

Chairman; Ms Rita Saffioti; Mr Dean Nalder; Mr Bill Johnston; Mr Frank Alban; Ms Simone McGurk; Mr John McGrath; Mr Terry Waldron

Division 66: Commissioner of Main Roads, \$1 188 986 000 —

Ms J.M. Freeman, Chairman.

Mr D.C. Nalder, Minister for Transport.

Mr R. Waldock, Commissioner of Main Roads.

Mr S. Troughton, Managing Director.

Mr P. Woronzow, Executive Director, Finance and Commercial Services.

Mr D. Snook, Executive Director, Metropolitan and Southern Regions.

[Witnesses introduced.]

The CHAIRMAN: This estimates committee will be reported by Hansard. The daily proof *Hansard* will be available the following day.

It is the intention of the Chair to ensure that as many questions as possible are asked and answered and that both questions and answers are short and to the point. The estimates committee's consideration of the estimates will be restricted to discussion of those items for which a vote of money is proposed in the consolidated account. Questions must be clearly related to a page number, item program or amount in the current division. It will greatly assist Hansard if members can give these details in preface to their question.

The minister may agree to provide supplementary information to the committee, rather than asking that the question be put on notice for the next sitting week. I ask the minister to clearly indicate what supplementary information he agrees to provide and I will then allocate a reference number. If supplementary information is to be provided, I seek the minister's cooperation in ensuring that it is delivered to the principal clerk by Friday, 3 June 2016. I caution members that if a minister asks that a matter be put on notice, it is up to the member to lodge the question on notice with the Clerk's office.

I give the call to the member for West Swan.

grade **Ms R. SAFFIOTI:** I refer to page 735 and the NorthLink WA project. What was the allocation for the three separations on Tonkin Highway and what is the expected cost now?

Mr D.C. NALDER: The allocations as in the cost of each one?

Ms R. SAFFIOTI: The original allocation and what the tenders have come in at.

Mr D.C. NALDER: I know it has come in under budget. The three grade separations are Collier Road, Morley Drive and Benara Road. Benara is just a flyover with no intersections. The current project cost is \$281.2 million, of which the state is contributing \$56.24 million and the commonwealth is contributing \$224.96 million. We have not finalised the final costing. We have committed to move ahead with the project, but we are looking at additional works within the current budget before we finalise the final costing. There are savings in the budget. After we finalise that, we will make it public. We are doing additional minor works around it.

Ms R. SAFFIOTI: The NorthLink project includes the removal of the three grade separations on Tonkin Highway and an expansion to three lanes each way. Currently, the lanes south of Collier Road go from three to two to three to two, which will create significant congestion issues.

[10.10 am]

Mr D.C. NALDER: We are aware of the need to also get across the river and of the widening of the bridge. At this point in time it is scoped, but it is unfunded. It is a future project.

Ms R. SAFFIOTI: What is the expected cost?

Mr D.C. NALDER: I do not know whether I have that at this point. We will have to take that on notice to provide supplementary information.

The CHAIRMAN: You agree to provide the answer by supplementary information. What is the supplementary information?

Mr D.C. NALDER: It is the projected costs from Collier Road through to the commencement of the Gateway WA project, which includes the duplication of the bridge crossing the Swan River.

[*Supplementary Information No B7.*]

Mr W.J. JOHNSTON: For the completion of NorthLink WA, will you also have to widen Gateway?

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Mr D.C. NALDER: No.

Mr W.J. JOHNSTON: Gateway can cope with all the extra trucks?

Mr D.C. NALDER: Yes, Gateway has been set up to cope. It has the capacity to expand quite a bit more than that.

Mr W.J. JOHNSTON: That includes the Tonkin–Roe intersection?

Mr D.C. NALDER: Yes. You will find that the volume issue is not driven by trucks. It will still be driven by cars, but Gateway has the capacity to expand considerably. There are two things. One is the area between Collier Road and Gateway as well as the area south, which picks up Hale, Gosnells and Kelvin Roads. Those intersections, particularly at Hale, are starting to see that. We also know that we are putting into our long-term plans that, over time, we need to obviously remove the sets of lights all the way down Tonkin Highway and grade separate.

Ms R. SAFFIOTI: Without doubling the size of that bridge and without the expansion of Tonkin Highway to three lanes, will it not create a major congestion issue, given the area is already congested around Great Eastern Highway? Will you not be creating a major congestion problem without it being funded as part of the NorthLink works?

Mr D.C. NALDER: There are two issues. We are very aware of it. We have sought funding from the federal government in this space. We would like to be able to move on to it sooner rather than later. We also say that other areas are also of high priority, because there are areas right across the state. But we are continuing to monitor it and do the modelling on exactly where that goes. For example, as I said, there is the Hale Road intersection, which is creating a jam. A lot get off on Leach Highway and go onto Roe Highway, but we have seen the Hale Road intersection. There is also Kalamunda Road and the Great Eastern Highway bypass; Lloyd Street and the Helena River crossing; and Erindale Road, which is the only intersection left that creates a freeway semicircle right around—Erindale Road and Reid Highway. We are very conscious of and are monitoring a number of areas where the traffic is moving and not moving and understanding which ones should get priority for being fixed. Yes, we see that as an important issue that needs to be resolved moving forward.

