

REGIONAL TRANSPORT AND ROADS
Hearing Date: 9 September 2024
Questions on Notice

RTR QON 001 Speed Cameras
Transcript page 2

The Hon. SAM FARRAWAY: This is something that you could take on notice and maybe come back to us in the morning tea break. Can you give a breakdown of those average speed detection cameras per electorate across the State?

Ms JENNY AITCHISON: Yes, I can get that for you. I can give you an indication now, if you like, about where they all are.

The Hon. SAM FARRAWAY: I'm happy to come back, because there is a supplementary question to that.

Answer

I am advised:

#	Road	Location	Electoral Districts
1	Pacific Highway	Between Harwood and New Italy	Clarence
2	Great Western Highway	Between Meadow Flat and Raglan	Bathurst
3	Federal Highway	Between Goulburn and Collector	Goulburn
4	Blackwall Drive	Between Woodburn and Wardell	Ballina, Clarence
5	Mitchell Highway	Between Molong and Cundumbul	Dubbo, Orange
6	Pacific Highway	Between Napiac and Taree	Myall Lakes
7	Hume Highway	Between Coolac and Yass	Cootamundra, Goulburn
8	Hume Highway	Between Gundagai and Coolac	Cootamundra
9	Monaro Highway	Between Bredbo and Cooma	Monaro
10	Gwydir Highway	Between Glen Innes and Inverell	Northern Tablelands
11	Oxley Highway	Between Gunnedah and Tamworth	Tamworth
12	Pacific Highway	Between Port Macquarie and Kempsey	Oxley
13	New England Highway	Between Muswellbrook and Aberdeen	Upper Hunter
14	New England Highway	Between Muswellbrook and Singleton	Upper Hunter
15	Newell Highway	Between Eumungerie and Gilgandra	Barwon, Dubbo
16	Newell Highway	Between Peak Hill and Tomingley	Dubbo

17	Golden Highway	Between Sandy Hollow to Merriwa	Upper Hunter
18	Pacific Highway	Between Kew and Port Macquarie	Oxley, Port Macquarie
19	Pacific Highway	Between Urunga and Valla	Oxley
20	Picton Road	Between Wilton and Cataract	Kiera, Wollondilly
21	Newell Highway	Between Forbes and West Wyalong	Cootamundra, Orange
22	Mount Ousley Road	Between Bulli and Gwynneville	Heathcote, Kiera
23	Pacific Highway	Between Ballina and Wardell	Ballina
24	Pacific Highway, Blackwall Drive	Between Tyndale and Harwood	Clarence
25	Great Western Highway	Between Mt Victoria and Lithgow	Bathurst, Blue Mountains
26	WestConnex M8	Between St Peters and Kingsgrove	Heffron, Kogarah, Rockdale
27	M5 East Tunnel	Between Arncliffe and Kingsgrove	Canterbury, Heffron, Kogarah, Rockdale
28	WestConnex M4	Between Ashfield and Lidcombe	Auburn, Drummoyne, Strathfield
29	NorthConnex	Between West Pennant Hills and Wahroonga	Epping, Hornsby, Wahroonga
30	WestConnex M4-M8 Link Tunnel	Between Ashfield and St Peters	Balmain, Heffron, Newtown, Strathfield, Summer Hill
31	Rozelle Interchange	Between Rozelle and Annandale/Leichhardt	Balmain

R QON 002 Fatalities

Transcript page 2

The Hon. SAM FARRAWAY: Would you be able to provide the number of fatalities on New South Wales roads over the past five years that are broken into those electorates, if possible?

Ms JENNY AITCHISON: Yes, of course.

The Hon. SAM FARRAWAY: I'm happy for you to take that on notice.

Ms JENNY AITCHISON: Yes, I need to do that.

Answer

I am advised:

Fatalities					
SED	2019	2020	2021	2022	2023
Auburn	2	1	2	4	1
Ballina	4	2	4	3	3
Balmain	1	1	2	0	1

Barwon	17	10	15	15	8
Bathurst	10	6	5	6	10
Blue Mountains	1	3	2	3	1
Canterbury	1	2	0	1	1
Clarence	13	11	9	4	12
Cootamundra	13	14	13	10	9
Drummoyne	2	0	1	0	0
Dubbo	9	8	10	5	10
Epping	2	7	3	2	3
Goulburn	11	9	7	17	21
Heathcote	4	2	0	3	2
Heffron	0	3	1	3	3
Hornsby	3	1	0	1	5
Kiera	1	4	0	2	2
Kogarah	3	3	2	0	2
Wahroonga	0	1	2	1	3
Monaro	12	3	8	5	5
Myall Lakes	9	2	3	4	3
Newtown	1	2	1	2	1
Northern Tablelands	6	11	7	12	14
Orange	7	7	3	5	8
Oxley	17	4	10	2	10
Port Macquarie	0	2	5	1	4
Rockdale	2	1	2	0	3
Strathfield	1	0	0	2	4
Summer Hill	2	1	0	5	0
Tamworth	5	4	5	7	11
Upper Hunter	10	4	12	9	8
Wollondilly	2	3	7	11	8
Total fatalities (ASC site SED)	171	132	141	145	176
Total fatalities	353	284	275	281	340
% of Total Fatalities	48%	46%	51%	52%	52%

RTR QON 003 Speed Cameras - Revenue
Transcript page 4

The Hon. SAM FARRAWAY: But will 100 per cent of the revenue that is raised from the majority of the average speed cameras that are now being extended to cars be dedicated and allocated to regional road repair?

Ms JENNY AITCHISON: We don't determine where it goes exactly. To give you some context of that, which I think is really important, if you look at the last Towards Zero Safer

Roads Program that was about \$41 million—I would have to get the exact figures on it, but about \$39 million to \$40 million, or something of that order, went into regional roads.

Answer

I am advised:

Fines from light vehicle average speed camera detected offences, like all other camera detected road safety offences, must be paid into the Community Road Safety Fund.

The Community Road Safety Fund commenced in 2013 and is established under the Transport Administration Act 1988. Under existing provisions of that Act, fines from camera detected speeding, red-light, mobile phone use and seatbelt offences are paid into the Fund and can only be used to deliver Transport's road safety measures.

The Community Road Safety Fund, which includes both road safety camera fine revenue and additional investment by the NSW Government, is used to deliver a broad range of road safety initiatives, as outlined in the 2026 Road Safety Action Plan.

This includes life-saving infrastructure safety upgrades and treatments across the network, testing and rating of child restraints, police road safety operations, road safety education programs, school crossing supervisors, and the Driver Licensing Access Program.

