

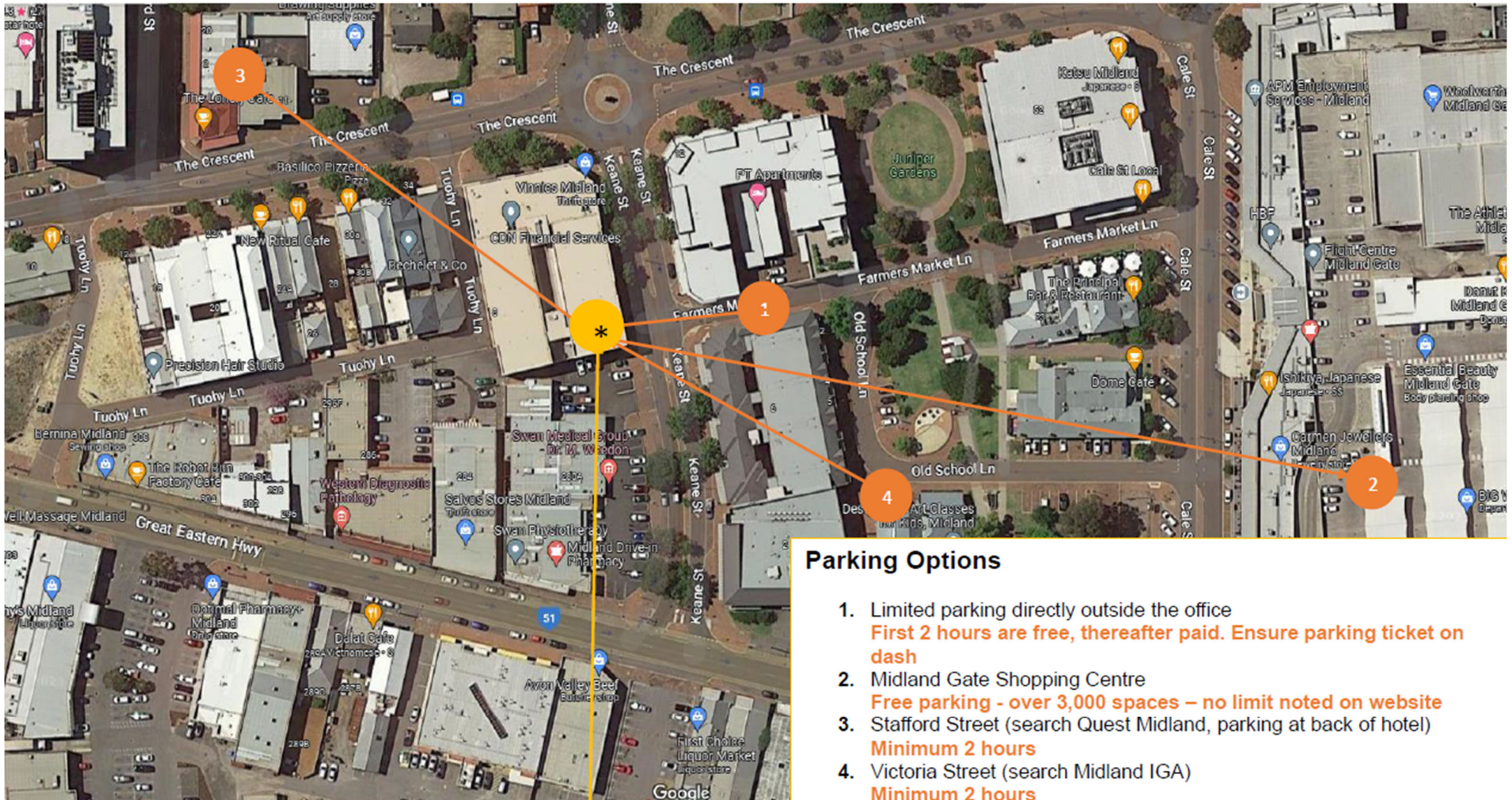


## STEERING COMMITTEE MEETING

# MINUTES

13 DECEMBER 2024 at 10:00 am

## WSFN Office – 37/5 Keane Street MIDLAND 6056



We are here

- ### Parking Options
1. Limited parking directly outside the office  
**First 2 hours are free, thereafter paid. Ensure parking ticket on dash**
  2. Midland Gate Shopping Centre  
**Free parking - over 3,000 spaces – no limit noted on website**
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  4. Victoria Street (search Midland IGA)  
**Minimum 2 hours**

**STEERING COMMITTEE MEETING  
FRIDAY 13 DECEMBER 2024**

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## 1.0 OPENING – RECORD OF ATTENDANCE

### Attendees:

**WSFN** John Nuttall – Program Director (Chairperson)  
Peter Hall – Program Manager  
Racelis Rose – Executive Officer

SRRG	Delegate	Proxy
Avon	Cr Roland Van Gelderen – Shire of Goomalling	Cr Michael McKeown – Shire of Toodyay
Hotham Dale	Cr Ian Turton – Shire of Wandering	Cr Jackie McBurney – Shire of Pingelly
Kellerberrin	Cr Darrel Hudson – Shire of Dowerin	Cr Matthew Steber – Shire of Kellerberrin
Lakes	Cr Grant Robins – Shire of Kulin	Cr Julie Russell – Shire of Wickiepin
Moora	Cr Wayne Gibson – Shire of Dandaragan	Cr Wayne Fewster – Shire of Gingin
Narrogin	Cr Graham Broad – Shire of Narrogin	Cr Scott Ballantyne – Shire of Cuballing
North-East	Cr Eileen O'Connell – Shire of Nungarin	Cr Wayne Della-Bosca – Shire of Yilgarn
Roe	Cr Trevor Stacey – Shire of Quairading	Cr Kevin Foss – Shire of Bruce Rock
Main Roads WA	Mohammad Siddiqui Hannah Ruprecht Jacqui Early	
WALGA	Ian Duncan	
Wheatbelt DC	Chris Sharples	
RDA	Josh Pomykala	

