

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

2014/15 ANNUAL REPORT HEARINGS QUESTIONS PRIOR TO HEARING

Main Roads

Hon Alanna Clohesy asked:

- 1) Please provide a list of projects (and amounts) that have an indicative allocation of funds from the Black Spot Program for the year 2015/16

Answer: The approved 2015/16 Black Spot program is available to the public on the Main Roads website at www.mainroads.wa.gov.au.

- 2) Please provide a list of projects (and amounts) that have an indicative allocation of funds from the Safer Roads and Bridge Improvement Program for the year 2015/16

Answer: The Safer Roads component of the Safer Roads and Bridge Improvement Program for the year 2015/16 are listed in attachment 1 and are also available from the Minister for Transport's media statement of 2 September 2015. An additional \$3m is being allocated to undertake project development activities on various bridges across the State.

- 3) I refer to the section of Great Eastern Highway between Mann Street and Great Southern Highway and ask
 - a. In 2014/15 what was the actual expenditure for new works and completed works;

Answer: Nil.

- b. In 2014/15 what was the actual scope of works;

Answer: Not applicable.

- c. For 2015/16 how much is budgeted for road maintenance and safety upgrades;

Answer: \$150,000.

- d. For 2015/16 what is the scope of works planned;

Answer: Shoulder grading and resurfacing, pavement marking, drainage, sign and vegetation maintenance.

- e. In each of the years 2016/17, 2017/18, 2018/19, how much is budgeted for road maintenance and safety upgrades; and

Answer: \$820,000 in 2016/17, \$540,000 in 2017/18 and \$170,000 in 2018/19.



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Hon Alanna Clohesy asked:

- f. In each of the years 2016/17, 2017/18, 2018/19, what is the scope of works planned?

Answer: Works in each year include shoulder grading and resurfacing, pavement marking, drainage, sign and vegetation maintenance. Works in 2016/17 and 2017/18 also include resurfacing. Works in 2016/17 and 2018/19 also include shoulder reconditioning.



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Ken Travers asked:

- 1) What impact will the construction of Northlink have on Reid Highway between Beechboro Road and West Swan Road?

Answer: It is anticipated the introduction of NorthLink WA will not significantly alter traffic volumes on Reid Highway between Beechboro Road and West Swan Road.

- a) What measures have Main Roads taken to address any impacts?

Answer: During construction, the Contractor undertaking the NorthLink WA construction works will be required to manage the construction and associated traffic management to minimise impacts to Reid Highway and the surrounding highway network.

- b) What is the estimated cost of any works identified?

Answer: Main Roads is currently considering the most appropriate tie in point for the NorthLink WA works on Reid Highway and the possible extension of the dualling of Reid Highway to Altone Road.

- c) What funding has been allocated to any works?

Answer: Costs have yet to be determined.

- d) Is the duelling of this section of road identified in MRWA Strategic Asset Plan?

Answer: Yes.

- e) What is the current daily number of vehicles using this section of road?

Answer: East of Altone Road combined traffic count is 26 020 vehicles per day (2014/15 count). West of West Swan Road combined traffic count is 26 930 vehicles per day (2014/15 count).

- f) What is the estimated daily number of vehicles using this road in:
 - i) 2021; and

Answer: Approximately 34 000 vehicles per day.

- ii) 2031?

Answer: Approximately 70 000 vehicles per day.



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Ken Travers asked:

- g) What was the estimated daily number of vehicles using this road in 2008?

Answer: East of Altone Road combined traffic count is 17 690 vehicles per day (2007/08 traffic count). West of West Swan Road combined traffic count is 21 590 vehicles per day (2007/08 traffic count).

- 2) How many staff in Main Roads are currently on contract?

Answer: As at 30 June 2015 there are 14 employees on fixed term contract and 9 Senior Executive Service Officers.

- 3) What is the current Level of Service (LOS) for the following intersections:

- a) Stirling Highway and Canning Highway;

Answer: AM peak LOS E and PM peak LOS F.

- b) Stirling Highway and Tydeman Road;

Answer: AM peak LOS B and PM peak LOS C.