To effectively target key priority areas of the 2026 Road Safety Action Plan, all funding for the Towards Zero Safer Roads Program has been strategically split across two initiatives: Safer Country Roads and the Safer Urban Places. The Program is delivered in partnership with local councils and is funded through the Community Road Safety Fund. The Towards Zero Safer Roads Program is critical to achieving the trauma reduction target of 50 per cent fewer deaths and 30 per cent fewer serious injuries by 2030, outlined in the 2026 Road Safety Action Plan.

The first round of the Towards Zero Safer Roads Program kicked off with the NSW Government investing \$41 million to improve road safety across the State's regional areas. The program's opening round, which will run until the 2024-25 financial year, will initially prioritise planning of 27 new projects and the roll out and completion of a further 11 safety upgrades in regional NSW.

A further \$202 million will be invested to deliver vital safety upgrades to regional roads across NSW announced in August 2024. Delivered as part of the New South Wales Government's \$2.8 billion road safety budget, round two of the Towards Zero Safer Roads Program will support 72 separate road safety projects across regional, rural and remote parts of the state.

RTR QON 004 Speed Cameras Transcript page 5

The Hon. SAM FARRAWAY: It's good to hear you're going to reach out to those local members, but we will move on. How much revenue does the Government anticipate raising annually from the use of these average speed cameras to police light vehicles?

Ms JENNY AITCHISON: I'll have to look that one up. We could probably get that for you later today.

Answer

I am advised:

Enforcement of light vehicles using average speed camera technology has not previously occurred in NSW and infringements in other jurisdictions vary, including by location.

A key aim of the trial will be to measure the effect of light vehicle average speed enforcement on driver behaviour in the NSW context. During the trial, Transport for NSW will actively monitor volumes and trends in speeding infringements in partnership with Revenue NSW.

There will be a 60-day warning letter period and comprehensive communications before and during the trial. The goal of the trial is to encourage drivers to change their speeding behaviour, rather than drivers being infringed.

RTR QON 005 Buses Transcript page 7

The CHAIR: We'll get to Wagga Wagga and Tumut in a second. With your budget in terms of the overall expenditure for regional roads and regional transport issues, how much of all of that in the last financial year was dedicated to buses?

Ms JENNY AITCHISON: To buses overall? I'd have to get the department to give you that advice because, obviously, I'm not responsible for all the buses in the State.

The CHAIR: Within the budget parameters that you are responsible for.

Ms JENNY AITCHISON: I would have to come back to you on exact figures, sorry.

Answer

I am advised:

In Financial Year 2023-2024, the Operating Expenditure for Regional Buses totalled \$579 million (includes 16 Cities and Seatbelts).

In Financial Year 2023-2024, the Capital Expenditure for Regional Buses totalled \$41 million (including Transport Connected Bus).

RTR QON 006 Strategic Regional Integrated Transport Plans Transcript page 8

The CHAIR: To be a bit more specific, you're talking about hearing back from the community and developing a plan, but I think it has been known for a long time that the trains are a different matter entirely. A lot of people in the community are still advocating for trains. The number of people who would use trains compared to the people who would use the rail trail, for example, just doesn't compare. But if we stick to buses for now, surely it's very obvious that there's a need for buses in the Northern Rivers? I don't think you need more community feedback about that, frankly, and it's been going on for some time.

Ms JENNY AITCHISON: Certainly.

The CHAIR: The community of the Northern Rivers—I'm not just talking about Lismore but the whole connected area—it's a massive area in terms of visitors and people coming from Coolangatta airport. There is not some kind of reliable service from there, for example, and everyone drives their car—and they have to—from beach to beach on the holidays. Surely that is public transport service provision 101 to put basic buses into that part of New South Wales?

Ms JENNY AITCHISON: Certainly that is something that we want to consider but we also need to make sure that we're putting them in the right places. One of the things we don't want to do is put a whole lot of buses up there to carry people if they don't meet the needs of timetabling.

The CHAIR: Just to be clear, is a plan now being developed? When you say, "We don't want to put them in the wrong places," is there a plan that your department is working on—a business case, for example—for Northern Rivers public transport services?

Ms JENNY AITCHISON: We're looking at the Strategic Regional Integrated Transport Plans. Transport is reviewing—

The CHAIR: Would you be a bit more specific when you say, "looking at the Strategic Regional Integrated Transport Plans?" What does that mean in terms of timelines and when can we expect to see something?

Ms JENNY AITCHISON: I can get you the exact timeframes of it. There is actually a website with it, so it's all publicly available. People can get to it. I just haven't got it—

The CHAIR: Anything before—

Ms JENNY AITCHISON: Sorry, January.

The CHAIR: What's happening in January?

Ms JENNY AITCHISON: They're kicking off the consultation

The CHAIR: Just to be clear, who are "they"?

Ms JENNY AITCHISON: Transport and the Chief Transport Planner. The process is—and this is what we've done in the Hunter and in the South East and Tablelands area—they will write to all the local members, all parties, all levels of government, general managers, mayors and say, "We're going to be looking at your things, "and that's the starting point. Then you have got the business chambers, the CWA, the Progress Association—

The CHAIR: In the 20 seconds that I have remaining, what is that timeframe?

Ms JENNY AITCHISON: January.

The CHAIR: And then from January? What is expected after that?

Ms JENNY AITCHISON: I will have to give you the exact one, but it does collate all that information and put it together. That gives us a footprint and then the customer journeys part—

The CHAIR: Broken down into regions, did you say?

Ms JENNY AITCHISON: No, just that whole region.

Answer

I am advised:

Work on the North Coast Strategic Regional Integrated Transport Plan will commence in January 2025. Early engagement with targeted stakeholders is expected to occur from early 2025 and will inform the development of a draft plan ahead of public exhibition. A draft North Coast Strategic Regional Integrated Transport Plan is expected to be available for public exhibition in Quarter 4 of 2025. After public exhibition, Transport for NSW will refine the draft to reflect feedback from the community and key stakeholders.

Final delivery of the North Coast Strategic Regional Integrated Transport Plan is expected in early 2026.

RTR QON 007 Yarrawonga to Mulwala bridge crossing
Transcript page 9

The Hon. MARK BANASIAK: Good morning, Minister. Can we continue the discussion that we were having last time around the Yarrawonga to Mulwala bridge crossing? Have there been any updates in terms of its status in funding and the business case at all?

Ms JENNY AITCHISON: There probably has. I will refer you to the secretary on that one. Do you have anything that you can give specifically?

ANTHONY HAYES: I need to take that on notice for the moment, Mr Banasiak, when we have the specifics of the project.

Answer

I am advised:

Murray River Crossings Strategic Business Case

The Murray River Crossings Strategic Business Case is being finalised. Outcomes are to be released to key stakeholders following its approval by Infrastructure NSW, which is expected to be received in the coming months.

