

STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

ANSWERS TO QUESTIONS PRIOR TO HEARING

**Transport Portfolio – Main Roads**

**Hon Martin Aldridge MLC asked:**

1) I refer to the planned project delay of two years associated with the Great Northern Highway – Bindoon Bypass and I ask:

a) How were projects identified and assessed for deferral;

**Answer:**

A decision was made to smooth the Asset Investment Program as a result of concerns from Government and Industry regarding the number of road and rail construction projects all being delivered at the same time. Consultation was undertaken with the peak construction bodies to confirm the sustainability of the revised Asset Investment Program.

The review considered the procurement status of each project, approvals status and network performance factors including relationships with other projects within the program.

b) Given the significant Federal Government investment in this project, has the Federal Government agreed to the project deferral;

**Answer:** This will form part of the Federal Government's Mid-Year Economic and Fiscal Outlook process.

c) How will the \$15 million per annum over the next three years and the \$50 million in 2024-25 be expended;

**Answer:** The program review cashflow provides funding to:

- Complete construction of approximately 7 km of the Northern section between Calingiri Road and Seven Mile Hill currently being undertaken by Garli, an indigenous-owned and operated company, in conjunction with Main Roads' Region Network contractor LendLease;
- Deliver the northern 11 km section with a delivery procurement strategy to be undertaken prior to works commencing next year;
- Finalise project approvals and land acquisition; and
- Commence the southern section in 2024-25

d) What is the Federal Government's contribution to the \$275 million project;

**Answer:** \$220 million

e) Will there be any delay to securing the corridor and continuing land purchases to ensure certainty and closure to affected landholders;

**Answer:** Planning works including land purchases are well advanced and will continue over the next year.

f) Is the Minister aware of any impact on industry as a result of the project delay?

**Answer:** As outlined in 1(a), consultation was undertaken with the peak construction bodies to confirm the sustainability of the revised Asset Investment Program

2) I refer to the intersection of Brand Highway and Cockram Road near Gingin and I ask:

- a) Has funding been allocated in the budget to provide streetlighting at the intersection to improve road safety and enhance the recent intersection update;

**Answer:** The upgrade completed by Main Roads in 2020 at Brand Highway and Cockram Road has significantly improved safety at the intersection. Funding for street lighting is only granted when certain criteria are met as per Main Roads *Road Lighting - Part B - Application and Approval Guidelines and Australian Standards AS 1158*.

- b) What is the expected cost of providing streetlighting at this intersection?

**Answer:** Not applicable

Minister's initials

A handwritten signature in black ink, consisting of a stylized 'S' shape with a horizontal line extending to the right, positioned below the text 'Minister's initials'.

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS**  
**ANSWERS TO QUESTIONS PRIOR TO HEARING**

Transport Portfolio – Main Roads

Hon Martin Aldridge MLC asked:

- d) I refer to Budget Paper 2, page 412 and paragraph 15 relating to the 'Regional Road Safety Program' and I ask:
- i) I understand this \$900 million project is yet to achieve a further \$231 million funding commitment from the State and Federal government, why has this not been committed to in this budget with such a significant budget surplus;

Answer:

The Regional Road Safety Program is a key initiative developed and announced by the State Government in August 2019. It was developed as a \$900 million nine-year program, with \$100 million allocated per annum.

The State Government has since been successful in securing funding and accelerating the delivery of this program, with \$258 million invested in 2020-21, \$217 million allocated in 2021-22, and \$194 million allocated in 2022-23 and 2023-24.

While the former government allocated only \$20 million per year to regional road safety, this has now increased to approximately \$200 million per annum.

The State Government will continue to work with the Commonwealth to secure funding for regional road infrastructure.

- ii) Has the project been subject to delay as a result of COVID-19 or the governments infrastructure smoothing adjustments;

Answer:

No.

- iii) I refer to calls by the RAC prior to the last State election seeking this life saving project to be fast-tracked, has the State Government fast tracked this project aimed at saving more than 2,000 lives and serious injuries on our country roads?

Answer:

The project has been accelerated, and had it not been for the State Government, the project would not exist in the first place.