The Chairperson of the Steering Committee opened the meeting at 10:00 am, acknowledged the attendees and noted the apologies.

### 1.1 Present:

Cr Wayne Gibson	Cr Eileen O'Connell
Cr Roland Van Gelderen	Cr Ian Turton
Cr Darrel Hudson	Cr Trevor Stacey
Cr Scott Ballantyne	

Ian Duncan	Chris Scharples
Jacqui Early	Josh Pomykala

Mohammad Siddiqui (via TEAMS)

### 1.2 Apologies

Cr Grant Robins	Cr Jackie McBurney
Cr Graham Broad	Cr Julie Russell

### 1.3 Observers / Visitors:

Nil.

*Ian Duncan from WALGA joined the meeting at 10:06 am.*

## 2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

- 2.1 Cr Darrel Hudson submitted a Declaration of Interest – Impartiality for Item 7.2 – Construction – Shire of Dowerin. Cr Hudson is a Councillor for the Shire of Dowerin.
- 2.2 Cr Roland Van Gelderen submitted a Declaration of Interest – Impartiality for Item 7.3 – Construction – Shire of Goomalling. Cr Van Gelderen is a Councillor for the Shire of Goomalling.

## 3.0 CONFIRMATION OF PREVIOUS MINUTES – 30 AUGUST 2024

### **RESOLUTION** **SC2024 / 12-89**

That the Minutes of the Steering Committee meeting held on 30 August 2024 be confirmed as a true and accurate record of the meeting.

**MOVED:** Cr Eileen O’Connell  
**SECONDED:** Cr Trevor Stacey  
**CARRIED:** 7/0

## 4.0 WHEATBELT SECONDARY FREIGHT NETWORK - PROGRAM FINANCIALS

<b>Title</b>	Financial Reports and update on the PPR
<b>Date of Report</b>	02 December 2024
<b>Author</b>	Mrs Racelis Rose – Executive Officer
<b>Attachments</b>	Financial Reports <i>(to be handed on the meeting day)</i>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The Steering Committee requested the WSNF Program Management Team to provide a financial progress report each meeting.

### Consultation:

Main Roads WA  
WSNF Program Management Team

### Proposal:

The Steering Committee receive the financial reports.

### Financial Implications:

Nil

### Risk Assessment:

Nil

### Comment:

Nil

**RESOLUTION** SC2024 / 12-90

That the Steering Committee receive the financial reports.

**MOVED:** Cr Darrel Hudson  
**SECONDED:** Cr Ronald Van Gelderen  
**CARRIED:** 7/0

## 5.0 VARIATIONS / SCOPE CHANGES

### 5.1 VARIATION - SHIRE OF WYALKATCHEM

<b>Title</b>	Variation - Shire of Wyalkatchem
<b>Date of Report</b>	14 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"><li>• Project Scope Identification Document (PSID)</li><li>• Emails received - Shire of Wyalkatchem</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

#### Background:

The Shire of Wyalkatchem received approval for a development project on the Koorda / Wyalkatchem Road from 10.8 slk to 17.66 slk for the 2023 / 2024. Since the project approval, the Chief Executive Officer has been replaced and the Works Manager position is currently vacant. With support from Allister Butcher (Rural Infrastructure Services), the new CEO has come on board quickly. A review of the WSNF project and in going to market, it was realised that economies of scale and efficiencies could be gained by expanding some development actions to encompass the entire road length.

#### Consultation:

Rural Infrastructure Services  
WSNF Program Management Team

#### Proposal:

The Shire of Wyalkatchem is proposing to expand the survey and geotesting components to cover the entire 25.52 km.

A quote has been received from Zone 50 and a comparison geotesting estimate has been produced.

There is **no** DRF investigation or clearing permit required as the existing pavement has already been widened to 10m plus.

#### Financial Implications:

An **increase of \$47,500** in the budget is requested to cover the costs.

#### Risk Assessment:

Economies of scale works in favour of the overall cost to deliver.

#### Comment:

The Shire of Wyalkatchem is a little hesitant to commit to a large-scale project in their first attempt. The involvement of experience at a management level has convinced the Shire that the risk is negligible.