Ms R. SAFFIOTI: This question relates to the NorthLink project. The other key point is that Reid Highway, under NorthLink, will be made a dual carriageway up to Altone Road, but a single carriageway from Altone Road to West Swan Road. As part of the savings from the grade separations, is the minister looking at making sure Reid Highway continues the duplication to West Swan Road, which is not a lot of distance; I think it is a matter of a few kilometres?

Mr D.C. NALDER: We are continually looking at it. We are very fortunate at the moment with the pricings that we are getting on contracts. We are looking to utilise those wherever we can to broaden the delivery of infrastructure on the network. I thought the duplication of Reid Highway was to go to West Swan Road. I do not think it is funded at this point. We are aware of that as well but, as I said, we are also pushing ahead as quickly as we can to open up Tonkin Highway north through to Ellenbrook. Construction will start at the end of this year. We see that as very important in taking away pressure. We are upgrading and improving the flow of traffic on Lord Street and obviously removing the buses away from Lord Street. We see that Marshall Road also will play an important role in moving traffic. We are continuing to look at them all. We would like to do a lot. We see it important to dual Reid Highway east of Tonkin Highway through to at least West Swan Road, but it sits with a number of others right across the metropolitan area. I know that the member for South Perth is about to get up and talk about the south bound entrance off Manning Road onto the freeway. I know that every member and every shire I meet with has their top 10.

Ms R. SAFFIOTI: Sure; that is part of being a minister. I understand the savings from contracts are coming in at about 30 or 40 per cent. Are they the expected savings on the agreed separations?

The CHAIRMAN: That is a further question and we will move on.

Mr D.C. NALDER: I do not want to say so just yet, because we are looking at trying to pick up some additional works within that budget. We are seeing in the vicinity of 30 to 40 per cent under budgets at the moment. We are also seeing up to 50 per cent under but some have come in on budget recently. I cannot categorically say that will apply across the board all the time. We are constantly reviewing the budget allocation but based on what they were three years ago when we set some of these budgets that were unfunded at the time, they are coming in at around 30 to 40 per cent under.

Mr F.A. ALBAN: I refer to LED school zone lights under “Works in Progress” at the bottom of page 735. Can the minister advise the committee on the progress of this work?

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Mr D.C. NALDER: As a government, we committed to installing the 40-kilometre an hour flashing signs right across every school zone by 2017. The amount of \$36 million was funded out of the road trauma trust account, to be provided at the rate of \$12 million in 2014–15. We wanted to look at the contract and see whether there were smarter ways we could broaden the provision of them, so we did not do as many in the 2014–15 year. We reduced the number and focused on metropolitan areas to make sure we got that contract right. As at April this year, they will have been installed at 578 school zones. Under the current program, they will be installed in over 1 000 school zones. We are progressing with that rate of installation. I think everyone would recognise that this has been a great initiative. I myself find it easier to see them. Sometimes when we are travelling along a road, with all the visual pollution around us we do not pick up the change in speed limit. The LED lights are a great addition and we look forward to finalising this program.

Ms S.F. McGURK: Can I be clear then, minister; will all schools have LED flashing signs by this time next year?

Mr D.C. NALDER: The commitment was by June, so it will be at the end of this financial year. It is nearly June now so by the end of June 2017 every school will have an electronic sign.

Ms S.F. McGURK: My question relates to the Perth Freight Link under “Works in Progress” on page 275. I think within the last couple of weeks, the minister said that work had been done on stage 3 of the project—that is, the work that will take the freight link over the Swan River and through North Fremantle and that it had been costed at approximately half a billion dollars. Can you provide a bit more information about the work that has been done?

[10.20 am]

Mr D.C. NALDER: The work that has occurred has looked at a number of different options. It has looked at getting under the river and utilising the bridge. The plan has always been that within 10 to 15 years the bridge would need to be duplicated anyway, irrespective of the port. Again, as we were talking about with Tonkin Highway, the majority of the congestion issue is normal vehicle traffic, which can be commercial traffic but also tradies, retailers and so forth. The plan has always been there to look at duplicating Stirling Bridge. As part of this process, as I said, we had proponents consider getting us under the river. The difficulty there is the gradient required to get up on the other side; because of the depth, we would need to go one diameter below the riverbed. The plan at this time involves the duplication of Stirling Bridge, which has been the plan for some time. It then involves how we get it across or through Tydeman Road into the port itself, and that involves looking at duck-and-dives, getting the trucks free-flowing, and getting them away from the local traffic, particularly the cross traffic that comes off the old Fremantle Bridge, to give them unfettered access to the port.

That work has been done. In doing that work, further work was undertaken. Of particular issue with the congestion on the bridge is what is involved in the Canning Highway–Stirling Highway intersection. The advice I have from the department is that it can, with small capital works, improve that intersection. That would involve increasing the turning lanes and stopping a right-hand turn off Stirling Bridge onto Canning Highway. The department can improve the flow to the extent that it will be better than what it is today by 2026, although the view is that we will need to have that resolved by 2026, so we are saying that we have 10 years. We know that other jurisdictions around the world are looking at other technologies with regard to getting underneath, whether it be a cut-and-cover arrangement or other different things that may allow us to not have to go so deep under the river. That could become a more viable option in that four to five-year time frame; we are not sure about that at this time, but it would buy us some space to look at that issue further. It would also allow us, if we can get the traffic flow running better than it is today over the next 10 years, to focus that half-billion dollars on other projects, such as public transport.

