

Western Australia



IPWEA

INSTITUTE OF PUBLIC WORKS
ENGINEERING AUSTRALASIA

PUBLIC WORKS

PROFESSIONAL DEVELOPMENT

WEEK 2026

PROGRAM

23 - 27 NOVEMBER 2026

THE RISE - MAYLANDS WA

EVENT SPONSOR



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WELCOME

FROM THE COMMITTEE CHAIR

IPWEA WA's premier event, the Public Works Professional Development Week, will be held from Monday 23 November - **Friday 27 November 2026** at The Rise in Maylands.

The Public Works Professional Development Week is, as always, aimed at contributing towards the personal growth and continuous development of industry professionals working in the public works sector. This is the Institute's single, most significant training event in Western Australia. It covers a wide range of topics and this popular event is firmly entrenched in the annual calendar of many public works professionals, providing staff with an excellent opportunity to attend a wide range of topical courses in a consolidated manner. Participants usually come from supervisory, technical, operations and administration areas within public works, and special efforts are made to include presentations of interest that meet the needs of all individuals working in various areas of public works and services, including local government, contracting and consulting.

The committee always work hard to ensure that **the program allows attendees to walk away with practical, hands on training that can be easily implemented into the work place**, and that it includes an excellent line-up of presenters, and a large range of topics.

Initially aimed at younger staff and member under 35, over the years the Public Works Professional Development Week has been expanded to provide training to staff at all levels, including staff within the administration, supervisory, technical and operations areas of public works.

As Public Works Professionals roles are constantly evolving to keep up with ever-changing work and economic environment, the need to keep up with changing technologies

and the enhancing of soft skills becomes more important than ever before. With change comes new challenges and opportunities and the training and upskilling of staff is important for people's career growth and development.

Our aim is to provide Public Works Professionals with a range of new and improved skills designed to keep them up to date with new information and technologies, allowing them to reach their full potential. Senior Managers are encouraged to nominate as many delegates as possible to attend this event.

We continue to help address the Skills Shortage within the industry and encourage consideration of the public works industry as a profession by encouraging third and fourth year university students and graduates, as well as TAFE students to attend on the Friday in a stream that has been specially formatted with them in mind. As part of the Young Professionals Stream we will also once again be hosting an Industry Mixer to allow students and delegates the opportunity to connect.

There are options to attend in either a face to face or online formats. Shared registrations are available for this event providing great value to money and the option to send different staff members to sessions specific to their requirements. Refer to the website or the registration form for more details.

Program Snapshot: What's Included? The 2026 Program includes wide variety of Streams covering: Young Professionals; Finances & Funding; Industry Updates; Asset Management; Coastal Infrastructure; Roads & Road Safety Initiatives; Cycling; Stormwater; Leadership' Pavements & Roads; Urban Infrastructure; Subdivision Land Management and Sustainable Projects

An industry mixer has been included on Friday afternoon to connect students to the industry. Anyone who has registered for the Public Works Professional Development Week over the course of the week is welcome to join us for this session, but you must register for it.

The ever popular “All Things Main Roads WA” Stream will include: Policy & Guideline updates; Aboriginal Engagement Journey; Silica in Asphalt Resurfacing; Pedestrian Demand + Bulwer Street Survey + Lighting Guidance; DTMI Active Transport Design Guidelines; Pedestrian Signal Upgrade Program; Beyond Traditional Counts: Using DQ Flows to Estimate Pedestrian and Cyclist Volumes; Urban Road Safety Program; Safe System for Local Governments Workshops; Road Safety Assistance to Local Government Authorities; Wanneroo Area Review / Inner City40 km; and C-ITS.

Calling all third and fourth year University Students & TAFE Students! We have included a special range of sessions just for you! Join us Friday for presentations that will prepare you for the workforce, then stay for the industry mixer, make those connections that will help you get ahead and find out how to obtain work in the public works sector.

We have included a very special student pass that will allow you access to any session throughout the week (onsite attendance only) for the extremely low rate of \$50 prior to the 23 October 2026, and \$60 after the 23 October 2026.

Delegates will be able to livestream the event and access sessions on demand after the event.

Foundation Grants

Grants from the Public Works Engineering Foundation are available to IPWEA WA Members who wish to attend the Public Works Professional Development Week, especially attendees from regional and remote WA. Click [here](#) to check out the section which describes the Foundation and the application process to access these grants.

Thanks are extended to all members of the Education & Training Committee for their continued commitment in making IPWEA WA's Public Works Professional Development Week such a significant event and I look forward to welcoming all delegates and presenters when you join us in November!

Sponsorship options are available for the Public Works Professional Development Week – download [the Sponsorship Brochure](#) from the event website.

Please feel free to contact our Office & Events Manager, Cathy Higgs, on events@ipwea.asn.au should you require any further information.

Tanvir Asgar

Chair – Education & Training Committee

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**Institute of Public Works
Engineering Australasia – Western Australia Inc**
PO Box 294, Maylands WA 6931
Email: events@ipwea.asn.au
For full program details, or to register online:
<https://cvent.me/me3AzB>



8.00am – 8.30am

Registration and Coffee

8.30am – 8.45am

Introduction and Welcome

STREAMS

FINANCES & FUNDING

INDUSTRY UPDATES

8.45am – 10.15am

8.45am – 9.30am

Efficient Delivery of State Funded Road Projects

Presenter: **Reza Najafzadeh**, Local Roads Program Delivery Manager, WALGA

Local Government receives funding for road projects through the State Road Funds to Local Government Agreement to assist with the improvement and maintenance of Local Government road network.

Under the Agreement, funding is provided to Local Government for the following programs:

- Direct Grants
- Road Rehabilitation
- Road Improvement
- State Black Spot
- Commodity Routes

For a variety of reasons, Local Government expenditure of funds received under the Agreement, particularly for Road Improvement and Black Spot programs, has not met the expectations in recent years. Unfortunately, this trend is continuing, with the gap between the budget and expenditure increasing. The inability to deliver the projects within agreed timeframes and expend the allocated funding has the potential to adversely impact Local Governments ability to advocate for additional funding to improve the Local Government Road network.

The intent of the presentation will be to highlight the current situation and issues impacting timely delivery of projects funded under the Agreement. The presentation will discuss case studies and lessons learnt to better understand the challenges around project inception, planning and delivery with focus on areas of improvements for efficient delivery of these projects.