- c) Stirling Highway and Marmion Street;
d) Stirling Highway and Queen Victoria Street;
e) Stock Road and Spearwood Avenue; and
f) Stock Road and Beeliar Drive?

Answer: c)-f) Main Roads does not hold LOS records for every intersection with traffic signals. LOS is determined by a detailed traffic study which is normally undertaken for projects that are being developed.

- 4) How often is the pavement on the Mitchell Freeway due to be resurfaced?

Answer: Main Roads reviews the actual condition of the existing asphalt surfacing every year when developing the annual resurfacing program. In practice, the actual service life of the asphalt is affected by factors such as age of the asphalt, the condition of the underlying pavement and the traffic volume on a particular section or lane of the freeway (the median lane generally carries a lower volume of traffic).



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Main Roads

Ken Travers asked:

- a) When was the section between Karrinyup Road and Vincent Street last resurfaced?
 - i) Please provide details of all works in this section of the Freeway?
- b) When is it next due for resurfacing?
 - i) Please provide details of all works in this section of the Freeway?

Answer: a)-b)

MITCHELL FREEWAY - EXISTING SURFACE AGE AND PROPOSED RESURFACING							
Northbound carriageway							
				Section of the freeway	Lane	Last resurfaced	Next planned resurfacing
SIk	3.4	to	7.5	Vincent St-Hutton St	all	2013	2027
SIk	7.5	to	8.78	Hutton St-Cedric off ramp	all	2012 & 2014	2029
SIk	8.78	to	9.1	vicinity of Cedric off ramp	median lanes	2007	2022
SIk	8.78	to	9.1	vicinity of Cedric off ramp	verge lanes	2014	2029
SIk	9.1	to	10.2	Cedric off- ramp Karrinyup off ramp	all	2007	2022
SIk	10.2	to	10.8	Karrinyup off- ramp Karrinyup Rd	median lane	1992	2017
SIk	10.2	to	10.8	Karrinyup off- ramp Karrinyup Rd	verge lanes	2012	2028
Southbound carriageway							
SIk	3.4	to	6.99	Vincent St-Hutton on ramp	all	2005	2020
SIk	6.99	to	7.45	Hutton on ramp-300m south Hutton St	all	1992	2015
SIk	7.45	to	9.05	300m south Hutton St-Cedric on ramp	all	2000	2015
SIk	9.05	to	9.95	Cedric on- ramp Karrinyup on ramp	all	2007-some 1992 in median lane	2019
SIk	9.95	to	10.6	Karrinyup on-ramp Cedric off ramp	median lane	1999	2015
SIk	9.95	to	10.6	Karrinyup on- ramp Cedric off ramp	verge lanes	2012	2028
SIk	10.6	to	10.8	Cedric off- ramp Karrinyup Rd	median lane	1999	2020
SIk	10.6	to	10.8	Cedric off- ramp Karrinyup Rd	verge lanes	2010	2025
*SIk = distance in kilometres measured from the Northern Abutment of the Narrows Bridge							

- 5) Do Main Roads forward estimates include any future income from the Perth Freight Link toll (aka Heavy Vehicle Charge)?

Answer: The current 2015/16 Budget and Forward Estimates does not contain any future income from the Perth Freight Link Heavy Vehicle Charge.

- a) If no, how is any future income treated in Main Roads accounts?

Answer: The treatment of the Heavy Vehicle Charge income will be determined as part of a future budget process.

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Ken Travers asked:

6) Will the Roe Highway Stage 8 (RHE) extension be built as a freeway or an expressway?

Answer: Freeway.

- a) What is the estimated service level for this extension in 2031?
 - i) Please provide details for all sections of this road extension?

Answer: a)-i) Roe Highway (both eastbound and westbound): 2031 Level Of Service (LOS) C-D except for the section between North Lake Road on ramp and Murdoch Drive off ramp which will be LOS E.

- b) When is it expected that the RHE will need to be widened to six lanes to ensure an acceptable level of service is maintained?

Answer: Acceptable Levels of Service are likely to be maintained in the foreseeable future through the application of Managed Freeway measures and with Main Roads monitoring usage and traffic growth.

7) What was the value of the Main Roads Maintenance Backlog at 30 June 2015?

