

**STANDING COMMITTEE ON ESTIMATES AND
FINANCIAL OPERATIONS**

2012–13 AGENCY ANNUAL REPORT HEARINGS

**TRANSCRIPT OF EVIDENCE
TAKEN AT PERTH
MONDAY, 25 NOVEMBER 2013**

**SESSION ONE
MAIN ROADS WESTERN AUSTRALIA**

Members

**Hon Ken Travers (Chair)
Hon Peter Katsambanis (Deputy Chair)
Hon Martin Aldridge
Hon Alanna Clohesy
Hon Rick Mazza**

Hearing commenced at 11.39 am

Hon JIM CHOWN,

Parliamentary Secretary to the Minister for Transport, examined:

Mr REECE WALDOCK,

Director General, Department of Transport, examined:

Mr STEPHEN TROUGHTON,

Managing Director, examined:

Mr DESMOND SNOOK,

Executive Director, Road Network Services, examined:

Mr MAURICE CAMMACK,

Acting Director, Budget and Financial Planning, examined:

The CHAIR: On behalf of the Legislative Council estimates and financial operations committee, I would like to welcome you to today's hearing. Can each of the witnesses confirm that you have read, understood and signed a document headed "Information for Witnesses"?

The Witnesses: Yes.

The CHAIR: I note that all the witnesses have indicated in the affirmative. Witnesses need to be aware of the severe penalties that apply to persons providing false or misleading testimony to a parliamentary committee. It is essential that all your testimony before the committee is complete and truthful to the best of your knowledge. This hearing is being recorded by Hansard and a transcript of your evidence will be provided to you. The hearing is being held in public, although there is discretion available to the committee to hear evidence in private either of its own motion or at the witnesses' request. If for some reason you wish to make a confidential statement during today's proceedings, you should request that the evidence be taken in closed session before answering the question.

Government agencies and departments have an important role and duty in assisting Parliament to review agency outcomes on behalf of the people of Western Australia. The committee values your assistance with this.

Did any witness wish to make an opening statement?

Hon JIM CHOWN: Mr Chairman, I would like to make a brief remark, if that is possible, on the state of the road network in Western Australia and the record level of funding it has received. Over the past four years, the Barnett government has spent over \$4 billion on the road network, excluding commonwealth funding. This is a staggering \$635 million more than was spent by the previous government over its last four budgets. In the 2012–13 financial year, Main Roads' total budget was a record \$1.75 billion, with 60 per cent of all funds being spent in rural Western Australia. The Barnett government also works closely with local government to improve the local road network. In the 2012–13 financial year, a record \$161 million was provided to local government under the state roads funds to local government. Western Australians have never before witnessed this level of investment in the road network and it has made our state the envy of the nation. On occasions, I am reminded of this by professional truck drivers from the east coast. In my current role as parliamentary secretary visiting logistic chain outlets for transport and the transport industry at large, I often get unsolicited comments in regard to this government's spending on the roads and the

work it is doing. In fact, a lot of these unsolicited comments also state that Hon Troy Buswell is probably one of the best Ministers for Transport this government has had for at least 20 years.

The CHAIR: You know we charge for paid adverts in this committee now!

Hon JIM CHOWN: I thank the committee for allowing Main Roads and myself, on behalf of the government, to share our achievements in this area.

The CHAIR: Thank you. Do members have any questions?

Hon RICK MAZZA: I just see on page 380 of budget paper No 2 that you have got program rationalisation of up to \$72 million over the next four years. I wondered what programs are being rationalised. It is the last line on that page.

Mr Cammack: Some of the activities that have been rationalised as part of that line item in the budget papers include a reduction in travel costs, staff reductions in the outer years, agency staff procurement changes, and there have been some delays to local roadworks. Some of the funding that has been delayed is for local road projects, including Curtin Avenue, old Mandurah traffic bridge and the Eaton Drive bridge.

The CHAIR: Have they been deferred since the budget or were they deferred in the budget?

Mr Cammack: No; that was deferred in the budget as part of that program rationalisation line item that was in the question.

The CHAIR: Can we get the original time frame for each of those projects and what the new time frame is? I am happy for it to be supplementary.

Hon JIM CHOWN: We will take that on notice.

[Supplementary Information No A1.]

Hon ALANNA CLOHESY: Can I start with some individual projects and get an update perhaps of where they are at and the budget implications of those? I would like to start with the Lloyd Street rail corridor grade separation project. This is the project largely around the Midland hospital area.

Mr Waldock: Yes; I will kick off if I may.

Hon ALANNA CLOHESY: Specifically, what I would like to know is where the contract is at. I have noticed, in looking at a number of different documents, that there is some variation in the budget in how much the contract was advertised for, then in ministerial media statements about how much the project will cost and how much the state government is committing, how much the federal government is committing and how much the City of Swan is committing and then where the project is at now and its expected completion date. Is that enough to go on?

Mr Waldock: This has been a difficult project. It was a City of Swan road and bridge and, to that extent, they sought Main Roads support some years ago. At that stage, we worked on their consultancy information based on the bridge alignment and costings. We proceeded on that basis and government did, in fact, budget funds for that of \$40.2 million. What has happened since then is that issues have arisen particularly because of services, and one of those services is a major Western Power line going through the area where we were going to do the grade separation. To that extent, we have had to review the whole program and review the project. It is not without its issues, too, because it is a project that has got a strong interface, as you would expect, with the railways. Those railways are managed with Brookfield. Of course, it is the major corridor for all interstate rail coming through, so we have got to work very closely to understand just how we are going to reduce the disruptions there because there are significant contingent risks if in fact they cannot move their freight trains when they need to.

There have been a number of reconsiderations. We have a slightly different alignment now. We have worked with Brookfield to try to better understand the windows and the nature of the construction. At the present moment, we have actually had to increase the budget—it is what we

call a P90, which is 90 per cent probability of achieving the project within budget—to \$106.6 million. It is a very substantial increase in budget for that.

Just in terms of your question, the commonwealth is putting in \$10 million, and that will be provided through the City of Swan, and they have confirmed that funding. The City of Swan is putting in \$3 million of its own funds and the WA Planning Commission and state government are putting the balance in. We are proceeding and it has gone to the market, as you would be aware from the comments you made. We have got a number of bidders and we are hoping that we can provide some more information in due course about the nature of the winning bidder and, ideally, in due course, perhaps firmer pricing. As I say, we have got a lot of contingencies built into that particular amount. We are hoping—it is a very competitive market at the present moment—that we will come in cheaper than that and we are quite confident of that. That is all pending. We have got three very strong bidders, so we are looking forward to keeping you informed there.

[11.50 am]

Hon ALANNA CLOHESY: Where it went off track originally was as a result of a consultant's report that had not necessarily taken into account —

Mr Waldock: All the issues, yes. There had not been enough due diligence; that is right.

Hon ALANNA CLOHESY: What were some of the factors that that consultant's report had not taken into account?

Mr Waldock: The first, as I mentioned, was the major Western Power line —

Hon ALANNA CLOHESY: And Brookfield.

Mr Waldock: They are the two key ones. The Western Power line is not one because we actually now have a totally different alignment, but certainly the Brookfield one has given us every opportunity to rethink the methodology for construction and I think we are pretty clear and we are hoping that the bidders will be fairly clear on what we need to do to reduce disruption.

Hon ALANNA CLOHESY: The scope of what you have to do there is realignment and two rail bridges; is that right?

Mr Waldock: No, it is a grade separation with the road going underneath. It is a realignment of Lloyd Street. Rather than its current alignment, it will be moving to the west. So, it will be taking just a smidgen of the car park land that the hospital currently owns. We have had to purchase some other lands as Main Roads to allow that realignment —

The CHAIR: On the northern side of the railway line?

Mr Waldock: Yes.

Hon ALANNA CLOHESY: But it will not require the construction of two rail bridges?

Mr Waldock: No.

Hon ALANNA CLOHESY: That is the new scope of work. When was that decision made?

Mr Waldock: The decision to?

Hon ALANNA CLOHESY: The new scope of works?

Mr Waldock: Well, it was part of the tender preparation where we considered all the risks and that is at that stage—the Western Power one particularly was a major one because it was not, again, just about the realignment. It was also about if we had decided to, in fact, work with Western Power, it would have created some major delays in construction. So, a lot of it is for construction purposes, delay purposes. But that was all made, I would say, about 12 months ago.

Hon ALANNA CLOHESY: Community consultation—what steps have been taken to consult the community about this new scope of works?

Mr Waldock: We have been working very closely with the City of Swan. They have been full partners in this. I chair the steering committee that all the stakeholders are on, including the City of Swan, the MRA and other people—I am just trying to think—WA Planning Commission. So, I think we have managed to bring all the key stakeholders into the team. Certainly we have got their full support we have gone out, both Main Roads and the City of Swan together, to continue to advise the community what is happening there.

Hon ALANNA CLOHESY: Okay.

The CHAIR: So you are saying at the moment you do not have full funding for it in your —

Mr Waldock: We have. We have managed to reallocate funds from Main Roads to form the balance.

The CHAIR: So what projects has that additional funding come from?

Mr Waldock: What we have done is at this stage we have looked at all the projects, looked at the market at the present moment and we think we can achieve those savings through competitive prices for a number of projects. We are picking that shortfall up through better pricing, we believe.

The CHAIR: All right. If you have known about it for 12 months, why was additional money not included?

Mr Waldock: We have known about realignment of 12 months; in terms of the details, it was not available until some time after.

Hon ALANNA CLOHESY: I only got half of it written down; can you outline for me, what that expected shortfall is?

Mr Waldock: It is in the order of \$48 million at this stage, but that is a P90 and, as I suggested, we think we will do substantially better than that for this project in this market. I am more than happy to keep you informed.

Hon ALANNA CLOHESY: Thank you.

