



STEERING COMMITTEE MEETING

MINUTES

16 May 2023 at 10:00 am

Held at Unit 37 / 5 Keane Street, Midland



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
3. Stafford Street (search Quest Midland, parking at back of hotel)
Minimum 2 hours
4. Victoria Street (search Midland IGA)
Minimum 2 hours

TABLE OF CONTENTS

1.0	OPENING – RECORD OF ATTENDANCE	4
2.0	DECLARATIONS OF INTERESTS (Financial / Impartiality / Proximity)	4
3.0	CONFIRMATION OF PREVIOUS MINUTES OF MEETING	4
4.0	CLEARING PERMITS	5
5.0	VARIATIONS	7
6.0	GOVERNANCE / PROCEDURE MATTERS (Policies, Procedures etc)	12
7.0	WSFN FINANCIAL REPORTS	14
8.0	BASIS OF DESIGN	15
9.0	MULTI CRITERIA ANALYSIS (MCA)	18
10.0	GENERAL BUSINESS	21
11.0	CLOSURE	21

1.0 OPENING – RECORD OF ATTENDANCE

The Chairperson of the Steering Committee opened the meeting at 10:05 am and read the record of attendance.

1.1 Present:

Cr Wayne Gibson	In Person	Chairperson
Cr Grant Robins	In Person	Deputy Chair
Cr Des Hickey	Via Teams	Voting Member
Cr Rosemary Mádacsi	Via Teams	Voting Member
Cr Eileen O’Connell	Via Teams	Voting Member
Cr Darrel Hudson	Via Teams	Voting Member
John Nuttall	In Person	Program Director
Peter Hall	In Person	Program Manager
Racelis Rose	In Person	Executive Officer
Chris Sharples	Via Teams	Non-Voting Member
Allison Hunt	Via Teams	Non-Voting Member
Suvrat Patel	Via Teams	Non-Voting Member

1.2 Apologies

Cr William Mulrone	President, Shire of Pingelly
Cr Graham Broad	Deputy President, Shire of Narrogin
Mandy Walker	RDA Representative
Ian Duncan	WALGA Representative

1.3 Observers / Visitors

Colin Taylor	Guest - Via Teams
--------------	-------------------

2.0 DECLARATIONS OF INTERESTS (Financial / Impartiality / Proximity)

Cr Des Hickey submitted a Declaration of Interest – Impartiality for Item 5.3 – The Shire of Corrigin Scope Change as he is a Councillor and President of the Shire of Corrigin. Cr Hickey is a Voting Member of the WSNF.

Cr Grant Robins submitted a Declaration of Interest – Impartiality for Item 5.1 – The Shire of Kulin Asphalt Variation as he is the Shire President.

3.0 CONFIRMATION OF PREVIOUS MINUTES OF MEETING

RESOLUTION SC2023/05-001

That the Minutes of the Steering Committee meeting held on 14 February 2023 be confirmed as a true and accurate record of the meeting.

MOVED: Cr Des Hickey
SECONDED: Cr Eileen O’Connell

CARRIED: 6/0

4.0 CLEARING PERMITS

Item 4.1	Clearing Permits
Date of Report	24 April 2023
Author	Mr John Nuttall - Program Director
Attachments	Nil
Senior Officer	Mr John Nuttall – Program Director

Background:

The WSFN was requested to assist Shires who have been having significant difficulties relating to the obtaining of Clearing Permits, including the cost and the conditions attached. As a result, contact was made with WALGA who undertook an expression of interest exercise seeking those organisations who have the requisite skills and willingness to help Local Governments negotiate the difficulties.

Subsequently all of those who expressed an interest were spoken to and an email requesting information that can be used by the Shires to seek their assistance should this be required.

Consultation:

A number of organisations responded to the WALGA expression of interest and provided contact information. These organisations have subsequently been contacted to provide certain information to assist the Shires to obtain assistance should they require it.

Proposal:

It is proposed that the Program Director prepare a document to be provided to each Local Government with the details provided by the interested contractors in the hope that this is of assistance to them at any time they need help with Clearing Permits.

Financial Implications:

Nil for the WSFN.

The information provided will assist the Shires to determine the financial implications for them should they require assistance.