9.30am – 10.15am

Details on this session pending, please check the event website for details

Subdivisional Guidelines

Presenter: **Martyn Glover**, Chair, Subdivisional Review Group

In November 2025, the IPWEA Executive endorsed Version 3.1 of the IPWEA Guidelines for Subdivisional Development for use by local government for subdivisional development in WA. The document was officially launched at the IPWEA State Conference in March 2026.

The presentation will provide detail on some of these key changes plus the opportunity to raise other subdivision issues for the next review commencing in early 2027.

Some of the key changes that will be discussed include:

- The Native Title Act 1993 and the Rights in Water and irrigation Act 1914.
- Landscape Architects and Bushfire Specialists into the list of consultants.
- Erosion control advice has been expanded as this is proving to be a major issue with natural and man-made waterways.
- Definition is provided for the “Clerk of Works”, that is, in practice, it is the superintendent.
- Amended earthworks to better manage storm water runoff.
- Amended soil stabilisation, dust and smoke control to further emphasise Developer’s responsibility.
- Updated all criteria relative to LN road classifications.
- Amended minimum kerb radii to include laneways.
- Replaced kerb cross section drawings.
- Minimum asphalt wear-course thickness retained at 25mm, but only with a AC7 or SMA7 asphalt. AC10 now requires minimum thickness of 30mm.
- Diagram included to better explain battle-axe access to rear lots.
- and many more.

For full details, refer to the event website

10.15am – 10.45am

MORNING TEA

CONTINUE >>



10.45am – 12.15pm

Managing the Time Variable in Infrastructure Intensive Agencies

Presenter: Dr Fran Pesich, Archistruct

Capital investment by infrastructure intensive agencies requires input from accounting and finance, from designers (architects, engineers), project managers (and related contract managers) and the construction or building companies involved during any particular time period. Not often recognised is how the concept of 'time' is treated differently by each. This in turn influences the decision-making processes which can then adversely affect the planned outcomes.

This presentation is about the way in which time is treated differently based on these different perspectives and how recognising these differences can improve decision-making.

It will cover the inability to spend the capital budget within the allocated timeframe, the stress for senior management and project managers alike. After putting so much work into obtaining the funding, into ensuring that the appropriate staff and supporting services are in place, time after time the capital budget shows an underspend and the projects are running late.

Various different 'fixes' are tried with varying degrees of success. It may alleviate the problem for this year's financial report, but it doesn't stop the pattern repeating again in following years.

Often in these settings, the senior management opts to put pressure on everyone to spend as much as possible in the time available. That is, to 'scrunch' the staff and contractors to so as to improve the capital spend rate. This puts even more pressure on project staff and their contractors to ensure that as many dollars as possible are spent within the nominated financial year. This focus on the dollar spend without recognising the interconnectedness with other factors then results in disruptive 'knock-on' effects, such as high staff churn and inadequately defined scopes of work. It can also result in a shortfall in contractors willing to take on the work.

How time is viewed from different perspectives

This presentation covers a selection of different perspectives and how each views the time variable in the context of infrastructure capital investment. It looks at how these differences can magnify internal organisational difficulties, making the organisation less and less effective as it struggles to meet asset delivery timelines set by ambitious politicians and their agency managers.

Subdivisional Guidelines

Presenter: Martyn Glover, Chair, Subdivisional Review Group

This session continues on from the above.

12.15pm - 1.00pm

LUNCH

CONTINUE >>



STREAMS	ASSET MANAGEMENT	INDUSTRY UPDATES
1.00pm - 2.30pm	1.00pm - 1.45pm Fundamentals of Local Government Asset Whole-of-Life Cycle Costing and Its Benefits Presenter: Sardar Khan, Director & Principal Engineer, Asset Lead Consultants Every dollar a council commits to an asset is largely locked in long before a contractor arrives on site. Yet too many local government decisions are still driven by lowest upfront cost, leaving ratepayers to absorb decades of avoidable maintenance, premature renewals and budget shocks. Whole-of-Life Cycle Costing (WLCC) is the discipline that changes this — and this session makes it genuinely practical. Intended for engineers, asset managers, supervisors and operational staff, this teaching session demystifies WLCC from first principles. Participants will learn what life-cycle costing actually is, the cost categories that matter (acquisition, operation, maintenance, renewal and disposal), how discounting and net present value shape sound decisions, and how to compare competing design or treatment options with confidence. Focusing on the road assets that dominate every council's portfolio — pavements, surfacing and reseals — the presentation session translates complex modelling into clear, repeatable steps any council can apply. The benefits are immediate: stronger business cases, defensible long-term capital plans, lower lifecycle costs, and asset management plans that satisfy ISO 55000 expectations. Critically, WLCC gives councils the evidence to defend budgets to executives and communities — and to invest where it genuinely counts. Built on 22 years of frontline asset management across state and local government networks, this session equips participants to shift from reactive spending to strategic, evidence-based investment. Whether you manage roads, footpaths, drainage or other infrastructure, you will leave able to ask sharper questions, challenge lowest-cost thinking, and make decisions your successors will thank you for.	1.00pm - 1.45pm IPWEA WA / AfPA Asphalt Specification Review Presenter: Dale Hughes, Chair, Review Group This session will cover the changes and updates to the IPWEA WA / AfPA Asphalt Specification as part of the recent review.



STREAMS	ASSET MANAGEMENT	INDUSTRY UPDATES
1.00pm - 2.30pm	1.45pm - 2.30pm Building a Strategic Asset Management Plan That Actually Gets Used (ISO 55000 in Practice) Presenter: Sardar Khan, Director & Principal Engineer, Asset Lead Consultants Most councils have a Strategic Asset Management Plan. Far fewer have one that anyone opens after it's signed off. Too often the SAMP becomes a compliance document — written to satisfy an audit, then left on a shelf while real decisions are made elsewhere on gut feel and last year's budget. This session is about building the other kind: a plan that drives day-to-day decisions and stands up to scrutiny. Intended for asset managers, engineers, supervisors and the staff who turn plans into programs, this presentation session demystifies ISO 55000 framework, then shows how to build a SAMP from first principles. The session walks participants through the full journey: how to conduct an honest asset management gap analysis, how to define levels of service that reflect what the community actually values, how to link the SAMP to the long-term financial plan, and how to translate strategy into asset management plans that frontline teams can use. The session focuses on the practical sequence councils struggle with most — connecting strategic intent to lifecycle planning, evidence-based renewal, and defensible capital programs. The benefits are tangible: a plan that satisfies ISO 55000 and audit expectations, business cases executives believe, and asset decisions that hold up to community and council scrutiny. Critically, a living SAMP gives organisations the line of sight from corporate goals down to the gravel road and the kerb. Built on 22 years of frontline asset management across state and local government — including strategic asset management plan development, gap analysis and ISO 55000 alignment — this session equips participants to build a SAMP that earns its place as a working tool, not a shelf ornament.	1.45pm - 2.30pm When the Rubber Hits the Road Presenter: Trevor Distin, Projects Technical Advisor, AfPA Rubber derived from end-of-life tyres has been used successfully in sprayed seals in Australia since the mid 1970's. The modifying of bitumen with crumb rubber offers environmental and performance benefits to ensure more sustainable outcomes for road asset owners. The performance benefits stem from the enhancement of the bitumen properties which will lead to more durable and longer lasting road surfaces. This presentation will provide an overview of the use of crumb rubber for modifying bitumen along with the performance benefits. Crumb rubber modified bitumen is suitable for use in sprayed seals, asphalt wearing courses and crack sealants. The presentation will focus on how to use CRMB in the most cost-effective manner to maintain Council road networks. Unlike sprayed seals, the use of CRMB in asphalt is not common practice in Australia although there are developments which are changing that trend. The presentation will share some case studies where CRMB has been used successfully in asphalt applications on Council roads.
2.30pm - 3.00pm	AFTERNOON TEA	
	CONTINUE >>	