The CHAIR: All right. I just might go through some of these questions on notice that you have provided to the committee. In respect to question 3 regarding the roads east of Collie, you have estimated that the works there will be \$65 million. Do you currently have a budget allocation for that work?

Mr Waldock: Yes.

Mr Cammack: In terms of the current allocation, \$6.7 million has been provided from the Safer Roads program to upgrade an intersection down at Albany Highway–Collie Lake King and there is some pre-construction activities starting for the Collie Lake King and Gibbs Siding, Bowelling, site.

Mr Snook: Yes, there is some funding there for pre-construction work on the two locations at Gibbs Siding and Bowelling. Also, in 2013–14 there is \$1 million on Collie–Lake King Road for shoulder widening between Wagin to Ballaying —

The CHAIR: Where is the \$1 million from?

Mr Snook: That is from the road trauma trust account.

The CHAIR: Is that part of the road run-off?

Mr Snook: Correct. So, it is the regional run-off road crashes program.

The CHAIR: So that leaves sort of well over \$50 million, \$60 million still to be found; is that right?

Mr Snook: That \$65 million is a program that the local region would like to have to do a number of improvements on its roads. We do not believe it needs that amount of funding immediately for the current road use.

The CHAIR: Is that because you do not have the money to do it or—I mean, what safety assessments have been done to work out—if one group is saying they do think that work is required, why would they think that is required if it is not?

Mr Snook: Their submission was really part of a request for funding. They put up a speculative request, as a number of regions often do, for their funding programs.

The CHAIR: So what work does the department of Main Roads think needs to be done then and when do they think it needs to be done on their roads if it is not the full \$65 million?

Mr Snook: For the program of works on those three locations that we have given, at the Albany Highway and Arthur River where the Collie–Lake King Road has that staggered T-intersection, we believe there will need to be an upgrade there and a realignment of the road at Gibbs Siding and Bowelling. At both of those last two locations there is a curvilinear alignment and it would be preferable to remove those curves. In addition, there is other works that are going on to the west of Collie on the Coalfields Highway.

The CHAIR: I am more interested in the ones east of Collie at the moment. So, the Main Roads view is that the only road works required is the intersection with the Lake King Road and Arthur River and the Gibbs Siding and the Bowelling siding works?

Mr Snook: Yes.

The CHAIR: You have the full funds to do those three?

Mr Snook: Correct.

The CHAIR: None of the other works are required. Do you have any time frame for when those other works would be required?

Mr Snook: Not at this stage but we will judge them as part of the normal annual project submissions that come through.

Hon JIM CHOWN: In May of this year in my role as parliamentary secretary I visited the shires of Wagin and Darkan in regard to this matter and that particular intersection and the Bowelling curves et cetera were identified as being required for upgrade by both these shires. I guess the reality, as stated by a councillor at Darkan, some of those upgrades have been on the books for many, many years and the increased heavy transport tasks that are anticipated to take place actually justifies expenditure on these particular roads.

[12.00 noon]

The CHAIR: Correct me if I am wrong, but there are no passing lanes—overtaking lanes—identified in that list of works; is that correct?

Mr Snook: Yes, you are correct.

The CHAIR: Is it not an issue in terms of that country with the steep hills, if you have suddenly have got trucks going through it at 40 kilometres an hour up a hill, that you are going to create frustrations in fairly difficult areas to overtake? Have you done any risk assessments of what the likely impact of that would be?

Mr Snook: Through that section of road through the Collie–Lake King Road to the west of Arthur River, the number of vehicles per day on the road varies from about 500 vehicles a day, and then as you head towards Collie it gets up to 6 000 vehicles a day. Certainly for that amount, we believe the existing strategy will provide sufficient capacity in the road for there not to be passing lanes immediately. But of course as we look at the way traffic develops over the years, if there is a need for passing lanes, we can always commit and do them.

The CHAIR: Have you done any internal risk assessments on this area on any of these roads?

Mr Snook: The risk assessment really is the fact of looking at the current usage of that road and that road operates quite well. So, it is based on that, and if there is an increase in the traffic, we believe that the road will have the capacity to take that traffic.

The CHAIR: So the answer then is that is just an internal assessment; there is no formal risk assessment in place.

Mr Snook: Yes, correct.

The CHAIR: The answer you have given to question 5 seems to conflict with the questions I have previously asked. Have you now had \$2.07 million allocated in each year of the forward estimates for passing lanes on the Albany Highway?

Mr Snook: Yes.

The CHAIR: When was that money provided?

Mr Cammack: As part of the 2013–14 budget process.

The CHAIR: I have previously asked questions in the house and I was told that the only money that was allocated was money for this year and it was out of safer roads and bridges. Is it out of safer roads and bridges for of all these four years?

Mr Snook: Yes, they are.

The CHAIR: Have you then allocated the money over the four years from the safer roads and bridges program now?

Mr Snook: You are correct. We only do an annual approval of the safer roads and bridges program, but we do allow—it is an indicative program and it still has to be approved by the minister every year. Based on that indicative program we have allocated funding as shown.

The CHAIR: How do we know whether it is a formally approved allocation or an indicative allocation?

Mr Snook: It gets approved every year.

The CHAIR: So at the moment there is actually no money formally allocated for future use for those projects, but you are hoping that you will be able to allocate \$2.07 million in each year?

Mr Waldock: Yes, and our initial discussions suggest that. We are optimistic.

The CHAIR: Of the future safer roads and bridges program in each year, have you got any projects that you have an indicative allocation of that money for at this stage?

Mr Snook: As the safer roads and bridges program has developed we have some funding profiles that we have allocated to each region for projects. Based on that indicative allocation to a region for certain projects, we have developed some indicative projects that we would fund.

The CHAIR: Can we get those as supplementary information?

[Supplementary Information No A2.]

The CHAIR: This question is probably more for the parliamentary secretary. Is that sufficient to meet your election commitments to spend \$22 million-odd on passing lanes; if not, where will the remainder of the money come from; and will the projects all be delivered on the time frame they were committed to during the election?

Hon JIM CHOWN: I would be happy to take that question on notice.

[Supplementary Information No A3.]

Hon ALANNA CLOHESY: I come back to Lloyd Street. I note that you said there will not be any bridges in the construction of Lloyd Street, that it is a grade separation only.

Mr Waldock: Could we just perhaps clarify that. Steve might wish to talk because he is a bridge engineer.

Mr Troughton: It is an underpass, so the rail goes over the road and the road goes under the rail. There will be a structure there; whether it is a box structure or a bridge structure will be up to the contractor to decide in his tender.

Hon ALANNA CLOHESY: That is why it says in the project scope in the request for tenders that separating the road from the rail will require the construction of two rail bridges? It will be to cater for Brookfield rail lines?

Mr Troughton: Yes.

Hon ALANNA CLOHESY: So the decision is whether to go over or under.

Mr Troughton: No, it is definitely under. It could be a box pushed in, it could be a bridge structure or a deck pushed in. It will depend on what the cheapest, quickest way of doing it for that contractor, then he will price for that. He will look at all the different ways of being able to build it, because obviously he has restricted time to close the rail line down, and under that, work out the quickest way for him. It will be something that suits his construction methods—each contractor has favourite ways of doing things and things they are expert at. We have some good contractors that will be bidding, which we believe will give us some good alternatives and a decent price for the work.

Hon ALANNA CLOHESY: What has gone in to the scope of works in relation to planning around ambulances?

Mr Troughton: In the contract, there is a date—I cannot tell you the exact date—to which ambulance access or access through this site needs to be provided. As of the hospital opening date, there needs to be 24-hour access for ambulances to the hospital. That will be part of our tender.

Hon MARTIN ALDRIDGE: Can I ask questions about the Great Northern Highway? We are obviously getting some mixed messages from our colleagues in Canberra about whether Western Australia is or is not going to secure funding for, I think, the \$307.8 million committed under the previous government. Could you please provide me with an update on where those negotiations with the commonwealth are and, I guess, whether at this point time we can rest assured that that funding will be guaranteed?

Hon JIM CHOWN: There are no guarantees in regard to the funding, other than the fact that both the Premier and the Minister for Transport have had significant high-level talks with the junior Minister for Infrastructure and Regional Development, Mr Jamie Briggs. The indications are that both the commonwealth and the state believe the upgrades are required, and the funding that is required not only for the Great Northern Highway, but the North West Coastal Highway is absolutely paramount in regard to the future infrastructure that supplies the Pilbara and the north west. The benefits, of course, are significant in regard to state and the nation of a whole. The midyear review is due in two or three weeks and one would hope that the financial situation the commonwealth finds itself in is bedded down. The information coming out is that we will probably receive that funding sometime next year.

Hon MARTIN ALDRIDGE: Are you talking about the federal government's midyear review that is expected before Christmas?

Hon JIM CHOWN: Correct.

Hon MARTIN ALDRIDGE: We are hoping to see an announcement on that.

Hon JIM CHOWN: I would not expect an announcement before Christmas, and I would expect a positive announcement sometime early next year.

[12.10 pm]

Hon MARTIN ALDRIDGE: The assistant minister, I think, has said something to the extent that he is expecting it to be in the mid-year review. That sounds fairly positive and we hope that it is. When will we be in a position to start to spend those funds if they are committed by the commonwealth?

Hon JIM CHOWN: The state is ready to go as soon as it receives the funding. At this stage, my understanding is that most of the developed works for these particular projects have been completed and we are really just waiting on funding. Stephen could probably explain that a lot further.

Mr Troughton: We have just commenced work on the Bindi Bindi section, which is the first section. It is estimates at \$30 million—I think the total budget is \$40 million, but we already have the tender price in there, so the price has come down. We are actually under on the Batty Bog to Walebing section—I always get the pronunciation wrong!—which is currently under design work. If we are funded, we are essentially ready to start on that bit by the 2014–15 financial year. At the moment we are working through the design for the next phase of that project. It will go out to tender early next year, with construction starting later next year.

