

COBAR SHIRE COUNCIL



WORKS COMMITTEE MEETING AGENDA

THURSDAY 12 NOVEMBER 2015

~ ORDER OF BUSINESS ~

Business for the meeting will be as follows:

1. Apologies
 2. Declaration of Interests
 3. General Manager's Report – Part A (Action)
 4. General Manager's Report – Part B (Information)
 5. General Manager's Report – Part C (Confidential)
 6. Matters of Urgency
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Report 1C – Analysis of Plant and Equipment Hire and Trades and Miscellaneous Services Registers	Under Separate Cover

(This report is confidential in accordance with Section 10A (2)(d)(i) of the Local Government Act 1993 as they contain commercial information of a confidential nature that would if disclosed in open Council would prejudice the commercial position of the person who supplied it).

REPORT 1A – ANALYSIS OF PLANT AND EQUIPMENT HIRE AND TRADES AND MISCELLANEOUS SERVICES REGISTERS

FILE: T3-15-6, P3-19-4 AOP REFERENCE: 3.3.4 ATTACHMENT: NO

AUTHOR: *Director of Engineering Services, Stephen Taylor*

Purpose

The purpose of this Report is to provide information on the analysis and result of the engagement of Contractors under the Plant and Equipment Hire Rates 2015/2018 and Trade and Miscellaneous Services 2015/2018 Quotation Contracts for works let over \$80,000 inclusive of GST.

Background

Throughout the year Council uses various contractors for the supply of plant and equipment and trades and miscellaneous services for many of Council's activities.

These Contractors are usually engaged on a daily basis for small projects or by quotations for larger projects.

Council has requested that a Report be provided for works let over \$80,000 inclusive of GST.

Given the sensitive nature of the information provided it is recommended that Council considers a further Report in the Committee of the Whole Closed Council.

RECOMMENDATION

That the further Report on the Analysis of Plant and Equipment Hire and Trades and Miscellaneous Services be considered in a Committee of the Whole Closed Council with the press and public excluded for the reason as stated in Section 10 A (2) (d) (i) of the Local Government Act 1993, as discussions of this matter in open may prejudice the commercial position of the person involved in providing services to Council.

REPORT 2A – RMS REPAIR PROGRAM FOR 2016/2017

FILE: R5-31

AOP REFERENCE: 4.3.1

ATTACHMENT: NO

AUTHOR: *Director of Engineering Services, Stephen Taylor*

Purpose

To provide information regarding RMS REPAIR 2016/2017 Fund Allocation for Regional Roads.

Background

The REPAIR Program provides funds to assist councils in carrying out larger rehabilitation and development works on Regional Roads.

The aim of the REPAIR Program is to minimise the long term maintenance costs of these roads in line with their function and usage.

Under the REPAIR Program, councils can apply for a 50 percent contribution from the State Government for specific works. Selection criteria are determined by the Regional Consultative Committee (RCC), which also prioritises projects.

The RCC at times establishes categories targeting specific strategies such as road rehabilitation, initial sealing and capacity enhancement development, with points allocated to various factors used in assessment criteria.

The RCC also agrees on specific limits of funds that any one council may receive each year, currently set at \$400,000.

Councils may use any funds they deem appropriate to make up their 50 percent contribution, excluding other REPAIR allocations. To maximise the funds being applied to Regional Roads, councils are encouraged to use funds from sources other than the Regional Roads Block Grant Program and other Roads and Maritime programs.

Cobar Shire has previously submitted application for REPAIR program funding for three roads, namely:

- MR407 Mulya Road;
- MR416 The Wool Track;
- RR7518 Fifty Two Mile Road.

In 2013/2014 Cobar Shire Council was awarded funding under the REPAIR program for the Barnato-Tilpa Road (Tiltagoona Road). In that year the cut-off level for funding was **25 points**.

In 2014/2015 Cobar Shire Council was unsuccessful with the projects nominated for the REPAIR program as the cut-off level was **24 points**.

Formal advice has not yet been received for the 2015/2016 program; however Cobar Shire has been allocated \$400,000 for The Wool Track in its monthly invoice for RMS. Verbal advice from RMS is that if the funding is allocated in the invoice the application was successful. Therefore 5km of seal extension is programmed for this road in the current year's program.

