

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

FURTHER ADDITIONAL QUESTIONS 2014/15 BUDGET ESTIMATES HEARING

Thursday, 12 June 2014

Main Roads Western Australia

Question No. 1: Hon Ken Travers MLC asked –

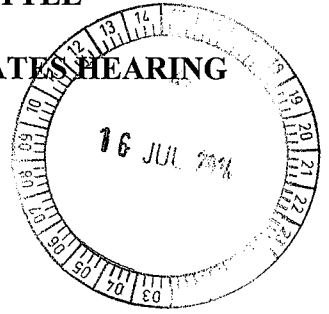
I refer to Northampton, and ask -

a) What is the estimated cost of the Northampton Bypass?

Answer: \$60.4m

b) When is it currently expected that it will be built?

Answer: This project is subject to annual State budgetary considerations.



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Question No 2: Hon Ken Travers MLC asked -

I refer to the Geraldton North-South Road, and ask -

a) What is the estimated cost for the Geraldton North-South Highway?

Answer: \$225m (2014 dollars)

b) How much of this is for the purchase of land?

Answer: 2.3 per cent

c) When is it expected that the existing North West Coastal Highway through Geraldton will reach capacity?

Answer: 10 to 15 years

d) What is the current estimated date for construction to commence?

Answer: This project is subject to annual State budgetary considerations.

e) Has a preliminary Benefit Cost Ratio been established for this project?

Answer: No

f) If yes to (5), what is it and what was the discount rate used?

Answer: Not applicable

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Question No. 3: Hon Ken Travers MLC asked -

I refer to the New Mandurah Traffic Bridge, and ask -

a) How much is allocated in this year's budget and in each year of forward estimates for a new Mandurah Traffic Bridge?

Answer: 2013-14 \$2m; 2014-15 - \$3m; 2015-16 - \$7m; 2016-17 - \$28m

b) When will construction commence?

Answer: The procurement process will commence shortly

c) When will it be completed?

Answer: Timing is dependent on the outcome of the procurement process.

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Question No. 4: Hon Ken Travers MLC asked -

I refer to BCR for the Roe Highway, Stage 8 extension between Kwinana Freeway and Stock Road, and ask -

a) What was the discount rate used?

Answer: 7 per cent.

b) What was the base case used?

Answer: Regional Operations Model (ROM) Base 2021 at opening.

c) What was the start and end points of the trip that was used to calculate the travel time savings?

Answer: Kwinana Freeway and Stock Road.

d) Were any assumptions made regarding upgrades to intersections on either Stock or Leach Highway in developing the BCR?

Answer: Yes.

e) If yes, what were the assumptions?

Answer: The modelling assumed a grade separated interchange at Stock Road with the Roe Highway Extension.

f) What was the estimated travel time saving that was used to calculate the BCR in

g) Peak travel; and

h) Non-peak travel times?

Answer: (f-h) The model is a 24 hour model and the travel time savings were \$2.03m.

i) What was the monetary value per minute that was attributed to this time saving?

Answer: \$1 410 per minute

j) What was the monetary value attributed to traffic fatalities in developing the BCR?

Answer: Total crash saving were \$520m.

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- k) *What other benefits were included in determining the BCR for the extension?*
l) *What was the value allocated to each of these benefits?*

Answer: (k-l) Vehicle operating cost savings - \$1 704m; commercial time savings - \$1 060m; private time savings - \$971m.

- m) *What was the total value of the benefits?*

Answer: \$4.25b.

- n) *What was the estimated construction cost used in developing the BCR?*

Answer: \$700m.

- o) *What was the right of way cost used?*

Answer: Nil. All land required for the Project is in Government ownership.

- p) *What was the annual maintenance cost?*

Answer: \$2 100 per km and reseal \$10 500 per km every 15 years.

- q) *What was the total cost of the extensions?*

Answer: The total cost used in the BCR was \$817m, which included Capital Costs and Operational Costs.

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Question No. 5: Hon Ken Travers MLC asked -

I refer to the Perth Freight Link, and ask -

- a) Has the Government engaged any consultants to identify for the Perth Freight Link what would be:*
- a. Vehicle operating cost savings;*
 - b. Commercial travel time savings;*
 - c. Private travel time savings; and*
 - d. Accident savings?*

Answer: No.

- b) If yes to (a), have the consultants provided a:*
- a. preliminary report to the Government; or*
 - b. Final report to the Government?*

Answer: Not applicable

- c) If yes to (b), has any of the information in these reports been provided to the Commonwealth Government?*

Answer: Not applicable

- d) Do any reports provided to the Government identify what the dollar value of the time savings would be?*

Answer: The travel time savings as currently modelled are \$1.32m.

- e) If no to (d), is the Minister aware of the basis on which Commonwealth Ministers and Members of Parliament could be making their claims about the time or cost benefits of the Perth Freight Link?*

Answer: Not applicable

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Question No. 6: Hon Ken Travers MLC asked -

I refer to the Canning Highway Signal Optimisation Trial, and ask -

a) Has there been any changes to the travel time savings of the Canning Highway Signal Optimisation Trial since the results were first announced?

Answer: Yes.

b) If yes, what has been the change?

Answer: Observed travel times have increased between Riseley Street and Reynolds Road for a short period in the AM peak, due to an increase in demand at the Riseley Street and Ardross Street intersections. Elsewhere average travel times have remained broadly the same since the introduction of the changes. PM travel times have not deteriorated since the changes have been made.

c) Has there been any changes to the volume of traffic on Canning Highway since the results of the trial were announced?

