



WHEATBELT NORTH-EAST SRRG



Chairperson: Cr Nick Chandler
Deputy Chairperson: Cr Tanya Gibson

Secretary: Mr R Munns

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Unconfirmed Minutes of the Sub Regional Road Group meeting held via TEAMS Video Conference on Monday the 9th February 2026 commencing at 9.03 am.

1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

The Chairperson declared the meeting open at 9.03 am and welcomed everyone in attendance.

2. ATTENDANCE/APOLOGIES

Attendance

Cr Nick Chandler	Shire of Koorda	(Chairperson & Voting Delegate)
Cr Tanya Gibson	Shire of Mt Marshall	(Voting Delegate)
Cr Romina Nicoletti	Shire of Mukinbudin	(Voting Delegate)
Cr Justin Begley	Shire of Wyalkatchem @ 9.08am	(Voting Delegate)
Cr Bryan Close	Shire of Yilgarn	(Voting Delegate)
Cr Daimon Geier	Shire of Westonia	(Voting Delegate)
Cr Dale Naughton	Shire of Trayning	(Voting Delegate)
Cr Adam Eksanow	Shire of Nungarin	(Voting Delegate)
Cr Bianca Bradford	Shire of Yilgarn	(Proxy Delegate)
Mr Bill Price	CEO – Shire of Westonia	
Ms Tanika McLennan	CEO – Shire of Mukinbudin	
Mr Peter Naylor	CEO – Shire of Trayning	
Mr Dave Nayda	CEO – Shire of Nungarin	
Mr Darren West	Manager of Works – Shire of Koorda	
Mr Glen Brigg	Manager of Works – Shire of Yilgarn	
Mr Craig Powell	Manager of Works – Shire of Mukinbudin	
Mr Aldo Lamas	Manager of Works – Shire of Wyalkatchem @ 9.08am	
Mr David Dhu	Manager of Works – Shire of Nungarin	
Mr Paul Healy	Manager of Works – Shire of Trayning	
Mr Santo Leotta	Manager of Works – Shire of Mt Marshall	
Mr John Nuttall	Program Director - WSNF	
Mr Rod Munns	Consulting Engineer - RMECS	(Secretary)

Apologies

Mr Ian McCabe	Acting CEO - Shire of Wyalkatchem
Mr Cameron Watson	Acting CEO – Shire of Yilgarn
Mr Ben McKay	CEO – Shire of Mt Marshall
Mr Zac Donovan	CEO – Shire of Mt Koorda
Mr Allister Butcher	Consultant – Shire of Wyalkatchem
Ms Allison Hunt	Secretary WN RRG – MRWA

3. CONFIRMATION OF MINUTES OF MEETING 28th October 2025

Resolution 2026 - 001	
That the Minutes of the in-person Meeting, held on the 28 th October 2025 at the Shire of Mukinbudin Administration Centre, be confirmed as a true and correct record of proceedings.	
Moved Cr D Geier	Seconded Cr D Naughton
Carried: Yes (7/0)	

4 BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

5 CORRESPONDENCE

5.1 Correspondence In

- a) Advice of Indicative 26/27 Yr Direct Grant and Road Project Grant Funding – received via email from Allison Hunt (Att 2a) on 30th October 2025.
- b) Request for any Roads 2040 Program Updates – received via email from Allison Hunt (Att 2b) on 14th November 2025.
- c) Request to review new Draft MCA Briefing Note and MCA Sheet – received via email from Allison Hunt (Att 2c) on 17th November 2025.
- d) Request to review new Draft SRFLGA Procedures – received via email from Allison Hunt (Att 2d) on 17th November 2025.
- e) Advice of outcome of 26/27 Yr Commodity Route Funding Program – received via email from Allison Hunt (Att 2e) on 11th December 2025.
- f) Advice of SAC Meeting Minutes for meeting held 2 December 2025 – received via email from Allison Hunt (Att 2f – SAC Meeting Minutes ONLY) on 15th December 2025.
- g) Update to new Draft SRFLGA Procedures & Advice of Introduction to Section 13.6 for RRG Funding Methodologies – received via email from Allison Hunt (Att 2g) on 16th January 2026.
- h) Advice of latest WN RRG Funding Recoup Register – received via email from Allison Hunt (Att 2h) on 23rd January 2026 (Note – Attachment 3 has been extracted from this).
- i) Advice of, and attached new 25-26 Yr Peak Harvest Road Count on Wyalkatchem North Rd for 26/27 Yr MCA Update – received via email from Aldo Lamos (Att 2i) on 27th January 2026.
- j) Advice of new WN RRG Technical Committee Members (for Checking) – received via email from Allison Hunt (Att 2j) on 27th January 2026.
- k) Advice of February RRG Report from WALGA – received via email from Allison Hunt (Att 2k) on 2nd February 2026.
- l) Advice of MRWA / IPWEA – WA Online Road Safety Training – received via email from Allison Hunt (Att 2L) on 2nd February 2026.
- m) Advice of State Government's non-committal to WSNF Funding in the 26/27 Yr – received via email from John Nuttall (Att 2m i – email and 2m ii - Draft Template Letter to Minister Saffioti) on 2nd February 2026.
- n) Response to WSNF State Funding Issue – received via copy of email from Glen Brigg to WSNF program Director John Nuttall (Att 2n i – email and 2n ii – OAG Maintaining Regional Local Roads Report 3 – 2025-26) on 2nd February 2026.
- o) Request to review new Draft MCA Briefing Note and MCA Sheet – received via email from Allison Hunt (Att 2o) on 17th November 2025.

5.2 Correspondence Out

- a) Request for updated peak 25/26 Yr Harvest Road Count and Updated MCA from Shire of Trayning for one (1) x 26/27 Yr RRG Project – email from myself to Paul Healy (Att 2p) on 25th January 2026.
- b) Request for updated peak 25/26 Yr Harvest Road Count and Updated MCA from Shire of Wyalkatchem for one (1) x 26/27 Yr RRG Project – email from myself to Aldo Lamos (Att 2q) on 25th January 2026.
- c) Request for updated peak 25/26 Yr Harvest Road Counts and Updated MCAs from Shire of Mt Marshall for four (4) x 26/27 Yr RRG Projects – email from myself to Santo Leotta (Att 2r) on 25th January 2026.

Resolution 2026 - 002	
That the Incoming and Outgoing Correspondence be accepted.	
Moved Cr A Eksanow	Seconded Cr T Gibson
Carried: Yes (8/0)	

6 BUSINESS ARISING FROM CORRESPONDENCE

Nil.

