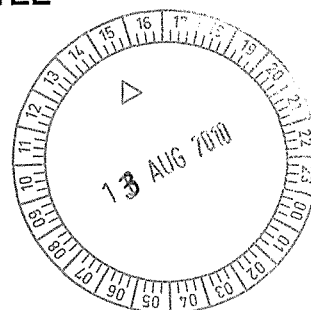


ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT



Hon Ken Travers MLC asked -

1. Black spot funding

- 1.1 On what basis is black spot funding allocated to each region in WA?
- 1.2 What was the total allocation of black spot funding that was available to the Gascoyne Region had they submitted additional applications?
- 1.3 Was the unused allocation for Gascoyne redistributed to other regions across WA? If yes which regions received additional funds and how much did they receive?
- 1.4 How many applications were received for funding under the Black Spot project? What was the total value of applications that were not successful in securing funding in this round?

Answers:

- 1.1 For the State Black Spot Program, 50 per cent is distributed to the metropolitan region of which half is allocated to State roads and half to local roads. The other 50 per cent is distributed to the rural regions of which half is allocated to State roads and half to local roads.

The regional allocations for rural regional State roads is determined by:

- a) a base level of \$100,000 for each region; and
- b) a proportion of the remaining rural regional State road funds based on the crash rate for each region.

The regional allocations for rural regional local roads is determined by:

- a) a base level of \$100 000 for each region; and
- b) a proportion of the remaining rural regional local road funds based on the "Four Way Formula" which takes into account, road length, vehicle licence fees, million tonnes of freight transported on roads and asset preservation value for each region (for 2011-12 the distribution will change to the state road methodology).

- 1.2 A nominal allocation of State Black Spot funds is provided for the State roads and local roads in each Region based on the distribution formula described in part 1. The total nominal allocation to the Gascoyne Region was \$325,000 for 2010-11 (\$225,000 for State roads and \$100,000 for local roads).

The actual allocation of State Black Spot funds to each Region is made based on the nominal allocation, but varied to suit the actual value of the projects nominated. For example, a Region may need some extra funds to complete a project. In such a case, the extra funds will be obtained by slightly reducing the actual funds allocated to other Regions.

In total \$382,000 of projects have been funded in 2010-11 for the Gascoyne Region (\$342,000 for State road projects and \$40 000 for local road projects).

- 1.3 Yes. \$60,000 of the nominal Local road allocation for Gascoyne Region was distributed to Local Roads in other Regions. The Gascoyne Regional Road Group recommended the allocation of only \$40,000 and did not want to submit additional projects up to the nominal regional Local road allocation. The \$60,000 funding was reallocated to the Kimberley region (\$30,000) and Pilbara region (\$30,000) which enabled two local road projects to be fully funded.
- 1.4 233 applications were received for funding from the State Black Spot Program in 2010-11. The total value of the applications that were not successful for State Black Spot funding was \$7.883 million in 2010-11.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

2. Perth Airport Transport Masterplan

- 2.1 Has the Perth Airport Masterplan been completed? If no, when will it be completed?*
- 2.2 What road projects have been identified as necessary to ensure transport links in the study area? What is the estimated cost for each project and when is it estimated that each project will need to be completed to cope with the projected traffic volumes?*

Answers:

- 2.1 A draft of the Perth Airport Transport Masterplan was released for stakeholder comment in March 2010 and is available via the Department of Transport's website. Final changes are currently being made to the document with the intention of publishing the final Masterplan by the end of September 2010. It will then be presented to the Minister for Transport, the Hon Simon O'Brien MLC and the Federal Minister for consideration.
- 2.2 The key recommendations in the Masterplan are for large scale short-term investment in roads and longer term investment in a rail line along with further investment in roads.

It is recommended that the minimum required road improvements for the short term (five to 10 years) include the following Priority 1 projects:

- Tonkin Highway to be widened from four to six lanes between Leach Highway and the Great Eastern Highway (preliminary estimate \$77 million);
- Widening Great Eastern Highway to six lanes between Kooyong Road and Tonkin Highway – Phase 1 underway (estimated cost \$350 million);
- Providing collector-distributor roads alongside Tonkin Highway between Leach Highway and Kewdale Road (estimate cost – see comment below);
- Extending Leach Highway to the International Airport Terminal (estimate cost – see comment below);
- Grade separation of a number of intersections, including two on the Tonkin Highway and two on Leach Highway in Kewdale - includes a systems interchange at Tonkin Highway / Leach Highway (estimated cost – see comment below).

The Short Term Priority 2 road improvements include:

- Widening of Orrong Road to six lanes between Great Eastern Highway and Leach Highway and McDowell Street to Hale Road (preliminary estimate \$35 million);
- Improvement to the Roe Highway / Tonkin Highway interchange (preliminary estimate \$162 million);
- Grade separation of intersections along Roe Highway (estimated cost – see comment below); and
- Construction of additional Airport access roads including Hudswell Road (WAC responsibility).

The Perth Airport Transport Masterplan is intended as a framework for further strategy development and implementation and as such, the above shown costs are preliminary and, for some projects, are still in development in that it is not possible to provide a detailed breakdown of time and cost details at a project level.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

3. *What are the criteria for allocating funding under the Safer Roads and Bridges Program?*

Answers:

3. Safer Roads component of the program

The Safer Roads Program's two objectives are to:

- to reduce and prevent road trauma on State Roads by undertaking projects that target the leading road trauma crash types (Target Crash Safer Roads); and
- to treat areas on State Roads that have a significant safety risk or high level of community concern regarding road safety (Community Safer Roads).

For projects to be eligible for consideration in the Target Crash Safer Roads category they must be within priority lists for consideration. The criterion differs between the rural and the urban crash types.

For rural crash types the project must be located on a road link that is in the worst 20 per cent of rural road links for a five year period of single vehicle run off road crashes represented as either crash density (crashes per kilometre), or crash exposure (crashes per million vehicle kilometres travelled).

For urban (Perth and regional urban areas) crash type projects to be eligible for the Target Crash Criteria the projects must be in the worst 30 locations for each priority crash type (i.e. right angle crash, rear end crash, runoff road crash, or hit pedestrian crash) and where treatments cost more than \$1 million. In this case ranking can be on the basis of number of crashes or cost of crashes.

Final selection of projects is based on the cost effectiveness of the proposed treatment to address the safety hazards.

Community Safer Roads Projects are those where the Government gives priority to delivering projects that address the concerns of the community about safety issues on a road.

Selection for Community Safer Roads Project funding will depend on community concerns over road conditions at a site, an assessment by Main Roads of the potential for crashes to occur at a site, and the effectiveness of the proposed project to address the concerns of the community.

Examples of Community projects that would meet this objective include:

- network improvements for pedestrians e.g. improved pedestrian facilities at traffic signals, including pedestrian crossing lights; and
- provision of passing lanes on rural roads at locations where there is a demonstrated history of unsafe overtaking practices.

