

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
ANSWERS TO ADDITIONAL QUESTIONS**

Commissioner of Main Roads

The Committee asked:

- 1) I refer to Budget Paper No. 2, page 621, statement of financial position, current liabilities, other, and ask for a further breakdown.

Answer:

Year	Income/ Grants in Advance \$'000	Money in trust in Treasury \$'000	Other Accruals \$'000	Non- financial liabilities \$'000	Total \$'000
2020-21 Actual	244,027	2,384	395,350	30	641,791
2021-22 Budget	199,478	1,945	249,269	100	450,792
2021-22 Est Actual	244,027	2,384	397,185	30	643,626
2022-23 Budget	244,027	2,384	399,020	30	645,461
2023-24 Outyear	244,027	2,384	400,855	30	647,296
2024-25 Outyear	244,027	2,384	402,690	30	649,131
2025-26 Outyear	244,027	2,384	404,525	30	650,966

- 2) I refer to Budget Paper No. 2, page 606, significant issues impacting the agency, paragraph 1, and ask for further information on how the program of works has been adjusted since the 2021-22 Budget.

Answer: In response to supply constraints and a heated construction market, following detailed consultation and engagement with the WA construction industry, the Transport Asset Investment Program was smoothed with the objective of providing a sustainable pipeline of work. Project programs were adjusted, primarily for projects not yet in contract. Changes in individual project cashflows are available through examination of the Asset Investment Program between budget papers.

- 3) I refer to Budget Paper No. 2, pages 615-17, asset investment program, and the answer to question prior to hearing, Committee question 1, and ask how were the projects not included in the answer evaluated?

Answer: Various projects do not have a benefit cost ratio (BCR) available. Where a BCR is not available, this is because the item is either:

- a program of works;
- a low value project proposed in response to community/stakeholder concern;
- a COVID-19 recovery plan project; or
- a planning/project development study.

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- 4) I refer to the answer to question prior to hearing, Committee question 2, and ask for a breakdown of road infrastructure depreciation; road transfer and retirements; and State road funds to local government agreement values for each service.

Answer: Although Road Infrastructure Depreciation, Road Transfers and Retirements are included, for accounting purposes, within the Total Cost of Services figure, they are non-cash book entries and not broken down as a service.

Minister's initials

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
ANSWERS TO ADDITIONAL QUESTIONS**

Commissioner of Main Roads

Hon Dr Brad Pettitt MLC asked:

- 1) I refer to Swan River Crossings on page 614 and I ask:
- a) Are there any plans to add lanes to Stirling Bridge to improve its capacity?
 - b) Is the government working with Local Governments on these plans?

Answer (a-b): No.

- 2) I refer to page 605 in Budget Paper No. 2, Vol. 2, Commissioner of Main Roads, Appropriations, Expenses and Cash Assets, and I ask:

- a) How much is allocated for the repair, maintenance and upkeep of the principal shared path network each financial year?

Answer: Road Infrastructure and Road Structures (Bridges, Underpasses) often include parts of the Principal Shared Path (PSP) Network. Maintenance on this part of the PSP network is often combined with the overall maintenance of the Road Infrastructure/Structure.

Additional to this maintenance, Main Roads also allocates some \$1.8 million of funding for Routine and Periodic maintenance of the PSP Network.

A further \$1 million is allocated to Main Roads from the Department of Transport.

- b) Is the budget allocated for the repair, maintenance and upkeep of PSPs separate to the budget allocation on page 615 for the PSP program?

Answer: The allocation on page 615 is an additional allocation.

- 3) I refer to point 3 Road Safety on page 611 of Budget Paper No. 2 Vol. 2, Services and Key Efficiency Indicators, and I ask how many of the projects funded through this program to date have only had the objective of making roads safer for pedestrians, bike riders and other active transport users?

Answer: Treatments benefit all road users, including active transport users. For example, the Regional Road Safety Program involves the sealing of shoulders and installation of audible warning lines, which aims to reduce the number of vehicles straying out of their lane. This benefits all road users.

Minister's initials

