

LEGISLATIVE COUNCIL STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

ANSWERS TO QUESTIONS PRIOR TO HEARING

Main Roads Western Australia

Hon Colin Tincknell MLC asked:

1. With reference to Page 21 *"Our Minister, Legislation, Role and Operations"* does the 53km increase in the total for state roads from 18,572km in the 2019 Annual Report to 18,625 in the 2020 Annual Report represent the sum total of additional road constructed by the State in 12 month?

Answer:

No.

2. In relation to the key outcomes sought, specifically, *"Road Efficiency and Road Management Reliable and efficient movement of people and goods"* (Page 16) for the metric *"Average \$ cost of network management per million vehicle kilometres travelled"* what factors, other than the department's failure to reach the 2019 target, contributed to the 8 per cent upward revision of the target from \$5,540 in 2019 to \$5,983 in 2020?

Answer:

Calculation of the target each year is based on an update of the previous year's results using the Gross State Product (GSP) Price Index for the previous years, provided by the Department of Treasury. As the target must be calculated before the updated GSP is provided and uses an estimate of Million Vehicle Kilometres Travelled (MKVT), it is difficult to achieve total accuracy.

3. In relation to the key outcomes sought, specifically, *"Road Maintenance A well-maintained road network"* (Page 16) for the metric *"Average \$ cost of network maintenance per lane-kilometre of road network"* what factors, other than the department's failure to reach the 2019 target, contributed to the more than 16 per cent upward revision of the target from \$6,800 in 2019 to \$7,950 in 2020?

Answer:

In order to compare current figures with previous years all figures are adjusted and reported in terms of current year's dollars, which can influence the trend result.

The target is based on the anticipated expenditure from available funds against the anticipated length of road network. The inclusion of funding associated with reseal, rehabilitation and natural disasters makes this KPI sensitive to additional budget being made available.

4. In relation to the key outcomes sought, specifically, "Road Safety Provision of a safe road environment" (Page 15) for the metric "Black Spot location indicator" Why was the target 7.66 in 2019 but 6.81 in 2020?

Answer:

The reducing target is a sign of success of the program. This indicator gives a measure of the number of locations on the road network that meet State Black Spot (high risk locations) criteria based on an analysis of crash history. The target is established using a sliding window to determine whether the number of locations eligible for funding is increasing or decreasing.

5. How many projects were completed on budget but not on time?

Answer:

81 per cent of projects were completed on time. A number of factors, such as additional project scope can have an impact on project timelines.

6. In relation to Key outcomes sought, specifically, "Community Access Improved community access and roadside amenity" (Page 15), how many projects were covered by the analysis that produced the 0% compliance result for the metric "*Contracts completed on time*"?

Answer:

Two

7. With reference to Key outcomes, specifically, Community Access Improved community access and roadside amenity (Page 15), how many completed projects were covered by the analysis that produced the 100% compliance result for the metric "*Contracts completed on budget*"??

Answer:

Two

A large, stylized handwritten signature or set of initials, possibly 'RS', in dark ink.