A minimum of half the Safer Roads Program budget will be allocated to Target Crash Projects to ensure existing road safety issues are given priority.

Bridges Component of the Program

The objective of the bridge program is to improve freight efficiency by upgrading substandard structures to remove restrictions to heavy freight movements on key Heavy Haulage routes on State Roads.

The program will focus on:

- removing load restrictions on complete routes that are important to state development projects;
- removing load restrictions on part routes supporting major state development initiatives; and
- removing load restrictions on the route linking Western Australia with the Eastern States.

Main Roads has assessed all of the structures on the State Network and identified those structures that do not have the load carrying capacity required to meet the Australian design criteria for structures and HVO issue special permits for heavy loads which need to cross these structures and are in excess of the rated load carrying capacity of these structures. These permits contain a number of conditions, under which it is considered safe for these loads to cross the substandard structures.

A priority listing of the routes or part routes which have substandard structures has been developed.

The prioritised routes and their priority are:

1. Muchea to Roebourne (Brand Highway & North West Coastal Highway - two structures).
2. Welshpool / Kewdale to Muchea (Tonkin Highway, Roe Highway & Great Northern Highway – one structure).
3. Muchea to Deep Creek (Great Northern Highway – five structures).
4. Midland to South Australian Border (Great Eastern Highway, Coolgardie Esperance Highway & Eyre Highway – four structures).
5. Serpentine-Jarrahdale to Bunbury (Thomas Road & South Western Highway – six structures).
6. Midlands Road (two structures).
7. Perth Bunbury (Stock Road – one structure).
8. Collie to Esperance (Collie Lake King Road, Brookton Highway & South Coast Highway – three structures).
9. Serpentine Jarrahdale to Albany Port (Thomas Road, South Western Highway, Albany Highway & Albany Port Road – three structures).

The substandard structures on these prioritised routes will only be improved if all substructures can be improved during this program i.e. all of the substandard structures on each route will be improved or none of them will be improved.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

4. Page 431, Roe Highway Extension

4.1 Is the Government still committed to construction of Roe Highway extension?

4.2 When is it currently expected that construction will commence?

Answers:

4.1 Yes.

4.2 Construction is currently planned to commence in mid 2012, subject to the allocation of funding and obtaining statutory approvals.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

5. *I refer to the Gateway project around Perth Airport and ask –*

5.1 What road improvements are required around the airport?

5.2 What is the estimated cost for each project?

5.3 What is the current preferred time frame for construction to commence?

5.4 Which projects are required to be completed prior to the domestic terminal shifting to the international terminal?

Answers:

5.1 The Gateway WA project as submitted to Infrastructure Australia proposed the following road improvements (preliminary estimated costs are shown in brackets):

- upgrade Orrong Road between Leach Highway and the Graham Farmer Freeway to six lanes as the primary connection from the new Perth Airport to the CBD (preliminary estimate \$35 million);
- build a freeway to freeway interchange at the intersection of Leach Highway and Tonkin Highway as the primary access into the proposed new Perth Airport consolidated terminals (preliminary estimate \$200 million);
- upgrade Tonkin Highway from Great Eastern Highway to Roe Highway to a six lane freeway to cope with the increased traffic demands associated with relocating the domestic terminal (preliminary estimate \$77 million);
- build a flyover / grade separated interchange (diamond) at the intersection of Horrie Miller Drive and Kewdale Road (one road) with Tonkin Highway to primarily service freight demands both within the Kewdale industrial area and the rapidly developing commercial land uses within airport land holdings (preliminary estimate \$52 million);
- upgrade the intersection of Roe Highway and Tonkin Highway to become a full freeway to freeway interchange to cater for increasing demands by freight, airport, and general traffic (preliminary estimate \$162 million);
- build a grade separated interchange at the intersection of Boud Avenue and Tonkin Highway to service the proposed redevelopment of the current domestic terminal – including future park and ride facilities (preliminary estimate \$30 million); and
- build a flyover / half diamond interchange at the intersection of Leach Highway and Abernethy Road to cater for increased traffic demand on Leach

Highway due to relocation of the domestic terminal (preliminary estimate \$44 million).

Whilst the IA submission was prepared prior to preparation of the Perth Airport Transport Masterplan, the analysis subsequently undertaken to support the Masterplan closely aligns with the IA submission, the key differences being:

- the Masterplan considers the Boud Avenue interchange to be a medium term as opposed to short term priority, linked to redevelopment of the domestic terminal and construction of the rail link; and
- the Masterplan includes grade separation of intersections of Leach Highway with Welshpool Road and Roe Highway with Great Eastern Highway Bypass, Kalamunda Road and Berkshire Road as short term priorities which have not been included in the Gateway WA package.

5.2 The scope of the project(s) included in the Gateway WA submission to Infrastructure Australia is yet to be defined. A major planning study has recently been awarded to a joint venture of consultants to complete the required planning and development works needed to prepare a Project Master Plan and supporting Business Case. This study will be undertaken over the next 18 months and will include the suite of projects listed in 5.1 with the exception of Orrong Road which is the subject of a separate study by the Department of Planning. A preliminary estimate of cost provided as part of the submission to Infrastructure Australia cited a cost of about \$600 million for these road works. More accurate cost estimates are expected by the end of 2011 once project planning and development works (including extensive consultation with the community and key stakeholders) have been completed.

5.3 Current project planning has construction commencing in 2014 with completion by 2017 to suit Perth Airport plans for terminal consolidation. This program allows sufficient time for project planning and development (underway), obtaining project clearances, land acquisition and other preconstruction activities and preparation of contract documentation.

5.4 Based on the analysis undertaken to support the Perth Airport Transport Masterplan, the package of roadworks contained within the Gateway WA submission to Infrastructure Australia are all short term Priority 1 or 2 upgrades required to be completed prior to terminal consolidation with the exception of the Boud Avenue interchange which is a medium term priority required within the next 20 years.

Within the Gateway WA package, the:

- upgrade of the Tonkin / Roe interchange to a full freeway / freeway interchange; and
- upgrade of Orrong Road to 6 lanes (Great Eastern Highway to Leach Highway).

are listed as Priority 2 upgrades in the Masterplan, but are still recommended for completion prior to terminal consolidation. Grade separation of the Leach Highway / Welshpool Road intersection and intersections along Roe Highway have not been included in the Gateway WA package, however are identified as high priority works in the Masterplan.

The final composition of the Gateway WA package of projects will be clearer once the current planning and development work has been completed (end of 2011).

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

6. *Can the Minister provide a list of all road projects that are receiving Commonwealth funds and for each year of the budget and forward estimates (including estimated expenditure to 30 June 2010) how much money the Government expects to spend, how much money the Government expects to receive from the Commonwealth for this project? How much the State will appropriate for the project and any other sources of funds for the project?*

Answers:

6. Yes. See attached table.

Asset Investment Program - 2010 Budget and Forward Estimates - MRWA

Projects With Commonwealth Contributions

Funding Information as at 20 May 2010

NOTES

* 2009 Cwltb budget allocated funding for 2009/10 only. Cwltb allocations for 2010/11 onwards were assigned prior to 2010 Cwltb Budget & are indicative only.