Hon MARTIN ALDRIDGE: What is the tender cost of the work that has been done on the Bindi Bindi curves?

Mr Troughton: I think the tender was about \$26.5 million.

Hon MARTIN ALDRIDGE: We are expecting \$307.8 million from the commonwealth. What is the total project cost and the state's contribution?

Mr Troughton: The total project cost is \$385 million, and we are looking at a contribution from the commonwealth of \$307.8 million. The state is providing \$76.95 million. So, it is an 80–20 funded project.

Hon MARTIN ALDRIDGE: That is normally the case in rural areas.

Mr Waldock: Yes, in rural regions.

Hon MARTIN ALDRIDGE: Of that, the \$26 million for the Bindi Bindi bends is part of that package?

Mr Waldock: No, it is separate.

Hon MARTIN ALDRIDGE: It is exclusive?

Mr Waldock: That was a Nation Building Program 1 reallocation, so it is quite separate. These are Nation Building 2 dollars.

Hon MARTIN ALDRIDGE: Okay; in relation to that \$385 million package, what is the scope of that works?

Mr Troughton: The scope of the works is between Muchea and Wubin. Basically, there are a number of widenings in four different sections. In four areas, they are essentially widening the pavement and constructing passing lanes. The pavement varies in width along there at the moment, but it is going on to a nine on 11—a nine-metre seal on an 11-metre pavement through that section. The works do not cover any bypasses; that funding is really just to widen the existing highway.

Hon MARTIN ALDRIDGE: Do you perhaps have something more specific that you can take on notice such as the business case that the state prepared for Infrastructure Australia?

Mr Troughton: Certainly.

Mr Cammack: The business case was prepared for Infrastructure Australia and also provided to what was then the Department of Infrastructure and Transport. They did a parallel assessment of the project and provided advice to the federal government.

Hon MARTIN ALDRIDGE: Would you be happy to take that on notice?

Mr Cammack: Yes.

[Supplementary Information No A4.]

Hon JIM CHOWN: Sorry, I missed the question.

The CHAIR: It is a copy of the business case that was prepared.

Hon JIM CHOWN: Part of the works that will be undertaken, of course, is the upgrade of the Wubin road train assembly area, including corner rectification. This comes from the Heavy Vehicle Safety and Productivity Program which, I think, is 50–50 funding between state and commonwealth. Once these monies arrive, and obviously the Bindi Bindi bends is underway, the Great Northern Highway will have significant upgrades in the next two to three years.

Hon MARTIN ALDRIDGE: Whilst we are on the Great Northern Highway, what is the status of the project and the planning that has been done with respect to the Perth–Darwin national highway, which I believe does include the deviation around Bindoon that you talked about?

Mr Troughton: Perth–Darwin is a name attributed to the Swan Valley bypass, which stops at Muchea. Is this a future project for Bindoon?

Hon MARTIN ALDRIDGE: Not according to Main Roads' website, where the Perth–Darwin national highway includes Reid Highway to Bindoon and the Bindoon deviation and the associated planning works.

Mr Troughton: There is another project that is in the planning stage at the moment that is GNH stage 3; so this is a further stage to the currently funded bits, where there are a number of programs for the bypasses that are Bindoon, New Norcia and Miling.

Hon MARTIN ALDRIDGE: Is that for New Norcia and Miling?

Mr Troughton: Yes, and we are working through the planning for that at the moment. But it is currently unfunded.

The CHAIR: Is the New Norcia bypass included in that \$385 million?

Mr Troughton: No; it is a separate project in the planning stage at the moment and is unfunded.

Hon MARTIN ALDRIDGE: I assume that all the planning work has been settled for the Bindoon deviation but is unfunded.

Mr Troughton: Yes; the alignment has been selected, and I believe it is all approved, but it is unfunded.

Hon MARTIN ALDRIDGE: Has the town planning scheme with the Shire of Chittering been amended to allow for that deviation?

Mr Troughton: I believe it has for Bindoon, yes.

Hon MARTIN ALDRIDGE: Have we started to procure the land?

Mr Cammack: I think we have as part of the preliminary.

Mr Waldock: I do not think we have.

Hon MARTIN ALDRIDGE: Can we take that on notice?

[Supplementary Information No A5.]

Hon MARTIN ALDRIDGE: What sort of funding commitment are we looking for specifically in relation to the Bindoon deviation?

Hon JIM CHOWN: It is very hard to ascertain what the funding will actually be. That would be totally dependent on planning in the future.

Hon MARTIN ALDRIDGE: I think the planning has been done. The business planning is finished and there is an alignment.

Mr Troughton: I think it is an early stage estimate and I do not think it is P90, but I think it was around \$40 million for Bindoon. No, it is \$80 million for Bindoon and \$40 million for New Norcia. That is my recollection.

The CHAIR: Would you like to take that on notice?

Mr Waldock: That is a good idea.

Hon JIM CHOWN: We can confirm that.

[Supplementary Information No A6.]

Hon MARTIN ALDRIDGE: In terms of the priorities that Main Roads puts on its infrastructure program, where would the Bindoon deviation sit in terms of its priorities?

Mr Troughton: There is a regional bypass program of works, and I believe that there are a number of bypasses in the state that are a high priority. One of the issues with that program in the regions is that it is hard for them to get a BCR of above 1, which means that they are not economically fantastic projects. The reality is that a lot will depend on the funding that we get in the future as part of the freight network for which we have a strategy. I would not be able to say exactly where Bindoon sits in the order, but I think we would like to see it as part of a reasonably high position so that we can get it funded. We think that this has a lot of opportunity for the whole of this project, and we will certainly be pushing it forward in the years to come.

Hon MARTIN ALDRIDGE: Would the Bindoon, New Norcia and Miling bypasses be part of the state's bid for AusLink 3 funding.

[12.20 pm]

Mr Waldock: It would be Nation Building Program 3 and we would look at it. Historically, bypasses are fairly hard to get up because, as Steve mentioned, the benefit–cost ratios are not all that attractive. We were up there a number of weeks ago having a good look and we do understand the issues. We will certainly be putting it up as part of Nation Building Program 3, which will not start until 2019, so it is a little way off yet. But, still, it is certainly a possibility, yes. Our great energy, as you might expect, is now moving on Great Northern Highway, particularly the bypass, putting a lot of effort into that. We were delighted, of course, to get additional funding from the commonwealth on that. That funding is to the tune of \$615 million now for the Swan Valley bypass, and that is a very exciting project for us that we are putting a lot of effort into. I guess Great Northern Highway is a key feature. We are certainly excited about moving on Great Northern Highway and particularly, I think, initially the Perth–Darwin bypass and the Great Northern Highway projects, which are funded. But we will continue to look at the bypass issues.

Hon MARTIN ALDRIDGE: Given that time frame, are there some short-term measures that Main Roads are considering to help try and alleviate some of the local pressures, particularly as this highway goes through towns like Bindoon, New Norcia and Miling?

Mr Waldock: Yes. We did have a good look at Bindoon; in fact, we enjoyed the pie shop there. It is a good pie shop. When we were there, we just had a look at the trucks going through and the new deviation. I guess one of the issues there is the bypass is quite an extensive piece of work and will require significant sums of money. Look, I guess the only options we have got are—certainly, Des Snook looks after the heavy vehicle operations. That seems to be the big issue—heavy vehicle operations. Not easy, though, is it Des?

Mr Snook: No. With the oversize loads, we have previously gone through and undergrounded a number of overhead powerlines, so we could get vehicles that were six metres high able to move from Perth up to Port Hedland without having to raise any powerlines. However, we have found out

that with the local community of Bindoon they are still having concerns about the bigger loads having to—because there is a reduced number of those bigger loads that go through compared to the smaller loads, the community is still concerned about the delays that are caused with those oversize loads and having to raise the powerlines. They have certainly been raising issues with us about how the remaining overhead powerlines in Bindoon, even those that are higher than the 6.5 metres current height, can be undergrounded.

Hon MARTIN ALDRIDGE: The two issues that are constantly raised with me in Bindoon is the remaining powerlines, and I guess the cost associated with undergrounding those to make the traffic move more quickly through the townsite. The other obviously being the parking of heavy vehicles on the road alongside that famous pie shop, which is another real concern locally.

Hon JIM CHOWN: One of the other issues has also been in the townsite of Miling, with the heavy vehicles actually passing each other in the main street, as a straighter road, which is reasonably flat, so they can get up some speed. At this stage, Main Roads has actually put a double white line down the middle of the road to try and alleviate that practice. I think if there is any money left over from the Bindi Bindi bends there will be some traffic-calming measures probably put at the entrances of the town to try and rectify the problem that is currently taking place, but it is certainly going to receive attention.

Hon MARTIN ALDRIDGE: Who is responsible for the undergrounding of those powerlines; I mean, whose initiative and who paid for it?

Mr Waldock: It has been Main Roads'. In fact, Main Roads, as part of the oversize over-mass project, has been doing, not just as a one-stop shop now, the oversize over-mass heavy vehicle group, but we have actually had a whole program in bringing all players together. We have taken over the police escorts to sort of try and make it far more transparent and a better service. We have also got Western Power working with us and Horizon in terms of a whole servicing facility, which industry is helping fund. So to that extent, it is part of the Main Roads program. We are looking at, as Mr Snook said, rolling out further initiatives in terms of undergrounding power for heavy vehicles, and we like to look at that as part of our program.

Mr Snook: Yes, because normally they are not a Main Roads piece of infrastructure but we get involved in order to make it better and more efficient for the road transport industry to use and also better for the community. So, we will take any opportunity we have when funding is available, or even if we can get some contributions from industry, we will attempt to underground powerlines.

