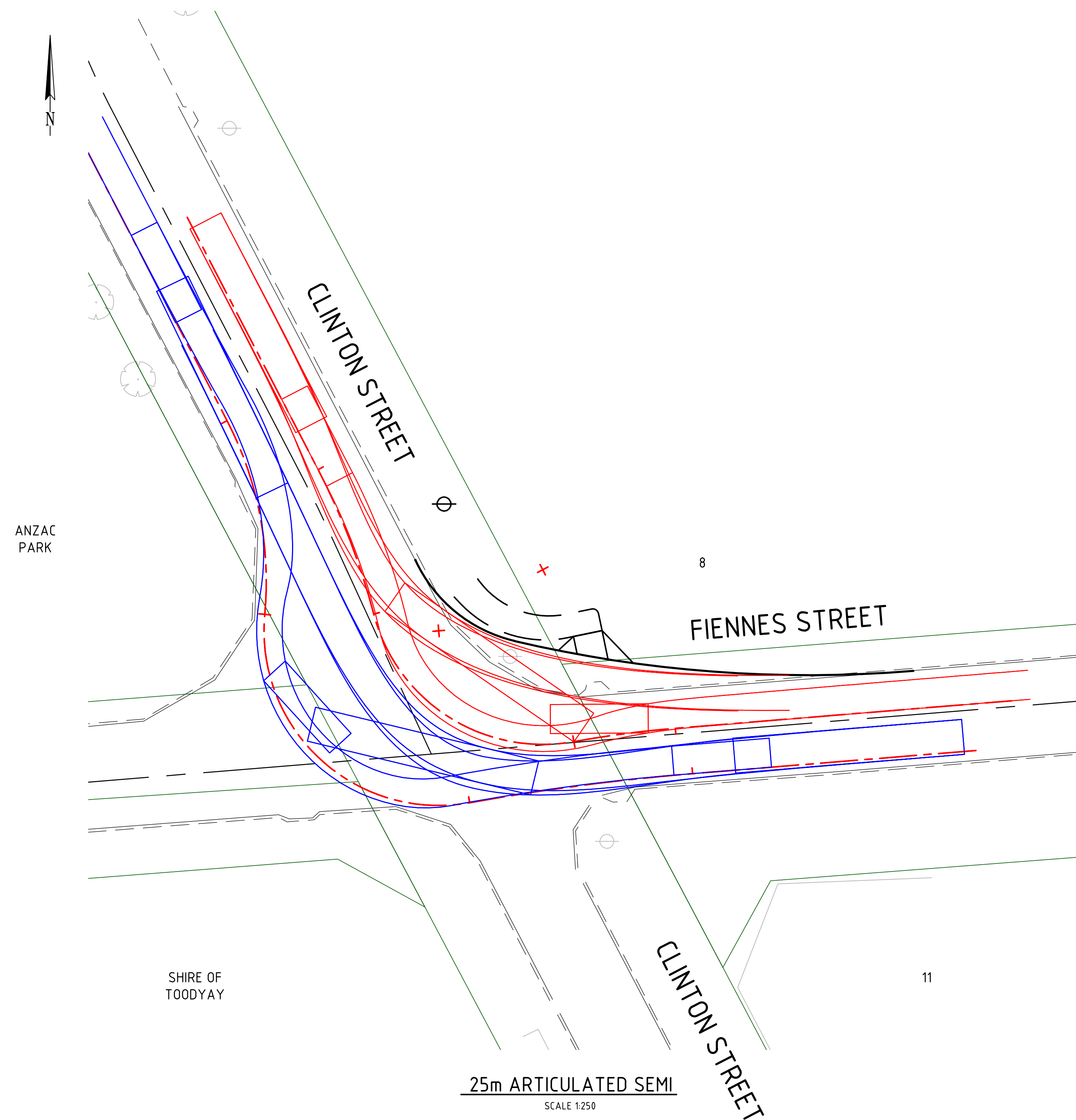
KERB/SEALED EDGE, TANGENT POINT

OUTSIDE FRONT WHEEL PATH

EXISTING

KERB/SEALED EDGE

BOUNDARY: LINE, PEG

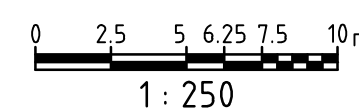


PRELIMINARY

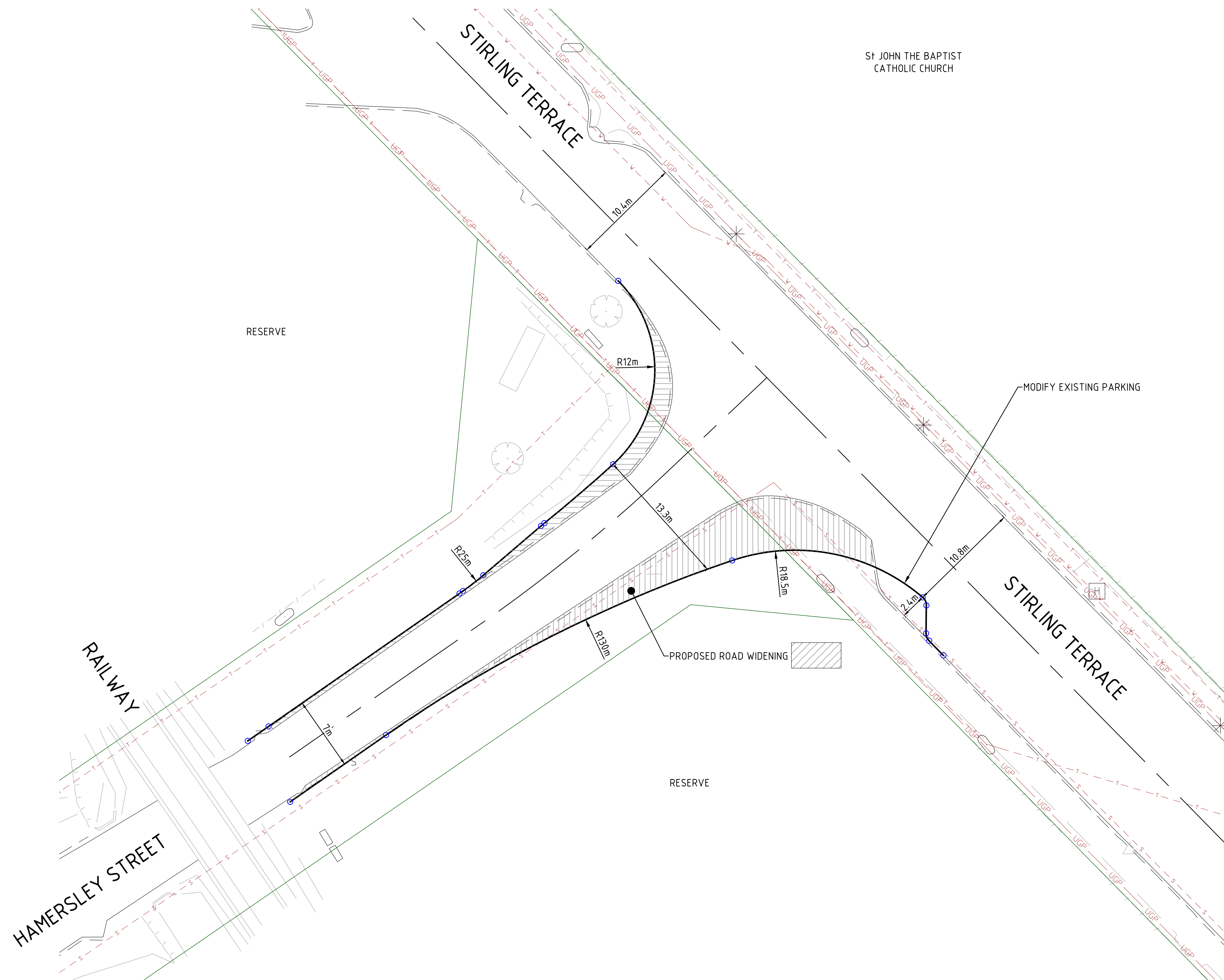
No.	DATE	REVISION
B	10.16	HARPER ROAD/TELEGRAPH ROAD CONCEPT MODIFIED AS PER REVIEW
A	10.16	PRELIMINARY



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Scale	Size	Project
1:250	A1	HEAVY HAULAGE ROUTE - TOODYAY
Client		Title
SHIRE OF TOODYAY		INTERSECTION WIDENING CONCEPTS CLINTON ST & FIENNES ST VEHICLE PATHS 1 OF 2
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		Rev B



St JOHN THE BAPTIST
CATHOLIC CHURCH

LEGEND
PROPOSED

KERB/SEALED EDGE, TANGENT
POINT

EXISTING

KERB/SEALED EDGE

FOOTPATH

BOUNDARY: LINE, PEG

FENCE

DRAINAGE: JUNCTION PIT, SIDE
ENTRY PIT

UNDERGROUND POWER: LINE, PIT,
DOME, LIGHT POLE

TELECOMS: LINE, PIT, DOME, SWITCH
BOX

WATER: PIPE, METER, VALVE,
HYDRANT

OVERHEAD POWER: LINE, POLE

SEWER LINE

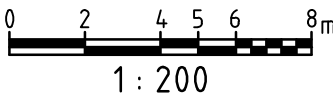
PLAN VIEW
SCALE 1:200

PRELIMINARY

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A	10.16	PRELIMINARY

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Project	HEAVY HAULAGE ROUTE - TOODYAY
Title	INTERSECTION WIDENING CONCEPTS HAMERSLEY ST & STIRLING TCE CONCEPT
Rev	R616-07 B