Project Name	Funding source	Est Total Cost \$000	Estimated Exp to 30/06/10	2010/11 \$000	2011/12 \$000	2012/13 \$000	2013/14 \$000
Projects with Commonwealth and State funding contributions:							
New Perth Bunbury Highway (Kwinana Freeway Extension & Forrest Highway)	State Contribution	374,999	374,999	0	0	0	0
	Cwltb Contribution	330,001	330,001	0	0	0	0
Total State and Cwltb Contribution		705,000	705,000	0	0	0	0
Mandurah Entrance Road	State Contribution	77,500	59,704	17,796	0	0	0
	Cwltb Contribution	77,500	65,000	12,500	0	0	0
Total State and Cwltb Contribution		154,999	124,703	30,296	0	0	0
Bunbury Port Access Stage 1	State Contribution	28,282	27,304	978	0	0	0
	Cwltb Contribution	17,367	10,966	6,401	0	0	0
Total State and Cwltb Contribution		45,649	38,270	7,379	0	0	0
Bunbury Port Access Stage 2	State Contribution	0	0	0	0	0	0
	Cwltb Contribution	65,774	2,137	7,825	27,742	27,063	1,007
Total State and Cwltb Contribution		65,774	2,137	7,825	27,742	27,063	1,007
Bunbury Outer Ring Road Stage 1	State Contribution	6,612	1,381	2,251	1,480	1,500	0
	Cwltb Contribution	52,858	835	5,701	19,587	26,735	0
Total State and Cwltb Contribution		59,470	2,216	7,952	21,067	28,235	0
Great Eastern Highway - Kooyong Rd to Tonkin Hwy	State Contribution	44,979	5,687	10,358	4,460	3,684	20,790
	Cwltb Contribution	179,999	50,059	26,100	56,040	47,800	0
Total State and Cwltb Contribution		224,978	55,746	36,458	60,500	51,484	20,790
Reid Hwy & Alexander Dr Interchange	State Contribution	37,656	909	30,900	5,847	0	0
	Cwltb Contribution	10,000	7,500	2,500	0	0	0
Total State and Cwltb Contribution		47,656	8,409	33,400	5,847	0	0
Great Eastern Highway - Roe Hwy Interchange	State Contribution	38,585	5,539	5,713	22,333	5,000	0
	Cwltb Contribution	74,034	4,688	29,800	35,516	4,030	0
Total State and Cwltb Contribution		112,619	10,227	35,513	57,849	9,030	0
Leach Highway (High St) Improvements	State Contribution	33,993	0	0	0	1,343	32,650
	Cwltb Contribution	33,993	0	0	0	1,343	32,650
Total State and Cwltb Contribution		67,986	0	0	0	2,686	65,300
Roe Hwy Midland/Kewdale to Fremantle Port ITS Management System	State Contribution	7,162	2,014	3,625	1,523	0	0
	Cwltb Contribution	7,162	150	3,475	1,523	2,014	0
Total State and Cwltb Contribution		14,324	2,164	7,100	3,045	2,014	0
Kwinana Freeway ITS Management System (Foundation ITS)	State Contribution	10,489	3,199	0	1,986	3,382	1,922
	Cwltb Contribution	8,876	878	0	1,523	4,796	1,679
Total State and Cwltb Contribution		19,365	4,077	0	3,509	8,178	3,601

Project Name	Funding source	Est Total Cost \$000	Estimated Exp to 30/06/10	2010/11 \$000	2011/12 \$000	2012/13 \$000	2013/14 \$000
Kwinana Freeway Freight Management System (Advanced ITS)	State Contribution	27,508	0	1,835	1,320	2,084	22,269
	Cwlth Contribution	29,436	0	6,525	1,784	7,186	13,941
Total State and Cwlth Contribution		56,944	0	8,360	3,104	9,270	36,210
Kwinana Freeway - Additional lanes Leach Hwy to Roe Hwy	State Contribution	22,183	0	1,109	5,261	10,799	5,014
	Cwlth Contribution	22,043	209	1,092	4,979	15,532	231
Total State and Cwlth Contribution		44,226	209	2,201	10,240	26,331	5,245
Kewdale Intermodal Terminal Network - Rail	State Contribution	26,776	150	5,032	12,401	9,193	0
	Cwlth Contribution	26,776	0	5,032	17,401	4,343	0
Total State and Cwlth Contribution		53,552	150	10,064	29,802	13,536	0
Tonkin Highway Leach Highway to Roe Highway	State Contribution	17,477	200	0	725	2,188	14,364
	Cwlth Contribution	15,610	500	725	0	7,494	6,891
Total State and Cwlth Contribution		33,087	700	725	725	9,682	21,255
Tonkin Highway Roe Highway Interchange Improvements	State Contribution	3,197	0	0	0	0	3,197
	Cwlth Contribution	3,009	0	0	0	725	2,284
Total State and Cwlth Contribution		6,206	0	0	0	725	5,481
Tonkin Highway Leach Highway Interchange	State Contribution	24,902	0	0	761	1,997	22,144
	Cwlth Contribution	24,902	0	0	761	3,997	20,144
Total State and Cwlth Contribution		49,804	0	0	1,522	5,994	42,288
Tonkin Highway Kewdale Road (Horrie Miller Drive) Interchange	State Contribution	32,394	14	2,814	1,069	2,166	26,331
	Cwlth Contribution	32,395	371	1,300	0	25,579	5,145
Total State and Cwlth Contribution		64,789	385	4,114	1,069	27,745	31,476
Tonkin Highway Incident & Congestion Management System	State Contribution	3,197	50	50	0	0	3,097
	Cwlth Contribution	3,770	0	0	725	3,045	0
Total State and Cwlth Contribution		6,967	50	50	725	3,045	3,097
Tonkin Hwy Abernethy Road Interchange Stage 2	State Contribution	8,261	173	5,000	2,836	252	0
	Cwlth Contribution	8,088	0	0	4,136	3,952	0
Total State and Cwlth Contribution		16,349	173	5,000	6,972	4,204	0
Nation Building Program 1	State Contribution	0	0	0	0	0	0
	Cwlth Contribution	134,681	0	0	16,241	62,350	56,090
Total State and Cwlth Contribution		134,681	0	0	16,241	62,350	56,090
Coolgardie-Esperance Hwy : Esperance Port Access Corridor	State Contribution	60,018	878	0	0	0	59,140
	Cwlth Contribution	60,000	0	2,900	5,000	43,924	8,176
Total State and Cwlth Contribution		120,018	878	2,900	5,000	43,924	67,316
Dampier Highway Stage 1B	State Contribution	5,573	5,573	0	0	0	0
	Cwlth Contribution	4,392	4,392	0	0	0	0
Total State and Cwlth Contribution		9,965	9,965	0	0	0	0
Dampier Highway Stages 2-6	State Contribution	15,184	492	9,894	3,572	1,226	0
	Cwlth Contribution	75,609	2,225	35,387	35,427	2,570	0
Total State and Cwlth Contribution		90,793	2,717	45,281	38,999	3,796	0