7 GENERAL BUSINESS

7.1 Funding Recoup Items.

The following default items require discussion:

- a) Review of Direct Grant Funding – claims to MRWA by no later than 31 August
- b) All projects – claiming first 40% of approved project funds
- c) Road Project Funding - estimated completion dates and maximising expenditures as at 30 June

The WNE SRRG part of the current WN RRG Funding Recoup Register (at 23rd January 2026) is attached for reference (Att 3). This Recoup Register shows that our SRRG has 50% of our 2025/26 Yr Road Program funding unrecouped to date. The amounts of funding unrecouped for each Council within our SRRG is shown as tabled below:

Council	% of Funding <u>Unrecouped</u>
Koorda	28%
Mt Marshall	25%
Mukinbudin	20%
Nungarin	60%
Trayning	66%
Westonia	65%
Wyalkatchem	53%
Yilgarn	65%
Average Unrecouped Funding for our SRRG	50%

FYI – the other 3 x SRRG's currently have unrecouped funding percentages of (this includes some carryover funding from the previous financial year):

Avon SRRG - 66%

Kellerberrin SRRG - 48%

Moora SRRG - 38%

Representatives from each Council were requested to provide an update on the status of each of their current year projects and advise the approximate expected Project completion date and funding recoup date. The results are as tabled below.

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Council	Road	Original Project SLKs	Project Length Km	Project Description	% Funding Not Recouped to Date	Status (Expected Completion Date)	Status (Expected Recoup Date)
Koorda	Burakin / Wialki Rd	25.30 - 28.10	2.80	Reconstruct existing Type 4 to Type 6 sealed pavement - to Minm 12m carriageway width & minm 8.0m primerseal width.	20%	End March	Early May
Koorda	Kalannie / Kulja Rd	5.80 - 8.00	2.20	Reconstruct existing Type 4 failed section to Type 6 sealed pavement - to Minm 12m carriageway width & minm 8.0m primerseal width. Includes Stage 1 Development Works for the section to be reconstructed that includes the Telecoms Relocation and Clearing Permit Costs to realign the deficient curve from SLK 8.40 - 8.60.	20%	End March	Early May
Koorda	Kalannie / Kulja Rd	0.00 - 3.00	3.00	Reseal	60%	End March	Early May
Mt Marshall	Bencubbin - Beacon Rd	3.98 - 5.71	1.73	Reconstruct existing Type 5 to Type 6 sealed pavement - to Minm 10m carriageway width & minm 8.0m primerseal width.	20%	Late April / early May	Early June
Mt Marshall	Bencubbin - Beacon Rd	26.22 - 27.38	1.16	Reconstruct existing Type 5 to Type 6 sealed pavement - to Minm 10m carriageway width & minm 8.0m primerseal width.	20%	Late April / early May	Early June
Mt Marshall	Burakin / Wialki Rd	22.06 - 23.98	1.95	Reseal	20%	Late April / early May	Early June
Mt Marshall	Burakin / Wialki Rd	47.84 - 48.88	1.04	Reseal	20%	Late April / early May	Early June
Mt Marshall	Kellerberrin - Bencubbin Rd	10.01 - 11.31	1.30	Reconstruct existing Type 5 to Type 6 sealed pavement - to Minm 10m carriageway width & minm 8.0m primerseal width.	20%	Late April / early May	Early June
Mt Marshall	Koorda - Bullfinch Rd	17.89 - 19.30	1.41	Reconstruct existing Type 5 to Type 6 sealed pavement - to Minm 10m carriageway width & minm 8.0m primerseal width.	20%	Late April / early May	Early June
Mt Marshall	Ingleton Rd	20.78 - 21.48	0.70	Construct existing Type 3 unsealed pavement to Type 5 sealed pavement - to Minm 10m carriageway width & minm 7.0m primerseal width.	20%	Late April / early May	Early June
Mukinbudin	Koorda - Bullfinch Rd	0.00 - 4.25	4.25	Reconstruct existing Type 5 to Type 6 sealed pavement - to Minm 10m carriageway width & minm 8.0m primerseal width.	20%	Complete	Fully Recouped
	Koorda - Bullfinch Rd	4.25 - 5.32	1.07	Additional Shovel Ready Project - Reconstruct existing Type 5 to Type 6 sealed pavement - to Minm 10m carriageway width & minm 8.0m primerseal width.	20%	Complete	Fully Recouped
Nungarin	Danberrin Rd	14.44 - 15.50	1.06	Reconstruct severely deteriorated pavement section - from Type 5 to Type 6 standard. Cement Stabilise the subgrade material and lime stabilise the subbase / basecourse layers.	60%	Late March / early April	Early May
Trayning	Kununoppin - Mukinbudin Rd	22.83 - 23.83	1.00	Reconstruct existing Type 4 section in poor condition to Type 5 sealed pavement - to Minm 10m carriageway width & 7.2m primerseal width. Includes Geometric and Pavement Design Costs and additional costs to fix curve superelevation and transition surface levels, and for batter reduction works to provide greater runoff recovery. NOTE THAT THE SHIRE OF TRAYNING ARE MATCHING FUNDING NEAR ON 1:1 - WELL IN EXCESS OF THE MINIMUM REQUIRED 1:2 RATIO.	60%	Late March / early April	Early May
	Kellerberrin - Bencubbin Rd	4.63 - 5.89	1.26	Reconstruct existing Type 5 section in poor condition to Type 6 sealed pavement - to Minm 10m carriageway width & 8.0m primerseal width.	60%	Late March / early April	Early May
Westonia	Warralakin Rd	29.17 - 33.37	4.20	Reconstruct existing Type 4 failed section to Type 6 sealed pavement - to Minm 10m carriageway width & 7.5m primerseal width.	60%	Late March	Early May
Wyalkatchem	Wyalkatchem North Rd	6.91 - 8.40	1.49	Reconstruct existing Type 4 pavement section to Type 6 sealed pavement - to Minm 10m carriageway width & 7.6m primerseal width.	60%	Complete	Early March
	Cemetery Road	2.22-3.15	0.93	Additional Shovel Ready Program - Reconstruct from Type 4 to Type 6. Prune vegetation. Widen shoulder from 8m to 10m. Primer seal and two coat hot seal C170, 14/10 aggregate. Extend culvert & install headwalls at SLK 2.42 Install guideposts & signage.	60%	Late March	Early May
	Cunderdin- Wyalkatchem Rd	3.00-5.00	2.00	Additional Shovel Ready Program - Clearing and reconstruction of failed section of road	60%	Late March	Early May
Yilgarn	Bodallin North Rd	12.93 - 20.00	7.07	Reseal - following some minor pavement failure patches remedial stabilisation works	60%	Late March	Early May
	Crampthorne Rd	9.9 - 13.50	3.60	Construct and Upgrade section from Type 3 to Type 5 Standard to Minm 10m carriageway width & 7.2m primerseal width.	60%	Late February	Early April
	Crampthorne Rd	9.9 - 13.50	3.60	Additional Shovel Ready Program - Construct and Upgrade section from Type 3 to Type 5 Standard - to Minm 10m carriageway width & 7.2m primerseal width.	100%	Late February	Early April
	Marvel Loch - Forrestania Rd	4.20 - 13.27	9.07	Reseal - following some minor pavement failure patches remedial stabilisation works	60%	Mid March	Early April

Resolution 2026 - 003	
That the updated 25/26 Yr RRG Road Program Status Report be endorsed.	
Moved Cr A Walker	Seconded Cr T Gibson
Carried: Yes (8/0)	

7.2 26/27 Yr Road Program – Updated Road Counts & MCAs

On the 25th January 2026, I sent out emails to the respective MOWS at the Shire’s of Mt Marshall, Trayning and Wyalkatchem requesting updated peak 2025/26 Yr Harvest Road Counts and updated MCAs for the following tabled 26/27 Yr Projects (see attachments 2o, 2p and 2q in section 4 – Correspondence In).