Hon MARTIN ALDRIDGE: Has some work been done on that? I understand we talk about the cost–benefit of a project. The cost–benefit to the state of undergrounding those powerlines probably is not strong, but I would assume the cost–benefit to the road transport industry and the mining industry who are paying these expensive contractors to lift powerlines is —

Mr Waldock: That has been our rationale.

Mr Snook: Yes, we have been looking at that on the basis of if we could underground the powerlines, if we could have some sort of mechanism by which there would be a payment by industry, so perhaps an additional charge on oversize, over-mass permits. It is something that we are looking at but we have not finalised how we could do that. But it is certainly something that we want to explore in the future. As you say, I think the —

The CHAIR: So long as it is less than they currently get charged to raise the wires, they would be happy to pay it, I suspect.

Mr Snook: Yes, it is an interesting exercise. Certainly, I think if we do it properly, then, as you say, the industry would find it a good arrangement.

The CHAIR: There were just a couple of things that came out of that conversation. The \$40 million for the New Norcia bypass, when you provide us with that information, can you break it up into

how much of that is road construction and how much would be purchasing of land for it? My understanding is you may be able to get the land for free if you move quickly on it.

Mr Troughton: I believe that that does not include any land costs; I think it is provided. But we will confirm that.

The CHAIR: Did the \$80 million for Bindoon include land purchase?

Mr Troughton: I believe it does, but we will confirm that.

The CHAIR: I think that was one of the earlier questions around the bypasses, but we will just give it a new number.

[Supplementary Information No A7.]

The CHAIR: You also talked about a regional bypass program. Is that a list of bypasses that are in discussion around the state, because I know there are many? Is there a formal sort of regional bypass program?

Mr Cammack: Yes. There is no formal program that has been established for regional town bypasses. We are looking at a whole range of bypasses and what their relative priorities are in terms of the planning that is undertaken, but the government does not have a formal program to fund town bypasses currently.

The CHAIR: But do you have an internal list of where there are requests for and you are doing work on bypasses?

Mr Troughton: I think we do; I have seen one, yes.

Mr Waldock: We do.

The CHAIR: Can we ask for that to be taken as supplementary information A8? If you are able to also within that provide us if you have started to prioritise the order of them, or if you have not prioritised the order of them, at least what criteria you use for determining the order in which you would seek to do bypasses.

[Supplementary Information No A8.]

The CHAIR: I guess my final two bits following on from there were: have we got any idea of what the costs would be if those projects were incorporated into that general upgrade of Great Northern Highway at the same time? So, the \$385 million, if you were to actually do them as part of those projects, would there be significant savings in terms of doing them as part of that project; and, if so, what would be the saving that we could expect? I would have thought that if you have already got your crews out there mobilised, there would be significant savings to be had.

Mr Troughton: Certainly, there would be savings made on the preliminaries and it would be an ideal thing. We have done a little bit of early work on the next stage of work we would like to do to Great Northern Highway, which includes, essentially, most of the bypasses and a couple of extra passing lanes. An initial estimate shows that work on it—P50-ish—to be about \$150 million because we were looking at doing that work and seeing what we could do to bring it in. So, it is actually quite a considerable amount of money, which —

Mr Waldock: Over and above.

Mr Troughton: And that is why I am saying sort of stage 3 of that road is that we would be seeking funding, as the commissioner said, from that sort of NB3-type program to do that.

The CHAIR: It may be covered in Hon Martin Aldridge's earlier question, but will the business case actually give us a list of what the \$385 million delivers for us? I mean, it seems an extraordinary amount of money and not including bypasses. There has already been over \$100 million spent on that road, plus the \$40 million for Bindi Bindi. I think it is well over \$150 million now that has already been spent on that road.

[12.30 pm]

Hon JIM CHOWN: I think \$170 million collectively was spent there, right up until just past New Norcia, two years ago.

The CHAIR: Does the business case identify what that \$385 million is going to deliver? If not, can we get what that \$385 million is expected to deliver?

Mr Troughton: Yes; the business case should cover that; but we can provide a map showing the sections of road.

The CHAIR: Can we get that as part of A4?

Hon JIM CHOWN: On the bypass issue, I am fully aware that some communities want bypasses and other communities do not because they believe that their main street trade will fall off dramatically as cars go by. It is a fairly contentious issue, depending on whom you talk to, and it has to be handled delicately on some occasions.

The CHAIR: I fully understand that. I have also sat in local government forums in which the minister has said, “You will be very happy with the budget,” and then nothing has turned up in the budget for that local authority. Toodyay had the money and they did not like the route, so they lost the money and they are still waiting for it to be put back on the priority list. I do understand the difficulties.

Hon PETER KATSAMBANIS: I am from the North Metropolitan Region, so I am going to ask some questions about our roads and pressures on the road. I will start with the Mitchell Freeway.

The CHAIR: You can forget about the south metro, the south west; the north metro and east are all you need to worry about!

Hon JIM CHOWN: There is nothing like self-interest.

Hon PETER KATSAMBANIS: I am sure Hon Ken Travers will be interested in these questions. The Mitchell Freeway upgrade—first of all, the parts closest to the city; the parts from town through to Hutton Street—when is that likely to be completed?

Mr Waldock: I think a media release is going out as we talk.

Mr Snook: It is likely to be completed during December

Hon PETER KATSAMBANIS: Which is around about the time it was projected to be finished.

Mr Waldock: Yes; it has gone from late November to December, but that actually suits us to some extent.

Hon JIM CHOWN: It is on budget.

Hon PETER KATSAMBANIS: When those sections being upgraded in that part of the Mitchell Freeway are completed, will they be back to 100 kilometres an hour or are there sections that were previously 100 kilometres an hour that will now be downgraded to, say, 80 kilometres an hour?

Mr Snook: They will be reinstated back to the speed limit they were before the works were undertaken.

Hon PETER KATSAMBANIS: Now to the more northern works, from Hepburn Avenue through to Hodges Drive; how are we tracking as far as completion of that is concerned?

Mr Snook: With that one, all of the roadworks are completed; so that section from Hepburn Avenue to Ocean Reef is substantially completed and operating as three lanes. The section from Hepburn to Ocean Reef Road is substantially completed. On the section from Ocean Reef Road up to Hodges Drive, the asphaltting is substantially completed, but there is some signage still to go in there.

Hon PETER KATSAMBANIS: When are we likely to have those worked completed?

Mr Snook: Again, that should be completed during December.

Hon PETER KATSAMBANIS: At Hodges Drive, there is a road treatment at the moment that treats the third lane as an exit-only lane; is that permanent? Will that be there after the completion of the work as well?

Mr Snook: Yes; it is intended to do that, and deliberately intended that way. That is what is called a “trapped lane”. The reason for that is that from a traffic congestion point of view, it makes sure that any traffic that wants to exit at Hodges Drive is able to move over into that left-hand lane early and exit. In other more normal treatments, traffic is able to either exit from that lane or continue past the exit lane and then has to merge with the second lane that continues through. That creates what we call turbulence in the traffic and causes the main through lanes to slow down. What is being proposed is one of the new treatments that we are trying as part of the work that we are doing to address congestion on the road network. As part of the work, there are two big gantry signs going in along that lane. The idea of those is that they will clearly show the traffic as it is coming towards Hodges Drive—there will be plenty of warning—that if it wants to exit at Hodges Drive, it will have to move over into that left-hand lane.

Hon PETER KATSAMBANIS: A similar treatment has been used at Hutton Street. Is that going to be permanent as well when the roadworks at that point are finalised?

Mr Snook: That is correct. Again, that will have the same sort of signage, with the big gantry signs.

Hon PETER KATSAMBANIS: In respect of both of those, have the roads been built in a way to accommodate a change later on to the post-exit merge if that treatment is proved not to be effective?

Mr Snook: We can see that certainly at Hutton Street there is the big —

Hon PETER KATSAMBANIS: That I can see. I am not so sure it has happened at Hodges Drive, though. That is why I am asking. I can see it works at Hutton Street. It is pre-exiting really; so you have not got rid of that yet?

Mr Snook: No. Certainly, we can always come back and make changes to the network, but, quite frankly, the design we are putting in, I believe, will be very good and will be very well accepted by road users. The key to it is that early warning to advise any driver that they need to move early to get into that left-hand lane, and those big gantry signs will provide that warning.

Hon PETER KATSAMBANIS: Where is the further proposed extension of the Mitchell Freeway from Burns Beach through to Hester Avenue at the moment? Is there an expected commencement date? Is there funding? Where are we at with it?

Mr Snook: Maybe I can start with some timing. The construction start date is in early 2016. The estimated funding required is \$322 million.

Mr Waldock: The reason we are a little bit slow on that is that we are not actually getting into mainstream construction until late 2016 or early 2017. It is a way off. What we are doing now, of course, is a lot of planning and early preliminary design.

Hon PETER KATSAMBANIS: I understand that, but in the annual report there was an expected completion date of December 2017; is that still likely to be around about the completion date?

Mr Waldock: I think that might be challenged.

Mr Cammack: We are still indicating late 2017, but, as the commissioner has pointed out, there are preliminary investigations and design works that still need to be completed, and that will help to influence the construction timeframe to accommodate whatever the design is highlighting and the construction profile that would be the most suitable.

Hon PETER KATSAMBANIS: I want to ask some questions about construction that do not specifically relate to the Mitchell Freeway.

The CHAIR: Are you moving on from the Mitchell Freeway?

Hon PETER KATSAMBANIS: Not quite; because I will still be talking about the works that have been taking place. The construction that has been taking place on the Mitchell is where I get all the angst from constituents daily. I travel that road three or four times a day so I notice it myself. There is maintenance works, if you like, where people come along and put up orange cones and do some work, whether it is tidying up the corners of the road or whatever, and they slow the traffic down to 60 kilometres an hour. Then this other work has been taking place behind a very large concrete barrier, where the traffic is also slowed down to 60 kilometres an hour. I would imagine that the safety issues around workers working on one side of orange cones would be completely difficult from workers working behind a large concrete barrier. Why is construction work behind those concrete barriers used as a justification to slow the traffic down from a 100 kilometres an hour to what is a crawl at 60 kilometres an hour?

