

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C1 · Hon Paul Brown.

When is the Wheatbelt Safety Review going to take place, when is it expected to be completed and when will we find some detail about it?

Answer:

Please refer this question to the responsible Minister, the Minister for Road Safety.



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C2. Hon Ken Travers

Have any problems or issues been identified with roads previously funded to replace the Tier 3 rail lines?

- a. If yes, what is the nature of the issue or problem?*
- b. Is additional funding required to address the issue?*
- c. If yes, how much and who is responsible for the funding?*

Answer:

a.-c. Yes, issues have been identified on three Local Government roads:-

- Cunderdin-Quairading Road in Shire of Cunderdin – in April 2015 pavement repairs and application of final seal were undertaken by Main Roads on sections of work previously designed and delivered by the Shire. This was undertaken to preserve the asset and to mitigate the risk of further deterioration during the coming rains. The cost of these works is \$0.575m and was covered by the Main Roads Wheatbelt region maintenance budget.
- Lomos Road in Shire of Wickepin – pavement failure of a 2 km section constructed by the Shire of Wickepin that runs through a salt and water logged area. Works to undertake cement stabilisation have been estimated at a cost of \$0.145m. These works are the responsibility of the Shire of Wickepin.
- Bencubbin Kellerberrin Road in Shire of Trayning – 2 km of this route had been widened by the Shire of Trayning prior to the Grain Freight Road Improvement Project and therefore this 2 km section was not included in the program. Works to undertake reconstruction have been estimated at a cost of \$0.281m. The Shire has also requested an additional \$0.784m to undertake reconstruction of an adjoining 5.6 km section. This section of road was widened as part of the Grain Freight Road Improvement Project and has not yet failed. These works are the responsibility of the Shire of Trayning.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C3. Hon Ken Travers

Did the Main Roads Department provide the answer (to question 9 in advance of the hearing) that was given to this committee or was that answer provided by the Minister's office – changes by the Minister's Office?

Answer:

Main Roads provided the response as submitted to the Committee originally.



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C4 Hon Paul Brown

Why was \$800 000 Tier 3 grain rail road funding reallocated from Tier 3 upgrades to the Cunderdin-Quairading Road?

Answer:

The Shire of Cunderdin was tasked to design and construct two projects as part of the Grain Freight Road Improvement Project: the Cunderdin-Quairading Road and improvements to Cunderdin town roads. The scope of work for the improvements to Cunderdin town roads was reduced in consultation with the Shire resulting in \$800,000 being removed from this project and reallocated to other Local Government Grain Freight road projects. The budget allocation for the Cunderdin-Quairading Road was not reduced.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C5· Hon Ken Travers·

What is the average and narrowest width of the median on Tonkin Highway north and south of Morley Drive?

Answer:

The minimum width of the Tonkin Highway median north and south of Morley Drive will be 15 metres. An average width cannot be provided as the project has not yet been designed in detail.



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C6· Hon Adele Farina

Why is it taking so long to undertake the planning preparatory works for Stages 2 and 3 of the Bunbury Outer Ring Road?

Answer:

Stage 2 - The preliminary design and environmental assessment for Stage 2 (southern section) was completed and submitted (in early 2013) for approval. In February 2013 the State EPA advised that Stage 2 of the project will not be formally assessed. The Federal environmental agency (Department of Sustainability, Environment, Water, Population and Communities) advised in March 2013 that Stage 2 of the project is considered a controlled action (requiring Federal assessment) but the project will be assessed through preliminary documentation. It requested further information which required the design to be further progressed, additional impact assessment undertaken and identification of a vegetation offset. This additional work including the difficult process of identifying suitable vegetation offset options is now complete and will be resubmitted to the Federal Environmental Agency in July 2015.

Stage 3 – The delay to planning of Stage 3 is due to the Department of Planning requesting (in early 2012) a review of the design and alignment on the northern section (Stage 3) to facilitate proposed changes to land use planning including a future railway station at Eaton. This planning review required a comprehensive assessment of alignment options including land and environmental impacts of all options. Following the alignment review and planning endorsement a detailed assessment is needed to determine the land requirement and verify the preferred option. The alignment selection included extensive consultation with the Shire of Dardanup, Department of Planning and Public Transport Authority to ensure the road fitted with the future land use and future railway. The alignment selection for Stage 3 is complete, has been endorsed by the Shire of Dardanup and the Department of Planning, and detailed alignment definition is in progress. The design work includes determination of future road interchanges and identifying railway and railway station interfaces including traffic management requirements. This is quite complex in nature and is a lengthy process. To date design work is well advanced and final environmental assessments will be undertaken in Spring 2015. Funds have been allocated in 2015-16 to finalise alignment definition including environmental assessments and preliminary design to verify the alignment and determine land requirements. Completion of this work will allow an amendment to the Greater Bunbury Regional Scheme to proceed during 2016.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C7 Hon Adele Farina

What percentage of the road construction improvement funding in the Main Roads budget is actually allocated to regional roads, excluding Royalties for Regions funding?