Answer: Main Roads is currently collating the maintenance backlog figures. This information is expected to be available at the end of 2015.

- a) Please provide a breakdown of the backlog for:
 - i) Resurfacing;
 - ii) Rehabilitation;
 - iii) Bridge maintenance; and
 - iv) Other maintenance?

Answer: i)-iv) Not applicable.

- b) How much was spent on maintenance in 2014/15?

Answer: \$284.791m - excluding local roads and local government signs and lines.

- c) What is the Annual Maintenance budget for:
 - i) 2015/16;

Answer: \$273.687m. - excluding local roads and local government signs and lines.

- ii) 2016/17;

Answer: \$284.388m. - excluding local roads and local government signs and lines.

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Ken Travers asked:

iii) 2017/18; and

Answer: \$360.393m. - excluding local roads and local government signs and lines.

iv) 2018/19?

Answer: \$368.671m. - excluding local roads and local government signs and lines.

d) Based on current expenditure levels what is the Annual Maintenance Backlog estimated to be in June 2022?

Answer: Data is not currently available as Main Roads' standard process is to model on budget cycle e.g. 3 to 4 years.

e) What impact will the reduction in maintenance funding last year have on reducing this backlog?

Answer: Reduction in maintenance funding from last year are likely to have limited impact in the short-term as initial reductions in level of service are targeted at non safety and asset critical activities.

8) What is the current Perth population that Main Roads uses in its traffic modelling?

Answer: The current population data used for Main Roads modelling (ROM24 model) only forecasts the traffic for the census years of 2011, 2016, 2021, 2026 and is as follows:
1.8 million in 2011, 2 million in 2016, 2.3 million in 2021, 2.5 million in 2026 and 2.7 million in 2031.

- a) What was the Perth population that Main Roads used in its traffic modelling for each of these projects:
- b) Perth freight Link;

Answer: Using the ROM24 modelling, 2.3 million in 2021 and 2.7 million in 2031 (Total Metropolitan Population).

c) Gateway; and

Answer: Using the ROM24 modelling, 1.9 million in 2021, 2.2 million in 2031 and 2.5 million in 2050 (Total Metropolitan Population).

d) Northlink?

Answer: Using the ROM24 modelling, 2.3 million in 2021, 2.8 million in 2031 and 3.6 million in 2050 (Total Metropolitan Population).

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Ken Travers asked:

- e) What population does Main Roads in its traffic modelling use for Perth in:
i) 2021;

Answer: Please refer to the answer provided for question 8.

- ii) 2026; and

Answer: Please refer to the answer provided for question 8.

- iii) 2031?

Answer: Please refer to the answer provided for question 8.

- f) What population projects for Perth and Peel does Main roads use in developing its Ten Year Strategic Asset Plan?

Answer: The Strategic Asset Plan is based on the modelling output of the Main Roads ROM24 model and is as follows: 1.8 million in 2011, 2 million in 2016, 2.3 million in 2021, 2.5 million in 2026 and 2.7 million in 2031.

- 9) What is the current status of the Guildford Road and East Parade upgrade?

Answer: Development plans for the upgrading of the Guildford Road and East Parade intersection are being finalised.

- 10) When does Main Roads expect that the following intersections with Wanneroo Road will require grade separation:
a) Joondalup Drive;

Answer: Post 2031.

- b) Ocean Reef Road;

Answer: Post 2031.

- c) Flynn Drive/Neerabup Road;

Answer: Undetermined.

- d) Hepburn Avenue; and

Answer: Post 2031.



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Ken Travers asked:

- e) Whitfords Avenue?

Answer: Post 2031.

- 11) What planning work is currently being undertaken to identify the future needs of Wanneroo Road to ensure it maintains an acceptable level of service?

Answer: Main Roads is undertaking both short and long-term treatments to ensure Wanneroo Road maintains an acceptable level of service. Short-term initiatives have included implementation of the traffic signal optimisation program to improve road user travel times. Southbound morning travel through 10 signalised intersections between Reid Highway and Cape Street has seen journey times improve by 4.7 per cent on top of a two per cent growth in traffic volumes.