[12.40 pm]

Mr Waldock: I will ask Mr Snook to talk at great length on that, but, certainly, one of the reasons is—whilst I acknowledge your point—it is not just workers' safety, it is, of course, for drivers' safety. In fact, they are taking the extra overflow lane, so the lane has moved over and there is some turbulence there.

Do you want to talk about that too?

Mr Snook: Yes, thank you. I certainly acknowledge the frustration that yourself and other road users experience when you have to go through roadworks. But, as the commissioner said, the reason that the signage for the roadworks is up and we are using reduced speed limits is for the safety of not only the road workers but also for other drivers. In particular, through that section of Mitchell Freeway from the Graham Farmer Freeway up to Hutton Street there has been a lot of work going on with the road; lane changes have occurred and works that have involved some extensive resurfacing. Even for the works that have occurred behind the barriers there have been times when trucks carrying materials have had to come in and out of that siding and through gaps in the barriers. So it is really about trying to get the balance right, if you like, between using a speed limit that is low enough to be safe for everybody but also a speed limit that at the same time is high enough to cause the least amount of disruption to the through traffic. What has occurred on that section of the freeway, now that we are coming towards the end of the work, certainly is that on weekends the sections that were originally running at 60 kilometres an hour during weekdays are increased to 80 kilometres an hour. That is one way to try to address that frustration issue.

Hon PETER KATSAMBANIS: Well, obviously, they are increased at a time when there is less traffic on the road rather than at the time when there is more traffic on the road. Again, why is there not some ability to vary the speed limit when work is not actually taking place? I can tell you, the other day, as an example, last week, I travelled south on the Mitchell Freeway at around about nine o'clock in the morning and there were three construction sites established and three sets of reductions of speed limit. They were nothing to do with the actual roadworks going on but just highlight the frustration—three sets of orange cones, three sets of reductions in speed limit from Warwick Road to around about Scarborough Beach Road/Powis Street and not one worker in sight, not one truck visible anywhere near the orange cones but a crawl on the freeway. I got calls to my office. I am sure other members in the area got calls to their offices too that day about that. I witnessed it myself. Why do we not have the capacity to reinstate or change speed limits when work is not actually happening on the road?

Mr Snook: If you like, I will just give you a technical answer to what you experienced on the freeway that day and what we intend the future will be. Those particular works underway on the Mitchell Freeway south bound at the moment are to put in an extension of wire-rope barrier. So that is the works that are going on. In order to do that, what we have to do is actually move the underground powerlines for the overhead lighting. They have to be moved back. There is work that

is being done through there that actually requires sections of the shoulder to be coned off, and because there is no shoulder that is why, from a standards point of view, we reduce the speed.

So there is a technical reason for that but, going forward, one thing that, I guess, frustrates everybody is the fact that with traffic congestion these days we have to do everything that we can to reduce that congestion. One of things is that we have to get better with the standards that we use for doing roadworks, especially on the big freeways that move lots of traffic. What we are looking at from a standards point of view, is to be able to start to set some minimum speed limits, like 80 kilometres an hour. But we also want to put in what we call a road space booking system, which is used in other states. The point of doing that is that people—our road workers—cannot go on the road network unless they actually book in so that we know what they are doing and we will positively allow them to go on. If we do not let them go on they cannot go on; they have to get permission to go on. That will actually help us a lot, I believe, in making sure that people do not just go on when they want to.

Hon PETER KATSAMBANIS: So you do not have the capacity at this time?

Mr Snook: Yes, we do but we do not do it strongly enough.

Hon PETER KATSAMBANIS: So who decides who goes on those roads, if you do not?

Mr Snook: Main Roads people decide. There are different sections in Main Roads; as I am sure you know.

Hon PETER KATSAMBANIS: Yes, certainly.

Mr Snook: It is very important, for instance, for people doing maintenance on the road to go in and do that maintenance as quick as they possibly can. However, what we need to do is actually stand back a bit and take a more holistic view of what is going on. So what might be a really go thing to do to get the cheapest road maintenance job might actually disrupt a lot of traffic and from a community point of view it might actually be that it is disrupting the community too much. The point of the road space booking system is to actually have that referral to people higher up in the organisation, so the people responsible for the traffic management of the freeway network and the highway network make sure that we are giving proper consideration to these issues around congestion, which can have an impact on the community.

Hon PETER KATSAMBANIS: That is really helpful actually. I am sure that the public would like to know that you are thinking about this and you are looking at alternatives because it is a major frustration.

Mr Waldock: It has become pretty clear certainly to myself and Steve Troughton, our new managing director. I think with Mr Snook's network area it is becoming far more significant in terms of a leadership role. But we have to do better in this space. It is not just us; it is also the City of Perth. Too often, I think, road authorities look at the lowest price and do not consider the externality costs of traffic disruption and congestion, and the costs to the community. We are looking at every opportunity in the future; and are certainly looking at what we can do at night time, at the weekends and off peak. I think it is more than that. I just think we need to have a different approach in our traffic management plans and how contractors work with us. Again, contractors—as you have just mentioned—like to have a very long front of what they take out, but it is just what suits them, but there is a balance there. I think what you have seen; you have seen a little bit of Great Eastern Highway, which was a difficult project as well. I think if we can look forward, and we should look forward, the Gateway project, which we have commenced, is a totally different approach to how we are going to see traffic management and traffic disruption during construction. We do understand and what is happening now both overseas and even interstate for very critical projects with very tight lane arrangements in terms of capacity versus demand, they have even forced contractors into what we call a lane-rental approach. In other words, they are very conscious of how much road and lanes they are taking out because it affects their contract price, and there is

nothing like a bit of pricing to help change behaviour. I think we are very empathetic to what you are saying, member, and we are going to do better on this.

[12.50 pm]

Hon PETER KATSAMBANIS: That is great. Has any consideration been given to increasing the speed limit on the freeway to possibly 110 kilometres an hour or more?

Mr Snook: Not on the Mitchell Freeway, no.

Hon PETER KATSAMBANIS: Why not? It is a fantastic road; it is in a lot better condition than some of our 110-kilometre-an-hour roads.

Mr Snook: There is a lot of traffic on the road. I would be concerned about the mix of a lot of traffic travelling fast on the Mitchell Freeway.

Hon PETER KATSAMBANIS: At some stages I think you guys have expressed your concern about traffic already travelling fast on the Mitchell Freeway and not meeting existing speed limits.

The CHAIR: A lot of people are worried about when they have to crawl down the Mitchell Freeway rather than trying to go fast.

Mr Waldock: Just on the positive, we looked at a section of road on the Kwinana Freeway more recently and we adjusted the speed limits up. We are still looking at that result. There is a correlation between speed, as we know, and serious accidents and fatalities, so we need to be conscious of that.

The CHAIR: We talked earlier about the extension north. It has already been pushed back at least a year or more on the original time frame. Listening to you earlier, you are not that confident you will make the new deadline. What are the reasons for the delays? Why is the extension of the freeway north being pushed back?

Hon JIM CHOWN: As stated previously, a significant amount of funding is required for the programs over the next 12 months. Obviously, the government has to prioritise in conjunction with Main Roads' advice on what roads require upgrading or realignment or massive improvements, as we have already discussed at some length here today. That particular program has been set back a couple of years. At this stage, it is anticipated that sometime in the next term of government it will be commenced.

The CHAIR: Commenced in the next term of government?

Mr Waldock: It will commence in 2016.

Hon JIM CHOWN: Sorry; I stand corrected—2016.

The CHAIR: Even I knew you would not bowl me that easy a ball.

Hon JIM CHOWN: 2016. Have I ever bowled you an easy ball?

The CHAIR: If I had not corrected you, parliamentary secretary!

The current cash flow is \$1 million this year, \$4 million next year and \$20 million the year after. You are saying that is not sufficient to get it to the point where you will be able to complete it in the current time frame. Are you saying that you do not currently have enough funding allocated to it, or is it the out years that you do not have the money available for?

Mr Waldock: It is a tight program. It is a big project; we are kicking off with major funding in mid-2016. I have suggested it will be difficult to bring it in—as was suggested, initially late 2017 is going to be a challenge; that is just on two years to do the project.

The CHAIR: If that is the case, how were these figures originally calculated? If you are telling me that they are not sufficient to do the project, and remembering they were a year earlier originally, how were those figures calculated in the first place?

Mr Waldock: I think we always thought it was challenging. Do you want to make comments about the dollars in the program there, Morris?

Mr Cammack: In terms of the whole program, I think one of the issues is trying to ensure that we appropriately allocate the money to the priorities we have across the state. It is always a challenge to balance the requirements of the projects in the country and regional areas, looking at the benefit cost ratios; trying to look at the complexity in the projects in terms of their design and delivery issues; and trying to come up with a program that fits within the overall funding profile that is available. In the case of the Mitchell Freeway, there is some consideration there about when we would get started and what would be an appropriate cash flow for the construction and management of it within the overall funding levels that are available. It is part of that balancing act that is undertaken every year with the budget—making sure we have sufficient funds to meet some of the funding commitments we have to the commonwealth funding programs, looking at state-funded projects and ensuring there is money for safety and efficiency projects. That is the challenge we go through every budget period.

The CHAIR: The other one that was announced in the north metro region at the same time—there are a couple of others but I might leave them to my colleague—was widening Reid Highway over the freeway from Duffy Terrace to Erindale Road. Is that still on track or is that also getting pushed back? When do you expect that work to occur?

Mr Troughton: I believe that is on track to commence next year.