Council	Road	Original Project SLKs	Project Length Km	Project Description	Acceptable Road Counts (Yes/No)	Comments
Mt Marshall	Burakin / Wialki Rd	0.97 - 4.60	3.63	Reseal - following some minor pavement failure patches remedial stabilisation works	No	The Shire of Mt Marshall will collect a Peak Period count this coming harvest to provide a count that is < 8km from any part of this Project Scope of Works. The current count is > 8km from any part of the Project SOW, and non compliant.
	Burakin / Wialki Rd	50.1 - 51.15	1.05	Reseal - following some minor pavement failure patches remedial stabilisation works	No	The Shire of Mt Marshall will collect a Peak Period count this coming harvest to provide a count that is < 8km from any part of this Project Scope of Works. The current count is > 8km from any part of the Project SOW, and > 5 Yrs old, and non compliant.
	Koorda / Bullfinch Rd	6.00 - 8.63	2.63	Reconstruct existing Type 4 to Type 6 sealed pavement - to Minm 10m carriageway width & minm 8.0m primerseal width.	No	The Shire of Mt Marshall will collect a Peak Period count this coming harvest to provide a count that is < 8km from any part of this Project Scope of Works. The current count is > 8km from any part of the Project SOW, and non compliant.
	Koorda / Bullfinch Rd	47.16 - 47.96	0.80	Reseal	No	The Shire of Mt Marshall will collect a Peak Period count this coming harvest to provide a count that is < 8km from any part of this Project Scope of Works. The current count is > 5 Yrs old, and non compliant.
Trayning	Kellerberrin - Bencubbin Rd South	4.34 - 5.89	1.55	Reconstruct existing Type 5 section in poor condition to Type 6 sealed pavement - to Minm 10m carriageway width & 8.0m primerseal width. The Works includes the Upgrade of Lairds Rd and the auxillary lane to the south. (Note that this is the project that was delayed in the 25/26 Yr due to awaiting the Geometric and Pavement Design).	No	The Shire of Trayning will collect a Peak Period count this coming harvest to provide a count that is < 8km from any part of this Project Scope of Works. The current count is > 8km and non compliant.
Wyalkatchem	Wyalkatchem North Rd	8.40 - 9.96	1.56	Reconstruct existing Type 4 pavement section to Type 6 sealed pavement - to Minm 10m carriageway width & 7.6m primerseal width.	No	The Shire of Wyalkatchem will collect a Peak Period count this coming harvest to improve the road count warrant.

As highlighted at the time, when we endorsed our 26/27 Yr RRG Road Program at our 19th September 2025 Meeting (Resolution 2025 – 012), these updated Road Counts were requested since the Road Counts utilized in their provided MCA submissions were not meeting the relevant Road Count requirements. Please also note that at that time the Shire of Mt Marshall had not submitted their 26/27 Yr RRG Road Program. When they did (which our Group endorsed Out of Session following this meeting) it was found that four (4) of their (5) Project Submissions had MCAs utilizing Road Counts not meeting the relevant Road Count requirements (three being > 8km from any part of the Project Site, and one being > 5 years old).

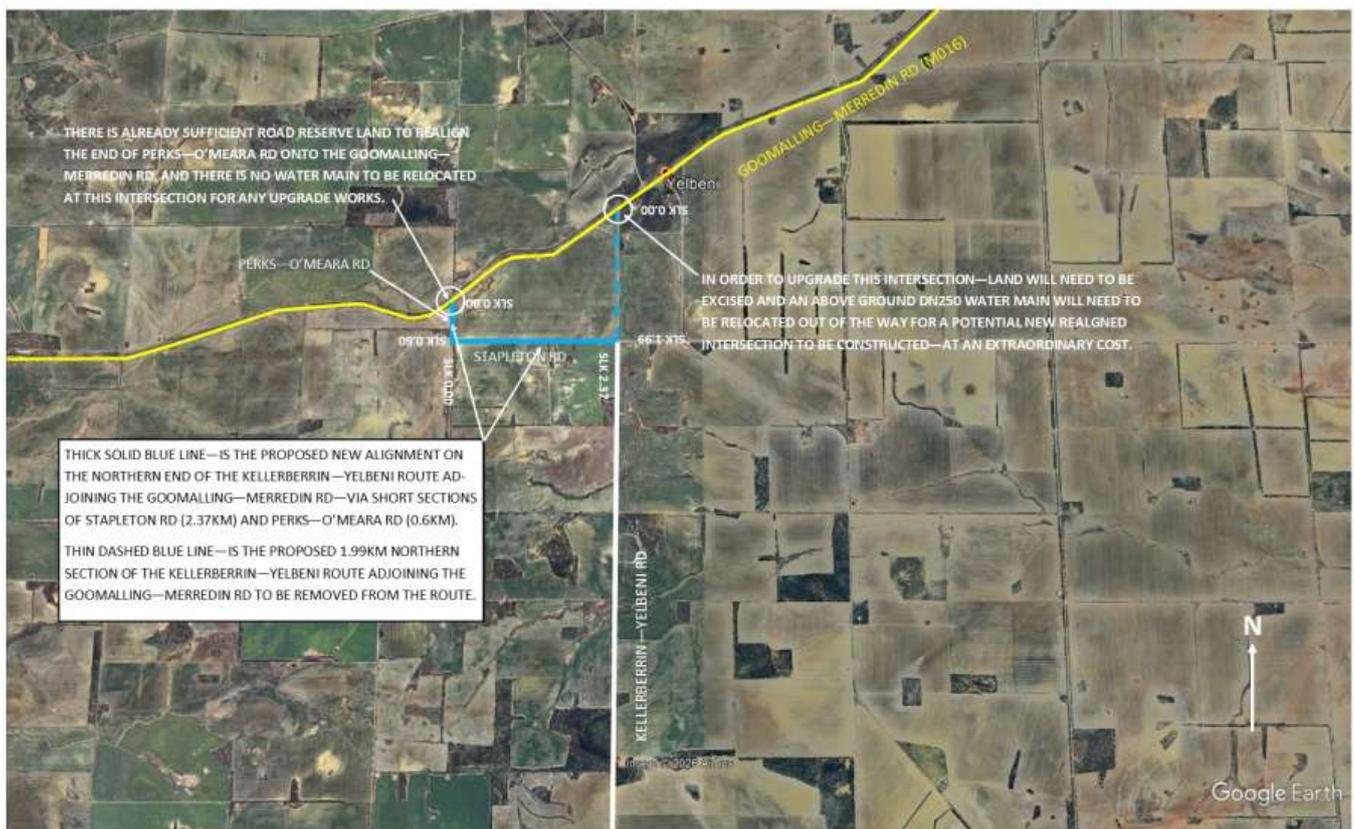
As discussed, the status of these updated 26/27 Yr Project MCAs are:

- Santo Leotta from the Shire of Mt Marshall advised they did collect the peak harvest road counts and will provide the updated MCAs with new road counts by the end of the week
- The Shire of Trayning had already provided the updated Road Count collected at SLK 8.0 on the Kellerberrin – Bencubbin Rd South, and the updated MCA, prior to this meeting.
- The Shire of Wyalkatchem have already provided their new Road Count they collected on the Wyalkatchem North Rd at SLK 9.0, and will provide their updated MCA in the next couple of days.