Answer:

49.4 per cent of Main Roads' 2015-16 road funding allocation (excluding Royalties for Region funding and financial costs), of \$1,840,588,000 is allocated to regional roads.



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C8: Hon Peter Katsambaris

Provide advice on what the proposed upgrades of the intersections of Marmion Avenue/Hepburn Avenue and Marmion Avenue/Whitfords Avenue involves and a timetable of when the works will start and are expected to be complete?

Answer:

Modifications along Marmion Avenue at the intersections of Hepburn Avenue and Whitfords Avenue are proposed to address known congestion hotspots.

At Hepburn Avenue, the upgrade includes installation of an additional through-lane on the north and south bound approaches of Marmion Avenue, extending the turning pockets on all approaches and improved pedestrian and cyclist facilities.

At Whitfords Avenue, the upgrade includes signalling and lengthening the right-turn and left-turn lanes into double left and right-turn lanes on the two approaches of Whitfords Avenue, converting the existing right-turn on the northern approach of Marmion Avenue to a longer double right turn, extending the turning pockets on all approaches and improved pedestrian and cyclist facilities.

The benefits will include:

- congestion management through reduced queue lengths;
- improved journey time reliability; and
- improved road safety.

Main Roads currently anticipates that the works will commence in late 2015 and be completed by December 2017.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C9· Hon Paul Brown

Please provide current traffic counts for Great Eastern Highway between Northam and The Lakes and how many of these are heavy vehicles?

Answer:

North of Great Southern Highway Average weekly volumes are:-

- Northbound 3,300 – Heavy vehicles 570 (17.2 per cent)
- Southbound 3,490– Heavy vehicles 600 (17.1 per cent)

East of Berry Brow Road Average weekly volumes are:-

- Westbound 3,000 – Heavy vehicles 530 (17.7 per cent)
- Eastbound 3,220 – Heavy vehicles 550 (17.1 per cent)

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C10· Hon Ken Travers.

Please provide a copy of the road safety audit reports for the installation of electronic billboards on Kwinana Freeway at Bull Creek railway station?

Answer:

Copies of the four Road Safety Audit Reports conducted for the Electronic Billboard over Kwinana Freeway at Bull Creek railway station are provided at

Attachment 1 – L Millar and Associates Proposed Signage on PTA Bridges – Preliminary Road Safety Assessment January 2013

Attachment 2 - L Millar and Associates Road Safety Assessment Proposed Advertising Sign Kwinana Freeway PTA Bridge Bull Creek Station November 2014

Attachment 3 – Main Roads Road Safety Review Kwinana Freeway Bull Creek Large Format Digital Sign 30 April 2015

Attachment 4 – ARRB Kwinana Freeway Digital Billboard Advertising Sign Road Safety Assessment Bull Creek Train Station PTA Bridge Northbound May 2015.

C.A.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C11 · Hon Ken Travers

How many of Main Roads' original designs need changing?

Answer:

Main Roads does not retain statistics regarding the number of externally-completed designs that do not meet standards given the volume of drawings that are completed for each project, the number of iterations and the number of standards that each project must comply with. .



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C12. Hon Ken Travers:

Provide all traffic modelling on the Perth Freight Link and surrounding roads and particularly what increase that will lead to in the western suburbs of Perth?

Answer:

As there are potential commercial sensitivities with the long-term approach to introducing a heavy vehicle charge, the Perth Freight Link business case traffic modelling cannot be released at this stage.

Main Roads can advise modelling indicates minimal impact on western suburb roads in 2031 with the Perth Freight Link.



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C13· Hon Alanna Clohesy

Was a full road safety audit undertaken for Toodyay Road for Middle Swan to Toodyay?

Answer:

Yes. Copies of the two Road Safety Audit Reports completed for Toodyay Road are included at

Attachment 1 - Road Safety Audit Existing Road Review Toodyay Road (Old Toodyay Road to Goomalling Toodyay Road) 5 June 2015

Attachment 2 – Road Safety Review Existing Road Toodyay Road Selected intersections between Roland Road and Lilydale Road 26 August 2013



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Main Roads Western Australia

Question C14· Hon Alanna Clohesy

What is the difference between what was allocated in the 2014-15 Strategic Asset Plan and in the 2015-16 Budget for Toodyay Road?

Answer:

The draft 2014-15 Strategic Asset Plan proposed an allocation over the forward estimates of \$30m for Toodyay Road to deliver “Targeted treatments at locations that will entail widening, median and island treatment, slip lanes, extra through lanes, turning pockets, intersection alignments, line of sight treatments and signage.”

The draft 2014-15 Strategic Asset Plan provided the \$30m as a single line item. No annual allocations were proposed for the period of the forward estimates.

The expenditure on safety improvements on Toodyay Road in 2014-15 was \$6m.

A total of \$6m is provided for Toodyay Road in 2015-16 for safety improvements at Noble Falls to widen the road and construct left and right turning pockets. The \$6m is comprised of \$3m from the 2014-15 Safer Roads Program which has been reprogrammed to 2015-16, plus another \$3m from the 2015-16 Safer Roads Program.