Mr Waldock: Yes, next year.

The CHAIR: To be completed?

Mr Troughton: A little bit of it still to be done by 2015–16. Hopefully it will be fully completed then. The majority of it—90 per cent—will be done by 2014–15, according to the current funding.

Mr Waldock: There is no change to that, we believe.

Hon RICK MAZZA: There has been a fair bit of discussion about road and rail with the transportation of grain through this harvest season, and it has been suggested to me that there will be about 85 000 truck movements, with this harvest being a bumper year. What will be the maintenance costs to roads in the wheatbelt region due to damage done by those grain trucks?

Hon JIM CHOWN: Are you talking about 85 000 truck movements over harvest?

Hon RICK MAZZA: That has been suggested to me.

The CHAIR: I think that is from bin to port.

Hon JIM CHOWN: I doubt very much there will be 85 000 truck movements from bin to port. I assume your question is in relation to the tier 3 areas where there is a possibility that some of those lines will not be available to cart grain.

Hon RICK MAZZA: Yes. What will be the cost of the damage done to roads by those trucks?

Hon JIM CHOWN: Is your question about truck movements from those receivable points to port later on in the year?

Hon RICK MAZZA: My questioning is not about that so much; it is about the damage done to roads by grain trucks in the wheatbelt region and the estimated cost in a year of repairing those roads due to that damage.

Mr Troughton: They are right-of-access vehicles, are they not?

Mr Waldock: That is a difficult one. They are.

Hon JIM CHOWN: They vary.

Mr Snook: Through the grain freight arrangements there have been upgrades to roads, so there has been a total of \$118 million allocated to that program. The works to upgrade the state roads have been completed. That was over \$40 million worth of work done. The balance is on local roads and there are two more years of that work to finish. As part of that work, additional maintenance funding has been provided over and above the current allocation. I cannot give you an idea of the total quantum of that maintenance. I do not have that information because it covers both state and local roads. An additional \$14 million has been provided through the funding programs for additional maintenance. We believe that will address that issue.

Mr Troughton: The roads are designed to take those trucks. There is no amount of loading from heavies; there is nothing significant. I suppose one of the problems in the area is that some of the roads are older, and part of the program of works we have been doing has been to upgrade them. We do not expect to see specific damage to wheatbelt roads from the harvest this year.

Mr Waldock: I think the point is the \$118 million set aside did include a \$14-million maintenance budget as well.

Mr Snook: The other thing is, of course, that that is all predicated on there not being illegal overloads of trucks. As part of that, the heavy vehicle transport inspectors will be out on the road network during that cartage, so they will be out there keeping an eye on things and making sure everyone is doing the right thing.

[1.00 pm]

Hon RICK MAZZA: I understand \$180 million is being spent on upgrading those roads, but there are quite a few minor roads from, say, Merredin to Hyden where those roads are fairly secondary. Are there a lot of maintenance programs for those roads? Do you establish the damage to those sorts of secondary roads?

Mr Snook: Just to follow on from that on these local government roads: if a shire is very worried about the trucks going on those roads, one of the options is to tell Main Roads, and we will get the transport inspectors out there. It might be that they would rather reduce the maximum size truck that is using the road, and they just have to tell Main Roads and we will go out there and inspect it with them and see what we can do to help them there. I think it is a lot about Main Roads working with those local shires just to make sure that we can try to get an outcome that everybody is comfortable with.

The CHAIR: Could we get a breakdown of that \$14 million: over how many years it is paid; who it is allocated to, or which roads it is allocated; and which shires it is getting paid to? What happens when that \$14 million has been spent? Is there an ongoing commitment to funding maintenance on those roads or will it then go back to local government to fund the maintenance of those roads?

Mr Snook: We will provide that.

[*Supplementary Information No A9.*]

The CHAIR: So you do not know the answer to that issue at the end of that \$14 million? Not sure?

Mr Snook: I have not checked it, so I would rather take it on notice.

The CHAIR: The other question I had is that I noticed that the parliamentary secretary last week, in an answer, said that all the works on Kellerberrin–Shackleton Road have been completed at a cost of \$11.292 million. I drove that road last Friday, and I can assure you they have not even started on some sections of it. I have subsequently confirmed that those works have not been started, and my understanding is that they are hoping to have them completed by 2014. I am wondering how you can then give an answer that says they are all completed, when they clearly have not even started. It was a question last week I asked of the parliamentary secretary about Kellerberrin–Shackleton Road. Can you explain to me how that works, and why the parliamentary secretary could be left in the position of having misled the Parliament?

Mr Snook: I will just check. I do not have that information right at the moment.

Mr Troughton: Is that a local road?

The CHAIR: It is a shire road, and it is the section in the Shire of Kellerberrin that I understand has not been completed. I can show you pictures of it to confirm that as of last Friday, no work was even commenced.

Mr Waldock: As we know, only 60 per cent has been done.

The CHAIR: In fact, even the bypass around the back of Kellerberrin is still in the stages of being completed; if not, it was not open on Friday.

Mr Waldock: No, well I think Des is circling in on that answer.

Mr Snook: Certainly the information I have here is that there has been \$2.8 million spent on that road to the end of 2012–13, so I will definitely follow that up, and maybe if I could get an indication of the section of that road that you talked about.

The CHAIR: It is the southern section in the Shire of Kellerberrin. I cannot give the exact points, but it is as you get towards the southern end of the Shire of Kellerberrin. There is a new section getting built around the outskirts of Kellerberrin—effectively, to take you straight out to the bin—but then as you drive down the road and you get closer to the border with the Shire of Bruce Rock there, it is that southern section that the work has not commenced on.

Mr Snook: I would be very happy to take that on notice, and I will get some more information on that and provide it.

The CHAIR: Yes; and I would like an explanation as to why we would been given an answer in the house that the work has been completed, when it has not even commenced.

[Supplementary Information No A10.]

The CHAIR: While we are on it, there is a culvert on Cunderdin–Quairading Road, and my understanding is that Main Roads' engineers have given the advice to the Shire of Quairading, although the suggestion is all in the opposite direction—that it is the Shire of Quairading monitoring it. But my understanding is that it is your engineers who are going out there and doing the monitoring for the Shire of Quairading, and that they have recommended that it either needs to be load limited, strengthened and repaired or replaced. Now, no-one is going to replace it because it will be eventually replaced when the straightening goes through. Having seen it, I reckon it is a brave engineer who will certify that to take road trains over it. Who will fund that strengthening? So that really means that if you want to put trucks down it, you are going to have to strengthen it. Is there money in the budget to do that strengthening work, and who is going to pay for the strengthening of that culvert on Cunderdin–Quairading Road?

Mr Snook: Again, I will take that on notice. There are a number of different funding sources available for culvert works. It might be part of the grain freight program, but also it might be through its road project grants that money is provided through the state government. Of course, with a road project grant, the shire would have to provide a one-third matching contribution. So I do not know the exact detail at the moment, but again I will take that on notice.

The CHAIR: Again, there have been some questions asked in Parliament about this, and as to the advice provided to the backbench members of government last week and the Parliament, I do not know that it made it fully clear what the situation is. I am interested in whether that is because Main Roads was not aware of that situation, or was there some other reason the full circumstances of that culvert was not disclosed? Could you also give us an answer to that as part of the answer as well?

Mr Waldock: Certainly.

[Supplementary Information No A11.]

Hon RICK MAZZA: I have a question in relation to page 391 of the budget papers. There is an entry there for royalties for regions funding for a caravan and camping program, and your action plan. I just wondered what that action plan was—what are some of the initiatives being done for caravanning and camping?

Mr Waldock: I might hand over to Maurice, but certainly that is a new program. I think it is an excellent program from royalties for the regions, and we are working with them. Could you go through the details, Maurice?

Mr Cammack: There is a program that has been instigated through the department of tourism, and in terms of the allocation to Main Roads, there is going to be the development of two new 24-hour rest areas in the north of the state. The rest areas are proposed to be at Kirkalocka Station on Great Northern Highway, which is in the Midwest area. There is also the construction of a rest area at Auski Roadhouse, just to make improvements to that. There are a number of other rest areas being proposed out of that \$5.1 million. The 10 existing 24-hour rest areas that are going to be upgraded over that five-year period are predominantly in the north of the state. So there is the creation of new 24-hour rest areas, and also upgrading of existing facilities to provide better toilets and facilities for the and travellers who need to take a break on their journey.

Hon RICK MAZZA: So when you talk about a rest area, is this a place where people can actually stay overnight?

Mr Cammack: No, these are areas where they can pull over to have a break and refresh themselves, and some may have a bit of a 20-minute nap in the car. But there is not actually a permanent camping facility where you can set up your annexe and caravan; it is not intended to be that sort of rest facility.

Hon MARTIN ALDRIDGE: Just on the issue of rest stops, there are a number of rest stops on Indian Ocean Drive that I think were probably in and around the national park, so I assume they were probably in partnership with DEC and now DPaW. But none of them have toilet facilities on them, and given the stretch of road, you are looking at probably more than 150 kilometres where you are not travelling through a town in which you could stop and use the facilities at the service station, for example. Has any work been done on having a look at upgrading some of those existing sites to have these eco-toilet facilities? There are some really good examples of them now on the Brand Highway and you often see people parked up there, but there are not any on Indian Ocean Drive.

[1.10 pm]

Mr Troughton: I cannot answer specifically on Indian Ocean Drive, but across the state as part of our 2020 strategy, we are doing a complete review of all rest areas and toilet stops and getting a program together to deliver more of these and making sure they are in the right locations. I am pretty sure that very soon, if it has not happened already, for Indian Ocean Drive, the wheatbelt region and possibly the midwest region, we will look at that and possibly make an assessment of that road as part of that program. Over the next few years we hope to see an improvement in all of our rest areas, making sure they are in the right locations with the right number of kilometres between toilets. Certainly that is what we are planning to do—a whole review and a strategy around that area.