In 2014/2015 the points allocated by RMS to the three roads were:

- MR407 Mulya Road **23**
- MR416 The Wool Track **22**
- RR7518 Fifty Two Mile Road **23**

Consistently the Wool Track is the lowest scoring road of the three nominated roads each year due to population numbers.

Issues

If a Council is unsuccessful in obtaining funding in one year the following year 3 bonus points are added to each project that are submitted. If a Council is unsuccessful in obtaining funding for two years the following year 7 bonus points are added to each project that are submitted. Finally if a Council is unsuccessful in obtaining funding for three years the following year 12 bonus points are added to each project that are submitted. However, as Cobar Shire has been successful in 2015/16 no bonus points will be received in 2016/2017 and due to the points for each road and the history of cut-off level of funding an application for 2016/2017 is not expected to be successful.

The remaining length of unsealed gravel sections pertaining to Cobar Shire Council of the three roads is as follows:

MR407 Mulya Road	45.06 km;
MR416/RR7522 The Wool Track	109.59 km (after completion of 2015/16 program);
RR7518 Fifty Two Mile Road	58.40 km.

With the \$800,000 it is expected to seal approximately 5km of road depending on haul distances to borrow pits and water points, maintaining a 7m wide seal with a 9m wide formation.

Projects are to be selected on a merit basis from a regional perspective so all councils in each region must compete for the allocated funds.

Options

Although Council has in past submitted applications for all three roads in the same year there is no benefit in this approach as only one road will be successful as each application is for the maximum funding of \$400,000. Therefore Council needs to consider which road it wishes to support for funding for seal extension through this program.

1) MR407 Mulya Road

This road has the shortest unsealed length of the three roads considered within Cobar Shire. However there is approximately an additional 30 km of unsealed road in Bourke Shire before Louth. Therefore even if Cobar Shire was to seal the full length of this road in the Shire the residents of Louth would still need to travel a reasonable distance on an unsealed road to reach Cobar.

The last seal extension on Mulya Road was undertaken prior to 2009 so it has been some years since progress was made on sealing this road.

2) MR416/RR7522 The Wool Track

This road has the longest length of unsealed road of the three roads considered within Cobar Shire. However like Mulya Road there is a significant length of unsealed road in Central Darling Shire that is unsealed before Ivanhoe so maximum benefit of sealing all of this road within Cobar Shire would not be obtained until Central Darling Shire sealed their section of unsealed road.

Seal extension was undertaken on this road in 2010/2011 – 5km funded from Council's General Funds and an additional 5 km is programmed in the current year as detailed above. Applications are also being contemplated from other funding sources to undertake seal extension on The Wool Track as a regionally significant freight route.

3) RR7518 Fifty Two Mile Road

REPAIR program funding was received for this road in 2011/2012 and 2013/2014 enabling approximately 10 km of seal extension to be undertaken. In addition Council funded approx. 5 km of seal extension from Council's General Funds in 2009/2010. Unlike the other two roads being considered if Council did complete the sealing of this road within the Shire the entire route to Tilpa would be sealed which could potentially create the greatest benefit.

Consideration

There are positive factors for each of the three roads in regards consideration of seal extension, however as MR407 Mulya Road has had the least amount of work undertaken on it in recent years it is recommended that applications for REPAIR program funding be submitted each year for this road until funding is obtained.

RECOMMENDATION

- 1) That Council nominate MR407 Mulya Road for funding for \$400,000 from the 2016/2017 REPAIR Program for seal extension.**
- 2) That if funding is not obtained that Council continues to nominate MR407 Mulya Road in subsequent years until funding is obtained.**

REPORT 1B – ENGINEERING WORKS REPORT

FILE: C6-20-2

AOP REFERENCE: 4.3.2

ATTACHMENT: NO

AUTHOR: *Director of Engineering Services, Stephen Taylor*

Purpose

To inform Council of completed and ongoing Engineering Works for the period of October 2015.

Background

October 2015 Engineering Works have mainly consisted of:

- The Cobar Water Board Pipeline Replacement and Pumping System, New Water Treatment Plant and Waste Water Projects;
- Roads to Recovery and SRV road works on Shire roads;
- Maintenance of State and Regional Roads.

State Highways

Maintenance Work

- Sign Replacement Works as required – **ongoing**;
- Shoulder grading for reseals – **ongoing**.

