

Agenda

Special Council Meeting

Wednesday 13 November, 2024
At 5.15pm

Council Chambers, 39 Bannister Road, Boddington

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1. DECLARATION OF OPENING

I would like to begin by acknowledging the Wilman People as the Traditional Custodians of the land we are meeting on today, and pay respect to Elders past and present, as well as the continuation of cultural, spiritual, and educational practices of Aboriginal people.

Councillors, to ensure clarity and effective communication during this Council Meeting, I kindly remind you to switch on your microphones when called upon to speak. This meeting will be recorded.

2. ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

2.1 Attendance

2.2 Apologies

2.3 Leave of Absence

Cr L Lewis

3. DISCLOSURES OF INTEREST

4. PUBLIC QUESTION TIME

Public question time is limited to a total of fifteen minutes of duration, except by consent of the person presiding. Each speaker is limited to three minutes duration to speak on matters relating to the functions of this meeting.

5. PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS

Nil

6. CONFIRMATION OF MINUTES

Nil

7. ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

Nil

8. RECEPTION OF MINUTES AND RECOMMENDATIONS OF COMMITTEES

Nil

9. REPORTS OF OFFICERS

9.1. Proposed Budget Amendment – Regional Road Group Funding

File Reference:	2.035
Applicant:	Not Applicable
Previous Item:	Nil
Author:	Chief Executive Officer
Disclosure of Interest:	Nil
Voting Requirements:	Absolute Majority
Attachments:	Nil

Summary

This report recommends Council's approval for an amendment to the 2024/25 Budget to allow for additional expenditure on Lower Hotham Road, of \$600,000. This increase is proposed in light of additional funding available through the Regional Road Group program.

Background

Under the Regional Road Group (RRG) program, roads that are part of the Local Government Road Network, and meet specific eligibility criteria, are eligible for funding. In the Shire of Boddington, eligible roads are those classified as significant to regional and local transport needs, which may include roads supporting heavy transport, and roads that enhance connectivity between communities or critical infrastructure.

Under the RRG funding model, Main Roads Western Australia (MRWA) contributes two-thirds of the project cost, with the Shire responsible for one-third. This funding arrangement allows the Shire to maximise infrastructure improvements with a reduced financial burden.

The Shire is one of 16 local governments that are part of the South West Regional Road Group, and has been informed that additional funding is available in the Regional Road Group pool. The Shire has expressed interest in securing up to \$400,000 of this funding, pending Council approval.

Comment

Each year the RRG seeks to expend all of its funding pool, however occasionally, additional funds become available to the wider Group. When this arises, the funding may be offered to the RRG members, through the process of submitting projects for assessment and approval. Due to the requirement to fund one third of any project, it is often difficult for local governments to find financial and/or human resources to complete the works in the necessary timeframe. The Shire is in a situation where it could allocate additional funds to roadworks in the current financial year.

The Shire has a 2024/25 Budget allocation for three road projects under the RRG funding. These include:

- Crossman Road
- Harvey Quindanning Road
- Lower Hotham Road

Utilising an additional funding allocation on one of these roads allows for a more efficient use of resources by reducing the costs associated with mobilisation and project management.

Lower Hotham Road is considered to be the priority road, given it is a primary transportation route within the Shire of Boddington, serving local traffic and connecting Boddington to

communities in the South West. The road requires upgrades at various locations where the pavement is failing due to the increase heavy traffic and failing subgrade. It is planned to have sections of roads widened and stabilised where the existing ground moisture is above acceptable level. Strong pavement construction and good drainage upgrade will ensure longevity for the pavement. This in turn enhance safety for the road users, prevent further deterioration and accommodate increased use by heavy vehicles.

The additional funding is required to be utilised within the 2024/25 financial year, making Lower Hotham Road a suitable project for this allocation. The current budgeted shoulder reconstruction and widening work on Lower Hotham Road are predominantly being undertaken by contractors, allowing for an expansion of the project scope to incorporate the additional works. In contrast, the works on Harvey Quindanning Road are proposed to be carried out by staff, and as such, the Shire does not have the capacity to increase the scope of those works in the current financial year.

The two-thirds contribution from MRWA through the Regional Road Group program significantly reduces the financial obligation for the Shire, however, with the Shire funding one-third of the total expenditure, \$200,000 is required to be sourced within the current Budget.

Consultation

Initial consultations were conducted with the Regional Road Group to confirm the availability of funds. Discussions have also been held internally with the Shire's finance and infrastructure teams to assess the feasibility and scope of the proposed expenditure increase, ensuring alignment with budgetary guidelines, and ability to deliver the project.

Strategic Implications

Aspiration	Place
Outcome 9	Safe, sustainable, and connected transport
Objective 9.2	Maintain a safe, efficient road network and supporting infrastructure.

Legislative Implications

Local Government Act 1995

6.8. Expenditure from municipal fund not included in annual budget

- 1) A local government is not to incur expenditure from its municipal fund for an additional purpose except where the expenditure —
 - a) is incurred in a financial year before the adoption of the annual budget by the local government; or
 - b) is authorised in advance by resolution*; or
 - c) is authorised in advance by the mayor or president in an emergency.
- * Absolute majority required.

Policy Implications

Nil

Financial Implications

If the recommendation below is endorsed, the 2024/25 Budget will be amended by realising additional income of \$400,000 and expenditure of \$600,000. The proposed \$600,000 increase will be funded two-thirds by MRWA through the Regional Road Group program, amounting to \$400,000, with the Shire contributing the remaining one-third, or \$200,000.

It is proposed to fund the required contribution through a reduction in the Tullis Bridge Trail project budget in 2024/25. This is budgeted as a three year project with \$500,000 allocated in Year 1. Given the project workload the Shire has in the first half of 2025, it is unlikely that the full allocation would be expended by 30 June 2025.

An alternative funding mechanism is through the Shires financial Reserves. The Shire has budgeted \$464,775 in transfers to Reserves for this financial year. Of this amount, \$217,685 is planned to be transferred to the Building Reserve. Year 1 (2024/25) of the 10-year Strategic Resource Plan originally allocated only \$10,281 (from interest revenue) to the Building Reserve, however, due to the Shire's strong financial position, an additional \$200,000 was allocated during the 2024/25 Budget process. This means that the \$200,000 could be allocated from this Reserve, without affecting the Shires projected long term financial position. This is not the preferred option, as there may be a need to allocate additional funds to the Caravan Park project, dependent on the outcome of the Tender for Stage 1 works, which will not be known until March 2025.

Economic Implications

Improving Lower Hotham Road will benefit local businesses, and promote more efficient transportation.

Social Implications

The project will improve road safety and accessibility for residents and visitors, reducing risks associated with road deterioration. Upgraded infrastructure also supports the social objective of enhancing quality of life for the community through improved access to essential services and amenities.

Environmental Considerations

Any environmental impacts will be mitigated in accordance with regulatory requirements, and efforts will be made to minimise disturbances to local ecosystems.

Risk Considerations

Risk Statement and Consequence	The key risks include potential delays in project execution and unforeseen costs.
Risk Rating (prior to treatment or control)	Medium
Principal Risk Theme	Financial, reputational.
Risk Action Plan (controls or treatment proposed)	To mitigate the risks, project timelines and budgets will be closely monitored.

Officer Recommendation

That Council approves a budget amendment for 2024/25, being:

1. An increase in the Shire of Boddington's roadwork expenditure on Lower Hotham Road of \$600,000.
2. An increase in revenue of \$400,000, funded by MRWA through the Regional Road Group program.
3. A reduction in the Tullis Bridge Trail project, of \$200,000.

10. CLOSURE OF MEETING