

Roads Working Party Meeting - Notes

Date: Wednesday 26 June 2019

Time: 3.58pm

Location: Minlaton Council Chambers

Meeting Objective: To consider the future utilisation of the road network within our Council area for community access, freight, tourism and agricultural needs.

Item No.	Item	Who	When
1	Attendees and Apologies		
1.1	<p>Attendees</p> <p>Councillor David Langford (Cr DL) (Chair)</p> <p>Councillor Anthony Bennett (Cr AB) (Arrived at 4.32pm)</p> <p>Councillor Naomi Bittner (Cr NB)</p> <p>Michael McCauley (MSM), Asset Manager</p> <p>Roy Dick (RAD), Works Manager</p> <p>Richard Murdoch (RM), Community Representative - Agricultural Industry</p> <p>Greg Twelftree (GT), Community Representative - Agricultural Industry</p> <p>Michael Cadd (MC), Community Representative - Transport Industry (Arrived at 4.36pm)</p> <p>Anthony Trengove (AT), Community Representative - Transport Industry</p> <p>Kira Tapps (KLT) (Note Taker), Executive Assistant to the Director Assets and Infrastructure Services</p>		
1.2	<p>Apologies</p> <p>Mayor Darren Braund (Mayor DB) (Ex Officio)</p> <p>Andrew Cameron (AWC), Chief Executive Officer</p> <p>Trevor Graham (TDG), Director Assets and Infrastructure Services</p> <p>Ben Wundersitz (BW), Community Representative - Agricultural Industry</p> <p>Shane Carty (SC), Community Representative - Transport Industry</p>		
2	Review of Previous Notes		
	Cr NB requested the notes of the previous meeting be attached to the agenda and that agendas and notes be uploaded to SharePoint for elected members.		
3	Update - Pavement Condition Report - Clinton Road and Gardner Street, Price		

	<p>MSM advised that as a consequence of uncharacteristic pavement deformation and the high rate of pavement failure upon sections of the Clinton Road and Gardner Street and Fowler Terrace, Price Council commissioned Tonkin to undertake a comprehensive pavement investigation and provide a report on those findings, as well as design solutions to accommodate heavy vehicles demands moving forward.</p> <p>Council have recently received a summary of the pavement investigations from Tonkin, which will be presented and discussed at a future Elected Members workshop. Community members of the Roads Working Party will be extended an invitation to attend this workshop; however, it must be understood that any proposed upgrades will require significant financial investment by Council.</p> <p>AT queried if any upgrades to Gardner Street and Fowler Terrace, Price would include upgrading the road for access by 36.5m Road Trains. MSM responded that he cannot provide comment on this at this time, as staff are yet to review the summary of pavement investigations provided by Tonkin, or cost any upgrades.</p>		
4	Prioritisation of Road Upgrade Projects		
	<p>MSM advised that since the adoption of the Transport Asset Management Plan in October 2015 capital road upgrade projects have been determined based on prioritisation within the Plan, which has enabled Council to work towards accommodating the backlog of expired roadwork needs within its limited financial resources.</p> <p>As a result Council has upgraded almost all of its high use unsealed roads.</p> <p>The Transport Asset Management Plan is due to be reviewed in the coming months. As part of this the categorisation of Council's road network (sealed, unsealed, high use, medium use, low use, etc.) and the associated levels of service will be reviewed.</p> <p>MSM provided an overview of the process for categorising roads within the Transport Asset Management Plan and explained the ideal timeframes that are applied when looking at how often an unsealed road needs to be resheeted. MSM also advised that community members of the Roads Working Party will be afforded the opportunity to participate in the review of the Transport Asset Management Plan at the appropriate time.</p> <p>Discussion ensued regarding the categorisation of roads within the Plan and staff provided further explanations as to how this has and will occur.</p>		
5	Works Required to Allow 30m Road Train Access to Unsuitable Roads		

	<p>Cr DL provided an explanation of why he wished to discuss the works that are required to allow 30m Road Train access to unsuitable roads.</p> <p>Discussion ensued regarding the suitability of roads for 30m Road Train access and staff advised that before any work can be undertaken to bring a road up to a standard where access may be granted there are a number of factors to consider, including:</p> <ul style="list-style-type: none"> • the categorisation of the road network as per the Transport Asset Management Plan; • available funding; • the priority status of the road network in particular freight routes; • components within the road corridor, currently identified as deficiencies, including: <ul style="list-style-type: none"> ○ horizontal and vertical alignment; ○ roadside vegetation; ○ height of the shoulders and verges, and any other obstacles within these (rocks, mounds, etc.); ○ overtaking restrictions; ○ carriageway width; and ○ pavement strength. <p>Cr AB arrived at 4.32pm.</p> <p>RM queried if the deficiencies identified above also apply to General Access Vehicles (GAVs), including ridged trucks and semitrailers, and 26m B Doubles. MSM responded that Council assess all applications for 30m Road Trains using the relevant criteria from the National Heavy Vehicle Regulator (NHVR). KLT then explained that these criteria technically apply to all heavy vehicles; however, GAVs and 26m B Doubles have been granted access to Council's road network under gazettal or pre approval and are therefore not assessed by Council's Road Manager as the permit, if applicable, is automatically granted by the NHVR.</p> <p>Discussion ensued regarding driver behaviour around heavy vehicles and KLT advised that the NHVR has recently launched a campaign titled <i>We Need Space to Keep You Safe</i>. KLT undertook to share this campaign with the Roads Working Party and work with Council's Communications and Engagement Officer to share the campaign on Council's Facebook page.</p> <p>MSM advised that Council recently commissioned HDS to undertake a network level heavy vehicle route assessment and risk analysis of Council's sealed and high use unsealed road network, which identified numerous intersection deficiencies that need to be addressed. This report will also be</p>	<p>KLT</p>	
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	<p>presented and discussed at a future Elected Members workshop and community members of the Roads Working Party will once again be extended an invitation to attend this workshop.</p> <p>MC arrived at 4.36pm.</p>		
6	Unsealed Road Material Sources		
	<p>MSM advised that Council sources all of its PM (Pavement Material) 2/20 QG (Quarry Gravel) from registered quarries in line with the relevant specifications; however, there are a number of factors that influence the performance of the material, including:</p> <ul style="list-style-type: none"> • varying climate conditions; • construction techniques; • maintenance frequencies; • vegetation density within the road corridor; • traffic volumes; • vehicle configuration; • the quality of the pavement profile (subgrade, basecourse and wearing course); • drainage; • driver behaviour; • the horizontal and vertical alignment of the road; • the speed environment; • vehicle loads during drier months; • vehicle loads after rain events; and • transportation of farming equipment. <p>MSM further advised that Council are currently participating in a material trial commissioned by Tonkin with another seven (7) councils from across the state. As part of the trial samples have been taken from Nalyappa Road, Pine Point Road and Corny Point Road. The results of this trial will be presented at a future Elected Members workshop and community members of the Roads Working Party will once again be extended an invitation to attend.</p>		
7	General Business		
	<p>RM requested an explanation from staff as to the purpose and objective of the Roads Working Party, which MSM provided.</p>		