LEGEND

PROPOSED

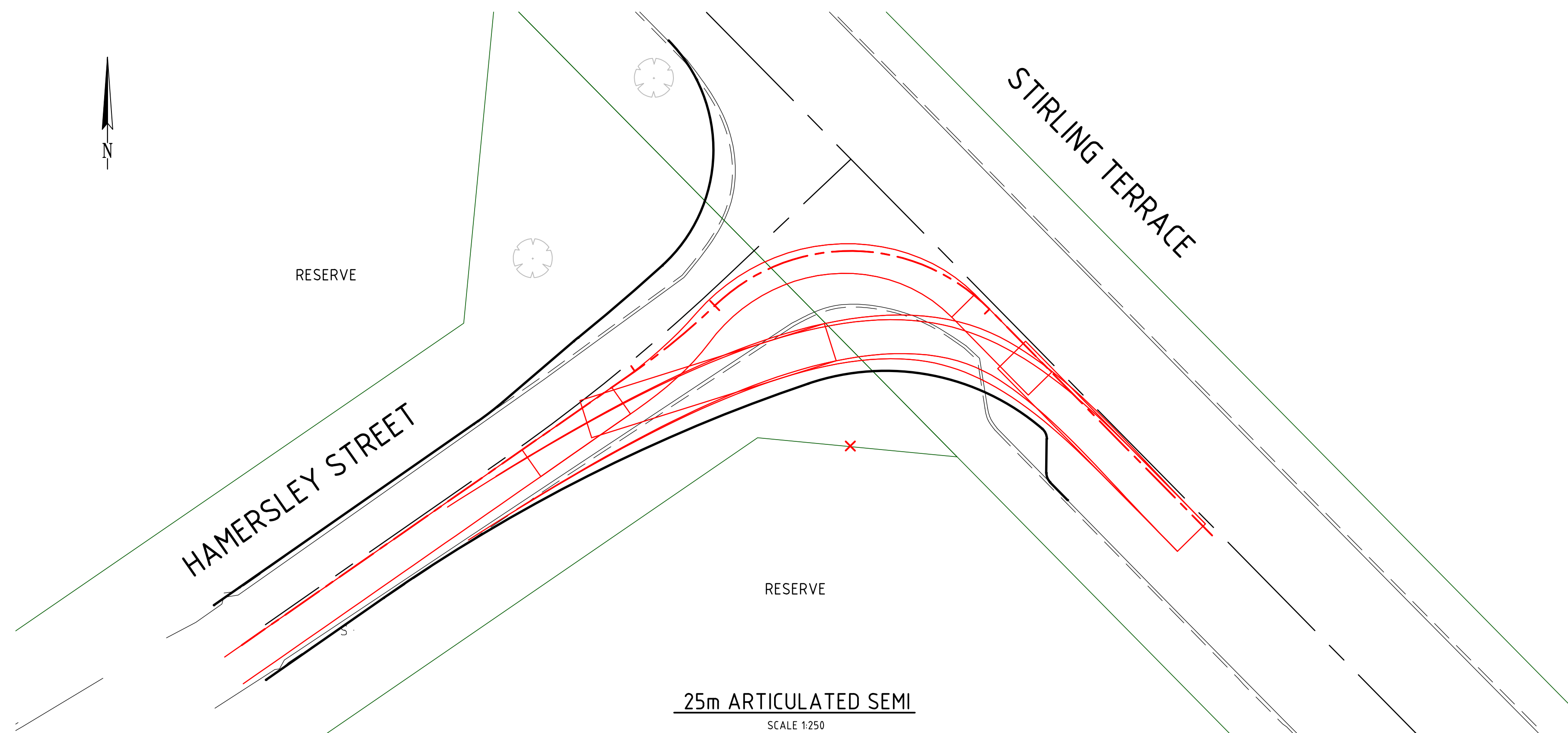
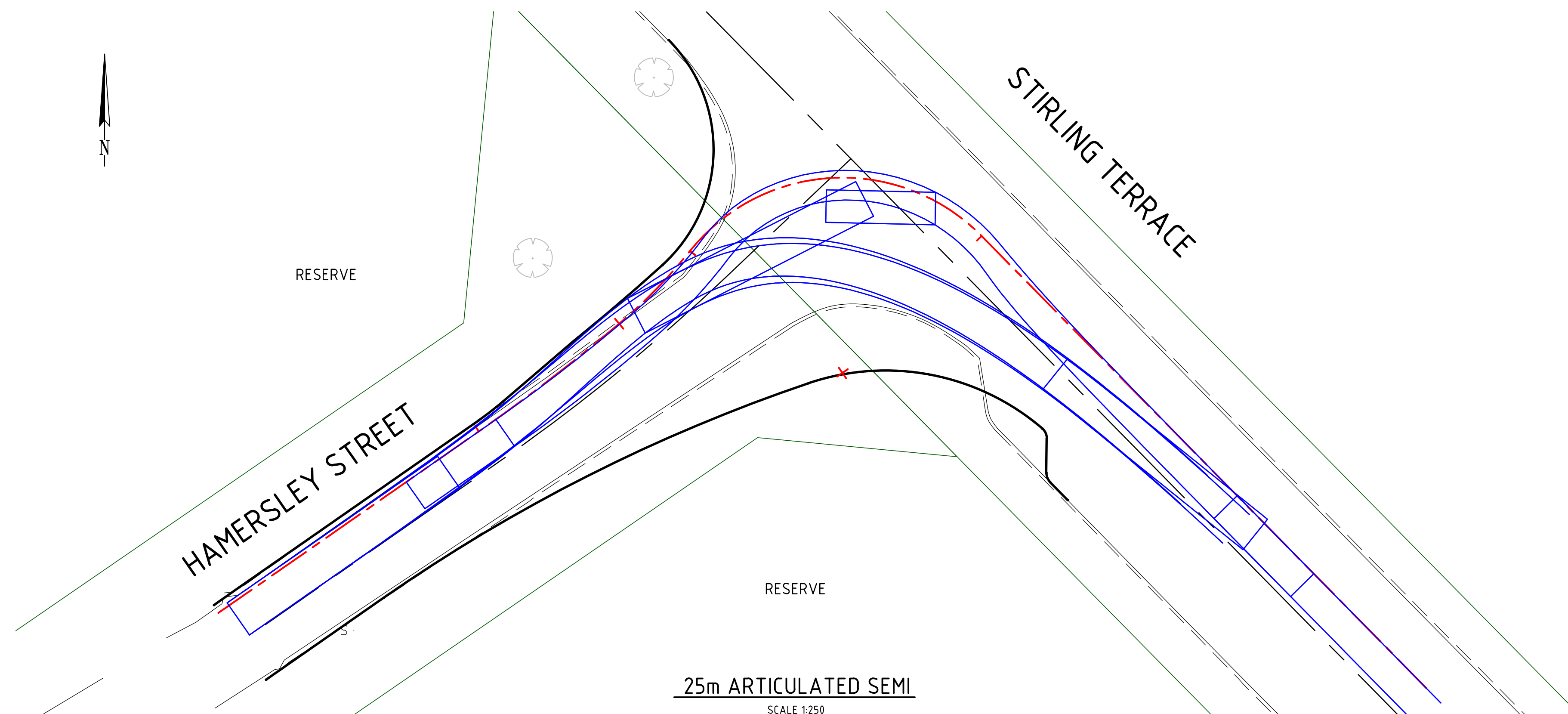
KERB/SEALED EDGE, TANGENT
POINT

OUTSIDE FRONT WHEEL PATH

EXISTING

KERB/SEALED EDGE

BOUNDARY: LINE, PEG



PRELIMINARY

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A	10.16	PRELIMINARY

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SHIRE OF TOODYAY	
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Project	HEAVY HAULAGE ROUTE - TOODYAY
Title	INTERSECTION WIDENING CONCEPTS HAMERSLEY ST & STIRLING TCE VEHICLE PATHS 1 OF 2
Rev	R616-08 B

