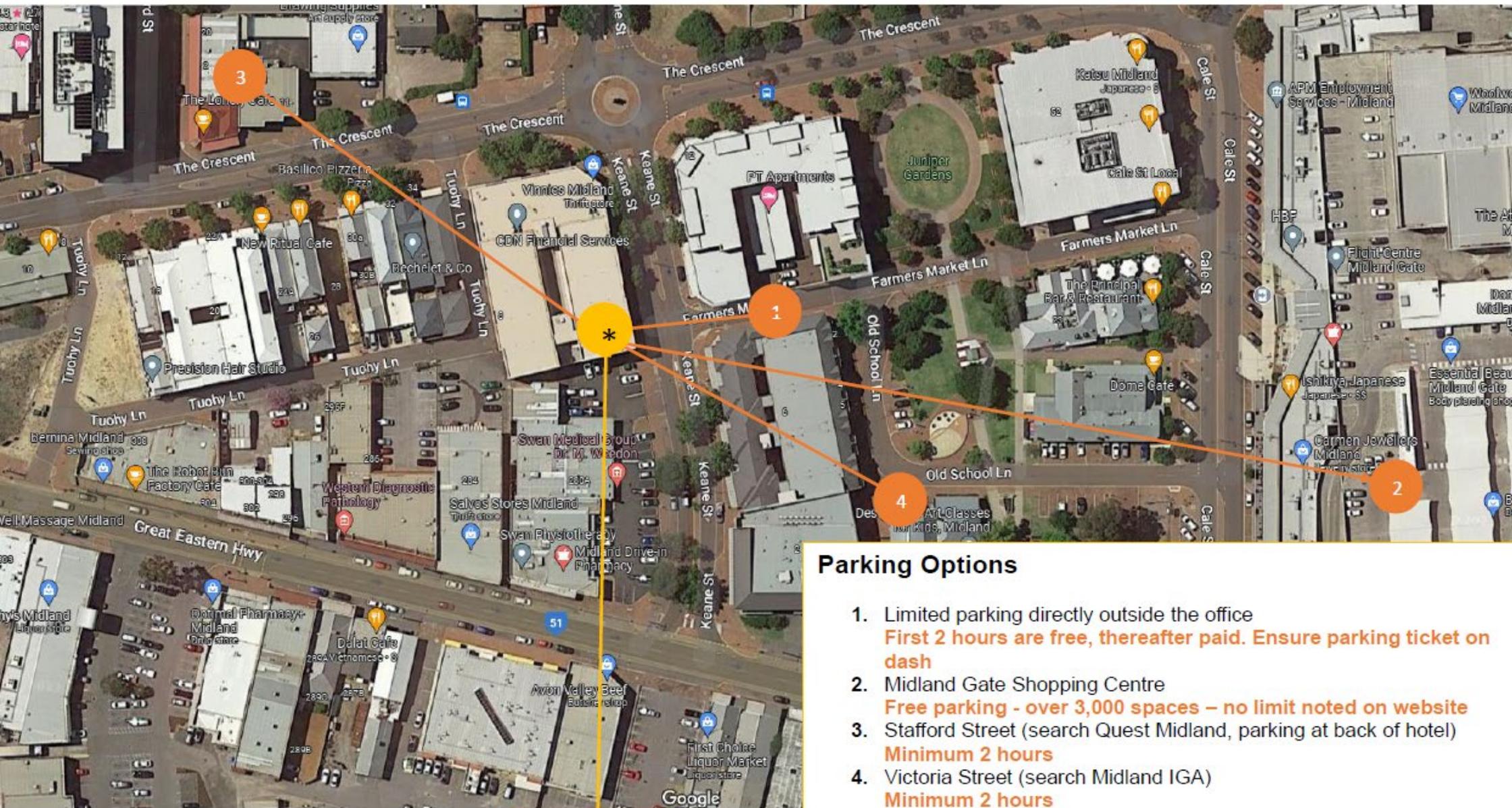




TECHNICAL COMMITTEE MEETING

MINUTES

09 AUGUST 2024 at 10:00 am



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

**TECHNICAL COMMITTEE MEETING
FRIDAY 9 AUGUST 2024**

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1.0 OPENING – RECORD OF ATTENDANCE