7.3 Shire of Trayning – 2040 Program Update on Kellerberrin – Yelbeni Route

The Shire of Trayning have requested the Group’s approval to alter the northern end of their 2040 Route on the Kellerberrin – Yelbeni Rd. As can be seen on the plan below, the Shire is proposing to remove the northern 1.99km of the Kellerberrin – Yelbeni Rd adjoining the Goomalling – Merredin Rd, and include the short sections of Stapleton Rd from SLK 0.0 to 2.37 and Perks – O’Meara Rd from SLK 0.0 to 0.60, a total length of 2.97 km, adding an extra 0.98km to this Route. The main reasons for this proposed realignment of the northern end of this Route is:

- a) At the intersection of the Kellerberrin – Yelbeni Rd and the Goomalling – Merredin Rd, there are currently very limited swept path issues for RAVs and Sight Entering Distance issues for RAVs entering the Goomalling – Merredin Rd, westbound.
- b) At the intersection of the Perks – O’Meara Rd and the Goomalling – Merredin Rd, there is currently Road Reserve land available to realign the end of this road into the Goomalling – Merredin Rd at > the minimum 70° requirement, and there are no Sight Entering Distance issues for RAVs entering the Goomalling – Merredin Rd.
- c) Due to the Wyalkatchem CBH Grain Receival Facility having a \$ 7 / Tonne lesser Fee for Handling and Freight Charges (than the Trayning CBH Grain Receival Facility), most of the farmers based south of Yelbeni are hauling grain to the Wyalkatchem Facility – and the proposed Stapleton Rd / Perks – O’Meara Rd route is a short cut that is currently being taken (as the Road Count collected on the Perks – O’Meara Rd during the 2025/6 Yr peak Harvest period has shown - the ESA value is 47). The Shire has also been having to maintenance grade these two short unsealed sections considerably more than other unsealed road sections during the harvest period.



**SHIRE OF TRAYNING— KELLERBERRIN—YELBENI ROUTE 2040 REVIEW
PLAN OF NORTHERN END REALIGNMENT FROM STAPLETON RD TO THE GOOMALLING—MERREDIN RD**

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In relation to item a) above, the Kellerberrin – Yelbeni Rd currently intersects the Goomalling – Merredin Rd at approximately 45°, well below the minimum required 70° approach angle. Apart from this issue, there is no land available in the Road Reserve at this intersection to realign it into a compliant “T Junction” intersection, and this is further compounded by an above ground DN250 Steel Water Main located at this intersection. It is going to be problematic and extremely costly to upgrade this intersection. The Perks – O’Meara Rd and Goomalling – Merredin Rd can easily be upgraded at much less cost and provides a better alternative for freight traffic to access the Goomalling – Merredin Rd.

A completed 2040 Development Form for the proposed realigned northern section of this 2040 Route was provided by the Shire of Trayning (Att 4) and is attached at the end of these minutes in Appendix A.

Resolution 2026 - 004

That the Shire of Trayning’s request to alter the northern end of the Kellerberrin – Yelbeni 2040 Route via:

- **Removing the northern 1.99km of the Kellerberrin – Yelbeni Rd from SLK 0.00 – 1.99 from the Route, and**
- **Adding in lieu, the short adjoining sections of Stapleton Rd from SLK 0.00 to 2.37 and the Perks – O’Meara Rd from SLK 0.00 – 0.60**

to connect to the Goomalling – Merredin Rd at the northern end, and provide a more effective Route in terms of amenity, productivity and upgrade cost, be endorsed.

Moved Cr T Gibson

Seconded Cr D Geier

Carried: Yes (8/0)

7.4 MCA Review Process Update

On the 11th December 2025, I attended an MCA Review Workshop at MRWA Northam to review the new Draft Wheatbelt (for both WN RRG and WS RRG’s) MCA Model Worksheets to be utilized for prioritising RRG Funding for Preservation and Improvement RRG Road Projects from the 27/28 Yr and onwards. These changes are mainly required as a result of inclusions in the current SRFLGA Funding Agreement, requiring consideration of Sustainability and Indigenous Participation requirements. It also ensured that all RRG’s in WA were using an MCA funding prioritization model (some were not) and also provided an opportunity to simplify our current models.

Following previous Workshops, Max Bushell at WALGA provided the final draft MCA Model for the Wheatbelt Region for this Workshop. We reviewed feedback that had been provided by Wheatbelt LG’s, including some worked examples using both Preservation and Improvement 26/27 Yr Project Road Project Submissions - in the new relative worksheets within the new MCA Model. I advised that the new draft MCA Model is much simpler and easier to complete than our current model and is fit for purpose.

7.5 WSFN Project Update – State Matching Funding Issue

In Att 2m i, WSFN Program Director, John Nuttall has advised via email of the WA State Government’s decision to not commit to match potential additional WSFN Funding in the 2026/7 year for a new lot of WSFN Funding for a further four (4) year period (the request is \$ 4.7 Million per annum over four (4) years. This is obviously very disappointing given all of the work that has gone into developing this Project to its current mature state, and mainly because the WSFN require financial support from the WA Government in order to leverage WSFN Funding from the Federal Government.

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However, and as John also explained in his email, it appears that MRWA believe the WSNF has an excellent chance of receiving matching State funding in the following 27/28 Year.

As a result, John is requesting Member Council and SRRG support to write to the WA State Minister for Transport, Rita Saffioti, requesting she reconsider our request for matching State funding (to potential Federal WSNF Funding) in the 2026/27 Yr. John has provided a typical letter template addressed to Minister Saffioti, that can be utilized to add any further supporting information. I believe it is important that the Group writes to Minister Saffioti, expressing our reasons for the proposed request (funding reconsideration).

In response to John Nuttall's request, Glen Brigg had drafted a typical Response letter, which I included in this meeting agenda to assist us with drafting a suitable letter. This letter from Glen Brigg is attached (Att 5).

Resolution 2026 - 005

That:

- **I draft a letter to be sent to the WA Minister for Transport, Rita Saffioti, requesting she reconsider including our recent WSNF Funding Submission in the 2026/27 Year, so that we have financial support from the State Government to lodge an application for additional WSNF Funding to the Federal Government – immediately following this meeting and based upon the draft letter provided in Attachment 5.**
- **This draft letter to be circulated to the Group for comment and feedback**
- **I make any required corrections, sign it, and email off to the Minister**

Moved Cr D Naughton

Seconded Cr J Begley

Carried: Yes (8/0)

8 OTHER BUSINESS

8.1 CBH Bin to Bin Transfer Use of WSNF Routes

Cr Walker raised concerns as to why CBH Bin to Bin transfer Contractors appeared to be not utilizing the available WSNF Routes, and that it appears they are using the State Roads as much as possible, even though this road (the Goomalling – Merredin Rd) is in very poor and unsafe condition.

