

14.2 NOTICE OF MOTION – GREAT NORTHERN HIGHWAY OVERTAKING LANES

Responsible Officer: Steven Harding
Chief Executive Officer

Author: Joshua Brown
Manager Governance, Risk and Procurement

Proposed Meeting Date: 24 May 2024

Author Disclosure of Interest: Nil

MOTION

Notice of the following motion was received by **Councillor Wendy McWhirter-Brooks** on 20 May 2024, and is in accordance with the *Shire of East Pilbara Meeting Procedures Local Law 2019*:

NOTICE OF MOTION:

That Council:

- 1. Authorises the Chief Executive Officer to collaborate with the Shire of Ashburton, the Town of Port Hedland and Main Roads WA (Port Hedland office) to develop a cooperative and collaborative strategy to advocate for State and Federal Government funds to complete the remaining seven (out of eighteen) overtaking lanes planned for the Great Northern Highway between Newman and Port Hedland that are now currently unfunded; and**
- 2. Authorises the Chief Executive Officer to pursue a collaborative approach to cooperate with the City of Karratha, the Town of Port Hedland and the Shire of Ashburton to develop a strategy to attract more funding for road improvements in the Pilbara.**

COUNCIL MEMBER'S PRÉCIS

At the Pilbara Regional Roads Group (PRRG) meeting in May 2024 it was advised that the funding granted to construct eighteen overtaking lanes on the Great Northern Highway between Newman and Port Hedland was now sufficient to construct only eleven overtaking lanes.

Consensus was achieved that there should be a cooperative, collaborative strategy developed between the Town of Port Hedland, the Shire of Ashburton and the Shire of East Pilbara and the Port Hedland office of Main Roads WA to lobby for funds to meet the gap in State Government funding required to construct all eighteen of the planned overtaking lanes.

OFFICER'S RESPONSE

The Great Northern Highway is a major road link that falls within the responsibility of Main Roads WA, and funded by the State and Commonwealth Governments. It is not a road for which local government has responsibility. The corridor between Newman and Port Hedland carries a mix of traffic including light vehicles, towing vehicles

(tourists), road trains and oversize over mass (OSOM) vehicles, all of which travel at varying speeds. Currently 73.8% of this traffic is heavy vehicles. It is acknowledged that current traffic volumes of heavy vehicles exceeds the roads capacity and a lack of overtaking lanes impacts on the safety and productivity of the road. Work to increase passing lanes has commenced.

Main Roads WA publishes updates on the progress of the project to construct priority overtaking lanes on the Great Northern Highway between Newman and Port Hedland under the Northern Australia Freight Productivity Program. This project has received a commitment of \$50 million in joint funding from the Commonwealth and WA State Governments.

The project has been separated in to two stages:

Package One – Newman to Munjina (Auski)

A \$23 million contract has been awarded to Centrals Earthmoving to construct Package One, which consists of three southbound and two northbound overtaking lanes, between Newman and Munjina. Pre-construction work for Package One are underway. Water and pavement material sources have been established and clearing work has commenced. These five lanes are expected to be completed by the end of 2024.

Package Two – Munjina (Auski) to Port Hedland

Package Two of the program includes construction of six overtaking lanes, which consists of two southbound and four northbound overtaking lanes, between Munjina and Port Hedland. A contract to deliver these six overtaking lanes is expected to be awarded in July 2024, with work expected to commence in August 2024.

At the Pilbara Regional Roads Group (PRRG) meeting in May 2024, Main Roads WA advised that owing to rising construction costs, the initial proposal to construct 18 new overtaking lanes, has been reduced to eleven, with seven overtaking lanes identified by Main Roads WA as priority passing lanes unfunded for construction.

A joint advocacy partnership between the Shire of East Pilbara, Shire of Ashburton and the Town of Port Hedland can present a united call on behalf of those impacted districts to the State and Federal Government on the need for the additional funding needed to complete the project in its entirety.

In relation to the second part of the motion seeking Council support for a joint effort from the Shire of East Pilbara, Shire of Ashburton, Town of Port Hedland and City of Karratha for an increase in funding generally for the Pilbara's extensive road network, such a collaborative approach may be of benefit in securing additional funds from the State and Federal Government for a larger share of road funding for both State and local roads.

Shire officers recommend Council's support for the proposed motion from Cr McWhirter-Brooks.