Ms S.F. McGURK: The minister talked about the interaction between the future Perth Freight Link as it goes along Tydeman Road and traffic that is heading towards the old traffic bridge. What would that intersection look like?

Mr D.C. NALDER: We would be looking to duck-and-dive, so we would be taking Tydeman Road underneath, through traffic.

Ms S.F. McGURK: So it would drop down?

Mr D.C. NALDER: Yes. At this stage, it may not be a full intersection. It is conceptual and rough costings at this point, but the objective is to keep the trucks away, get them underneath as much as possible, and get them straight through into the port.

Ms S.F. McGURK: Are there existing buildings that will be impacted by taking the freight link through North Fremantle under that conceptual plan?

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Mr D.C. NALDER: No. It slots in underneath the existing road.

Ms S.F. McGURK: There is a conceptual plan that has been costed at around half a billion dollars. Was that work done internally by the department or externally?

Mr D.C. NALDER: Internally.

Ms S.F. McGURK: Is that a discrete report?

Mr D.C. NALDER: I have only had advice from the interactions I have had. I have seen graphics of concepts and I think the majority of the cost is involved with the duplication of the bridge. That is going to be required in the next 10 to 15 years anyway, regardless of whether there is a harbour there or not. They are just drawings; there is no business case at this point. They are just cost estimates, based on experience, and drawings.

Ms S.F. McGURK: I am just trying to understand what that would look like. At the moment Perth Freight Link would presumably be six or four lanes wide as it goes through North Fremantle.

Mr D.C. NALDER: No, we are looking potentially to tuck the trucks underneath. There are different concepts. There could be straight duck-and-dives on the intersections so that we do not need traffic lights stopping the traffic and it can continue to flow. We do not need to go wider than it is now; it is two lanes each way. It will get to three because of turning lanes and things like that, but we are not looking to widen it any further than it is now. It is just to remove the stopping of traffic at the traffic lights. If we can remove that and allow the traffic to flow through, it will cope just fine.

Ms S.F. McGURK: I am just trying to understand what this will look like. It is a big issue for people who live in East Fremantle and it has been an enormous issue for people trying to understand how the freight link will work in practice. As the minister has conceded, there is congestion on Stirling Bridge now. Let us assume that we will have a new Stirling Bridge, which I understand would be north of the existing Stirling Bridge.

Mr D.C. NALDER: No, it would be east.

Ms S.F. McGURK: That is one question. How will it curve around into Tydeman Road to incorporate the flow of traffic, if you like, and to maintain some level of speed? That is one area I would like to understand a bit better. The other area is the west side as it goes into the port—that is, heading down towards the beach. At the moment, the trucks come out of the port area and turn right onto Tydeman Road. What would the curve of the road look like around there, and how will it impact on people accessing the beach from Fremantle or any of suburbs to the east?

Mr D.C. NALDER: I will hand the question over to the managing director, Steve Troughton, to explain that because that is who has provided the advice I have received on these conceptual designs.

Mr S. Troughton: As the minister says, at this stage it is still reasonably conceptual and there are still a number of options we are looking at as we go forward. We are developing the project up with plans to prepare a business case to go up to the federal government in due course. The bridge will be duplicated, and we will add to the bridge principal shared paths and additional pedestrian facilities. As the trucks come over the bridge, they will drop down and then take a left turn into the existing Tydeman Road. The volume of truck traffic in that area is not, as the member knows, the significant part. The normal cars are actually at a higher volume, so at this point we think we will really need only two lanes in each direction for the trucks. They would drop into Tydeman Road and basically stay at a lower level as they go through and under Victoria Street. We then have a number of options for what we will do past that point, and that will depend on future metropolitan region scheme amendments and changes to where we go. The longer term view for us is to try to rejuvenate North Fremantle, to get rid of the truck traffic from the streets, and to try to create a more friendly environment for residents and cars in the future. As I say, it is very conceptual at the moment; it will be detailed up as we go forward. That is the intention.

Mr J.E. McGRATH: Minister, could the adviser explain what would happen to the many people who come down Canning Highway wanting to go to Port Beach? Would they follow the same cut-off that the trucks take? How would they get onto Tydeman Road?

Mr D.C. NALDER: I will pass that question over to Steve Troughton.

Mr S. Troughton: As the minister said, with regard to the longer term plans for the Canning Highway–Stirling Highway junction, there is a need to put a bit of grade separation in there, potentially taking Canning underneath so that Stirling can have priority. That, again, is still a work in progress as part of this work. The intention for people coming from Canning Highway wanting to get to Port Beach is that they would not follow the same route as the trucks; we will try to separate them from trucks entering the port. As we know, there are two access points to the port for trucks—one is into Patrick's side and one is further around. Again, we have

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some initial designs with different options for what we will do. Certainly, this is the sort of thing for which we would go to stakeholder engagement and start talking to the locals. We can finalise designs at that point.

[10.30 am]

Mr W.J. JOHNSTON: The other day the minister was gracious to table in Parliament some material about traffic projections based on the construction of the Perth Freight Link. It is tabled paper 4144, if the minister does not remember it. That document contains traffic modelling under the headings “Do nothing” and “Roe 8 and the Fremantle Tunnel”. Does the minister recall that document?

Mr D.C. NALDER: Yes.