John Nuttall advised that the WSNF has made CBH aware of the WSNF Routes and that they are available for CBH Bin to Bin grain transfer campaigns. He suggested that ratepayers should lobby their local CBH Board Members to make change.

Cr Begley asked if anyone knew whether it was the Trucking Contractors or CBH who decide which Bin to Bin haulage routes to utilise?

John Nuttall suggested that CBH didn't appear to have a long term plan, since if they did, they would have divulged which routes would be utilized for these Bin to Bin grain transfers – and they have not.

Cr Walker asked if the WSNF could fund the upgrade of the Goomalling – Merredin Rd to make it safer to use.

John Nuttall advised that the WSNF cannot fund this road as it is a State Government controlled road and suggested that the issue with the condition of this road should be raised at the coming WN RRG with the Regional Manager of MRWA.

Peter Naylor advised that recently, he had attended a meeting with MRWA Representatives in relation to them (MRWA) commencing Upgrade works on the section of the Goomalling – Merredin Rd between Trayning and Nungarin in the 2026/27 Yr – to make this road safer.

9 NEXT MEETING DATES

9.1 Next WN RRG Meeting

Date for this meeting is Monday the 9th March 2026, at the Shire of Northam's Recreation Centre, at 44 Peel Tce, commencing at 10.00am.

9.2 Next WN RRG Technical Committee Meeting

Date for this meeting is Thursday the 19th February 2026 – to review the 2026/27 Yr WN RRG Road Program MCAs prior to consideration for endorsement by the WN RRG at the 9th March 2026 Meeting.

9.3 Next WNE SRRG Meeting

The next meeting was scheduled for Wednesday 8th April 2026 to review the 25/26 Yr Road Program Status, again.

10 CLOSURE OF MEETING

The Chairperson thanked everyone for their attendance.

There being no further business, the meeting was closed at 9.57 am.

APPENDIX A – SHIRE OF TRAYNINGS 2040 DEVELOPMENT APPLICATION FOR THE SLIGHT REALIGNMENT OF THE NORTHERN END OF THE EXISTING KELLERBERRIN – YELBENI RD ROUTE.

SUBMISSION FORM

Significant Local Roads – Route/Road Justification and Development Strategy

Submission/Assessment Form: Wheatbelt North Regional Road Group

<p>RRG Determination</p> <p>Office Use Only</p>	<p>Accepted <input type="checkbox"/> Rejected <input type="checkbox"/></p>
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<p>Local Government: Shire of Trayning</p>

<p>MRWA Road Classification Manager – does the route meet the criteria</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
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<p>Endorsed by SAC. Date.....</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
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Road Description and Location

Road / Route Name: Existing Route – Kellerberrin – Yelbeni Rd

Proposed New Route – Kellerberrin to Yelbeni Route (will be a slight route realignment to the existing Route – at the northern 2km end)

Road Name	Road Number	Road Type (LoS)	Start SLK	Finish SLK	Length (km)	Un sealed (km)	Sealed (km)
Kellerberrin – Yelbeni Rd	4130008	Type 5	1.99	25.07	23.08	23.08	0.00
Stapleton Rd	4130016	Type 5	0.00	2.37	2.37	2.37	0.00
Perks – O’Meara Rd	4130026	Type 5	0.00	0.60	0.60	0.60	0.00

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1. The Kellerberrin – Yelbeni Rd commences (SLK 0.00) at the T-Junction Intersection where it intersects with the Goomalling – Merredin Rd (M016) – just west of the Yelbeni townsite on the northern end. However, since the Kellerberrin – Yelbeni Rd intersects the Goomalling – Merredin Rd at approximately 45° and will require realigning (to correct to a T-Junction with approach angle > 70°), the upgrade of this intersection will be problematic and extraordinarily expensive – due to having to relocate an above ground DN200 Steel Water Main underground and the excision of land. **The proposed new Route will exclude the first 1.99km of the Kellerberrin – Yelbeni Rd on the northern end where it meets Stapleton Rd, which includes this intersection.**
The Kellerberrin – Yelbeni Rd is aligned north – south and terminates to the south where it joins the Kellerberrin – Bencubbin Rd at SLK 6.00, 6 km north of the Kellerberrin townsite [and the Great Eastern Hwy (H005)], in the Shire of Kellerberrin. Within the Shire of Trayning, this road meets the Shire of Kellerberrin Boundary at SLK 25.07.
2. Stapleton Rd commences (SLK 0.00) at the T-Junction Intersection where it intersects with the Perks – O’Meara Rd on the western end.
3. Stapleton Rd is aligned east - west and terminates well to the east where it joins the Doodlakine – Kununoppin Rd. However, the proposed new route on the northern end is to finish at the Kellerberrin – Yelbeni Rd intersection at SLK 2.37, where it joins the existing route.
4. The Perks – O’Meara Rd commences (SLK 0.00) at the T-Junction Intersection where it intersects with the Goomalling – Merredin Rd (M016) on the northern end.
5. The Perks – O’Meara Rd is aligned north - south and terminates well to the south where it joins to Ryan Rd at Tilbrook Rd. However, the proposed new route on the southern end is to finish at the Stapleton Rd intersection at SLK 0.60.

Refer to the Location Map attached.

If Route Name nominated provide details of all roads forming the route otherwise enter details of above road on the first line below
Note – **Location map MUST be attached**

Road Justification

Road Function

Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole

The existing Kellerberrin – Yelbeni Rd route is a north - south aligned link from the Goomalling – Merredin Rd (M016) near the Yelbeni Townsite on the north end (in the Shire of Trayning) to the Kellerberrin Townsite [and Great Eastern Hwy (H005)] on the southern end (in the Shire of Kellerberrin). It is a through route mainly used to carry agricultural produce (including grain and canola), fertiliser, lime and other agricultural input materials, and livestock. The Wyalkatchem and Kellerberrin Primary CBH Grain Receiving Facilities are close by the northern and southern ends of this route respectively. The lower Grain Handling and Freight Fees being offered at these Primary Facilities by CBH, are encouraging farmers in the surrounding area to freight grain to these facilities (rather than the other smaller CBH Facilities in the area Grain Handling and Freight Fees being offered are higher). For this reason, it is expected that this slightly revised Route will become ever more important as CBH continue to improve these Primary Facilities via storage, outloading and processing capacity upgrades. The upgrade of this route will significantly improve freight productivity and subsequently provide economic value to the broadacre farmers in the area.

The Shire of Trayning’s Functional Road Hierarchy currently has the three (3) road sections in this revised Route as being:

- Kellerberrin – Yelbeni Rd Tier 3 – District Significant
- Stapleton Rd Tier 4 - Area Service
- Perks – O’Meara Rd Tier 4 - Area Service

Note that the Shire of Trayning have six (6) tiers within their Functional Road Hierarchy. The Shire of Trayning are in the process of updating their Functional Road Hierarchy to alter these two short sections of Stapleton Rd and Perks – O’Meara Rd from Area Service status to District Significant, in line with this route review.