Risk Assessment:

There is a risk of projects stalling and/or failing should it not be possible for clearing permits to be obtained more swiftly than is currently happening. Additionally, the onerous conditions being imposed – often for years ahead – again make it extremely difficult for Shires to be able to proceed with works.

Comment:

Despite a reasonable response when the WALGA expression of interest was released and follow up calls to each of those organisations to ensure their interest in working with Wheatbelt Local Governments, there were only five (5) responses (one arrived post the Technical Committee Meeting) to the email requesting details of price and what could be offered. However, this small group are willing to work with the Local Governments and so their details and information will be provided to them.

RESOLUTION SC2023/05-002

1. *That the information be received*
2. *That the Program Director disseminate the list of contractors to all Shires involved in the WSFN*

MOVED: Cr Des Hickey

SECONDED: Cr Rosemary Madacsi

CARRIED: 6/0

5.0 VARIATIONS

Cr Grant Robins submitted a Declaration of Interest – Impartiality for Item 5.1 – The Shire of Kulin Asphalt Variation as he is the Shire President.

Item No. 5.1	The Shire of Kulin Asphalt Variation
Date of Report	20 April 2023
Author	Mr Peter Hall – Program Manager
Attachments	Photos, request, budget overview email, traffic counts.
Senior Officer	Mr John Nuttall – Program Director

Background:

Shire of Kulin requested a variation to modify the surface treatment of two intersections on the Rabbit proof fence Rd with Stock Rd and the 101 gate Rd and for uniformity the short section in between. The last Technical Committee meeting held 6 February 2023 the Technical Committee looked at the Basis of Design and discovered that no specific trigger was identified that succinctly provided guidance as to when a different treatment was appropriate. The Technical Committee requested extra information namely Traffic counts and research into industry best practice adopting a wait and see approach to the variation request from Kulin.

The Technical Committee resolution number TC2023/05-004 is as follows:

That the Shire of Kulin request for asphalt be approved.

Variation of 22/23 project, request to asphalt intersections of 101 gate (8.86) and Stock rd (9.04) with Rabbit Proof fence rd, quoted at \$89,116 ex GST nil variance to the approved budget required.

MOVED: Craig Robertson

SECONDED: David Holland

CARRIED: 5/0

Consultation:

Shire of Kulin supplied the traffic counts requested and photographic evidence of the intersections. Traffic counts was also supplied by Shire of Wickepin who control Stock Rd.

Proposal:

Shire of Kulin has requested the Technical Committee reconsider the variation to asphalt the intersections at the two locations.

Financial Implications:

Shire of Kulin has advised that the works can be achieved within the original budget handing back the previously approved variation of \$180K for seal cost increases due to savings made in the delivery of the project.

The seal increase was absorbed by the original contingency and the asphalt works will be completed with the remainder of the contingency.

Risk Assessment:

Shire of Kulin was requested to try a 7mm interlock dry rack at the intersections as this option had been successful in the past.

The photos show limited success in this instance.

Not asphaltting could potentially leave Shire of Kulin with an ongoing maintenance issue until either the seal settles down or it gets to a point where asphalt is enforced.

Comment:

Item 5.1 will have an impact on the outcome of this item.

Discussion regarding the merits of the use of asphalt on these intersections is invited.

For those reasons it is not possible to provide a definitive recommendation.

As per the recommendation in the Basis of Design, The PMT has completed a desktop assessment of the intersections.

- Traffic Counts predominantly RAV- have been supplied by Kulin for assessment.
- Horizontal and Vertical alignments
 - There is a slight “S” bend north of the 101-gate road however sight distance is greater than 300m, South of Stock Road is a straight with excellent visibility.
 - The terrain in this area is predominantly flat. Stock has a decline approach to the RPF rd there are rumble strips and traffic has gone through the intersection in the past.
 - There are some large trees and vegetation which does have an influence on traffic to slow before proceeding.
- Swept paths of RAV’s
 - Stock Road is not square to the Rabbit proof fence rather it has an approximate 5+degree skew south, this means RAV’s turning south onto the RPF rd has a tighter radius, this is the same for North bound traffic turning left onto Stock. The resultant action increases frictional stress on the surfacing.
 - The upgrade has improved the swept paths but also allows for faster negotiation of the turn.
- Existing surface damage
 - The photos show damage to the surfacing after approx. 3 weeks.
- Current maintenance impost
 - The intersection was completed mid-March and so it has not yet gone through a hot summer.
 - Current maintenance nil to low

Technical Committee Recommendation

That the Steering Committee approve the Shire of Kulin’s request for variation of the 2022/23 project, to asphalt intersections of 101 gate Rd (8.86) and Stock Rd (9.04) with Rabbit Proof fence Rd, quoted at \$89,116 ex GST with a nil variance to the approved budget required.