Mulwala Bridge

The strategic needs of the bridge are being considered as part of the Murray River Crossings Strategic Business Case.

The Victorian Government's Department of Transport and Planning is leading a Movement Network Study, for which it is currently seeking funding. The study will be a key input into future planning for a new bridge between Mulwala and Yarrawonga.

Maintenance work installing rehabilitation plates to girders on the Bridge approaches, where the abutment connects with the main bridge span, was completed in late-March 2024. Additional rehabilitation plates have been installed on spans that would normally sit under water, while the partial draw down is in place. This work was completed in July 2024.

Maintenance work is ongoing to keep the structure operational and safe while longer term planning for a new bridge is underway.

RTR QON 008 Bulli Pass extension
Transcript page 9

The Hon. MARK BANASIAK: Minister, we learnt in Transport estimates that now Wollongong is considered regional, so I'm asking you questions about it now. I wanted to see if we had any further information around the Bulli Pass extension. I was chasing a consultation report from you, Mr Murray. I wondered whether that was available to be given to this Committee?

JOSH MURRAY: I don't have it presently, but we are chasing it up.

Answer

I am advised:

The consultation summary report is currently being finalised and is expected to be completed by end October 2024.

RTR QON 009 Mount Ousley Interchange Project
Transcript page 9 - 10

The Hon. MARK BANASIAK: Thank you. Another project that's happening down there is the Mount Ousley interchange project.

Ms JENNY AITCHISON: Yes, so—no, you go.

The Hon. MARK BANASIAK: I thought you were going to tell me you're not dealing with that one.

Ms JENNY AITCHISON: I was going to say that it is primarily under Minister Graham. He does that work—I get some visibility of it, but it's not predominantly in mine—because he'd been working on it from when we first took government. Camilla can cover it, I think.

The Hon. MARK BANASIAK: Ms Drover, are you happy to give me an update in terms of where we're at with that? Then we might go into some of the details of it.

CAMILLA DROVER: You'll be aware that we're now in construction. The contract was awarded. We have had some impacts from protected industrial action that is impacting the project.

The Hon. MARK BANASIAK: Have you also had some impacts from local residents in terms of their concerns around environment loss?

CAMILLA DROVER: Yes. There are clearing works for that project, and discussions with the local community are continuing with the project team.

The Hon. MARK BANASIAK: To go into some of the design and the detail of it, was there any body of work done to ascertain how a heavy vehicle bypass lane that rejoins maybe a kilometre and a half down the road will alleviate heavy vehicle traffic or congestion, and by how much?

CAMILLA DROVER: There was quite a bit of analysis on heavy vehicles.

The Hon. MARK BANASIAK: But did any of it actually ascertain the value or benefit of essentially shifting the congestion a kilometre and a half down the road with this heavy vehicle bypass lane?

CAMILLA DROVER: I'm not sure about the specifics of that particular example that you're citing, but I'm happy to take that away and see if we can bring some information back this afternoon.

The Hon. MARK BANASIAK: If you could give us any of that data or analysis that was done on that project, that would be great.

CAMILLA DROVER: Yes.

Answer

I am advised:

The heavy vehicle bypass separates heavy vehicles from light vehicles at the bottom of Mount Ousley, allowing light vehicles to access the southbound off-ramp to the interchange unimpeded by slow moving trucks.

The design rationale for the introduction of a heavy vehicle bypass is to minimise instances of dramatic deceleration and weaving behaviour as light vehicles interact with heavy vehicles in order to take the Mount Ousley Road exit towards Wollongong. The provision of the bypass lane will remove this conflict and improve safety for motorists.

The bypass lane merges into the M1 southbound carriageway immediately past the intersection, where all vehicles are subject to the same speed limit of 80 kilometre per hour. The Mount Ousley Interchange project's traffic modelling does not indicate that the merge lane will act as a pinch point or move congestion down the road.

RTR QON 010 Golden Highway Transcript page 10

The Hon. MARK BANASIAK: Can I go to the announcement around the \$7 million for heavy vehicle safety upgrades on the Golden Highway between Dubbo and Dunedoo? How much money has been expended from that currently?

Ms JENNY AITCHISON: I'd have to look up the exact number in the budget. I can get that for you.

Answer

I am advised:

The civil works for this project were completed at the end of 2023 and the integrated works to install and commission the heavy vehicle station facility will be completed by November 2024.

The initial cost was earmarked at \$7 million. The final cost, which will be realised at completion, will include civil works and the infrastructure and technology to support heavy vehicle compliance monitoring.

RTR QON 011 Fatal crashes - Cootamundra Gundagai LGA Transcript page 11

The Hon. WES FANG: Mr Carlon, are you able to tell me how many fatal crashes occurred in the Cootamundra Gundagai LGA for the previous two reporting years?

BERNARD CARLON: Not for the previous two reporting years. I can take that on notice.

Answer

I am advised:

From 1 Jan 2022 to 31 Dec 2023, there have been 52 casualty crashes in the Cootamundra Gundagai LGA, including 26 serious injury crashes and no fatal crashes.

RTR QON 012 Heavy vehicle station – Dubbo & Dunedoo Transcript page 17

The Hon. MARK BANASIAK: If we could go back to what we were talking about before—the \$7 million project to upgrade the high-tech heavy vehicle station between Dubbo and Dunedoo. Do we have a figure on how much was spent on that project?

Ms JENNY AITCHISON: Is that the Ballimore one?

The Hon. MARK BANASIAK: Yes.

Ms JENNY AITCHISON: I'd have to get that for you.

The Hon. MARK BANASIAK: It was earmarked at \$7 million. Is that project complete or still in progress?

Ms JENNY AITCHISON: I don't believe so.

MATT FULLER: We're seeking an update on that, Mr Banasiak. We might have able to have that this afternoon.

Ms JENNY AITCHISON: When I was driving the other day, it didn't look finished.

The Hon. MARK BANASIAK: Yes, you'd hope it didn't. From what I've been reported, you would hope what's there hasn't been finished for \$7 million.

Answer

I am advised:

I refer to the response to Question on Notice 10.

RTR QON 013 Transport and Logistics Transcript page 17

The Hon. MARK BANASIAK: The \$128 million you mentioned—how much of that is being dedicated to roads like the Golden Highway and other key links to the Central West? How much of that is going towards physical changes to the Golden Highway?

Ms JENNY AITCHISON: I'll get Mr Fuller to go through it in more detail with you. The overview is that some of it is delivery money and some of it is for the Golden Highway, and then there is planning money—\$10 million that we fought for in ERC and got—to specifically just go on the Golden Highway. There is a real focus on this, and I want to reassure you about that. Again, I think it's one of those ones where we can have a more detailed briefing to give you the information. But I've been on that road quite a number of times and it is the easiest road, in one sense, to get from the coast to the Central West if you're in the northern part of the State, so it is definitely going to uplift.

