

Division 54: Commissioner of Main Roads (Except Service 7—Office of Road Safety), \$1 034 273 000 —

Ms A.R. Mitchell, Chairman.

Mr T.R. Buswell, Minister for Transport.

Mr R.A. Waldock, Director General, Department of Transport.

Mr D. Snook, Executive Director, Road Network Services.

Mr P. Woronzow, Executive Director, Finance and Commercial Services.

Mr B. Phillips, Director, Budget and Financial Planning.

[Witnesses introduced.]

The CHAIRMAN: Member for Midland.

Mrs M.H. ROBERTS: At the bottom of page 638 are two line items for the road trauma trust fund relating to metropolitan intersection crashes and regional and remote road improvements. Can the minister give us a breakdown of what intersections and roads that money is to be spent on, and how much will be spent on each?

[11.20 am]

Mr T.R. BUSWELL: No, not at this stage. We are still working through the amount to be allocated.

Mrs M.H. ROBERTS: I have a further question. Specifically can the minister tell me, since upgrades have been already announced, how much money from the road trauma trust fund will be spent at the intersections of Reid Highway and Malaga Drive; South Street and Kwinana Freeway; Reid Highway and Mitchell Freeway; Ennis Avenue, Elanora Drive and Grange Drive; South Street and Findlay Road; and Albany Highway and Leach Highway?

Mr T.R. BUSWELL: No. I will have to provide that to the member by way of supplementary information.

The CHAIRMAN: Can I clarify from the minister the information he will be providing?

Mr T.R. BUSWELL: It is the moneys that will flow from the road trauma trust fund that have been allocated to —

Mrs M.H. ROBERTS: I can read them out. It is for the following intersections: firstly, Reid Highway and Malaga Drive; secondly, South Street and Kwinana Freeway; thirdly, Reid Highway and Mitchell Freeway; fourthly, Ennis Avenue, Elanora Drive and Grange Drive; fifthly, South Street and Finlay Road; and finally, Albany Highway and Leach Highway.

[*Supplementary Information No A39.*]

Mrs M.H. ROBERTS: I have one further question. Where is the money coming from for the Berkshire Road–Roe Highway intersection that the minister announced yesterday? Can the minister give us a breakdown in terms of whether any is recurrent or capital?

The CHAIRMAN: Member for Midland, is that question to do with the road trauma trust fund?

Mrs M.H. ROBERTS: It may be, depending on the minister's answer.

Mr T.R. BUSWELL: It is coming from the metropolitan intersections funding pool. The cash flow of it is a little bit this year and a lot next year. It is around \$1 million in 2012–13 and the balance in 2013–14. The money allocated for this year has gone into some preliminary planning; I saw those plans yesterday. The balance of that money will go into detailed design work and also to start the process of service relocation, which I imagine may start to happen towards the end of this year, but it is a moderately complicated intersection. I also noted when I was out there yesterday for the third time —

Mrs M.H. ROBERTS: Through you, Madam Chair, I am really just interested in the amount and a breakdown of the money. Yesterday the minister announced \$15 million. I really want to know where the money is coming from; whether it is recurrent or capital, and a breakdown.

Mr T.R. BUSWELL: I do not have a breakdown between recurrent and capital. I can tell the member that it is coming from the intersections funding pool. The cash flow is approximately \$1 million in the 2012–13 financial year. That funding will go towards planning and approvals and possibly some early work around service relocation.

Mrs M.H. ROBERTS: I have a further question. Is the minister saying it is all coming from the road trauma trust fund?

Mr T.R. BUSWELL: That is what I said.

Mrs M.H. ROBERTS: It is 100 per cent of it.

Mr T.R. BUSWELL: And the balance will flow in the following financial year when we will start construction; it takes that long to do the planning and approvals. As I was about to say, there are some significant old trees on that site, and I suspect some of those will have to get the chop as part of the project. I am not sure whether that triggers any federal environmental approvals—it certainly does in Busselton with ringtail possums up every tree!—but we will work through that.

Mrs M.H. ROBERTS: Further to that, can I get some clarification of what percentage is recurrent and what is capital, and how much is to be spent this year and how much next year?

Mr T.R. BUSWELL: I do not have the details about what is recurrent and what is capital.

Mrs M.H. ROBERTS: Could I have that by way of supplementary information?

Mr T.R. BUSWELL: I suppose the member could have that. I do not think it is a state secret.

Mrs M.H. ROBERTS: I do not think it would be a state secret.

Mr T.R. BUSWELL: We can find that for the member. I just had to check to make sure we could do that.

The CHAIRMAN: I am assuming that is supplementary information that has been requested.

Mr T.R. BUSWELL: Yes. It is: what percentage of the funding announced for the upgrade of Roe Highway and Berkshire Road in Forrestfield is recurrent spending and what percentage of the funding is capital?

[*Supplementary Information No A40.*]

Mrs M.H. ROBERTS: I am sorry, that is not all I asked.

Mr T.R. BUSWELL: No. The second bit, as I said, is approximately \$1 million that is planned to be spent in the 2012–13 calendar year on detailed planning and design, progressing the approvals as they are required and possibly starting work on some service relocations. The balance is anticipated to be spent in the 2013–14 financial year on actually constructing the intersection.

