



STEERING COMMITTEE MEETING

MINUTES

21 FEBRUARY 2025 at 10:00 am

WSFN Office – 37/5 Keane Street MIDLAND 6056



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STEERING COMMITTEE MEETING

FRIDAY 21 FEBRUARY 2025

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1.0 OPENING – RECORD OF ATTENDANCE

WSFN John Nuttall – Program Director
 Peter Hall – Program Manager
 Racelis Rose – Executive Officer

Delegate	SRRG	Proxy
Cr Roland Van Gelderen – Shire of Goomalling	Avon	Cr Michael McKeown – Shire of Toodyay
Cr Ian Turton – Shire of Wandering	Hotham Dale	Cr Jackie McBurney – Shire of Pingelly
Cr Darrel Hudson – Shire of Dowerin	Kellerberrin	Cr Matthew Steber – Shire of Kellerberrin
Cr Grant Robins – Shire of Kulin	Lakes	Cr Julie Russell – Shire of Wickepin
Cr Wayne Gibson – Chairperson Shire of Dandaragan	Moora	V A C A N T
Cr Graham Broad – Shire of Narrogin	Narrogin	Cr Scott Ballantyne – Shire of Cuballing
Cr Eileen O’Connell – Shire of Nungarin	North-East	Cr Wayne Della-Bosca – Shire of Yilgarn
Cr Trevor Stacey – Shire of Quairading	Roe	Cr Kevin Foss – Shire of Bruce Rock
Mohammad Siddiqui Hannah Ruprecht Jacqui Early	Main Roads WA	
Ian Duncan	WALGA	
Chris Sharples	Wheatbelt DC	
Josh Pomykala	RDA	

The Chairperson of the Steering Committee opened the meeting at 10:02 am, read the attendance and apologies including those attending via TEAMS.

1.1 Present:

Cr Wayne Gibson	Cr Ian Turton
Cr Darrel Hudson	Cr Grant Robins
Cr Eileen O’Connell	Cr Graham Broad – (<i>attending via TEAMS</i>)

Mohammad Siddiqui	Ian Duncan	Chris Sharples
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1.2 Apologies

Cr Trevor Stacey	Cr Roland Van Gelderen	Cr Kevin Foss
Cr Julie Russell	Cr Wayne Della Bosca	Cr Scott Ballantyne
Jacqui Early	Hannah Ruprecht	

1.3 Observers / Visitors / Presenters

Nil.

2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

Councillor Darrel Hudson submitted a Declaration of Interest – Impartiality for Item 6.3 – Development – Shire of Dowerin – Proposed Recission of Resolution. Cr Hudson is a Councillor for the Shire of Dowerin.

3.0 CONFIRMATION OF PREVIOUS MINUTES – 13 DECEMBER 2024

That the Minutes of the Steering Committee meeting held on 13 December 2024 be confirmed as a true and accurate record of the meeting.

RESOLUTION SC2025 / 02-106

MOVED: **Cr Darrel Hudson**
SECONDED: **Cr Eileen O’Connell**
CARRIED: **6/0**

4.0 WHEATBELT SECONDARY FREIGHT NETWORK - PROGRAM FINANCIALS

Title	Financial Reports
Date of Report	13 February 2025
Author	Mrs Racelis Rose – Executive Officer
Attachments	Financial Reports (<i>handed on the meeting day</i>)
Senior Officer	Mr John Nuttall – Program Director

Background:

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

Consultation:

Main Roads WA

WSFN Program Management Team

Proposal:

The Steering Committee receive the financial reports.

Financial Implications:

Nil

Risk Assessment:

Nil

Comment:

Nil

RESOLUTION SC2025 / 02-107

The Steering Committee **received** the financial reports.