LEGEND

PROPOSED

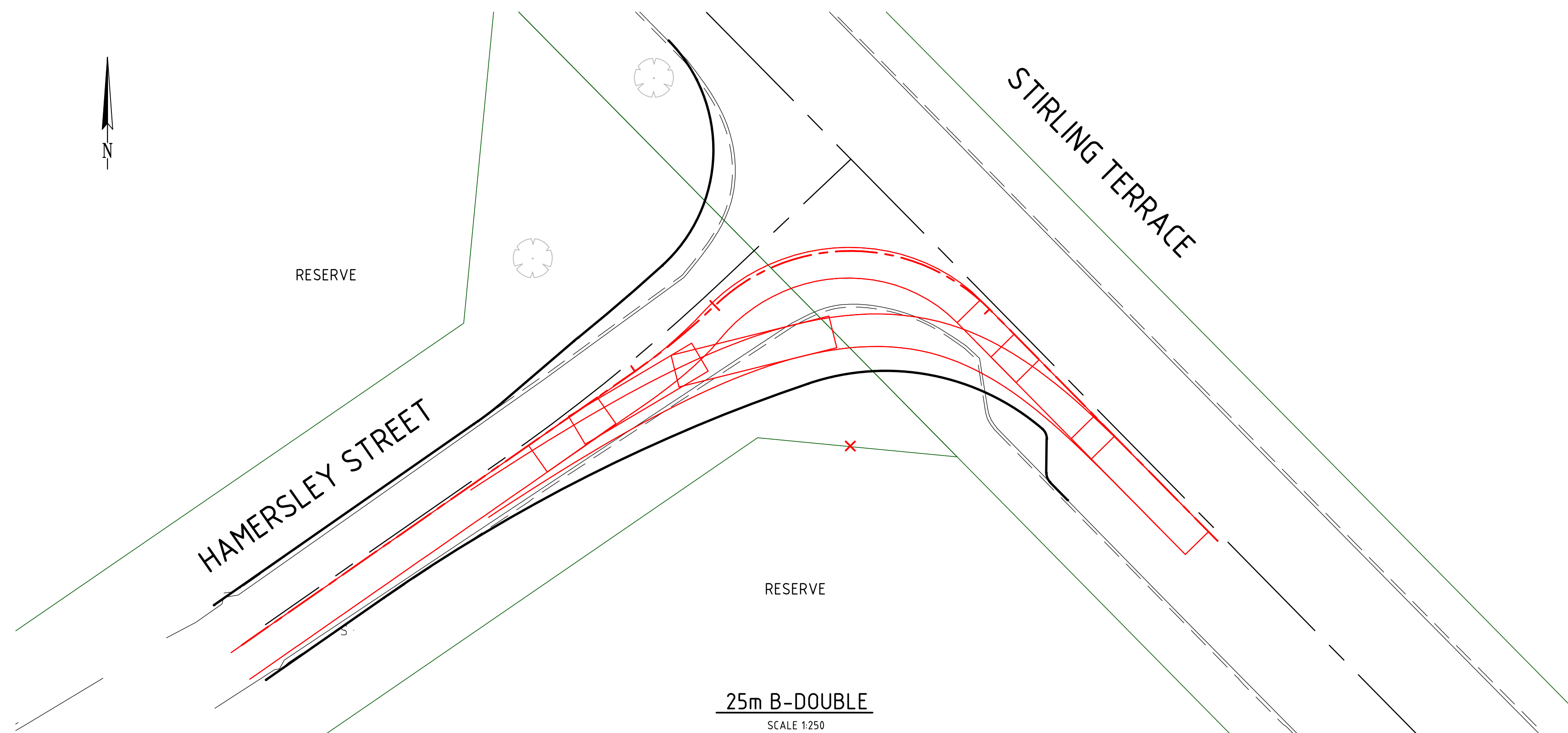
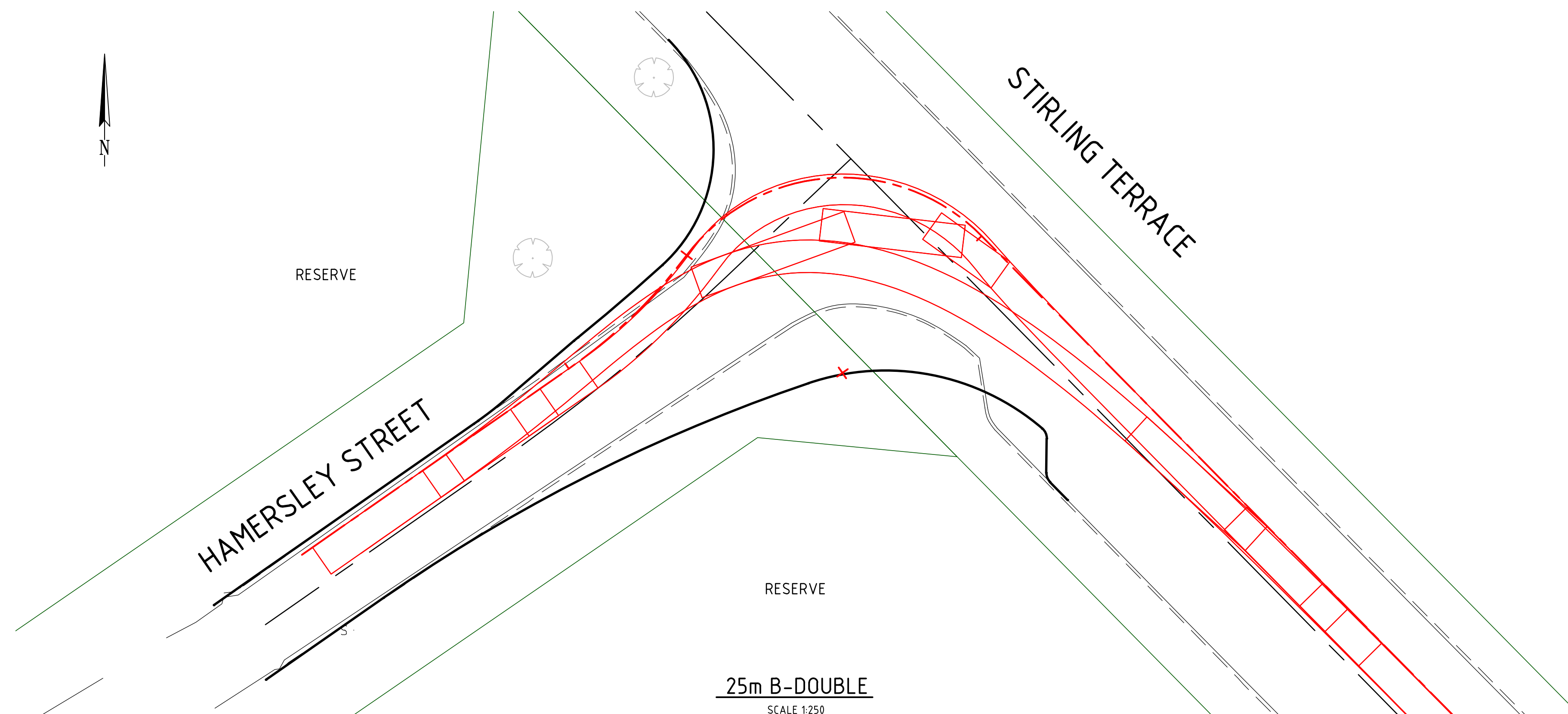
KERB/SEALED EDGE, TANGENT
POINT

OUTSIDE FRONT WHEEL PATH

EXISTING

KERB/SEALED EDGE

BOUNDARY: LINE, PEG

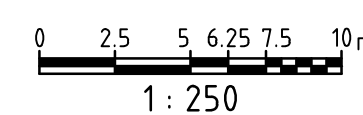


PRELIMINARY

No.	DATE	REVISION
B	10.16	HARPER ROAD/TELEGRAPH ROAD CONCEPT MODIFIED AS PER REVIEW
A	10.16	PRELIMINARY

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Project	HEAVY HAULAGE ROUTE - TOODYAY
Title	INTERSECTION WIDENING CONCEPTS HAMERSLEY ST & STIRLING TCE VEHICLE PATHS 2 OF 2
Rev	B
R616-09	



mainroads
WESTERN AUSTRALIA

Business Rules

Harvest Mass Management Scheme (HMMS)

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1 PURPOSE

The Harvest Mass Management Scheme (HMMS) has been developed to assist the grain industry in meeting their legal obligations under the *Road Traffic (Vehicles) Act 2012*, while also recognising the difficulties loading grain off a paddock.

The HMMS is not a concessional loading scheme. Grain transporters are expected to aim for statutory mass limits when loading their vehicles off a paddock. However, given there are no weighing facilities on the paddocks and there are variations in grain densities, the HMMS allows for a margin of error during the loading process.

With the assistance of the Grain Receiver, the loads can then be adjusted accordingly for the next delivery, which eliminates serious overloads and works toward achieving fully compliant loading practices for the remainder of the harvest season.

These Business Rules define the requirements that apply to each party involved in the HMMS.

2 DEFINITIONS

“Grain Receiver” means a party that accepts grain deliveries, at one or more sites, for the purpose of storage and handling.

“Grower” means any grain grower or grain owner in Western Australia who consigns grain into a storage and handling facility.

“Main Roads” means Main Roads Western Australia.

“Order” means a notice published in the *Government Gazette* under the provision of the *Road Traffic (Vehicles) Act 2012*, providing a mass and / dimension modification.

“Permit” means a permit issued by Main Roads under the provision of the *Road Traffic (Vehicles) Act 2012*, providing a mass and / dimension modification.

“RAV” means Restricted Access Vehicle and is a vehicle that:

- (a) Is a *complying restricted access vehicle* as defined under section 38 of the *Road Traffic (Vehicles) Act 2012*; or
- (b) Is a *class 3 vehicle* as defined under regulation 190 of the *Road Traffic (Vehicles) Regulation 2014*.

“Transport Inspector” means an officer employed by Main Roads WA and authorised as a Warden to perform enforcement functions under the relevant road laws.

“Transport Operator” means the person owning and/or controlling the use of any vehicle registered with a Grain Receiver to participate under the HMMS.

“Vehicle” means a motor vehicle, trailer or combination.

3 KEY ROLES & RESPONSIBILITIES

3.1 Main Roads

Main Roads is responsible for processing applications from Grain Receivers applying to participate in the HMMS and publishing the Order (via the Government Gazette) formalising the establishment of the scheme for each grain harvest season.