The CHAIRMAN: That information is therefore not required in the supplementary information, as it has been given at this stage.

Mr C.J. TALLENTIRE: I have a further question about the road trauma trust fund on electronic school zone signs mentioned on page 200 of the *Economic and Fiscal Outlook*.

The CHAIRMAN: No, I think that is slightly different, member for Gosnells.

Mr C.J. TALLENTIRE: No, this is money that comes out of the road trauma trust fund. It is very clearly mentioned under “Main Roads” in budget paper No 3 —

Road Trauma Trust Account – Electronic School Zone Sign Project

\$8 million will be spent over three years from 2012–13 to install electronic school zone signs in a number of locations.

The CHAIRMAN: Thank you, member for Gosnells, but we are not speaking about that particular part of the road trauma trust fund. We were talking about the last two items on page 638, which deal with metropolitan intersection crashes and regional and remote road improvements.

Mr C.J. TALLENTIRE: We are not dealing with the road trauma trust account?

The CHAIRMAN: We are but not that particular line item. We are referring to page 638. I am happy to give the member for Gosnells the question for which he has called but not on the question the member for Midland is referring to on page 638.

Mr J.C. KOBELKE: I am interested in the member’s question on that. At the moment I want to pursue the road trauma trust account numbers on page 638, which the minister has already answered in part, but I want to get a more global view. I will start with the line item “Road Trauma Trust Account—Metropolitan Intersection Crashes” for which the budget papers show \$14.29 million. The Minister for Police in his media statement said that the allocation for metropolitan intersection crashes is \$21.7 million from the road trauma trust fund—that is, \$21.6 million for safety upgrades on metropolitan intersections and \$100 000 for a cyclists’ safety study. Can the minister confirm that and explain to me the discrepancy between the \$21.6 million and the \$14.29 million?

Mr T.R. BUSWELL: I can. The figures at the bottom of page 638 refer to recurrent spending. On page 647 there are also figures for capital spending, so that as the capital component —

Mr J.C. KOBELKE: Is that the line item “Urban Intersection Crash Sites”?

Mr T.R. BUSWELL: Yes. In the “Road Safety” line item there is an electronic school zone sign project for \$2.5 million; run-off crashes, \$6.8 million; and urban intersection crashes, \$7.3 million. I reckon if we add metropolitan intersection crashes at \$14.29 million recurrent to \$7.31 million capital, that will get us to about \$21.6 million in total. For regional and remote road improvements, \$13.3 million in recurrent spending is shown on page 638 and \$6.8 million in capital spending on page 647. I reckon if I add those two figures together, it adds up to \$20.1 million.

[11.30 am]

Mr J.C. KOBELKE: I accept that, minister. Further to that—this may be in part covered by the minister’s willingness to provide supplementary information to the member for Midland—can we have a list of all the projects and how much against each project for the \$21.6 million on recurrent and capital, metropolitan crashes?

Mr T.R. BUSWELL: I do not have any problems making that list public when it is finalised. I think it will be a great document, but it is not quite finalised yet.

Mr J.C. KOBELKE: The minister is saying that the money from the road trauma trust account, which had to go through cabinet, was an open cheque; it was not finalised against each project.

Mr T.R. BUSWELL: That is correct. I am saying that we were provided with a pool of funds in both the metropolitan area and regional and remote Western Australia through the road trauma trust fund and we are working through the process of allocating that funding to particular jobs. It is almost completed, of course. There are a couple of things to sign off on, but it is not done yet. I cannot provide the member with a list that does not exist. Clearly, some roads have been discussed publicly. The member for Midland rattled off a couple; we have talked about Roe and Berkshire, so clearly they will be on the list. It is just a matter of some finetuning. I reckon we will make it public because it is probably pretty good news given that a fair bit of money is going into a range of intersections.

Mr J.C. KOBELKE: Is the issue that the minister does not want to announce it yet because he wants an opportunity with photos? The undertaking given by the government was that, under the legislation, 100 per cent of the fines would go to the road trauma trust account for specific projects, with the projects to go to cabinet with the funding and for cabinet to approve them. The minister is telling us now that that is not true and he is still working out how much it will cost. He has been given a blank cheque.

Mr T.R. BUSWELL: No. We have been given pools of funding. Let me give the member another example. When the electronic speed sign money went through and was approved, we did not provide a list of where they would go for consideration. We have finalised that, of course, and we had our plans in place.

Mr J.C. KOBELKE: The \$21.6 million for metropolitan intersections is just a pool of money that the minister can apply.

The CHAIRMAN: Member for Balcatta, I have not given you the call. The minister was speaking.

Mr T.R. BUSWELL: No; it is a pool of money that will be applied for the purpose of making metropolitan intersections safer. I do not know about announcements. Some announcements may be significant to the local community. The local government, for example, may have been a long time lobbying for those projects. Berkshire and Roe is an example—that is where the local government will want to share that news with the community through whatever medium it chooses. That will not be the case for every intersection, of course, but it might be for some of them. As the member will be aware, an event was held to celebrate the opening of the Reid Highway–Mirrabooka Avenue intersection because it was a significant outcome for that community. I think that is entirely appropriate, but it is a very important pool of funding.