**RESOLUTION** SC2024 / 12-91

The Steering Committee **approved** the variation of scope and budget for the Shire of Wyalkatchem's development project as follows:

**Route:** Cunderdin to Koorda  
**Road:** Wyalkatchem to Koorda Road

	<b>Existing Project Details</b>	<b>New Project Details</b>
<b>SLK</b>	10.8 to 17.66	0 to 25.25
<b>Funding Dates</b>	2023 / 2024	2024 / 2025
<b>Budget Amount</b>	\$100,000	\$147,500
<b>Scope of Works</b>	Survey, geotesting and DRF, DWER Clearing Permit	Survey, geotesting, <b>No</b> DRF or Clearing Permit required

**MOVED:** Cr Eileen O'Connell  
**SECONDED:** Cr Darrel Hudson  
**CARRIED:** 7/0

*Hannah Ruprecht from Main Roads WA joined the meeting at 10:26 am.*

## 5.2 VARIATION – SHIRE OF VICTORIA PLAINS

<b>Title</b>	Variation – Shire of Victoria Plains
<b>Date of Report</b>	14 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"><li>• Project Scope Identification Document</li><li>• Emails received - Shire of Victoria Plains</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The Shire of Victoria Plains has an existing development project on the Calingiri / New Norcia Road, 10.5slk to 15.2slk at a value of \$200,000 for the financial year 2022 / 2023. Existing work commitments and a change of the Chief Executive Officer and Works Manager meant that the Shire of Victoria Plains has not actioned any works of this development project. The successful delivery of two (2) construction projects on the Mogumber / Yarawindah Road with the last section to be delivered this financial year, the Shire of Victoria Plains is also looking to deliver also this year the development project.

### Consultation:

Rural Infrastructure Services

### Proposal:

The successful delivery of the outstanding WSFN two 4km sections in one year using external contractors and the Calingiri / New Norcia Road failing faster than expected has given the Shire of Victoria Plains the push to request a **scope only change** to the development project with a view to fast tracking construction.

The Shire of Victoria Plains is requesting to:

- Not request the planned 2025 / 2026 development project for clearing the whole length at a value of **\$672,000**.
- Undertake a survey and geotesting for the whole length.
- Undertake clearing in preparation for the first contract.

### Financial Implications:

There are **nil** financial implications. The scope change has **no budget change** requested.

### Risk Assessment:

The original development project was set when the Shire of Victoria Plains were struggling to achieve continuous management representation. They now have solid management and runs on the board.

### Comment:

Nil.

**RESOLUTION** SC2024 / 12 - 92

That the Steering Committee **approve the revised scope** for the Shire of Victoria Plain's development project as follows:

**Route:** Lancelin – Meckering

**Road:** Calingiri – New Norcia

	<b>Existing Project Details</b>	<b>Proposed Variation</b>
<b>SLK</b>	11.5 to 15.2	0.77 to 27.55
<b>Funding Dates</b>	2022 / 2023	2024 / 2025
<b>Budget</b>	\$200,000	\$200,000
<b>Scope of Works</b>	Preliminary Works (Clearing Permit, Geotechnical Investigation of Pavement and Subgrade Materials and Soil Testing and Report, Gravel Materials Supply Investigation and Soil Testing, Pavement Design, Feature Survey and Geometric Design, Dial - A - Dig / Locate Underground Services, Tendering Costs Full Survey and Design	Clearing of Works - \$93,480 Feature survey & design - \$91,520 Geotechnical testing - \$15,000 <b>TOTAL</b> <b>\$200,000</b>

**MOVED:**  
**SECONDED:**  
**CARRIED:**

**Cr Trevor Stacey**  
**Cr Scott Ballantyne**  
**7/0**

### 5.3 VARIATION – SHIRE OF KULIN

<b>Title</b>	Variation - Shire of Kulin
<b>Date of Report</b>	14 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"><li>• RFQ Quote – Traffic Management</li><li>• Emails received – Shire of Kulin</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

#### Background:

The Shire of Kulin has a construction project for the 2024 / 2025 financial year, and it is due to commence in January 2025. In August 2024, Main Roads WA completed negotiations and now enforced a minimum wage to be paid to all employees working in Traffic Management on their works. This has State and Industry wide implications.

The Traffic Management and Civil Construction Industries rely heavily on Main Roads WA to set standards and guidelines. Main Roads WA has acted in this role for decades though never in regulating. If a company or individual does not meet Main Roads WA standards, then their future in the industry will be short lived and there is a lot of pressure to comply.

Some of the larger companies have the capacity, recognised and adopted two-tier charge rates e.g. one for Main Roads WA and one for most others. This cannot be emulated by small providers and the impact of the Main Roads WA decision on WSNF projects will be substantial.

The WSNF was informed on the change by the Shire of Cuballing and Mr Rod Munns (R Munns Engineering Consulting Services). In getting on the front foot, at the end of October 2024, the WSNF sent out a letter requesting all member Shires with existing projects to assess any implications that the wage decision would have on their projects.

#### Consultation:

Main Roads WA

R. Munns Engineering Consulting Services (RMECS)

#### Proposal:

The Shire of Kulin has compared a quote with their budget estimate using the old rates and the difference is double.

2024 / 2025 Budget	\$115,000.00
2024 / 2025 Quote	\$233,084.50

They believe that they can make savings on the job by changing some of the traffic management actions, hence they are **not** requesting the full variation value but an **additional amount of \$75,000**.

#### Financial Implication

Each project will be impacted differently due to different traffic management arrangements. Those that are heavily reliant on personnel and not lights etc., will be impacted the greatest.

The Shire of Kulin has reviewed their whole traffic management strategy and have **reduced** the impact to an estimated amount of **\$75,000**.