The Hon. MARK BANASIAK: But if you're driving one of these big trucks with one of these big wind turbine blades or a stack of solar panels out to the REZ, it's probably not the greatest road. If you're stuck behind one of these trucks, it's probably not the greatest road to be on.

Ms JENNY AITCHISON: Yes. We've done a number of things in that, and I think it speaks to that broader piece. Transport has been working since last year with EnergyCo, and we've got the MOU there which has had transport planners within Transport. During this year, we've been really focused on getting a better engagement and relationship between Transport, Planning and Environment to try to get that right. As well as that MOU, Transport is now leading the steering committee for the whole-of-government response on transport and logistics. We are leading that. That means that all of those issues around the main roads, like the Golden Highway, are coming to that. But also the last mile—for shires like Warrumbungle, for example, where their local roads are being impacted, Transport is leaning in and providing assistance on that. We've also done a major reclassification up on Wybong Road and Bengalla Road so we can get through Denman, because we know there's a constraint there with the bridge. We're really focused

on that whole road. In terms of the heavy vehicles, I know there has been early talk about, "You've already got rest areas there. Wouldn't you just use those?" No, you wouldn't, because they're already there for an existing purpose.

The Hon. MARK BANASIAK: We need more rest areas, not less.

Ms JENNY AITCHISON: Exactly. I think you'll be really pleased. I can get Matt to have a chat about more of those specifics.

MATT FULLER: Mr Banasiak, as the Minister said, the \$128.5 million is dedicated to the port project. That will be physical infrastructure upgrades. That will be work on the road corridors. There are 19 sites at the moment that are targeted for that work to ensure that we get uplift in available space to be able to take the wind blades, as you say, and carry turbines, et cetera.

The Hon. MARK BANASIAK: On notice, can you provide details of those 19 sites?

MATT FULLER: Yes, we can certainly do that.

Answer

I am advised:

The \$128 million funding is for EnergyCo to deliver upgrades to the Golden Highway to allow for Oversize and/or Overmass (OSOM) loads required for renewable energy infrastructure and equipment to move through the corridor.

This funding will be invested in mitigation works for 19 locations on the Central West Orana corridor. Led by EnergyCo, with support from Transport for NSW, a corridor investigation was undertaken and identified the 19 locations. The list of the 19 locations is expected to be announced later in 2024.

RTR QON 014 Singleton Bypass Transcript page 18 - 19

Ms JENNY AITCHISON: Mr Banasiak, I totally have sympathy with that view. I'm someone who would love to do it once, do it right. In terms of reducing congestion in Singleton, we are going to make a difference here. Also, in terms of journey times around Singleton, it will be a massive improvement. But the reality is that we don't have the money. That would have to come from other projects to do that, at this stage. What we've done is not sterilise the road. We've given the capacity to have the duplication later on. But while we can get in there and get this done, it's quicker to build it and to make sure that we get the relief. If you're in traffic in Singleton anytime between two to three o'clock to six or seven o'clock at night, it's difficult. There's also an issue around flood egress and evacuation, which is a real concern for that community up there. We have to act. We are acting. We're getting the job done. Then, as the increase happens, we will duplicate.

The Hon. MARK BANASIAK: Can you provide any data or modelling showing us the potential time savings for single lane versus dual lane as part of that planning process, perhaps on notice?

Ms JENNY AITCHISON: Yes. Chair, just before anyone else starts their time I thought I would go back to Mr Fang.

Answer

I am advised:

Transport for NSW undertook comparative traffic modelling to determine the preferred option for the project. The modelling provided the basis for a decision to construct a single lane carriageway to meet projected demand for the next 20 years.

Transport for NSW has also taken the opportunity to preserve corridor via land acquisitions undertaken as part of the current project, to allow for a cost-effective future expansion of the bypass.

RTR QON 015 Fatalities **Transcript page 18 - 19**

Ms JENNY AITCHISON: He asked about the increase in fatalities and the rates. The increase in fatalities in regional versus metropolitan in 2023 was higher by the rate and also by the number of lives lost.

The Hon. WES FANG: Do you have those figures, Minister?

Ms JENNY AITCHISON: Yes, I do. Metropolitan—in 2022 there were 83 lives lost, which rose by 19 people. I really want to say that, when we are talking about statistics like this, these are people's lives and all the families. In 2023 it went up to 102. The regional road deaths in 2022 went from 198, by 51, to 249. My maths in the middle of an estimates could be wrong, but I'm looking at about a 22 per cent increase in the metropolitan and a 25 per cent increase in the regional.

The Hon. WES FANG: Do you have the figures to now, 2024?

Ms JENNY AITCHISON: We can get them on notice.

Answer

I am advised:

As at 31 August 2024, there have been 77 lives lost on Metropolitan Roads, an increase of 13 people or 20 per cent over the same period in 2023. In regional NSW, there have been 146 lives lost, a decrease of nine people or 6 per cent reduction over the same period in 2023.

For the 12-month period to 31 August 2024, there have been 114 lives lost on Metropolitan roads, an increase of 15 people or 15 per cent over the same period in 2023. In the same period in regional NSW, there have been 230 lives lost, an increase of six people or 3 per cent over the same period in 2023.

RTR QON 016 Thornton Rail Bridge **Transcript page 19**

The Hon. SAM FARRAWAY: Of the \$15 million that you have previously announced for the duplication of the Thornton Rail Bridge, it's just planning money. How much has been—

Ms JENNY AITCHISON: No, the \$15 million is not just planning money.

The Hon. SAM FARRAWAY: No, but of the \$15 million you're saying that you've only allocated how much of \$15 million towards planning?

Ms JENNY AITCHISON: I'd have to take it on notice, I think

Answer

I am advised:

The \$15 million allocated to Thornton Rail Bridge will cover strategic planning, concept development, and delivery readiness activities.

RTR QON 017 Regional Road Fund – Golden Highway
Transcript page 20

The Hon. SAM FARRAWAY: We will move on. So \$12 million from the Regional Road Fund was allocated for the Golden Highway improvements for the Hunter section?

Ms JENNY AITCHISON: Yes.

The Hon. SAM FARRAWAY: How much of the \$12 million has been expended?

Ms JENNY AITCHISON: I can probably take the exact figures on notice. How about we do this, because I realise—

The Hon. SAM FARRAWAY: I'm more than happy for you to take it on notice, Minister. I've got lots of questions.

