

Shire of Wagin

Heavy vehicle route meeting

5 August 2025



Purpose

- Outline plan for optimising heavy vehicle movements
- Obtain feedback on the feasibility of options, especially options for turning in industrial area



Objectives

- Optimising movement in the industrial area
- Minimising interaction with infrastructure, smaller vehicles and pedestrians
- Providing pathways for economic development
- Ceasing all heavy vehicles on Arthur Rd is not possible or an objective



Limitations

- Limits on stacking length mean that additional grain haulage via rail at Wagin is unlikely
- Expansion of agricultural related businesses to the east of the townsite will result in economic growth and increased volumes



Traffic data

- 26,574 vehicle movements on Arthur Rd over 21 days
- Almost 14% B-Double or larger
- Less than 1% travelling over 50 km/h
- But 40% travelling over 40 km/h
- Proportion of B-Double or larger have doubled since 2007



Traffic data

Class Speed Matrix

ClassMatrix-111

Site: Collie Lake King Rd.1.0E
 Description: Arthur Road (Collie Lake King) SLK 156.11 opp Goodyear
 Filter time: 9:52 Wednesday, 30 April 2025 => 12:08 Wednesday, 21 May 2025
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12	
10- 20	201	6	54	23	13	.	2	1	4	1	.	.	305 1.1%
20- 30	2689	103	449	64	9	8	27	6	23	9	105	.	3492 13.1%
30- 40	7835	437	1876	177	20	24	173	44	283	183	2002	13	13067 49.2%
40- 50	4510	263	1765	95	12	42	167	46	175	162	1429	5	8671 32.6%
50- 60	587	17	250	5	2	10	13	5	29	7	34	.	959 3.6%
60- 70	40	.	16	.	.	1	1	2	5	.	1	.	66 0.2%
70- 80	4	.	7	.	.	.	.	.	1	.	.	.	12 0.0%
80- 90	1	.	1	.	.	.	.	.	.	.	.	.	2 0.0%
90-100	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
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	15867 59.7%	826 3.1%	4418 16.6%	364 1.4%	56 0.2%	85 0.3%	383 1.4%	104 0.4%	520 2.0%	362 1.4%	3571 13.4%	18 0.1%	26574

32%

46%

40%



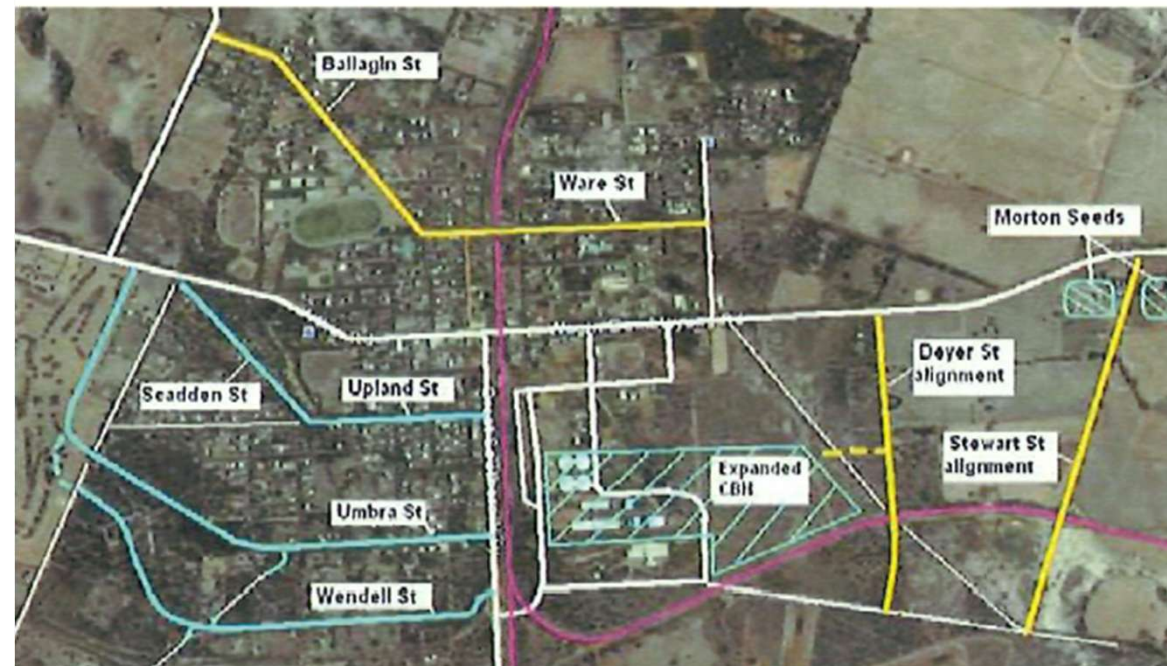
Heavy Haulage Routes Review Wagin Townsite