Risk Assessment:

It needs to be noted that the Local Governments are NOT under any obligation to use Main Roads WA certified contractors unless they are interacting with a Main Roads WA controlled asset. A local company can be used, or the shire itself can action traffic management; however, to control the risks, it is strongly **advisable** to use suitably qualified traffic managers.

Comment:

At first glance, the decision seems to have been ill conceived with little to no understanding of the potential impact. However, the industry has been in line for an overhaul for a long time, perhaps a smaller change or incremental changes over a period of time would have been more prudent.

**RESOLUTION** **SC2024 / 12-93**

That the Steering Committee **approve** the variation for the Shire of Kulin's project as follows:

**Route:** Corrigin to Katanning  
**Road:** Rabbit Proof Fence North

	<b>Existing Budget</b>	<b>Proposed New Budget</b>
<b>SLK</b>	0 to 7	0 to 7
<b>Funding Dates</b>	2023 / 2024 and 2024 / 2025	2024 / 2025
	\$2,303,304	\$2,378,304
<b>Variance = \$75,000</b>		

**MOVED:** Cr Ian Turton  
**SECONDED:** Cr Scott Ballantyne  
**CARRIED:** 7/0



## 6.0 DEVELOPMENT PROJECTS

### 6.1 DEVELOPMENT - SHIRE OF CORRIGIN

<b>Title</b>	Development - Shire of Corrigin
<b>Date of Report</b>	15 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"><li>• Project Scope Identification Document</li><li>• Quote / Estimate</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

#### Background:

The Shire of Corrigin has put forward the last 16km on the Rabbit Proof Fence Road for development project. Currently, the Shire has a small construction of 600m of floodway and road, and development on the Corrigin / Bruce Rock Road.

#### Consultation:

Nil

#### Proposal:

The Shire of Corrigin is requesting funds to complete development on Rabbit Proof Fence Road 0 to 16.1 slk. The identified items for delivery are:

- Feature Survey – Overlay design grade control model
- Geotechnical investigation utilising Shire resources for TC and backfilling etc
- Clearing was undertaken previously and no DRF is present.

#### Financial Implications:

The amount of **\$44,020** is being requested.

#### Risk Assessment:

Undertaking development reduces the risk of project unknowns.

#### Comment:

The Shire of Corrigin will have a year where **no** construction will take place, while the two (2) development projects are being completed. They have not progressed anything on the 2023 / 2024 development projects but have now engaged external assistance.

### **RESOLUTION                      SC2024 / 12-95**

That the Steering Committee **approve** the development project for the Shire of Corrigin on the Rabbit Proof Fence Road at slk 0 to 16.1 at a value of **\$44,020**.

**MOVED:**                      **Cr Darrel Hudson**  
**SECONDED:**              **Cr Eileen O’Connell**  
**CARRIED:**                      **7/0**

## 6.2 DEVELOPMENT - SHIRE OF LAKE GRACE

<b>Title</b>	Development - Shire of Lake Grace
<b>Date of Report</b>	14 November 2024
<b>Author</b>	M Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"><li>• Project Scope Identification Document</li><li>• Quote / Estimate</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The Wheatbelt Secondary Freight Network requested the Shire of Lake Grace to consider putting in for a development project on the Newdegate / Pingrup Road once the MCA was approved. The Shire of Lake Grace is keen to get involved in the WSFN program and deliver works in house.

### Consultation:

Nil

### Proposal:

The Shire is requesting for development funding on the Newdegate / Pingrup Road from Slk 0 to 37.66. The Shire has identified areas that visually have little to no issues, so a widen and overlay option is being considered.

An initial assessment has shown that a clearing permit will **not** be necessary as the Shire has maintained the maintenance zones; however, there are a couple of threatened ecological sites that have been identified between slk 0 to slk 23.89 and the Shire will investigate what impact, if any they will have.

The proposed actions are.

- Survey
- Geotechnical investigation and pavement design
- DB4D
- Source gravel and water

### Financial Implications:

The Shire of Lake Grace estimated the amount of **\$196,754** is needed for the project and submitted supporting documentation. The reason for the large estimate is that the testing and survey covers 37 kms.

### Risk Assessment:

Development projects reduce the risk of unknowns. It needs to be noted that the quotes are **budget estimates** requested by the Shire of Lake Grace with very little time for the respondents to give consideration.

### Comment:

The Shire of Lake Grace is a new shire to come onboard the WSFN program and they are keen to demonstrate their capabilities.



**RESOLUTION** SC2024 / 12-96

That the Steering Committee **approve** the development project for the Shire of Lake Grace on the Newdegate / Pingrup Road at slk 0 to slk 37.66 for a value of **\$196,754**.

**MOVED:** Cr Scott Ballantyne  
**SECONDED:** Cr Trevor Stacey  
**CARRIED:** 7/0



## 7.0 CONSTRUCTION PROJECTS

### 7.1 CONSTRUCTION – SHIRE OF DALWALLINU

<b>Title</b>	Construction - Shire of Dalwallinu
<b>Date of Report</b>	20 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Project Scope Identification Documents <ul style="list-style-type: none"><li>• Dowerin / Kalannie Road</li><li>• Milling North Road</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

#### Background:

The Shire of Dalwallinu has been a consistent and strong deliverer of projects. They have delivered 13 projects on time and budget with only a couple of variations.