RESOLUTION SC2023/05-003

MOVED: Cr Eileen O’Connell

SECONDED: Cr Des Hickey

CARRIED: 6/0

Item 5.2	The Shire of Dalwallinu Variation
Date of Report	09 May 2023
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none"> • Emails • Calculations on Cost Extend Culverts • WSFN Project Cost Variation Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Dalwallinu has applied for a variation due to a seal increase and materials cost increase on their 2021 2022 project Dalwallinu Kalannie Rd 0 to 8.96 slk.

Consultation:

The Program Management Team (PMT) reviewed the 2021-2022 project on Dalwallinu Kalannie Rd 0 to 8.96 SLK in Q2 2022.

One item was outstanding – the final seal could not be completed until summer.

One item was identified as of concern, the culvert headwalls on 5 culverts were on the edge of seal and the PMT recommended that the shire extend those culverts to comply with design standards and ensure safety for the road user.

It was determined there was sufficient funds remaining including usage of the contingency to complete the final seal and extend the culverts at the current rates.

In between agreement to proceed and construction there was an increase in the seal m2 rate and the material supply for the culvert pipes and new headwalls.

Proposal:

The budget was exceeded by \$50,760 with the remainder of the increase being absorbed by the available funds.

Financial Implications:

\$47,376 is the Federal and State contribution.

Risk Assessment:

There is a risk if the Steering Committee do not agree to the request that the Shire of Dalwallinu would have to carry the cost of the overrun.

Comment:

Whilst the variation shows the cost to extend the culverts, investigation discovered the cost overrun was primarily triggered by a seal increase of \$82,432.

RESOLUTION SC2023/05-004

That The Steering Committee approve the Shire of Dalwallinu Variation request valued at \$47,376 on the Dalwallinu Kalannie Rd SLK 0 to 8.96 and increase the budget to \$1,936,840.

MOVED: Cr Des Hickey
SECONDED: Cr Rosemary Madacsi
CARRIED: 6/0

Cr Des Hickey submitted a Declaration of Interest – Impartiality for Item 5.3 – The Shire of Corrigin Scope Change as he is a Councillor and President of the Shire of Corrigin. Cr Hickey is a Voting Member of the WSFN.

Item 5.3	The Shire of Corrigin Scope Change
Date of Report	09 May 2023
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none"> • Letter from the Shire of Corrigin – 22/03/23 – Variation Project Scope Rabbit Proof Fence • Bullaring/Gorge Rock Rd/Rabbit Proof Fence Intersection Sign Report • Letter of Complaint – Margaret McLean • Email from CEO Shire of Corrigin • Greenfield Technical Services – Design Report including drawings
Senior Officer	Mr John Nuttall – Program Director

With acknowledgement from the Chairperson, Cr Des Hickey’s Conflict of Interest form which was originally submitted on 15 May 2023 for Item 5.3 – the Shire of Corrigin Scope Change as *Indirect Financial* been changed to *Impartiality*. Cr Hickey is a Councillor and President of the Shire of Corrigin and a voting member of the WSFN.

Background:

The Shire of Corrigin completed the bulk of its work in the 21/22 project however when they went to action the intersection there was a rain event, and the works could not be commenced. The Shire of Corrigin have since had an engineering company assess the intersection and the upgrade requires a greater level of complexity than was previously allowed for.

Consultation:

The Shire of Corrigin provided a 2017 Letter of concern.
The Shire of Corrigin conducted a safety audit in ~ 2021.
Greenfields engineering completed a design audit of the intersection and highlighted some concerns to be addressed.

Proposal:

The Shire of Corrigin propose to remove the intersection from the 21/22 project returning the remaining funds and closing the project.
The intersection will be treated as a standalone project, not yet programmed or scoped.

