



STEERING COMMITTEE MEETING

MINUTES

24 JULY 2026 at 10:00 am

WSFN Office – 37/5 Keane Street MIDLAND 6056



STEERING COMMITTEE MEETING

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List of Attendees:

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

Delegate	SRRG	Proxy
Cr Chris Poulton – Shire of Northam	Avon	Cr Michael McKeown – Shire of Toodyay
Cr Peter Wood – Shire of Pingelly	Hotham Dale	Cr Alan Price – Shire of Wandering
Cr Paul Brown - Shire of Kellerberrin	Kellerberrin	Cr Jo Fullwood – Shire of Cunderdin
Cr Grant Robins – Shire of Kulin	Lakes	Cr Len Armstrong – Shire of Lake Grace
Cr Wayne Gibson – Chairman - Shire of Dandaragan	Moora	Cr Steve Gilbert Shire of Moora
Cr Graham Broad – Shire of Narrogin	Narrogin	Cr Scott Ballantyne – Shire of Cuballing
Cr Ashley Walker – Shire of Mukinbudin	North-East	Cr Adam Eksanow – Shire of Nungarin
Cr Kent Mouritz – Shire of Kondinin	Roe	Cr Trevor Stacey – Shire of Quairading
Mohammad Siddiqui	MRWA	
Jacqui Early		
Ian Duncan	WALGA	
Chris Sharples	Wheatbelt DC	
Josh Pomykala	RDA	

The Chairperson opened the meeting at 10:09 am welcomed the attendees, read the apologies and acknowledged those who attended via TEAMS.

1.0 OPENING – RECORD OF ATTENDANCE

1.1 Present

Cr Peter Wood	Cr Paul Brown (via TEAMS)	Cr Grant Robins
Cr Wayne Gibson	Cr Ashley Walker	Cr Kent Mouritz
Cr Alan Price	Cr Len Armstrong	Jacqui Early
Josh Pomykala	Chris Sharples	Mohammad Siddiqui

1.2 Apologies

Ian Duncan

1.3 Visitors / Observers

Ms Caroline Robinson from 150 Square joined the first part of the meeting via TEAMS.

2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

There were no Declarations of Interests submitted.

3.0 CONFIRMATION OF PREVIOUS MINUTES – 08 MAY 2026

RESOLUTION **SC2026 / 07 - 151**

That the Minutes of the Steering Committee meeting held on 08 May 2026 be confirmed as a true and accurate record of the meeting.

MOVED: Cr Ashley Walker
SECONDED: Cr Grant Robins
CARRIED: 6/0

4.0 DISCUSSIONS – MS CAROLINE ROBINSON / COMMITTEE MEMBERS

Ms Caroline Robinson a consultant from 150 Square joined the meeting at 10:11 am and had a discussion with the Steering Committee which concluded at 10:45am.

Cr Kent Mouritz joined the meeting at 10:17am.

5.0 WHEATBELT SECONDARY FREIGHT NETWORK – PROGRAM FINANCIAL

Title	Financial Reports
Date of Report	17 July 2026
Author	Mr John Nuttall – Program Director
Attachments	Financial Reports (handed on the day of the meeting)
Senior officer	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 at this stage, the Steering Committee has oversight of the financial welfare of the program / funds.

Risk Assessment

Nil

Comment

Ni

That the Steering Committee **receive** the Financial Reports.

MOVED: Cr Kent Mouritz
SECONDED: Cr Peter Wood
CARRIED: 6/0

Before Item 6.0-Intersections – Design and Construction was discussed, the WSFN Program Director announced that this item is being presented to the Steering Committee primarily because the Technical Committee discussed the item at its meeting on 10 July 2026.

The Steering Committee will vote on Point 1 to make an addendum to the Basis of Design and Points 2, 3, 4 can be discussed for information only if needed as part of the ongoing Development Projects by the shires.