Invited Attendees:

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

Delegate	SRRG	Proxy
Vacant	Avon	Charles Sullivan
Mike Hudson	Hotham Dale	Karl Mickle
Stuart Hobley	Kellerberrin	Raymond Griffiths
Judd Hobson	Lakes	Craig Elefsen
Vacant	Moora	Allister Butcher
Torre Evans	Narrogin	Vin Fordham Lamont
Glen Brigg	North-East	Rod Munns
Mark Burgess	Roe	Ken Markham
Jacqui Early	Main Roads WA	

The Chairperson of the Technical Committee opened the meeting at 10:02 am, welcomed everyone and read the record of attendance including those members who are attending via TEAMS.

1.1 Present:

Mike Hudson	Charles Sullivan
Stuart Hobley	Karl Mickle
Judd Hobson	Craig Elefsen
Glen Brigg	Allister Butcher
Mark Burgess	Ken Markham

Attendance via TEAMS

Torre Evans	Jacqui Early
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1.2 Apologies

Vin Fordham Lamont	Rod Munns
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1.3 Observers / Visitors:

Nil

2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

Mike Hudson submitted a Declaration of Interests (Impartiality) for Item 4.2 – Shire of Pingelly (Variations / Scope Changes). Mike Hudson is the Executive Manager Works at the Shire of Pingelly.

3.0 CONFIRMATION OF PREVIOUS MINUTES – 24 JUNE 2024

RESOLUTION TC2024 / 08 - 67

That the Minutes of the Technical Committee meeting held on 24 June 2024 be confirmed as a true and accurate record of the meeting.

MOVED: Judd Hobson
SECONDED: Mark Burgess
CARRIED: 6/0

4.0 VARIATIONS / SCOPE CHANGES

4.1 Shire of Mukinbudin

Title	Mukinbudin / Nungarin North – Scope Change / Budget Variation
Date of Report	05 August 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Letter request from the Shire of Mukinbudin• WSNF Project Scope Identification Document
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Mukinbudin had a project approved for construction in the 2024 / 2025 financial year. The project was to deliver an upgrade for the section on Nungarin North between 10.8 slk to 5.4 slk.

The Shire has two (2) issues expected to be resolved but are still in limbo:

1. Aboriginal Heritage application at the intersection with Karomin Road in the Southwest corner.
2. Land Resumption – A small parcel of land has to be purchased to relocate a strainer post that impinges on the front slope close to the new seal edge at 9.37 slk.

Both items are progressing but a request for extra funding applied for at the 24 June 2024 Steering Committee meeting has been put on hold until the heritage issue can be resolved.

Consultation:

Aboriginal Heritage Council
Landgate
Wheatbelt Secondary Freight Network PMT

Proposal:

To ensure the least impingement on the WSNF program occurs with the least amount of risk, the Shire of Mukinbudin proposes to construct the **second section first** at 0 slk to 5.4 slk, the project is shovel ready and has no complications.

Financial Implications:

There is a saving of **\$443,263** due to there being less intersections and the road can be closed during construction, and this will diminish the need for complex and costly traffic control.

- Old budget approved in 2024 / 2025 (10.8 slk to 5.4 slk) \$2,230,559
- New budget (5.4 slk to 9 slk) **\$1,787,296**

Risk Assessment:

The current progress of the heritage item could be completed on time; however, the land resumption is highly likely to still be outstanding if the existing project is continued. The risk is mitigated by changing to the second section first.

Comment:

Both sections were developed concurrently. The 10.8 kilometres was separated to a more manageable portion.

RESOLUTION TC2024 / 08 - 68

The Technical Committee recommends that the Steering Committee **approve** the scope change and budget variation for the Shire of Mukinbudin on the Nungarin North Road at 0 slk to 5.4 slk at a value of **\$1,787,296**.