Financial Implications:

Nil - closure of an old project and return of outstanding balance of funds.
Intersection will require some development funding to ensure safe design etc.
Final construction costs will be greater than the remaining funds.

Risk Assessment:

The design is in early stage and could take another 12 months to complete, potential impact on future funding with outstanding legacy projects being viewed poorly by fund provider.

Comment:

The rain event halting construction allowed for a better look at the proposed works which would have been inadequate for an intersection of this level.

RESOLUTION SC2023/05-005

That The Steering Committee allow the variation to remove the intersection from the project, requesting The Shire of Corrigin to close and issue the Certificate of Completion post haste.

MOVED: Cr Grant Robins

SECONDED: Cr Eileen O'Connell

CARRIED: 6/0

6.0 GOVERNANCE / PROCEDURE MATTERS (Policies, Procedures etc)

Item 6.1	WSFN Policy Manual
Date of Report	09 May 2023
Author	Mr John Nuttall
Attachments	Draft Policy Manual
Senior Officer	Mr John Nuttall – Program Director

Background:

At the Steering Committee Meeting held on 14 February 2023 the following resolution was carried:

That the Steering Committee approve the development of a series of governing delegations, policies, and procedures as part of the Governance Plan, to be presented at the next Steering Committee.

*Moved: Cr Grant Robins
Seconded: Cr Rosemary Madacsi
Against: NIL
CARRIED*

Accordingly, a draft Policy Manual document has been prepared and is attached for consideration and adoption. It is intended that this be a live document and additional policies be added as and when required. It is also recommended that, as with Council Policy Manuals it is reviewed every 12 months to ensure it is up to date.

Consultation:

Nil

Proposal:

That the attached draft policy manual be adopted

Financial Implications:

Nil from the adoption of a policy manual

Risk Assessment:

There is a risk that without such a document being in place officers will either not be able to carry out their functions properly or will be doing so without the guidance of the Steering Committee.

Comment:

A WSFN Policy Manual is overdue. The draft presented for adoption is a start although there will be additional policies required as the organisation moves forward. As it will be a live document these can be prepared and adopted as required.

RESOLUTION SC2023/05-006

That the Steering Committee adopt the attached Policy Manual.

**MOVED: Cr Eileen O’Connell
SECONDED: Cr Rosemary Madacsi
CARRIED: 6/0**

Item 6.2	Steering Committee - Action Register
Date of Report	24 April 2023
Author	Mr John Nuttall
Attachments	Action Register
Senior Officer	Mr John Nuttall – Program Director

Background:

Over the years that the Steering Committee has been in existence there have been a number of requests made to the Program Team. It was determined that in order to keep track of these requests, and to allow the committee to see what follow up work is being undertaken relating to the requests, that an Action Register be devised.

Attached is the current version, although it is acknowledged that there may be some things that have not made the list given their age. Any items that the committee are aware have been missed can be raised and added during the course of the meeting.

Comment:

The register has been marked with items which are complete (they will then be removed from the register), items which are ongoing (and we will be able to answer any questions) and items that we are uncertain about (and can be discussed and dealt with appropriately).

Consultation:

At this stage the register has been discussed among the PMT - but it will be open for comment by the Steering Committee during the meeting.

Proposal:

That the register be used as an ongoing way of tracking actions against requests

Financial Implications:

None from the preparation and use of the register, but there may be related to some of the actions that are raised by the committee.

Risk Assessment:

There is a risk that actions will be missed should this register not be used. Additionally, it is good governance for the PMT to report back to the committee on the status of action requests.

RESOLUTION SC2023/05-007

That the Steering Committee Action Register be received.

MOVED: Cr Eileen O’Connell

SECONDED: Cr Rosemary Madacsi

CARRIED: 6/0

7.0 WSFN FINANCIAL REPORTS

Item 7.1	Financial Report
Date of Report	9 May 2023
Author	Mr Peter Hall
Attachments	Financial Reports
Senior Officer	Mr John Nuttall – Program Director

Background:

The Steering Committee has requested the Program Management Team (PMT) provide a financial progress report each meeting.

Consultation:

Nil

Proposal

The Steering Committee receive the financial progress reports.