3.2 Grain Receivers

Grain Receivers wishing to participate in the HMMS shall enter into an agreement with Main Roads, giving a commitment to meet all of the requirements outlined in the HMMS Business Rules.

Participating Grain Receivers are responsible for ensuring each load accepted into their facility complies with the HMMS requirements during the harvest season. Participating Grain Receivers are required to have operating procedures in line with the HMMS Business Rules and specific to their grain receipt operation.

Participating Grain Receivers will maintain HMMS records in an auditable format and make them available to Main Roads on request.

Records of grain forfeited by Growers will be maintained by the Grain Receiver. Once harvest season deliveries have ceased, the forfeited grain will be sold by the Grain Receiver. All proceeds from the sale of forfeited grain will be distributed to a charitable cause nominated by the Grain Receiver.

Grain Receivers participating in the HMMS are required to provide the data collected during the harvest season to Main Roads as requested and provide a report on the outcomes and effectiveness of the scheme at the end of the harvest season period.

3.3 Transport Operators

Transport Operators electing to participate in the HMMS are required to register in the scheme with each participating Grain Receiver they deliver to. Transport Operators must be registered prior to any load being accepted by a participating Grain Receiver.

Applications by Transport Operators to register a motor vehicle for use under the HMMS shall be submitted directly to the participating Grain Receiver to whom deliveries will be made (Main Roads does not administer this process). Application forms will be provided by the participating Grain Receiver.

Transport Operators must sign a written agreement stating they will abide by the HMMS Business Rules and any additional rules the participating Grain Receiver may have in place to ensure compliance with the Business Rules.

When operating under the HMMS, drivers will be required to carry evidence the vehicle is registered with a Grain Receiver and carry a copy of the HMMS order, as published in the Government Gazette. The documentation must be produced to a Transport Inspector or Police Officer on request.

If the vehicle is a RAV, the vehicle must be operated in accordance with a valid *Permit* or *Order*.

Note: The purpose of the HMMS is to control unintentional overloads occurring when loading out of a paddock. This is not a concessional loading scheme; therefore Transport Operators must ensure every effort is made to conform to the statutory mass requirements applicable to the vehicle.

Transport Operators cannot participate in the HMMS if they are operating under the Accredited Mass Management Scheme (AMMS) and their loading controls are relevant to the loading site they are transporting grain from.

4 ELIGIBILITY TO PARTICIPATE IN HMMS

The HMMS only applies to a vehicle loaded with grain from a paddock and transporting the grain directly to a participating Grain Receiver accepting the particular type of grain, during the harvest season period detailed on the HMMS Order.

5 HMMS MASS ALLOWANCE

While the aim is to load the vehicle to within the statutory mass requirements, the HMMS allows a vehicle to exceed a statutory mass requirement by up to 10%, to a maximum of 10 tonnes on the gross mass, subject to the vehicle manufacturer's ratings.

6 SPECIAL ROAD ACCESS DURING HARVEST

6.1 Access Approval

During the harvest season period detailed on the HMMS Order, a RAV may be driven on any road, provided:

- a) The road/s are being used to transport grain from a paddock to a participating Grain Receiver, or used to return to a paddock after delivering grain to a participating Grain Receiver;
- b) The road/s are the most direct route from the paddock to the nearest road approved for RAV Network access ;
- c) The RAV combination is not a higher RAV Category than the nearest RAV Network; and
- d) The driver complies with the conditions specified in subclauses 6.2 to 6.7.

6.2 Road Width and Geometry Conditions

A RAV uses a road width greater than the width of the vehicle itself when travelling in a straight line. Factors such as road cross fall, uneven road surface, bends in the road and the travel speed greatly influence the road width required for the RAV combination. The road width requirements stipulated in the *Route Assessment Guidelines*, available on the RAV Network Access page on the Main Roads website, takes all these factors into account and provides appropriate safety margins.



In order to mitigate any risks associated with driving a RAV on a road that has not been assessed for sufficient width and approved for RAV access, an amber flashing warning light must be displayed on the prime mover and the driver must not drive at a speed exceeding 40km/h.

6.3 Gradient Conditions

A RAV has a higher gross mass compared to an as-of-right vehicle, therefore is at a higher risk of losing traction or stalling when ascending a steep gradient and has an increased stopping distance and risk of brake failure when descending a steep gradient. The maximum safe gradients for RAV Networks are stipulated in the *Route Assessment Guidelines*, available on the RAV Network Access page on the Main Roads website.



In order to mitigate any risks associated with driving a RAV on a road that has not been assessed for steep gradients and approved for RAV access, the driver must exercise special attention to selecting a low gear, maintaining a safe speed and ensuring auxiliary braking systems are utilised effectively.

6.4 Stacking Distance Conditions

The available stacking distance between a rail crossing and an adjacent intersection needs to be greater than the length of the vehicle combination to prevent the rear of the vehicle encroaching over the rail line when stopped at the intersection, or encroaching into the intersection when stopped at the rail crossing. The required stacking distances for RAV Networks, including the safety clearances, are stipulated in the *Route Assessment Guidelines*, available on the RAV Network Access page on the Main Roads website.



The driver must survey the route prior to ascertain all risk prior travel, and must not drive across any rail crossing that does not have sufficient stacking distance.

6.5 Sight Distance Conditions

A RAV takes longer to accelerate and make a turning manoeuvre than an as-of-right vehicle, therefore requires additional sight distance to observe approaching vehicles, decide to proceed and safely complete the turning movement. The appropriate sight distances for RAV Networks are stipulated in the *Route Assessment Guidelines*, available on the RAV Network Access page on the Main Roads website.



Prior to turning into a road, the driver must ensure there is sufficient sight distance to enable the RAV to fully complete the turning movement safely before any approaching vehicles reach the intersection, taking into account the speed of approaching vehicles. If the driver is unsure, a “spotter” should be used to watch for approaching vehicles.

6.6 Swept Path Conditions

If the swept path at an intersection is inadequate, this may result in the RAV crossing solid white line markings, interfering with other traffic, or damaging road side infrastructure. Crossing solid white line markings is an offence under the Road Traffic Code 2000. Turning templates of RAV combinations are available on the RAV Network Access page on the Main Roads website.



The driver must ensure the RAV can safely turn at all intersections without risk of interfering with other traffic or road side infrastructure.

6.7 Bridge Conditions

There is a potential for bridges to be present on the roads in question and a RAV could cause damage to these bridges. Access to roads with bridges will require individual assessment.



The driver must not drive over any bridge without approval from Main Roads. If a bridge is present on the road, the driver or operator must contact Main Roads to arrange for a bridge assessment.

6.8 Assistance with Determining Route Suitability

If the driver or operator has any doubt if a route is suitable or is unsure of how to interpret or apply the aforementioned conditions, they should refer to the *Route Assessment Guidelines*.

Route Assessment Guidelines are available on the following link:

<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/ravnetworkaccess/Pages/default.aspx>

If assistance is required with interpreting the *Route Assessment Guidelines*, Main Roads Heavy Vehicle Services can be contacted via 138 486 or hvs@mainroads.wa.gov.au

7 SANCTIONS AND COMPLIANCE ACTION

7.1 Load Rejection

The HMMS is modelled on a “load rejection” concept. In the event of a load being presented to a Grain Receiver exceeding the HMMS mass allowance, the onus will be on the Transport Operator to take corrective action so the load complies with the HMMS, prior to the Grain Receiver accepting the load.

Available options for corrective action under the HMMS are:

- a) Correct the load and re-present the vehicle to the grain receiver; or
- b) Forfeit the amount of grain in excess of the HMMS mass allowance.

7.2 Non-Compliant Loads

If a vehicle exceeds the 10% allowance, it is deemed a non-compliant load.

The non-compliant load must be recorded by the Grain Receiver in an auditable format. If five (5) non-compliant loads are recorded against a vehicle during the same harvest season period, the vehicle will be suspended from the HMMS by the Grain Receiver for the remainder of the harvest season period.

The Grain Receiver shall notify Main Roads immediately when a vehicle is suspended from the HMMS.

If Main Roads identifies five (5) or more non-compliant loads have been recorded against a vehicle, Main Roads will notify all Grain Receivers accordingly. All Grain Receivers shall remove the vehicle from the HMMS, within 24 hours of receiving the notification, for the remainder of the harvest season period.

Notwithstanding the provisions of the HMMS, Main Roads may pursue further enforcement action in regards to any axle group overloads above the 10% allowance and deemed to have an adverse impact on road safety or road assets.

7.3 Suspected Misuse of HMMS

Should a Transport Operator present a vehicle to a Grain Receiver and the vehicle exceeds statutory mass requirements, but does not exceed the 10% allowance provided under the HMMS, the Grain Receiver must immediately notify the driver of the vehicle and the associated Transport Operator registered under the HMMS.

The Grain Receiver and Main Roads will monitor this data and if a vehicle has delivered 10 or more loads during the harvest season period and more than 20% are exceeding statutory mass limits by more than 7%, Main Roads may exclude the vehicle from the HMMS during the following year.

Prior to Main Roads excluding a vehicle from HMMS, the Transport Operator will be given an opportunity to show cause and demonstrate what corrective actions have been implemented to prevent a repeat of this alleged misuse of the HMMS.

8 HMMS ADMINISTRATIVE REQUIREMENTS

8.1 Non-Compliant Load Data

The Grain Receiver must provide non-compliant load data to Main Roads every 2nd Friday by 4:30pm. The data must include all loads received up to the close of business the previous day.