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Transport Portfolio – Main Roads

Hon Brad Pettitt MLC asked:

- 1) I refer to page 604 of the 2021-22 Budget Paper 2 Volume 2 and "Road Infrastructure Capital Works" and local government grants. I ask:
- a) Why does funding for local government road projects cover around two-thirds of the cost of these projects but funding for local government cycling infrastructure is capped at 50%?

**Answer:** The State Road Funds to Local Government Agreement provides a portion of the Motor Vehicle Licence Fees towards Local Roads. The two thirds contribution recognises the significant cost of road projects on a Local Government budget.

The WA Bicycle Network (WABN) Grants Program was established in 2012-13 and provides a 50 per cent contribution towards approved projects. The 50 per cent contribution rate was selected to represent an equitable division of costs between state and local government and to encourage investment in active transport infrastructure.

The State Government is spending a record amount on cycling infrastructure across the State.

Minister's initials



## STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

## ANSWERS TO QUESTIONS PRIOR TO HEARING

## Transport Portfolio – Main Roads

## Hon Steve Martin MLC asked:

1) I refer to page 222, 'Investing in our Roads and Ports', 'Regional Blackspot Program' of Budget Paper No. 3 Economic and Fiscal Outlook:

a) How many blackspots have been identified in regional WA;

Answer: 13 locations have been funded from the \$14.799 million allocation.

b) Where are these 'blackspots' located by road and region?

Answer:

Road	Region
John Street	Goldfields – Esperance region
Baxter Road / Windsor Road, Barnesby Drive and Drummond Street / Lambert Street	Great Southern region
Frederick Street	Kimberley region
St Peters Way	Kimberley region
Weaber Plain Road / Mulligans Lagoon Road	Kimberley region
Brand Highway and West Bank Road	Mid-West Gascoyne region
Quobba – Gnaraloo Road	Mid-West Gascoyne region
Bortolo Drive / Lowden Road	South West region
Bussell Highway / Somerville Drive	South West region
Corio Road	South West region
Forrest Highway at Binningup, Harvey, Preston Beach and Myalup	South West region
Munday Avenue between Greenlands Road and Munday Avenue	South West region
Readheads Road	South West region

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STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

ANSWERS TO QUESTIONS PRIOR TO HEARING

Mid West Ports Authority

Hon Steve Martin MLC asked:

1) I refer to page 654, Desired Outcome 7, 'Run a Safe, Efficient and Cost Effective Service Offering' of Budget Paper No. 2 Budget Statements Volume 2:

a) Can the Authority advise how many hours of berth usage have been lost due to the impacts of long wave surge at Geraldton Port; and

**Answer:** In 2020-21, Berth 3 was impacted by long wave surge for a total of 739 hours. Berths 4, 5, 6 and 7 were impacted for an average of 1105 hours.

b) Can the Authority please detail the measures being undertaken to reduce the impact of long wave surge?

**Answer:** Mid West Ports are investigating a number of short and long-term solutions, including upgrading berth infrastructure to allow for the increased use of shore tension units. A further study by oceanographic experts into reducing long-wave surge and berth closure times is also underway.


2) I refer to page 654, BP3 of Budget Paper No. 2 Budget Statements Volume 2, over the past year, how many days did the Port operate at full capacity?

**Answer:** Daily throughput at all ports depends on a range of factors, including weather, timing of maintenance and repair works, shipping schedules, and trade demand. Noting that some trades are cyclical, most notably agriculture products.

3) I refer to page 654, BP4 of Budget Paper No. 2 Budget Statements Volume 2, what measures are being undertaken to improve the utilisation of existing berth infrastructure at Geraldton Port?

**Answer:** The Geraldton Port Master Plan and Port Maximisation Project will see the improvement in the utilisation of existing berth infrastructure. As part of this, \$8 million has been allocated to commence land acquisition and road improvements at the port precinct. MWPA is also undertaking an internal business improvement program to improve the utilisation of Berth 4 and the overall efficiency of the end-to-end process of shipping and loading operations throughout the port.

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ANSWER PRIOR TO HEARING

Public Transport Authority of Western Australia

Hon Donna Faragher MLC asked:

1. I refer to Budget Paper 2, Volume 2, page 620, line-item Small Commitments Bus Shelter Upgrades:
  - (a) Please provide a breakdown of the bus shelters that will be upgraded within this line item which includes the amount of funding allocated to each.

Answer:

Consultation on bus stop locations is currently underway.

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