Ms JENNY AITCHISON: Let's do that. If you're doing specific projects where you want to know the exact numbers, just say, "I want to know that number."

The Hon. SAM FARRAWAY: It's budget estimates, yes.

Ms JENNY AITCHISON: It's on notice and then I'll answer the substantive—

Answer

I am advised:

Transport for NSW has commenced investigations to identify and assess possible locations of a new overtaking lane on the Golden Highway near Merriwa as part of the Golden Highway Improvements project funded under the Regional Roads fund.

These investigations are being completed in parallel with the Golden Highway – Dubbo to Newcastle Improvement Program – Planning, which is investigating priority solutions along the length of the Golden Highway, including potential additional overtaking lanes and other improvements to support renewable energy transition zones in regional NSW.

Transport for NSW plans to consult with the community and stakeholders once a preferred location for the new overtaking lane near Merriwa has been identified. Consultation on the planned overtaking lane near Merriwa is planned for early 2025.

Investigations have commenced however expenditure is currently being captured against the broader program work – totalling \$9,638.71 to 23 September 2024. Once a preferred option is identified, a project number will be created to complete development and delivery of the upgrade using the \$12 million available under Regional Roads Fund.

RTR QON 018 Bulli Bypass Investigation
Transcript page 20

The Hon. SAM FARRAWAY: That's all right. We will move on to \$20 million for the Bulli bypass investigation. How much of the \$20 million has been expended? Where are we up to with that project?

Ms JENNY AITCHISON: I think that really has to go to Camilla. Or have you got that, Matt?

MATT FULLER: The Bulli bypass is the extension of Memorial Drive and, again, as Mr Banasiak asked about, we're in the stages of doing a consultation summary on that after being out and talking to the community about that project.

The Hon. SAM FARRAWAY: How much of the \$20 million has been expended?

MATT FULLER: We'll have to take the exact number on notice. I can tell you what's allocated in this year's budget.

Answer

I am advised:

The total expenditure for this project in the 2023-2024 financial year is \$629,000. The total budget for the 2024-2024 financial year is \$1,051,000.

RTR QON 019 Alphadale Crossroads Transcript page 21

The Hon. SAM FARRAWAY: And \$7.5 million for the Alphadale crossroads on the Bruxner Highway near Lismore?

MATT FULLER: There's \$1 million allocated in this year's budget.

The Hon. SAM FARRAWAY: Can you tell me how much is opex and how much is capex in all of this?

Ms JENNY AITCHISON: Do you want it for all of the projects?

The Hon. SAM FARRAWAY: I'm happy if you take that additional point on notice about the difference between capex and opex so we definitively know how the money is proportioned in that space.

Answer

I am advised:

The \$7.5 million funding for the Alphadale crossroads intersection is all for capital expenditure.

RTR QON 020 Regional Roads Fund - Deeds Transcript page 21

The Hon. SAM FARRAWAY: Minister, is it fair to say that no deeds have been issued for any of those projects that you have announced from the Regional Road Fund?

Ms JENNY AITCHISON: I believe that's not correct. Mr Fuller will be able to give you a bit more detail on that one.

MATT FULLER: My understanding is that on a range of council projects we've been progressively entering into deeds with local government areas.

The Hon. SAM FARRAWAY: Which projects have had deeds issued?

MATT FULLER: I'll take that on notice and come back and update you.

Answer

I am advised:

Regional Road Fund deeds relating to the following projects have been executed :

- Melville Ford Timber Bridge replacement - \$2.5 million to Maitland City Council.
- The upgrade of Melville Ford Road, Melville and Maitland Vale Road, Maitland Vale - \$6 million to Maitland City Council.
- A roads co-funding agreement - \$3 million to Dungog Shire Council.
- Port Stephens roads upgrades - \$10 million to Port Stephens Council.
- The upgrade of Mount Lindesay Road between Legume and Woodenbong - \$3.12 million to Tenterfield Shire Council.
- Improvements for the flood immunity of Clarence Way between Sandilands and Bonalbo - \$4 million, to Kyogle Shire Council.
- The replacement of Kyogle Council's remaining timber and composite bridges - \$12 million to Kyogle Shire Council
- Planning and commencement of early work for the East Nowra Sub Arterial Road - \$12 million to Shoalhaven City Council
- Cuttagee Bridge repair and restoration - \$15 million to Bega Valley Shire Council
- A traffic noise study along Ellerton Drive extension - \$200,000 to Queanbeyan-Palerang Regional Council
- Currawang Road upgrade - \$3 million to Goulburn Mulwaree Council
- Monaro Street upgrade and refurbishment - \$2 million to Queanbeyan-Palerang Regional Council
- The sealing of Smiths Road and upgrade - \$3.3 million to Snowy Monaro Regional Council
- The sealing of Nerriga Road and upgrade - \$10 million to Queanbeyan-Palerang Regional Council
- Tarago Road rehabilitation works - \$3 million to Queanbeyan-Palerang Regional Council
- Cowbed Bridge replacement - \$1.8 million to Snowy Monaro Regional Council
- Briars Sharrow Bridge upgrade - \$9 million to Queanbeyan-Palerang Regional Council
- Reschs Creek Bridge upgrade - \$4.5 million to Queanbeyan-Palerang Regional Council
- There was an election commitment to provide Upper Lachlan Shire Council with \$60,000 for drain maintenance. These funds were provided to Council and works were completed in the 2023-24 financial year.

As an election commitment, \$4.2 million has been provided from Transport for NSW for the Tripoli Way extension.

RTR QON 021 M1 Princes Highway Dapto

Transcript page 22

The Hon. SAM FARRAWAY: Moving on, the \$10 million from the entry and exit ramps off the M1 Princes Highway Dapto, Illawarra—what electorate is that in?

Ms JENNY AITCHISON: I'm not sure on that one. It could be Shellharbour or it could be Wollongong. I'm not sure because there was a change in the redistribution about it.

The Hon. SAM FARRAWAY: Take it on notice

Answer

I am advised:

The M1 Princes Highway Dapto project study area overlaps both the Wollongong and Shellharbour state electorates with the majority of the investigation area falling within Shellharbour electorate.

RTR QON 022 Regional Roads Fund
Transcript page 23 - 24

The Hon. SAM FARRAWAY: Minister, would you be happy to take on notice for the Committee to outline your expenditure on these projects in the forward years because they are not included in the budget?

Ms JENNY AITCHISON: In the budget papers, no. I am aware of that.

The Hon. SAM FARRAWAY: Are you able to take that on notice for the Committee? Ms

JENNY AITCHISON: I'm not sure if we can provide that because a lot of this will be contracted work, and I think that could be an issue there.