For: Main Roads WA: Wheatbelt South Region & Shire of Wagin

By: Peter Metropolis
(Metropolis & Associates)

January 2009

Previous investigations



Three stages to optimisation

- Stage 1 – Industrial Area (east side of town)
- Stage 2 – Vine St
- Stage 3 – Western route



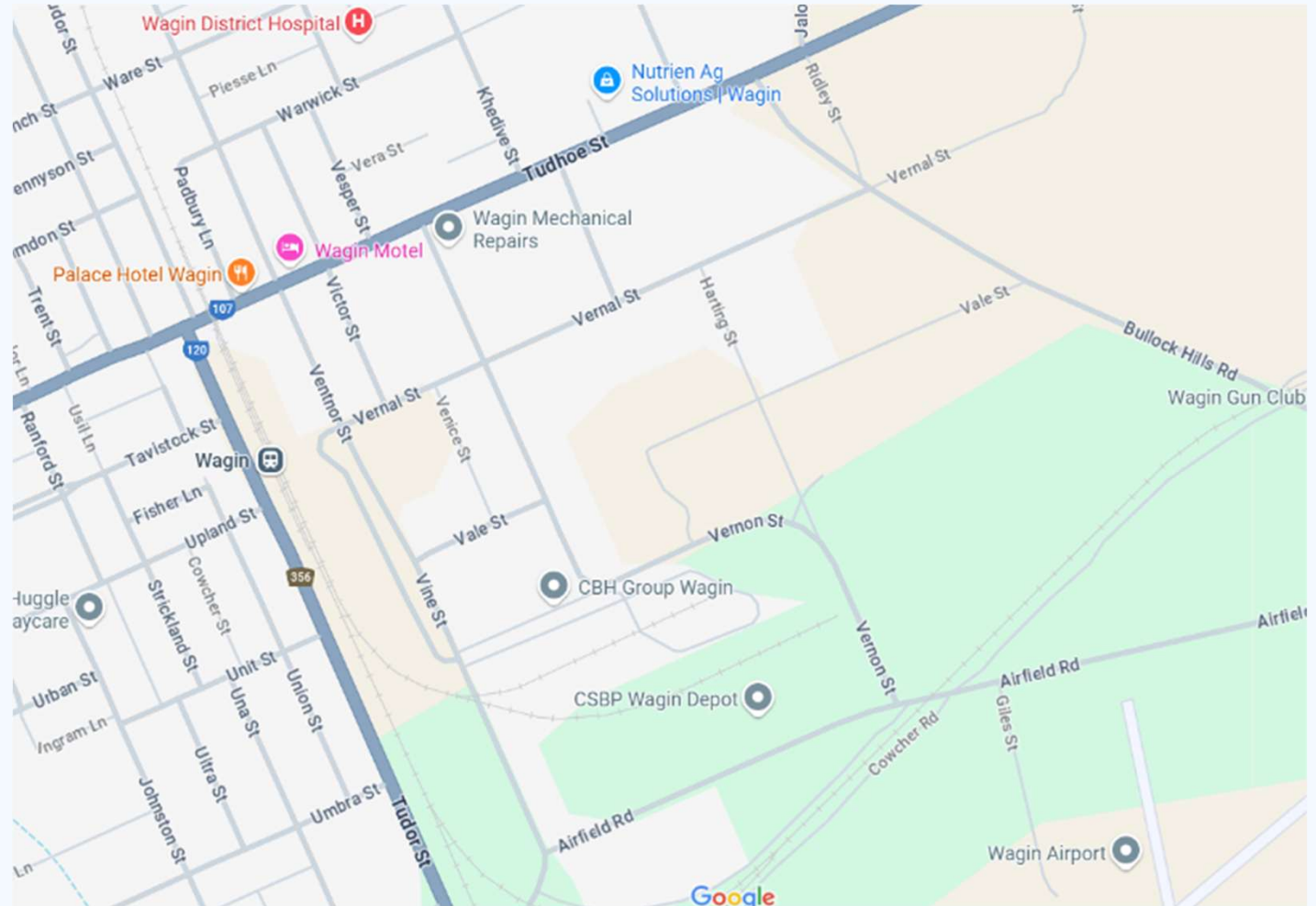