Project Name	Funding source	Est Total Cost \$000	Estimated Exp to 30/06/10	2010/11 \$000	2011/12 \$000	2012/13 \$000	2013/14 \$000
Great Northern Hwy - Pinga & Wallwork Intersections & Dual Carriageway, Pt Hedland	State Contribution	6,278	6,278	0	0	0	0
	Cwlth Contribution	6,000	6,000	0	0	0	0
Total State and Cwlth Contribution		12,278	12,278	0	0	0	0
Great Northern Hwy - Port Hedland Upgrade	State Contribution	34,487	749	3,047	5,000	15,546	10,145
	Cwlth Contribution	154,000	11,000	26,335	51,266	53,570	11,829
Total State and Cwlth Contribution		188,487	11,749	29,382	56,266	69,116	21,974
Heavy Vehicle Safety and Productivity Program Stage 1	State Contribution	3,895	3,895	0	0	0	0
	Cwlth Contribution	2,705	2,705	0	0	0	0
Total State and Cwlth Contribution		6,600	6,600	0	0	0	0
Great Northern Hwy Muchea to Wubin	State Contribution	1,243	1,243	0	0	0	0
	Cwlth Contribution	116,401	116,391	10	0	0	0
Total State and Cwlth Contribution		117,644	117,634	10	0	0	0
Great Northern Hwy Roe Hwy to Muchea	State Contribution	3,000	3,000	0	0	0	0
	Cwlth Contribution	81,588	75,588	6,000	0	0	0
Total State and Cwlth Contribution		84,588	78,588	6,000	0	0	0
Daddow Road Bridge	State Contribution	1,146	1,146	0	0	0	0
	Cwlth Contribution	14,700	14,700	0	0	0	0
Total State and Cwlth Contribution		15,846	15,846	0	0	0	0
Hopetoun to Bemer Bay Road Stage 1 (Infrastructure Employment Projects program)	State Contribution	20,050	1,850	10,000	8,200	0	0
	Cwlth Contribution	20,000	0	0	0	0	20,000
Total State and Cwlth Contribution		40,050	1,850	10,000	8,200	0	20,000
Projects with Commonwealth funding contribution only:							
Eyre Hwy - Balladonia East	Cwlth Contribution	29,290	29,000	20	20	250	0
Eyre Hwy - Heart Break Ridge	Cwlth Contribution	34,248	33,021	1,120	25	82	0
Eyre Hwy - Ciaguna East/Balladonia	Cwlth Contribution	47,516	44,818	1,425	973	300	0
Great Northern Hwy Big Mabel Creek Bridge	Cwlth Contribution	17,929	17,220	709	0	0	0
Great Northern Hwy Bow River Section	Cwlth Contribution	46,322	42,171	4,151	0	0	0
Great Northern Hwy Elvire to Sandy Creek Section	Cwlth Contribution	10,500	9,968	532	0	0	0
Great Northern Hwy Fitzroy to Gogo	Cwlth Contribution	4,999	4,999	0	0	0	0
Great Northern Hwy Telegraph Creek Bridge	Cwlth Contribution	14,838	13,981	857	0	0	0
Great Northern Hwy Fletcher Creek Bridge	Cwlth Contribution	25,878	25,251	627	0	0	0
Victoria Hwy Kununurra Heavy Haulage Route (Preconstruction Activities)	Cwlth Contribution	9,001	5,401	3,600	0	0	0
Nation Building Blackspot Program	Cwlth Contribution	55,300	29,360	6,485	6,485	6,485	6,485
Boom Gates for Level Crossings Program	Cwlth Contribution	14,070	14,070				

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

7. *Is any funding allocated in this budget for traffic lights on Joondalup Drive in Banksia Grove or Neerabup?*

Answers:

7. No. There is no funding allocated in 2010-11 to install traffic signals on Joondalup Drive in Banksia Grove or Neerabup.

For the Member's information, the City of Wanneroo wrote to Main Roads in April 2010 requesting "agreement in principle" to install traffic signals at the intersection of Joondalup drive and Mistletoe Drive in Banksia Grove. Main Roads has requested further information from the City of Wanneroo to enable the proposal to be evaluated. If Main Roads supports the proposal, the City of Wanneroo will be able to apply for funding in future Budgets.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

8. Is there any funding allocated in this budget to upgrade Wanneroo Road?

Answers:

8. \$5.081 million is allocated in 2010-11 to complete the upgrading of Wanneroo Road between Wallawa Street and Joondalup Drive. Some of these funds are needed to complete various finishing works such as landscaping. The rest is surplus to requirements and has been earmarked for the construction of two passing lanes on Indian Ocean Drive north of Yanchep.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

9. *Is the extension of the dual carriageway on Wanneroo Road to Hall Road on the ten year plan for road funding? If yes, what year is construction planned to commence?*

Answers:

9. No funds are allocated in the 2010-11 Budget and Forward Estimates for the extension of the dual carriageway on Wanneroo Road to Hall Road. Main Roads has an internal draft 10-year plan, however, this is indicative only and has no formal status in regard to funding.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

10. Is there any part of the construction of the Perth Darwin Highway on the ten year plan for road funding? If yes, what year is construction planned to commence?

Answers:

10. Funding is allocated in the 2010-11 Budget and Forward Estimates for the realignment of Great Northern Highway at Port Hedland and to complete upgrading works on Great Northern Highway between Lennard Street and West Swan Road in Upper Swan. No funding is allocated for the construction of the Perth Darwin Highway (which presumably refers to the so-called Swan Valley Bypass). Main Roads has an internal draft 10-year plan, however, this is indicative only and has no formal status in regard to funding.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

- 11. Is a dual carriageway on Gnangara Road on the ten year plan for road funding?
If yes, what year is construction planned to commence?*

Answers:

11. Gnangara Road is a Local Government Road under the respective controls of the Cities of Wanneroo and Swan. No funds are allocated in Main Roads' 2010-11 Budget and Forward Estimates for a dual carriageway on Gnangara Road. Main Roads has an internal draft 10-year plan, however, this is indicative only and has no formal status in regard to funding.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

12. Is the addition of extra lanes on the Mitchell Freeway north of Hepburn Avenue on the ten year plan for road funding? If yes, what year is construction planned to commence?

