

ROE HIGHWAY STAGE 8 — PROGRESS

1385. Hon Ken Travers to the Minister for Transport

I refer to comments by a Government Minister that completing Roe Highway Stage 8 is ‘an initial step to getting large trucks off Leach Highway and South Street’, and ask —

- (1) What are the subsequent steps required to get large trucks off these roads?
- (2) Can the Minister table any modelling, that demonstrates the Roe Stage 8 will reduce congestion on surrounding roads?
- (3) Does the Government still intend to implement its policy to close the Fremantle Inner Harbour and move all freight traffic to the Fremantle Outer Harbour?
- (4) What correspondence or discussions has the Barnett Government had with the Federal Government regarding Federal funding for Roe Highway Stage 8?
- (5) At what stage are current negotiations?
- (6) Does the Government intend to proceed with Roe Highway Stage 8 if it is not successful in securing Federal funding?
- (7) Can the Minister outline or table the concept plan on which the estimate total construction for Roe Highway Stage 8 of \$550 million is based?
- (8) When does the Government expect a response from the Federal Government?
- (9) Has the Federal Government given any indication of their views on providing funding for Roe Highway Stage 8?
- (10) Can the Minister indicate which Federal funding program does the Minister expect funding for Roe Highway Stage 8 to come from?

Hon SIMON O'BRIEN replied:

- (1) Prior to the opening of the Roe Highway Extension the State Government will review the available information and determine the benefits and practicality of extending the existing truck restrictions on Leach Highway and South Street.
- (2) Traffic modelling is underway but preliminary indications are that the following reductions in congestion on surrounding roads are predicted in 2031:
 - Leach Highway : up to 5 — 10% reduction
 - South Street : up to 20 — 25% reduction
 - Farrington Road : up to 50% reductions
 - North Lake Road : up to 20 — 25% reductions
 - Beeliar Drive : up to 15 — 20% reduction
- (3) The Inner Harbour of Fremantle will remain a working Port for the foreseeable future. The Government does not have any plans to close the Inner Harbour.
- (4) The State Government did seek to redirect some funding from the Nation Building Program towards the Roe Highway Extension project. This was rejected by the Federal Government.
- (5) There are no current negotiations.
- (6) Yes.
- (7) Current cost estimates are very preliminary and are based on a number of possible design options and associated treatments. The design that is eventually selected will result from an extensive community and stakeholder engagement process and environmental approvals process (which is likely to include very stringent environmental conditions and commitments) and may vary significantly from that used for estimating purposes. The final project estimate may therefore vary significantly from current estimates.

Current cost estimates have been based on the following assumptions:

- a. Four lane dual carriageway
- b. Full freeway/freeway interchange at Kwinana Freeway

- c. Interchange at Bibra Drive including southern access to Murdoch Activity Centre/Fiona Stanley Hospital
 - d. Environmentally appropriate roadworks in wetland areas
 - e. Interchange at North Lake Road
 - g. Intersection at Stock Road
 - h. Modifications to intersections affected by the project
 - i. Local road connections and modifications
 - j. Shared paths, noise walls, public art, lighting, ITS, retaining walls and other ancillary works
 - k. Environmental offsets.
- (8) Not applicable
- (9) Refer to response to question 4.
- (10) Not applicable