Mr J.C. KOBELKE: I am not disagreeing. The issue is that we are trying to work out how much funding is tied down and how much is simply a pool of funding that the minister can decide on. I think he has answered that. I come to the second part, which is regional and remote road improvements, which the minister has indicated is \$13.3 million recurrent funding and \$6.8 million capital. I do not want to get into the recurrent–capital issue at this stage. How much of that \$20.1 million will go towards road safety treatment such as audible edges, roadside protective barriers, shoulder sealing and enhanced signage? How much will go for direct road improvements or road changes?

Mr T.R. BUSWELL: I am not sure I understand the question entirely.

Mr J.C. KOBELKE: A major objective of the Road Safety Council, out of our road safety strategy, is to try to prevent single-vehicle run-off crashes, which is a major cause of fatalities and serious injury.

Mr T.R. BUSWELL: In regional areas.

Mr J.C. KOBELKE: Yes; exactly, because we are talking about regional and remote road improvements. The types of treatments that go to saving lives from single-vehicle run-off road crashes is roadside protective barriers, audible edge lines, shoulder sealing and enhanced signage. How much of this pool of money will go into that and how much might be used for other purposes such as intersections and road realignments?

Mr T.R. BUSWELL: I do not have an exact figure because we have not finalised that works schedule. I reckon a significant portion of it will go for those purposes. When we finalise the works program, the member can have a look and see where it is going. I suspect that most of the projects I have seen will fit the bill of what he asked for.

Mr J.C. KOBELKE: It looks as though the minister's officer has some numbers. Is he willing to share them with the committee?

Mr T.R. BUSWELL: No; the list is not finalised. My view is that most of the projects I have seen will incorporate what the member has been talking about.

Mr J.C. KOBELKE: That will leave the minister wriggle room to spend the money on other projects if he wishes rather than on what the Road Safety Council designated.

Mr T.R. BUSWELL: What would another project be? The money will be spent by Main Roads on improving regional roads and providing safer driving conditions for people who use regional roads, be they residents or people from Perth on holidays or, indeed, visitors to the state.

Mr J.C. KOBELKE: The point is that the Road Safety Council has a road safety strategy that has very clear objectives and the minister is not willing to tie down how much money will go to those objectives and how much might be related to allied road construction issues.

Mr T.R. BUSWELL: When the list is finalised, the member will get that information.

Mr C.J. TALLENTIRE: I refer to page 647 and the road safety electronic school zone sign project of \$7.5 million—\$2.5 million for the 2012–13 year. Can the minister detail the schools that will be given electronic school zone signs in the next 12 months? I am especially keen to hear if Yale Primary School, Seaforth Primary School and Ashburton Drive Primary School have been included, given the great urgency and the busyness of the roads they are near.

Mr T.R. BUSWELL: Is the member chasing detail of which schools the designs will go to? Again, given this money was confirmed in the budget a couple of weeks ago, we have not finalised that yet.

Mr C.J. TALLENTIRE: Surely the minister must have a list of priorities. I have been writing to him about this since 3 March last year.

Mr T.R. BUSWELL: Member, a lot of members have been writing to me about priorities.

Mr C.J. TALLENTIRE: He has not responded once either.

Mr T.R. BUSWELL: I do apologise; I will follow that up. I can say that this is a very, very popular program. So far, we have put in 76 signs. I have been out and turned a number of them on. With this extra funding, they are extremely sought after by school communities. There will come a time when the electronic flashing lights are outside the vast majority of schools.

Mr C.J. TALLENTIRE: The cost to install them has come down, so that is as it should be.

Mr T.R. BUSWELL: The funding has gone up—\$2.5 million a year is a lot of money to spend on this program. As to exactly where they will go, there is a good example in the member for Albany's electorate. I was down there the other week. Probably four or five schools in Albany need them. Not a lot have been installed in regional areas. A couple of the primary schools I visited in Albany are on busy roads with dangerous interfaces. I was out the other week with the member for Riverton at Rostrata Primary School, a very large primary school.

Dr M.D. NAHAN: It has 770 students.

Mr T.R. BUSWELL: Yes. I met some of the parents, and the crossing guard. I am pretty sure Rostrata Primary School will get some lights.

Mr C.J. TALLENTIRE: Can the minister table the list when it is ready?

Mr T.R. BUSWELL: I do not have the list ready.

Mr C.J. TALLENTIRE: Does the minister not even have a list of schools that have been assessed as a priority?

Mr T.R. BUSWELL: A list of priorities of schools has been —

Mr C.J. TALLENTIRE: Can the minister table that list?

Mr T.R. BUSWELL: No.

Mr C.J. TALLENTIRE: Why not?

Mr T.R. BUSWELL: We will provide a list of schools to get the flashing lights. I understand that the extra \$2.5 million will enable us to do approximately another 60 schools a year. When we consider that 76 have been done so far, that is a good outcome. Now that the funding has been confirmed, we will work through that process, as we are doing with the money from the road trauma trust account and a number of other funding programs within Main Roads.