Hon ALANNA CLOHESY: I come back to the city. What is the scope of works for Malaga overpass now? I understand that has been delayed.

Mr Troughton: The scope of services is for the construction of a full diamond-grade separated interchange and dual carriageways in both directions over Malaga Road. The estimate is \$75 million, and it looks like construction is due to start in 2016–17.

Hon ALANNA CLOHESY: Why has that been delayed?

Mr Cammack: It is just a matter of budget priorities, similar to the Mitchell Freeway project, ensuring that we have the most appropriate mix of projects, given the funding that is available in every budget cycle. It is part of that ongoing process of looking at the priorities across the state and balancing the needs. When you look at the different project objectives and benefits that it provides to the community, it is not to say this is not an important project but we have to try to make sure we balance all the projects that we are looking at constructing.

Hon ALANNA CLOHESY: It is starting in 2016–17. When do you expect the project to be completed?

Mr Waldock: We think about two years.

Mr Troughton: Just as a note on this, because of the large amount of works planned for Tonkin Highway, with the grade separation of Morley Drive and Collier Road and what is now called north link WA, which was previously the Swan Valley bypass, this project does need to be reviewed for timing so we are not having too much effect on the travelling public so we input when those projects are built. There are, essentially, four interchanges there and one next door. We have been discussing this and trying to ensure that we get the timing right so we do not have too much effect on the project. We are reviewing that at the moment.

The CHAIR: I wondered how you were going to do that with the Tonkin Highway—the three overpasses plus the interchange with Reid Highway. Is it about trying to do them all simultaneously or is it to try to stage them so you do them one after the other? What is the way of minimising the impacts?

Mr Troughton: We are at the stage of reviewing that. We have not made a decision on how we are going to procure yet. There will be a few discussions in the office over the next year on that basis. We are in design for those and funding is in the outer years. We have to make that decision on what we think is the most appropriate way of procuring that at the time.

Mr Waldock: Again, it will be a challenge for us in terms of traffic management. That is part of our thinking, even the methodology of contracting.

The CHAIR: I interrupted you; my apologies.

Hon ALANNA CLOHESY: How is it that the total cost of the project has not been increased, despite it being pushed out? Is it just still a figure?

Mr Waldock: Maybe we are wrong, but our sense is that at present we do not see any reason why it should change in the next few years and that that pricing will be attractive for any project in the city. There is a window. In some respects, the longer that window stays open, the better for taxpayers.

The CHAIR: Have you changed your figures on escalation across the budget forward estimates?

Mr Waldock: No, but we use P90s. We are reviewing that in terms of whether it makes sense in this market. There is a bit of movement at the station in that respect.

The CHAIR: P90 would use the standard escalation figures that are provided in the forward estimates.

Mr Waldock: The escalations have not changed. We are getting a sense in this market of whether P90 is accurate and whether we need to review that at the moment.

The CHAIR: If you have added an extra year of construction, surely you would add an extra year of escalation and backtrack it through the life of the project. You should expect that the estimated total cost of the project will increase.

Mr Waldock: I accept that but I am saying that we believe that some of the P90 estimates now need to be considered in the market. We are accepting your comments about escalation but at the

same time we are also looking to see whether the previous estimates of P90 hold up. Mr Troughton, particularly, has come to the agency with a bit of a sense of how we can do better in this space.

Hon ALANNA CLOHESY: I move on to Reid Highway and Lord Street and ask whether that is still expected to be completed by mid-next year.

Mr Snook: Reid Highway and Lord Street is being constructed by the City of Swan for us. The commencement date was delayed. We originally planned it as the existing T-junction intersection upgraded to traffic signals with additional turning pockets. However, the City of Swan came to us because it has a development to the south that would require a realignment of Lord Street. They have agreed to take on the construction for the project. We had \$8 million that we were putting into the project. We will pay them the \$8 million and they will deliver the project for us as well and do the construction of the southern leg that they need for their new housing development that will occur.

Hon ALANNA CLOHESY: By the “southern leg”, do you mean the realignment of the southern?

Mr Snook: There will be a new leg to the south. The north leg will be realigned.

Hon ALANNA CLOHESY: Will there no longer be a T-junction?

Mr Snook: It will be four-way.

The CHAIR: I think the member’s question was: is it still due to be completed by the middle of next year?

Mr Snook: Yes, mid-2014.

The CHAIR: Can I just ask a quick question? With all of those grants to local government, why do they not show up under “Details of Controlled Grants and Subsidies” in your budget papers?

Mr Snook: They are doing work for us. It is not a grant as such. This is money that has been provided from the road trauma trust account for the metropolitan intersection improvements. We are really engaging the City of Swan as a contractor to deliver that work.

The CHAIR: That would come under the money that is allocated for urban intersections.

Mr Snook: Correct.

The CHAIR: Gnangara Road is another one where you are giving money to the City of Swan. None of the tier 3 rail money seems to show up as a grant and subsidy in your budget papers.

Mr Cammack: A lot of it depends on whether the delivery is being done for us or whether it is being granted to the council as part of some projects that they are undertaking. Predominantly, the money that is in the state road funds for large roadworks on the local government network relates to the 27 per cent funding agreement that the state government has.

The CHAIR: We were told by the parliamentary secretary in the Parliament that all of the money listed under that item in the details of controlled grants and subsidies relates to the 27 per cent. Are you saying that is not the case and that there are some projects in there?

Mr Cammack: I am saying that where we provide funds to local government or grant it to them, even if it is in addition to the 27 per cent that will also get thrown in there, if it is a project such as the intersection with Reid Highway and Lord Street, that is work that the local government is contracting to us to do and we would not show it in this particular line item.

[1.20 pm]

The CHAIR: It would show in your asset investment program.

Mr Cammack: It would, because we would then have that capitalised into our asset valuation.

The CHAIR: What road projects are you funding by granting money to local government for their roads, such as Gnangara, where it is over and above the standard 27 per cent?

Mr Cammack: From my understanding, the Gngara Road contribution to the City of Swan is actually included in that level of funding that is provided there.

The CHAIR: Is that within the 27 per cent or over and above?

Mr Cammack: No; it is over and above the 27 per cent, but it is within that line item that was referred to in the budget paper itself.

The CHAIR: At page 393 of the budget papers, that \$139 million includes the money for Gngara?

Mr Cammack: That is right.

The CHAIR: Parliamentary secretary, that is another parliamentary question you might want to go back to check accuracy.

Mr Cammack: No. With respect, the question that was provided was: did the 27 per cent that was provided to local government contained within there, and the answer was —

The CHAIR: No, I asked if there were any projects over and above that 27 per cent and I was told all of that money was for the 27 per cent.

Mr Cammack: I accept what you are saying, but I just need to check the question, because the way that it was responded to was, “Was the 27 per cent contained within that figure?” The answer was, “All of it is contained”.

The CHAIR: I am sorry; I interrupted you again.

Hon ALANNA CLOHESY: Is the Tonkin Highway–Swan Valley bypass now called North Link WA?

Mr Troughton: Yes.

Hon ALANNA CLOHESY: Since when?

Mr Troughton: About two weeks ago it was approved by Premier and Cabinet.

Hon ALANNA CLOHESY: Out of interest, how much did that name change cost?

Mr Troughton: Nothing.

Hon ALANNA CLOHESY: Nothing?

Mr Troughton: Nothing, really.

Hon ALANNA CLOHESY: What is the time line for the construction of the overpasses at Collier and Benara Roads and Morley Drive?

Mr Waldock: They are in the Nation Building 2 program.

Mr Troughton: Yes, I am just trying to find the exact highway change–grade separation program. The timing looks like it is starting construction in 2017–18, I think—or it looks like that.

Hon ALANNA CLOHESY: That is the commencement of construction?

Mr Troughton: Yes. The estimated downturn cost is \$281.2 million.

Hon ALANNA CLOHESY: The cost is \$281.2 million for all three?

Mr Troughton: Yes.

Hon ALANNA CLOHESY: When is the expected completion?

Mr Troughton: It is July 2018. Construction started 26 July and completion is July 2018.

Hon ALANNA CLOHESY: If I could just get that again. It starts in 2016 for completion in 2018?

Mr Troughton: Yes. That is our current program in line with Nation Building 2 funding.

Hon ALANNA CLOHESY: Will they be built simultaneously or will they be staged?

Mr Troughton: We have not decided yet; we have not decided on the contract methodology. I would expect they would probably be built simultaneously, because they are reasonably close together and the traffic management for the works would be—but that, again, is up to the contractors building it. They may have a different view. What we will do certainly—as we are doing with the gateway—is minimising the effect on the public, so making sure that we really maximise the traffic flows through there. That will be a key part of our tender when we go out to tender in probably early 2016 or late 2015.

Hon ALANNA CLOHESY: Do we need to build overpasses for the Swan Valley bypass to work?

Mr Troughton: No. There are some bypasses at the start of Swan Valley bypass. These bypasses are a key. They are part of a longer-term grade separation program that we have and that was put up for funding for NB2. All of this is really for —

Mr Waldock: These are part of what we call our controlled access highways, and Tonkin Highway is just such a fundamentally critical conduit for us, certainly in terms of the whole Kewdale–Forrestfield area to move major transport north. That is why it fits seamlessly into the Perth–Darwin Highway as we move north. Once we have done these three grade separations, we will virtually have a six-lane divided highway all the way through; other than at this stage, some of the parts just north-west of the airport where we go over the Swan River, but that will be a Nation Building 3 project, we hope. We will see eventually that we will actually get our logistics chain working as efficiently as we possibly can. Grade separations are very good not only for efficiency, but also are extremely safe.

Hon ALANNA CLOHESY: Will the Tonkin and the Reid Highways be a full freeway?