Mr W.J. JOHNSTON: Can the minister confirm that building Roe 8 and the Fremantle tunnel would mean that an extra 100 000 trucks a year would use Stirling Highway and an extra 36 000 trucks a year would use Curtin Avenue?

Mr D.C. NALDER: No; that is not right.

Mr W.J. JOHNSTON: The figures on the minister’s document show that under the do-nothing scenario, 1 000 trucks a day would use Stirling Highway and 1 300 trucks a day would use Roe 8 and the tunnel. Curtin Avenue would have 2 000 trucks a day, and 2 100 if the freight link was built. That means that an extra 300 trucks a day would use Stirling Highway.

Mr D.C. NALDER: I do not have that document on me, and we are just trying to find that table. That document shows that a large number of trucks will still use Leach Highway. However, one of the key points is that that modelling was done before the regulation. We will be able to regulate the trucks that come out of the port to go along certain routes. This modelling was done before the regulation, so it does not allow for that. I am trying to pull up that chart because I do not think it shows that level of information.

Mr W.J. JOHNSTON: Will that truck regulation be like the current regulation that bans trucks on —

Mr D.C. NALDER: South Street.

Mr W.J. JOHNSTON: — Canning Highway, which began in the 1990s, and bans trucks on Leach Highway east of the freeway? How many truck drivers have been prosecuted for using Leach Highway east of the freeway?

Mr D.C. NALDER: I do not have that information on me.

Mr W.J. JOHNSTON: In fact, I have written to the minister on this issue and he has told me in writing that nobody has ever been prosecuted for using Leach Highway east of the freeway.

Mr D.C. NALDER: I do not know whether anyone has breached it.

Mr W.J. JOHNSTON: Is the minister saying that no trucks are currently using Leach Highway east of the freeway?

Mr D.C. NALDER: The compliance unit does not see it as an issue. The unit monitors it on an ongoing basis. The document I tabled shows the volume of vehicles that have come out of the road modelling. It does not allow for the regulation of heavy vehicles and where they go. We see that when we move to 2031, there will be more trucks moving in all directions, and we need to ensure that we cater for that accordingly. I will need to come back to the member with more detail about Stirling Highway, so I will take that question on notice.

Mr W.J. JOHNSTON: The minister said that his modelling states that 300 extra trucks a day will be using Stirling Highway through Cottesloe. The document shows that under the do-nothing scenario, 1 000 trucks a day will be using Stirling Highway. The minister’s modelling for the freight link shows that 1 300 trucks a day will be using Stirling Highway. That is an extra 100 000 trucks a year on the minister’s modelling.

Mr D.C. NALDER: No. Figure 5 for 2021 is the trucks that are doing that, and it goes to 1 300 trucks.

Mr W.J. JOHNSTON: The top chart is headed “Do nothing”, and the bottom chart is headed “Roe 8 and the Fremantle Tunnel”. If Roe 8 and the freeway tunnel are built, an extra 300 trucks a day will be using Stirling Highway through Cottesloe.

Mr D.C. NALDER: As I said, that is based on modelling without the regulations, and I would need to come back to the member to confirm that.

Mr W.J. JOHNSTON: But that is the minister’s modelling; that is not anybody else’s modelling.

Mr D.C. NALDER: We are not here to argue. The document shows that a large number of trucks will still be going along Leach Highway. We will be restricting trucks from going along Leach Highway, and we will do the same on every route. The modelling on this document is for total traffic volumes if the traffic is left unregulated; however, we will not leave it unregulated. Therefore, I would need to come back more formally and tell the

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member what that change will be after the regulation. I am happy to take that question on notice and provide the member with that information.

The CHAIRMAN: Does the member want that information on notice?

Mr W.J. JOHNSTON: It would be great if I could get that as supplementary information.

The CHAIRMAN: Be calm; we have a lot of questions on this issue! Minister, what information will you be providing?

Mr D.C. NALDER: I am advised that the modelling does not allow for the regulation. We need to analyse that modelling with the regulation and provide what information we can on what that intake would be.

[Supplementary Information No B8.]

Ms R. SAFFIOTI: I refer to the report by Queensland property consultant Matusik. Did Main Roads go out to tender to get that report, and how was Matusik chosen?

Mr D.C. NALDER: I will defer to Peter Woronzow, who can provide the detail.

Mr P. Woronzow: That work was subject to a single quote. The cost of the work was \$36 800, including GST. Under State Supply guidelines, we require only one quote.

Ms R. SAFFIOTI: How was Matusik chosen?

Mr D.C. NALDER: As I have explained, I met with the Property Council of Western Australia and the Real Estate Institute of Western Australia to find out whether any studies had been undertaken to understand the impact on infrastructure, both on the surface and underneath. At that meeting, they indicated a couple of things. They said that they could not do that type of work; however, they could recommend independent consultants that could do that work, and they provided me with some names. They believed that it was important to get someone from outside Western Australia so that they would not have a vested interest in any particular outcome. We needed to try to understand the impact of the project, because we had business plans for both surface and below ground. I cannot recall how Matusik was chosen over the others. I do not know whether there was any particular reason why it was one or the other. I will hand over to the managing director.