All of the three (3) road sections comprising the slightly altered existing Route, currently have the

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permitted RAV Access levels as shown in Table 1 below:

RAV TYPE	ITEM	ROAD NAME		
		KELLERBERRIN - BENCUBBIN RD	STAPLETON RD	PERKS - O'MEARA RD
TANDEM DRIVE PERMITTED	CATEGORY	N4	N4	N4
	AMMS RATING	N4.1	N4.1	N4.1
	CURRENT OPERATION CONDITIONS	2, 8	1,2,3,4 (60kph),5,8	8
TRI DRIVE PERMITTED	CATEGORY	TD1	TD1	TD1
	AMMS RATING	TD1.1	TD1.1	TD1.1
	CURRENT OPERATION CONDITIONS	Nil	Nil	Nil
PBS PERMITTED	CATEGORY	PBS 1B	PBS 1B	PBS 1B
	AMMS RATING	PBS 1B.1	PBS 1B.1	PBS 1B.1
	CURRENT OPERATION CONDITIONS	2	1,2,3,4 (60kph),5,8	8

The Operating Conditions (extracted from the RAV Route Assessment Guidelines) are provided below. Note that while the permitted RAV Access levels are consistent, there is no consistency in the permitted Operating Conditions - between the three (3) types of RAV Configurations permitted on the three (3) roads within this route.

Appendix E: Operating Conditions

These and other similar operating conditions may be applied to the assessment of low volume roads.

1. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
2. No operation on unsealed road segment when visibly wet, without road owner's approval.
3. Headlights must be switched on at all times.
4. Speed restrictions of 40 km/h or 60 km/h as determined from [Appendix B](#).
5. Direct radio contact must be maintained with other RAVs to establish their position on or near the road (suggested UHF Ch 40).
6. For a single lane road, the road must not be entered until the driver has established via radio contact that there is no other RAV on the road travelling in the oncoming direction.
7. Operation is not permitted while the school bus is operating on the road. Operators must contact the relevant schools directly and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/ pick-ups have been completed on the road.
8. Current written support from the road asset owner, endorsing use of the road, must be obtained, carried in the vehicle and produced upon request.

Category	Vehicle Description	Length
4A	A-Double (Prime Mover, Semi Trailer & Dog Trailer) 	≤27.5 m

N4.1 (permitted AMMS loading 1)
– giving permitted GCM = 93.5 T

Category	Vehicle Description	Length
1A	Prime Mover & Semi Trailer 	≤20.0 m

TD 1.1 (permitted AMMS loading 1)
– giving permitted GCM = 55.0 T

Category	Vehicle Description	Length
Level 1		≤20.0 m

PBS 1B.1 (permitted AMMS loading 1)
– giving permitted GCM = 67.5 T Tonne

Road Development Need

Provide details of the road's future use

In line with future freight targets, of establishing a RAV Network with greater connectivity (from paddock to port), and to meet a permitted N7.1 RAV access level across the Wheatbelt, this route requires to be upgraded to a minimum type 5 sealed road standard (7m seal width and 10m pavement width). This will provide a suitable all weather, wider road to permit this higher than current level of RAV Access, and provide a more productive freight route. This will bring the permitted RAV access on this Route into line with:

- MRWA currently has upgraded the permitted RAV access on their Road Network to N7, except for those few sections that are deemed to still be unsafe to do so (e.g, the section of the Goomalling – Merredin Rd from the Trayning Townsite to the Knungajin – Merredin Rd north of Merredin – which still requires widening to make safer. This only has permitted N6.1 RAV Access). This increase in RAV access levels generally commenced occurring in late 2016.
- The WSN's targeted RAV access level following completion of upgrade works, is N7.1.
- Most of the surrounding fringe Wheatbelt Local Governments have lifted their permitted RAV access levels to N7.1, on the majority of their Road Networks.
- In order to provide greater RAV connectivity, from paddock to port, ideally, the route should have the same level of permitted RAV Access. With a lot of the inner Wheatbelt still generally only having permitted N4.1 RAV Access, this connectivity is currently not existent in a lot of this area.
- In late September 2016, MRWA HVS updated their RAV Route Assessment Guidelines to permit the Low Volume mechanism to apply to N7 RAVs, whereas prior to that, this mechanism designed to permit RAVs onto single lane roads using risk management operating conditions, only applied up to N4 RAV level. This strategy was enacted to more easily permit Local Governments to raise their permitted RAV Access levels to N7, in order to provide greater connectivity. They also reduced the entering sight distance standards at intersections, since under the previous standards a considerable amount of roads were not permitted RAV access due to an entering / exiting intersection on one end – not quite meeting the minimum entering sight distance requirement.

Road Development Strategy

Provide a brief high level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)

For the entire 26.05km section of this slightly revised route (comprising the three road sections listed above) located within the Shire of Trayning, the following upgrade works are required:

- Upgrade and widen the road standard from its current unsealed, paved (Type 3) standard to a safer, wider all weather sealed Type 5 standard (7m seal width and minimum 10m pavement width)
- Realign the three (3) deficient curves (currently only have 114m radii curves) located from SLK 17.38 - 17.58, 21.26 - 21.33 and 21.83 - 21.90 to a suitable minimum 600m radius standard (requiring the excision of 0.636 Ha in total, and the truncation of a 58AC Water Main to 130m to the south of its existing truncation point and relocation of the Water Meter on the curve from SLK 21.83 to 21.90 – there are no other services located at these curves).
- Realign the two (2) deficient curves (currently only have 320 to 360m radii curves) through the S-Bend located from SLK 13.68 -14.18 and 14.59 – 15.06 to a suitable minimum available 555m radius standard (requiring the excision of 6.77 Ha in total, and the relocation of an existing Dam). While there are both water and telecoms cables at this S-Bend, they will not require relocating to accommodate the proposed new road alignment. However, an approx 300DN sleeve would need to be buried adjacent to the existing U/G DN110 MDPE pipe where the new road alignment will cross it – for future

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Watercorporation use.

- Upgrade the Stapleton / Kellerberrin – Bencubbin Rd, Stapleton / Perks – O'Meara Rd and Perks – O'Meara / Goomalling – Merredin Rd intersections and ensure to provide suitable swept path area for 36.5m long RAVs, to safely negotiate these intersections

The upgrade works will include verge vegetation clearing, verge spoil removal, shoulder widening and reconditioning, construction of new table drains, upgrading of existing culverts via extending or replacing (dependent on condition), overlaying with suitable gravel pavement material sourced locally, and sealing. Road Furniture will be installed. In any low lying areas that have clay subgrade material and are prone to water logging during wetter winters, then dependent upon the tested properties of this clay material, some stabilisation of the subgrade / subbase material may be required (prior to the new basecourse layer being imported).

The Shire of Trayning propose to utilise RRG Funding to complete the Upgrade works on this route, over a considerable time period (probably ten plus years), commencing as soon as possible following the acceptance of this slight Route Review. If other opportunistic road funding becomes available that the Shire of Trayning can leverage, then it will apply for this funding and if successful, and the funding is substantial, reduce the time period for the upgrade works.