[11.40 am]

Mr C.J. TALLENTIRE: The minister has gone through a prioritisation process, but he is not prepared to table the list of schools showing that priority.

Mr T.R. BUSWELL: No, I did not say that. I said we have not made final decisions from a range of competing priorities as to which schools will get the signs—but we are not far off.

Mr J.C. KOBELKE: On the same issue, I am willing to accept that the minister does not have a finalised list. However, given that this is money from the road trauma trust fund, I hope he has a set of principles or guidelines by which he establishes that priority. When I previously sought to get that information from the minister—I am going back months ago—he waffled on and did not give an answer. What I want to know is: does the minister have a set of objective criteria by which he will establish priority for the installation of the electronic speed signs?

Mrs M.H. ROBERTS: It is a yes or no answer.

Mr T.R. BUSWELL: The answer is that we do. Certainly some criteria provide guidance as we make those decisions. I will ask Mr Snook to provide an overview of the criteria.

Mr D. SNOOK: When we prioritise the selection of sites for electronic school zones, we look at roads that have dual carriageways or roads on which speed limits are 60 kilometres an hour or above. We also look at the information that is provided to us by the police about roads in a school zone on which there is regular speeding or locations at which there is a heavy vehicle route or a restricted access vehicle route. We take a risk approach and, of course, if other things at a particular school increase the risk to children, we take that into account through recommendation.

Mr J.C. KOBELKE: Have the 76 schools that have had the flashing speed signs installed had them installed according to that criteria, or was a different set of criteria applied?

Mr T.R. BUSWELL: No, I think they have generally been installed according to that criteria.

Mr J.C. KOBELKE: But not universally.

Mr T.R. BUSWELL: As the member would be aware, these issues are often brought to the government's attention. We have installed some in schools in the member for Balcatta's electorate after he brought them to our attention. Often we go and have a look, if we can. It is good to meet those involved in school communities and to understand the local issues. As an example, Rostrata Primary School is on a 60-kilometre-an-hour road, a very busy road. It is not dual carriageway, but it is incredibly dangerous. It is on a little straight and there are two bends that a lot of people think are chicanes. They drive as though they are in a Formula One race and Nelson Piquet—like they come around the corner. It is bad, really bad. In the minds of those parents, it is a very dangerous piece of road—and it is a dangerous piece of road. I recall that we have done some in Balcatta.

Mr J.C. KOBELKE: I am dealing with the criteria, minister. Mr Snook gave us matters that largely can be judged objectively. The minister then said something that was counter to that; namely, that he would be influenced by those who spoke to him.

Mr T.R. BUSWELL: I said that occasionally school communities draw these matters to our attention.

Mr J.C. KOBELKE: Does that override the criteria given by Mr Snook?

Mr T.R. BUSWELL: We generally find that the reasons that school communities draw issues to our attention are reasons that would fit one or other of the criteria.

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Mr J.C. KOBELKE: Let us cut through the waffle. I will give an example. Osborne Primary School is on Hutton Street. There is a school crossing on Hutton Street, a street that has 30 260 vehicles a day. Of the 76 sites at which the government has located the signs, only one—I repeat, only one—has a higher traffic flow. The police are there with their speed cameras on a weekly basis. Three weeks ago they were there twice in the same week booking drivers. This Tuesday—on the same day—there were two vehicle crashes in the vicinity of the crossing, yet the minister does not see that school as being a priority. It does not have a flashing sign similar to the flashing signs that have been installed at the 76 schools. What are the criteria by which the minister judges a school's priority in terms of the volume of traffic, the number of crashes and the number of speeding incidents? The police report that the volume of traffic and the number of crashes and speeding incidents in that area is huge, yet the school does not meet his criteria to put in a flashing speed sign.

Mr T.R. BUSWELL: I can ask them to have another look at that.

Mr J.C. KOBELKE: My concern is that the minister is not following the criteria. He is listening to and being influenced by his friends and not by the criteria that will deliver safety outcomes.

Mr T.R. BUSWELL: Some people say that I do not have any friends. I am pleased that the member has clarified that.

Mr J.C. KOBELKE: Tuart Hill Primary School on Cape Street would come in forty-seventh on the minister's list in terms of the number of vehicles—I know that that is not the only criterion—and Takari Primary School off Jones Street would come in forty-eighth on his list in terms of the number of vehicles, but they were not one of the 76 schools that have had a sign installed. I want to know that the minister will apply safety criteria rather than relying on the last person who spoke to him.

Mr T.R. BUSWELL: One thing I can say is that the member would not find a school community that has had the flashing lights installed that does not think they make the environment safer for its students.

Mr J.C. KOBELKE: The minister is right; I agree.

Mr T.R. BUSWELL: The other thing that has been lost here is that this is a massive step up in effort. Sixty installations a year will mean that, over time, we will quickly address priorities. Every member of Parliament comes to government with a different set of priorities. We will be able to address this issue more quickly installing 60 a year versus the previous number, which was fewer than 30 a year.

Mr J.C. KOBELKE: I congratulate the minister on that. The minister should actually apply them by the priorities set by safety standards, as referred to by Mr Snook, and not his own personal whim.

The CHAIRMAN: Member for Balcatta, I did not give you the call. That matter has been addressed.