We are here

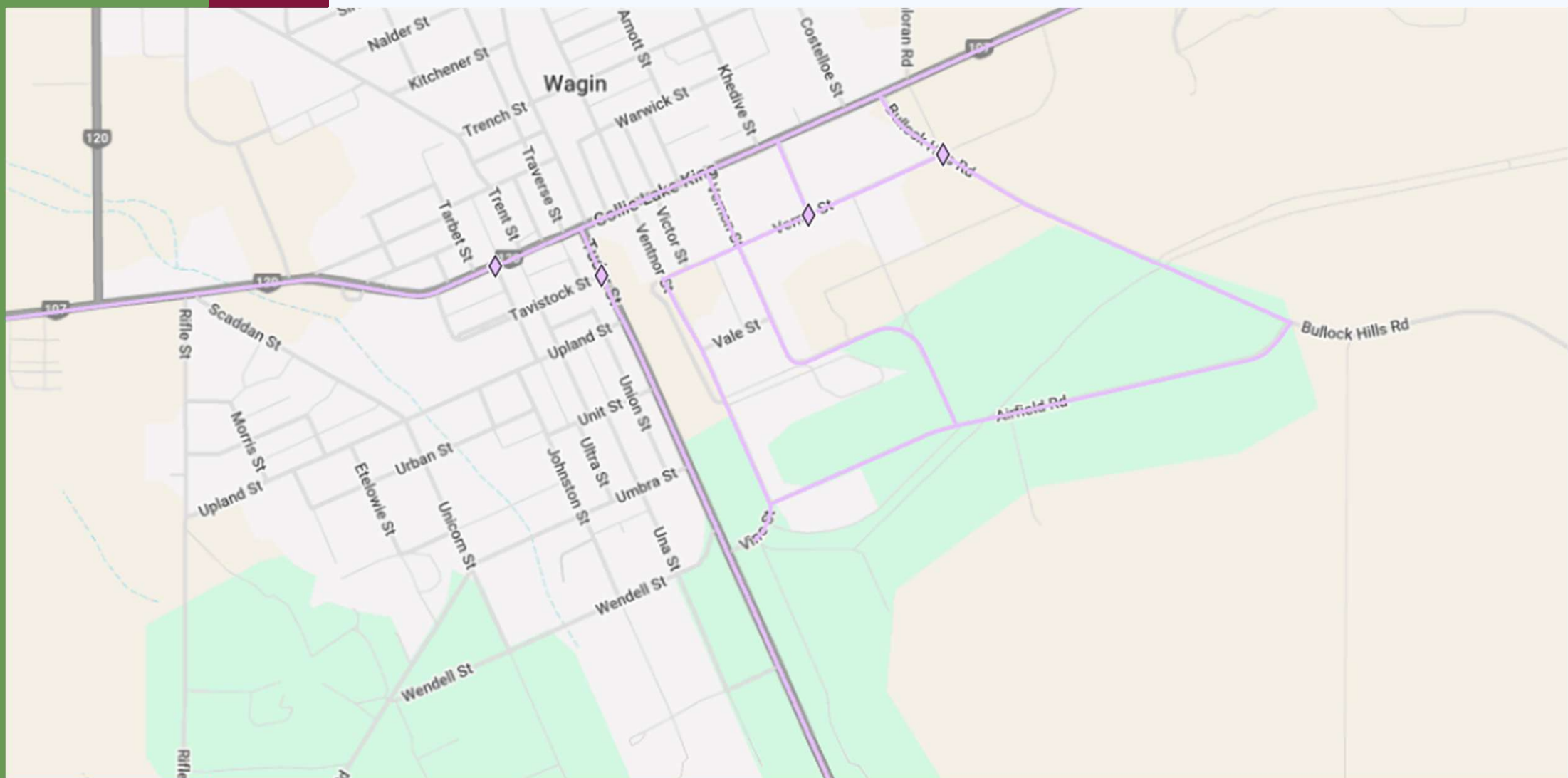
Pathway for each stage

- Planning and options identification
- Engineering design and identification of upgrades required
- Business case for investment
- Main Roads sign-off
- Advocacy through WA Treasury
- Project delivery