There will be a requirement for ongoing Preservation Works, in the form of Reseals and the Rehabilitation of failed pavement sections that may appear in susceptible areas of poor subgrade clay located in low lying areas prone to water logging. It is expected that in the future, RRG Road Program funding will be utilised to fund these ongoing preservation works on an as needs basis.

Criteria Met

List the Criteria items consider to be met against the *CRITERIA FOR SIGNIFICANT LOCAL ROADS*

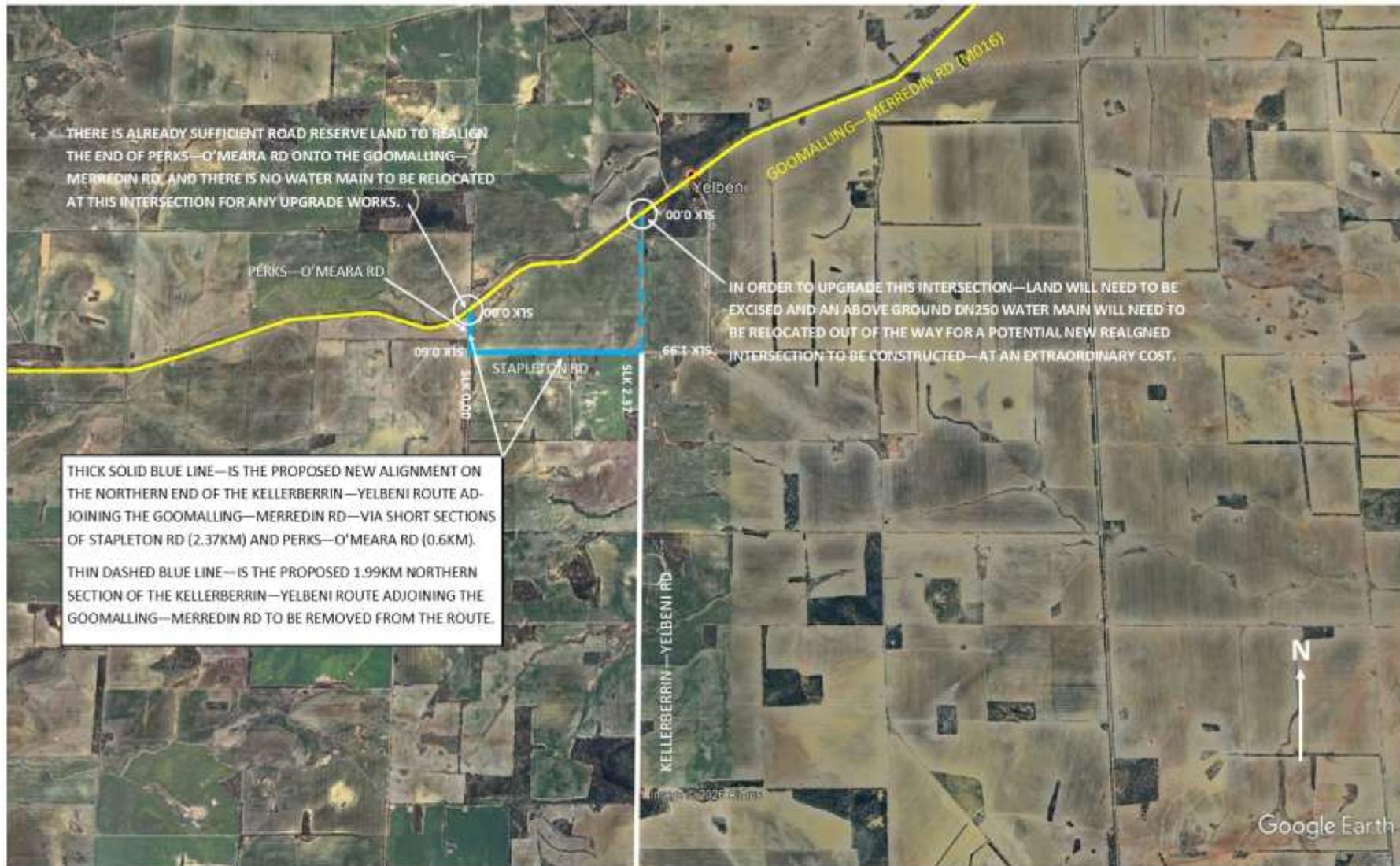
The Kellerberrin to Yelbeni Rd meets only one (1) Criteria. MRWA have advised us in the past that if we don't meet the required two (2) criteria, and meet one (1), we can request approval from the relevant SRRG and RRG, if there are justifiable circumstances.

The one (1) criteria met is under Section 2 : Road Function / Freight – A Road that forms part of the Restricted Access Vehicle (RAV) notice network 2 or above. This Criteria is met, since all three (3) road sections that make up the slightly revised route have the same permitted RAV ratings:

- Tandem Drive N4.1
- Tri Drive TD 1.1
- Performance Based Standards RAV PBS 1B.1

The other criteria within the WN RRG that is often required to be met to have two (2) criteria met, is meeting the minimum PCU traffic count warrant of 200 (since we would rarely meet any of the other Criteria – which are more population and industry based). Under Section 3 : Traffic Volume – based upon a recent 56 day Peak 2025/26 Harvest Road Count collected on the Perks – O'Meara Rd at SLK 0.3, currently has a PCU value of 51.9 - which is below the minimum required PCU value of 200 and subsequently does NOT meet this criteria. The road count was collected from 20 October to 15 December 2025, a minimum 8 week period. *(Note from Rod Munns the author of this application - during the late consultation phase of the development of this new 2040 Route Application process in 2021, I did raise concerns that a single PCU target value should not be applied across all Regions of WA – which is what was proposed in draft and finally agreed to. Given each Region has varying industries and populations, I did suggest that each Region should set their own minimum PCU target value).*

The ESA value for this count is 47.3, which meets our current minimum WN RRG MCA traffic warrant to upgrade this road section to a Type 5 sealed road standard (7m seal width and 10m pavement width). Additionally, this route is an existing Route and it is only the last 2km section on the northern end that is being realigned. We believe these reasons justify our case for the WNE SRRG and WN RRG to endorse this slight alteration to an existing 2040 Route.