STREAMS	ASSET MANAGEMENT	KNOWLEDGE TRANSFER
3.00pm - 4.30pm	The Future of Infrastructure Inspections Presenter: Craig Oatway, CEO, ASSET WORX This presentation will cover how digital field technology is improving asset management, and will discuss the various Asset Management solutions that can be used e.g. registers, CMMS, SaaS, mobile applications etc. The presentation will focus on improving organisational decision-making and the various asset management software that can assist with: • Consistent condition ratings • Mobile inspections • Photographs and GIS integration • Defect tracking • Automated reporting • Improving data quality • Reducing administration Audience will get practical ideas they can adopt regardless of the systems they currently use.	Geometrical Road Design Presenter: Colin Leek, Principal Engineer, Civil Sciences & Engineering This is a short course on geometric design of rural roads. It is more designed for those who may need to undertake designs of isolated sections within an existing road to improve safety of non-conforming bends or vertical alignments. It will demonstrate the method of curve designs both vertical and horizontal using excel spreadsheets. The design demonstration will be based on an existing road section that required improvements due to poor alignment. It will discuss the basics of geometric design that may be of interest to graduate Engineers or those embarking on geometric designs where CAD programs are used and what lies behind the mathematics embedded in those programs, and where it is necessary to move beyond Austroads limits to fit existing profiles.
4.30pm	CLOSE	

All presenter's bio's can be found on the event website

<https://cvent.me/me3AzB>

8.00am – 9.00am

Registration and Coffee

STREAMS

COASTAL INFRASTRUCTURE

ROADS & ROAD SAFETY INITIATIVES

9.00am – 10.30am

Palm Beach West Boat Ramp Upgrade

Presenters: **Om Gupta**, Coordinator Infrastructure & Coastal Engineering & **Basil Matthew**, Coastal Engineer, City of Rockingham

This presentation discusses the process undertaken to complete the Palm Beach West Boat Ramp Upgrade, which includes:

- Condition Assessment
- Design Compliance/Standards,
- DoT Grants Application
- Heritage Approval
- Vegetation Clearance
- Project Delivery

The Palm Beach boat ramp facilities are the City's third most popular location for recreational vessel launching. The western ramp, upgraded in the early 2000s with concrete lanes, a fixed timber finger jetty and scour protection, was later found to be in poor condition through a City-commissioned assessment. The existing ramp lanes and jetty also no longer comply with current Australian Standards, leading to a recommendation for a major upgrade of the Palm Beach West Boat Ramp.

The new design provides two boat ramp lanes with a central holding jetty, and a new PWC/kayak launching and retrieval ramp to the east, supported by a fixed finger jetty.

A portion of the site lies within the registered Aboriginal Heritage Site Rotary Park, a mythological site extending to the shoreline and foreshore. Although the works were expected to have only minor impacts, the City undertook heritage investigations with SWALSC and later the GKB Aboriginal Corporation. An ethnographic survey was completed to obtain Section 18 approval from DPLH, which was granted with conditions.

The reconstruction slightly increased the facility's footprint to accommodate the additional ramp lane and holding jetty. The pedestrian access track on the eastern side was reconfigured, requiring minor clearing of dune vegetation. Approximately 50 m of seagrass was removed. On the western landside area, existing trees were retained, with footpaths routed around them; however, some undergrowth and sedges were cleared. Limited vegetation removal also occurred for the new eastern pedestrian access track. A vegetation-clearing permit was obtained with conditions.

The project also received funding through the Department of Transport's Recreational Boating Facilities Scheme (RBFS).

Bringing the RAC Street Remix Guide to Life: A Practical Introduction for Public Works Professionals

Presenter: **Ben Kent**, Senior Manager, Community Engagement, RAC

The RAC Street Remix Guide is a practical step-by-step guide designed to help government officers, practitioners and community members reimagine streets as safer, healthier and more people-friendly spaces. As the Guide was launched in May 2026, many public works professionals have yet to have the opportunity to consider how to integrate it into their planning and design workflows.

This session introduces the Guide and equips attendees with the confidence and practical skills to begin applying it in their own contexts.

The first half will cover:

- What the RAC Street Remix Guide is and why it was developed
- Key principles and the types of street interventions it addresses
- How to read and navigate the Guide effectively
- Real-world examples and lessons learned from streets where remix approaches have been applied

The second half is a hands-on activity in which attendees will apply the Guide to a street of their own choosing. Participants will be asked to come prepared with a street in mind that they believe could benefit from a remix. Working individually or in small groups, they will work through the Guide to identify opportunities and interventions relevant to their selected street, with facilitated discussion and peer feedback throughout.

Attendees will leave with:

- A working understanding of the RAC Street Remix Guide
- A completed analysis of a real street from their own work context
- A copy of the Guide and handout notes summarising key guide principles and the activity framework for use back in the workplace

This session is suited to professionals in planning, design, operations, and supervisory roles who are involved in street or road network management.

