

PEEL DEVIATION, N1.5 AND N3 ROUTES

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

With reference to the proposed N1.5 and the alternative N3 routes for the Peel deviation -

- (1) Have the police and/or other road safety experts been consulted and asked to comment on the safety aspects of the proposed Pinjarra Road interchange designs for N1.5 and N3?
- (2) Has a full cost analysis of the N1.5. and N3 alternatives been done? If so, by whom, and will the parliamentary secretary table the document?
- (3) Why have the views of the Water and Rivers Commission on the environmental aspects of the N1.5 proposed bridge over the Murray River - which have been acknowledged by the Minister for the Environment in a response to a submission on the Peel deviation - been ignored?

Hon GRAHAM GIFFARD replied:

- (1) The proposed interchange design is consistent with Australian and international standards, which fulfils all safety requirements.
- (2) No. Full cost analysis is not possible without more detailed design of both routes. However, general analysis indicates that the alternative N3 route is longer and the bridge required over the river on this route is also longer than the bridge on the other alignment. By applying prices applicable for a road of this standard it can clearly be seen that the cost for the N3 route would be higher than that for the preferred N1.5 route. There would also be additional costs associated with land acquisition on a longer route including a section through a developed subdivision on the N3 option.
- (3) The views of the Water and Rivers Commission were not ignored. Consultation with the Water and Rivers Commission confirmed that the N1.5 river crossing is not a major concern subject to appropriate bridge design. Moreover, the Peel deviation, including option N1.5, has been the subject of a formal environmental assessment, which included specific examination of this matter. The environmental assessment concluded that the proposal is environmentally acceptable.