Stage 1

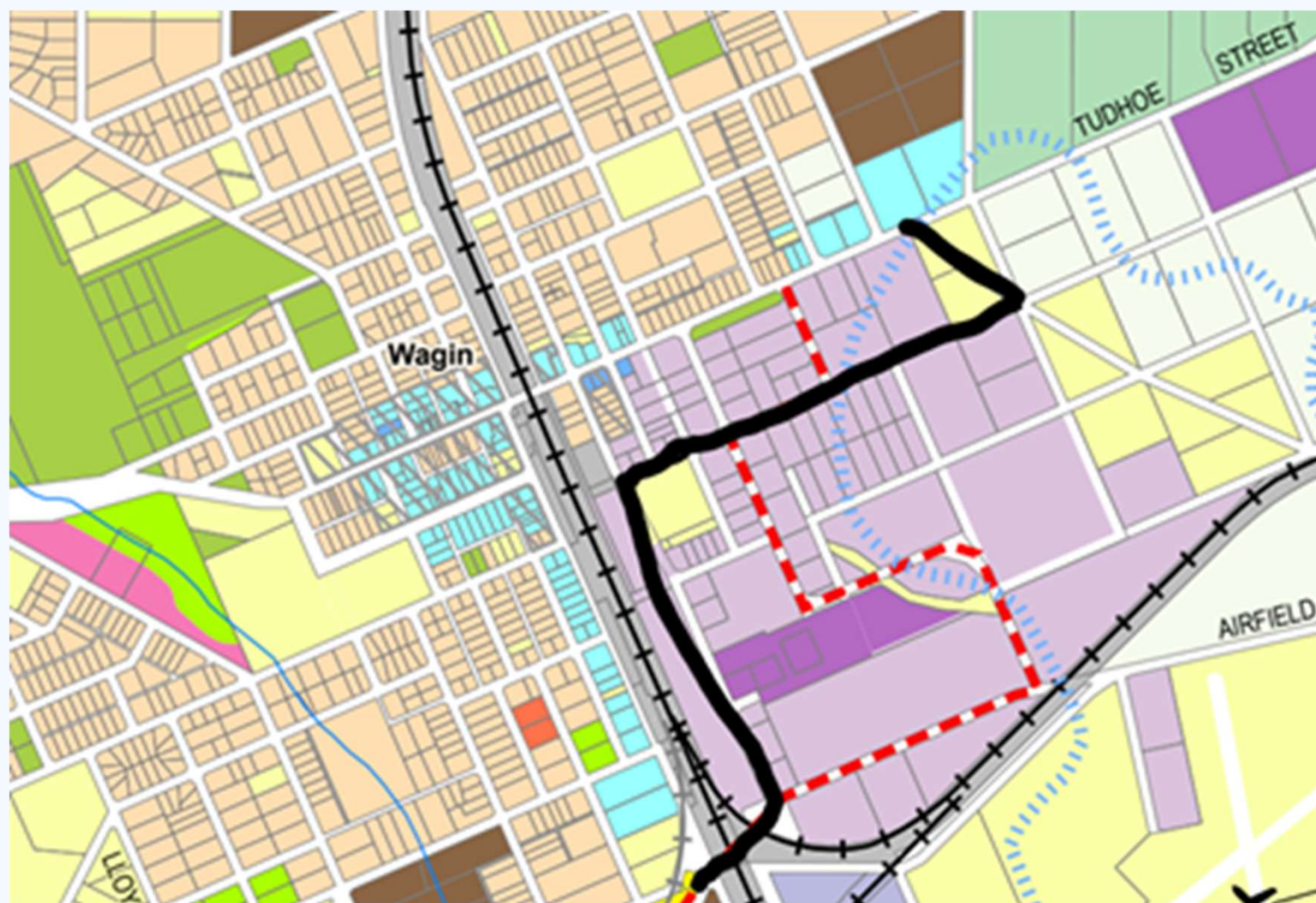




Stage 1 - Goals

- Reduce vehicles turning in and out of Vernon St
- Increase vehicles using Bullock Hills Rd
- Pathway for development to east of townsite

















Google







Alternative Barley Way?