Mr S. Troughton: From my work in Queensland, where I used to work in the property industry, I knew that Michael Matusik was one of the, I suppose, leading independent advisers in the property space, and I felt that because there are not many advisers who are purely independent, he would provide an independent view. There were a number of people whom we could have used, but I knew him as an independent source and we contacted him and went through the quote system in that way.

Ms R. SAFFIOTI: That is a novel approach to tendering in Western Australia.

Mr D.C. NALDER: It is not. It actually complies —

Ms R. SAFFIOTI: It is a novel approach.

The CHAIRMAN: Members! The member for Fremantle has a further question. I need to move the debate on.

Ms R. SAFFIOTI: That report was on the front page of *The West Australian* in November last year, yet the minister officially released it a few weeks ago. Does the minister have any understanding of how *The West Australian* got the report last November? For example, was it distributed to the minister's federal colleagues?

Mr D.C. NALDER: We had not made the document publicly available. A few weeks ago, we made it publicly available. The report had been provided, along with a lot of our business case information, to our federal colleagues. The member can speculate as much as I can on how the report got out. We had not released the information to *The West Australian*.

The CHAIRMAN: I want to move on. Member for Fremantle, do you have a question?

Ms S.F. McGURK: I have two questions. The minister said that the report was provided to his federal colleagues. How was that report provided? Was it provided to the department or to individual members of Parliament?

Mr D.C. NALDER: It was provided to the appropriate ministers in Canberra who are working with us on the provision of finance and the approval process. It was provided to more than one minister. It was provided to the ministers involved with providing finance and approving the project in the first place. They are partners in this process and we felt that it was important that they have access to all the information.

Ms S.F. McGURK: Was the report provided to the federal Minister for Finance?

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Mr D.C. NALDER: The Minister for Finance has been involved in this process, but so has Paul Fletcher, and that is where most of our interactions on this project have occurred. Warren Truss was provided with the information.

[10.40 am]

Ms S.F. McGURK: I have a further question.

The CHAIRMAN: I have allowed 15 questions on this one. I need to move on. This is the last question.

Ms S.F. McGURK: I am interested in the number of placard loads that travel into Fremantle port. Could the minister give us the proportion of placard loads?

Mr D.C. NALDER: We recently provided that for a parliamentary question. I do not think we have the number on hand.

Ms S.F. McGURK: I would be happy to receive as supplementary information the number of placard loads going into Fremantle port as a proportion of the number of trucks going in.

Mr D.C. NALDER: As a supplementary response we will provide the percentage of trucks entering Fremantle port that have placard loads.

[*Supplementary Information No B9.*]

Mr T.K. WALDRON: The first dot point on page 735 under “Asset Investment Program” refers to safety minimising crashes and injuries associated with road use. I want to talk about Albany Highway. I welcome the new passing lanes; they have really been welcomed by everyone down my way. Can the minister update me on how they are proceeding? Some have been completed and I wonder whether any more are planned. At the same time—we have spoken about this, minister—could the minister provide any more information about any plans for the Amelup bends on Chester Pass Road? If the minister has not got it now, I am happy to take it on notice and have a chat about it later.

Mr D.C. NALDER: Thank you, member for Wagin. Five out of the nine passing lanes have been completed as at 4 April and they are all situated between Kojonup and Albany. Having travelled down that road every year for most of my life, I know that it is pretty horrible seeing the number of white crosses close to Mt Barker. I personally know of a family that lost all their children in one accident just outside Mt Barker, so these are very important issues. A coffee van is not far from the Cranbrook turnoff to provide respite for drivers, but we know that providing overtaking lanes removes some of the frustration that people feel in having to speed up to overtake and take risks that they should not take. We are in the process of working on those passing lanes. The remaining two passing lanes northbound and southbound at Harold Road on Albany Highway will be delivered in the 2016–17 financial year. The two passing lanes currently under construction at Woogenellup and Martagallup are expected to be finished by next month.

Mr T.K. WALDRON: Just on the Chester Pass Road —

Mr D.C. NALDER: Yes, I have a little information on that. I went down there recently and met with the Shire of Gnowangerup.

Mr T.K. WALDRON: Thanks for doing that.

Mr D.C. NALDER: I looked at a lot of the works and I really feel for the community there with the flash flooding it had earlier this year. I spent some time with the shire looking at the washouts it had had on many of its back roads, and boy, did it make a mess! The way that the water ran shifted around some pretty heavy culverts. However, we have no funding available at this point in time. Recently, I wrote to the Minister for Regional Development to ask whether there was any potential for receiving royalties for regions funding and I was advised that that is not available at this time. With the volume and size of the grain trucks going down there, we are keen to see those works done, particularly with those curves in the road, but the South Coast Highway is also an issue. Following a visit to the Shire of Jerramungup about three months ago, I drove down the South Coast Highway and during those two days there were two truck rollovers off South Coast Highway where the back trailers swing off and there are no shoulders and a very narrow seal. It is a 50-year-old road and given the number of grey nomads and people on holidays with caravans who go down there, it worries me a lot. I have had Main Roads WA exploring that and it has come back with a program. It has identified four areas that need major work. One area is just out of Albany, as the road extends around Cheynes Beach. There is another section—I forget the name; my advisers are trying to find it quickly for me—where the road is also a real problem 40 kilometres either side of Ravensthorpe. Main Roads estimates that it will cost in the order of \$52 million to just improve those four sections. The road has to be taken out to a nine-metre seal and an 11-metre shoulder so there is that space. We believe it will be safer to overtake when we also take out a lot of the

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dips that are there. We have looked at that area and will be seeking funding for that as well from wherever we can get it.