Mr W.J. JOHNSTON: I refer to "Item 86 Net amount appropriated to deliver services" under "Delivery of Services" on page 638 of the *Budget Statements*. The amount for the budget year is \$199 032 000. How much of that has ended up in the budget from commonwealth money and how much has ended up in the budget from the road trauma trust fund?

Mr T.R. BUSWELL: The answer is nil.

Mr W.J. JOHNSTON: Nil?

Mr T.R. BUSWELL: Let me clarify that. In relation to the \$199 million, the answer is nil. Clearly commonwealth funds are provided to Main Roads—thank heavens—but that does not appear as part of the \$199 million. The \$199 million is the net appropriation from state consolidated revenue across Main Roads. Perhaps to assist the member in his understanding of the issue he raised, I refer to page 648. From a capital point of view, it provides an understanding of commonwealth grants that flow through to Main Roads to assist us in the construction of a variety of road projects. I am very grateful for that flowing through. Some may argue, as they always do in Western Australia, that it is not enough.

Mr W.J. JOHNSTON: I thank the minister for drawing that to my attention. There is the total appropriation and then the capital appropriation on the other page. Of those amounts, how much is from the road trauma trust fund?

Mr T.R. BUSWELL: Of?

Mr W.J. JOHNSTON: There is a total appropriation on page 638 just below the number that I referred to. The minister referred me to page 648, which has the total capital funding of \$781 million. How much of that is road trauma trust fund money?

[11.50 am]

Mr T.R. BUSWELL: We can have a look. I might go through another way in a moment, but one way to pick that up is illustrated on page 645. The cost of service for the Office of Road Safety steps up quite dramatically

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next year from \$31.790 million to \$89.015 million. The advice I have received is that that is one mechanism by which the impact of those flows of money from the road trauma trust fund is —

Mrs M.H. ROBERTS: I have a further question.

Mr T.R. BUSWELL: I have not finished the answer.

The CHAIRMAN: Member for Midland, could you just wait for a minute, please.

Mrs M.H. ROBERTS: I wanted clarification about that figure; that is all.

Mr T.R. BUSWELL: I will come back to that. There is another area in which members may be able to pick it up. At the bottom of page 647 is the anticipated capital spend out of the road trauma trust fund this year. I went through this with the member for Balcatta. Those figures are \$6.8 million and \$7.3 million. Back on page 638 is the recurrent spend, which is about \$27 million. I assume that when we add it all up, it will be about what it is.

Mrs M.H. ROBERTS: The minister just drew our attention to page 645 and the allocation of \$89.015 million to the Office of Road Safety. The minister pointed out it goes up from \$31 million to \$89 million. If I turn back to page 640, I can read that exact figure of \$89.015 million under the seventh item, “Office of Road Safety”. Why does it then drop in the out years 2013–14 and 2014–15 back down to the levels of \$32 million and \$31 million?

Mr T.R. BUSWELL: I will get some advice. My understanding is that the flow of money out of the road trauma trust fund for metropolitan intersections and for country road upgrades will happen annually. If the member goes to the page we were just on, page 648, which relates to capital works, she will see there is no forward estimate flow for those two funding streams. That will be part of an annual process. Similarly, on page 638 the member will also see that the recurrent flow out of the road trauma trust fund for the two line items “Metropolitan Intersection Crashes” and “Regional and Remote Road Improvements” is an annual process. That shows up in the forward estimates for that.

Mrs M.H. ROBERTS: Where is the minister getting \$14 million for the Berkshire Road intersection that he talked to me about earlier? The minister has prejudged an amount that does not exist in the budget papers.

Mr T.R. BUSWELL: Clearly, a pool of money will be available. This will happen with a lot of projects. It is —

Mr W.J. JOHNSTON: This is the question —

The CHAIRMAN: Member for Cannington, will you wait. The minister is answering the question.

Mr W.J. JOHNSTON: He has answered!

Mr T.R. BUSWELL: That funding stream will flow next year. A lot of projects will commence and that will flow through. We have an understanding of approximately what the pool will be; we do not know exactly, but we have an approximate understanding. The money for Berkshire Road, and for other projects we will talk about, will be cashflowed across there. It is simply a process of committing to the project. Next year, we will have an understanding of the exact pool of funding available out of the road trauma trust fund. Clearly, some of those funds will be pre-committed.

Mr W.J. JOHNSTON: Is the money from the road trauma trust fund allocated to this portfolio in the forward estimates? Is there a holding account for this money? Given it has not been allocated to projects, where is the money?

Mr T.R. BUSWELL: In Treasury.

Mr W.J. JOHNSTON: So Treasury has the money. When the government says 100 per cent of the money is from the road trauma trust fund, that is not actually reflected in the papers presented to Parliament.

Mr T.R. BUSWELL: Because —

Mr W.J. JOHNSTON: I am asking that question—is that a yes or no answer?

Mr T.R. BUSWELL: We have decided to put in place an annual mechanism to —

Mr W.J. JOHNSTON: No; that is not what I asked.

The CHAIRMAN: Member for Cannington, the minister —

Mr W.J. JOHNSTON: With respect, you have an obligation to make him answer the question.