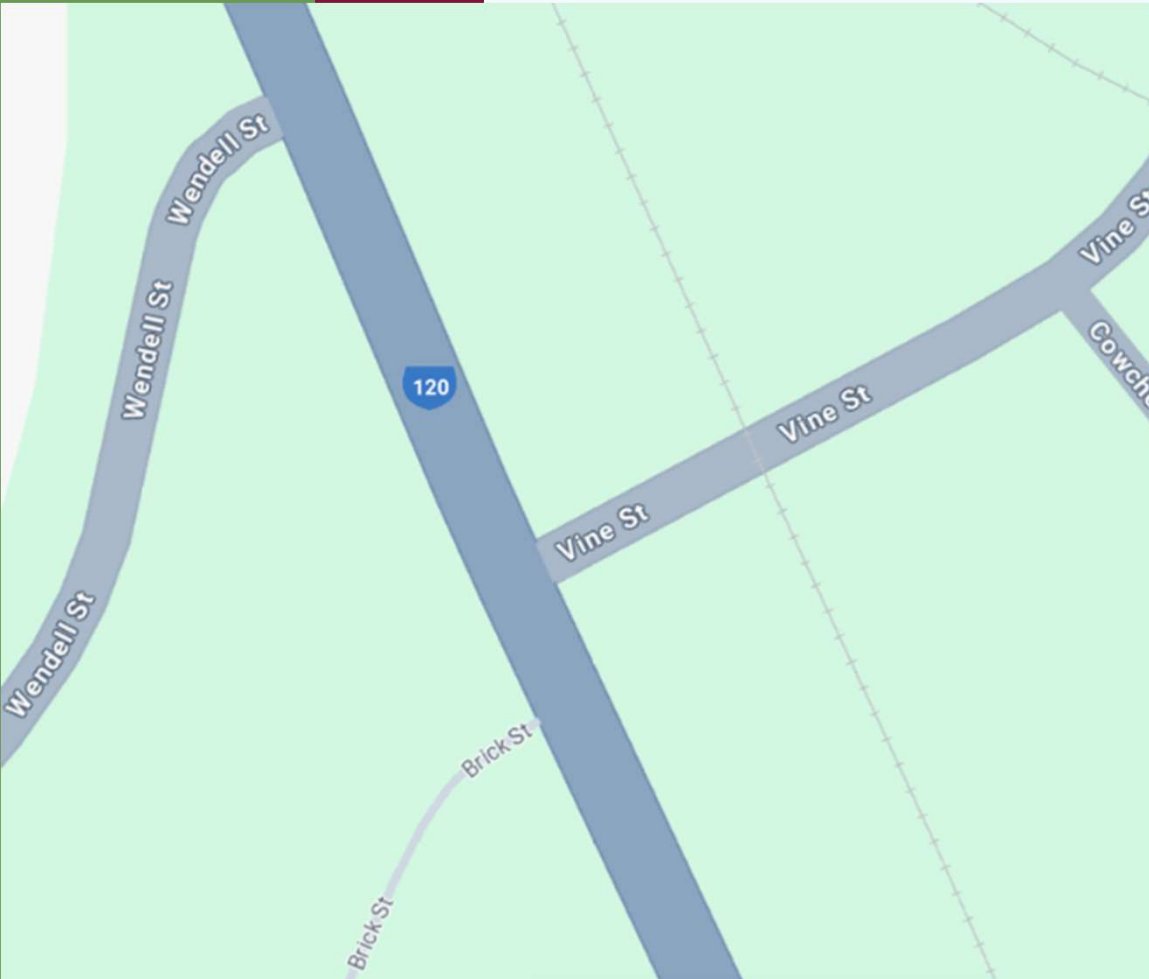


Stage 1 - Questions

- What is your level of concern regarding turning trucks at Vernon St?
- Do you think Bullock Hills Rd is a viable alternative to Vernon St?
- Do you think trucks will be able to negotiate the intersection of Bullock Hills Rd and Vernal St?
- Should the Barley Way alternative be further explored?