The Hon. SAM FARRAWAY: I think it's a good comparison, Minister, because the previous Government did outline more trajectory of spend in the latter years than what the current Government is doing. I'd be interested to know under the Regional Road Fund those projects that you've committed to. We've got two years of expenditure that hasn't moved much. Clearly, one would hope that the expenditure is coming in the latter years when you actually start building something. But could you, for the Committee's sake, perhaps share the expected expenditure in the latter years?

Ms JENNY AITCHISON: Mr Farraway, I think we need to have a look at this issue around latter years

Answer

I am advised:

The expected spend per year of the Regional Roads Fund on committed projects over the forward estimates is:

- Financial year 2024-25 - \$55.4 million
- Financial year 2025-26 - \$70.9 million
- Financial year 2026-27 - \$83.0 million
- Financial year 2027-28 - \$8.8 million

RTR QON 023 Westbound Lane, Mt Victoria
Transcript page 25

The Hon. SAM FARRAWAY: I will ask Mr Fuller this one first: The Minister referred earlier to a heritage claim with regard to the westbound lane at Mount Victoria. Could you elaborate from Transport's view what is the heritage claim the Minister referred to earlier?

MATT FULLER: Certainly. As you would know, we had a couple of slips that affected the Great Western Highway at Mount Victoria. Slips, whether they be upslope or downslope, often require some pretty complex work with geotechnical investigations and a range of other activity to ensure that we undertake the work safely.

The Hon. SAM FARRAWAY: What was the date that that lane closed?

MATT FULLER: I'd have to take that on notice for you in terms of the exact date.

The Hon. SAM FARRAWAY: Would you be able to come back to me and to the Committee today on that?

MATT FULLER: We'll have a look. I know that it occurred during 2022, and I know and certainly acknowledge the frustration in the community that we have still had those lanes under management. As I was saying, the slope work—

The Hon. SAM FARRAWAY: The primary reason for that westbound lane closure was due to severe weather events in 2022, and you'll confirm the date for us?

MATT FULLER: Yes, we can confirm that.

Answer

I am advised:

Transport for NSW closed one of two westbound lanes on the Great Western Highway at Mount Victoria Pass on 14 July 2022.

RTR QON 024 Mt Victoria - Cultural Heritage Claims Transcript page 25

The Hon. SAM FARRAWAY: Has there ever been a cultural heritage claim put on that stretch of road or the rock face and the slip area, Mr Fuller?

MATT FULLER: A cultural heritage claim I might have to clarify. I will take that on notice. Mr Grosskopf, are you aware of any claim?

Answer

I am advised:

A section of the Great Western Highway at Mount Victoria, which includes the historic Victoria Pass and Berghofer's Pass was listed on the State Heritage Register (SHR) under the *Heritage Act 1977* on 8 March 2024 as SHR #02084. The SHR listing includes several kilometres of the Highway including the causeway, retaining walls, rock outcrops, rock engravings and cuttings within its gazetted boundary (curtilage).

The full heritage listing is publicly available on the Heritage NSW website.

RTR QON 025 Maitland Passenger Trains Transcript page 27

The CHAIR: This is my final question before I have to duck out again. Earlier when I asked about the Maitland passenger trains and whether passenger rail services would be increased in frequency, you mentioned disruptions in terms of protests. Are you saying that the protestors have caused more of the trains to stop than other disruptions such as mechanical failures, track failures et cetera?

Ms JENNY AITCHISON: No, obviously not because track work is a regular thing that happens all the time.

The CHAIR: Failures.

Ms JENNY AITCHISON: I have to get you that on notice.

The CHAIR: If you could get that on notice.

Answer

I am advised:

Maitland Station is located on the Hunter Line, which is part of the Australian Rail Track Corporation's leased network in NSW. The Australian Rail Track Corporation is the network rail traffic controller and maintainer of the Hunter Line.

On-Time Running (within six minutes at destination) for Hunter Line services (24/7) for calendar year 2024 to 25 September 2024, is at 84.1 per cent.

For the period from 25 June to 15 July 2024 which was during the climate protest action, a total of 784 intercity and regional passenger rail services were cancelled.

For the 2024 calendar year (to 25 September 2024), excluding the period of the climate protest activity, there have been a total of 102 cancelled intercity and regional passenger rail services on the Hunter Line.

RTR QON 026 Regional Road Fund Transcript page 28

The Hon. SAM FARRAWAY: I will go back to the Regional Road Fund, Minister. In the last session of questioning, we had nine projects of which seven are in Labor seats, one is in the Speaker's seat, and one is across the Hunter, which is in your region. Is that correct?

Ms JENNY AITCHISON: I think there are more. There were other ones there.

The Hon. SAM FARRAWAY: Of the State roads I referred to in the last session we went through nine projects, seven of which you confirmed were in Labor seats, one in the Speaker's seat and the Golden Highway Hunter end project across the Hunter region. Is that correct?

Ms JENNY AITCHISON: It could be. I would have to check it before confirming.

Answer

I am advised:

The projects being delivered by Transport for NSW under the Regional Road Fund are listed here <https://www.transport.nsw.gov.au/projects/programs/regional-road-fund>

RTR QON 027 DRFA Arrangements Transcript page 30

The Hon. SAM FARRAWAY: We've seen recently throughout the Central West a section 10 claim that went to the Federal Government. We have seen cultural claims put on road infrastructure in the past. I'm interested to know, is it only the State Heritage Act and a process that Transport has had to follow under the State Heritage Act that has delayed the Government and Transport to do any work on that road?

TOM GROSSKOPF: I am unaware of any other impediments to the progress of the project.

The Hon. SAM FARRAWAY: How much will it cost to fix that westbound lane coming out over Mount Victoria?

TOM GROSSKOPF: We won't have a final cost until we get a final design and the price back from the market.

The Hon. SAM FARRAWAY: With the most recent update that you gave in the last session, when do you plan to go to market to look for a contractor?

TOM GROSSKOPF: We'll go to market as soon as possible now that we have that. We have been running in parallel with the assessment of the section 60 application by the Heritage Council. We've been running in parallel with our designs and market testing, but we will be going to market now.

The Hon. SAM FARRAWAY: How long do you envisage, once going to market, that the process will be concluded and works can start on site?

TOM GROSSKOPF: It's very difficult to predict the response from the market at the moment, Mr Farraway, given the amount of work that is out right across the State, most of that work being slope work and there being a limited number of people available in the market to tender for this kind of work. At this stage, we would hope to get tenders back in an eight- to 12-week period and move through a tender assessment process following that with start dates.

The Hon. SAM FARRAWAY: So it will be 2024, realistically, before—

TOM GROSSKOPF: It will be 2025, Mr Farraway.