Answers:

12. No funds are allocated in the 2010-11 Budget and Forward Estimates for extra lanes on Mitchell Freeway north of Hepburn Avenue. Main Roads has an internal draft 10-year plan, however, this is indicative only and has no formal status in regard to funding.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

- 13. Is the addition of extra lanes on the Kwinana Freeway south of Roe Highway on the ten year plan for road funding? If yes, what year is construction planned to commence?*

Answers:

13. No funds are allocated in the 2010-11 Budget and Forward Estimates for extra lanes on Kwinana Freeway south of Roe Highway. Main Roads has an internal 10-year plan, however, this is indicative only and has no formal status in regard to funding.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

14. Are the York or Toodyay bypass's on the ten year plan for road funding? If yes, in what year is construction planned to commence for each project?

Answers:

14. No funds are allocated in the 2010-11 Budget and Forward Estimates for the York or Toodyay Bypasses. Main Roads has an internal draft 10-year plan, however, this is indicative only and has no formal status in regard to funding.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

15. I refer to page 432 Asset Investment Program and the project called Nation Building Program – Nation Building Program 1 with an estimated total cost of \$134 681 and ask –

15.1 What projects are included in the allocation?

15.2 How much is allocated to each program?

15.3 When will each project commence?

15.4 When will each project be completed?

Answers:

15.1 These funds represent the Commonwealth contribution to two of the projects initially included in the \$700 million Perth Urban Transport and Freight Corridor initiative under the Nation Building Program – the proposed Fremantle Outer Harbour road and rail access projects. On 4 March 2009, EERC endorsed a number of recommendations in relation to the State Government's Capital Works Audit. One of these decisions was to defer indefinitely the Fremantle Outer Harbour road and rail access projects and to roll the Commonwealth's contribution towards these two projects into a single line item in the 2009 State Budget Papers (and subsequently in the 2010 State Budget papers) referred to as "Nation Building Program 1". The use of these funds will be influenced by the outcomes of the report by the State Government's Fremantle Ports Optimum Planning Group.

15.2 No funds are currently allocated to specific projects under this item.

15.3 To be determined.

15.4 To be determined.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

16. I refer to page 432 and ask –

16.1 Can the Minister provide a list of all the projects that were funded under the item called Minor Works (Including Black Spots and urgent minor works) in 2009-10 and 2008-09?

Answers:

16.1 The list of all projects funded from Minor Works in 2008-09 and 2009-10 would number more than 1,100 and represents a wide range of projects across the State. A sample page is provided showing the information kept on each of these projects. If the Member would like to know more about a specific project, or even categories of projects, Main Roads would be pleased to provide such information.

Project Number	Project Description	Local Government	Road No	Road Desc	Slk Start	Slk Finish	State Road Class	Cwlth Road Class	Work Activity Code	Cost Centre Code	Bud Cat Code	Fund	2008/09 Expenditure	2009/10 Expenditure
21104530	HVPP - North West Coastal Highway 730slk RHS - Top up existing material; rework; improve drainage & seal existing parking bay to create designated heavy vehicle parking bay		H007	NORTH WEST COASTAL HIGHWAY	730.00	730.00	H	SR	IW	003	RZHV	192 NBP HVSP Capital	0	29,545
21104531	HVPP - North West Coastal Highway 767slk RHS - Top up existing material; rework; improve drainage & seal existing parking bay to create designated heavy vehicle parking bay		H007	NORTH WEST COASTAL HIGHWAY	767.00	767.00	H	SR	IW	003	RZHV	192 NBP HVSP Capital	0	49,545
21104532	HVPP - North West Coastal Highway 858slk RHS - Top up existing material; rework; improve drainage & seal existing parking bay to create designated heavy vehicle parking bay		H007	NORTH WEST COASTAL HIGHWAY	858.00	858.00	H	SR	IW	003	RZHV	192 NBP HVSP Capital	0	29,545
21104533	HVPP - North West Coastal Highway 526slk RHS - Top up existing material; rework; improve drainage and & existing parking bay to create designated heavy vehicle parking bay		H007	NORTH WEST COASTAL HIGHWAY	526.00	526.00	H	SR	IW	003	RZHV	192 NBP HVSP Capital	0	29,545
21103901	NSIP-H5-GEH Install Bollard Lighting at M032 Intersection		H005	GREAT EASTERN HIGHWAY	96.78	96.98	H	NH	IW	010	RHNP	192 NBP NSIP Capital	0	134,947
21100643	Mid West Region-NSIP- install & lines various		H006	GREAT NORTHERN HIGHWAY	311.20	1153.30	H	NH	IW	004	RHNP	192 NBP NSIP Capital	0	53,646
21102358	NSIP-Install New Signs and Lines-Great Northern Hwy		H006	GREAT NORTHERN HIGHWAY	1162.63	1894.33	H	NH	IW	011	RHNP	192 NBP NSIP Capital	0	60,000
21103882	NSIP GNH H6 Improve Drainage 253.41		H006	GREAT NORTHERN HIGHWAY	253.41	253.41	H	NH	IW	010	RHNP	192 NBP NSIP Capital	0	2,604
21104179	Great Northern Highway-Kimberley Region-Fence Road Reserve & Remove Grids		H006	GREAT NORTHERN HIGHWAY	1954.00	2290.00	H	NH	IW	006	RHNP	192 NBP NSIP Capital	0	97,953

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

17. I refer to page 433 and ask –

17.1 What work does the Kwinana Freeway – Freight Management System include?

Answers:

17.1 The project involves installing advanced ITS (i.e. Vehicle Detection Loops, CCTV Cameras and Variable Message Signs) on sections of Kwinana Freeway from Narrows Bridge to Mortimer Road. The project also involves reconstructing various on-ramps and widening shoulders on sections of Kwinana Freeway from Narrows Bridge to Mortimer Road to provide additional peak hour capacity which will benefit road users, especially heavy vehicle operators. Advanced ITS capability will be installed on these modified on-ramps and widened shoulders to directly manage vehicle access in peak hours.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

18. What projects are currently included in the \$700 Perth Urban Freight and Transport Corridor program and how much funding is allocated to each project?

