



Shire of
Narrogin

MINUTES

ROAD REFERENCE GROUP MEETING

11 MAY 2023

The Chief Executive Officer recommends the endorsement of these minutes at the next Meeting of the Road Reference Group

Signed:
(CEO)

.....

Date 15 May 2023

These minutes were confirmed at the Road Reference Group Meeting held on

Signed: Date
Presiding Member at the meeting at which minutes were confirmed)

Acknowledgement of Noongar People

The Shire of Narrogin acknowledges the Noongar people as traditional custodians of this land and their continuing connection to land and community. We pay our respect to them, to their culture and to their Elders past and present.

Naatj ngiyen Birdiya Gnarojin kep unna nidja Noongar Moort ngaala maya nidja boodjera baarlap djoowak karlerl koolark. Ngalak niny ngullang karnan balang Bibolman baalap borong koora wer boorda.

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Please note that meetings may be recorded for minute taking purposes.

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ROAD REFERENCE GROUP MEETING

11 MAY 2023

1. OFFICIAL OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member Cr Tim Wiese, declared the meeting open at 5:36 pm.

2. RECORD OF ATTENDANCE/APOLOGIES/APPROVED LEAVE OF ABSENCE

Reference Group Members (Voting)

Cr Tim Wiese – Presiding Person

Cr Graham Broad – Deputy Shire President

Cr Murray Fisher

Reference Group Members (Non-Voting)

Cr Roxanne McNab (Proxy)

Staff (Non-Voting)

Mr T Evans – Executive Manager Technical & Rural Services

Mr J Warburton – Manager Operations

Mrs V Ward – Executive Assistant

Apologies

Mrs W Russell – Executive Support Officer

Visitors

Nil

3. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

OFFICERS' RECOMMENDATION & MEETING RESOLUTION

Moved: Cr Fisher

Seconded: Cr Broad

That the minutes of the Road Reference Group Meeting held, via email, on 29 March 2022 be confirmed as an accurate record of the proceedings.

CARRIED 3/0

4. MATTERS WHICH REQUIRE DECISIONS

There are no items presented for decision.

5. MATTERS WHICH REQUIRE DISCUSSION

The following road related items are presented to the Road Reference Group (RRG) for information and discussion.

5.1 Road Projects Proposed for the 2023/24 Budget

Shire of Narrogin Proposed Ten Year Road Program 23/24

Roads to Recovery Funded Re-Seals

	Total Area M ²	Cost
Congelin Narrogin Road	8000	\$ 28,000.00
Tarwonga Road	9435	\$ 33,021.19
Narrogin Harrismith Road	11772	\$ 41,201.65
Boothe Street	2730	\$ 9,555.00
Callan Way	4350	\$ 15,225.00
Fox Street	7143	\$ 25,000.00
Narrakine South Road	17143	\$ 60,000.00
Simmons Road	25840	\$ 90,440.00

Total R2R	\$ 302,442.84
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Regional Road Group Funded Projects

Extend Seal on Whinbin Rock Road	SLK 12.0 to 15.5	\$ 355,000.00
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Total RRG	\$ 355,000.00
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Municipal Funded Works

Annual Gravel Re-Sheeting 20 Km in total	\$ 400,000.00
Annual Pavement Stabilising	\$ 100,000.00
Regional Road Group Contribution	\$ 177,500.00
Road Improvement Program - Re-sheet quartz with gravel on Armstrong Road 4km	\$ 100,000.00

Total Muni	\$ 777,500.00
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Grand Total 23/24	\$ 1,434,942.84
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** Whinbin Rock Road recently added to RRG 2035 List

Due to the 12 month extension of Wheatbelt South Regional Road Group (WBSRRG) amalgamated funding to include 2023/24, Whinbin Rock Road will receive the additional funding to increase the scope of new seal over gravel from 3km to 6km. The total expenditure in the proposed 2023/24 Budget is \$1,080,000 being 2/3 (\$720k) grant funded and 1/3 (\$360k) Shire funded. The EMTRS will be attending a WBSRRG Technical Committee meeting in May to try and secure amalgamated funding for our Shire on an ongoing basis.

It is also worth noting that, Wheatbelt Secondary Freight Network grant funding for the Narrogin Wandering Road of 93.4% grant funding \$706,862 and 6.6% Shire funded \$50,490 with total project cost of \$757,352 is available to reconstruct and reseal 3km of this road for 2023/24. This was not known to administration at the time of drafting the ten year road program.

The following gravel re-sheeting works are proposed:

- Lange Rd Re-Sheet SLK 6.1 to 10.4;
- Taylor Rd Re-Sheet SLK 0.4 to 6.4;
- Armstrong Rd Re-Sheet SLK 0.0 to 4.3; and
- Crooked Pool Rd Re-Sheet SLK 4.2 to 8.0.

