

BUDGET ESTIMATES – QUESTIONS TAKEN ON NOTICE

Minister for Roads, Maritime and Freight

QUESTION NO: RQ1

In the June Auditor-General Report on RMS management of roads maintenance in the south and west, it found that RMS fails to measure performance by contractors and fails to verify financial data. Do you know how much these contracts are worth and the duration of those contracts?

ANSWER:

I am advised:

Both the West and South zone contracts began on 31 March 2014 and will expire on 30 June 2021. Roads and Maritime Services has the discretion to extend these contracts by up to two years.

The North zone contract began on 24 October 2008, and has since been extended to 30 June 2021 to align with the West and South zones.

The value of each contract varies each year as they are a mix of routine and project works over multiple years. The financial details of each contract are available in Roads and Maritime's 2015-16 Annual Report and the NSW Budget Papers.

QUESTION NO: RQ2

How much has the Government invested in the past three years on upgrading, building and maintaining freight lines in New South Wales?

ANSWER:

I am advised:

Since coming to Government, more than \$1.35 billion has been invested in the operation and maintenance of the Country Regional Network. In the past three years, up to 30 June 2017, the NSW Government has invested \$616 million on upgrading, building and maintaining freight rail lines on the CRN in New South Wales.

The Interstate and Hunter Valley networks are leased to the Australian Rail Track Corporation (ARTC), a Commonwealth corporation, which is responsible for their operation and maintenance.

QUESTION NO: RQ3

I refer to comments made by the member for Upper Hunter in June of this year when he referred to "\$1 billion worth of road funding projects in the Upper Hunter electorate since 2011". Does that \$1 billion worth of road funding projects include the Hunter Expressway? Would it be possible to get a list of the projects for the Upper Hunter electorate broken down by State and Federal funding?

ANSWER:

I am advised:

The Hunter Expressway is primarily reported under the Cessnock electorate.

Information about projects in the Upper Hunter electorate is publicly available in the NSW and Federal Budget Papers.

QUESTION NO: RQ4

How much money has was set aside last year and how much of that was actually expended in this year's budget for planning for the Muswellbrook Bypass?

ANSWER:

I am advised:

This information is available in NSW budget papers and is also published in the Roads and Maritime Services Annual Report.

QUESTION NO: RQ5

How are you proactively measuring the presence of Wicked Campers? I do not think it is good enough to say that anecdotally you have not heard anything or seen any of them. Can you assure the community that there are no Wicked Campers with abusive slogans driving on New South Wales roads - have you checked since February?

ANSWER:

I am advised:

Roads and Maritime Services has confirmed that 'Wicked Campers' or any derivative of that company has no vehicles registered in NSW as at 6 September 2017.

QUESTION NO: RQ6

Did the 2014 business case consider the benefits of building a Maldon to Dumbarton link for the passengers on the South Coast and Illawarra lines? Most of the freight would be taken off that line and that would have a benefit for the passengers. Was that included as a benefit in that business case? Who would they get that data from?

ANSWER:

I am advised:

The 2014 business case for the Maldon to Dombarton rail line did not include all costs and benefits of the project.

In addition to the capital investment required to construct the Maldon to Dombarton project, significant additional capital investment in rolling stock, signalling and infrastructure would be required to deliver benefits to passengers travelling on the rail corridor.

QUESTION NO: RQ7

Earlier this year asbestos-contaminated fill was used on the Windsor Bridge project - What action has your agency taken in relation to your contractors?

I understand that there is action around what happened, but it is a big concern, is it not, that this happened on a public project where your contracting process is supposed to be pretty rigid.

This is not a laughing matter; there were people in hazmat suits having to clear the area.

What actions have been taken with the contractor who delivered to that site post this event?

ANSWER:

I am advised:

I refer you to the response given at the hearing and further information that is available on the RMS website.

QUESTION NO: RQ8

Has the \$300 million allocation (City Centre Access Strategy) been exhausted or is there still money set aside in that?

ANSWER:

I am advised:

Approximately half of the \$300 million allocation for the CBD Access Strategy has been invested.

QUESTION NO: RQ9

Minister, can you tell me what percentage of the transport budget is allocated to cycling?

ANSWER:

I am advised:

This is a matter for the Minister for Transport and Infrastructure.

QUESTION NO: RQ10

How many kilometres of cycleways were delivered in 2016?

ANSWER:

I am advised:

This is a matter for the Minister for Transport and Infrastructure.

QUESTION NO: RQ11

When will the Government upgrade Appin Road into a dual carriageway?

ANSWER:

I am advised:

I refer you to my response to supplementary questions 344-350.

QUESTION NO: RQ12

There is a project to upgrade the Pacific Highway through Wyong - Is the project optimisation report involved in that? Have you conducted one of those for the Wyong town centre on the Pacific Highway? The basic question is: Are we going to upgrade the Pacific Highway through Wyong?

ANSWER:

I am advised:

I refer you to my response to supplementary questions 334-343.

QUESTION NO: RQ13

Over the next two years are any new overtaking lanes planned for the Monaro Highway? If so, where are they going to be located?

ANSWER:

I am advised:

I refer you to my response to supplementary question 305.

QUESTION NO: RQ14

The koala management plan for the Pacific Highway has been developed under the guidance of the independent koala committee chaired by the Chief Scientist. From our perspective one of the important things about this is to get independent scientific advice. Is there a monitoring plan attached to this as well?

ANSWER:

I am advised:

Roads and Maritime Services is required to report regularly on monitoring, in accordance with the koala management plan. Roads and Maritime will publish all monitoring results on its website.

QUESTION NO: RQ15

In May this year an article published in the Biological Conservation journal titled, "The anatomy of a failed offset". That research found that the sudden Hume Highway duplication offset strategy was pretty much a complete failure, with the 324 nest boxes constructed to offset the loss of 587 hollow-bearing trees being used nine times in four years by threatened species. I received a reply from the Parliamentary Secretary for Regional Roads, Maritime and Transport, Mr Kevin Anderson. In his letter he noted that the RMS plans to carry out

wider discussion within the scientific community on the value of nest boxes. Can you give us an update on that? What did those discussions lead to, if anything?

ANSWER:

I am advised:

Roads and Maritime Services is currently collating a large amount of historical data which will need to be considered before commencing discussions with the wider scientific community. These discussions are expected to commence in the first quarter of 2018 through a facilitated workshop.