8.2 Grain Receiver Procedures

The Grain Receiver participating in the HMMS must establish operating procedures specific to their site to ensure compliance with the HMMS Business Rules. Grain Receivers shall provide these operating procedures to Transport Operators when they register to participate in the HMMS.

The operating procedures should include:

- The registration process for Transport Operators;
- The process for determining the allowable mass on a vehicle;
- The process for recording load data;
- The process for monitoring and identifying non-complaint loads;
- The process for dealing with non-compliant loads;
- The process for warning Transport Operators suspected of misusing HMMS;
- The process for providing the required data to Main Roads.

8.3 End of Season Report

The Grain Receiver must provide a report at the end of each harvest season period showing how effective HMMS has been for the particular season and to allow Main Roads to take appropriate action for any suspected misuse of the scheme.

The report shall be in a spreadsheet format and include the following detail for each load:

- Vehicle registration numbers;
- Name of Transport Operator;
- Vehicle combination type;
- The allowable mass for the vehicle;
- The actual mass of the vehicle;
- Number of non-compliant loads for each Transport Operator;

The report shall provide a summary of:

- The total number of deliveries;
- The total tonnage delivered;
- The total number of rejected loads;
- The total tonnage of rejected loads;
- The total tonnage of forfeited grain;
- The total number of non-compliant loads;
- The total number of loads exceeding 7% of statutory mass requirements;
- The number of sites used and the non-compliance rate for each site.

8.4 Forms and Documentation

The Grain Receiver shall develop relevant forms and documentation to suit their particular operational requirements, ensuring sufficient information is captured to address all of the requirements outlined in the HMMS Business Rules.

Harvest Mass Management Scheme: A Guide to Safe Road Access During Harvest 2016/17

The 2016/17 harvest is forecasted to be one of the largest on record. To facilitate the transport of grain, Main Roads Heavy Vehicle Services (HVS) has provided RAV access arrangements under the Harvest Mass Management Scheme (HMMS).

What's changing?

The HMMS Business Rules have been amended to allow Restricted Access Vehicles (RAVs) combinations to safely access paddocks on roads that have not been assessed by Main Roads, provided:

- The road/s are being used to transport grain from a paddock to a grain receiver or return;
- The road/s are the most direct route from the paddock to the nearest road approved for RAV access;
- Transport operators must adhere to the access conditions outlined in the HMMS Business Rules; and
- The RAV category is the same or lower than the nearest RAV network - for example, a RAV Category 7 vehicle can be used, but only if the nearest RAV network road to the paddock is Network 7 or higher.

What driver and vehicle conditions apply when operating under HMMS?

A key consideration for operators partaking in the HMMS is road safety. To support this, the following conditions apply to vehicles and drivers:

Road Widths and Intersections

RAV combinations require greater road widths when travelling and not all roads are of an appropriate width to provide appropriate safety margins.



In order to mitigate any risk associated with driving a RAV on a road that has not been assessed, the operator is required to:

- Display an amber flashing warning light on the prime mover.
- Drive at a maximum speed of 40km/h.
- Check the route prior to commencing travel to ensure it is suitable for the type of RAV being used.

Gradients

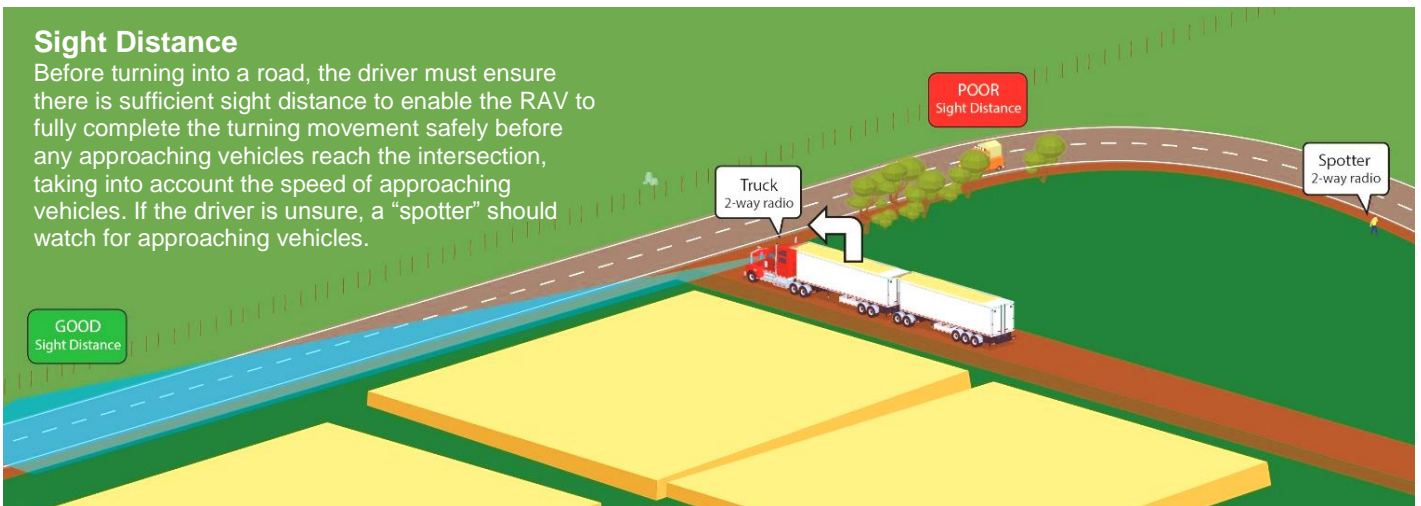
A RAV has a higher gross mass than standard vehicles. In order to mitigate any risk associated with driving a RAV on a road that has not been assessed, the driver must exercise special attention to:

- Selecting an appropriate low gear for the gradient and load.
- Maintain a safe speed.
- Ensure auxiliary braking systems are used effectively.



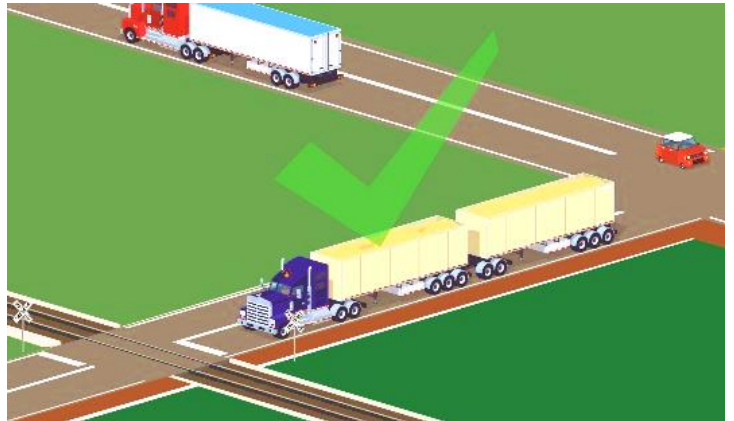
Sight Distance

Before turning into a road, the driver must ensure there is sufficient sight distance to enable the RAV to fully complete the turning movement safely before any approaching vehicles reach the intersection, taking into account the speed of approaching vehicles. If the driver is unsure, a "spotter" should watch for approaching vehicles.



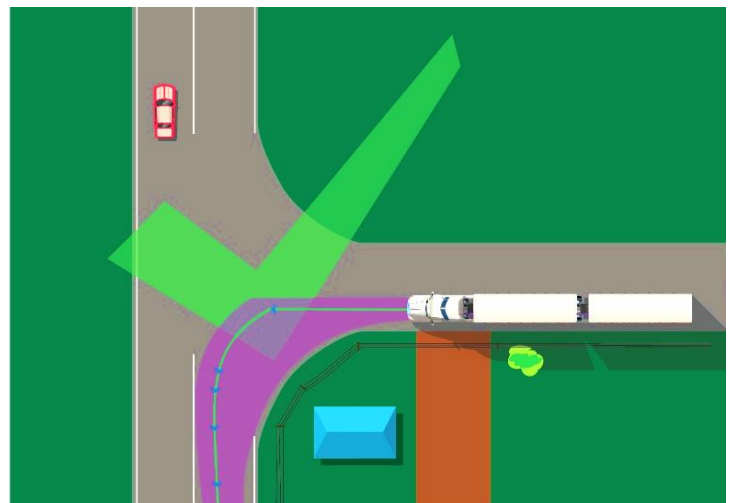
Stacking Distance

- The driver / operator must check the route to ensure any stacking distance between a rail crossing and a nearby intersection is greater than the length of the vehicle:



Swept Path

- The driver must ensure the RAV can safely turn at all intersections without crossing solid white lines or risk interfering with other traffic or roadside infrastructure:



Bridge Crossing

- RAVs must not be driven over any bridge without prior approval from Main Roads, unless the road is on the relevant RAV Network or the driver has a permit approving the bridge crossing.
- If an unapproved bridge is on the route, the driver or operator must contact Main Roads to arrange a bridge assessment.
- Main Roads will conduct a bridge assessment and issue a permit, provided the bridge is suitable.
- For more information on how to apply for a HMMS Bridge Crossing Permit, refer to the HMMS page on the Main Roads website.
- The permit cost is \$25 and the permit will be valid for the harvest season period.