Construct and seal of the Highbury rest area is also proposed in the 2023/24 Budget being a 50% / 50% joint venture between the Shire and MRWA with the total cost of \$55,805. This is pending MRWA final approval.

Black Spot funded works in the current 2022/23 Budget that were deferred to the 2023/24 Budget, due to delays with the design consultant, are expected to be delivered on time and on Budget.

5.2 Footpath Projects Proposed for the 2023/24 Budget

The following new footpaths will be put forward to Council for consideration in the 2023/24 Budget. These footpaths are identified in the adopted Ten Year Footpath Construction Program 2021 - 2031:

- Ensign Street – Narrakine Road to Floyed Street 310m, estimated cost \$34,100; and
- Daghish Street – Lock Street to Ensign Street 140m, estimated cost \$15,400.

Discussion

The EMTRS discussed two (2) additional new footpaths that had recently been requested by a Councillor and a Charitable organisation, these being:

- Federal Street from Clayton Road to Divine You at an approximate cost of \$35k; and
- Federal Street from Toyota to the Butter Factory at an approximate cost of \$30k.

The EMTRS advised the group that in his opinion, these two newly requested footpaths did not take priority over existing footpaths in the 10 Year Footpaths Program 2021-2031.

The group's comment summarised by the Presiding Person was that they did not support these two new footpaths being included in the 2023/24 Budget, however, they could be reassessed among other new footpath requests when a revised 10 Year Footpath Program is presented to the RRG for consideration.

5.3 Plant Replacement Proposed for the 2023/24 Budget

The adopted Plant & Fleet Asset Management Plan 2021 -2031 identifies the following plant for replacement in 2023/24:

- P23, 2010 Backhoe / Loader- purchase \$200k estimated trade \$30k.
- P8220, 2014 Hino 3 tonne tipper – purchase \$100k estimated trade \$20k.
- P29, 2002 Flail Mower/Catcher – purchase \$50k estimated trade \$2k. This item of plant has been brought forward from 2028/29 due to multiple structural failures and repairs over recent years.
- P63, 2020 Grader Ute - \$35k purchase estimated trade \$20k.
- P21, Leading Hand Parks Ute - \$35k purchase estimated trade \$20k.
- P17, Parks Ute - \$35k purchase estimated trade \$20k.
- P62, Parks Ute - \$35k purchase estimated trade \$20k.

- P1, CEO Toyota Prado - \$70k purchase estimated trade \$40k.
- P2, EMDRS Toyota Kluger - \$55k purchase estimated trade \$35k.
- P5, EMCCS Isuzu MUX - \$55k purchase estimated trade \$35k.
- P6, Building Surveyor - \$30k purchase estimated trade \$15k.
- P7, Ranger - \$35k purchase estimated trade \$20k.
- P700, EMTRS Isuzu MUX – \$55k purchase estimated trade \$35k.

Home Care vehicles are not shown here.

5.4 Bridges – Whinbin Rock Road and Manaring Road

Major repairs to Whinbin Rock Road Bridge (3125) have been identified and undertaken by MRWA and were 100% funded by both State and Federal Governments. Tarwonga Road Bridge (4551) was also identified by MRWA for major repairs however the tender process revealed that the total funding of \$588,000 for both bridges to be repaired fell well short of what was offered by way of tender submissions. MRWA advised administration that due to there being insufficient funding for both bridges to be repaired, only Whinbin Rock Road bridge repairs would proceed, and Tarwonga Road Bridge would be deferred to seek funding in 2024/25.

Manaring Road Bridge was identified by MRWA for replacement with a cement culvert style bridge in the 2023/24 Budget with 100% funding from the Federal Government – Roads to Recovery.

5.5 Rural Tree Pruning

The following guide was presented to the RRG in 2022 to advise of the planned approach to rural tree and vegetation pruning from within the maintenance zone of the road reserve.

<i>Shire of Narrogin Rural Road Vegetation Pruning Location Guide</i>	
Road Name	Year
Wangelin Gully Rd (full length)	22/23
Highbury West Rd (full length)	22/23
Birdwhistle Rd (full length)	23/24
Odea Rd (full length)	24/25
Highbury East Rd (full length)	24/25
Blight Rd (full length)	25/26
Warrens Rd (full length)	25/26
Rushy Pool Rd (full length)	26/27
Narrakine South Rd (full length)	26/27

Wangelin Gully and Highbury West Road have been completed and pruning has commenced on Clayton Road with completion due in April 2023. The Manager Operation will speak further to this item.

5.6 Wanerie/Cooramining Roads T Section Realignment Report Update

Manager Operation to speak to this item. The current status is that an RFQ was sent to relevant experienced and qualified consultants to supply the Shire with a feasibility report with estimated

costings and full commentary on all aspects of a project to convert the current T section to a Y section with Wanerie Road being the main road where Cooramining Road traffic would need to give way. The report is expected in late May or early June.

