

## STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

### ANSWERS TO QUESTIONS PRIOR TO HEARING

Main Roads Western Australia

The Committee asked:

- 1) For each project identified in your asset investment program, was it subject to cost-benefit analysis and, if so, what was its ratio?

**Answer:** The following projects within the asset investment project have been subject to a cost-benefit analysis.

Albany Highway - Kelmscott to Williams Pavement Rehabilitation and Hotham River Bridge Replacement	1.23
Albany Ring Road	0.66
Armadale Road Bridge – North Lake Road Flyover Bridge	2.11
Brand Highway - Muchea to Gingin Pavement Rehabilitation and Widening	2.9
Broome Cape-Leveque and Community Access Roads Upgrades	0.76
Bunbury Outer Ring Road	1.20
Bussell Highway Duplication Stage 1 and Stage 2	4.45
Coolgardie-Esperance Highway - Widening, Overlay and Reconstruction (Emu Rocks)	1.23
Exmouth Roads Package - Minilya to Exmouth	1.23
Freight Vehicle Productivity Improvements Program	2.1
Gibb River Road - Derby - Gibb River - Wyndham Improve Formation and Gravel	0.98
Goldfields Highway - Wiluna to Meekatharra Construct and Seal Priority Sections	1.2
Great Eastern Highway - Coates Gully Bridges, Walgoolan to Southern Cross	1.27
Great Eastern Highway - Old Northam Road Upgrade	3.26
Great Northern Highway - Apple Street Intersection Upgrade	0.02
Great Northern Highway - Bindoon Bypass - Construct New Alignment	3.4
Great Northern Highway - Newman to Katherine Corridor - Broome to Kununurra Upgrade Stage 1	0.5
Great Northern Highway - Port Hedland Airport Deviation	0.4
Karratha to Tom Price - Manuwarra Red Dog Highway	1.31
Leach Highway - Carrington Street to Stirling Highway	2.14
Leach Highway - Welshpool Road - Grade Separated Interchange	1.09

Mitchell Freeway - Stephenson Avenue	1.38
Mitchell Freeway Extension - Hester Avenue to Romeo Road	2.1
Northern Australia Roads and Beef Roads Programs - Great Northern Highway - Ord River	0.35
Old Coast Road - Mandurah Estuary Bridge Duplication	0.88
Queen Victoria Street - Swan River Crossings (Fremantle Road and Rail Bridge) – Construct New Bridge	3.4
Regional Road Safety Program – Road Safety Program	4.53
Reid Highway - Altone Road and Daviot Road/Drumpellier Drive Grade Separations	2.6
Reid Highway - Altone Road to West Swan Road - Construction of Dual Carriageway	4.4
Reid Highway - West Swan and Reid Highway Interchange	2.6
Roe Highway - Great Eastern Highway Bypass including Abernethy Road	1.54
Roe Highway and Kalamunda Road – Grade Separated Interchange	2.76
Smart Freeways - Hodges Drive to Hepburn Avenue Widening Southbound	11.99
Smart Freeways - Transforming Freeways - Mitchell Freeway Corridor	2.3
South Coast Highway – Upgrade between Albany and Jerramungup	0.54
Thomas Road - Kwinana Freeway to Nicholson Road Upgrade	0.9
Tonkin Highway Gap	9.6
Tonkin Highway Grade Separations at Hale, Welshpool Road and Kelvin	1.04
Tonkin Highway Stage 3 Extension	1.28
Wanneroo Road - Morley Drive Intersection Upgrade	5.29
Wanneroo Road and Ocean Reef Road Grade Separation	2.08

Minister's initials



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The Committee asked:

- 2) The Committee refers to Budget Paper No. 2, page 608, Service Summary, and ask for an equivalent table on an unadjusted basis.

**Answer:**

Total Cost of Services – Reconciliation to Service Summary Table							
Expense	2020-21	2021-22	2021-22	2022-23	2023-24	2024-25	2025-26
	Actual	Budget	Estimated	Budget	Outyear	Outyear	Outyear
	\$'000	\$'000	\$'000	Year	\$'000	\$'000	\$'000
<b>Total Cost of Services</b>	1,374,559	1,376,722	1,574,737	1,713,561	1,725,922	1,815,783	1,657,329

Services Summary							
Expense	2020-21	2021-22	2021-22	2022-23	2023-24	2024-25	2025-26
	Actual	Budget	Estimated	Budget	Outyear	Outyear	Outyear
	\$'000	\$'000	\$'000	Year	\$'000	\$'000	\$'000
1. Infrastructure For State Development	33,957	37,062	66,763	110,572	123,455	217,906	74,607
2. Road Network Maintenance	301,791	77,636	358,689	279,536	327,743	280,196	270,771
3. Road Safety	35,300	42,955	61,180	45,772	34,482	32,832	32,732
4. Infrastructure For Community Access	66,281	155,546	64,070	137,340	159,767	137,109	76,000
5. Road System Management	153,001	22,101	160,522	170,931	164,246	146,072	146,209
6. Road Efficiency Improvements	136,897	323,012	96,999	137,326	87,961	144,106	230,136
<b>Add</b>							
Road Infrastructure Depreciation	415,742	443,291	454,095	487,193	509,361	528,909	535,481
Road Transfers and Retirements	47,670	11,404	52,814	111,047	73,069	70,550	20,409
State Road Funds to Local Government Agreement	183,920	263,715	259,604	233,845	245,839	258,104	270,981
<b>Total Cost of Services</b>	<b>1,374,559</b>	<b>1,376,722</b>	<b>1,574,737</b>	<b>1,713,561</b>	<b>1,725,922</b>	<b>1,815,783</b>	<b>1,657,329</b>

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Hon Dr Brad Pettitt MLC asked:

1) I refer to funding for 'Queen Victoria Street – Swan River Crossings (Fremantle Road and Rail Bridge) – Construct New Bridge' on page 616 of Budget Paper No. 2 – Volume 2 and I ask:

a) Could you please provide a breakdown of the \$35,582,000 estimated expenditure to 30-6-22 and what it has been spent on?