CONTINUE >>



10.30am – 10.50am

MORNING TEA

STREAMS

COASTAL INFRASTRUCTURE

ROADS & ROAD SAFETY INITIATIVES

10.50am – 12.20pm

Lancelin: The Erosion, the Response, and the Path Forward

Presenter: **Matthew Lee**, Principal Coastal Engineer, Maritime, Department of Transport and Major Infrastructure

Lancelin is no stranger to coastal erosion. At the southern end of town, Grace Darling Park was identified in the Assessment of Coastal Erosion Hotspots in Western Australia (2019) and has been the focus of multiple sand nourishment campaigns supported through the State's Coastal Adaptation and Protection (CAP) Grant Program and the beneficial reuse of dredge spoil from maintenance of the Lancelin Jetty.

More recently, however, attention has shifted to the northern foreshore. Since rapid erosion first attracted widespread public attention in early 2025, shoreline recession at the north end of Lancelin has become a significant issue for the local community, coastal managers, and the broader coastal engineering profession. In response, the Shire of Gingin, supported by the Department of Transport and Major Infrastructure, has undertaken an extensive program of monitoring, investigation, planning, and emergency response works.

This presentation examines the evolution of coastal erosion at North Lancelin, drawing on shoreline monitoring, metocean observations, technical investigations, and management responses. It will provide an overview of the Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) endorsed in 2019, discuss the updated CHRMAP currently under development, and review the changing condition of the foreshore based on the monitoring data collected by the Shire and DTMI.

The presentation will also explore the range of responses implemented by community members, local government, and State Government, highlighting the challenges and opportunities associated with managing an actively eroding coastline. Finally, it will consider the pathway forward and the lessons emerging from one of Western Australia's most closely watched coastal erosion sites.

Precinct-Wide Road Safety Planning: A Safe System Approach to Transport Network Improvement in the City of Vincent

Presenters: **Ryan Gibson**, Principal Engineer - Traffic & Transport, City of Vincent

Local governments are increasingly challenged to balance road safety, network efficiency, active transport, and urban growth within constrained urban environments. In response, the City of Vincent, Western Australia, has adopted a precinct-wide planning approach to transport and road safety, moving beyond traditional street-by-street interventions toward integrated, evidence-based network planning. The Highgate/Mount Lawley and North Perth Precinct Transport and Road Safety Studies represent the first stage of a city-wide program designed to reduce crash risk, improve active transport outcomes, and support future growth through a Safe System framework.

The studies combine crash analysis, traffic modelling, strategic transport assessment, and community consultation to identify safety priorities and develop staged 10-year implementation plans. Key focus areas include addressing predominant crash types such as right-angle and right-turn-through collisions, improving pedestrian and cyclist safety, reducing rat-running on residential streets, and enhancing public transport accessibility. Proposed treatments include raised intersection platforms, protected turning phases, signalised pedestrian crossings, wombat crossings, movement restrictions, and local traffic-calming measures.

The Highgate/Mount Lawley study demonstrates how targeted interventions along major corridors such as Beaufort Street can improve safety while maintaining network functionality, recognising that modest increases in travel time may be justified by substantial reductions in crash risk. Similarly, the North Perth study evaluates alternative transport futures for Fitzgerald Street, testing scenarios that balance safety, public transport performance, urban growth, and neighbourhood amenity. Modelling indicates that carefully designed safety interventions can deliver significant benefits for vulnerable road users with only minor impacts on network performance.

The program establishes an evidence-based investment pipeline valued at approximately AUD \$47 million and forms the foundation for a future city-wide transport digital twin. This presentation will discuss how local governments can integrate Safe System principles, strategic transport planning, and community engagement to create safer, more resilient urban transport networks through a precinct planning process.



12.20pm - 1.00pm	LUNCH	
	STREAMS	ASSET MANGEMENT CYCLING
1.00pm - 2.30pm	Road Condition Assessments Presented by Paul Devcic, Executive Manager Engineering Services, Shire of Northam & Chair of the IPWEA WA Asset Management Committee & Sardar Khan, Director & Principal Civil Engineer, Asset Lead Consultants This session will provide hands-on training to interested staff on how to do a road visual condition inspection. Including what it means. Come and learn the terminology and background about roads. How do we use a visual inspection to answer important questions about a road. Do we need to do works? When do we need to do works? What type? What are the risks of the road? Are there underlying issues? Our road inspectors are the leading edge of understanding what is happening with our road assets and managing them better. The technicians who interpret the data need to understand what it means AI bots aren't replacing this expertise any time soon and will need to be calibrated and trained. This is an opportunity to work with experts and peers in a practical environment to learn what you don't know. This training is for • Any prospective asset inspector. • Anyone who supervises, uses, or interprets road data. • Any officer who just wants an induction to road management generally. • Connect with other people in this space This session will include a practical site induction and delegates are advised that there is a mandatory requirement for all attendees to complete the site induction and follow all instructions. Everyone must wear full PPE including high-visibility clothing, long-sleeve shirts and trousers, steel-capped boots, and apply sunscreen.	Bringing CycleRAP to Western Australia: A New Approach to Proactive Bicycle Network Planning Presenter: Ryan Gibson, Principal Engineer - Traffic & Transport, City of Vincent and Gustavo Coronel, City of Subiaco How do local governments identify cycling safety risks before crashes happen? Traditionally, cycling infrastructure investment has been driven by community requests, observed issues and crash history. While valuable, these approaches are inherently reactive and can make it difficult to identify network-wide safety risks before incidents occur. CycleRAP offers a different approach. Developed by iRAP and increasingly adopted across Europe, CycleRAP is an evidence-based methodology that evaluates more than 40 infrastructure attributes to generate objective cycling risk scores. The framework enables officers to assess the likelihood and severity of cyclist crashes, identify high-risk locations and prioritise investment using a consistent, network-wide methodology. The City of Vincent is currently exploring how this emerging technology can be applied within the Western Australian context. Using the accredited Lane Patrol platform, bicycle-mounted cameras were used to capture and assess a range of cycling facilities across the City's network, including facilities with varying configurations, operating environments and levels of separation from traffic. The project aims to determine whether this technology can provide a practical and scalable solution for local governments seeking to proactively manage cycling safety at a network level. To support this work, the City has partnered with Main Roads WA to undertake a validation study comparing results against existing LiDAR-based CycleRAP assessments. While this validation process remains ongoing, the project is already providing valuable insights into implementation, data collection requirements and the potential application of risk-based planning tools within Australian local government.
2.30pm - 3.00pm	AFTERNOON TEA	
		CONTINUE >>



STREAMS

3.00pm - 4.30pm

ASSET MANGEMENT

Road Condition Assessments

Presented by the IPWEA WA Asset Management Committee

This session continues on from the above.