Mr T.K. WALDRON: Is Main Roads seeking funding for the Amelup curves? I am genuinely worried about that area because it is the worst bit of road for the huge trucks that I see in my region; that is the only reason I emphasise that area.

Mr D.C. NALDER: I will pass over to Steve. We know that to fix just the curves will cost about \$11 million, but if we do a section through there properly, we need about \$21 million. That is how much I think it will cost. However, I will hand over to Steve Troughton who can probably talk more about the Amelup curves on Chester Pass.

Mr S. Troughton: We were seeking funding, as the minister said, from royalties for regions but we have been notified that it is not available at this time, so next year we will go through the road trauma trust account or other budgetary measure to get that part funded. We believe it is a critical part of our network that needs work and we will continue to seek finding as best we can.

Mr W.J. JOHNSTON: The third dot point on page 728 refers to regional freight movements et cetera and the first dot point on page 735 refers to safety and minimising crashes and injuries associated with road use, so I refer to the intersection of those two points. I note that Main Roads, in the interest of reducing red tape for companies using these roads for transport, defines axle weights and limits and conditions on certain roads. I note also that many transport companies have to comply separately with local government rules for using country roads. Although they might meet Main Roads' conditions, they do not meet local government conditions as they have different speed limits et cetera. Is there is a plan to deal with this matter that is causing difficulty for transport companies in regional WA?

Mr D.C. NALDER: I had a meeting about three weeks ago in Kalgoorlie on this very issue. There are a couple of concerns, one of which is that we need to work with local government. We are trying to get a consistent approach to how this is tackled. I have seen companies that pay not only for the maintenance of the roads, but also additional charges to local government for the road. There seems to be a wide and varied approach to that matter. As far as the regulations go, I have had discussions about ways we can simplify that process. We have the normal weights but then there are concessional loadings, and everyone tends to use that concessional loading. With more accurate measures on the newer trucks that allow them to get very close to it, they are loading the trucks up to those concessional loads. There seem to be different measures based on the number of axels. It is not a linear assessment. It is quite a complex methodology that adds to the bureaucracy. I am keen to see the department revisit that space to simplify it and provide a more consistent and simplified process so that people know what they can operate without always having to seek unnecessary permits. To help the member for Cannington, there is room for that process to be simplified and I have passed that on following a recent trip to Kalgoorlie where transport operators raised that very issue with me.

[10.50 am]

Mr J.E. McGRATH: I refer to page 736 of budget paper No 2. I do not know whether the minister touched on this when he talked about the Stirling Bridge. The Fremantle Traffic Bridge has been in the news of late with emergency closures. Can the minister please explain the works that have been completed and why no additional funds have been provided in the upcoming financial year for the Fremantle Traffic Bridge?

Mr W.J. JOHNSTON: Which line item is the member dealing with?

Mr J.E. McGRATH: This is page 736 under completed works.

Mr D.C. NALDER: It is to do with the old Fremantle Traffic Bridge and the works that we have completed, but there is no additional funding in the budget, and people keep talking about the need to upgrade it, member for Cannington. I refer to the primary works that have come about. On all the works we undertake on any of the bridges, we look at what extra life that will provide the bridge versus the cost of replacing the bridge. We try to ensure that we maximise the asset we have and utilise it for as long as we can. I refer to the final cost of the contract to upgrade the pier fendering. When a ship broke its mooring lines, there was a belief that ships could not pass that pier, but that ship did. That breached certain safety provisions that we had anticipated would always be in the port. As a result, we have had to look at different measures for not only mooring ships so it is a lot more difficult for them to break free, but also how to protect the bridge if the ships come through. This is not only big ships, but also any boat interacting with the bridge. Designs were put forward to put piers around both the rail bridge and the old Fremantle Traffic Bridge as a protection mechanism, or a fendering system. That cost \$21.9 million across the two bridges. I think it was \$14 million for the old Fremantle Traffic Bridge, and the anticipated life is still expected to be 20 years. We weigh that up with the cost of replacement and whether it is worth doing, and deferring the cost of replacement for 20 years versus having to spend what was anticipated in

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the original cost. We believe it may be cheaper now, but it is about \$200 million to replace both the road and rail bridges. It was felt this was the best process. Part of the recent ongoing review identified some exposure to one of the beams or piers down below, which involved closing the bridge for those few days. We thought it would be at least a week, and we notified the public of that, but it was able to be done in less time. There had been scouring underneath one pillar and we had to provide the appropriate reinforcement to ensure that it continued to be safe. The estimated cost of those repairs is \$3.5 million and that work has been undertaken. As I said, that provides a 20-year lifespan, which we are working towards for both bridges. With an old structure like that, we will continue to monitor the bridge, but the decision has been made on the best advice possible that I received from the department at this time.

Ms S.F. McGURK: The minister will be aware that there have been a number of engineering reports into the Fremantle Traffic Bridge, not just as a result of the coming away of a vessel in 2014. Will the minister table the most recent engineering reports relating to the finalisation of the repairs that have just been completed, which I understand the minister said cost \$14 million?