MOVED: Cr Eileen O'Connell
SECONDED: Cr Darrel Hudson
CARRIED: 6/0

5.0 VARIATIONS / SCOPE CHANGES

5.1 VARIATION – SHIRE OF DUMBLEYUNG

Title	Shire of Dumbleyung – Variation – Dumbleyung / Nyabing Road
Date of Report	13 February 2025
Author	Mr John Nuttall – Program Director
Attachments	<ul style="list-style-type: none">• Emails from the Shire of Dumbleyung• Project Scope Identification Document• Project Estimate Summary• WSNF Project Cost Variation Sheet• Various Quotes• Gravel Blending Charts
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Dumbleyung was awarded two (2) construction projects in the 2023 / 2024 financial year, no works were conducted and the projects delayed by the Steering Committee due to the late signing of the Project Proposal Report (PPR).

Shires were asked to review their budget prior to recommencing works. During the review, the Shire of Dumbleyung identified various problems for delivery. They presented previous variation requests to the Technical Committee which were not approved due to perceived issues with the proposal and the Shire of Dumbleyung were asked to rectify and then present their updated variation request. This report contains that request.

Consultation:

The WSNF PMT and the Shire of Dumbleyung have held several meetings and conversations regarding the variation and the documentation to be provided.

Proposal:

The Shire of Dumbleyung now proposes the following variation:

Scope Change Variation: -

- Current scope - Upgrades to Dumbleyung-Nyabing Road SLK 0 to 8.5 plus Bahr Road
- Requested Scope - Upgrades to Dumbleyung-Nyabing Road SLK 3.6 to 8.71

Budget Variation: -

- Current budget (SLK 0 to 8.5 plus Bahr Road) is **\$2,897,141**
- Requested budget (SLK 3.6 to 8.71) is **\$2,292,415.**

Documents provided to support the variation request:

- Project Scope Identification Document (PSID)
- Variation Cost Sheet
- Cost Estimate
- Gravel Blending Charts
- Various quotes
- Explanatory emails

The Technical Committee can be assured that the PMT have reviewed this variation request vigorously that has included meetings both in Dumbleyung and the WSFN offices, many telephone calls and emails. That work has allowed the PMT to form the view that the variation request being presented by the Shire of Dumbleyung is an appropriate one, costed as accurately as possible and ready to be delivered should the Technical and Steering Committees approve the variation.

The unusual step of providing substantially more of the documents that we have received than usual has been taken in order to demonstrate the collaboration and efforts that have gone into preparing this variation request.

Note that it is the wish of the Shire of Dumbleyung that the intersection and the floodway have asphalt installed. As the Shire were not able at this time to provide the necessary justification with supporting evidence, the variation presented is without the use of asphalt. The Shire is going to attempt to obtain the supporting documentation and so a future small variation request to use asphalt should be expected.

Given all the above, the PMT is prepared to *support* and *recommend* the request to the Committee.

Financial Implications:

The Shire of Dumbleyung variation request is presented above. The attached documents demonstrate the careful preparation of the budget, and it is not anticipated that any future variation (outside the use of asphalt in two locations as explained above) would be viewed favourably if this one is approved.

Risk Assessment:

The Shire of Dumbleyung are ready to proceed immediately should this variation be approved. A failure to do so could result in that opportunity being lost and potentially an even greater variation request being presented at a future date.

Comment:

The WSFN PMT and the Shire of Dumbleyung have spent a significant amount of time preparing, reviewing, and revising this variation request. It is now at the point that the PMT are prepared to *recommend it is approved*.

RESOLUTION **SC2025 / 02-108**

The Steering Committee **approved** the Shire of Dumbleyung's variation project for the 2023 /2024 financial year as follows:

- Dumbleyung / Nyabing Road from 3.6 slk to 8.71 slk
- Requested Budget - **\$2,292,415**

MOVED: Cr Darrel Hudson
SECONDED: Cr Grant Robins
CARRIED: 6/0

5.2 VARIATION – SHIRE OF VICTORIA PLAINS

Title	Variation – Shire of Victoria Plains
Date of Report	10 February 2025
Author	Mr John Nuttall - Program Director
Attachments	WSFN Project Cost Variation Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Victoria Plains were given construction funding for the 2024 / 2025 financial year to deliver works on the Mogumber / Yarawindah Road in the sum of \$1,300,750. This delivery was to be undertaken by contractors.