Stage 2



- The distance between the railway line and the intersection at the Great Southern Hwy limits legal use
- Alignment of Great Southern Hwy needs to be moved west
- Issue needs to be resolved for Stage 3 to be considered



Measurement

   | Meters ▾

Measurement Result

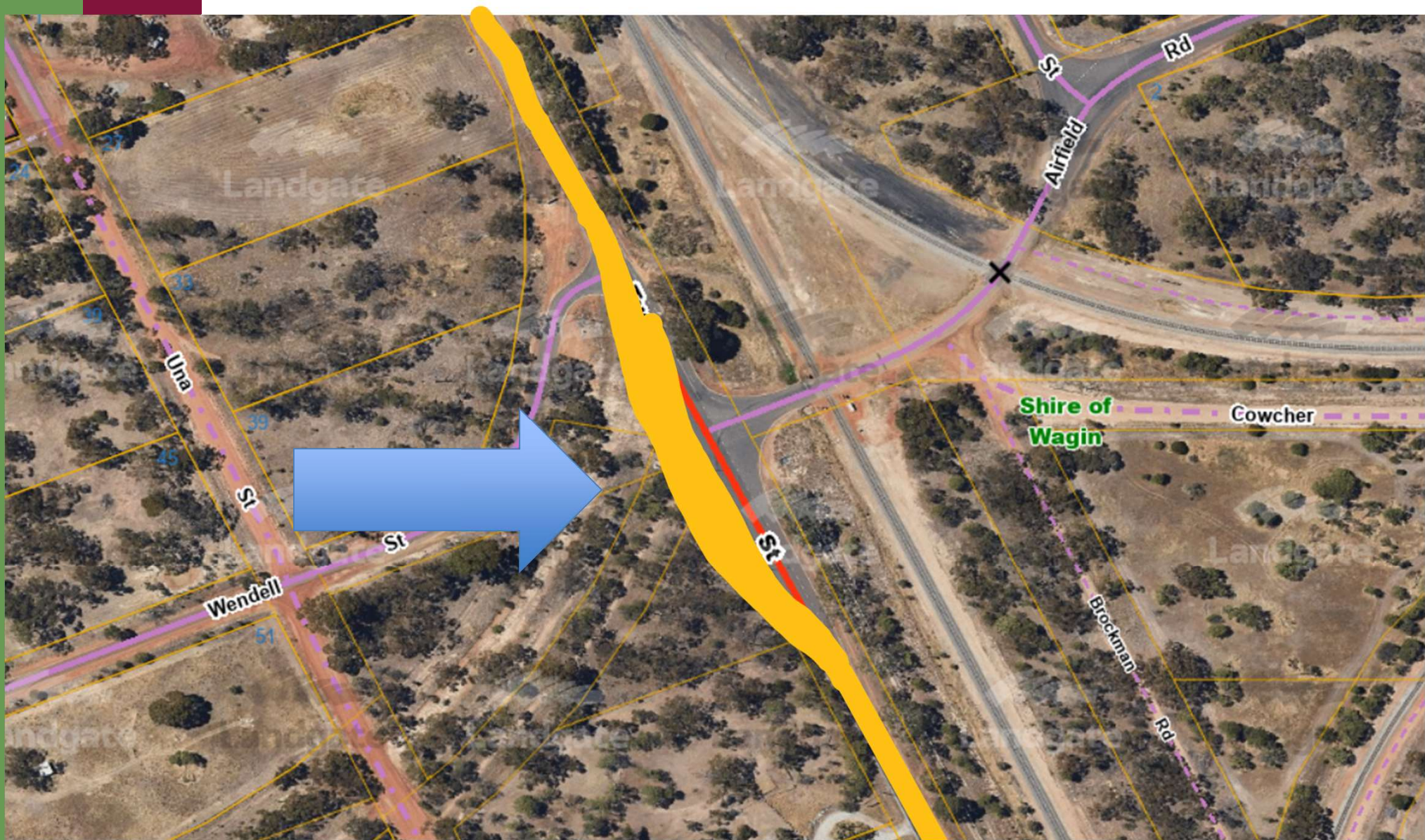
29.6 Meters

[Clear](#)



