



30 June 2023
Volume 1, Issue 1

OUR MEMBER SHIRES

- Beverley
- Brookton
- Bruce Rock
- Chittering
- Corrigin
- Cuballing
- Cunderdin
- Dalwallinu
- Dandaragan
- Dowerin
- Dumbleyung
- Gingin
- Goomalling
- Kellerberrin
- Kondinin
- Koorda
- Kulin
- Lake Grace
- Merredin
- Moora
- Mt Marshall
- Mukinbudin
- Narambeen
- Narrogin
- Northam
- Nungarin
- Pingelly
- Quairading
- Tammin
- Toodyay
- Trayning
- Victoria Plains
- Wagin
- Wandering
- West Arthur
- Westonia
- Wickepin
- Williams
- Wongan-Ballidu
- Wyalkatchem
- Yilgarn
- York

WELCOME TO THE PROGRAM MANAGEMENT TEAM

The year 2023 kicked off well for the Wheatbelt Secondary Freight Network (WSFN). The program team of the WSFN is now complete under the leadership of Mr John Nuttall as Program Director. As the former CEO of the Shire of Mt Marshall, John comes with a wealth of experience in the local government sector particularly in the Wheatbelt Region. He will oversee the work of the external technical consultants and will be the main contact for communication. John will be directly reporting to the Steering Committee.

Mr. Peter Hall is the Program Manager and will undertake planning and coordination of activities associated with finalising assessment, prioritisation, and delivery of priority projects with the relevant local government.

Mrs. Racelis Rose is the Executive Officer providing executive, administrative, and technical support to the program team, the Technical Committee and Steering Committee, and the local governments incorporating administrative duties.

THE STEERING COMMITTEE (SC)

The Steering Committee provides strategic advice and direction to the program to ensure it's alignment with the state, federal and stakeholder requirements.

The voting members from the Steering Committee are from the member Shires and also representing Sub Regional Road Groups. A list of members is on page 3 of this newsletter.

THE TECHNICAL COMMITTEE (TC)

The Technical Committee is a technical working group consisting of nominated local government representatives. The Committee will provide technical support, input, and advice to key deliverable projects of the program.

The beginning of 2023 has been a busy year for the TC, conducted three (3) meetings, reviewing, and refining the variations and budget procedures. This process takes time but provides confidence to the Steering Committee that the recommendations presented have been reviewed diligently prior to the Steering Committee making its decisions. A list of members is on page 3 of this newsletter.





COMING SOON— WSFN WEBSITE

Our website is currently being developed and will contain information about the programs. Budget and funding for approved projects will also be made available depending on the level of access provided to each of the member Shires as well as committee members.

Included in the website are the minutes of Committee meetings and attachment documents., schedules of upcoming meetings for both the Steering Committee and the Technical Committee, editable forms for submission as required, governance documents e.g. policies/procedures/ governance plan.

WSFN is committed in providing the most accurate information in the name of transparency.

Did you know....?

- Most of the crashes in the Wheatbelt are single vehicle runoff. If there is no suitable front slope and a driver has a small lapse of attention and drifts towards the edge of the pavement, there will be little or no opportunity to recover.
- The Wheatbelt being an agricultural area, wide loads are a part of life particularly during the harvest season.
- The earthwork industry has a lot of incident history.
- A pavement is required to be sufficiently compacted to carry vehicles across the entire surface.
- Rain runoff will scour and erode the edge affecting structural integrity.
- The single greatest problem with all the roads is water ingress.