The Shire of Dalwallinu is requesting funding for two (2) projects:

- Milling North Road from slk 0 to slk 1.32 – This is the only section of Milling North on Route 1.
- Dowerin / Kalannie from slk 0 to slk 10.07 – this section is the only section of Dowerin / Kalannie

#### Consultation:

Nil

#### Proposal:

Miling North – Stabilise the existing with Polycom, import 200mm gravel wet mix and compact seal double-double to 8 meters.

Dowerin / Kalannie Road - Extend culverts and widen pavement, import 150mm of gravel and wet mix to 200mm seal to 8m with a double-double.

#### Financial Implications:

- Milling North Road from slk 0 to slk 1.32 at **\$340,558** –
- Dowerin / Kalannie Road from slk 0 to slk 10.07 at **\$2,550,894** –

#### Risk Assessment:

Both roads are stable and show little to no deflection on the TSD data.

#### Comment:

The only negative here is that the Shire of Dalwallinu delivers under full contract.

### **RESOLUTION** SC2024 / 12 - 98

That the Steering Committee **approve** the two (2) construction projects for the Shire of Dalwallinu as follows:

1. Milling North Road at slk 0 to slk 1.32 at a value of **\$340,558**.
2. Dowerin / Kalannie Road at slk 0 to slk 10.07 at a value of **\$2,550,894**.

**MOVED:** Cr Darrel Hudson  
**SECONDED:** Cr Trevor Stacey  
**CARRIED:** 7/0

Cr Darrel Hudson submitted a Declaration of Interest – Impartiality for Item 7.2 – Construction – Shire of Dowerin. Cr Hudson is a Councillor for the Shire of Dowerin.

## 7.2 CONSTRUCTION – SHIRE OF DOWERIN

<b>Title</b>	Construction - Shire of Dowerin
<b>Date of Report</b>	20 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"><li>• Project Scope Identification documents</li><li>• Pavement Thickness / Design</li><li>• Traffic Counts</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The Shire of Dowerin has delivered good quality roads and have constantly met budget and timelines.

The Shire of Dowerin is requesting funding for 3.31 km from slk 34.5 to slk 37.81. This section had to be skipped last year as the development was not yet complete and the Shire could not provide an accurate estimate. This section represents the last stage on the original delivery plan.

### Consultation:

Nil

### Proposal:

The Shire of Dowerin is proposing to replace 4 culverts, widen and stabilise the existing with 1.5% GP, overlay with 150mm gravel and wet mix to 175mm seal to 8m with a double-double 14/7 S45R.

### Financial Implications:

The Dowerin / Kalannie Road from slk 34.5 to slk 37.81 is estimated at **\$1,402,555**.

### Risk Assessment:

The Shire of Dowerin's development has indicated a thicker pavement required to meet the WSFN design criteria. This underwrites the need for development and risk mitigation.

### Comment:

The Shire of Dowerin has no construction next year but there are areas still within their Shire on the Dowerin / Kalannie Road that need to be upgraded, potential development for next year on gap area.

## **RESOLUTION** SC2024 / 12-99

That the Steering Committee **approve** the Shire of Dowerin's construction project for 2025 / 2026 on the Dowerin / Kalannie Road at slk 34.4 to slk 37.81 at a value of **\$1,402,555**.

**MOVED:** Cr Eileen O'Connell  
**SECONDED:** Cr Roland Van Gelderen  
**CARRIED:** 7/0

*Cr Roland Van Gelderen submitted a Declaration of Interest – Impartiality for Item 7.3 – Construction – Shire of Goomalling. Cr Van Gelderen is a Councillor for the Shire of Goomalling.*

### **7.3 CONSTRUCTION – SHIRE OF GOOMALLING**

<b>Title</b>	Construction - Shire of Goomalling
<b>Date of Report</b>	20 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Project Scope Identification Document
<b>Senior Officer</b>	Mr John Nuttall – Program Director

Background:

The Shire of Goomalling consistently meet budget and timeline in delivering WSFN projects.

The Shire is requesting funding for a project on the Goomalling / Calingiri Road at slk 8.09 to slk 12.05. The project is the last one on the original delivery plan.

Consultation:

Nil

Proposal:

The Shire of Goomalling is proposing to replace four (4) culverts, widen and stabilise the existing where the pavement has been identified with an underlying strength issue, overlay and stabilise with 150mm of gravel.

Financial Implications:

The Shire of Goomalling is requesting the amount of **\$1,854,328** for slk 8.09 to slk 12.05.

Risk Assessment:

The TSD data show patches of red and orange deflections in areas slk 8 to slk 11.

Comment:

The Shire of Goomalling delivers projects in house with a mixture of subcontractors and specialist contractors.

### **RESOLUTION                      SC2024 / 12-100**

That the Steering Committee **approve** the Shire of Goomalling’s request for construction for 2025 / 2026 on the Goomalling / Calingiri Road at slk 8.09 to slk 12.05 at a value of **\$1,854,328**.

**MOVED:**                      **Cr Eileen O’Connell**  
**SECONDED:**              **Cr Trevor Stacey**  
**CARRIED:**                 **7/0**

## 7.4 CONSTRUCTION – SHIRE OF MOORA

<b>Title</b>	Construction - Shire of Moora
<b>Date of Report</b>	20 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"><li>• Project Scope Identification Document – Carot Well Road</li><li>• Project Scope Identification document – Watheroo West Road</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The Shire of Moora has been consistent performers and have delivered all projects under budget, their costings have been very close. The Shire of Moora is requesting funding for two (2) projects:

1. Watheroo West Road at slk 16.41 to slk 18.11
2. Carot Well Road at slk 19.15 to slk 27.31

Both projects represent the last sections to be delivered on Route 1 and the last sections on the original Shire of Moora's delivery plan.