6.0 INTERSECTIONS – DESIGN AND CONSTRUCTION

Title	Intersection design and construction
Date of Report	15 July 2026
Author	Mr. Peter Hall – Program Manager
Attachments	Concept design including swept paths, Main Roads WA Heavy Vehicle Services (HVS) restriction notification.
Senior Officer	Mr John Nuttall – Program Director

Background:

The WSFN has intersections that are beyond the normal upgrade scope, in line with previous direction and following on from the presentation by Zone 50.

Consultation:

- Mr Tim Fowler from Zone 50 will be available to answer any questions when this item is presented.
- Arc Infrastructure
- Shires of Pingelly, Quairading, and Wongan-Ballidu

Proposal:

The PMT is looking to formulate and finalise the significant intersection process. A starting point is from 07 February 2025 Technical Committee meeting:

The WSFN proposes to apply a risk-based approach to intersection upgrades no matter whom the other asset owner is. This will mean that assessment is on a case-by-case basis with the minimum basic information being:

- Gather relevant Information.
 - current traffic counts and make up on all legs,
 - anticipate traffic counts once road and intersection are upgraded,
 - available land footprint,
 - existing sight distances,

- concept design inclusive of 27.5m and 36m turning movements,
- is the road / route truly a regional distributor?
- Other intersections especially terminating constraint implications.
- Crash statistics
- stakeholders and their assets
- Existing identified issues
- Concept design – swept paths, stakeholder asset interactions, and stakeholder feedback.
- Safety Audit – Should these be conducted in line with Federal, State, and IPWEA recommendations.
 - If Yes, at what stages?
 - If No, what would trigger an assessment?
- Single design option - no TC - go to full design?
- Multiple design options - TC to determine prior to full design.
- Full design
- Cost estimate submitted to the TC for evaluation in line with the delivery plan.

Using the finalised process, can the Technical Committee provide some direction so that the Shires can complete the development projects?

There are four (4) intersections for review as follows:

Shire of Pingelly – North Bannister / Pingelly Road with North Wandering Road

Existing situation

- One Stakeholder – Landowner/s at the intersection
- Intersection is a “Y” and non-compliant to the Australian Standards
- Sight distances are non-compliant.
- Traffic turning left from North Bannister into North Wandering have to turn back on themselves at approx. 45 degrees, rear end crashes are high risk, traffic counts only saving grace.
- Residential access to North Wandering is very close, secondary access to North bannister has poor sight distance to the East.
- Paddock Access off North Wandering is in close proximity.
- Crash Statistics show no recorded incidents.
- Roads 2040 North Bannister Pingelly is classed as Regional Distributor
- Roads 2040 North Wandering is classed as Local Distributor.

Proposal

- Two concept designs both for 36.5 m (*correction – rather than 36m*)
 - a. Keeps the freight route as the primary road but it has some big problems as highlighted by Tim Fowler from Zone 50 in his email dated 17 June 2026.
 - i. Land Acquisition
 - ii. Clearing permits
 - iii. Deep cut and fill
 - iv. Sight distances will be a problem.
 - b. Terminates the freight route, this is the only potential problem.

- Both designs require cut and fill to reach a gradient that is suitable for RAV's, no other option is available.
- No work can be done until more funding is granted.

Shire of Quairading – York / Williams with Dangin Mears

Existing Situation

- There are two stakeholders involved:
 - Arc Infrastructure
 - Main Roads WA
- An in-principle agreement with Arc Infrastructure has been granted that will require final approval once full design has been completed.
- Main Roads WA has not been approached for comment.
- Intersection drops down into Tier 3 rail crossing and then climbs up the top side of a curve superelevation, RAV vehicles then must contend with a curve superelevation whilst turning.
- Sight distance East is poor.
- Roads 2040 Dangin Mears is classed as Regional Local distributor.
- From 2021 to 2025, there is no crash data available for this intersection.
- Traffic Count data for York Merredin **2020 21** shows ~22% heavies
- Traffic Count data for Dangin shows 93% heavies Class 12 has most, with Class 3 being overrepresented.