Assistance with Applying Conditions

- Are you unsure of how to interpret or apply the conditions?
- Refer to the *Route Assessment Guidelines* for further details (available in the RAV Network Access section on the Main Roads website:
<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/ravnetworkaccess/Pages/default.aspx>,
- For assistance with interpreting the *Route Assessment Guidelines*, contact Main

Roads Heavy Vehicle Services on 138 486 or by email at hvs@mainroads.wa.gov.au

Who do these new access provisions apply to?

The HMMS applies only to registered operators and vehicles transporting grain from a paddock to a participating grain receiver.

Participating grain receivers are responsible for ensuring each load accepted into their facility complies with HMMS requirements and ensure operators and drivers are aware of the HMMS Business Rules.

When operating under the HMMS, drivers must carry relevant documentation which must be produced to a Transport Inspector or Police Officer on request.

Need more information?

The purpose of this document is to provide a brief user guide on the new access provisions in the *HMMS Business Rules*. For full details of the provisions, refer to the *HMMS Business Rules*, available on the Main Roads website:

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

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
Administration										
H001	10422100	Administration/Council Chambers	51	57	0	0	4,114	4,222	39,381	11%
R001	10422100	Administration Office Gardens	1,335	1,471	133	129	275	3,343	26,555	13%
U001	10422100	Administration & Council Chambers Cleaning	4,202	0	0	0	5,443	9,645	41,746	23%
		Insurance, Utilities & Misc								0%
		Administration Subtotal	5,589	1,528	133	129	9,831	17,210	107,682	16%

Law, Order & Public Safety

	10512010	Mitigation Works - Fire						0	20,000	0%
	10512020	Firefighting - Water						0	10,000	0%
	10512090	Firebreak Inspections						0	5,000	0%
	10512100	Fire Advertising & Signs						0	6,000	0%
Various FW*	10512150	Fire Fighting - Shire Resources						0	30,000	0%
H003	10512230	Coondle Fire Shed					112	112	1,500	7%
H004	10512230	Julimar Fire Shed					177	177	1,500	12%
H005	10512230	Bejoording Fire Shed					147	147	1,500	10%
H064	10512230	Morqangup Fire Shed					345	345	1,500	23%
H006	10522080	Dog Pound - Buildings						0	1,782	0%
U006	10522080	Dog Pound - Operations					59	59	1,314	4%
K103	11312010	Spot Weed Spraying						0	0	0%
K104	11312010	Weed Control	319	379	20	20	1,317	2,054	11,230	18%
		Law, Order & Public Safety Subtotal	319	379	20	20	2,157	2,894	91,326	3%

Health

H007	10772010						927	927	12,007	8%
R007	10772010	Alma Beard Medical Centre - Gardens	525	613	10	10	0	1,158	10,218	11%
U007	10772010	Alma Beard Medical Centre - Operations					2,931	2,931	15,210	19%
		Health Subtotal	525	613	10	10	3,857	5,015	37,435	13%

Buildings

H009	10912010	Shire Duplex	64				63	127	5,014	3%
U009	10912010	Shire Duplex - Operations					1,075	1,075	4,272	25%
U011	10922030	Butterley Cottages - Operations					2,153	2,153	5,000	43%
		Buildings Subtotal	64	0	0	0	3,291	3,355	14,286	23%

Community Amenities

H012	11012010	Waste Transfer Station					11,881	11,881	1,811	656%
H013	11072010	Toodyay Cemetery Structures						0	1,421	0%
H014	11072020	Federation Square						0	3,120	0%
H016	11072050	Street Furniture						0	1,402	0%

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
H017	11072050	Phone Box						0	2,754	0%
H018	11072060	ANZAC Reserve & War Memorial						0	741	0%
K102	11022070	Litter Collection					832	832	3,500	24%
N013	11072010	Cemetery - Grave, Excavation & Backfill						0	8,615	0%
R012	11012010	Waste Transfer Station Gardens	2,508	2,226	891	896	1,290	7,812	8,085	97%
R013	11072010	Toodyay Town Cemetery Gardens	3,983	4,422	380	377	29	9,190	22,204	41%
R014	11072020	Federation Square Gardens	1,863	1,764	35	35	153	3,850	10,527	37%
R015	11072040	Toodyay Railway Station Gardens	899	691	133	110		1,833	9,361	20%
R018	11072060	ANZAC Reserve & War Memorial Gardens	2,054	1,671	65	65		3,855	21,718	18%
R078	11072040	Railway Reserve Gardens (Toodyay Townsite)						0	5,628	0%
R079	11072010	Nardie & Jimperding Cemetery Gardens	357	429	0	0	0	786	2,762	28%
U012	11012010	Waste Transfer Station - Operations					550	550	4,117	0%
U013	11072010	Toodyay Town Cemetery Operations					1,115	1,115	2,100	53%
U014	11072020	Federation Square - Operations					100	100	246	0%
U015	11072040	Toodyay Railway Station - Operations						0	2,146	0%
U016	11072050	Street Furniture - Operations						0	81	0%
U018	11072060	ANZAC Reserve & War Memorial - Operations					150	150	5,769	0%
		Community Amenities Subtotal	11,664	11,203	1,503	1,483	16,100	41,953	118,108	36%

Recreation & Culture

H022	11132010	Showground Pavilion					4,053	4,053	23,396	17%
H023	11132010	Showground Grandstand					873	873	3,004	29%
H024	11132010	Showground Wool & Sheep Shed					692	692	2,984	23%
H025	11132010	Showground Poultry Shed					159	159	695	23%
H026	11132010	Lee Steere Pavilion					6,005	6,005	4,203	143%
H027	11132010	Youth Hall	573				2,229	2,802	8,316	34%
H028	11132010	Oval Toilets & Bar					964	964	2,052	47%
H029	11132010	Showgrounds Storage Shed					121	121	0	0%
R022	11132010	Showground Oval	3,599	3,435	1,059	1,000	6,423	15,516	77,727	20%
R023	11132010	Showground Top Lawn Area	542	628	69	61	17	1,317	9,252	14%
R024	11132010	Showground Hockey Oval	270	307	129	125	1,426	2,257	15,079	15%
R025	11132010	Showgrounds Other	1,959	2,217	285	258	180	4,899	24,324	20%
U022	11132010	Showground Pavilion - Operations					2,895	2,895	38,363	8%
		Showground Subtotal	6,943	6,588	1,542	1,443	26,037	42,552	209,395	20%

H019	11112010	Memorial Hall					938	938	9,122	10%
H020	11112020	Morangup Community Centre						0	2,802	0%
H021	11112030	Toodyay Community Centre					1,845	1,845	10,557	17%
H057	11132140	Toodyay Club					1,023	1,023	2,915	0%
H058	11132140	Toodyay Golf Club					960	960	2,915	0%

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
H060	11132140	Toodyay Tennis Club						0	2,915	0%
H086	11132140	Multi Purpose Courts					990	990	2,915	0%
R020	11112020	Morangup Community Centre - Gardens						0	3,110	0%
R021	11112030	Toodyay Community Centre Gardens	623	733	114	125		1,595	5,851	27%
U019	11112010	Memorial Hall - Operations					6,728	6,728	41,055	16%
U020	11112020	Morangup Community Centre - Operations					692	692	1,690	0%
U021	11112030	Toodyay Community Centre - Operations					6,929	6,929	38,105	18%
U060	11132140	Toodyay Tennis Club - Operations					183	183	0	0%
U086	11132140	Multi Purpose Courts - Operations					59	59	0	0%
		Hall & Club Subtotal	623	733	114	125	20,347	21,942	123,952	18%

H030	11132020	Toodyay Racecourse					1,577	1,577	0	0%
H031	11132030	Newcastle Park						0	1,707	0%
H032	11132040	Duke St North Toilets					469	469	1,221	38%
H033	11132040	Toodyay Skate Park					147	147	831	18%
H035	11132120	Pelham Reserve Toilets					143	143	1,912	7%
H036	11132130	Duidgee Park - Equip Inspect & Repair	273	300			125	698	4,762	15%
H037	11132130	Duidgee Park - Public Toilets	128	141	14	12	3,658	3,954	14,805	27%
R030	11132020	Toodyay Racecourse Parks & Gardens						0	0	0%
R031	11132030	Newcastle Park Gardens	1,629	1,804	130	133	275	3,972	25,219	16%
R033	11132040	Toodyay Skate Park Gardens						0	0	0%
R035	11132120	Pelham Reserve Lookout	65	72	10	10		157	6,703	2%
R036	11132130	Duidgee Park - Lawns & Gardens	4,890	5,487	568	555	313	11,813	53,918	22%
R071	11132070	Pioneer Arboretum	1,594	1,455	189	200		3,438	5,018	69%
R072	11132080	Old Railway Wagon Reserve (No. 35142)	222	247	89	100		658	7,161	9%
R073	11132130	Bolgart Bridge Reserve	885	1,004	109	109	283	2,389	10,422	23%
R074	11132150	Youth Park	280	336				616	2,097	29%
R075	11132150	Other Lawns, Parks & Gardens	103	114	5	5		227	4,598	5%
R076	11132090	Toodyay St Aboriginal Reserve (No. 16599)	375	420	20	20		835	3,339	25%
R077	11132100	Wilson St Reserve (No. 23126)	25	28				53	1,645	3%
R080	11132150	Drummond Hedge						0	2,015	0%
R081	11132150	Windmill Hill Picnic Area						0	1,589	0%
R082	11132150	Weatherall Reserve						0	0	0%
R083	11132150	Reserve 2876 - Toodyay Road						0	1,127	0%
U031	11132030	Newcastle Park - Operations					23	23	154	15%
U032	11132040	Duke St North Toilets - Operations					2,150	2,150	12,154	18%
U034	11132060	Parks & Gardens Depot					308	308	947	33%
U035	11132120	Pelham Reserve Lookout - Operations					1,138	1,138	6,832	17%
U036	11132130	Duidgee Park - Operations					313	313	2,526	12%
		Parks & Gardens Subtotal	10,471	11,408	1,133	1,144	10,922	35,077	172,702	20%