Answers:

18 Yes. See attached table.

Asset Investment Program - 2010 Budget and Forward Estimates - MRWA

Nation Building Program - Perth Urban Transport and Freight Corridor Initiative Funding Information as at 20 May 2010

Project Name		Est Total Cost \$000	Estimated Exp to 30/06/09 \$000	2010/11 \$000	2011/12 \$000	2012/13 \$000	2013/14 \$000
Projects with Commonwealth and State funding contributions:							
Leach Highway (High St) Improvements	State Contribution	33,993	0	0	0	1,343	32,650
	Cwth Contribution	33,993	0	0	0	1,343	32,650
Total State and Cwth Contribution		67,986	0	0	0	2,686	65,300
Roe Hwy Midland/Kewdale to Fremantle Port ITS Management System	State Contribution	7,162	2,014	3,625	1,523	0	0
	Cwth Contribution	7,162	150	3,475	1,523	2,014	0
Total State and Cwth Contribution		14,324	2,164	7,100	3,045	2,014	0
Kwinana Freeway ITS Management System (Foundation ITS)	State Contribution	10,489	3,199	0	1,986	3,382	1,922
	Cwth Contribution	8,876	878	0	1,523	4,796	1,679
Total State and Cwth Contribution		19,365	4,077	0	3,509	8,178	3,601
Kwinana Freeway Freight Management System (Advanced ITS)	State Contribution	27,508	0	1,835	1,320	2,084	22,269
	Cwth Contribution	29,436	0	6,525	1,784	7,186	13,941
Total State and Cwth Contribution		56,944	0	8,360	3,104	9,270	36,210
Kwinana Freeway - Additional lanes Leach Hwy to Roe Hwy	State Contribution	22,183	0	1,109	5,261	10,799	5,014
	Cwth Contribution	22,043	209	1,092	4,979	15,532	231
Total State and Cwth Contribution		44,226	209	2,201	10,240	26,331	5,245
Kewdale Intermodal Terminal Network - Rail	State Contribution	26,776	150	5,032	12,401	9,193	0
	Cwth Contribution	26,776	0	5,032	17,401	4,343	0
Total State and Cwth Contribution		53,552	150	10,064	29,802	13,536	0
Tonkin Highway Leach Highway to Roe Highway	State Contribution	17,477	200	0	725	2,188	14,364
	Cwth Contribution	15,610	500	725	0	7,494	6,891
Total State and Cwth Contribution		33,087	700	725	725	9,682	21,255
Tonkin Highway Roe Highway Interchange Improvements	State Contribution	3,197	0	0	0	0	3,197
	Cwth Contribution	3,009	0	0	0	725	2,284
Total State and Cwth Contribution		6,206	0	0	0	725	5,481
Tonkin Highway Leach Highway Interchange	State Contribution	24,902	0	0	761	1,997	22,144
	Cwth Contribution	24,902	0	0	761	3,997	20,144
Total State and Cwth Contribution		49,804	0	0	1,522	5,994	42,288
Tonkin Highway Kewdale Road (Horrie Miller Drive) Interchange	State Contribution	32,394	14	2,814	1,069	2,166	26,331
	Cwth Contribution	32,395	371	1,300	0	25,579	5,145
Total State and Cwth Contribution		64,789	385	4,114	1,069	27,745	31,476
Tonkin Highway Incident & Congestion Management System	State Contribution	3,197	50	50	0	0	3,097
	Cwth Contribution	3,770	0	0	725	3,045	0
Total State and Cwth Contribution		6,967	50	50	725	3,045	3,097

Project Name	Est Total Cost \$000	Estimated Exp to 30/06/09 \$000	2010/11 \$000	2011/12 \$000	2012/13 \$000	2013/14 \$000
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Tonkin Hwy Abernethy Road Interchange Stage 2	State Contribution	8,261	173	5,000	2,836	252	0
	Cwlth Contribution	8,088	0	0	4,136	3,952	0
Total State and Cwlth Contribution		16,349	173	5,000	6,972	4,204	0

Nation Building Program 1

Nation Building Program 1	State Contribution	0	0	0	0	0	0
	Cwlth Contribution	134,681	0	0	16,241	62,350	56,090
Total State and Cwlth Contribution		134,681	0	0	16,241	62,350	56,090

Grand Totals PUTFC Projects

Total State Contribution		217,539	5,800	19,465	27,882	33,404	130,988
Total Commonwealth Contributions		350,741	2,108	18,149	49,073	142,356	139,055
Total State and Commonwealth Contributions		568,280	7,908	37,614	76,954	175,760	270,043

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

19. How much funding was allocated under the Perth Urban Freight and Transport Corridor for road and rail links to the outer Fremantle Harbour?

Answers:

19. No funding was allocated to these projects in Main Roads' 2010-11 Budget and Forward Estimates.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

20. I refer to the flashing 40km hour speed limit signs and ask –

20.1 What are the locations or schools where these signs have been installed?

20.2 What are the criteria used to determine the location of these signs?

Answers:

20.1 A listing of the locations where the Electronic School Signs have been installed is provided hereunder:

School	Road	Locality
Yokine PS	Woodrow Avenue	Yokine
Corpus Christi / Yidarra PS	Murdoch Drive	Bateman
Lynwood Snr HS	High Road	Parkwood
Warnbro Community HS	Warnbro Sound Avenue	Warnbro
Frederick Irwin Anglican	Gordon Road	Meadow Springs (SWR)
Wattle Grove PS	Welshpool Road	Wattle Grove
Saint Johns	Scarborough Beach Road	Scarborough
Gidgegannup PS	Toodyay Road	Gidgegannup
North Morley	Alexander Drive	Dianella
Busselton Snr HS	Bussell Highway	Busselton (SWR)
Mirrabooka PS	Nollamara Avenue	Mirrabooka
Morley PS	Wellington Street	Morley
Currambine PS	Moore Drive	Currambine
Bullsbrook PS / District HS	Chittering Road	Bullsbrook
Peter Carnley Anglican	Wellard Road	Kwinana
Pickering Brook PS	Pickering Brook Road	Pickering Brook
Comet Bay College	Warnbro Sound Avenue	Secret Harbour
Secret Harbour PS	Warnbro Sound Avenue	Secret Harbour
Jandakot PS	Hammond Road	Success
Shenton College	Stubbs Terrace	Nedlands
Ravensthorpe District HS	South Coast Highway	Ravensthorpe (GER)

PS = Primary School

HS = High School

20.2 Provision of Electronic School Zone signs is currently funded by the Safer Roads Program. Selection of sites for the installation of Electronic School Zone signs under this program will be for the following types of roads, in descending order of priority:

- four lane single carriageway 70km/h roads;
- four lane single carriageway 60km/h roads;
- two lane single carriageway 70km/h roads;
- two lane single carriageway 60km/h roads;
- four lane dual carriageway / pedestrian refuge islands 70km/h roads;
- four lane dual carriageway / pedestrian refuge islands 60km/h roads;
- two lane dual carriageway / pedestrian refuge islands 70km/h roads;
- two lane dual carriageway / pedestrian refuge islands 60km/h roads; and
- 50km/h Distributor roads.

Sites that can be given a higher priority include those which have one or more of the following:

- pedestrian casualty crash history;
- 85thile speed of 10km/h or greater than the posted speed over the full 1.5 hour School Zone periods;
- endorsement from the Children's Crossing and Road Safety Committee; and
- School Zone is on a designated Restricted Access Vehicle Route.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

21. I refer to the document provided by the Minister 'State Appropriations adjusted for CPI' last year and ask for each year listed –

21.1 What was the amount of state funds expended, excluding funds for roads infrastructure depreciation in each year prior to the figures being adjusted by CPI (raw data)?

