

ROE HIGHWAY STAGE 8

152. Hon LYNN MacLAREN to the Minister for Transport:

I refer to the minister's 9 April media statement, which stated that Roe Highway stage 8 is good policy and will take trucks off suburban arteries such as Leach Highway and South Street, funnelling them onto a more capable freight route.

- (1) Can the minister outline precisely how many trucks will be taken off Leach Highway and South Street as a result of the Roe 8 extension?
- (2) Will the minister table the specific research that supports this statement?
- (3) Once the Roe 8 extension is built, what is the estimated number of daily truck movements between Kwinana Freeway and the port of Fremantle, including the proposed outer harbour, along —
 - (a) Rowley Road;
 - (b) Leach Highway; and
 - (c) South Street?
- (4) What is the anticipated increase in traffic volume along Stock Road if and when the Roe 8 extension is completed?
- (5) Can the minister confirm that the Roe 8 extension will run almost parallel to the existing rail freight route running from the Kewdale terminal to the Fremantle port?
- (6) Can the minister describe the resources and objectives of the sustainability unit within the Main Roads department?

Hon SIMON O'BRIEN replied:

I thank the honourable member for some notice of this question.

- (1) I can only provide an estimate of truck volumes, which are as follows. About 200 to 300 heavy vehicles will be removed from Leach Highway per day in 2021, a seven to 11 per cent reduction; and 500 to 600 heavy vehicles will be removed per day in 2031, a 15 to 19 per cent reduction. About 300 to 1 300 heavy vehicles will be removed from South Street per day in 2021, a 16 to 48 per cent reduction; and 600 to 1 300 heavy vehicles will be removed per day in 2031, a 33 to 52 per cent reduction.

The extension of Roe Highway along the metropolitan region scheme alignment will provide a significant east–west linkage, supporting a demand for between 47 000 to 79 000 vehicles per day by 2031. It will reduce traffic on critical sections of South Street by nearly 20 per cent and on Leach Highway by around 10 per cent in 2031. It will also result in time savings and reduced travel time variability because of improved levels of service on key east–west routes and, in some cases, shorter trips, which in turn should lead to a reduction in freight transport costs and vehicle emissions.

- (2) The information is sourced from Main Roads' regional traffic model. I indicate as an aside that very soon I am hoping to make public some further information from the South Metro Connect exercise.
- (3) It should be noted that the destination for heavy vehicles is unknown. The following figures are for heavy vehicles on the respective roads to any destination between Kwinana Freeway and Stock Road —
 - (a) Data for Rowley Road is not available at short notice.
 - (b) It is estimated that 2 400 to 2 500 heavy vehicles will use Leach Highway per day in 2021, and 2 500 to 2 800 will use it in 2031.
 - (c) It is estimated that 1 400 to 1 600 heavy vehicles will use South Street per day in 2021, and 1 200 will use it in 2031.
- (4) Stock Road total traffic volumes, including heavy vehicles, in 2031 will increase by nine per cent north of the Roe Highway extension, and increase by 20 to 33 per cent south of the Roe Highway extension.
- (5) The Roe Highway extension runs in an east–west direction. The railway runs more in a south-westerly direction. The rail alignment option would be less effective than the MRS amendment. This is because it would result in a lesser reduction in traffic diversion than the MRS alignment proposal, as well as involving costly property resumption.

- (6) Main Roads has one officer dedicated to coordinating Main Roads' approach to sustainability. This position interacts with internal officers and external stakeholders with a focus on sustainability. I look forward to seeing the member at tomorrow's protest rally.