The Shire have now undertaken their process of obtaining quotes for the work and is now requesting that some funding for project management also be provided. The Shire is now requesting \$1,464,884 an increase of \$164,133. This amount is slightly over the contingency amount available for the project.

Consultation:

Email correspondence regarding the request.

Proposal:

That the construction budget be increased to \$1,464,884 but **no** contingency be provided.

Financial Implications:

This is an unfortunate increase on the budget following the Shire's tender processes for the work. They are also requesting some project management funding to ensure the works are delivered appropriately.

If the committee is minded approving the request, there would be no need for a 10% contingency to still be provided as the request is based on actual quotes from contractors so there should be no deviation from this revised amount.

Risk Assessment:

That the project is not delivered as the current budget will not cover the whole of the tender cost.

Comment:

it is very unfortunate that the tender costs were not available prior to the Steering Committee approving the original budget. That is something the WSFN PMT are now encouraging prior to presenting budget requests. This increase is slightly over the 10% contingency amount, and if the committee are persuaded to allow the increase, no further contingency would be applied.

RESOLUTION SC2025 / 02-109

The Steering Committee **granted** the variation request to the Shire of Victoria Plains as follows:

- 2024 / 2025 Construction Project – Mogumber / Yarawindah Road
- Current budget: **\$1,300,750** plus 10% contingency held by the fund
- Revised budget: **\$1,464,884** with no further contingency provided

MOVED: Cr Ian Turton
SECONDED: Cr Eileen O'Connell
CARRIED: 6/0

Mohammad Siddiqui from MRWA joined the meeting at 10:24 am.

5.3 VARIATION – SHIRE OF WICKEPIN

Title	Variation – Shire of Wickepin
Date of Report	14 February 2025
Author	Mr John Nuttall – Program Director
Attachments	<ul style="list-style-type: none">• Letter Request for Variation and Assistance dated 13 February 2025• WSNF Project Cost Variation Sheet• Cost Estimate Summary
Senior Officer	Mr John Nuttall – Program Director

Background:

In late January 2025, WSNF Program Manager Mr Peter Hall drove through the current construction works in the Shire of Wickepin as part of his regular movements across the Wheatbelt. Some significant concerns about the standard of the work were apparent causing discussions to occur with the Works Manager. Unfortunately, these discussions caused more rather than less concern.

As a result, the PMT requested a ‘stop’ on the work and then started engaging with the Shire of Wickepin and this has required significant time and effort for both the Program Manager and Program Director – including various visits to the Shire, reviews of their procurement for the works, liaison with various of the contractors, preparation of a new proposed budget and program for the works along with many hours of discussions.

It is fair to say that there have been failures – often significant ones – at every stage and every employee level of this project!

Currently, the project scope and budget are as follows:

Rabbit Proof Fence Road – Widening and Upgrade – SLK 9.8 to 14.84 - \$1,027,795.00

All of the above has resulted in the attached request for a variation.

Consultation:

Significant amount of time liaising with Shire staff, contractors and internally.

Proposal:

That the Steering Committee agree a variation to the current budget to allow the works to be completed within the required WSNF scope.

In order to mitigate the risk of further increased costs, the use of an external project manager has been suggested and costed. Additionally, the PMT have spent considerable time assisting the Shire of Wickepin and will continue to support them throughout this project.

Financial Implications:

If granted an increase to the budget well in excess of the contingency amount. Given the time, effort and program prepared for the Shire by the PM, it is respectfully suggested that any variation does not include any contingency.

6.0 DEVELOPMENT PROJECTS

6.1 DEVELOPMENT – SHIRE OF CUNDERDIN

Title	Development - Shire of Cunderdin – Cunderdin / Quairading Road
Date of Report	10 February 2025
Author	Mr Peter Hall – Program Manager
Attachments	Project Scope Identification Document
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Cunderdin is requesting a development project for the Cunderdin / Quairading Road with an entire length of 21.7 km.

The road is in very poor condition, has a lot of problems and is already a RAV 7 rated road.

The ability for the Shire of Cunderdin to request this has come about due to the network review and rationalisation that has recently occurred. To date, WSN has received no push back from any shire regarding the proposed changes.