The CHAIRMAN: Member! Just because the minister is not answering the way you want him to answer does not —

Mr W.J. JOHNSTON: He is not answering the question I have asked, Madam Chair. Your job is to make sure he answers the question.

The CHAIRMAN: Member for Cannington, I think you tried to tell me yesterday what my job was.

Mr W.J. JOHNSTON: I will continue to do that. If you want, I will restate the question.

The CHAIRMAN: No, member for Cannington. You have stated the question. I am giving the minister —

Mr W.J. JOHNSTON: Is it true that the papers do not show where the money is being allocated?

The CHAIRMAN: Member for Cannington —

Mr W.J. JOHNSTON: That was the question I asked, Madam Chair.

The CHAIRMAN: Member for Cannington, I am calling you to order for the first time.

Mr W.J. JOHNSTON: With respect —

The CHAIRMAN: Member for Cannington, I will call you to order for the second time. Minister.

Mr T.R. BUSWELL: What was the question again?

Mr W.J. JOHNSTON: Apparently the Chairman knew it! The question is: the budget papers the minister has presented to us here today do not include expenditure equal to the amount of 100 per cent of the road trauma trust fund projections.

Mr T.R. BUSWELL: They do for this year.

Mr W.J. JOHNSTON: But for projections —

Mr T.R. BUSWELL: Hang on; I might be able to lower your blood pressure!

Mr W.J. JOHNSTON: The information provided by the Treasurer yesterday —

Mr T.R. BUSWELL: Just hang on.

The CHAIRMAN: Member for Cannington, let the minister answer the question.

Mr T.R. BUSWELL: I am happy to give an answer; I am just trying to provide an accurate answer. The “Restricted cash” item appears on page 650 of the papers in front of us. It has to go through the budget process next year. The member will see that that restricted cash goes up from \$32 million to \$98 million et cetera.

Mr W.J. JOHNSTON: Which line item on page 650?

Mr T.R. BUSWELL: It is the second line item under “Current Assets”. The advice I have is that that is where the road trauma trust fund money is represented in our forward estimates. Obviously, as part of the annual process, that will come down and the money will move across. We will see that go in as capital works projects or recurrent.

Mr W.J. JOHNSTON: That is effectively a holding account in the forward estimates.

Mr T.R. BUSWELL: Correct.

Mr W.J. JOHNSTON: That is what we were driving at before.

Mr T.R. BUSWELL: Sorry about the confusion. I still think Treasury has its hands on it.

Dr M.D. NAHAN: I refer to the line item “Funded By” on page 648 of the *Budget Statements*. Commonwealth grants of \$396 million in 2012–13 go down to \$6 million in 2015–16. That is quite a large drop. Are there any new commonwealth programs in this budget? Are any being discussed and yet to come?

Mr T.R. BUSWELL: It is a good question. The majority of our funding from the commonwealth comes through a program it calls Nation Building. The Nation Building 1 program finishes in June 2014. We announced the Gateway WA project and a few others—they are all up and running. Gateway 1 is largely locked in, although there are still some ups and downs. That is ongoing with the commonwealth at the moment. At some stage in the not-too-distant future there will be another round of Nation Building that will effectively be in the 2014–15 financial year. This is in the Department of Transport budget. Historically, the state makes a contribution and the commonwealth makes a contribution. It is generally about one-third state and two-thirds commonwealth—give or take. We create that pool. Through negotiation with the commonwealth—I expect that will happen during the back end of 2013—we will start to lock in our Nation Building 2 projects. The member is right: at the moment that figure is low, but I expect that it will pick up. I am not overly concerned about it.

We have been talking to the commonwealth about a couple of projects—one in particular is the light rail project, which Minister Albanese is very supportive of. We will also talk to the commonwealth about the Perth–Darwin highway. The access road into the Albany port will be something we talk about. In fact, we have just co-contributed \$1 million of additional funding to get some more planning, because it has only been done for the

first section. What else is there? Bunbury outer bypass stage 1 is now under construction; there are the remaining stages of that. There is probably also some work on Great Northern Highway, including a section known as the Bindi Bindi bends. We are also now working with the commonwealth to have the North West Coastal Highway included on the national highway network so that we can source funding for that, because unfortunately at the moment the North West Coastal Highway is ineligible for funding from this source. As the member would be aware, with some of the things happening in and around Onslow and Karratha the North West Coastal Highway would obviously be a preferred route and we need to do a fair bit of work on upgrading some areas of that. We will work through that process with the commonwealth this year.

[12 noon]

Mrs M.H. ROBERTS: How much of the recurrent appropriation money is from the commonwealth?

Mr T.R. BUSWELL: Which line item?

Mrs M.H. ROBERTS: Basically the first page of the minister's estimates here.

Mr T.R. BUSWELL: Is that the amount of \$199 million on page 638?

Mrs M.H. ROBERTS: The member to my left tells me that page 632 has the full figures.

Mr T.R. BUSWELL: We start at page 638.

Mrs M.H. ROBERTS: Page 638, yes. How much of that recurrent delivery of services appropriation is from the commonwealth?