MOVED: Glen Brigg
SECONDED: Charles Sullivan
CARRIED: 6/0

Before this item was discussed, the Chairperson announced that Mike Hudson submitted a Declaration of Interests (Impartiality) for Item 4.2 – Shire of Pingelly (Variations / Scope Changes). Mike Hudson is the Executive Manager Works at the Shire of Pingelly.

4.2 Shire of Pingelly

Title	Shire of Pingelly Variation
Date of Report	05 August 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none"> • Email request from the Shire of Pingelly • Project Scope Identification Document • Snapshot
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Pingelly was awarded a development project on the North Bannister / Pingelly Road from 0 to 9 slk for the 2023 / 2024 financial year. Funding was delayed and the project is now scheduled for the 2024 / 2025 financial year.

Consultation:

Nil

Proposal:

The Shire of Pingelly is requesting to move the development project from 0 to 9 slk at the start of the road to the end of the road at the Pingelly town boundary 8.61 – 18.61 slk. This would allow the Shire to commence design of the very poorly aligned intersection between North Bannister – Pingelly and North Wandering Road. It is anticipated that this will instigate some land acquisition and give the Shire of Pingelly time to complete prior to construction.

Financial Implications:

The development budget of \$165,000 incorporating the following and no additional funding is required:

- Design \$100,000
- Clearing Permit \$ 30,000
- Gravel investigation \$ 35,000

Risk Assessment:

This intersection has a very poor alignment, North Wandering Road becomes York / Williams and joins to Brookton Highway, it supports a large agricultural area. The highest network rating for both roads is Conditional 4, The intersection would not be safe for Network 7.

Comment:

It makes sense to develop the section that will have the greatest impact on the Network rating first.

RESOLUTION TC2024 / 08 - 69

The Technical Committee recommends that the Steering Committee **approve** the Shire of Pingelly development project on the North Bannister / Wandering Road from 0 - 9 slk changed to 8.61 - 18.61slk on the same roads at a value of **\$165,000**.

MOVED: Glen Brigg
SECONDED: Charles Sullivan
CARRIED: 6/0

5.0 ROUTE 6 – NEW DEVELOPMENT PROJECTS

5.1 Shire of Mt Marshall

Title	Route 6 - New Development Project – Shire of Mt Marshall
Date of Report	05 August 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Contour map
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Mt Marshall was approached to consider commencement of the development of Route 6 on the Kellerberrin / Bencubbin Road. Unfortunately, the Shire was unable to meet the WSNF deadline for the 24 June 2024 Technical Committee meeting.

The Shire of Mt Marshall has 14.34 kms of road on the Kellerberrin / Bencubbin Road. The vegetation is under control, no clearing permit required nor are there any Declared Rare Flora (DRF) sites. The geometry should not be detrimental to RAV 7, and it is anticipated that the survey conducted will confirm this.

The Traffic Speed Deflection (TSD) data demonstrates that the greatest area of concern is from the 9 slk to the 10.5 slk. This also corresponds with historical long term ponding issues of water and contour mapping. The section from 10.5 slk to 14.34 slk has patchy high deflection areas and the remainder of the 14.34 kms has low deflection values.

Consultation:

Nil

Proposal:

The Shire of Mt Marshall is proposing to develop 14.34 kms with the deliverables being:

- Feature Survey of the whole section
- Geotechnical testing and pavement design of the whole section
- Design of drainage 8 slk to 11 slk

Financial Implications:

The project is estimated to cost **\$90,000**.

Risk Assessment:

The TSD, historical and contour data confirms major drainage issues from 9 slk to 10.5 slk. The drainage design will need to be greater to properly cover water management.

Comment:

The design should identify and explore all options including the best and the cheapest to rectify the pavement strength and drainage issues.

RESOLUTION TC2024 / 08 - 70

The Technical Committee recommends that the Steering Committee **approves** the development project for the Shire of Mt Marshall on the Kellerberrin / Bencubbin Road at 0 slk to 14.34 slk at a value of **\$90,000**.