STORMWATER

Lessons Learnt in Stormwater Design and Management: Perspectives from a Manufacturer

Presenter: Serena Solanki, Head of Technical, GRAF Australia Pty Ltd

Manufacturers can provide valuable technical services such as value-engineered solutions, however this resource is often underutilised by the value chain, particularly Designers, Contractors and Asset Owners.

As a result, Manufacturers are only engaged when a design is completed and is at the procurement and construction stage. It's too late to find opportunities or time to suggest alternatives and improvements.

This presentation shares key lessons learned from a manufacturer's perspective, using examples of design challenges that could have been avoided through earlier engagement. It will also examine and challenge some commonly made performance claims, helping customers make more informed decisions when specifying materials and assessing alternative products.

The presentation will also compare relevant international testing standards and clarify commonly used terminology, providing the value chain with a better understanding of how stormwater treatment products are tested and what those results mean in real-world applications.

4.30pm

CLOSE

All presenter's bio's can be found on the event website

<https://cvent.me/me3AzB>



8.30am – 9.00am	Registration and Coffee
STREAMS	MAIN ROADS STREAM
9.00am – 10.30am	9.00am – 9.30am Aboriginal Engagement Journey Presentation from UWA Presenter: Dennis Kickett, Director Aboriginal Engagement, Main Roads Western Australia
	9.30am – 10.00am Silica in Asphalt Resurfacing (safety related) Presenter: Liz Tomuli, Safety Health and Wellbeing Business Partner, Main Roads Western Australia Silica risks in asphalt resurfacing, key considerations for managing exposure, and lessons learned relevant to the workplace
	10.00am – 10.30am Main Roads WA Policy and Guidelines Presenter: Bita Charehjoo, Network Operations Planning Manager, Main Roads Western Australia This presentation provides an overview of the key policies and guidelines that Road Network Operations Planning is working on. The session will cover: • The purpose and scope of Main Roads WA policies and guidelines • How these documents support technical, operational, and strategic outcomes • Recent updates and changes to relevant policies • Where to access the guidelines • Opportunities for feedback and continuous improvement
10.30am – 10.50am	MORNING TEA





STREAMS	MAIN ROADS STREAM
10.50am – 12.20pm	10.50am – 11.20am Pedestrian Demand + Bulwer Street Survey + Lighting Guidance Presenter: David Stanwix, Traffic Services Officer, Main Roads Western Australia
	11.20am – 11.50am DTMI Active Transport Design Guidelines Presenter: Helen Ginbey, Manager Behaviour Change, Department of Transport and Major Infrastructure This session will cover the DTMI Active Transport design guidelines and their integration with Main Roads requirements and other agencies guidelines
	11.50am – 12.20pm Pedestrian Signal Upgrade Program Presenter: Chris Sholte, Congestion Management Services Manager, Main Roads Western Australia Across Western Australia, a significant proportion of the traffic signal network consists of legacy installations that are not designed to meet contemporary operational and safety requirements. These sites present a shared challenge for both Main Roads and Local Governments, particularly within established urban environments where upgrades must be delivered within constrained road corridors and complex utility landscapes. The Pedestrian Signal Upgrade Program has been established by Main Roads WA to address these challenges in a structured and scalable way, with a focus on improving pedestrian safety and long-term asset performance. Rather than relying on full reconstruction, which often requires significant capital funding, the program adopts a pragmatic approach to modernisation. This presentation will outline the key challenges encountered when upgrading legacy signal infrastructure, including electrical capacity limitations, underground service congestion, and restrictions imposed by existing road geometry and surrounding development. It will also highlight the program's evolving delivery model, which emphasises early coordination, risk identification, and alignment between civil, electrical, and operational requirements. A key outcome of this approach is the ability to optimise investment by delivering more upgrades within available funding, while maintaining a focus on safety and network performance. For Local Governments, this presents opportunities for stronger coordination in planning, design, and delivery, particularly in high-activity urban areas where road control and infrastructure interfaces are shared.
12.20pm – 1.10pm	LUNCH
	CONTINUE >>



STREAMS	MAIN ROADS STREAM
1.10pm – 2.40pm	1.10pm – 1.30pm Beyond Traditional Counts: Using DQ Flows to Estimate Pedestrian and Cyclist Volumes Presenter: Richard Amoh-Gyimah, Road Safety Research Analyst, Road Safety, Main Roads Western Australia This presentation showcases how DQ Flows provides a scalable approach to estimating pedestrian and cyclist activity across transport networks using transport modelling, demographics, travel behaviour, and network characteristics. Using Perth as a case study, it demonstrates how modelled vulnerable road user data can support active transport planning, infrastructure prioritisation, road safety assessments, and grant applications, while complementing traditional count programs and informing evidence-based planning.
	1.30pm – 2.15pm Urban Road Safety Program Presenter: Ian Thompson, Principal Advisor, Urban Road Safety Program, Main Roads Western Australia The Urban Road Safety Program improves safety on local roads and intersections by delivering practical, low-cost treatments. Main Roads identifies suitable locations and works directly with the relevant Local Government Authority, with no application required.
	2.15pm – 2.30pm Safe System for Local Governments Workshops Presenter: Hayley Lajszczak, Road Safety Project Manager, Road Safety, Main Roads Western Australia The Safe System for Local Government Workshop Series is designed to build Local Government capability to deliver safer local roads across Western Australia. Delivered by Main Roads Western Australia in partnership with WALGA, the University of Western Australia, and the Centre for Automotive Safety Research at Adelaide University, the three-day program combines practical road safety training with hands-on learning and networking opportunities for Local Government staff and elected members.
	2.30pm – 2.40pm Road Safety Assistance to Local Government Authorities Presenter: Nicole Coaker, Road Safety Research Analyst, Road Safety, Main Roads Western Australia Main Roads offers a range of tools, training and services to Local Governments to assist them in improving safety on their road networks.
2.40pm – 3.00pm	AFTERNOON TEA
STREAMS	MAIN ROADS STREAM
3.00pm – 4.30pm	3.00pm – 3.30pm Wanneroo Area Review / Inner City40 km Presenter: Tony Lendrum, Traffic Services Manager, Main Roads Western Australia
	3.30pm – 4.00pm C-ITS Presenter: Meifang Lai, ITS Technology Manager, Main Roads Western Australia
	4.00pm – 4.30pm Information on this session coming.
4.30pm	CLOSE



8.30am – 9.00am **Registration and Coffee**

STREAMS

LEADERSHIP

9.00am – 10.30am

Leadership Spotlights

Presenter: [Natalie Martin Goode](#), CEO, Town of Mosman Park; [Jeremy Edwards](#), CEO, City of Bayswater; [Sinead McGuire](#), Executive Manager Infrastructure, WALGA; [Michael Littleton](#), CEO, City of Canning

Join us for our ever popular Leadership session!

