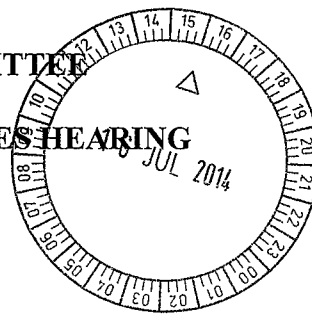


**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS 2014/15 BUDGET ESTIMATES HEARING**

**THURSDAY, 12 JUNE 2014**

**MINISTER FOR TRANSPORT**



*Question D1: Hon Ken Travers asked –*

*When do we expect the excision to be brought into the Parliament for the Coalfields Highway land requirements?*

Answer:

The excision of National Park land for the Coalfields Highway upgrade was tabled in the Legislative Assembly on 10 June 2014 and in the Legislative Council on 17 June 2014.

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS 2014/15 BUDGET ESTIMATES HEARING**

**THURSDAY, 12 JUNE 2014**

**MINISTER FOR TRANSPORT**

*Question D2: Hon Ken Travers asked –*

*What is the cash flow arrangement for funding the Albany Highway – Collie-Lake King Road intersection?*

Answer:

The total funding currently allocated to upgrade the intersection of Albany Highway and Collie–Lake King Road is \$10m. The funding is provided as follows:

- 2013-14 - \$2.4m.
- 2014-15 - \$0.5m.
- 2015-16 - \$3.8m.
- 2016-17 - \$3.3m.

NDP



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS 2014/15 BUDGET ESTIMATES HEARING**

**THURSDAY, 12 JUNE 2014**

**MINISTER FOR TRANSPORT**

*Question D3: Hon Ken Travers MLC asked –*

*What other projects are nominally allocated in future years of the Safer Roads program?*

Answer:

Projects that are nominally allocated in future years include the upgrading of the Bussell Highway, South Western Highway and Pinjarra-Williams Road; seal widening on the North West Coastal Highway and improvements to Collie-Lake King Road.

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

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**THURSDAY, 12 JUNE 2014**

**MINISTER FOR TRANSPORT**

*Question D4: Hon Ken Travers MLC asked –*

*Provide the BCR analysis for Roe Highway Extension – high level breakdown.*

Answer:

The high level breakdown of the Roe Highway Extension BCR is:

Accident savings	\$520m
Vehicle Operating Cost	\$1704m
Commercial Time	\$1060m
Private Time	\$971m
Total Benefits	\$4.255b
BCR	5.2

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

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**THURSDAY, 12 JUNE 2014**

**MINISTER FOR TRANSPORT**

*Question D5: Hon Ken Travers MLC asked –*

*Can I ask for, as supplementary information, a breakdown of exactly how much has been spent on the Fremantle Traffic Bridge and how much is expected to be spent over the forward estimates on a year by year basis – so, how much you have spent since you started the strengthening work and how much is planned to be spent?*

Answer:

A total of \$23m will be spent on the Fremantle Traffic Bridge from 2013-14 to 2015-16 on Programmed Maintenance, Emergency Repairs and Fender Improvement Works. The annual expenditures are predicted to be \$2.3m in 2013-14, \$14m in 2014-15 and \$6.7m in 2015-16.

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS 2014/15 BUDGET ESTIMATES HEARING**

**THURSDAY, 12 JUNE 2014**

**MINISTER FOR TRANSPORT**

*Question D6: Hon Lynn MacLaren asked –*

*Can I get the details of the principal shared path projects being delivered in 2014-15 as a supplementary?*

Answer:

Midland Principal Shared Path (PSP) – Bassendean to Midland.

- Complete construction of PSP, Bassendean Station to Lord Street.
- Complete construction of PSP, West Swan Road to Success Hill section including Lord Street underpass
- Commence construction of PSP, Guildford Station precinct through to East Street  
Construct PSP along Guildford Station car-park
- Safety and connectivity improvements from Railway Parade (Success Hill) to Guildford Traffic Bridge
- Design only of PSP, East Street rail crossing to Morrison Road
- Development of PSP Lord Street to Guildford Station car-park including Swan River crossing and Morrison Road to Lloyd Street

Mitchell Freeway Principal Shared Path

- Complete construction of PSP, Erindale Road to Balcatta Road
- Design only of PSP, Glendalough Station to Hutton Street

Fremantle Principal Shared Path

- Commence construction of PSP, Shenton Park Station to Loch Street Station
- Design only of PSP, Grant Street Station to Cottesloe

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS 2014/15 BUDGET ESTIMATES HEARING**

**THURSDAY, 12 JUNE 2014**

**MINISTER FOR TRANSPORT**

*Question D7: Hon Ken Travers MLC asked –*

*Can a breakdown of the OSOM fees be provided – what they were under the old model, what they started at and what you expect them to go to as a result of those funds?*

Answer:

Refer to Attachment 1 – Hansard Question D7: OSOM Unit fee table.

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**Attachment 1 – Hansard Question D7: OSOM Unit fee table**

	Pre-OSOM Unit fees (on average)*	Current fees (excl. GST)	Fees effective 1 August 2014 (excl. GST)	OSOM Unit benefits include: <ul style="list-style-type: none"> <li>• The booking and permit process previously took 2-3 months to complete. Bookings are now confirmed in 2-3 days.</li> <li>• Fixed costs create greater certainty for operators in passing on costs to clients.</li> <li>• New online booking system.</li> <li>• New Heavy Vehicle Helpdesk, open extended hours 7 days a week.</li> <li>• Introduction of night moves and longer convoys.</li> <li>• Infrastructure upgrades (new passing bays and power line undergrounding).</li> <li>• 97% of bookings are confirmed with the 1<sup>st</sup> preference date.</li> <li>• Contractual labour force enables the OSOM Unit to respond to demand as required.</li> </ul>
Short Move (up to 4 hours)	\$550	\$750	\$980	
1 day charge	\$1,800	\$2,250 \$1,800 Metropolitan day move \$3,500 convoy 3+ vehicles	\$2,440 \$1,950 Metropolitan day move \$3,660 convoy 3+ vehicles	
2 day charge	\$4,900	\$4,500 \$7,000 convoy 3+ vehicles	\$4,880 \$7,320 convoy 3+ vehicles	
3 day charge	\$7,000	\$6,750 \$10,500 convoy 3+ vehicles	\$7,320 \$10,980 convoy 3+ vehicles	
4 day charge	\$9,300	\$9,000 \$14,000 convoy 3+ vehicles	\$9,760 \$14,640 convoy 3+ vehicles	

*\*The pre-OSOM Unit fees are a Main Roads estimate. Main Roads is unable to comment on the funding model or fees charged by WA Police for traffic escort services prior to the establishment of the OSOM Unit.*

*\*The fee structure is subject to an annual review process before the commencement of each new financial year, in consultation with the OSOM Unit Independent Advisory Committee and industry stakeholders.*

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