Proposal

- Zone 50 has completed a concept design to try and gain some visualisation of the shape and footprint.
- No work can be done until more funding is granted.

Shire of Wongan-Ballidu - has two (2) Intersections on the Dowerin / Kalannie Road and Hospital Road at 34.53 SLK

Existing Situation

- One stakeholder – Arc Infrastructure.
- Arc has not been approached for comments as yet.
- From 2021 to 2025, there is no crash data available for this intersection.
- Roads 2040 does not designate this section of Hospital Road.
- Existing sight distances are good.
- Hospital Road has 37% usage of heavy vehicles, most in Class 11.
- Dowerin Kalannie has 43% heavies most in Class 11
- Stacking distance is limited.

Proposal

- This does not have a concept design any design will be dependent on the Burakin / Wialki intersection design.
- Will probably be combined with second intersection for works.

Burakin / Wialki Road at 34.83 SLK

Existing Situation

- One stakeholder – Arc Infrastructure.
- The rail corridor stakeholder Arc Infrastructure has not been consulted yet.
- Has stacking distance problems due to a spur line that goes through to Beacon.
- The spur line is only used for maintenance vehicles but is deemed live.
- Main Roads WA Heavy Vehicle Services (HVS) guidelines (*attached*) have placed restrictions on access through this intersection.
- The Shire of Wongan-Ballidu and the WSFN PMT tried to use traffic count data to determine traffic class volumes and direction. The data is **not** accurate enough to provide useful information. A discussion with Metrocount determined that to get accurate vehicle lengths, the tubes need to be in an area of constant speed and exactly 1m apart. That places the setup at least 1km away from the intersection.
- Burakin has 39% usage of heavy vehicles, most in Class 11.
- Dowerin Kalannie has 43% heavies, most in Class 11
- Roads 2040 designates Burakin Wialki as Regional Distributor

Proposal

- Concept design requires land resumption to resolve issues.
- May require a clearing permit.
- No work can be done until more funding is granted.

WSFN Program Management Team

- What extra information does the Technical Committee require?
- All Shires have open Development projects, but they will need to be closed by the end of financial year 2026 / 2027 with approximately the remaining budget indicated below:
 - Pingelly –
 - Quairading - \$15,000
 - Wongan-Ballidu - \$10,207
- WSFN cannot fund the construction until more funding is granted.

Financial Implications:

All four (4) intersections are complex and will be expensive to upgrade.

Risk Assessment:

The scope of works for all four (4) intersections might be beyond the capacity of the Shires, and WSFN has had no discussions with the Shires regarding this question.

Clearing permit might be required for the Shires of Pingelly and Wongan-Ballidu.

External stakeholders could delay the full design.

Comment:

The intersection for Pingelly is a long-standing issue. The Shire of Pingelly will be taking both concepts to a shire council meeting for their consideration where the WSFN TC recommendations will be included.

The resolution of York / Merredin and Dangin Mears intersections is one of two (2) items identified by the Steering Committee and is required to be closed out before any additional funding on this route will be considered.

When funding is granted, the Shire of Wongan-Ballidu will be upgrading the intersections as the last section within their Shire that requires construction. The Hospital Road intersection is linked and contingent upon the Burakin / Wialki Road intersection.

RESOLUTION **SC2026 / 07-153**

1. That the Technical Committee finalises the significant intersection processes as set out below and recommends that the Steering Committee **directs** the WSFN PMT to **add** as an **addendum** to the Basis of Design.
 - Gather relevant Information.
 - current traffic counts and make up on all legs,
 - anticipate traffic counts once road and intersection are upgraded,
 - available land footprint,
 - existing sight distances,
 - concept design inclusive of 27.5m and 36m turning movements,
 - is the road / route truly a regional distributor?
 - Other intersections especially terminating constraint implications.
 - Crash statistics
 - stakeholders and their assets
 - Existing identified issues
 - Dial before you dig
 - Cost estimate submitted to the TC for evaluation in line with the delivery plan.
 - Concept design – swept paths, stakeholder asset interactions, and stakeholder feedback.
 - There should be a safety audit undertaken at around 15% design stage as an initial review and then before practical completion and final on-site review.
 - In relation to the design options, if there is a single design, the design will be emailed to the members for feedback within a specific time frame, but multiple options will come back for full determination of the Technical Committee.