Consultation:

Zone 50 Engineering Surveys
Stabilisation Technology Pty Ltd
Natural Area Consulting Management Services

Proposal:

The Shire of Cunderdin is proposing to develop the Cunderdin / Quairading Road as per the following identified items for delivery:

- Zone 50 Engineering Surveys – Feature Survey and limited design at this stage
- Stabilisation Technology Pty Ltd – Geotechnical Investigation, gravel investigation
- Natural Area Consulting Management Services - Clearing permit application
- Quotes have been sought and provided.

This section of road has a lot of various issues and a plan to construct staging the works after identifying all the issues and their impacts will be an absolute must.

Financial Implications:

The cost of this development project based on quotes received and the Shire of Cunderdin's involvement comes to **\$133,829**.

Risk Assessment:

A comprehensive development project is needed to identify and propose solutions to all the issues observed, only then can a plan involving risk mitigation can be produced and implemented.

Comment:

This is an exciting project that will have some surprises. I do not believe that I will be challenged to say that this is the worst section of the WSN network.

RESOLUTION SC2025 / 02-111

The Steering Committee **approved** the development project for the Shire of Cunderdin on the Cunderdin / Quairading Road from 0 slk to 21.7 slk at a value of **\$133,829** for the 2025 / 2026 financial year.

MOVED: Cr Grant Robins
SECONDED: Cr Darrel Hudson
CARRIED: 6/0

6.2 DEVELOPMENT – SHIRE OF BROOKTON

Title	Development - Shire of Brookton – Dangin Mears Road
Date of Report	10 February 2025
Author	Mr John Nuttall – Program Director
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Project Development Budget
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Brookton applied for funding for a new development project on the Dangin Mears Road from 7.15 slk to 8 slk.

The primary issue in this area is the threatened flora which will require permits to be sought before clearing works can be undertaken. Designs and survey have already been undertaken for this area.

This request was presented to the Technical Committee at its meeting on 29 November 2024 with the following resolution carried:

RESOLUTION TC2024 / 11-83

*The Technical Committee is **not** prepared to recommend the quote as provided by the Shire of Brookton, the Committee considers that the project management time is excessive.*

*MOVED: Mark Burgess
SECONDED: Glen Brigg
CARRIED: 7/0*

As a result, the Shire of Brookton has reviewed their funding request, and the Technical Committee is asked to consider this revised request.

Consultation:

Discussions between PMT and the Shire of Brookton.

Proposal:

- Obtain clearing permits. *
- Environmental survey and report
- The use of a contract project manager to manage this work

Financial Implications:

As per the attached revised Project Scope Identification Document (PSID), the Shire of Brookton is requesting the amount of **\$33,000** for the environmental reports and **\$5,000** for project management (total of \$38,000).

Risk Assessment:

The Shire of Brookton would not be able to undertake any works in this area without a permit given the flora they are aware of.

Comment:

This section of road was part of a previous construction budget. However, the Shire of Brookton have subsequently realised they need to obtain permits before they can undertake work in the area and so are now seeking development funding to undertake the same.

RESOLUTION **SC2025 / 02-112**

The Steering Committee **considered** the application for development funding for Dangin Mears Road from 7.15 slk to 8 slk in the total amount of **\$38,000** (\$33,000 for environmental reports and \$5,000 for project management) for the 2024 / 2025 financial year.

MOVED: **Cr Ian Turton**
SECONDED: **Cr Darrel Hudson**
CARRIED: **6/0**

Before this item, Councillor Darrel Hudson submitted a Declaration of Interest - Impartiality for Item 6.3 – Development – Shire of Dowerin – Proposed Recission of Resolution. Cr Hudson is a Councillor for the Shire of Dowerin.

6.3 DEVELOPMENT – SHIRE OF DOWERIN – PROPOSED RECISSION OF RESOLUTION

Title	Shire of Dowerin – Development Project – Proposed Recission of Resolution
Date of Report	14 February 2025
Author	John Nuttall
Attachments	Nil
Senior Officer	Mr John Nuttall – Program Director

Background:

The following item was presented to the Steering Committee in May 2024:

The Shire of Dowerin (Dowerin) has been looking at future works and identified that the intersection of Dowerin-Kalannie Road and Ward Road has some line of sight and alignment issues. It would require more in-depth investigation to ensure road users safety etc.