Google

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Stage 2 - Questions

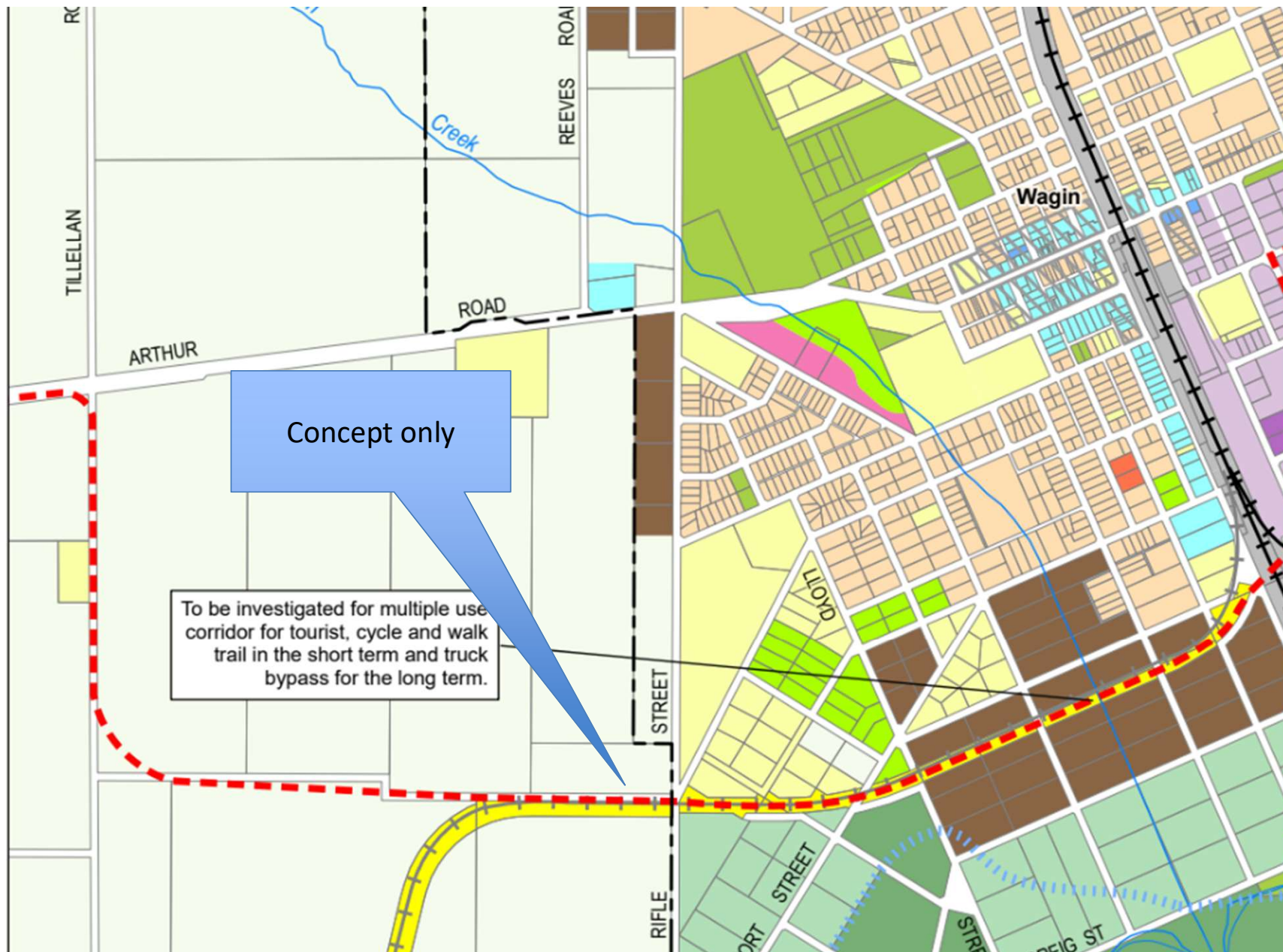
- Should the concept of shifting the alignment of the Great Southern Hwy be further investigated?