Mr Troughton: Freeway-to-freeway interchange is the plan.

Mr Waldock: We are attempting to get freeway standards; that is right.

Hon ALANNA CLOHESY: Will that make allowance for future rail plans?

Mr Waldock: That is still under consideration. We have some time to work through just how the city rail and roads will look when we are 3.5 million person city. Indeed, over the next 12 to 18 months we will certainly be far clearer about long-term rail planning as well. We have done a lot of work to perhaps 2031, but certainly we need to do more as we move out to 2040–2050, and part of that will be both roads and, potentially, whether we need to look at further bridges and tunnels in and around the river, as we have discussed before, around the city. It is all part of just understanding how our city is going to look when we are 3.5 million people. We are working closely with the WA Planning Commission and the Department of Planning as well. To answer your question, it is early stages. Certainly, running a railway down the centre of highways and freeways is not unknown for us. Whether that is appropriate —

Hon ALANNA CLOHESY: After construction.

Mr Waldock: That is right. Whether that is appropriate for a heavy vehicle route is still something which we are working through.

The CHAIR: I have a question on that broader planning. Is the Stephenson highway from Innaloo through to, effectively, West Coast Highway north of St Peters Place still part of your planning in terms of your network planning?

Mr Waldock: My understanding is not, no. I think that is why we are working on, potentially, for a Stephenson boulevard in the future, yes.

The CHAIR: When you do traffic modelling it is not included as part of the future road networks for traffic modelling?

Mr Waldock: My understanding is it is not. Des, do you have a sense about that?

Mr Snook: No.

Hon PETER KATSAMBANIS: Does that include the more northern part, the part between Scarborough Beach Road and, say, the Mitchell Freeway?

Mr Waldock: That is part of the so-called Stirling Alliance, which is still being worked through. The Stirling Alliance at the present moment, as you would be aware, looks at maybe making that into a boulevard, which is not freeway capacity.

Hon PETER KATSAMBANIS: No.

Mr Troughton: We are just commencing on our 2040 planning aspects, so it will take us a bit of time to get up. But we are doing a review of all of our current planning for the next 20 years. Right now we are planning a 40-year horizon, so as Reece mentioned, a population of 3.5 million in Perth is currently under review at the moment.

The CHAIR: Can you take on notice as A12 and confirm, when you are traffic modelling your REM and STEM modelling, whether it includes the future construction of that highway as part of its calculations?

Mr Waldock: Yes, can you be quite clear whether the highway —

The CHAIR: It is any of the Stephenson highway that is not currently built. I will allow you to use the bit between and Scarborough Beach Road and Jon Sanders Drive, but beyond that it is any of the sections of it that have not been built either south or north of that section. If not, you could explain why occasionally it appears in some of your presentations, director general?

Mr Waldock: In my own personal presentations, may I ask?

The CHAIR: Yes, and in maps.

Mr Waldock: My own personal presentations?

The CHAIR: Yes, your own personal ones, in fact.

Mr Waldock: I will certainly check that out.

The CHAIR: We will make that all part of A12.

[Supplementary Information No A12.]

Hon PETER KATSAMBANIS: Just on that, since we touched on Stephenson Avenue, my question was to be more around the congestion in that Stirling–Innaloo area. What work are you doing either with the City of Stirling or independently around the existing traffic congestion? We might be talking about a population of 3.5 million in 20 years' time, but that congestion is now and it is real.

[1.30 pm]

Mr Waldock: As you would be aware, the Stirling Alliance has been very much a Department of Planning and Western Australian Planning Commission project, working with local government, but of course Main Roads and the Department of Transport have been part of that—certainly Main Roads—for some time. There is no doubt that we are reviewing all the assumptions once more in terms of traffic modelling, not just in terms of the volumes of traffic and through traffic—so it is not just local; it is also through traffic—but we are also looking at what options there might be in the future as traffic continues to grow, including perhaps some widening of the Hutton Street Bridge and those sorts of things. We are trying to get a network view of how that might look. It is a complex area. Clearly, if we were to do just the old predict-and-provide model, every road in the metropolitan area would end up being 27 lanes wide, so it is a matter of trying to understand it. As you rightly say, member, there is congestion already, let alone as we go forward. We are very conscious of that, so we have a whole new body of work going on, working with the Western Australian Planning Commission, to better understand the volumes and the network, and also what the future might look like in terms of options.

Hon PETER KATSAMBANIS: When do you project that this work will be available?

Mr Waldock: I think it will be available in the next six months.

Hon PETER KATSAMBANIS: That is after the end of the Stirling Alliance.

Mr Waldock: The Stirling Alliance is still going through some iterations there. They are certainly well aware of the work that we are doing, and that will impact on it.

Hon PETER KATSAMBANIS: How much of that corridor—let us call it the northern part of Stephenson road, with a small “r”—is owned by Main Roads and how much of it is owned by other government agencies and departments?

Mr Waldock: I suppose Main Roads certainly owns the road corridor space. Some of that was going to be made available as we narrowed the corridors. But there is a lot of land owned by Stirling council as well, particularly the old rubbish tip site on the eastern side of the freeway, and there are also other pieces of government land—not large. Initially the plans were that that government land could potentially become a bit of a Subiaco-type redevelopment to help fund and deliver the project. So it is fair to say that there is a bit of reconsideration in the Stirling Alliance as to just how it might work, and the timing. To answer your question, I cannot tell you specifically how much of that land is owned by Main Roads, or how much other government land there is in that area, but Main Roads will certainly be a major contributor of land with the tighter corridors if that happens.

The CHAIR: What modelling has Main Roads done on the impacts of the light rail proposal on the road network, not so much the construction side of things, but things like providing priority, restricting Fitzgerald Street to a transit corridor, the busway at Beaufort Street, and the change to two-way traffic in William Street? What work has been done by Main Roads on how the road network will function when the light rail is up and running?

Mr Waldock: Main Roads has, as you know, been embedded in the light rail team. In fact, the project director is one of the senior project directors of Main Roads. There certainly has been a lot of Main Roads’ expertise involved with the project. As I have said, the key traffic person in the project is an ex-Main Roads senior director. As well as that, we have been working with Mr Snook’s area—the network area—to look at the impact on the wider network and also to best understand just what can be achieved through traffic light priorities and the like to achieve the travel times. I will invite Mr Snook to add to that.

Mr Snook: My area of Main Roads—the network operations area—has been involved with the light rail project, and we have people who are embedded in the team. The reason they are on the team is to understand and influence the effects that a light rail system will have on the surrounding road network; that is, to make sure that although we will be providing a priority for the light rail to operate, it is not an unnecessary detriment to the performance of the surrounding road network. As far as the traffic modelling goes, we have people in there who are part of the team assessing that. We have worked with the MAX light rail team regarding traffic signal priorities, which will determine the travel time that is available for the light rail. We have had a very big say in understanding the project, and we have used our own influence to make sure that the needs of the surrounding road network are understood in that project.

The CHAIR: Has any formal modelling been done of the impacts, or is it more a discussion at this stage around the impacts, and also the impacts of the other measures that are taking place, such as the busway along Beaufort Street and the like?

Mr Snook: It is modelling of the individual traffic signals, so how they perform. There are various computer programs that we use to do that. That is the sort of modelling that has been done.

Mr Waldock: The consultants who are working with us on that—Aurecon and Parsons Brinckerhoff—have done a lot of modelling on the route itself, so we have a pretty good

understanding of the route. To answer your question about how far it extends in terms of the wider network, I am not able to specifically comment on that. It was a significant piece of work, the modelling for the light rail that has been done on the whole route.

The CHAIR: Is there a formal document that we could ask to be tabled as supplementary information?

Mr Waldock: Perhaps we could look at the Parsons Brinckerhoff work, if I am right.

[Supplementary Information No A13.]

Mr Troughton: A lot of that work was done as part of the MAX light rail.

The CHAIR: I just wondered whether you had done any work internally in Main Roads that will have a dramatic impact on your job. In terms of that modelling, on what frequency does it base the trains—is it five minutes?

Mr Waldock: It is five minutes.

The CHAIR: Has any work been done on whether you will need to go down to two minutes' headway to manage the peak loads?

Mr Waldock: That question would be better directed to the Department of Transport, if I may say so.

The CHAIR: I understand the impacts on the light rail system but I am concerned about what effect it will have on Main Roads. That is what I am particularly interested in understanding.

Mr Waldock: They certainly did some sensitivity analysis.

The CHAIR: Perhaps you could have a look, director general, at whether there is any information that you can provide to us on that.

Mr Waldock: Sure.

The CHAIR: Do you still have a 10-year asset investment plan?

Mr Waldock: I think we have an internal plan.

Mr Cammack: We have an investment pipeline that has on it a range of projects that we are considering all the time. But we do not have a formal 10-year investment program. We do produce a strategic asset plan, which is provided to Treasury, and which provides the detailed projects that we are looking for in the four-year forward estimates, and that provides an indication of the pressures and demands that are being placed on the road network more generally, but not specifically down to a project in year eight or year nine. It is more to give a flavour of where the pressures are coming from.

Mr Waldock: I think that was a question last year!

The CHAIR: Yes! We will ask for those documents to be taken on notice, both the internal one and the one you provide to Treasury.

[Supplementary Information No A14.]

The CHAIR: The committee will forward any additional questions it has to you, via the minister, in writing in the next couple of days, together with the transcript of evidence, which includes the questions you have taken on notice. Responses to these questions will be requested within 10 working days of receipt of the questions. Should you be unable to meet this due date, please advise the committee in writing as soon as possible before the due date. The advice is to include reasons as to why the due date cannot be met. If members have any unasked questions, I ask them to submit these to the committee clerk at the close of this hearing. Again, on behalf of the committee, I thank you for your attendance today. I think we will be seeing some of you back in about an hour.

Hearing concluded at 1.40 pm