With regards to:

2. The Shire of Pingelly

- The design will be presented at the next Shire of Pingelly council meeting for consideration.
- A safety audit on the concept design will be conducted.
- Traffic counts on Wandering Road need to be provided.

3. The Shire of Quairading

Dangin Mears Road intersection needs to be taken to Main Roads WA via their process, asking for their comment and what are the next steps to be taken, e.g. if safety audit is required or not.

4. The Shire of Wongan Ballidu

- The design needs to be refined.
- The Shire of Wongan-Ballidu needs to obtain a written confirmation from the landowner about their agreement to utilise their paddock.
- The utilities and services need to be either relocated or protected with a surround.

MOVED:	Cr Grant Robins
SECONDED	Cr Peter Wood
CARRIED:	6/0

7.0 FINAL SEALS – SHIRES OF GOOMALLING, QUAIRADING, WANDERING AND WONGAN BALLIDU

Title	Final Seals – Shire of Goomalling, Quairading, Wandering and Wongan Ballidu
Date of Report	03 July 2026
Author	Mr Peter Hall – Program Manager
Attachments	There are no attachments to this item
Senior Officer	Mr John Nuttall – Program Director

Background:

There are four (4) Shires that are requesting funding for final seals on the previous year's works. As a normal procedure, all these Shires have always separated the seals by 12 months.

Consultation:

Nil

Proposal:

The following works are being proposed by the four (4) Shires:

1. **Shire of Goomalling** has the last year's (2025/2026) works to final seal on the Calingiri Road. The aggregate has been purchased during the construction and so now the only risk is the bitumen price. The Shire of Goomalling undertake as much of the works in-house and only hire a sprayer, and spreader trucks. They buy the product by the litre and by doing so, there are a couple of advantages:
 - the risk is with the Shire,
 - their crew is engaged for this period and
 - the outgoing monies are much less, and it is BAU and SOP for them.
2. **Shire of Quairading** has the first section on the Dangin Mears Road, and this was done as an emulsion with two (2) coats.
3. **Shire of Wandering** has the first section on the North Bannister Wandering Road to be done.
4. **Shire of Wongan-Ballidu** has last year's section (2025/2026) on the Dowerin / Kalannie Road from Slk 19.2 to Slk 25.2.

Financial Implications:

The following are being requested by the four (4) Shires:

Shire	Road Name	From Slk	To Slk	Total Kms	Width M	Amount	\$/m2 Calculated
Goomalling	Calingiri Road	8.09	12.05	3.96	8	\$191,664	\$6.05/m2
Quairading	Dangin Mears Road	8.00	12.00	4.00	8	\$287,232	\$8.97/m2
Wandering	North Bannister / Wandering Rd	9.10	13.60	4.60	9	\$387,000	\$9.50/m2
Wongan Ballidu	Dowerin / Kalannie Rd	19.20	25.20	5.70	8	\$387,500	\$8.07/m2

Risk Assessment:

Final seals are critical to the life of the pavement and road users' safety.

Comment:

Nil.

Before the resolution was voted, the WSNF Program Director announced that a variation was made and discussed with the Shire of Wongan Ballidu e.g. the final seal is indicated in the below resolution.