The Hon. SAM FARRAWAY: Yes, sorry. It will be 2025 before any actual works can be initiated on site?

TOM GROSSKOPF: That's my prediction, yes.

The Hon. SAM FARRAWAY: Is the repair of this road infrastructure part of DRFA arrangements or category B disaster funding?

TOM GROSSKOPF: It's my understanding that it is part funded by the disaster recovery fund.

The Hon. SAM FARRAWAY: So it would be somewhat under the DRFA arrangements?

TOM GROSSKOPF: Yes. The specifics of it I'll have to take on notice.

Answer

I am advised:

The works are supported by a Disaster Recovery Funding Arrangement application.

RTR QON 028 DRFA Arrangements - Minister briefings Transcript page 30

The Hon. SAM FARRAWAY: Can you take that on notice, Mr Grosskopf? Has Transport for NSW prepared any briefs to the Minister's office on a projected timeline for the repair of that road infrastructure?

TOM GROSSKOPF: I would have to take that on notice.

Answer

I am advised:

Transport for NSW regularly briefs the Minister's office on the progress of the Mount Victoria Slope works.

The Minister was made aware of the S60 application approval on 6 September 2024 (relates to the westbound upslope failure) and that work is due to commence on the westbound downslope failure in the first half of 2025. Weather permitting, that work will take around six months to complete.

RTR QON 029 Northern Distributor Road
Transcript page 31

The Hon. SAM FARRAWAY: The State Government, under the control of Transport for NSW, has been responsible for that road since March 2023. How much money has been spent, via Transport's budget or its contractual arrangements with Orange City Council, to improve or at least maintain that stretch of road infrastructure?

Ms JENNY AITCHISON: I'd have to take that one on notice, Mr Farraway.

Answer

I am advised:

Orange City Council have been engaged to perform maintenance of the Northern Distributor Road, Orange, under the Road Maintenance Council Contract (RMCC) with Transport for NSW.

There is not a specific allocation to the Northern Distributor, but rather allocations for the entire length of the State road network in the Orange local government area of which the Northern Distributor forms part of Mitchell Highway (HW7). For the financial year 2023-24, \$110,186 was spent on the Northern Distributor Road. The allocated budget for Mitchell Highway (HW7) which includes the Northern Distributor Road for 2024-25 is approximately \$1.1 million.

RTR QON 030 Northern Distributor Road - speed limits
Transcript page 31

The Hon. SAM FARRAWAY: What's the current speed limit of Northern Distributor Road?
 Ms JENNY AITCHISON: I'd have to take that on notice. I can't remember off the top of my head, I'm sorry.

The Hon. SAM FARRAWAY: Mr Fuller?

MATT FULLER: From memory, it varies between 60 and 80 kilometres in different sections.

The Hon. SAM FARRAWAY: Has the speed limit of Northern Distributor Road changed in recent months?

MATT FULLER: I'd have to take that on notice.

Ms JENNY AITCHISON: Again, I'd have to take that on notice. I would have said that around the similar figures, but I'd have to take it on notice. What's the question here, Mr Farraway, or your concern?

Answer

I am advised:

There are a number of speed zones along the length of the Northern Distributor Road, Orange, between the western intersection with The Escort Way and the eastern intersection where it terminates at the Mitchell Highway.

As at 20 September 2024, the posted speed limit for the majority of the length of the Northern Distributor Road is 70km/h, with 50km/h speed zones at two roundabouts. This excludes any temporary road work speed reductions.

RTR QON 031 Northern Distributor Road - maintenance expenditure
Transcript page 31

The Hon. SAM FARRAWAY: There are plenty of questions; I'll keep asking them. How much is in the budget, Minister, for maintenance works for Northern Distributor Road, which has essentially become an extension of the Mitchell Highway? How much have you planned, as regional roads Minister, in the budget for the upkeep of that road?
 Ms JENNY AITCHISON: I think that's another one that's going to have to go on notice. I know it's your primary concern. It's part of your election campaign.

Answer

I am advised:

I refer to the response to Question on Notice 29.

RTR QON 032 Eastern section of Northern Distributor Road - speed limits
Transcript page 31

The Hon. SAM FARRAWAY: Mr Fuller, has the speed limit been reduced on the eastern section of Northern Distributor Road in recent months due to the absolutely disgusting and poor condition of the road?
 MATT FULLER: I'd take that on notice.

Answer

I am advised:

On 24 July 2024, Transport for NSW implemented a temporary reduced speed limit of 60 kilometres per hour along the eastern section of the Northern Distributor Road from the intersection with Icely Road to the Mitchell Highway, Orange.

Transport for NSW installs hazard signs and implements speed reductions where appropriate, to ensure the safety of the road users.

RTR QON 033 Funding for road maintenance of Northern Distributor Road with Orange Council
Transcript page 32

The Hon. SAM FARRAWAY: Mr Fuller, can you outline or take on notice—it may be an extension to the previous answer from the Minister—how much funding Transport for NSW has allocated for the maintenance and repairs and upkeep of Northern Distributor Road with Orange City Council for the next 24 months?

MATT FULLER: We can take on notice the direct allocations. As you are well aware, we have both an operational budget and a capital maintenance budget. We can confirm whether or not there are operational allocations or capital upgrades for that piece of road.

The Hon. SAM FARRAWAY: We are also talking about a bypass of one of regional New South Wales's largest and fastest growing cities. We're also talking about a road, Minister, that essentially is an extension to a highway now and the speed limit has had to be reduced in previous months from 80 to 60, including all the heavy traffic that bypasses throughout the Central West, because of the lack of investment and actual repairs and maintenance on that road. That's why I raise it.

The Hon. CAMERON MURPHY: Point of order—

Answer

I am advised:

I refer to the response to Question on Notice 29.

RTR QON 034 Daily number of cars on bypass Transcript page 32

The Hon. SAM FARRAWAY: Minister or Mr Fuller, do you know how many cars use that bypass on a daily basis, as an average for estimates and for the Committee?

Ms JENNY AITCHISON: Again, we'd have to take that exact number on notice, Mr Farraway

Answer

I am advised:

The most recent traffic data for Northern Distributor Road, Orange, was collected in 2021. Data was collected at three points along the Road that are located within the western section of the Road:

- 3,710 vehicles per day,
- 11,915 vehicles per day,
- 11,031 vehicles per day.

Transport for NSW notes that traffic data collected during the COVID-19 pandemic period may not represent normal traffic conditions pre or post pandemic. Transport for NSW plans to conduct another traffic count in November 2024.

RTR QON 035 Northern Distributor Road Transcript page 32

The Hon. SAM FARRAWAY: Are you in a position, Minister, to take on notice whether we're going to be able to fix this road and what plans are in place?