This half day presentation series allows intimate access to, and spotlights the journey's of several high level and emerging industry leaders - how and where they started, courses and study they found useful in their journey to the top, the importance of having (and being!) good mentors, all of which helped them to evolve into the leaders they are today.

They will share their experiences and lessons they learnt along the way, including how they support emerging young leaders to reach their potential, as well as interview tips on how you can stand out from the pack.

This session will include several short presentations and will be followed by a panel discussion which allows the unique insights from those who have travelled the road before us.

10.30am – 10.50am

MORNING TEA

STREAMS

LEADERSHIP

10.50am – 12.20pm

Leadership Spotlights - Panel Discussion

This session continues on from the above.

12.20pm – 1.10pm

LUNCH

CONTINUE >>



STREAMS

1.10pm – 1.55pm

PAVEMENTS & ROADS

1.10pm – 1.55pm

From Coast to Coast: The Case for Lightly Bound Pavements in Western Australia

Presenters: **Brendon Walker**, Regional Manager WA & **Scott Young**, National Technical Manager, Stabilised Pavements

Road networks managed by local councils are often comprised of a granular base course with a thin bituminous surfacing. Although many subgrade materials in Western Australia provide far better support conditions for roads compared to the east coast, all pavement structures have a finite life and eventually need to be reconstructed or rehabilitated.

With local government roads nationally having a quarter of a trillion dollar replacement value and with around 20% of Western Australian Councils being classified as urban, or part of the Perth metropolitan region, it is no surprise that the adoption of effective maintenance strategies is paramount for local councils in their attempt to reverse the economic backlog where funds required to upkeep a road network is far in excess of available funds.

The use of insitu pavement recycling by WA local councils is generally an accepted practice and in particular the use of foamed bitumen stabilised materials as a specific rehabilitation treatment in metropolitan areas, which is also a popular choice among asset managers on the east coast. However, the take up of lightly bound recycled pavement materials varies significantly from coast to coast, particularly in urban environments.

This paper explores two areas for consideration in WA. The first evaluates the economic and environmental cost of three typical pavement rehabilitation options: granular reconstruction, a lightly bound recycled existing base and a foamed bitumen stabilised existing base. Full depth asphalt was also compared. The second area presents multiple case studies from the east coast where the use of lightly bound pavement base layers have provided long-term success through improved pavement condition index indicators and cost savings. This is in contrast the use of cementitious modified solutions sometimes used in WA. Local councils include the City of Gold Coast, Richmond Valley, Brisbane City, Bankstown Council and Sutherland Shire.

URBAN INFRASTRUCTURE

Urban Forrest Strategy

Presenter: **Chris Keary**, Manager Parks and Environment, City of Nedlands

This session will cover:

- Strategic context & why this matters
- Current state – concerning trends
- Key risks facing Nedlands
- Equity & urban heat
- Community expectations
- Impact from development
- Strategic direction – what needs to change
- Targets – ambition vs reality
- Costs & investment decisions
- The hard truths
- Key decisions for Councils

CONTINUE >>



STREAMS

1.10pm – 1.55pm

PAVEMENTS & ROADS

1.55pm – 2.40pm

Doing More With Less on Local Government Road Networks to Break the Economic Backlog

Presenters: [Brendon Walker](#), Regional Manager WA & [Scott Young](#), National Technical Manager, Stabilised Pavements

The Australian Local Government Association and Infrastructure Australia have reported that unless additional funding is provided to local government, our road network system will continue to struggle to reverse the growing backlog of funds required to adequately maintain these assets. The poor condition of many of our major road arteries has a direct impact on the ability for our society to function efficiently in terms of social and economic development.

It has been a relatively slow and steady journey to realisation by many local councils, since the concept of recycling an entire road pavement through insitu stabilisation first occurred in the 1970's. However, the 2020's has seen global pandemics, extreme weather events and major increases in the cost of materials, labour and services to the point where traditional road maintenance practices are no longer sustainable.

The primary push for taking up insitu stabilisation to embrace cost effective rehabilitation solutions is not only inspired by the ability to improve a pavement's condition index (a relative measure of the road condition), but to find better ways to stretch budget dollars further across their network, essentially 'doing more with less'.

Pavement recycling through insitu stabilisation currently has significant variance in use across Australia's 537 local government regions. This paper explores some of those local councils whose long-term use of this asset management strategy has enabled economic backlogs to be reversed (e.g. from \$33M to \$4.5M in one metropolitan council). Long term performance evidence will also be shared to reinforce the durability and longevity of embracing insitu stabilisation, where pavement life in one council averaged 36 years for multiple sites that where insitu stabilised in the 1980's.

URBAN INFRASTRUCTURE

Urban Forrest Strategy

Presenter: [Chris Keary](#), Manager Parks and Environment, City of Nedlands

This session continues on from the above.

2.40pm – 3.00pm

AFTERNOON TEA

CONTINUE >>



STREAMS

3.00pm – 4.30pm

PAVEMENTS & ROADS

Data-Driven Speed Management on a High-Risk Regional Corridor: A Case Study of Welshpool Road East, Western Australia**Presenter:** **Dr Pashanth S Lokku**, Senior Transport Planner, City of Kalamunda

Speed limit reductions are often viewed as simple regulatory changes, yet on constrained high-risk corridors they can be one of the most practical, immediate and cost-effective Safe System interventions available. This paper presents a case study of Welshpool Road East, a major regional road within the City of Kalamunda, Western Australia, where a reduction in the posted speed limit from 80 km/h to 70 km/h was proposed in response to a persistent and demonstrable road safety risk.

A review of reported crash data between 1 January 2021 and 31 December 2025 identified 111 crashes within the study corridor, including one fatal crash, 19 hospitalisation crashes, 26 medical treatment crashes and 64 property damage crashes. Also, more than 15,000 vehicles per day, including a substantial proportion of heavy vehicles. Speed surveys undertaken in 2026 recorded 85th and 95th percentile speeds of approximately 88 km/h and 94 km/h respectively, indicating that prevailing travel speeds remain high and that the corridor's risk profile is not adequately reflected in the posted speed environment.

The study considered crash history, traffic volumes, speed behaviour, road function, intersection performance, geometric constraints, active transport needs and the relationship between speed management and planned future infrastructure upgrades. The findings demonstrate that a lower speed environment can materially support Safe System outcomes by reducing crash likelihood and severity, improving intersection safety, better aligning operating speeds with corridor conditions, and strengthening the effectiveness of future capital works.