MOVED: **Judd Hobson**
SECONDED: **Mike Hudson**
CARRIED: **6/0**

5.2 Shire of Trayning

Title	Route 6 – New Development Project - Shire of Trayning
Date of Report	05 August 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification form• Project Cost sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Trayning was approached to consider commencement of the development of Route 6 on the Kellerberrin / Bencubbin Road.

The Shire of Trayning has a total of 51.6 kms of Route 6 e.g. 31.32 km south and 20.29 km north of Trayning. The roads are predominantly straight and flat with little to no strength issues. It is a little overgrown and the culverts need replacing.

The WSNF Steering Committee in consideration of the project, took the view that because any construction was not going to be funded in the existing \$187.5M, any development project clearing was to be considered only in relation to an application for a clearing permit and no drainage works were to be funded. As a result, the Steering Committee had some queries for the Shire of Trayning, and they were:

- There is no request for a clearing permit - is this an oversight? If not, no clearing will be funded.
- The purchase of drainage pipes and headwalls could be delayed until a future date.

The Shire was asked to review and resubmit their application for funding.

Consultation:

Wheatbelt Secondary Freight Network PMT

Proposal:

The Shire of Trayning is proposing to develop 16.32 km of the 31.32 km on the Bencubbin / Kellerberrin Road. The main deliverables are:

- Survey
- Geotesting and pavement design
- Clearing and purchase of culverts has been removed.

Financial Implications:

The project is estimated to cost **\$80,000**.

Risk Assessment:

There are no identified Declared Rare Flora (DRF). The plan is to clear the maintenance zone only and clearing permit is **not** required. The roads have small areas of concern in the Traffic Speed Deflection (TSD) data.

Comment:

The Shire of Trayning is keen to commence works and as much as possible, their plan is to deliver the project in house.

RESOLUTION TC2024 / 08 - 71

The Technical Committee recommends that the Steering Committee **approve** the development project of the Shire of Trayning on the Kellerberrin / Bencubbin Road at 16.32 kms of the 31.32 kms at a value of **\$80,000**.

MOVED: **Stuart Hobley**
SECONDED: **Glen Brigg**
CARRIED: **6/0**

6.0 REVISION OF WSFN DOCUMENTS

Title	WSFN Document Revisions
Date of Report	23 July 2024
Author	Mr John Nuttall – Program Director
Attachments	<ul style="list-style-type: none">• Basis of Design (BoD)• Project Scope Identification Document (PSID)
Senior Officer	Mr John Nuttall – Program Director

Background:

Previous decisions made by the Steering Committee have required some of the WSFN documents to be revised. Accordingly, this item presents the revised documents for consideration and sign off by the Technical Committee before being presented to the Steering Committee.

Consultation:

Nil

Proposal:

That the Steering Committee receive and adopt the amended documents.

Financial Implications:

Nil

Risk Assessment:

Nil

Comment:

The PMT have attempted to capture some recent Steering Committee resolutions into wording within the Basis of Design (BoD) document. The draft wording changes are marked in yellow in the documents. Additionally, there is an opportunity to refine the Project Scope Identification form.

The changes cover:

Basis of Design:

- When a Road Safety Audit (RSA) will be required
- The use of S45R (S15R) binder

Project Scope Identification Document (PSID):

- Discussions to be held regarding the current version and potential revised version.

RESOLUTION**TC2024 / 08 - 72**

The Technical Committee recommends that the Steering Committee **receive and adopt** the following revised documents:

- Basis of Design (BoD)
- Project Scope Identification Document (PSID)

MOVED: Mike Hudson

SECONDED: Glen Brigg

CARRIED: 6/0

7.0 NEW ROAD ASSESSMENT CRITERIA

Title	New Road Assessment Criteria
Date of Report	23 July 2024
Author	Mr John Nuttall – Program Director
Attachments	Nil
Senior Officer	Mr John Nuttall – Program Director

Background:

Given the success of the program, Shires across the wheatbelt are now considering what additional roads might be able to be added to the network in the hope that sufficient future funds are provided to continue upgrade works. These are both Shires who already have some roads on the network and those without.