Mr T.R. BUSWELL: The advice I have is that every cent of the total of \$1.034 billion for the 2012–13 financial year is state money. I do not know whether the member was here, but we had a similar question from the member for Cannington. Of course, there is commonwealth money sitting in the state budget, but the figure I am discussing is the state appropriation across Main Roads. Main Roads spends more than that and that can be picked up in the figure of \$1.723 billion at the line item "Adjusted total cost of services". Therefore, other sources of money clearly flow into Main Roads, be it capital or recurrent, and commonwealth grants would be a big chunk of that. We get some recurrent from the commonwealth for maintenance.

Mrs M.H. ROBERTS: I am asking whether that money is included in the \$1.034 billion.

Mr T.R. BUSWELL: No.

Mrs M.H. ROBERTS: Is it additional to that?

Mr T.R. BUSWELL: Yes.

Mrs M.H. ROBERTS: I return to the road trauma trust account, which is referred to both on the bottom of page 638 and in the second dot point on page 640, and the money from the RTTA being used to improve road safety. Has any money been allocated for additional passing lanes on Albany Highway; and, if yes, how much money? Where in the budget, and at what locations?

Mr T.R. BUSWELL: We are definitely doing work on Albany Highway, some of it will be funded from this source, but I am not sure that the passing lanes —

Mrs M.H. ROBERTS: I specifically want to know about the passing lanes and whether there is any money in the budget for them.

Mr T.R. BUSWELL: The short answer is, yes. It is not —

Mrs M.H. ROBERTS: At what locations?

Mr T.R. BUSWELL: My understanding is that they are not being funded from this source. Let me answer the question this way. The member's question is: is there money in the budget for passing lanes on Albany Highway —

Mrs M.H. ROBERTS: Has the minister allocated it for passing lanes?

Mr T.R. BUSWELL: The answer is, yes. The subsequent —

Mrs M.H. ROBERTS: What locations, how much, and where in the budget?

Mr T.R. BUSWELL: Just let me finish. I do not have the exact details of how much, but I am sure I can find out for the member. My understanding is that the passing lanes on Albany Highway are not being funded from the road trauma trust account.

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Mrs M.H. ROBERTS: The minister has advised that he could find the information for me. Could I have it by way of supplementary information?

Mr T.R. BUSWELL: From my recollection, it is somewhere near Williams. I will get that detail for the member.

Mrs M.H. ROBERTS: Is the minister saying that no money is coming from the RTTA for that purpose?

Mr T.R. BUSWELL: That is the advice I have. I mean, money will be spent on Albany Highway out of the road trauma trust fund, but we have not quite worked through the finalisation of it all at this stage.

The CHAIRMAN: Could the minister please repeat for Hansard what supplementary information he will provide?

Mr T.R. BUSWELL: I will provide details of where the passing lanes will be on Albany Highway and the funding that is provided for them.

[Supplementary Information No A41.]

Mr D.A. TEMPLEMAN: I refer to “Road maintenance network” on page 644 and also to the asset management program on page 646. I ask a question in relation to the two key bridges in Mandurah, the Mandurah Estuary Bridge and the Mandurah traffic bridge. Has Main Roads indicated to the City of Mandurah that it will not consider funding a second Mandurah estuary bridge—that is, the bridge south of the old traffic bridge?

Mr T.R. BUSWELL: The new one?

Mr D.A. TEMPLEMAN: It is over 25 years old, but yes.

I will start again. Has Main Roads indicated to the City of Mandurah that it will not consider funding a second Mandurah estuary bridge until such time as the City of Mandurah constructs a new four-lane bridge to replace the old traffic bridge?

Mr T.R. BUSWELL: I do not have that information.

Mr D.A. TEMPLEMAN: Could I have that information on notice?

Mr T.R. BUSWELL: Just so I am clear; someone is recording. The information I will give to the member for Mandurah is the answer to the question: has Main Roads advised the City of Mandurah that it will not consider construction of the second estuary bridge until the City of Mandurah funds the four-lane upgrade to the old Mandurah traffic bridge?

Mr D.A. TEMPLEMAN: Yes.

Mr T.R. BUSWELL: I just do not have that information. The reason I say that is that we cannot understand every conversation that people from Main Roads may or may not have.

The CHAIRMAN: Members, can I clarify whether we have a commitment for supplementary information?

Mr T.R. BUSWELL: Yes.

The CHAIRMAN: And it was the whole of the question mentioned?

Mr D.A. TEMPLEMAN: Yes.

[Supplementary Information No A42.]

Mr D.A. TEMPLEMAN: Secondly, can the minister provide Main Roads modelling for current and predicted traffic volumes for both of those key bridges in Mandurah? I am again happy for this answer to be provided as supplementary information.

Mr T.R. BUSWELL: If it has been done, I will provide it for the member. The only reason I say that is that I am not sure whether it would have been done for the old traffic bridge. We will find out.

The CHAIRMAN: Could someone briefly outline the required information?

Mr T.R. BUSWELL: It is data on road usage to be provided.

Mr D.A. TEMPLEMAN: Current and projected traffic volumes—really it is just for the Old Coast Road.