Financial Implications:

Nil

Risk Assessment:

Nil

Comment:

Nil

RESOLUTION SC2023/05-008

That the Steering Committee receive the attached financial reports.

MOVED: Cr Des Hickey

SECONDED: Cr Grant Robins

CARRIED: 6/0

8.0 BASIS OF DESIGN

Item 8.1	Basis of Design – Asphalt Surfacing of Intersections
Date of Report	20 April 2023
Author	Mr Peter Hall – Program Manager
Attachments	Main Roads WA Surface Types and Treatments
Senior Officer	Mr John Nuttall – Program Director

Background:

Following a request made by the Shire of Kulin to asphalt an intersection, the Technical Committee discussion went back to the Basis of Design to see if there were any guidelines to trigger or suggest when a change in surface treatments would be recommended. None was available, and the result was that more research was needed and some parameters to be determined by the Technical Committee. The Technical Committee resolution number TC2023/05-003 is as follows:

The following be added to the Basis of Design document.

Surface treatment types and triggers

Seal

- All intersections to have this as a minimum as per item 4.5 Basis of Design

Asphalt

- Assessment for asphalt triggered during development or scope review by Shire request.
- Pre and/or Post upgrade review undertaken with consideration to the following.
 - Traffic Counts predominantly RAV
 - Horizontal and Vertical alignments
 - Swept paths of RAV's
 - Existing surface damage
 - Current maintenance impost

Deep lift Asphalt

- No intersections in the Wheatbelt would be considered for this treatment.

ACTION:

Pre-approved list to be added as an Appendix to the Basis of Design

MOVED: Craig Robertson

SECONDED: David Holland

CARRIED: 4/0

Consultation:

The Program Management Team has researched the Main Roads guidelines and discussed with SME's to determine if any existing triggers were available, the outcome is in dot point below:

- No definitive triggers exist,
- An assessment of conditions on a case-by-case basis
 - Traffic Counts predominantly RAV

- Horizontal and Vertical alignments
- Swept paths of RAV's
- Existing surface damage
- Current maintenance impost
- Two options have been identified and have pluses and minuses.
 - Assess existing intersection prior to upgrade and determine at the scope review if asphalt is warranted,
 - Plus – damage to old surface can be assessed.
 - Plus – Shire can program asphalt during construction if approved.
 - Minus – Seal under asphalt could have volatiles that effect the asphalt layer.
 - Minus – risk that the Asphalt contractor applies an emulsion “tack coat” rather than a seal, this option is better than nothing but rarely achieves the desired goal of a waterproof membrane. NB: Basis of Design stipulates a seal.
 - Assess intersection post upgrade and then determine if asphalt is warranted.
 - Plus – upgrade will change the swept paths and damage to new may not be as great.
 - Plus – seal has a chance to settle prior to any asphaltic layer being applied.
 - Neutral – Upgrade may allow RAV's to navigate the intersection at a greater velocity increasing the surface stress.
 - Minus – extra costs might be incurred in mobilisation.

Proposal:

Assessment on a case-by-case basis is the industry standard.

The assessment, triggered by a request from the shire during development or scope review to asphalt an intersection would seem the most appropriate.

A combination of Pre and post assessment being the most comprehensive and complete.

An intersection designed by a consultant or engineering company recommending asphalt would need to provide reasoning and evidence for the surface treatment proposed.

An item added to the Basis of Design outlining these points as suggested below:

Surface treatment types and triggers

Seal

- All intersections to have this as a minimum as per item 4.5 Basis of Design

Asphalt

- Assessment for asphalt triggered during development or scope review by Shire request.
- Pre and/or Post upgrade review undertaken with consideration to the following.
 - Traffic Counts predominantly RAV
 - Horizontal and Vertical alignments
 - Swept paths of RAV's
 - Existing surface damage
 - Current maintenance impost

Deep lift Asphalt

- No intersections in the Wheatbelt would be considered for this treatment.

Financial Implications:

Nil implication as a result of this report, however future decisions relating to the use of asphalt would have budget implications.

Risk Assessment:

There is a risk of an inconsistent approach and decisions regarding the use of asphalt as a surface treatment if this item is not resolved.

Pre-assessment.

Comment:

Intersections have been over treated in the past when there has been little to no review process undertaken. This will bring a better rigour to the process.