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
H038	11152060	Toodyay Library					1,225	1,225	6,995	18%
H039	11162010	Old Gaol Museum					1,041	1,041	12,582	8%
H040	11162010	Old Gaol Museum Toilets					1,609	1,609	1,552	104%
H041	11162010	Old Gaol Museum Machinery Storage					203	203	3,612	6%
H042	11162010	Old Gaol Museum Police Stables						0	6,398	0%
H043	11162010	Curators Workshop						0	2,332	0%
H044	11162010	Old Gaol Museum Police Lockup						0	1,778	0%
H045	11162010	Wicklow Shearing Shed	739	813	141	137	232	2,062	801	257%
R038	11152060	Toodyay Library Gardens	26	29	3	3	10	70	2,026	3%
R039	11162010	Old Gaol Museum Gardens	1,285	1,116	20	20	29	2,470	9,455	26%
U038	11152060	Toodyay Library - Operations					3,983	3,983	19,228	21%
U039	11162010	Old Gaol Museum - Operations					3,907	3,907	17,736	22%
J038	11152500	Library Renovations					1,843	1,843	10,000	18%
		Museum Subtotal	2,050	1,958	164	159	14,083	18,414	94,495	19%

H046	11172040	Donegan's Cottage					121	121	4,433	3%
H047	11172050	Parkers Cottage					885	885	4,624	19%
R046	11172040	Donegan's Cottage Garden	52	57	5	5		119	849	14%
R047	11172050	Parkers Cottage - Gardens	52	57	14	10		134	889	15%
U046	11172040	Donegan's Cottage - Operations					209	209	1,298	16%
U047	11172050	Parkers Cottage - Operations					154	154	611	25%
		Other Culture Subtotal	104	114	19	15	1,369	1,622	12,704	13%
V106	11172030	Australia Day Celebrations						0	7,515	0%
V101	11172010	Festivals - Other	429	515	42	35	58	1,080	4,500	24%
V102	11172110	Xmas Street Party						0	8,000	0%
V103	11172070	Avon & International Food Festival (IFF)	1,557	1,097	245	269	47,534	50,702	55,000	92%
V103	11172070	Avon & International Food Festival (IFF) - P & G						0	2,463	0%
V104	11172080	Targa West	3,035	3,338	594	531		7,498	2,500	300%
V107	11172060	Moondyne Festival						0	2,000	0%
V108	11172100	Toodyay Agricultural Show - Parks & Gardens						0	2,342	0%
V108	11172100	Toodyay Agricultural Show						0	7,058	0%
V109	11172120	Toodyay Races						0	0	0%
V110	11172020	Avon Descent	2,718	2,681	564	472	10,526	16,961	18,832	90%
		Events & Festivals Subtotals	7,739	7,632	1,444	1,308	58,118	76,241	110,210	69%

		Recreation & Culture Subtotal	27,930	28,432	4,417	4,194	130,876	195,849	723,458	27%
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Transport

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
A0004	121211	Julimar Road 1.78 - 411 SLK	1,364	1,554			13,040	15,958	212,084	8%
A0194	121211	Bindoon Dewars Pool Road	545	600			12,474	13,619	295,096	5%
C0004	121211	Julimar Road 13.23 - 15.96 SLK	1,636	1,882			14,226	17,744	206,785	9%
Q0004	121211	Julimar Road 28.93 - 30.03 SLK	1,091	1,254			5,135	7,481	142,333	5%
A0013	121211	Fernie Road						0	45,782	0%
A0063	121211	Fiennes St/Clinton Street						0	72,700	0%
A0021	121211	Morangup Road						0	10,455	0%
B0010	121212	River Road	7,805	9,366	7,098	4,687	2,924	31,880	121,758	26%
B0018	121212	Sandplain Road					143	143	118,944	0%
B0048	121212	Harders Chitty Road					143	143	114,666	0%
B0137	121212	Wattle Way	18,742	19,607	16,490	10,503	6,100	71,441	118,676	60%
B0153	121212	Wandoo Circle	17,075	17,344	16,000	11,024	10,598	72,041	116,264	62%
C0061	121213	Anzac Avenue - Tree Removal	390	429	57	44	3,250	4,169	12,500	33%
D0026	121213	Mount Road/Bulligan Road Tree Pruning	5,938	6,531	829	683		13,982	15,000	93%
D0036	121213	Long Forest Road						0	36,215	0%
D0052	121213	Cobblers Pool Road	110	121				231	104,495	0%
D0058	121213	Dudgee Park Barrier Rail	0				8,505	8,505	10,072	84%
D0084	121213	Dawson Road						0	26,657	0%
D0115	121213	Hemiandra Place						0	23,345	0%
D0123	121213	Kane Road						0	17,395	0%
D0166	121213	Everett Street						0	33,955	0%
D0195	121213	Stirling Terrace Drainage	2,262	2,715	729	692	3,195	9,593	7,432	129%
D0153	121213	Wandoo Circle Drainage	1,015	1,116	418	436	1,959	4,945	6,212	80%
D0274	121213	Western Road	3,561	3,918	1,574	990	3,000	13,043	75,496	17%
D0061	121213	Station Carpark - Solar Lightas						0	10,000	0%
E0194	121211	Bindoon Dewars Pool Road	575	300			14,467	15,343	214,521	7%
J065	121213	Bowling Club Car Park	366	439	84	98		986	40,000	2%
J066	121213	Charcoal Lane Street Bins					7,434	7,434	8,975	83%
		Transport - Construction - Subtotals	62,474	67,176	43,277	29,157	106,594	308,678	2,217,813	14%

	11232010	Road Maintenance							770,000	
L103		Traffic Signs & Traffic Counters					1,134	1,134		
M0000		Materials For Road Maintenance	404	458	257	186	6,569	7,874		
M0001		Bejoording Road	259	285	56	47	0	647		
M0002		Nunile Road	441	494	560	327	0	1,822		
M0004		Julimar Road	1,628	1,790	362	347	0	4,127		
M0005		Telegraph Road North	710	781	862	491	0	2,844		
M0006		Old Plains Road	1,264	1,391	1,506	841	0	5,002		
M0007		Woodendale Road	443	521	451	269	0	1,684		

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
M0009		Leeming Road	88	106	117	70	0	381		
M0010		River Road	1,384	1,523	1,229	891	17	5,044		
M0011		Toodyay West Road	109	120	15	0	0	244		
M0012		Lovers Lane	2,161	2,377	1,981	1,466	0	7,985		
M0013		Fernie Road	234	257	28	23	0	542		
M0014		Salt Valley Road	921	1,013	791	546	0	3,271		
M0015		North Street	181	200	28	24	58	491		
M0016		Chitty Road	460	506	353	230	0	1,549		
M0017		Hoddy Well Road	286	314	408	327	0	1,335		
M0018		Sandplain Road	815	941	710	467	0	2,933		
M0019		Chatcup Road	147	176	195	117	0	635		
M0020		Folewood Road	2,774	3,052	487	481	0	6,794		
M0021		Morangup Road	1,099	1,209	708	547	228	3,791		
M0022		Jingaling Brook	267	293	327	256	0	1,143		
M0023		Red Gully Road	29	32	15	0	0	76		
M0026		Mount Road	206	227	248	140	0	821		
M0027		Bulligan Road	323	356	380	211	0	1,270		
M0033		Woodlands Road	117	141	132	70	0	460		
M0036		Long Forrest Road	204	224	248	140	0	816		
M0037		One Man Road	441	485	512	280	0	1,718		
M0038		Rockdale Road	441	485	512	280	0	1,718		
M0045		Phillips Road	147	176	171	93	0	587		
M0046		Church Gully Road	88	106	117	70	0	381		
M0047		Balgaling Road	166	191	107	58	0	522		
M0048		Harders Chitty Road	785	863	383	251	0	2,282		
M0049		Deepdale Road	52	63	14	12	0	141		
M0050		Hutchings Road	88	97	93	47	0	325		
M0051		Picnic Hill Road	418	460	229	211	0	1,318		
M0052		Cobber Pool Road	362	398	85	73	17	935		
M0053	G	Glendearg Road	234	280	84	98	47	743		
M0056		Racecourse Road	668	735	85	65	1,201	2,754		
M0061		Anzac Avenue	154	169	24	22	107	476		
M0066		Henry Street	30	32	39	23	0	124		
M0067		Duke St North	157	188	86	62	2,129	2,622		
M0075		Jubilee Street	208	229	56	61	0	554		
M0077		Nottingham Street	56	61	22	15	0	154		
M0078		Drummond Street East	573	630	163	195	0	1,561		
M0079		Duke Street	154	185	0	0	0	339		
M0085		Howard Road	78	85	14	12	0	189		
M0086		Sand Spring Road	107	117	30	0	0	254		