**SHIRE OF TRAYNING— KELLERBERRIN—YELBENI ROUTE 2040 REVIEW
PLAN OF NORTHERN END REALIGNMENT FROM STAPLETON RD TO THE GOOMALLING—MERREDIN RD**

Class Speed Matrix

ClassMatrix-189

Site: Perks - O'Meara Rd.0.1NS
Description: 300m south of the Goomalling - Merredin Rd
Filter time: 0:00 Monday, 20 October 2025 => 0:00 Monday, 15 December 2025
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

		Class													
		SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	Total	
km/h		1	2	3	4	5	6	7	8	9	10	11	12		
10- 20	|	3	.	.	2	.	.	.	.	1	.	2	.	8	1.0%
20- 30	|	14	.	2	4	3	.	.	.	8	12	55	.	98	11.8%
30- 40	|	27	.	6	5	1	.	.	1	1	7	165	.	213	25.6%
40- 50	|	29	.	7	2	.	.	.	.	10	4	130	.	182	21.8%
50- 60	|	52	1	10	.	.	1	.	.	3	3	19	.	89	10.7%
60- 70	|	77	1	18	.	.	.	.	.	.	.	.	.	96	11.5%
70- 80	|	77	1	20	1	.	1	.	.	.	.	.	.	100	12.0%
80- 90	|	30	.	5	.	.	.	.	.	.	.	.	.	35	4.2%
90-100	|	12	.	.	.	.	.	.	.	.	.	.	.	12	1.4%
100-110	|	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
110-120	|	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
120-130	|	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
130-140	|	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
140-150	|	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
150-160	|	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
Total	|	321	3	68	14	4	2	0	1	23	26	371	0	833	
	|	38.5%	0.4%	8.2%	1.7%	0.5%	0.2%	0.0%	0.1%	2.8%	3.1%	44.5%	0.0%		



WHEATBELT NORTH-EAST SRRG



Chairperson: Cr Nick Chandler
Deputy Chairperson: Cr Tanya Gibson

Secretary: Mr R Munns

R MUNNS Engineering Consulting Services
PO Box 516, NARROGIN WA 6312
Mobile : 0407 604 164
Email: rod@mecs.com.au

Date 10th February 2026

Hon. Rita Saffioti MLA
Deputy Premier; Treasurer;
Minister for Transport, Sport and Recreation
13th Floor Dumas House
2 Havelock Street
WEST PERTH WA 6005

Email address: Minister.Saffioti@dpc.wa.gov.au

Dear Minister Saffioti,

Re: WHEATBELT SECONDARY FREIGHT NETWORK SUBMISSION FOR FUNDING

I write on behalf of the Wheatbelt North East Sub Regional Road Group (WNE SRRG), a collective of eight (8) Local Governments, all who are heavily involved in the Wheatbelt Secondary Freight Network (WSFN) Program.

It is our understanding that the application for the continuation of funding for the WSFN did not progress to the final shortlist for consideration in the forthcoming State Budget, despite the application being supported and presented by Main Roads Western Australia (MRWA). While the majority of WSFN funding is provided through the Commonwealth, the State's financial commitment is essential to underpin and leverage any future Commonwealth funding allocations. While we are appreciative of the funding provided to date, we find this decision extremely disappointing.

This decision comes at a time when freight intensity across regional WA is increasing extraordinarily, vehicle productivity settings are continuing to evolve, and independent analysis has confirmed that the regional Road Network is underfunded. This is especially the case for the Wheatbelt Region, in which the forty two (42) Local Governments (LG) manage 36% of the local roads in regional WA. The recent report by the Office of the Auditor General (OAG): Maintaining Regional Local Roads Report 3: 2025–26, highlights a 44.7% preservation gap across regional LGs and a 55% increase in maintenance costs since 2018-19. The report makes clear that regional LGs are not falling behind due to lack of effort, but due to structural funding pressures.

The WSFN Program was developed from the 2015 year by the forty two (42) Wheatbelt LGs, to mainly:

- improve our freight routes that connect to the MRWA highways, in order to remove RAV access gaps and improve freight connectivity and productivity.
- assist to reduce the ever-increasing gap between available funding and maintaining our Local Road Network to a safe Level of Service.
- build our Road Crew resources and upskill our officers and crew members.

During the same period, the State Government's freight policy settings have significantly increased the permitted Restricted Access Vehicle (RAV) access through the regions via:

- permitting more, larger RAVs,
- permitting concessional axle loading arrangements (AMMS Levels 1 to 3 system),
- streamlining permit access processes, and
- reducing formal LG input into heavy vehicle permitted access.

In particular, MRWA permitted N7.3 RAV access across the majority of their Road Network around 2016/17. This single decision has since placed significant pressure on LG to fall into line and conform to the same permitted levels of RAV Access – in order to provide connectivity from paddock to port. At the same time, the RAV Route Assessment Guidelines were slightly relaxed, to permit more RAVs on roads. Our LG Road Network has not been constructed to accommodate this type and volume of heavy traffic.

While these policy settings have improved economic throughput, they have materially increased pavement consumption of our Local Road Network. We LGs remain legally responsible for the care, control and management of our roads, and yet oddly, we have no control over the State Government's freight policy settings, concessional loading frameworks, or network productivity approvals that determines who uses our Local Road Network. The WSNF Funding has assisted to some degree in compensating Wheatbelt Local Governments for this anomaly.

In the WA Road Fatalities & Serious Injuries 2024 Report in the Government of Western Australia's website, on page 11, it states that the Wheatbelt Region recorded the most notable rise in fatalities, with a 60% increase relative to the previous 5 year average. This was significantly higher than any other region (and half the regions recorded decreasing %s). Without additional road funding (including the continuity of WSNF Funding), the Level of Service on our Local Road Network is going to continue to decline, which will only increase the likelihood of serious and fatal accidents in our region.

As a Program, the WSNF has grown significantly over the last ten (10) year period with the assistance of Commonwealth, State and LG Funding. We have been and are, kicking huge goals in effectively improving our Freight Network, and building our Council officers and crews skills and resources. This upskilling is occurring in our Wheatbelt Region, despite the OAG Report:

Maintaining Regional Local Roads Report 3: 2025–26, stating in its Conclusions, that:

"These roads are under increasing pressure from changing use, particularly increased heavy haulage. All of the audited entities are maintaining their roads. However, differences in the ability and capacity of regional LG entities mean they do not always have the financial and technical resources to take a structured and risk-based approach to meet these challenges. Stakeholders consistently raised with us that regional LG entities experience difficulties in recruiting and retaining technical staff, accessing contractors to do road maintenance and struggle with the capacity to meet approvals and regulatory requirements".

The additional WSNF funding has permitted Wheatbelt LG's to recruit and retain staff and has considerably upskilled officers and crew members with the necessary technical skills to construct roads with planned 40 year design life and meet deadlines (as compared to pre WSNF times).

The Wheatbelt Region underpins a substantial portion of Western Australia's agricultural export capacity and regional economic activity. The Wheatbelt secondary freight routes are critical links in our State's economic supply chain.

In light of the findings in the OAG: Maintaining Regional Local Roads Report 3: 2025-26, the ever expanding freight task within the Wheatbelt Region, and the growing gap between available funding and preservation needs to maintain our Local Road Network to a safe Level of Service, we urge the State Government to reconsider its decision, and include the requested \$4.7 Million per annum of matching WSNF funding for the next four (4) year period, in next year's State Budget.

Yours Faithfully



Rod Munns

Secretary – Wheatbelt North East SRRG

CC: Hon. Roger Cook MLA – Premier; Minister for State Development; Trade and Investment; Economic Diversification.

Mr Basil Zempilas MLA – Leader of the Opposition; Leader of the WA Liberal Party; Shadow Minister for State Development; Trade and Investment; Citizenship and Multicultural Interests

Hon. Steve Martin MLC – Shadow Minister for Transport; Ports; Communities.

Mr Peter Rundle MLA – Deputy Leader of The Nationals WA; Shadow Minister for Water; Sport and Recreation.

Cr Grant Robins – Chairperson Wheatbelt South RRG; President Shire of Kulin