**Answer:** The estimated expenditure to 30 June 2022 comprises of concept development, design development, investigations and consultation.

b) How much of this expenditure is the result of changing the alignment late in the process?

**Answer:** Approximately \$2.46m has been allocated to the Alignment Options Assessment Phase of the project.

2) I refer to 'Community satisfaction with cycleways and pedestrian facilities' under 'Outcomes and Key Effectiveness Indicators' on page 609 in Budget Paper No. 2 – Volume 2 and I ask:

a) Given that this survey is about cycling and pedestrian infrastructure, why is Main Roads the department that is conducting it;

**Answer:** The vast majority of State Government-delivered cycling infrastructure, is delivered by Main Roads. The question regarding cycling and pedestrian infrastructure is part of the Community Perception Survey that has been conducted since 1994.

b) If satisfaction with cycleways and pedestrian facilities is allegedly so high (89%), why is cycling participation at historic lows;

**Answer:** The State Government is delivering a record investment in cycling infrastructure which is increasing participation in cycling and active transport.

Weekly bike riding participation in Perth increased by approximately 78,000 more people per week compared with Pre-COVID levels.

Since the construction of the Mitchell Freeway PSP between Glendalough Station and Hutton Street, there has been a 61% increase in overall activity, and a 23% increase in commuter trips along this route.

In addition, since the construction of the Fremantle Line PSP between Grant Street Station and Victoria Street Station, there has been a 167% increase in overall activity, and an 87% increase in commuter trips along this route.

c) Could Main Roads please provide a list of the questions asked in this survey;

**Answer:** The relevant question relating to cycling and pedestrian facilities is below:

Q12a From your own personal experience, or the opinions you may have formed based on the experience of others, would you rate Main Roads' performance as terrible, poor, okay, good or excellent in terms of:					
	Terrible	Poor	Okay	Good	Excellent
Providing cycleway and pedestrian facilities (e.g. cross walks)	1	2	3	4	5

d) Could Main Roads please provide a breakdown of the participants in this survey;

**Answer:** 1357 individuals participated in the 2021 Community Perception Survey across the metropolitan area and regional WA. Soft quotas are set by age, gender and region with the data weighted by age, gender and region to reflect the 2016 ABS Census Statistics.

e) Is the raw survey response data publicly available;

**Answer:** A summary report of the survey results is published on the Main Roads website and in the Main Roads Annual Report.

f) If no to (e), why not; and

**Answer:** N/A

g) If yes to (e), please provide these responses?

**Answer:** Please see attached the Summary Report of Main Roads' 2021 Community Perception Survey.

3) I refer to Department of Transport Cycling Grants on page 620 of Budget Paper No. 2 Vol. 2 and I ask please provide more detailed information on what this funding will be used for.

**Answer:** \$3 million for Bike Boulevards and \$2.34 million for WA Bicycle Network Plan.

4) I refer to METRONET – Caledonian Avenue Level Crossing Closure on page 615 of Budget Paper No. 2 Vol. 2 and I ask:

a) Could you please provide a breakdown of funds spent to date and the anticipated fund to be spent over the next three years;

**Answer:** Funds will be allocated to the following improvements:

- Caledonian Ave; Railway Crossing Removal
- Whatley Cres/Caledonian Ave Intersection Improvement
- Railway Pde/Caledonian Ave Intersection upgrade
- Whatley Cres/Hotham Rd Intersection Improvement works
- Guildford Rd-Intersection Upgrade 7th Ave

b) Could you please explain reason for the spending changes to the Caledonian Avenue Level Crossing Closure on page 624 of Budget paper No. 2 Vol. 2?

**Answer:** Planning and design, removal of railway systems and infrastructure and installation of fencing.

5) I refer to Budget paper No. 2 Vol. 2, Local Road Grants and Subsidies on page 620 and I ask:

a) Does this include funding include on-road bike paths;

**Answer:** No.

b) If yes to (1), what proportion of funding is allocated to on-road bike paths and?

**Answer:** Not applicable.

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Hon Martin Aldridge MLC asked:

2) I refer to Budget Paper 2, page 416, paragraph 13, which states 'investment to complete the Regional Road Safety Program in under 10 years could save 2,127 people from being killed or seriously injured on Western Australian Roads', and I ask:

- (a) Has the government committed to fully fund and deliver the program within ten years;
- (b) What is the total cost of the program;
- (c) What is the total budget funding committed to date;

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

Given that \$827 million has been allocated by 2023-24 (a four-year period), this program is progressing well ahead of the original 9-year timeframe.

This level of funding compares to the former government where only \$20 million was allocated to regional road safety each year.

(d) Of that identified in (c), how much is state funding and how much is federal funding;

**Answer:** Funding is allocated on a 20% State and 80% Commonwealth basis.

(f) How much funding has been expended to date on the program?

**Answer:** The expenditure up to 30 April 2022 is \$422.906 million.

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