In addition, Main Roads is increasing capacity and addressing safety at certain intersections along the route. Main Roads is also reviewing the full Wanneroo Road corridor focusing on the key intersections to ensure that planning for future grade separated interchanges is adequate by ensuring appropriate land is reserved to allow construction in the future when demand arises.

- 12) Which intersections on Marmion Avenue does Main Roads expect will eventually require grade separations to maintain acceptable levels of service?

Answer: At this time no intersections are planned for grade separation.

- a) What is the current level of service for each intersection with traffic lights on Marmion Avenue?

Answer: Main Roads is only responsible for the section of Marmion Avenue between West Coast Highway and Ocean Reef Road. Main Roads does not hold LOS records for every intersection with traffic signals. LOS is determined by a detailed traffic study which is normally undertaken for projects that are being developed.

- 13) What planning work is currently being undertaken to identify the future needs of Marmion Avenue to ensure it maintains an acceptable level of service?

Answer: Upgrade projects have been funded for intersections with Whitfords Avenue, Hepburn Avenue and Mullaloo Drive. Improvements at the intersection of Warwick Avenue are being investigated.



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Ken Travers asked:

14) Does Main Roads still expect that the Stephenson Highway will be required to be built between Innaloo and Fremantle?

Answer: This road reservation remains on the Metropolitan Region Scheme.

a) If yes, what is the current estimated timeframe when it will be required?

Answer: No timeframe.



Safer Roads Program - Metropolitan State Roads	
Toodyay Road (Noble Falls Road) – Stage 1 Widen. Add a median strip, right turn and left turn movements east of Noble Falls Tavern with a new access on the southern side of Toodyay Road.	\$3,000,000
Toodyay Road (City of Swan) Intersections upgrade.	\$100,000
Safer Roads Program - Regional State Roads	
Great Southern Region	
Albany Highway (Norrish Road to Kojonup) Isolated pavement reconstruction and geometric improvement. Sealing of lanes and shoulder improvements.	\$200,000
Albany Highway (Norrish Road to Kojonup) Isolated pavement reconstruction and geometric improvements. Sealing of lanes and shoulder improvements.	\$2,200,000
South-West Region	
Bussell Highway (Marbelup Road to North Jindong Road) Reconstruct and realign curve. Widen to 7m with sealed shoulders and southbound passing lane.	\$3,200,000
Bussell Highway (North Jindong Road to Carbunup) Reconstruct. Widen to 7m with sealed shoulders and northbound passing lane.	\$180,000
Bussell Highway (Carbunup - Wildwood Road) Widen to 7m with sealed shoulders. Add a right turn at Wildwood Road and widen Carbunup River bridge.	\$2,000,000
Bussell Highway (Bramley Forest Stage 3) Widen to 7m with sealed shoulders with northbound passing lane and improve the Osmington Road intersection.	\$180,000
South Western Highway (Greenbushes North Stage 2) Widen to 7m with sealed shoulders.	\$140,000
Pinjarra Williams Road (Marradong to Quindanning) Widen single lane for 10.2km and widen seal for 14.4km to give 7m seal width. Staged.	\$2,000,000
Donnybrook - Kojonup Road (Thompson Brook) Realign and improve curve.	\$2,300,000
Collie Lake King Road (Collie to RA boundary) Widen and seal shoulders, including drainage improvements.	\$2,300,000
Mid West - Gascoyne Region	
Indian Ocean Drive Recondition, pavement shoulder and seal.	\$1,000,000
Goldfields-Esperance Region	
Goldfields Highway (North of Kambalda) Construct an overtaking lane.	\$1,800,000
Wheatbelt Region	
Albany Highway/Collie-Lake King Road (Arthur River) Improve road geometry, improve overtaking opportunity, upgrade intersection	\$100,000
Collie-Lake King Road (RA boundary to Bowelling Curves) Widen and seal shoulders, including drainage improvements.	\$700,000
Collie-Lake King Road (Gibbs Siding and Bowelling sections) Realign existing road and remove curves at two locations on Collie-Lake King Road.	\$7,100,000
York-Merredin Road Reconstruction and surface correction.	\$2,000,000
Pilbara Region	
North West Coastal Highway (Karratha to Roebourne) Add passing lane (south).	\$1,500,000