Mr D.C. NALDER: Yes, I am more than happy to provide that as supplementary information. I do not have it here. We will provide the latest engineering reports as a result of the work that has been undertaken at the old Fremantle Traffic Bridge. Is the member looking for reports on the strengthening of the piers?

Ms S.F. McGURK: Yes.

[Supplementary Information No B10.]

Ms R. SAFFIOTI: My question relates to some prices that have come in for a couple of contracts, in particular tenders MRWA008913—Great Eastern Highway from Bullabulling to Coolgardie—and MRWA008013. Can the minister outline how many contracts have come in above tender over the past two years and which contracts they were?

Mr D.C. NALDER: I will have to take it as a supplementary question to get that data. Off the top of my head, I can remember only one that has come in over budget, which was a small bridge. Also, Russell Road and Northam Road came in over budget. There are a couple, but I will have to provide that as supplementary information. A small bridge at Brookton was a little bit over budget, but most of them were under.

Ms R. SAFFIOTI: Could the minister provide by way of supplementary information contracts that are coming in above tender?

Mr D.C. NALDER: I will provide the contracts that are coming in that we can declare that are above budget, and I will provide that relative to the total number of contracts.

Ms R. SAFFIOTI: Or just a list of them.

Mr D.C. NALDER: No; I will also provide it as a total number of contracts so that people can understand in percentage terms how many have come in over budget.

The CHAIRMAN: Does the member require further information?

Ms R. SAFFIOTI: No. I am clarifying that the minister will provide a list of contracts that are coming in above tender and then representing that as a percentage of the total cost for the last two years.

Mr D.C. NALDER: Yes, the total number of contracts for the last two years.

The CHAIRMAN: For the purpose of *Hansard*, can the minister repeat what he is giving the member?

Mr D.C. NALDER: I will provide the total number of contracts over the last two years and list those that have come in over budget, and note them as a percentage relative to the total number of contracts over the last two years.

[Supplementary Information No B11.]

Ms R. SAFFIOTI: In a contract dispute, when there is a dispute over scope of works, rock issues or those sorts of issues in construction, have there been any cases when the agency has rejected legal advice to pay further funds to the contractor?

Mr D.C. NALDER: Not to my knowledge, but I refer it to the managing director. I am not aware of any.

Mr S. Troughton: Not to my knowledge have we refused anything like that, but perhaps I will explain. Each contract is different, but our general process on our AS2124 contracts, which is remeasure, is that the superintendent tries to resolve all of the disagreements at that level. It then gets pushed up to the principal's representative, which in my case could be Des or somebody senior. Following that, the contractor has a right to refer it to the commissioner, who is Reece, and Reece tends to delegate that to me, so I meet with them to try to resolve the issue. If we fail to resolve our differences, usually it goes to mediation through a full mediator. We usually take the State Solicitor's Office with us. We get advice from the SSO. Often we will have advice or

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opinion from the SSO beforehand. In a mediation, we will have discussions to try to find a resolution for both parties. Failing resolution and mediation, they need to take us to court—there is the right wording for that—to try to settle that dispute. We have not gone further than mediation, but we have a number that have been to mediation. We try to get a resolution on a disagreement on contracts, whether it be rock or other bits of work—all these things. It is quite complex. We may get legal advice and it might not be that we do not take it on and we may try to get a better deal for the state. It is negotiation and it is quite intense. It is a long, very drawn out process that is quite complex and there are a lot of lawyers involved from both parties. We try to get the best outcome for the state.

[11.00 am]

Ms R. SAFFIOTI: By way of supplementary information, could I have a list of the current projects that are subject to mediation?

Mr D.C. NALDER: Are we allowed to provide that?

Mr S. Troughton: That is no problem. I will just check that we are allowed to disclose that information.

Mr D.C. NALDER: I will answer that. We will provide information on the mediation processes that are underway at the moment, subject to clearance from the State Solicitor's Office.

[*Supplementary Information No B12.*]

Mr T.K. WALDRON: I refer to works in progress on page 735 of budget paper No 2 and the line item "Coalfields Highway". In my area, there are projects for the Arthur River intersection and Gibbs Siding. Can the minister give me an update on the status of those projects? I know there is a fair bit of argy-bargy about the design, particularly of the Arthur River intersection.

Mr D.C. NALDER: I will pass this to the managing director. However, I will say that there have been a number of negotiations on this project, and policy advisers from my office have even met with the Shire of West Arthur to look at the area through the intersection. I note that agreement has been reached between Main Roads and the shire about the appropriate measures to take. I will pass to Des Snook to give the member a report of where that is up to.

Mr D. Snook: As the minister said, agreement has been reached on the design of the Arthur River intersection. For the northern leg, where Collie Lake King Road comes in, that intersection will be upgraded in 2016–17. Funding of \$7 million has been provided for that, so that work will occur. The work on Gibbs Siding will continue in 2016–17 and will be completed then.

Mr T.K. WALDRON: I would like a bit of clarification on the final set-out of the junction at Albany Highway, Arthur River, because, as the minister knows, trucking companies have come to me with issues and concerns. I know there are a lot of different opinions and we will never keep everyone happy, but I wonder what the minister has finalised.

[Ms W.M. Duncan took the chair.]

Mr D.C. NALDER: There are two elements to that. The first is where Darkan Road interacts with Albany Highway, and it is providing the slip lanes and dual lane on the southbound side. The second phase is the Wagin–Boyup Brook turn-off. We are looking to combine those and make sure they link up. We did not want to stop 50 metres short of dualling and then go to the next one; we might as well run it through. We are trying to combine the two projects, but I will hand over to Des to confirm that.