Anytime the PMT has been contacted by a shire indicating a desire to add (or indeed to change) a road to the network they have been told they need to contact WSNF in writing to explain which road and why.

The WSNF is now at a stage where the PMT need to be able to provide shires who are seeking to add or amend a road with criteria against which an assessment can be made.

Consultation:

Nil

Proposal:

The Steering Committee agree and adopt assessment criteria for new roads to be added to the network.

Financial Implications:

Any new roads added to the network would mean additional expenditure is required to complete any upgrades.

Risk Assessment:

There is a risk of inconsistency around decisions involving adding new roads to the network without criteria against which to assess any application.

Comment:

It has been acknowledged that consistency of decision making is vital within the WSNF. Given that there have been several shires interested in adding new roads to the network, and there are likely to be more in the future, criteria to use when making decisions regarding such applications is necessary.

Along with the criteria (to be addressed and considered in every application), guidelines to assist shires with applications can be created and revised by the PMT. These would be for assistance only to ensure a shire provides full information.

RESOLUTION TC2024 / 08 - 73

The Technical Committee recommends that the Steering Committee **adopt** the following assessment criteria for new roads to be considered for the network:

- Each route should connect to Main Roads WA / State network,
- Parallel roads / routes should be at least 20 kms apart,
- Roads and / or routes should not duplicate State roads or routes,
- The road should be listed on the Roads 2040 list.
- Shire support across the whole route (Council resolution in writing).

MOVED: Mike Hudson
SECONDED: Glen Brigg
CARRIED: 6/0

Before and during discussions of the next item on the agenda, please note the following movements by meeting attendees:

- 1. Karl Mickle left the meeting room at 11:47 am and returned at 11:51 am*
- 2. Jackie Early left the TEAMS meeting at 11:52 am and did not return to the meeting.*
- 3. Judd Hobson left the meeting room at 11:53 and returned at 12:00 noon.*
- 4. Torre Evans left the TEAMS meeting at 11:54 and did not return to the meeting.*
- 5. Peter Hall left the meeting room at 12:03 pm and returned at 12:05 pm*

8.0 REVIEW OF MULTI CRITERIA ANALYSIS (MCA) DOCUMENT

Title	WSFN MCA Review
Date of Report	05 August 2024
Author	Mr Peter Hall – Program Manager
Attachments	Nil
Senior Officer	Mr John Nuttall – Program Director

Background:

The WSFN Technical and Steering Committees identified the need to undertake a review of the existing Multi Criteria Analysis (MCA) in line with the previous reviews undertaken. The review was considered necessary because the existing MCA did not reflect the current practices and directions of WSFN. The Shires were requesting WSFN to alter the order of funding in preference of some roads over others based on local pressures and costs.

It needs to be stated that the MCA review will **not** impact any of the **current** funded construction projects. It will impact any routes that have **no** construction even if they may have development stage. Development is viewed as the first step and not a guarantee of construction.

Consultation:

- WSFN Technical Committee
- WSFN Steering Committee

Proposal:

The MCA document will be viewed on the main screen for discussion during the meeting. It is a very large and incomplete file, and not possible to be shared at this time. All the data has now been updated and the final formulas and assessment criteria need to be determined.

The WSFN PMT is recommending discussion of the route strategy being reviewed in favour of a shire road section strategy.

The average length of Shire Road sections is 21km – town streets not included.

Please note that the MCA assesses and determines criteria aggregated against each road including streets within a route. If no data is captured against a road / street, then that part of the route does not contribute to the assessment. How to resolve this anomaly should be determined / resolved.

Utilisation Assessments – 60%

Traffic Counts

ADT – 40%

The original MCA

- Determines the average for each road and then multiplies it by its own length.
- Aggregates every road in a route, to give an average ADT X Length for each route.
- It then divides this number by the aggregated length of the route.
- This would appear to give a resultant average ADT per km.
- **Note** Only roads that have provided a count are included in the calculation at any step.
- This could be an attempt to balance long route versus short.

It is proposed to:

- Simply aggregate and average the ADT across each route.
- Length is **not** relevant or considered.
- Determine whether MCA should use Route or Road strategy.