Answer: Throughput in the AM peak shows that AM eastbound traffic volumes in March this year remain higher than before the changes took place. Throughput at the critical intersection of Sleat Road and Canning Bridge have continued to increase since the initial signal changes. In the PM peak, total throughput has increased marginally since the signal improvements were carried out.

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Question No. 7: Hon Ken Travers MLC asked -

I refer to Management and Organisation Consultants, and ask -

a) How many management or organisation consultants have been employed to review or provide advice about Main Roads structures, process or management?

Answer: In 2013-14, three consultants were engaged.

b) What was the name of the consultant(s);

c) What work did they undertake; and

d) What was the cost of each consultancy?

Answer:

(b - d)

Nous Group –

Review of communications and strategy functions across Main Roads WA - Cost \$248 630.

Consulcad –

Delivery of a Program Management Office (PMO) – cost \$1.4m.

Provision of PMO and Demand Management Services - cost \$155 604.

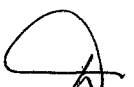
Provision of Proof of Concept and Analysis of Demand Management - cost \$167 236.

Ernst & Young –

Management review of compliance and effectiveness of work arrangements and entitlements
- cost \$82 434.

Review of Main Roads' Regional Operating Model - cost \$369 854.

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Question No. 8: Hon Ken Travers MLC asked -

When does the Minister expect the Tonkin Highway grade separation at the intersection with Benara Road to –

a) Be commenced?

Answer: 2016

b) Be completed?

Answer: 2019

c) Will its design make provision for a future rail line along the Tonkin Highway reservation?

Answer: Yes

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Question No. 9: Hon Ken Travers MLC asked -

When does the Minister expect the Tonkin Highway grade separation at the intersection with Morley Drive to -

a) Be commenced?

Answer: 2016.

b) Be completed?

Answer: 2019.

c) Will its design make provision for a future rail line along the Tonkin Highway reservation?

Answer: Yes.

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Question No. 10: Hon Ken Travers MLC asked -

When does the Minister expect the Tonkin Highway grade separation at the intersection with Collier Road to -

a) Be commenced?

Answer: 2016.

b) Be completed?

Answer: 2019.

c) Will its design make provision for a future rail line along the Tonkin Highway reservation?

Answer: Yes.

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Question No. 11: Hon Ken Travers MLC asked -

When does the Minister expect the Tonkin Highway grade separation at the intersection with Reid Highway to -

a) Be commenced?

Answer: 2016.

b) Be completed?

Answer: 2019.

c) Will its design make provision for a future rail line along the Tonkin Highway reservation?

Answer: Yes.

d) Will its design make provision for a future rail line along to travel east along Reid Highway?

Answer: The project team is currently in discussion with the Department of Transport to ascertain whether the design needs to cater for a future rail line to travel east of Tonkin Highway along Reid Highway.

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Question No. 12: Hon Ken Travers MLC asked -

I refer to the Perth Freight Link and to Question without Notice 548, and ask -

a) Has the Government engaged a consultant to undertake the network benefit modelling?

Answer: No.

b) If yes,

- a. who did they engage;*
- b. what was the cost; and*
- c. what date were they engaged?*

Answer: Not applicable

c) Why will the Minister for Transport not table any report identifying the benefits?

Answer: The analysis is still ongoing and subject to the deliberative process of the State Government.

d) Will the Minister provide a summary of the benefits and if no, why not?

Answer:

No, a summary of the benefit will be determined as part of the project proposal report process.

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Question No.13: Hon Ken Travers MLC asked -

What is the estimated cost for the grade separations on Stock Road at -

- a) Winterfold Road*
- b) South Street*
- c) Leach Highway*

Answer:

(a-c)

Cost will be determined as part of the project proposal report process.

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Question No. 14: Hon Ken Travers MLC asked -

I refer to the proposed overtaking lanes on Albany highway, and ask —

a) Is the 2.1 km northbound passing lane proposed for the Albany Highway at Martagallup Road the same location as the 3.6 km northbound passing lane at Fox River?

Answer: No.

b) If not, what has happened to the commitment of a passing lane at Fox River?

Answer: Further design consideration by Main Roads revealed that a passing lane at Fox River could not be safely achieved without considerable modification to the existing road geometry, particularly at the proposed merge taper. The Martagallup Road location provides a safer location for the construction of a northbound passing lane.



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Question No.15: Hon Ken Travers MLC asked -

I refer to the measurement of traffic speeds on the Mitchell Freeway, and ask -

a) Are the travel speeds north from the City being measured?

Answer: Yes.

b) If yes, what were the measurements of traffic speeds prior to the Mitchell Freeway widening during;

a. Peak periods

b. Non-peak periods.

Answer: Average traffic speeds on the Mitchell Freeway northbound between Leederville and Hodges Drive -

a. Morning Peak Period - 95 km/h; Evening Peak Period - 55 km/h

b. Non-peak periods - 96 km/h

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Main Roads Western Australia

Question No. 16: Hon Ken Travers MLC asked -

What are the most recent measurements of traffic speeds north on the Mitchell Freeway during -

- a) Peak period*
- b) Non-peak periods*

Answer: (a- b) Average traffic speeds on the Mitchell Freeway northbound between Leederville and Hodges Drive -
Morning Peak Period- 95 km/h; Evening Peak Period – 65 km/h
Non-peak period – 97 km/h

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