

MITCHELL FREEWAY — ADDITIONAL NORTHBOUND LANE

461. Hon KEN TRAVERS to the minister representing the Minister for Transport:

I refer to the proposed plan to build a new northbound lane on the railway side of Mitchell Freeway from Loftus Street to Hutton Street.

- (1) What will be the minimum distance between traffic on the freeway and the side of a railway carriage?
- (2) What type of safety barrier is being proposed to separate the railway from the road?
- (3) Will the barriers prevent heavy vehicles from invading the rail corridor?
- (4) Will the track be above, at or below road level in this narrow corridor?
- (5) What is the additional cost of this option compared with the option of widening the freeway into Lake Monger conservation area?

Hon SIMON O'BRIEN replied:

I thank the honourable member for some notice of this question. Main Roads WA advises —

- (1) It will be 5.5 metres, in accordance with Public Transport Authority requirements.
- (2) The safety barrier will be one that is designed to prevent vehicles entering the railway from the road.
- (3) The barriers comply with American Association of State Highway and Transport Officials crash testing standards. They also comply with PTA requirements for the level of protection required for the freeway. This type of barrier is currently used along the full length of Mitchell Freeway.
- (4) The track level varies along the route.
- (5) There is no additional cost.