Mr T.R. BUSWELL: For the record, I will clarify the relevant roads; they are the roads servicing the old Mandurah traffic bridge and the Mandurah Estuary Bridge.

[Supplementary Information No A43.]

Mr D.A. TEMPLEMAN: Just for clarification; this may not require an answer. I am interested in whether Main Roads has a proviso in regards to the City of Mandurah for supporting a bridge of only a certain width on the old traffic bridge if it is to replace it. To be honest, the City of Mandurah's responsibility is the old traffic bridge and Main Roads' responsibility is the estuary bridge; however, I am aware that Main Roads has an allocation of funding for the old traffic bridge of around \$9 million, I think.

Mr T.R. BUSWELL: Yes, it has. There is \$1 million that has gone and about \$9 million is left. As the member points out, it is for maintenance work. We will follow that up.

Mr C.J. TALLENTIRE: I refer to "New Works" on page 647 and I am mindful of recent announcements of funding for the Nicholson Road–Garden Street–Yale Road roundabout. I am looking in the budget papers to see exactly where the funding for that project is coming from; can the minister guide me?

[12.10 pm]

Mr T.R. BUSWELL: I do not think the member will find it in here. There are a couple of funding programs in Main Roads, such as Safer Roads and state initiatives on local roads, for which we have a global amount that we then allocate across different roads. We also have some global provisions within the Department of Transport's budget for transport-related initiatives. They are not large, but they are there. My recollection is that the \$1 million contribution that we are making to the City of Gosnells —

Mr C.J. TALLENTIRE: It is more than that; it is \$2.6 million.

Mr T.R. BUSWELL: There is \$1 million in the first instance from the state. My understanding is the City of Gosnells will be sourcing the balance through the regional road group's funding.

Mr C.J. TALLENTIRE: The minister has announced that he is providing an initial \$1 million, and has handed over a cheque for that amount. He is providing a further \$1.6 million —

Mr T.R. BUSWELL: I do not have the press statement here, but my recollection is that the balance of that funding will be sourced through the regional road group, which is the Metropolitan Regional Road Group. That is a body that receives 27 per cent of licensing revenue, which is then distributed. There are a number of categories, and local governments have a variety of mechanisms for distributing that, but I am pretty sure that the media release refers to the balance of that funding being sought by the City of Gosnells through that regional group. I do not have the press release in front of me, but I am pretty sure that is what it says.

Mr C.J. TALLENTIRE: The minister will have to take my word that the member for Southern River has said that the state government is paying for this project—it is funding it. The point is there is a state government component, and the minister has confirmed that.

Mr T.R. BUSWELL: Absolutely.

Mr C.J. TALLENTIRE: Where is it in these budget papers? It is not in these budget papers.

Mr T.R. BUSWELL: As I said, there are a couple of Main Roads programs—Safer Roads is an example—that get a global allocation. We then allocate those. Some of those road projects are ongoing road projects across regional areas—that gets allocated out. But the individual projects are not reported in the budget papers; the global allocation is. Similarly, there is a global allocation in, I think, the Department of Transport to generally fund things such as this, which is not a Main Roads road but a local government road. It is made by way of a grant to the local government. It works very well. But the particular road does not appear in the budget papers.

Mrs M.H. ROBERTS: I refer to "Completed Works" on page 647. About halfway down that column the line item "Minor works (includes Black Spot and Urgent Minor Works) 2011–12" shows a figure of \$77 964 000. I would like to know how much of that \$77.9 million was for black spot funding. I would also like to know how the remainder was allocated. I ask the same question about new works, as it says "includes black spot and urgent minor works", and has an allocation of \$45.8 million.

Mr T.R. BUSWELL: I will get some information for the member on how much of that money was funding for black spots. The state has a black spot program. It has \$20 million for black spot funding. Local governments make a submission and then there is an assessment process and that money is allocated out.

Mrs M.H. ROBERTS: Is the minister saying that \$57.9 million is minor works and \$20 million is black spot funding?

Mr T.R. BUSWELL: No, of that \$20 million, there are two distinct funding sources of \$10 million each—\$10 million of it comes from that particular line item, minor works including black spots; that is, the state contribution to the black spot program. Another \$10 million comes out of this pool of 27 per cent of licensing

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money that flows across in effect for local roads. As I think I indicated earlier in my discussion with the member for Gosnells, there are three criteria for local road funding. Black spots fall into the second category. The funding pool for the state black spot program is \$20 million—\$10 million comes from that line item and \$10 million of it comes from this 27 per cent of licensing revenue, which effectively flows across for local roads. The \$77.9 million would effectively become \$67.9 million—let us say, \$68 million. The types of works that that would go into would include matters such as traffic signs; pavement markings and streetlighting; rail level crossing improvements, including upgrades to boom barriers; and improvements for freight vehicles such as road train assembly areas like the one at Apple Street.

Mrs M.H. ROBERTS: I do not want to cut the minister off, but I know in generic terms what the funding goes to. I do not require that information. I signal to the Chairman that I would like to move on to the Public Transport Authority when the other members of the committee would like to as well.

The CHAIRMAN: Members of the committee, we are being asked if we would like to move on.

Mr J.E. McGRATH: I am happy to move on.

The appropriation was recommended.