Consultation:

- Zone 50
- Allister Butcher – Rural Infrastructure
- Siva Thilainath – Stabilisation Technology

After lengthy discussions the following resolutions were passed:

RESOLUTION SC2024/05-048

*That the Steering Committee **approve**:*

- *the Development project for the Shire of Dowerin on the Dowerin/Kalannie Road at the intersection of Ward Road to a project value of **\$54,000**.*
- *the inclusion of a Road Safety Audit (RSA) and the cost of the RSA be added to the project value.*
- *the Shire of Dowerin bear 50% of the cost of the RSA because Ward Road is **not** a WSNF road.*

MOVED: Cr Trevor Stacey
SECONDED: Cr Wayne Gibson
CARRIED: 6/0

Following ongoing discussions in Steering Committee meetings that have followed, it appears to the PMT that the view of the committee that the Shire ought to be liable for 50% of the RSA cost may have softened. This is especially the case given the PMT assessing every future budget and only recommending an RSA where it is vital.

Additionally:

- WSNF Program Manager Peter Hall is undergoing training to be able to deliver the initial RSA 'in house'.
- The Technical Committee have recently received a presentation and had discussions regarding intersections with changes proposed to the Basis of Design to trigger the requirement for an RSA

Proposal:

That the requirement for the Shire of Dowerin (and by implication all future shires) to pay 50% of the RSA cost be removed.

Financial Implications:

Nil as the actual RSA cost was a little over \$4,000 (rather than the anticipated \$8,000) and with other savings the current budget of \$54,000 will be sufficient.

Risk Assessment:

That future RSA costs would have to be shared between the Shire and WSNF where a non WSNF road was at an intersection.

Comment:

There have been discussions over meetings following this discussion and it appears to the PMT that there has been a change to the view that led to the current resolution. If that is the case, then the proposed rescission motion is recommended.

RESOLUTION **SC2025 / 02-113**

1. The Steering Committee **Rescinded** the following resolution:

RESOLUTION **SC2024/05-048**

That the Steering Committee approve:

- *the Development project for the Shire of Dowerin on the Dowerin/Kalannie Road at the intersection of Ward Road to a project value of \$54,000.*
- *the inclusion of a Road Safety Audit (RSA) and the cost of the RSA be added to the project value.*
- *the Shire of Dowerin bear 50% of the cost of the RSA because Ward Road is not a WSNF road.*

*MOVED: Cr Trevor Stacey
SECONDED: Cr Wayne Gibson
CARRIED: 6/0*

**MOVED: Cr Eileen O'Connell
SECONDED: Cr Ian Turton
CARRIED: 6/0**

2. The Steering Committee **approved:**

- the Development project for the Shire of Dowerin on the Dowerin / Kalannie Road at the intersection of Ward Road to a project value of \$54,000.

- the inclusion of a Road Safety Audit (RSA) and the cost of the RSA be **added** to the project value

MOVED: Cr Eileen O'Connell
SECONDED: Cr Ian Turton
CARRIED: 6/0

7.0 CONSTRUCTION PROJECTS

7.1 CONSTRUCTION - SHIRE OF CUBALLING

Title	Shire of Cuballing – Construction – Cuballing East Road
Date of Report	10 February 2025
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Curves Assessment Design – Cuballing East Road
Senior Officer	Mr John Nuttall – Program Director

Background:

This is the last section for the Shire of Cuballing on the Cuballing East Road at the 12.8 slk to 18.1 slk. The completion of this section closes Route 37 with the Shire of Wickepin delivering their section last year.

The Shire of Cuballing has delivered projects that are at a high standard.

Consultation:

R. Munns Engineering Consulting Services

Proposal:

The Shire of Cuballing is proposing to upgrade the last section as per the enclosed Project Scope Identification Document (PSID).