RESOLUTION **SC2026 / 07-154**

The Technical Committee recommends that the Steering Committee **approve** the final seal for the four (4) Shires as listed below for the 2026 / 2027 financial year:

Shire	Road Name	From Slk	To Slk	Total Kms	Amount
Goomalling	Calingiri Road	8.09	12.05	3.96	\$191,664
Quairading	Dangin Mears Road	8.00	12.00	4.00	\$287,232
Wandering	North Bannister / Wandering Road	9.00	13.60	4.60	\$387,000

VARIATION – Wongan Ballidu					
Wongan Ballidu	Dowerin / Kalannie Road	19.00	25.00	6.00	\$310,000
Wongan Ballidu	Dowerin / Kalannie Road	19.00	25.00	6.00	\$387,500

MOVED: Cr Ashley Walker
SECONDED: Cr Peter Wood
CARRIED: 6/0

8.0 VARIATION – SHIRE OF CUNDERDIN (DEVELOPMENT PROJECT)

Title	Shire of Cunderdin – Variation - Development Project
Date of Report	15 July 2026
Author	Mr Peter Hall – Program Manager
Attachments	• Project Cost Variation Sheet (SLK 0 to SLK 21.7) • Development fund over expenditure justification (Ref 39706 dated 15 July 2026)
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Cunderdin has been working with the WSNF to bring the Cunderdin / Quairading Road on to the funded list since the first pilot project was given to Quairading on their section of the same road. However, once the MCA was complete the Cunderdin / Quairading Road was downgraded due to the very good condition of the Quairading section. The impact was that the Cunderdin / Quairading Road was reranked to Priority 3 and not scheduled to be funded with the original funding pool.

The WSNF rationalised the routes in 2024 / 2025 and the result ranked the Cunderdin / Quairading Road into Priority 1.

The WSNF was then able to work with the Shire of Cunderdin and by closing and transferring three (3) existing development projects from 2023 / 2024 valued at \$250,000 to the Cunderdin Quairading Road in the financial year 2025 /2026 valued at an estimated \$134,000.

During the delivery of the development project, the Shire of Cunderdin exceeded the budget and the explanation for this will be described by the CEO in the attached letter.

Consultation:

Shire of Cunderdin

Proposal:

The Cunderdin / Quairading Road has a very complex alignment and a lot of issues such as:

- geotechnical and pavement strength
- horizontal and vertical alignment,
- intersection
- utility services assets
- environmental

The Shire of Cunderdin proposed to do a feature survey and geotechnical investigation for the entire 21 km but only fully developed the first 7km or so.

The Shire also had to pursue a clearing permit, and the first step is to undertake clearing and pruning in the maintenance zone. The clearing action has a very positive impact on the clearing permit application in terms of:

- time taken to be granted
- total area to be cleared calculation
- reduction of any offsets

The Shire of Cunderdin retained as much of the works as possible inhouse and as a result delivered the development project within the financial year.

The maintenance clearing has resulted in a clearing permit not being needed for the first 5km of the road and they are now ready to proceed towards construction.

Financial Implications:

The Shire of Cunderdin is requesting additional funds as follows:

- Budget \$133,829
- Contingency \$ 13,383
- Final Project Cost \$246,895

Additional funds requested including Contingency is \$113,066

Additional funds excluding Contingency is \$99,683

Risk Assessment:

There are sufficient funds remaining to cover the requested value.

Comment:

The Shire of Cunderdin has been fighting to get this road funded, and the development works that have been delivered are at a high standard and will serve the Shire well when construction is programmed.

RESOLUTION **SC2026 / 07 - 155**

The Steering Committee **authorised** the Shire of Cunderdin to receive the amount of **\$28,266.50 (25% of excess)** for their development project on the Cunderdin / Quairading Road between Slk 0 to Slk 21.7 for the year 2025 / 2026.

MOVED:	Cr Grant Robins
SECONDED:	Cr Kent Mouritz
CARRIED	6/0

9.0 WSFN PROGRAM DIRECTOR – KEY PERFORMANCE INDICATORS (KPI)

Title	WSFN Program Director KPI's
Date of Report	13 July 2026
Author	Mr John Nuttall – Program Director
Attachments	Draft KPI Document
Senior Officer	Mr John Nuttall – Program Director

Background:

The WSFN Program Director is employed under a contract of employment which requires Key Performance Indicators (KPI) to be agreed and documented. These KPI's are then used to assess performance in the annual review of the Program Director.