ACTION

It was suggested that the WSN Program Manager come up with a list of intersections that needs asphalt by looking at the map.

Technical Committee Recommendation:

The following be added to the Basis of Design document.

Surface treatment types and triggers

Seal

- All intersections to have this as a minimum as per item 4.5 Basis of Design

Asphalt

- Assessment for asphalt triggered during development or scope review by Shire request.
- Pre and/or Post upgrade review undertaken with consideration to the following.
 - Traffic Counts predominantly RAV
 - Horizontal and Vertical alignments
 - Swept paths of RAV's
 - Existing surface damage
 - Current maintenance impost

Deep lift Asphalt

No intersections in the Wheatbelt would be considered for this treatment.

RESOLUTION SC2023/05-009

MOVED: Cr Grant Robins

SECONDED: Cr Rosemary Madacsi

CARRIED: 6/0

9.0 MULTI CRITERIA ANALYSIS (MCA)

Item No. 9.1	Multi Criteria Analysis Priority Request
Date of Report	4 May 2023
Author	Mr Peter Hall – Program Manager
Attachments	Nil
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Cunderdin has over several years questioned the Multi Criteria Analysis (MCA) priority of the Quairading Rd vs the Koorda Rd within the Cunderdin boundary.

The Shire has requested that the WSNF consider swapping two roads within their boundary, the swap conflicts with the MCA priority order.

During the assessment of the request the Program Management Team (PMT) recognised the sensitive nature and determined to seek guidance from the Technical Committee and Steering Committee. The Technical Committee resolution number TC2023/05-005 was as follows.

That the Technical Committee has determined that in addition to evidence regarding the existing MCA assessment the PMT should request following extra evidence to be presented by the applicant to allow the request to change the order in the MCA to be considered as follows.

- (1) Is there any impact on the delivery of the route/roads? Could be combined with point 2 which is an expanded version of point 1.*
- (2) Outline of the delivery program, to determine; financial, timing, completion, stakeholder, aesthetic impacts.*
- (3) Further and more complex assessment of the relevant roads including the following data.*
 - a. Visual assessment by WSNF on the conditions of the road/route,*
 - a. TSD extra information brought to the table.*
 - i. roughness,*
 - ii. cracking,*
 - iii. rutting.*
 - b. RAMM data road index*
- (4) Safety audit/assessment to be using the Roads view vs Crash Map assessment to produce a safety score.*

MOVED: David Holland

SECONDED: Gary Sherry

CARRIED: 4/0

Consultation:

The Shire of Cunderdin has provided some information in regard of the MCA assessment.

The Shire has approached the other two Local Government's involved and requested feedback from them.

The Technical Committee was asked to identify what extra information they would need in order to assess an application of this nature, the outcome is in the resolution.

Proposal:

The PMT has recognised that this will be a contentious issue and needs to put in place a process by which a request of this nature can be assessed.

The Steering Committee is asked to identify.

- What if any extra information that they might require.
- Potential triggers that would mean a swap/remap could not be considered or occur.

NB: A review of the MCA document has been identified by the PMT and Technical Committee as being due, the primary constraint is that any projects that have construction funding cannot be assessed.

Financial Implications:

It is presumed that it would be minimal.

Risk Assessment:

The potential risk is that if an unsupported and well evidenced request is granted, it would then be open for every shire to make a request contrary to the MCA prioritisation.

Comment:

It is believed that, as well as determining what additional evidence the Two Committees might wish to see in order to properly resolve a request of this nature, it is also an opportune time to open a discussion about the MCA.

Technical Committee Recommendation:

That in addition to the evidence regarding the existing MCA assessment the following evidence is to be provided *by the applicant to allow the request to change the order in the MCA;*

- *Is there any impact on the delivery of the route/roads? Could be combined with point 2 which is an expanded version of point 1.*
- *Outline of the delivery program, to determine; financial, timing, completion, stakeholder, aesthetic impacts.*
- *Further and more complex assessment of the relevant roads including the following data.*
 - *Visual assessment by WSN on the conditions of the road/route,*
- *TSD extra information brought to the table.*
 - *roughness,*
 - *cracking,*
 - *rutting.*
- *RAMM data road index*
- *Safety audit/assessment to be using the Roads view vs Crash Map assessment to produce a safety score.*

Before the resolution was voted, the Steering Committee added the following items:

1. Need an explanation as to why was there a drop from Level 1 to Level 3
2. Needs full documentation and written response from stakeholders.
3. MCA reviews to be conducted before consideration/comparison.
4. Changes will need to be referred to WBN/WBS SRRG for approval.