There are some pavement strength, drainage, and curve alignment issues to be resolved during the construction to meet the WSN 40-year design life expectation.

Financial Implications:

The Shire of Cuballing's estimate for the section 12.8 slk to 18.1 slk on the Cuballing East Road is **\$2,270,559**.

Risk Assessment:

The Shire of Cuballing has delivered multiple sections for the WSN, and the risk is low.

Comment:

The shortest route will be complete.

RESOLUTION SC2025 / 02-114

The Steering Committee **approved** the Shire of Cuballing's construction project on the Cuballing East Road from section 12.8 slk to 18.1 slk at a value of **\$2,270,559** for the 2025 / 2026 financial year.

MOVED: Cr Graham Broad
SECONDED: Cr Darrel Hudson
CARRIED: 6/0

7.2 CONSTRUCTION - SHIRE OF QUAIRADING

Title	Construction Shire of Quairading - Dangin Mears Road
Date of Report	10 February 2025
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Dangin Mears Road Concept Design / Plan
Senior Officer	Mr John Nuttall – Program Director

Background:

This is not the Shire of Quairading's first *rodeo* with the WSN. It is however, the first section of construction on the Dangin Mears Road.

The Shire of Quairading has completed upgrade works from their boundary with the Shire of Brookton to the 12 slk. The proposed section encompasses a curve that requires realignment to comply with Australian standards. All works will be completed in-house with local and specialised contractors.

Consultation:

Zone 50 Engineering Surveys
Stabilisation Technology Pty Ltd
Rural Infrastructure Services

Proposal:

The Shire of Quairading is requesting to construct and upgrade the Dangin Mears Road from the 8 slk to the 12 slk (4 kms).

The works will include:

- Replacement of culverts
- Realignment of substandard curve
- Realignment of small intersection at Caroling South
- Widening and overlay with stabilisation

Financial Implications:

The Shire of Quairading is requesting the amount of **\$1,783,540** for the four (4) kms.

Risk Assessment:

The Shire of Quairading has completed all development works and design implications and there are no foreseeable issues.

Comment:

This is a different crew and management from previous projects, but they have successfully completed smaller works. This will be a good learning curve for the Shire of Quairading.

RESOLUTION SC2025 / 02-115

The Steering Committee **approved** the Shire of Quairading's construction project on the Dangin Mears Road at the 8 slk to 12 slk (4 kms) at a value of **\$1,783,540** for the 2025 / 2026 financial year.

MOVED: Cr Darrel Hudson
SECONDED: Cr Ian Turton
CARRIED: 6/0

8.0 NETWORK ROUTE REVIEW – WHEATBELT SECONDARY FREIGHT NETWORK

Title	Network Route Review (Deferred from SC Meeting of 13 December 2024)
Date of Report	10 February 2025
Author	Mr Peter Hall – Program Manager
Attachments	Network Route Review – Summary of Responses (Deadline 17 January 2025)
Senior Officer	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 WSNF 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.

This item was considered at the Steering Committee meeting held in December. It was determined that prior to making a final decision each affected Shire should be given the opportunity to comment on the proposals. Accordingly, letters were sent to the Chief Executive Officer of each affected Shire. The responses received are provided. It is suggested that the proposed changes are now finalised.

Consultation:

With each affected Shire providing the opportunity for comment.

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 WSFN 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 Wogarl 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 Dumbleyung. 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 WSFN standard roads and has massive traffic counts that place it in the category for state route consideration meaning a Main Roads WA road, WSFN 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:

At the Steering Committee meeting of 13 December 2024,

RESOLUTION SC2024/12-03

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

On 16 December 2024, the WSFN Program Director sent a letter to the Shires that will be affected by the route review outlining the proposed changes and the reasons for the change. They were asked to provide feedback / comment by close of business Friday 17 January 2025. A summary of the responses received is attached.

The Steering Committee discussed the changes to the WSFN Route.

RESOLUTION SC2025 / 02-116

The Steering Committee **accepted and approved** the following changes as per discussion.

