

SPEED LIMIT REDUCTIONS

1332. Hon BARRY HOUSE to the parliamentary secretary representing the Minister for Planning and Infrastructure:

- (1) I refer to recent speed limit reductions on the following roads immediately after work had been done to improve and upgrade them -

Ennis Avenue - from 110 to 100 kilometres an hour;

Safety Bay Road - from 110 to 80 kilometres an hour;

Old Mandurah Road - from 110 to 80 kilometres an hour; and

Baldivis Road from - 110 to 80 kilometres an hour.

What accident statistics or other information was used to justify these speed limit reductions?

- (2) I refer also to the decision to set the speed limit for the Dawesville deviation - a new and outstanding safe dual carriageway - at 90 kilometres an hour. What is the logic for changing the speed limit from 90 kilometres an hour on the dual carriageway Dawesville deviation to 110 kilometres an hour as the road enters the much narrower, two-lane, two-way Old Coast Road?
- (3) As the major stated reason for changing the southern corridor rail route was to save Mandurah commuters 12 minutes travelling time, was the economic cost and other inconvenience of the additional travelling time between Mandurah and Perth on these reduced speed limits assessed and taken into account?
- (4) If not, why not?

Hon GRAHAM GIFFARD replied:

I thank the honourable member for some notice of this question. With regard to the speed limits applying to various roads on the route between the Kwinana Freeway and Mandurah, I advise as follows -

- (1) (a) The speed limit on the section of the Perth-Bunbury highway between Safety Bay Road in Rockingham and Karinga Road in Mandurah was reduced from 110 to 100 kilometres an hour in January 2002. This section of the highway is the responsibility of Main Roads Western Australia and is also known by the local names of Ennis Avenue, Mandurah Road and Fremantle Road. Currently, between 34 000 and 37 000 vehicles use the Perth-Bunbury highway between Rockingham and Mandurah each day, with traffic volumes predicted to continue to grow at a steady rate. In the five-year period from January 1996 to December 2001, a total of 212 crashes were recorded on this section of the highway, of which four were fatal and 73 were serious enough to require people to be admitted to hospital or need medical attention. The crash rates are higher than state averages, especially the rates for injury and hospitalisation. Local communities at Port Kennedy, Secret Harbour, Golden Bay, Singleton and Madora have also expressed concerns about being able to gain safe access onto the Perth-Bunbury highway due to the volume and speed of traffic using the highway. As a result of these concerns, Main Roads has arranged for a traffic study to be undertaken for the Perth-Bunbury highway between Rockingham and Mandurah. The speed reduction to 100 kilometres an hour is one of the measures recommended by the traffic study to improve safety and reduce crashes along this section of road. The speed reduction will add a maximum of 59 seconds to the journey between Rockingham and Mandurah.
- (b) Safety Bay Road from Mandurah Road to Baldivis Road has been speed zoned at 80 kilometres an hour since December 1995.
- (c) The speed limit on the section of Mandurah Road from Rockingham Road to Ennis Avenue was reduced from 100 to 80 kilometres an hour on 15 June 2001, in conjunction with the opening of the extension of Kwinana Freeway and Safety Bay Road to Ennis Avenue.
- (d) Baldivis Road-Stakehill Road from Safety Bay Road to Mandurah Road is a local road and the speed limit was reduced from 90 to 80 kilometres an hour in June 2001, in conjunction with the opening of the extension of Kwinana Freeway and Safety Bay Road to Ennis Avenue. Kwinana Freeway and Ennis Avenue are primary distributor roads and, along with the upgraded Safety Bay Road, form a safer, preferred route of travel between Perth and Mandurah. All local roads in this area have been speed zoned accordingly to reflect adjacent

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roadside development, the operating characteristics of the road and, most importantly, to maintain an adequate level of safety for all road users.

- (2) An initial speed zoning of 90 kilometres an hour was chosen for the Dawesville deviation after extensive consultation with local residents and the Southern Coastal Community Association, which raised concerns over the noise impacts on surrounding properties. The 110 kilometres an hour speed limit on Old Coast Road maintains the speed limit that existed on that road prior to the construction of the Dawesville deviation. In addition to the noise issues, road safety issues are always a concern when new infrastructure is opened to public traffic. Given that the construction of the Dawesville deviation significantly modified a number of existing intersections and required east-west traffic to cross a dual carriageway, as opposed to the original single carriageway, it was considered that opening the Dawesville deviation at a lower posted speed limit of 90 kilometres an hour provided road safety benefits.

It should be noted also that new developments to the west of the Dawesville deviation, including the new Ocean Road Primary School, increased the volumes of local traffic crossing the Dawesville deviation from the established residential areas to the east.

Consideration was given to the impact of implementing a 90 kilometre an hour speed zone instead of a 110 kilometre an hour speed zone on the travel time of road users travelling along the Dawesville deviation. An additional travel time of 33 seconds to negotiate the Dawesville deviation is required for vehicles travelling at 90 kilometres an hour as opposed to those travelling at 110 kilometres an hour. Given the minimal impact on travel time through this section and the road's safety and noise issues described above, it was decided that an initial posted speed limit of 90 kilometres an hour should be applied. Now that works associated with the deviation have been completed and local traffic has become accustomed to it, a review will be undertaken to confirm whether any adjustment to the speed limit is necessary. This review will be carried out shortly.

- (3) The construction of the Kwinana Freeway extension and the associated improvements to the freeway and Safety Bay Road have reduced the travel time between Perth and Mandurah by up to 20 minutes. The reduction of the speed limits on Old Mandurah Road and Baldivis Road has been made for safety reasons to encourage traffic to use the higher-standard route along Safety Bay Road and Ennis Avenue. However, regardless of what route is used, the Kwinana Freeway still provides a significant time saving for motorists travelling between Perth and Mandurah. As mentioned, the reduction of the speed limit on the Perth to Bunbury highway from 110 kilometres an hour to 100 kilometres an hour will add a maximum of 59 seconds to the journey between Rockingham and Mandurah.

Hon Norman Moore: Fifty-nine seconds! Who wrote this answer?

Hon GRAHAM GIFFARD: This small additional travelling time is considered to be worthwhile because of the significant safety benefits for motorists and communities living along the road. The people who wrote this are probably the people whom the member referred to as Nazis.

- (4) Not applicable.