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
M0088		Beard Road	30	32	39	23	0	124		
M0091		Harcourt Street	26	28	0	0	0	54		
M0092		Throssel Road	59	70	54	23	0	206		
M0095		Lukin Street	211	232	143	104	0	690		
M0101		Fitzgerald Street	77	85	84	112	0	358		
M0106		Dryandra Road	156	187	28	24	0	395		
M0107		Grevillea Place	91	100	0	0	0	191		
M0111		Stirlingia Drive	669	736	99	90	0	1,594		
M0115		Hemiandra Place	52	62	28	37	0	179		
M0117		Coondle Drive	0	0	0	0	39	39		
M0120		McIntosh Road	231	254	135	88	0	708		
M0123		Kane Road	262	288	29	22	0	601		
M0126		Hamersley Street	351	421	84	98	0	954		
M0134		McKnoe Road	750	858	84	71	0	1,763		
M0135		Charcoal Road	572	629	613	487	0	2,301		
M0136		Echidna Place	236	260	151	92	0	739		
M0137		Wattle Way	409	450	253	153	235	1,500		
M0138		Wallaby Way	155	179	14	12	0	360		
M0144		Short Place	1,335	1,469	1,281	900	0	4,985		
M0153		Wandoo Circle	0	0	0	0	213	213		
M0164		Piesse Street	205	226	14	12	0	457		
M0165		Oddfellow Street	364	437	70	73	0	944		
M0168		Hall Road	382	459	458	257	0	1,556		
M0175		Strahan Road	160	176	30	0	0	366		
M0186		Red Brook Circle	305	336	212	148	0	1,001		
M0189		Mastalerz Retreat	51	56	5	6	0	118		
M0192		Settlers Ridge	0	0	0	0	11	11		
M0193		Clackline-Toodyay Road	548	431	0	0	0	979		
M0194		Dewars Pool Road	808	718	430	369	0	2,325		
M0195		Stirling Terrace	431	473	19	16	62	1,001		
M0196		Telegraph Road	404	444	47	25	0	920		
M0197		Toodyay-Bindi Bindi Road	725	801	145	123	0	1,794		
M0198		Harvester Road	130	143	28	23	0	324		
M0228		Conostylis Way	260	285	33	28	0	606		
M0236		Sherwood Road	52	57	14	12	0	135		
M0248		Pritchard Road	29	32	39	24	0	124		
M0249		Leeder Street	181	199	19	18	0	417		
M0250		Timberden Drive	52	57	14	12	0	135		
M0258		Charcoal Lane	181	199	5	5	0	390		
M0263		Drumree Drive	286	320	86	79	0	771		

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
M0274		Weedon Ent	53	59	15	0	6	133		
M0276		Rayner Loop	53	59	15	0	6	133		
R1		Town Centre Street Sweeping	6,098	5,399	3,794	6,183	0	21,474		0%
R0001		Road Reserve Establishment & Maintenance	3,398	3,210	832	0	91	7,531		0%
R0002		Verge Spraying	1,006	821	85	86	270	2,268		
R086		Charcoal Lane - Gardens	1,536	1,381	226	191	2,060	5,394	0	
		Transport - Maintenance - Subtotals	45,731	47,940	25,034	20,468	14,500	153,673	770,000	20%
	11232020	Bridge Maintenance	0	0	0	0	0	0	80,000	
Z4081		Telegraph Road Toodyay Brook No: 4081					3,170	3,170		
Z4082		Telegraph Road Bridge No: 4082						0		
Z4083		Woodendale Bridge No: 4083					3,840	3,840		
Z4085		Toodyay West Bridge No: 4085						0		
Z4087		Hall Road Bridge No: 4087					1,110	1,110		
Z4090		Cobbler Pool Road Bridge No. 4090					1,955	1,955		
Z697		Bindi Bindi Road Bridge No: 697					1,040	1,040		
Z698		Bindi Bindi Road Bridge No: 698						0		
Z702		Bindi Bindi Road Bridge No: 702						0		
Z708		Dewars Pool Road Bridge No: 708						0		
Z4876		Julimar Road Railway Bridge No: 4879						0		
Z9025		Footbridge - Newcastle Park					6,440	6,440		
		Bridge - Maintenance - Subtotals	0	0	0	0	17,555	17,555	80,000	22%
	11232050	Footpath Maintenance	0	0	0	0	0	0	12,922	0%
	11232060	Lighting Of Streets	0	0	0	0	0	0	45,000	0%
	11232090	Depot Maintenance								
C048		Tree Removal Depot	819	901	290	278	2,500	4,788	0	0%
H048		Works & Services Depot - Harper Road					822	822	9,098	0%
H063		Works & Services Depot - Railway Road	314	357	216	169	893	1,949	16,943	0%
R048		Harper Road Depot - Parks & Gardens	280					280	3,452	0%
R063		Railway Road Depot - Parks & Gardens	1,220	1,377	62	69	14	2,741	8,357	0%
R070		Town Maintenance Depot	26	28				54	0	0%
U063		Railway Road Depot - Operations					6,412	6,412	24,788	0%
		Harper & Railway Road Depot Subtotal	2,659	2,662	568	516	10,641	17,046	62,638	27%
H034	11132060	Parks & Gardens Depot						0	1,382	0%

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
R034	11132060	Parks & Gardens Depot						0	1,020	0%
U034	11132060	Parks & Gardens Depot - Operations						0	947	0%
		Parks & Gardens Depot Subtotal	0	0	0	0	0	0	3,349	0%

		Total Transport & Depot Subtotal	110,864	117,778	68,879	50,141	149,289	496,952	3,191,722	16%
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Economic Services

H049	11322130	Connors Mill					464	464	4,964	9%
H050	11322140	Visitor Centre					693	693	13,136	5%
H051	11322210	Tourist Information Bay					182	182	438	42%
H052	11372020	Shire Standpipes					249	249	0	0%
H053	11432230	Radio Tower					99	99	0	0%
H061	11372050	Lot 5 Piesse St - Connors Cottage						0	0	0%
R050	11322140	Lot 5 Piesse St - Connors Cottage	799	571	20	20	100	1,511	12,520	12%
R051	11322210	Tourist Information Bay Gardens	103	113	5	5		225	2,718	8%
R061	11372050	Lot 3 Piesse St - Connors Cottage Gardens						0	0	0%
U049	11322130	Connors Mill - Operations					3,476	3,476	25,819	13%
U050	11322140	Visitor Centre & Connors Mill - Operations					2,374	2,374	22,069	11%
U052	11372020	Shire Standpipes - Operations					3,306	3,306	115,000	3%
		Economic Services Total	902	684	25	25	10,942	12,578	196,664	6%

OTHER PROPERTY & SERVICES

H054	11472040	6 Duke Street (Envision Toodyay)					83	83	650	13%
H055	11472050	Bendigo Bank Building					124	124	5,136	2%
H059	11472060	Syred's Cottage						0	3,878	0%
OH105	11432080	Engineering Office Expenses						0	5,000	0%
OH106	11432080	Depot Office Expenses					1,769	1,769	5,000	0%
OH107	11432080	Expendable Stores					2,819	2,819	12,000	23%
OH108	11432090	Printing & Stationery	26	31			65	122	3,000	4%
OH109	11432100	Wages - Staff Training - Municipal	51				1,700	1,751	15,000	12%
OH110	11432110	Supervision Outside Staff Meetings	1,660		5	5		1,670	7,500	22%
OH111	11432110	Safety Audits/Investigation						0	7,500	0%
OH112	11432220	Uniforms - Outside Staff					36	36	5,000	1%
OH113	11432220	Safety Equipment (PPE)					718	718	7,500	10%
OH114	11432230	Council Radio Network						0	2,500	0%
R055	11472050	Bendigo Bank Building - Parks & Gardens						0	1,418	0%
R059	11472060	Syred's Cottage						0	1,880	0%
U054	11432230	Envision Toodyay - 6 Duke Street					218	218	447	49%
U055	11472050	Bendigo Bank Building - Operations					1,088	1,088	4,148	0%
U059	11472060	Syred's Cottage - Operations					416	416	1,015	0%

Shire of Toodyay
July 2016 to June 2017

Job #	GL #	Description	Labour	Labour Overheads	Plant Operation Costs	Plant Operation Depreciation	Materials & Contracts	Total	Budget	% Of Budget As At 30.09.16
H0062	11472120	Lot 46/47 Telegraph Road - Building					63	63	0	0%
R0062	11472120	Lot 46/47 Telegraph Road - Gardens	206	226	15	15		462	2,286	0%
U0062	11472120	Lot 46/47 Telegraph Road - Operations					324	324	1,101	0%
H0010	11472070	Mrs O'Reilly's - Stirling Terrace - Building						0	2,002	0%
R0010	11472070	Mrs O'Reilly's - Stirling Terrace - Gardens						0	1,100	0%
U0010	11472070	Mrs O'Reilly's - Stirling Terrace - Operations					866	866	3,000	0%
VAR	11412010	General Private Works - Parks & Gardens						0	4,250	0%
VAR	11412010	General Private Works						0	4,250	0%
W1104	11412010	Walton Driveway					16	16		0%
W2036	11412010	Jemma Ebert - Clackline Road					6	6		0%
W2037	11412010	K Hitches - Woodlands Road					127	127		0%
		Other Property & Services Subtotal	1,943	257	20	20	10,437	12,678	106,561	12%
		Total	159,800	160,873	75,007	56,023	336,782	788,486	4,587,242	17%