Route 15	Remove the tail from the Network Route
Route 18	Remove from the Network Route
Route 19	Remove the whole route from the Network Route
Route 23	Place the section from the intersection of Route 17 to the end into long term funding consideration, the road is narrow and gravel.
Route 27	Remove all the route from the Network Route
Route 29	Remove all of the route from the Network Route
Route 33	Remove all of the route from the Network Route
Route 35 and 36 –	Retain 35 and remove 36 from the Network Route
Route 51	Remove the route from the Network Route
Route 53	Remove the route from the Network Route
Routes 6, 14 or 15	Amalgamate Route 6 and 15 and stop at Shackleton, leave Route 14 as it is
Routes 9, 13 and 28	Join them all to create a single route number
Routes 11 and 12	Leave as existing, with Route 11 to be reviewed later.
Routes 32, 39 and 34	Amalgamate and from two (2) routes with two route numbers

MOVED: Cr Grant Robins
SECONDED: Cr Darrel Hudson
CARRIED: 6/0

9.0 PROJECT BUDGET AND VARIATION PROCEDURE

Title	Project Budget and Variation Procedure
Date of Report	14 February 2025
Author	Mr John Nuttall – Program Director
Attachments	DRAFT – Project Budget and Variation Procedure Document
Senior Officer	Mr John Nuttall – Program Director

Background:

One of the WSFN guiding documents is the Project Budget and Variation Procedure. It is pertinent and good governance to review these documents regularly. This report therefore presents the document with proposed amendments for review and adoption.

Consultation:

Nil

Proposal:

That the Draft Project Budget and Variation Procedure document be adopted.

Financial Implications:

Nil from a review of the document.

Risk Assessment:

There is a risk that the document becomes outdated if not reviewed regularly.

Comment:

The presented amendments are recommended to the Steering Committee for approval.

RESOLUTION **SC2025 / 02-117**

That the Draft Project Budget and Variation Procedure document be **adopted**.

MOVED: Cr Darrel Hudson
SECONDED: Cr Eileen O'Connell
CARRIED: 6/0

10.0 COMPLETION – SHIRE OF CUBALLING

Title	Completion of Project - Shire of Cuballing Final Seal
Date of Report	20 February 2025
Author	Mr Peter Hall – Program Manager
Attachments	Project Scope Identification Document
Senior Officer	Mr John Nuttall – Program Director

Background

The Shire of Cuballing has completed the 3rd project on the Cuballing East Road.

The works are completed, and the project is just in the finishing clean up stage before the Certificate of Completion is awarded.

Consultation:

Nil.

Proposal:

The Shire of Cuballing is going to put the final seal on the 2024 / 2025 section of works on the Cuballing East Road as follows:

- 0.1 slk to 2.42 slk
- 10.48 slk to 12.80 slk

Financial Implications:

The project estimate is **\$251,097**.

Risk Assessment:

Primer seals are best separated by 12 months to allow the seal to settle.

Comment:

WSFN allows the shires to action the seals as per their normal business as usual. Some opt for two (2) seals immediately; the less risky option is to separate the seals by 12 months to allow the seal to settle and any adjustments can be made.

RESOLUTION **SC2025 / 02-118**

The Steering Committee **approved** the Shire of Cuballing's final seal project on the Cuballing East Road at the slk ranges of 0.1 to 2.42 and 10.48 to 12.80 at a value of **\$251,097** for the 2025 / 2026 financial year

MOVED: Cr Grant Robins
SECONDED: Cr Graham Broad
CARRIED: 6/0

11.0 GENERAL BUSINESS / DISCUSSION ITEMS

- Application process for future funding has begun
- Meeting schedules for 2025 as indicated
- Annual review of WSFN Program Director
- Line Marking program
- Capability training – RSA course for WSFN Program Manager
- Induction to the WSFN program for delegates and proxies (particularly the new members of the committees)

12.0 DATE OF NEXT MEETING – TO BE CONFIRMED

The Steering Committee **approved** the following meeting dates for 2025 as follows:

Technical Committee	Steering Committee
Friday 2 May – Shire of Cunderdin	Friday 16 May
Friday 18 July	Friday 01 August
Friday 19 September	Friday 03 October

13.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 11:47 am.