### Consultation:

Nil.

### Proposal:

The Shire of Moora proposes for both sections to widen the formation, overlay 200mm gravel and cement stabilise top 250mm seal to 8m wide with double-double S45R.

### Financial Implications:

Watheroo West Road valued at **\$571,110** at slk 16.41 to slk 18.11

Carot Well Road valued at **\$2,448,000** at slk 19.15 to slk 27.31

### Risk Assessment:

Both roads have little to no deflect on the TSD data.

### Comment:

Moora has consistently delivered their projects on time and on budget.

## **RESOLUTION                      SC2024 / 12-101**

That the Steering Committee **approve** the Shire of Moora's request for funding on the two (2) projects as follows:

- Watheroo West Road at slk 16.41 to slk 18.11 at **\$571,110**
- Carot Well Road at slk 19.15 to slk 27.31 at **\$2,448,000**

**MOVED:**                      **Cr Trevor Stacey**  
**SECONDED:**              **Cr Ian Turton**  
**CARRIED:**                 **7/0**



## 8.0 NETWORK ROUTE REVIEW – WSN

<b>Title</b>	Network Route Review – Wheatbelt Secondary Freight Network
<b>Date of Report</b>	15 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Updated WSN Map – September 2024
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The Wheatbelt is a dynamic region that has changed, and a review of the existing network would be timely. There are four (4) points that should be considered in this review:

1. Interaction of Wheatbelt routes with other regions at the border
2. Relevance of WSN network to current and future freight movements
3. Rationalisation of some routes and roads
4. Route anomalies to be resolved

The first two are huge points that will require a lot of research and discussion and will be postponed until future funding is secured.

The remaining two are “low hanging fruit” that are starting to have an impact on the current funding and Shire expectations.

During the Multi Criteria Analysis (MCA) review process, it became apparent that some routes could be amalgamated with others to form a continuous route and there are other anomalies that should be resolved. The MCA review goal was to assess the existing routes for priority whilst this is putting the cart before the horse, a review of the network is overdue.

### Consultation:

Nil

### Proposal:

First question for consideration – Is there an appetite to remove routes or sections of routes from the network?

If **yes**, then each item should be considered individually and reasons given, the decision may have an impact on associated shires.

If **no**, then a potential group review could be conducted, and all items or selected items (if any identified) could be placed into the long-term funding consideration category.

### **Review anomalies**

- Route 15 – This route has a tail that stops at Babakin, it does not link to either another WSN road or a state route.
  - *Options*
    - Consider including the Babakin Corrigin Road in the network, road is sealed.
    - Consider including the Babakin East Road to join Route 22, this road is sealed.
    - Relegate this section Shackleton to Babakin to long term funding considerations.
    - Remove the tail from the Network.



- Route 18 – This Route has two (2) tails that stop nowhere and seem to serve no purpose. One is an extension of the Moorine South Road from the Cramphorne Road intersection, it changes to gravel at John Road and stops at Sloss Road. The other is an extension of Cramphorne Road from the Moorine South intersection, it is gravel and stops at the Emu Fence Road.
  - *Options*
    - Relegate these sections to long term funding considerations
    - Remove from network
    - Neither the Emu Fence Road or Sloss Road have any significant freight considerations and so would struggle to be added to the network.
  
- Route 19 – This is a duplication of route 18 and it is within 20km of Narembeen and route 18. In addition, it has a tail from Merredin / Narembeen Road to nowhere, there is a bin at Wogar that is no longer active.
  - *Options*
    - Leave the section from route 16 to route 17 and place the tail from route 17 into long term funding considerations or remove from the network
    - Place the whole route into long term funding considerations
    - Remove the whole route from the network.
  
- Route 23 – This route joins route 22 to route 16 passing through route 17. It has a tail to nowhere after route 16 that stops at the end of the South Kumminin East Road. The section from route 22 to route 17 is not yet under development funding; however, Narembeen has an approved project to upgrade the intersection to RAV turning movements.
  - *Options*
    - Place the section from the intersection of route 17 to the end into long term funding consideration, the road is narrow and gravel.
    - Remove the above section from the network
  
- Route 27 – This route starts at Bulyee then comes over to Bullaring then joins the Wickepin / Corrigin Road for a stretch before diverting prior to Yealering onto Yealering Southeast Road, becoming Heffernan at the Eighty-Six Gate Road and crosses the Williams / Kondinin Road, then becomes Helm Road crosses the route 39 becomes and finishes at the end of Tincurrin Road North. It is hard to justify this as a valid route. A large portion is gravel.
  - *Options*
    - Place all or part of the route into long term funding consideration
    - Remove all or part of the route from the network
  
- Route 29 – Lovering Road which starts in Hyden turns to gravel a short way out and finishes at the end of Lovering Road.
  - *Options*
    - Place the all or part of the route into long term funding consideration
    - Remove all or part of the route from the network
  