Urban Roads/Shire Roads/Regional Roads

Maintenance Work

- Inspections on various shire/regional roads;
- SR7 – Maintenance Grading;
- SR11 – Maintenance Grading;
- SR12 – Maintenance Grading;
- SR13 – Maintenance Grading;
- SR19 – Maintenance Grading;
- SR22 – Maintenance Grading;
- SR24 – Maintenance Grading;
- MR407 – Maintenance Grading;
- MR416 – Pothole Patching and Maintenance Grading;
- MR419 – Maintenance Grading.

Construction Work

- SR3 – Winning gravel;
- MR416 – Winning gravel and preparing sub base;
- SR26 – Gravel crushing;
- SR20 – Winning gravel;
- SR23 – Gravel crushing;
- SR24 – Gravel resheeting;

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- SR2 – Winning gravel;
 - SR3 – Winning gravel.

Private Works

Nil.

Water and Sewer

Maintenance Work

- Pest control within sewer reticulation network being carried out where necessary - **ongoing**;
- Sluice valve and hydrant repairs on town water supply reticulation – **ongoing**;
- Clearing and control of vegetation along the Nyngan to Cobar raw water pipeline easement (CWB) –**ongoing**;
- Reading of the water meters for the major users (CWB) – **ongoing**.

Construction Work

- The valve replacement program for 2015-2016 is underway with the installation of new and replacement of faulty valves. Second stage of the valve replacement program has commenced and includes the area bounded by Louth Road, Bathurst, Brough and Marshall Street's. – **ongoing**.

Resources for Regions

Construction of New Water Treatment Plant

- The purchase of the property for the proposed Cobar Water Treatment Plant - Council has received the required documentation and is waiting on the all parties to sign;
- The current state of the new Cobar Water Treatment Plant - only the essential works to be undertaken for the project to move forward to a shovel ready status.

Construction of New Water Pipeline – Nyngan to Cobar

- The Cobar Water Board's legal representatives have completed the legal review of the tender documents and copies of the documents have been returned to the Water Board consultant's for inclusion in the Tender Documents.

Airport Pavement Works

- The installation of the aircraft tie down points has started with six of the twelve possible parking bays completed; the ongoing required works to install the tie downs will be performed by the Cobar Shire Council staff. - **Ongoing**.

Airport Fencing and Access Road

- With the completion of the modifications to the Cobar Airport Fence and the access road to the Airport the final report on the Cobar Airport upgrade project has been submitted to the funding body and the project is closed.

Upgrade of Sewerage Facilities

- The rehabilitation of the Ward Oval Sewer Pump Station draft Tender documents are under review;
- Investigation is still underway for the reticulation layout at the Industrial Estate. Following this, community consultation will be undertaken to decide on project delivery;
- With the clearing of vegetation and regrowth around the embankments of the Sewerage Oxidisation Ponds nearing completion, works are continuing on the establishment of erosion control grass and irrigation system on the banks of lagoons with this work is being carried out by Council staff;
- Chlorination of effluent for reuse - costings for the pre-treatment, and the chlorination unit for equipment suppliers have been requested.
- A follow up meeting with the Department of Primary Industries on the section 60 application for the sewer reuse program is booked for 27 November 2015.

Construction of RFS Shed

- The construction of the RFS Shed is continuing with the main structural sections of the frame erected and installed, the builder is awaiting the roofing and external wall materials to be delivered to site so the project can be taken to lock up stage.

RECOMMENDATION

That the information contained in the Engineering Works Report detailing maintenance on Shire and Regional Roads, State Highways and Water Sewer Mains, Resources for Regions Projects and other Major Grant Works be received and noted.

REPORT 2B – EXPENDITURE FOR ROADS NETWORK

FILE: R5-31 AOP REFERENCE: 4.3.2 ATTACHMENT: YES (PAGE 13-18)

AUTHOR: *Director of Engineering Services, Stephen Taylor*

Purpose

To provide Council with financial information on the expenditure on Council's Local and Regional Roads.

Background

A report detailing the Expenditure on Capital/R2R (orange), Council's Shire Local Roads (blue) and Regional Roads Network (green) is provided as an attachment to this agenda for Council's information.

RECOMMENDATION

That the information detailing the Expenditure for Council's Roads Network be received and noted.

ATTACHMENTS



WORKS COMMITTEE MEETING AGENDA

THURSDAY 12 NOVEMBER 2015

~ REFERENCE TO ATTACHMENTS ~

PART B - INFORMATION

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