This case study shows how data-driven speed management can provide a credible and readily implementable road safety response where conventional engineering solutions may be limited by environmental, financial or geometric constraints. It also highlights the importance of reframing speed reduction not as a loss of mobility, but as a strategic intervention that supports safer, more forgiving regional road corridors.

URBAN INFRASTRUCTURE

3.00pm – 3.45pm

Beyond Deep, Shallow, and Clogged: A Unified Model for Infiltration Basin Design**Presenter:** **Patrick Hayes**, Associate, Land Infrastructure, Aurecon

The rapid expansion of urban development across the Swan Coastal Plain has intensified the conflict between at-source stormwater infiltration and shallow, unconfined regional aquifers. Current local engineering practice frequently relies on fragmented legacy software which forces designers to evaluate infiltration through rigid, mathematically isolated scenarios. "Deep" or "Clogged" configurations entirely ignore regional groundwater feedback, while "Shallow" configurations prove highly conservative by completely omitting the storage capacity and transient flux of the unsaturated vadose zone. This structural ambiguity leaves practitioners guessing which scenario to adopt, frequently forcing local government authorities to mandate arbitrary factors of safety.

Consequently, developers are required to over-size basin volumes, leading to highly inefficient land use or, conversely, asset failure. While complex finite-element groundwater models can accurately capture this transient boundary collision, they demand immense computational overhead and highly specialised hydrogeological training, rendering them unviable for routine subdivision design and local government review.

This paper presents the development of a computationally efficient, hybrid routing engine specifically designed for local government application. By dynamically coupling a modified Green-Ampt kinematic flux equation with a vectorised Hantush (1967) equation, the framework physically unites the vadose and saturated zones. It mathematically captures the moment the ascending groundwater mound intersects and throttles the descending infiltration front.

The foundational two-dimensional configuration (GAH-2D) has been validated against a finite-volume Richards equation baseline. To service practical subdivision design, the engine is expanded into a quasi-3D spatial framework (GAH-3D) to capture multi-directional dissipation beneath finite basin footprints, and benchmarked against standard legacy software scenarios.

By eliminating the ambiguity of legacy approximations, this framework equips public works engineers and consultants with a highly defensible, low-overhead mechanism to optimise stormwater infrastructure footprints, remove arbitrary safety factors, and confidently approve infiltration basin designs.

CONTINUE >>



STREAMS	PAVEMENTS & ROADS	URBAN INFRASTRUCTURE
3.00pm – 4.30pm	Data-Driven Speed Management on a High-Risk Regional Corridor: A Case Study of Welshpool Road East, Western Australia Presenter: Dr Pashanth S Lokku, Senior Transport Planner, City of Kalamunda This session continues on from the above	3.45pm – 4.30pm Seeing Without Digging: Using 3D GPR to Support Sensitive Burial and Cultural Heritage Investigations Presenter: Prudence Warner, Geophysicist, MNG As a consequence of practical considerations such as road reserves, service alignments, land access, topography, and drainage, new infrastructure corridors often cross ground that has been in use for decades. This can include areas of cultural, historical or spiritual significance, such as former cemetery reserves, Aboriginal heritage sites, institutional facilities, and burial grounds. These sites require a more careful and deliberate approach before work begins. Whereas traditional approaches have started directly at excavation, a more appropriate initial investigation would be using non-invasive techniques to identify potential subsurface features without disturbing the ground. One of the most widely known and used tools for these investigations is Ground Penetrating Radar. Three-dimensional GPR advances on this technology to collect a dense spatially referenced dataset allowing potential features to be imaged in plan view, depth slices and individual radar profiles. Using lessons learned from recent WA cultural heritage project, including the investigation of burial grounds on Rottnest Island, this presentation will explain how modern 3D GPR differs from traditional single-line scanning, why dense data coverage produces more reliable interpretation and how results can be integrated with historical and archaeological information. The session is based on a repeatable process of evaluating site suitability, dealing with access and ground condition constraints, collection of high-density data, interpretation of burial-related data response and assigning appropriate confidence levels. It also deals with the limits of the method: ground conditions, previous disturbance and cultural context all have an impact on what the data can and cannot tell you.
4.30pm	CLOSE	



8.30am- 9.00am

Registration and Coffee

STREAMS

YOUNG PROFESSIONALS

SUBDIVISIONAL LAND MANAGEMENT

9.00am - 10.30am

9.00am - 9.30am

Abundance and Characteristics of Microplastics in Urban Drainage Canals of Dhaka City, Bangladesh

Presenters: Fahad Rahman, Md. Rezaul Karim, Md Atif Arham, Md. Fahamidun Nabi, & Ataur Rahman

9.30am - 10.30am

Navigating the Nomadic

Presenter: Rachel Bermoy, Managing Director, Buteros

Careers in engineering & construction are becoming increasingly nomadic. People move organisations and projects every few years, and the most experienced people in the room are heading for the exit. 40%+ of the current workforce is expected to retire by 2037 (Consult Australia, 2022 Media Statement). As such, traditional development relying on long tenures to pour experience down the organisational chart no longer builds capability fast enough to improve project outcomes. This is supported by research saying that 79% of organisations say skills development efforts aren't keeping up with what the work now demands (CompTIA Workforce & Learning Trends 2025)

This session defines professional excellence through the TERO© Dynamic, the intersection of technical expertise, relational skill and operational efficiency, as a way to identify blind spots and intentionally build capability in a dynamic and nomadic environment during early to senior career phases. There will be some discussion on transitioning into retirement.

Subdivisional Land Management

Presenter: Mathew Tapscott, Executive Manager Built Environment, City of Mandurah and Chandresh Vyas, Coordinator, Development & Traffic Services, City of Mandurah

Subdivisional Land Management is a practical introduction for new subdivision engineers and professionals seeking to broaden their knowledge of subdivision engineering in Western Australia. The presentation follows the complete subdivision lifecycle, from planning, approvals and civil design assessment through to construction supervision, asset handover and defects management. It explores the subdivision engineer's role in managing infrastructure, urban outcomes and development information, while covering key topics including roads, drainage, groundwater, water-sensitive urban design, environmental integration, engineering standards, record keeping and stakeholder relationships. With a strong focus on sound engineering judgement, public value and whole-of-life asset management, the presentation equips participants with a clearer understanding of how to achieve safe, sustainable and serviceable development outcomes for local government and the community.