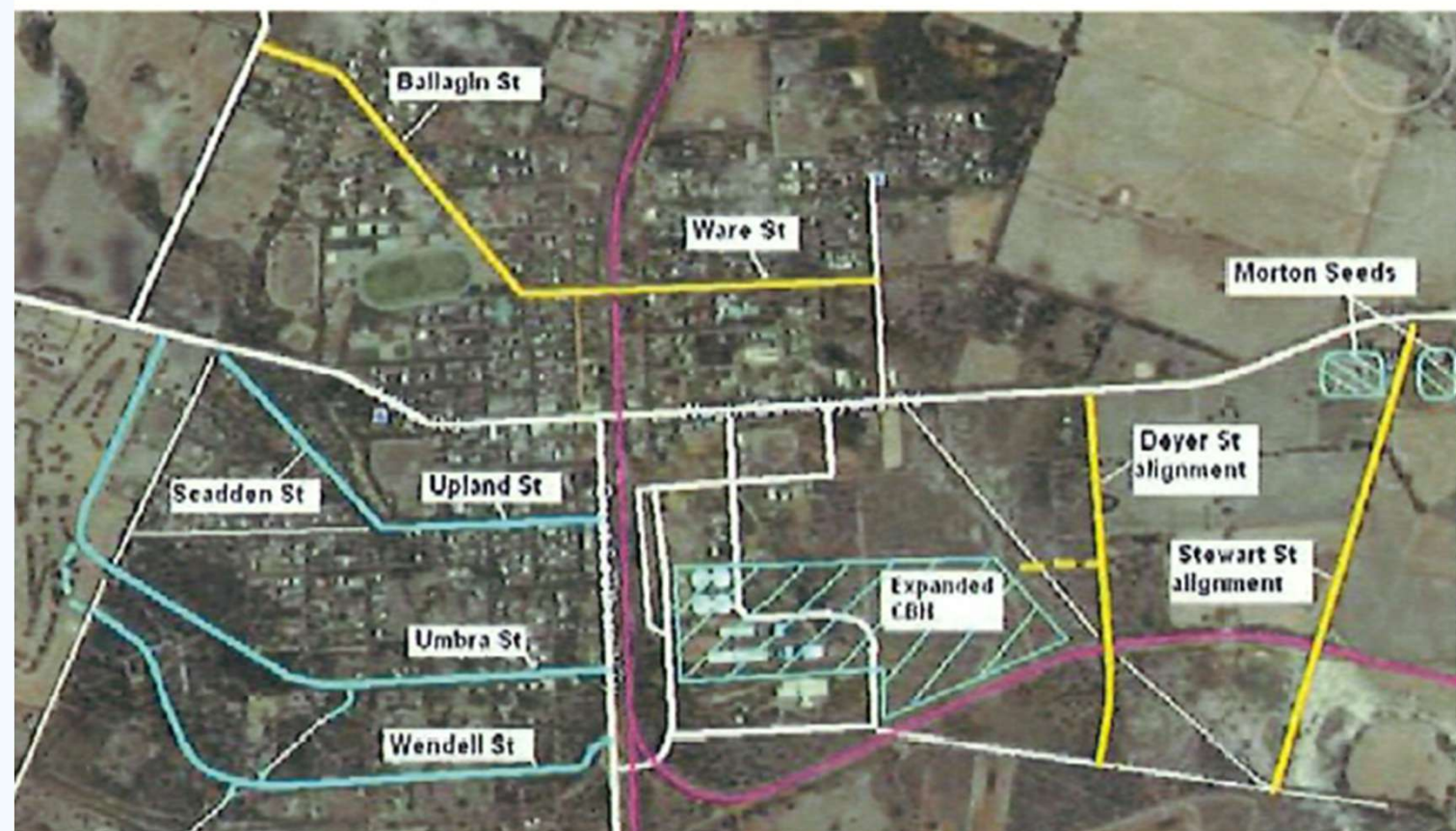


Stage 3

- Stage 3 involves considering options for a dedicated route west of the townsite.
- Requires significant investment
- Moves some but not all movements







Next steps

- Detailed engineering design to progress Stage 1 ideas
- Further engagement