21.2 In the following financial years, what is the estimated amount of state funds that will be expended, excluding funds for roads infrastructure depreciation –

21.2.1 2010-2011;

21.2.2 2011-2012;

21.2.3 2012-2013; and

21.2.4 2013-2014.

Answers:

21.1 1997-98	\$471.4 million.
1998-99	\$572.3 million.
1999-00	\$633.7 million.
2000-01	\$617.4 million.
2001-02	\$477.4 million.
2002-03	\$458.3 million.
2003-04	\$512.9 million.
2004-05	\$529.3 million.
2005-06	\$543.2 million.
2006-07	\$718.4 million.
2007-08	\$806.5 million.
2008-09	\$883.4 million.
2009-10	\$841.9 million.

21.2

21.2.1 \$719.157 million.

21.2.2 \$717.154 million.

21.2.3 \$694.116 million.

21.2.4 \$926.369 million.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

22. Will the Minister table a new table including this year and each year of the forward estimates? If not, why not?

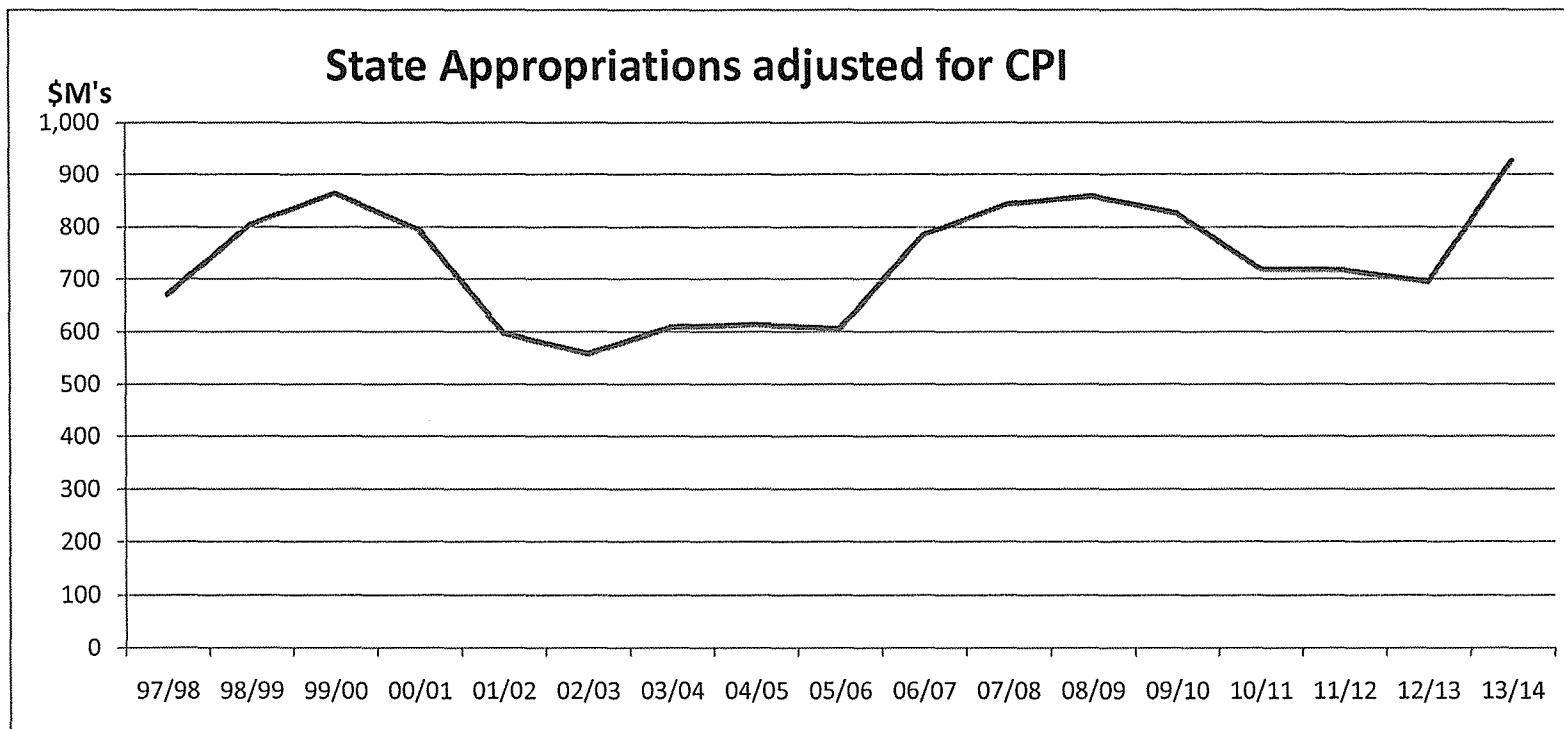
Answers:

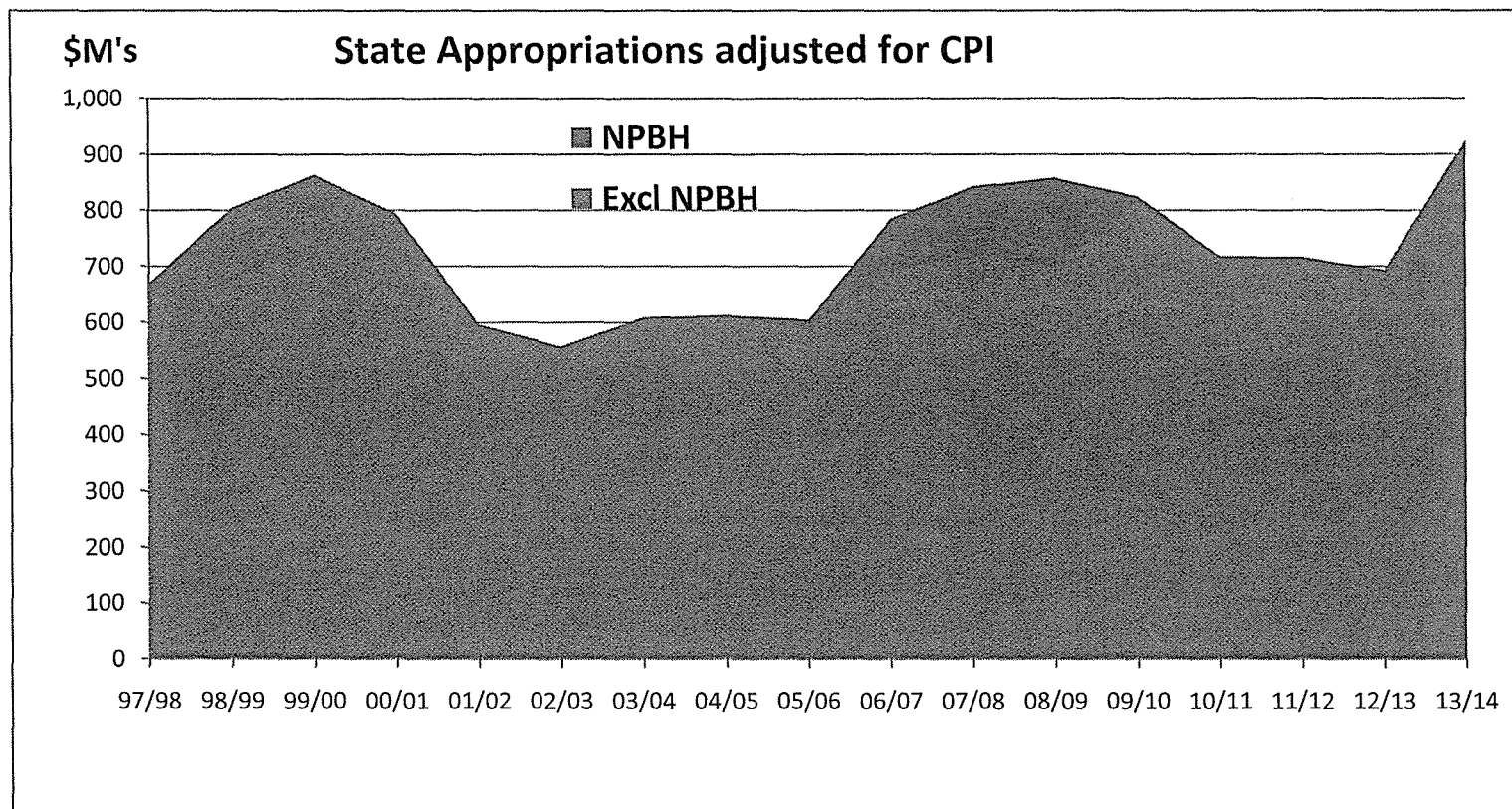
22. Yes. See attached table and charts.