RESOLUTION SC2023/05-010

MOVED: Cr Grant Robins

SECONDED: Cr Eileen O'Connell

CARRIED: 6/0

Item No. 9.2	Multi Criteria Analysis (MCA) Review
Date of Report	4 May 2023
Author	Mr Peter Hall – Program Manager
Attachments	Nil
Senior Officer	Mr John Nuttall – Program Director

Background:

The MCA was identified to be reviewed by the Technical Committee as being due and relevant at the Technical Committee meeting in the May 2022, time and personnel constraints have meant that this item has not been actioned and the recent discussions have put it back on the board.

Consultation:

The Technical Committee discussion centred around the existing data and that it was only desktop ground trothed, or the data was non-existent (an average used) and in some instances out of date.

The new Traffic Speed Deflection (TSD) data should be available soon and the Technical Committee felt that the non-utilisation of Roughness, Rutting and Cracking was an error, and the extra data should be used to give an overall score that would be a more appropriate representation of road condition.

Road safety in the MCA is assessed using the Killed Serious Injury (KSI) number - the data supplied by Main Roads. The Technical Committee suggested that another system Crash Map safety rating index be used to give a safety score of each road along a route, suggesting this might be more applicable than KSI. The Program Management Team were requested to research this option.

Proposal:

The Technical Committee is recommending a full ground truthing of the Seal Width data. Request the shires to conduct traffic counts between specific dates and at site locations as determined by the WSN.

Start of November 2023 through to Mid-January 2024 is the suggested time frame.

The use of expanded TSD data

The use of Road View in place of KSI data

Financial Implications:

The Shires that have not received development funding or Shires that have limited traffic counters might need to hire traffic counters so that they can action the request.

Traffic counters are available for hire at \$185 per unit per week.

80 units (two per shire) x \$185/unit/week x 10 weeks = \$148,000

Risk Assessment:

The risk is that the MCA is not reviewed properly and does gain the support and confidence of the 42-member Local Governments.

Comment:

The Traffic Count data would also strengthen WSN discussions with Main Roads regarding the line marking.

RESOLUTION SC2023/05-011

That the Steering Committee:

- Recommends a full ground truthing of seal width data.
- Directs the PMT to set specific sites within each shire and collect traffic count data within a specified date range.
- Directs the use of the expanded TSD data (Roughness, Rutting, Cracking and TSD)
- Directs the use of Crash Map Safety rating index in place of the KSI data.
- Authorises the hiring of counters for those shires that require it, up to the value of \$150,000.

Before the resolution was voted, the Steering Committee discussed as follows:

1. The Shires to capture the traffic data in an extended period from 01 September to 30 January or approximately ten (10) weeks of data gathering.
2. Expenses for traffic counters in the amount of approximately \$250K can either come from the development fund or program management (whichever has the higher funds available)
3. AMS 1 is to be used in MCA review.
4. The Technical Advisory Group to handle all MCA reviews.

MOVED: Cr Grant Robins

SECONDED: Cr Eileen O'Connell

CARRIED: 6/0

10.0 GENERAL BUSINESS

The Program Director discussed the following matters:

1. Feedback on the lack of communication from the WSFN since the last Steering Committee Meeting of 14 February 2023. The Program Management team have been working on the following:
 - Completion and lodging of the PPR document
 - Setting up of the new office
 - Employing a new Exec Officer (Racelis)
 - Visits to several Shires
 - Assisting with ongoing projects with the Shires
 - The WSFN website
 - Preparations for TC and SC meetings

The Program Manager pointed out that the WSFN PMT is contactable at any time for any queries.

2. Is there any progress in future funding requirements. The Program Director informed the Committee that the PPR for the current funding requires a business case and the WSFN will be working on this matter soon and once completed will be submitted to the authorities to obtain funding.

11.0 CLOSURE

There being no further business to discuss, the Chairperson closed the meeting at 11:45am.