At the last Steering Committee on 08 May 2026, it was noted that the Committee wished to review the current KPI's. As a result, a Teams Meeting was arranged attended by the Program Director and some of the Steering Committee voting members during which an expanded list of KPI's was discussed.

This item is for the Committee to formally approve the draft document. As employment of the Program Director is a confidential matter the draft KPI list is provided under confidential copy to the voting members of the committee.

Consultation:

As mentioned above an out of session Teams meeting occurred on 15 May 2026 to discuss the proposed amendments to the KPI's

Proposal:

That the Steering Committee adopt the expanded draft KPI's.

Financial Implications:

Nil

Risk Assessment:

Nil

Comment:

Those of the Steering Committee who were available attended the meeting on 15 May 2026 when the proposed KPI's were discussed. The attached confidential document provides the list of proposed KPI's for formal ratification today.

RESOLUTION **SC2026 / 07 - 156**

That the Steering Committee **adopt** the draft KPI document.

MOVED: Cr Grant Robins
SECONDED: Cr Peter Wood
CARRIED: 6/0

11.0 WSNF ITEMS FOR DECISION – EMAIL DATED 28 MAY 2026

Title	WSFN Items for Decision – Email dated 28 May 2026
Date of Report	17 July 2026
Author	Mrs Racelis Rose – Executive Officer
Attachments	• Copy of the Email sent out on 28 May 2026 to the WSNF Steering Committee members.
Senior Officer	Mr John Nuttall – Program Director

Background:

An email was sent to the 16 Councillor members of the Steering Committee on 28 May 2026. The email contained two (2) items for decision by the committee:

1. As per Main Roads WA internal processes, the expenditures for 2026 / 2027 financial year requires a resolution covering the budget expenditure separate from the general approval, these amounts are:
 - \$800,000 for Program Management
 - \$200,000 for Line Marking program
2. Discussions from the 05 May 2026 SC meeting directed the Program Director (PD) to do everything possible to ensure that funding application from 2027 financial year will be successful. The PD reached out to GRA Partners to seek their assistance to facilitate a meeting / discussion with the Hon Rita Saffioti MLA, Deputy Premier, Treasurer, Minister for Transport, Sport, and Recreation to secure funding from both the state and federal governments. GRA Partners submitted a proposal (*attached*), and WSNF is seeking approval from the Steering Committee to engage their services.

Consultation:

WSNF Program Manager
16 Councillor members of the Steering Committee

Proposal:

An Email was sent to the Steering Committee members on 28 May 2026 with the attached proposal from GRA Partners for approval by the committee.

Financial Implications:

WSNF require the following amounts to be approved by the Steering Committee:

- \$800,000 – Program Management
- \$200,000 – Line Marking program
- \$ 16,500 – GRA Partners services (\$15,000 + GST) contained in the proposal

Risk Assessment:

Nil

Comment:

Based on the proposal submitted by GRA Partners, the PD asked that if there is support from the SC members, then WSNF will engage the services of GRA Partners to assist in securing the funding application.

RESOLUTION

SC2026 / 07 – 157

1. That the Steering Committee **approves** the following budget lines for 2026 / 2027:
 - \$800,000 – Program Management
 - \$200,000 – Line Marking program
2. That the Steering Committee **endorse** the engagement of GRA Partners as per their proposal in the sum of \$15,000

MOVED: Cr Ashley Walker
SECONDED: Cr Grant Robins
CARRIED: 6/0

12.0 GENERAL DISCUSSIONS

None.

13.0 DATE OF NEXT MEETING

The Steering Committee decided that the following future meetings are to be held and adequate notice will be given if there are any changes to the meeting schedule:

Technical Committee:

Steering Committee:

02 October **(To be confirmed)**

16 October **(To be confirmed)**

14.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 12:10pm.