10.30am - 10.50am

MORNING TEA

CONTINUE >>



STREAMS	YOUNG PROFESSIONALS	SUSTAINABLE PROJECTS
10.50am – 12.20pm	10.50am – 11.30am Safety Leadership for Engineers: Turning Systems into Safe Work Presenter: Craig Yardley This session will cover: • What safety culture means in practice • The local government engineer's role in designing and planning safe work • Why documented systems sometimes fail at the point of execution, and • How emerging professionals can constructively challenge risk and verify that controls are genuinely effective. 11.30am – 12.10pm Putting Your Best Self Forward: Resume Writing & Interview Tips & Tricks Presenter: Peta Griffiths, Tertiary Engagement Manager, WA, Engineers Australia This session will cover practical tips and tricks on how to get your resume to stand out from the others, and will also cover do's and don'ts for job interviews.	Sustainable Projects in Design and Construction Presenter: Seema Karami, Asset Management Consultant This paper presents two infrastructure case studies that demonstrate the application of asset management principles, lifecycle planning, stakeholder engagement, and risk-based decision-making to deliver sustainable and cost-effective public infrastructure outcomes. The projects highlight how considering whole-of-life costs, rather than solely initial capital expenditure, can improve asset performance, enhance customer outcomes, and optimise long-term investment. Case Study 1: Pedestrian Crossing Renewal and Road Resurfacing (Maintenance Project) The first case study examines the renewal of a major pedestrian crossing and associated road resurfacing works in a highly constrained city-centre environment. The crossing serves as a critical pedestrian link and is subject to high pedestrian volumes, significant public transport interactions, and strong stakeholder expectations. Case Study 2: Playground Toilet Facilities Project (New Capital Project) The second case study focuses on the delivery of a new public toilet facility to support a highly utilised community playground. The project responded to increasing community demand for accessible, durable, and fit-for-purpose public amenities while ensuring responsible stewardship of public funds. Together, these case studies demonstrate the importance of integrating asset management frameworks with practical project delivery considerations to achieve sustainable infrastructure outcomes. Both projects illustrate how lifecycle-based planning, informed decision-making, stakeholder engagement, and risk management can optimise investment, improve asset performance, and deliver enduring benefits to the community. The findings reinforce the value of moving beyond short-term cost considerations and adopting a whole-of-life perspective in infrastructure planning, design, and delivery See website for full synopsis.
		CONTINUE >>



12.20pm - 1.10pm

LUNCH

STREAMS

INDUSTRY PROFESSIONALS, YOUNG MEMBER & STUDENT MIXER

1.10pm - 3.00pm

Where Futures Begin: Industry Mixer

What better way to end the Public Works Professional Development Week than by joining us for an industry mixer where ambition meets opportunity! Young professionals, students, and forward-thinking employers will come together in a relaxed, welcoming space to spark meaningful conversations, strengthen connections made throughout the week, and open doors to exciting career pathways.

Whether you're seeking a mentor, are exploring graduate work placements, or are simply looking to expand your professional circle, this event is your chance to make lasting impressions and build bridges to your future.

Plus, don't miss our quick-fire presentation on how to land impactful work placements packed with practical tips and insider insights to help you stand out.

3.00pm

CLOSE



UPCOMING EVENTS

ANNUAL COUNTRY MEETING

6 November 2025, Mandurah

Registrations open! <https://cvent.me/X2OvkG> Sponsorship Opportunities available

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5 March 2027 at The Rise, Maylands

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VENUE

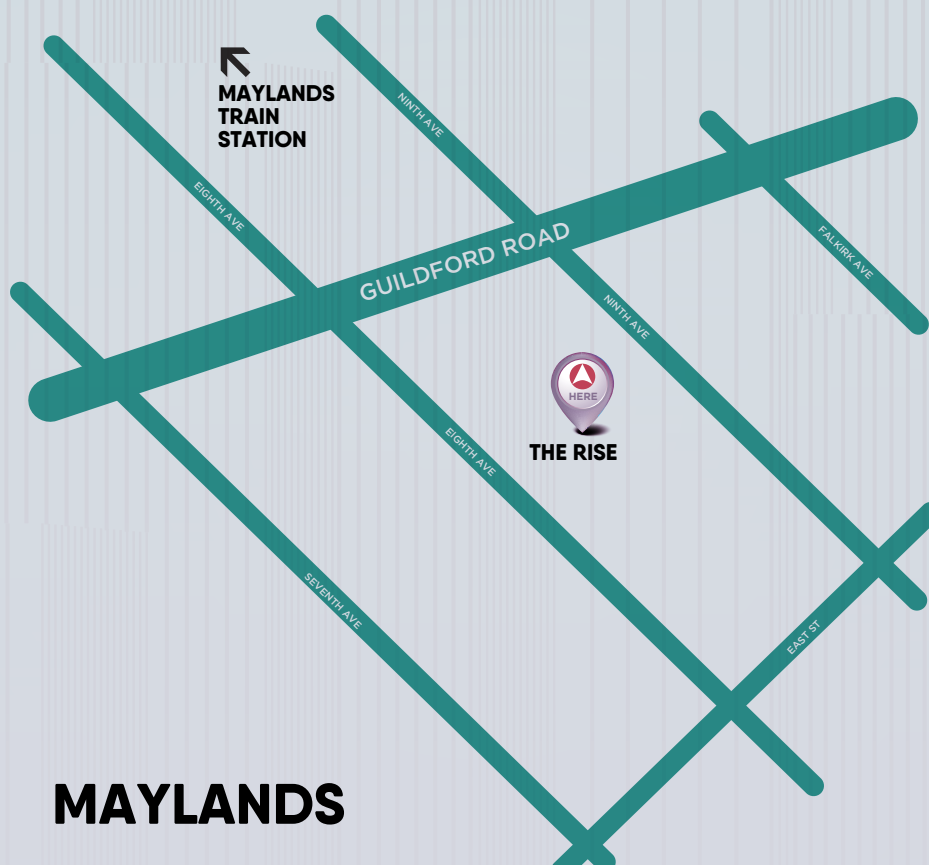
AND PARKING INFORMATION.

VENUE

The Rise, 28 Eighth Avenue, Maylands.
The presentations will be held in the
Function Room Upstairs.

PARKING INFORMATION

There is free on-site parking at the
Rise. Street parking is also available



MAYLANDS

Bus and Rail Information

The venue is a short walk from the Maylands Train Station. Bus services are also available. They stop at the IGA across the road from the venue. See TransPerth information relating to bus and rail services to Maylands. Lines operating are

41 OR 42 OR 47 OR 48 OR 55



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