- Route 33 – Wickepin / Corrigin Road starts where route 27 diverts goes through Yealering and ends at the Williams / Kondinin Road. Is less than 20 km from Wickepin and this could be viewed as a duplication of route 28. **Please note** that it does form a short cut for locals from Corrigin going to Narrogin.
  - *Options*
    - Place the all or part of the route into long term funding consideration
    - Remove all or part of the route from the network

- Routes 35 and 36 – These duplicate each other, same starting and finishing points with very similar quantities of seal.
  - *Options*
    - Either 35 or 36 should be placed into long term funding consideration
    - Remove either 35 or 36 from the network
  
- Route 51 – Old Ravensthorpe Road is totally gravel and has no identified priority road at the boundary.
  - *Options*
    - Place the route into long term funding consideration
    - Remove the route from the network
  
- Route 53 – This is a duplication of the state route Brookton Highway, it is totally gravel, narrow and has only local traffic.
  - *Options*
    - Place the route into long term funding consideration
    - Remove the route from the network

### **Potential amalgamations**

- Routes 6 and 14 or 15 - starts at Beacon and finishes at Yoting, Shackleton or Babakin.
  - Route 6 has been approved for development projects
  - Route 14 Kellerberrin to Yoting this road could be considered a duplication with 15. It seems to serve no purpose except as perhaps a short cut from Quairading to Kellerberrin.
  - Route 15, a major realignment and upgrade to join Great Eastern Highway at Kellerberrin has been completed but not reflected in the WSNF map or Network, the latest version has corrected this. The road joins Kellerberrin and Shackleton, large grain receival bins at each end. It then carries on down to Babakin where it stops with no identified direction.
  - *Options*
    - Join 6 with 14
    - Join 6 with 15 and resolve the Babakin tail, dependant on previous decision.
    - Join 6 with 15 and stop at Shackleton.
  
- Routes 9, 13 and 28 - form the Rabbit Proof Fence from Koorda to Dumblebung. This one is obvious that it should be amalgamated and completed to form a continuous upgraded road from bottom to nearly the top of the Wheatbelt.
  - Route 9 has just started Development 2024 / 2025
  - Route 13 had funding as pilot project and contains a section of road in the Shire of Cunderdin that is considered by all to be in dire need of attention, yet it has not met the latest MCA level due to a significant part of the Quairading section being already a standard road, this is the reason why it was not funded beyond pilot.
  - Route 28 is under construction and has nearly been completed with only a couple of small sections remaining.
  - *Options*
    - Join them all to create a single route number?? 9 or 28
    - Join 9 and 13 to form two routes.

- Routes 11 and 12 - form a single line from Guilderton, Indian Ocean Drive, Aglime suppliers to Toodyay.
  - Route 11 is at WSNF standard roads and has massive traffic counts that place it in the category for state route consideration meaning a Main Roads WA road, WSNF is not aware of any negotiations between the Shire of Gingin and MRWA.
  - Route 12 has had some development approved.
  - *Options*
    - Leave as existing, when route 11 is considered then review.
    - Join and deal with state route acceptance when and if it occurs.
- Routes 32, 39 and 34 - forms a line from Pingelly through Wickepin and crosses the Rabbit Proof Fence Road and State Road Kulin to Lake Grace and then curves back up to join the Kondinin / Hyden Road. It is hard road to see this as a single route and no benefits to amalgamate are obvious.
  - *Options*
    - Leave as is
    - Amalgamate and form a single route with on route number.

No decision can have a negative impact on the funding ranking of the current approved MCA.

Financial Implications:

Nil

Risk Assessment:

Dealing with network anomalies improves confidence for all stakeholders. If a total removal occurs, then some discussion should be included with the local governments **prior** to implementation.

Comment:

Some routes or sections of routes does not meet any WSNF criterion and though WSNF's belief is that nothing should be removed, it is hard road to justify non removal for some of the items.

**RESOLUTION** **SC2024 / 12-103**

The Steering Committee:

- deferred this item to the next meeting.
- the Program Director to write to all the Shires affected by the removal and if there are any objections to the modification.

**MOVED:** Cr Scott Ballantyne  
**SECONDED:** Cr Eileen O'Connell  
**CARRIED:** 7/0

*Program Director left the meeting room at 11:36 am and returned at 11:38 am.*

*Cr Darrel Hudson left the meeting room at 11:52 am and did not return.*

*Ian Duncan left the meeting room at 11:54 am and returned at 11:58 am.*

*Josh Pomykala left the meeting room at 12:02pm and returned at 12:04 pm.*

## 9.0 MINIMUM REQUIREMENTS FOR DEVELOPMENT PROJECTS

<b>Title</b>	Minimum requirements for Development Projects
<b>Date of Report</b>	15 November 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Nil
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

At the commencement of the Wheatbelt Secondary Freight Network program, there was a drive to get works completed and development was an option item that Shires could use mainly for clearing permits or getting a design done. The outcome of this has been projects that have struggled to be completed or required a variation or did not meet Australian standards. The range of development actions that have been approved are:

- Full Design
- Feature survey, overlay design – including geometric design
- Geotesting – giving consideration to climate
- DWER Clearing Permits
- Gravel location and sourcing and crushing – including costings
- Clearing – permit required including Flora and Fauna Survey
- Culvert works
- Batter works
- Land resumption
- Realignment investigation
- Hydrology study (if required)
- Service relocation (light, power, gas etc.)