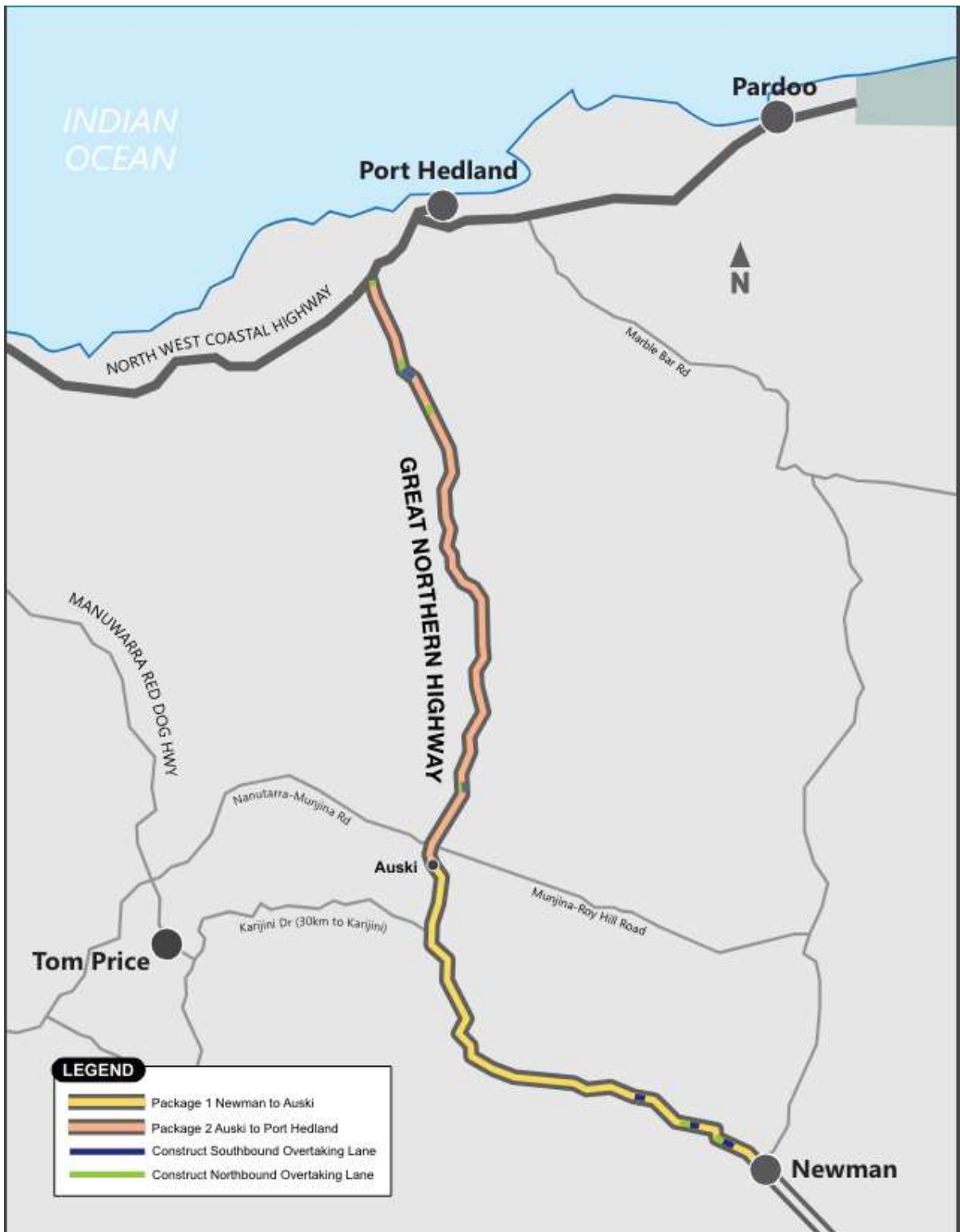


Figure 1: Great Northern Highway Priority Overtaking Lanes Stages

STATUTORY IMPLICATIONS/REQUIREMENTS

Consistent with s.2.7 of the *Local Government Act 1995*.

POLICY IMPLICATIONS

No known policy implications.

STRATEGIC COMMUNITY PLAN

3: Built Environment

3.4 Advocacy for improvements to the road network and maximising grant funding.

RISK MANAGEMENT CONSIDERATIONS

Reputation - Minor

FINANCIAL IMPLICATIONS

No financial resource impact.

VOTING REQUIREMENTS

Simple Majority.

PROPOSED MOTION

That Council:

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