Mr D. Snook: Yes. As the minister says, we are still at the stage of putting together a final design for that, and once we have done that, we will be able to consult with people about it.

Ms S.F. McGURK: I refer to page 735 of budget paper No 2 and the proposed tunnel that would be section 2 of the Perth Freight Link. Is a map available of the exact route that the proposed tunnel would take?

Mr D.C. NALDER: There is not, because there are two proponents at this point in time, and both have submitted slightly different options and routes. I am keen for the department to continue to work to get to the final proponent stage, and it will then go out for a community consultation process prior to going any further. Once we get to the final proponent stage, we will be able to be more specific about it. The two options are not very different—one goes under, I think, 120 houses, and the other goes under 140 houses. I think it is roughly about that number. It is not precise; the options are slightly different and that is why we are giving only a broad corridor at this point in time.

Ms S.F. McGURK: Do both those proposals have the same entry and exit points, and will they affect the residents at the entry and exit points?

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Mr D.C. NALDER: I will pass to the managing director, Steve Troughton, to respond to that.

Mr S. Troughton: They are in the same locale, but they are not in the same place, so, again, we are working through that. They are not exactly in the same location. They are in the same area, but they are in different locations.

Ms S.F. McGURK: I am also interested in where the tunnel comes out at the western side, I guess, or towards the port. Will it affect residents or will it come out at the golf course?

Mr D.C. NALDER: It will come out at the public golf course, and there is potential for six or eight residences to be affected. However, again, the two options are slightly different and until we get to the final proponent, we cannot say specifically how that will look.

Ms S.F. McGURK: If the tunnel comes out at the golf course, I understand that is a class A reserve. What process would need to be undertaken by the Metropolitan Redevelopment Authority to make changes or allow development to occur on a class A reserve and how long would that process take?

Mr D.C. NALDER: If I can go back to what Mr Shorten was proposing yesterday in *The West Australian*, he said that he wanted to maintain funding for Leach Highway. That would involve the same interaction, because it would still be a double trench through Fremantle golf course. So, he was going back to the original plan when he said that he wants to maintain the funding.

Ms S.F. McGURK: The minister said that it would come up at the public golf course.

Mr D.C. NALDER: Yes, it will, but if we go along High Street–Leach Highway, which is what Mr Shorten proposed yesterday —

Ms S.F. McGURK: No-one has asked a question about —

The CHAIRMAN: Order! Allow the minister finish.

Mr D.C. NALDER: I need to explain it, because both of them will need to have that curve around and they will interact in the same way on that intersection. It is not just the tunnel. Even if we take the High Street–Leach Highway route, which was Alannah’s original plan, and which Mr Shorten said he wishes to continue to fund, it will interact on that bend because of that curve that is required. The proper processes need to be followed in interacting with the class A reserve, irrespective of which option we take. Those processes will be worked through over a two-year period.

Ms S.F. McGURK: The tunnel proposal has caused a significant amount of disquiet for the community affected. When will people know the final tunnel design and whether their homes will be affected?

Mr D.C. NALDER: I fundamentally believe that the tunnel option will provide a lot less disquiet to the community than a double trench through Fremantle golf course and the knocking down of houses in Palmyra.

Ms S.F. McGURK: Come out to Hilton and say that!

The CHAIRMAN: Order!

Mr D.C. NALDER: We have two proponents for a tunnel. The state will take full responsibility for the upkeep of those residences directly above those tunnels. There will be a full consultation process that will be worked through. I would like to say that a lot of work has been done in this space. A lot of tunnels are being built right around the world. We have every confidence that this will be a fantastic outcome for the people in that community. We will be able to provide the precise details and commence the community consultation only when the final proponent has been determined, and I am relying on the department to establish the final proponent so that we can commence that process.

Mr M.P. MURRAY: Will there be a collection fee for stray golf balls?

Mr D.C. NALDER: Is that what the member is doing for his retirement job?

The CHAIRMAN: I have been advised that members want to conclude this division at this point.

Mr J.E. McGRATH: I have just one question, please. I have spoken to the opposition about this and we have come to an agreement. I refer to page 736 and new works. I am searching for the Manning Road on-ramp. I have been asking for this since I was elected in 2005 and my constituents would be very disappointed if I did not raise it one more time. Can the minister give us an update on this project? The Prime Minister visited Perth some months ago and said that he thought this was a good project. I am not sure whether he has put in any money for it.

Mr D.C. NALDER: It is a high priority, and Main Roads is aware that we see it as a high priority, so that the traffic from Manning Road will not have to come up on Canning Highway. That creates terrible interactions, particularly because of the number of school kids who use the bus stop at Canning Highway during peak periods.

Extract from *Hansard*

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We also have as a high priority the delivery of a new bus station at that site, but we do not have funding for that. We know that the southbound lane is becoming a lot more expensive than what I had ever hoped it would be, and I have shared that with the member for South Perth. It is in the vicinity of \$36 million. It is because of the geography and how we have to fix up some of the curves in there and the residences we have to take back. It is a challenge and will cost \$36 million. It is important; we do not have the funding at this point, but it is a high priority.

The appropriation was recommended.

[11.10 am]