5.7 McKenzie Road VS Lefroy Street RAV 4 Route

Attachment 1 - Shire of Narrogin Local Planning Strategy - Plan 2

McKenzie Road has recently been sealed as part of the 2022/23 Budget. This project was partially funded with RRG funding 2/3 and 1/3 Shire funding. McKenzie Road also features on the Shire of Narrogin Local Planning Strategy - Plan 2 (see Attachment 1). On the plan it shows the conceptual road of Northern Heavy Vehicle Route (NHVR) joining McKenzie Road at Clayton Road. The conceptual NHVR joins Williams Kondinin Road just east of the speedway to the Great Southern Highway (stage 1) and then onto Wandering Road (stage 2) and from there to Clayton Road (stage 3). The author has labelled the NHVR into stages as there are currently talks with MRWA regarding the development of stage 1 to remove heavy haulage off Kipling Street due to the Kaolin Mine at Wickepin, to divert heavy haulage vehicles away from residential streets i.e. Kipling Street and Lefroy Street to improve safety and living conditions for residents.

This brings the author to the conversation with the RRG about Lefroy Street and the potential downgrading of its RAV rating from 4 to right of way RAV 1, in time. There are approximately 26 residential houses on Lefroy Street to which the EMTRS has received complaints from residents regarding RAV trucks that generate noise and spill stock excrement. The EMTRS proposes that Lefroy Street be downgraded to RAV 1 which would mean that RAV 4 vehicles would need to travel further along Clayton Road and turn left onto McKenzie Road to access Williams Kondinin Road (to Williams) RAV 7 or Cooramining Road (to Wanerie Road/Great Southern Hwy) RAV 7. There are some (8) rural properties on Clayton Road between Lefroy Street and McKenzie Road however these are set back somewhat compared to the properties on Lefroy Street.

This route can be travelled at present as both Clayton Road and McKenzie Road are both RAV 4 however, advice from the Manager Operations is that the turning radius of this T section is insufficient with culvert drainage needing to be reconstructed to suit, minor land resumption required to facilitate adequate turning radiuses. In order to do this, the EMTRS would need to engage a design Engineer to produce a feasibility report inclusive of design and the scope of works in detail.

Both Clayton Road and McKenzie Road are WBSRRG nominated significant roads and would attract WBSRRG grant funding 2/3 State and 1/3 Shire.

The EMTRS has raised this item with the RRG to invite conversation around the RRG supporting the concept of downgrading the RAV status of Lefroy Street and seeking an Engineers report on the Clayton Road and McKenzie Road T section design.

MEETING RESOLUTION

Moved: Cr Wiese

Seconded: Cr Fisher

Include a design plan for the T section of Clayton Rd & McKenzie Rd as part of the Wheatbelt South Regional Road Group Clayton Road widening project MCA scheduled for 2030 and refer the RAV downgrading of Lefroy Street back to the Road Reference Group for further discussion.

CARRIED 3/0

5.8 East-West Link Status

East–West Link Road, Williams Kondinin Road to Great Southern Highway. A letter of response was received by Administration from the Transport Minister regarding the Shire’s request for funding of this proposed concept road. The letter made no guarantees or commitments however prompted and generated conversation with MRWA. At a recent meeting with MRWA, the link road was discussed inclusive of strategies regarding the progression and increasing the prioritisation of this project.

MRWA have recommended that the Shire submit a P50 report to them to assist in advancing this project in the queue for funding. MRWA have sent a list of consultants that could assist administration with this. P50 means a project design to 50% accuracy including costings, conceptual design etc. The Manager Operations is currently in discussion with consultants who may be able to provide a P50 report and the cost to produce it.

The Shire will require a P50 report to MRWA satisfaction and also further a case study on the benefits of removing heavy haulage transport off Kipling Street and onto an East-West Link Road.

Trucks transporting commodities such as Kaolin from Wickepin and raw material to the Renewlium Bio Diesel Plant will only increase over time however representatives of the Kaolin mine have advised that once kaolin transport reaches 500,000 tonne per annum then this would be transport by Tier 3 Rail.

The Chief Executive Officer has sent correspondence to the PTA asking for an update with the committed \$73M to upgrade the Tier 3 rail line between Narrogin and Kulin to which a response should be received soon.

6. GENERAL BUSINESS

The Presiding Member requested that the Reference Group consider formalising a minimum of two (2) meetings each year based on timing for budget and other deadlines.

MEETING RESOLUTION

Moved: Cr Wiese

Seconded: Cr Broad

That the Road Reference Group agree to the following meeting schedules each year:

1. Third (3rd) week of February for budget project review and the review of future projects;
2. Third (3rd) week of September for review of the 10 year road, footpath & plant replacement programs.
3. A meeting can be called at any time should it be deemed necessary by staff of Road Reference Group members.

CARRIED 3/0

7. CLOSURE OF MEETING

There being no further business to discuss, the Presiding Member declared the meeting closed at 7.20 pm.