State Government Appropriations (Excluding Depreciation)

2010/11 Budget Papers

Year	\$M's	NPBH	Exc NPBH	CPI	Adusted \$M's	Excl NPBH	NPBH
97/98	471.400		471.400	121.0	670.479	670.479	
98/99	572.300		572.300	122.3	805.338	805.338	
99/00	633.700		633.700	126.2	864.182	864.182	
00/01	617.400		617.400	133.8	794.130	794.130	
01/02	477.400		477.400	137.6	597.097	597.097	
02/03	458.300		458.300	141.3	558.198	558.198	
03/04	512.900	0.590	512.310	144.8	609.600	608.899	0.701
04/05	529.300	0.000	529.300	148.4	613.831	613.831	0.000
05/06	543.200	20.444	522.756	154.3	605.863	583.061	22.802
06/07	718.400	86.675	631.725	157.5	784.995	690.285	94.710
07/08	806.500	112.710	693.790	164.6	843.248	725.403	117.846
08/09	833.283	155.077	678.206	167.0	858.731	698.918	159.813
09/10	825.172	11.812	813.360	172.1	825.172	813.360	11.812
10/11	719.157	0.000	719.157		719.157	719.157	
11/12	717.154	0	717.154		717.154	717.154	
12/13	694.116	0	694.116		694.116	694.116	
13/14	926.369	0	926.369		926.369	926.369	





ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

23. How much money was allocated under the Perth urban transport and freight corridor project for the Fremantle outer Harbour road and rail projects by the Commonwealth and State Government?

23.1 Does the State Government still intend to proceed with these projects?

23.2 If no, what will happen to the Commonwealth money allocated to these projects?

23.3 Under the agreement with the Commonwealth Government is there any requirement to complete these projects by a certain date?

Answers:

23. In the 2010-11 Federal Budget, no Commonwealth funding is allocated to these projects. In the 2010-11 State Budget and Forward Estimates, no State funding is allocated to these projects.

23.1 A decision on whether or not to proceed with these projects will be influenced by the outcomes of the report by the State Government's Fremantle Ports Optimum Planning Group.

23.2 This will be subject to the outcome of negotiations with the Commonwealth Government.

23.3 The Commonwealth expects that all funds allocated will be spent by December 2014.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Ken Travers MLC asked -

24. Will the Minister table a copy of Main Roads current ten year plan for road works?

Answers:

24. Main Roads has an internal draft 10-year plan, however, this is indicative only and has no formal status in regard to funding. It is also dependent on future revenue levels from the State and Commonwealth Governments, as well as their future priorities, which are unknown from 2014-15 onwards. Consequently, it is not deemed appropriate to release an internal working document.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Lynn MacLaren MLC asked -

25. In reference to Budget Statements, Budget Paper No 2, Volume 2, page 425, Significant Issues Impacting the Agency –

25.1 In last year's budget under Significant Issues Impacting the Agency, the department stated that they were undertaking a study on the impacts of the proposed extension of Roe Highway and intended to make recommendations on the adequacy of the existing and planned road network associated with the extension and the impact on the feeder road. This does not appear as a significant issue impacting the agency this year. Why?

Answers:

25.1 Since the 2009-10 Budget, Main Roads has engaged consultant AECOM under a substantial contract to undertake the planning and consultation for this project. This consultancy is expected to address any significant issues related to construction.

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE – MAIN ROADS

FRIDAY, 13 AUGUST 2010

MINISTER FOR TRANSPORT

Hon Lynn MacLaren MLC asked -

26. In reference to Budget Statements, Budget Paper No 2, Volume 2, page 431, Works in Progress –

26.1 Why was \$8 881 000 estimated for the Roe Highway Extension last year but only \$5 325 000 was spent?

26.2 Why was \$65 911 000 a forward estimate in last year's budget for the project but only \$6 000 000 is estimated in this year's budget for 2010-11?

26.3 Why was \$49 472 000 listed as a forward estimate for 2011-12 in last year's budget but only \$8 745 000 is estimated in this year's budget?

26.4 Why are there no funds listed under the forward estimates for the Roe Highway Extension for 2012-13 and 2013-14?

26.5 Is the Southmetro Connect public consultation project included in these figures?

26.5.1 If not, where is it included?

26.5.2 How much has been spent on this project to date?

26.5.3 How much money is estimated to complete the project?

Answers:

26.1 The \$5,325,000 was all that was expected to be spent on community consultation and planning activities.

26.2-3 The reduction follows the decision to reinstate funds from the Roe Highway extension to the three projects on the Perth Urban Transport Freight Corridor (PUTFC) initiative.

26.4 No funds are listed in 2012-13 or 2013-14 following the decision to reinstate funds from the Roe Highway extension to the three projects on the PUTFC initiative. Funding will be requested in 2012-13 onwards in future State budgetary processes, following the completion of the project development phase.

26.5 Yes.

26.5.1 Not applicable.

23.5.2 As per the Budget papers, it was expected that \$5.755 million would be spent on the project to 30 June 2010.

23.5.3 It is estimated that \$20 million will be spent to complete project development (excluding South Metro Connect's activities) and some pre-construction activities.