MEMBERS OF THE STEERING COMMITTEE AS OF 19 MAY 2023

Names of Representatives	Sub Regional Road Group
Cr Wayne Gibson—Chair—Voting Member	Moora
Cr Grant Robins—Deputy Chair—Voting Member	Lakes
Cr Rosemary Madacsi—Voting Member	Avon
Cr Darrell Hudson—Voting Member	Kellerberrin
Cr William Mulronev—Voting Member	Hotham-Dale
Cr Eileen O’Connell—Voting Member	North-East
Cr Graham Broad—Voting Member	Narrogin
Cr Des Hickey—Voting Member	Roe
Cr Trevor Stacey—Voting Member	Roe
Mohammad Siddiqui	Main Roads WA
Alli Hunt	Main Roads WA
Chris Sharples	Wheatbelt Development Corporation
Mandy Walker	Regional Development Authority
Ian Duncan	WALGA Representative

MEMBERS OF THE TECHNICAL COMMITTEE AS OF 19 MAY 2023

Names of Representatives	Sub Regional Road Group
Gary Sherry—Shire of Brookton	Hotham-Dale
Craig Robertson—Shire of Cunderdin	Kellerberrin
Judd Hobson—Shire of Kulin	Lakes
Geoff McKeown—Shire of Williams	Narrogin
Dave Holland—Shire of Bruce Rock	Roe
Allister Butcher—Consultant	North-East
Rodd Munns—Consultant	Moora
Vacant—Shire of Goomalling	Avon
Alli Hunt	Main Roads WA Representative

The Front Slope

The front slope is recognized and designed as the “recovery/runoff zones” for drivers who get distracted and wander off the road, and they are a requirement under Austroads Pavement Design Guidelines.

In summary, the front slope/batter/tapered shoulder is a must for safety reasons, structural integrity and as requirement under Australian design standard.



2023 / 20224 PROJECT REVIEW SUBMISSIONS

All local governments who have submitted projects for the 2023/2024 financial year have been requested to provide a project review which will then go to the Technical Committee for consideration and approval from the Steering Committee.

Completed Project Proposal Report (PPR) were submitted to the state and federal governments in March 2023 for assessment and funding release. It is hoped that funding approvals will be received by 30 June 2023.

POSSIBLE SOLUTIONS

No solution combination or otherwise will succeed without community

consultation and education of all stakeholders but most of all support for those individuals at the coal face.

There is no one solution that will work in all locations, but some examples could be:

Land resumption – a contentious issue, but it will need to be identified and actioned early so that clearing offsets can be offered and the other benefits realised and maximised. This would be a stage prior to development.

The front slope could be steepened to 1:3 or 1:2 at worst 1:1 these are not ideal because they seriously erode any recovery zone, albeit however small it is, for the driver.

There are situations where the table drain is non-existent, as an example large fill area. A review of this policy could expand these areas to any pavement that is higher than the natural ground (at the fence) by a minimum of 500mm.

Narrow the overall pavement design to 9m instead of 10m (but maintain the 8m seal).

Last, really a poor option but must be stated are Barriers, there is a strong argument that these become the hazard. They certainly become a maintenance problem and cost.

CAUSAL FACTORS

Given the above risks, why do we not install a front slope/batter? The main reason is that little to no footprint big enough to fit the entire type 6 road design.

A true type 6, 10m wide pavement cross section shows that the minimum foot print required is 14m. This is made up of:

- Pavement hinge to hinge 10m
- Front slope 1:4 2m x 2, so 4m
- At 500mm above ground
- No table drain required so a minimum fill situation, this is the best result and a very rare situation.

Given the constraints within many locations within the Wheatbelt including the requirement to maintain vegetation within the road reserve and road reserves themselves often being sum 20m, the perceived cheap solution is that 4m can be saved if there is no front slope. Whilst this may be mathematically achievable, the increased risk as noted above far outweigh any perceived benefit.

The road to success is always under construction

SCHEDULE OF UPCOMING MEETINGS:

TECHNICAL COMMITTEE: FRIDAY 11 AUGUST 2023 FROM 10:00AM

TO BE HELD AT UNIT 37/5 KEANE STREET, MIDLAND

STEERING COMMITTEE: FRIDAY 01 SEPTEMBER 2023 FROM 10:00AM

TO BE HELD AT UNIT 37/5 KEANE STREET, MIDLAND



The Wheatbelt Secondary Freight Network (WSFN) is a regional strategy to improve road freight safety and efficiency across the key transport routes that support the region's major industries.

A jointly funded Program between the 42 Wheatbelt local governments and the State and Commonwealth Governments, the collaboration will see 4400 kms of high priority routes upgraded in a rolling program.



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