ESA – 60%

The original MCA

- Determines the average for each road and then multiplies it by its own length.
- Aggregates every road in a route, to give an average ESA X Length for each route.
- It then divides this number by the aggregated length of the route.
- This would appear to give a resultant average ESA per km.
- **Note** Only roads that have provided a count are included in the calculation at any step.
- This could be an attempt to balance long road / route versus short.

It is proposed to:

- Simply aggregate and average the ADT across each route.
- Length is **not** relevant or considered.
- Determine whether MCA should use Route or Road strategy.

Condition Assessments – 40%

KSI – Killed or Serious Injury Statistics – 20%

The original MCA

- 1000 X Sum KSI's per route divided by Route length.
- The result is Average KSI per 1000km.
- Determine whether MCA should use Route or Road strategy.

It is proposed to amend the assessment so that the KSI metric is viewed against each Shire section as a raw number. This means that a high KSI count would be in favour of upgrade sooner than a low, this is in line with WSN safety strategy.

Length of road becomes irrelevant because KSI is very specific for each road.

Seal Width – 30%

The original MCA

- The aggregated route under 7m width divided by the total route length to give a percentage.

It is proposed to modify this to a percentage under 8m which is the WSN standard seal width and assessed per Shire Road section.

TSD data – 50%

This is proposed to be the average percentage across the following four metrics.

(a) *Deflection*

The original MCA

- Determines total number of counts for each road that has a count less than -500 and aggregates this for each route.
- Divides this by the total aggregated counts for each route to give a % of the road that has a count worse than -500.

It is proposed to use this in conjunction with the curvature and assess this in line with Main Roads WA practice. Result is a percentage worse than -800 for TSD and worse than -220 for curvature.

(b) *Rutting*

In the original MCA this although available, was not assessed.

It is proposed to calculate the percentage of road that has rutting greater than 10mm.

(c) *Roughness*

In the original MCA this although available, was not assessed.

It is proposed to calculate the percentage of road that has a NAASRA count greater than 50mm.

(d) *Cracking*

In the original MCA this although available, was not assessed.

It is proposed to calculate the percentage of road that has cracking greater than 3%.

The resultant 5 percentages are summed up to give an aggregated score.

Gravel Roads

In the original MCA, gravel roads were **not** viewed as an anomaly that skewed the results until later when some additional criteria were applied that directly impacted the final prioritisation.

Gravel Roads will skew the results because four out of the five metrics either cannot be assessed, or the data is unreliable or in the case of seal width the data strongly favours the road / route.

Gravel roads therefore need to have their own independent assessment criteria that can rank them.

As a starting point, it is proposed:

- Primary - KSI is still very relevant, assessable, and fully in line with the WSFN goals.
- Secondary - percentage of route that has been sealed.

These should separate and rank the gravel roads.

Financial Implications:

Nil

Risk Assessment:

A strong MCA will not only stabilise the workflow and allow WSFN to create a program out to 10 years or more, but also boost confidence to the fund providers and strengthen future funding applications.

Comment:

A Road strategy would allow the WSFN to determine and treat individual sections within the Wheatbelt as a priority that is in need of upgrade rather than spending money to complete a route where some sections may not require works as urgently.

RESOLUTION **TC2024 / 08 - 74**

The Technical Committee resolved the following:

- Multi Criteria Analysis (MCA) formulas were agreed by the members.
- The Technical Committee appointed Judd Hobson, Allister Butcher, Glen Brigg, Ken Markham, and Rod Munns as a sub-group to discuss and finalise as soon as possible with WSN PMT the formulas relating to Breakpoint issue.

MOVED: Glen Brigg
SECONDED: Mike Hudson
CARRIED: 6/0

Allister Butcher left the meeting room at 12:14 pm and did not return.

9.0 GENERAL BUSINESS

Nil.

10.0 DATE OF NEXT MEETING – TO BE CONFIRMED

The next Technical and Steering Committee meetings to be confirmed at a later date after the Steering Committee meets on 30 August 2024.

11.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 12:24 pm