The WSNF is strongly encouraging Shires to complete some development prior to any construction works being undertaken and it would be a good move to set the minimum requirements of development to be met before any construction can be considered.

### Consultation:

Nil

### Proposal:

The spotting for the line marking has highlighted that there are projects that do not meet Australian standards in terms of curve radii and existing compound curves have been upgraded when they should have been realigned.

WSNF is not looking for an exhaustive list but to set an absolute minimum requirement needed before any construction can be considered and adding these requirements to the Basis of Design.

The advantage of setting the minimum is that WSNF will gain confidence that the construction estimate has the information needed to be completed and that the final road will meet Australian standards and have a better chance a meeting the WSNF 40-year design life.

### Financial Implications:

Development budgets will probably have a starting point and WSNF will gain an understanding of industry costs per km to deliver certain items, this will allow for better future budgeting.

Risk Assessment:

Compound curves that are not eliminated at construction **do not** meet the Australian standards and legislation, WSNF needs to ensure that every effort is made to remove the dangerous curves.

Better development equals better estimation for construction less risk of budget blow outs.

Comment:

It has been demonstrated that those Shires who undertake full development have a significantly easier construction delivery process and are able to provide sound budget proposal based on the development undertaken.

It is proposed that minimum standards for development of every project would be of significant benefit to the Wheatbelt Secondary Freight Network and the individual Shires.

**RESOLUTION** **SC2024 / 12-104**

That the Steering Committee:

1. approve the following minimum requirements for Wheatbelt Secondary Freight Network development projects by the Shires:
  - Survey
  - Geotechnical
  - Clearing permit (if required)
  - Gravel sourcing
  
- 2 a checklist be prepared for consideration alongside the PMT for every development project

**MOVED:** Cr Scott Ballantyne  
**SECONDED:** Cr Trevor Stacey  
**CARRIED:** 6/0

*Jacqui Early left the meeting room at 12:07 pm and returned at 12:10 pm.*

## 10.0 WHEATBELT SECONDARY FREIGHT NETWORK (WSFN) GOVERNANCE PLAN

<b>Title</b>	Changes to the WSFN Governance Plan
<b>Date of Report</b>	02 December 2024
<b>Author</b>	Mrs Racelis Rose – Executive Officer
<b>Attachments</b>	Revised WSFN Governance Plan – March 2024
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

At the Steering Committee meeting held on Friday 03 May 2024, the WSFN Governance Plan (GP) was presented outlining the potential changes. The following resolution was passed:

### **RESOLUTION SC2024/05-056**

#### *That the Steering Committee:*

- 1. accept the proposed changes to the Governance Plan 'in principle'.*
- 2. direct the Program Director to seek approval for the changes from the Wheatbelt North and Wheatbelt South Regional Road Groups.*
- 3. present the draft Governance Plan and any resolutions/comments from the Regional Road Groups to the first Steering Committee Meeting following receipt of the same for adoption.*
- 4. Technical Committee membership will no longer be automatically disbanded due to the election cycle but will move to 12 monthly SRRG endorsement.*

*MOVED: Cr Darrel Hudson*

*SECONDED: Cr Eileen O'Connell*

*CARRIED: 5/0*

The GP required ratification from the Wheatbelt North and Wheatbelt South Regional Road Groups. As such, correspondences outlining the changes were sent out on 8 May 2024 to the following:

- 42 member Shires through the Chief Executive Officers
- Regional Road Group Secretaries
- Wheatbelt North and Wheatbelt South Regional Road Groups

This matter was then presented at the meetings of WBN RRG on 30 September 2024 and WBS RRG on 04 October 2024.

### Consultation:

- 42 Member Shires through their respective CEOs
- Wheatbelt North and Wheatbelt South Regional Road Groups
- Regional Road Group Secretaries

### Proposal:

The confirmed changes outlined in the WSFN Governance Plan be received.

### Financial Implications:

Nil.

### Risk Assessment:

Nil.

Comment:

WSFN has performed due diligence in obtaining support on the proposed changes to the Governance Plan.

**RESOLUTION** **SC2024 / 12-105**

That the Steering Committee:

- receive the endorsed amended WSFN Governance Plan,
- provide a clean copy of the amended WSFN Governance Plan to the Wheatbelt North and Wheatbelt South Regional Road Groups and the 42 Shires through their Chief Executive Officers.
- publish the updated WSFN Governance Plan on [www.wsfm.wa.gov.au](http://www.wsfm.wa.gov.au)

**MOVED:** Cr Eileen O’Connell  
**SECONDED:** Cr Trevor Stacey  
**CARRIED:** 6/0

**11.0 GENERAL BUSINESS / DISCUSSION ITEMS**

11.1 Narrative - Item 7.0 – Road Safety Audit (RSA) Guidelines from the Steering Committee Meeting of 03 May 2024.

Deferred and for finalisation in the next meeting.

11.2 WSFN Project Budget and Variation Procedure (September 2023)

Potential changes to this document and more discussions regarding this matter will be done in the next meeting.

**12.0 DATE OF NEXT MEETING – TO BE CONFIRMED**

The following meeting dates are suggested:

- Technical Committee Meeting Friday 7 February 2025
- Steering Committee Meeting Friday 21 February 2025

**13.0 CLOSURE**

There being no further business to discuss the Chairperson closed the meeting at 12.56pm.