Ms JENNY AITCHISON: Absolutely, Mr Farraway. I'm very happy to help you. I'm very pleased that you have taken the opportunity in estimates to raise this issue, and I would just encourage you not to leave it until estimates next time. It's something that is very concerning to me if we have had a road not performing as it should due to maintenance. Obviously we will have a look at it. Not only will we give you the information; I will make

sure the team has a look at it from your perspective.

The Hon. SAM FARRAWAY: Thank you, Minister.

MATT FULLER: Mr Farraway, I think it's been well documented over a long period of time that that road has had some very considerable issues since its construction, and it was owned and maintained by local government. Transport has had it obviously in its possession for what's a fairly short period of time. I'm sure there's detailed work happening in the background in terms of assessments of the long-term maintenance and uplift to that corridor, but the specifics we would take on notice.

Answer

I am advised:

Transport for NSW has developed a Corridor Plan for the management of the Northern Distributor Road in Orange. The Plan identifies key corridor needs and short, medium and long-term aspirations for the ongoing management of the Road. The Plan will also support future funding applications for the development and delivery of priority projects.

RTR QON 036 Northern Distributor Road - expenditure of road maintenance Transcript page 32

The Hon. SAM FARRAWAY: Thank you, Mr Fuller. To that point you've raised, do you know how much Transport for NSW has expended on the upkeep of that road since it came into its ownership in March 2023?

MATT FULLER: No. We're talking about a 9.9-kilometre section of road amongst about 20,000 kilometres that we manage as a State, so we would take that on notice.

The Hon. SAM FARRAWAY: That's fine. If you don't have it, take it on notice

Answer

I am advised:

I refer to the response to Question on Notice 29.

RTR QON 037 Rail Services to Orange Transcript page 35

The Hon. SAM FARRAWAY: If the decision is not reliant on the introduction of the new regional fleet—you just said "no, not necessarily"—does that mean that it is a live possibility that you will look at the feasibility of extending one of the two Bathurst Bullet services to Orange, to have that train stabled there, for the crew to be based there and for the service to initiate from Orange in the morning?

Ms JENNY AITCHISON: Mr Farraway, we're getting into hypotheticals: "If this, if that, we'll do that." I'm happy to take it on notice,

Answer

I am advised:

Community engagement will take place on 31 October 2024, in Orange to canvass potential future options for rail services following calls from members of the Orange and Central West community for improved connections in the region. This forum is aimed at gathering feedback that will help inform the decision-making process about potential future passenger rail options for Orange and consider the need for improvements.

RTR QON 038 Bathurst Bullet - Wallerawang Station Transcript page 36

The Hon. SAM FARRAWAY: Will the Bathurst Bullet stop at Wallerawang station when it is reopened?

Ms JENNY AITCHISON: That one would have to be on notice

Answer

I am advised:

Once infrastructure works associated with the reopening of Wallerawang Station are complete, it is planned for Wallerawang to become a regular stop for Bathurst intercity services and a request stop for Dubbo regional services.

RTR QON 039 Community Transport Services Transcript page 37

The CHAIR: Particularly in relation to around this area, lots of elderly residents need to get to medical appointments. This is back to Braidwood, Goulburn and Queanbeyan. Has there been any investigation into more community transport services? I think there is one at the moment that's being run called Valmar community transport, but it has got very ad hoc bus services and that's about it, according to the communication I've had with locals. Is there anything else planned or at least being investigated, Ms Taylor?

HOLLY TAYLOR: Thank you for the question. I might take that question on notice.

Answer

I am advised:

There are no plans to expand community transport services in the Braidwood, Goulburn and Queanbeyan areas.

RTR QON 040 Edmondson Street Bridge Transcript page 38

The Hon. WES FANG: Minister, back to the issue of the Edmondson Street Bridge in Wagga Wagga. Do you agree with the candidate when she said, "Speaking to Wagga council, I know this is a priority for them at the moment" and "Good government looks at needs and addresses needs." Minister, when can the people of Wagga Wagga expect that bridge to reopen?

Ms JENNY AITCHISON: I would have to take that one on notice

Answer

I am advised:

Inland Rail is proposing to replace the Transport Asset Holding Entity Edmondson Street Bridge as part of the Inland Rail project. The approval will be through Transport's Country Regional Network Contractor, UGL Regional Linx. Wagga Wagga City Council is the relevant road authority under the *Roads Act 1993*.

Through a \$100k grant, administered by the Premiers Department, the Council has undertaken stabilisation, heavy patching and traffic control.

RTR QON 041 Heavy Vehicle Accidents Transcript page 41

The Hon. WES FANG: Over the last year—you might have figures going back a bit further, but I imagine you have the last year in front of you—how many heavy vehicle accidents on, say, the Hume Highway or the Pacific Highway were in relation to speed and how many were in relation to other issues like fatigue? Are you able to provide an insight?
BERNARD CARLON: I'll just take that on notice for the heavy vehicle crashes

Answer

I am advised:

In 2023, 85 heavy vehicle crashes were reported on the Hume Highway. Out of which, speeding was involved in 16 crashes, fatigue was involved in seven crashes and illicit drugs were involved in one crash.

On the Pacific Highway, 82 heavy vehicle crashes were reported. Out of which, speeding was involved in 17 crashes, fatigue was involved in 11 crashes, illicit drugs were involved in three crashes and alcohol involved in two crashes.

RTR QON 042 Hume Highway Speed Limit Transcript page 42

The Hon. WES FANG: I use the Hume Highway and I will keep coming back to that because I travel it twice a week. I live in Wagga, work here and I often drive it; I drove it last night. The speed limit along the majority of the Hume Highway is predominantly 110 kilometres per hour. Mr Carlon, do you know how long it has been a speed limit of 110 kilometres per hour on that road?

BERNARD CARLON: No, I would have to take that on notice in terms of the time frame for when that speed zone review was done.

Answer

I am advised:

The speed limit of 110 km/h on the Hume Highway in New South Wales has been in place for many decades. The earliest speed zone review records for the Hume Highway dates back to 2013.

Historical timeline events for the Hume Highway suggest that the 110 km/h speed limit may have been introduced sometime between the 1970s and 1980s, with the passing of the National Roads Act, when the Federal Government assumed full responsibility for construction of National Highways.

RTR QON 043 Speed Limits Transcript page 43-44

The Hon. WES FANG: I'm not sure I agree with that, but I appreciate the science is another thing. My last question on this is—again, it's a utopia almost—but somewhere like Germany has the autobahn which, for stretches, has unlimited speeds permitted. What's the accident rate in Germany on those sections of road compared to ours? Why is it that they're able to achieve those speeds and that circumstance when we're not? Is it better driver behaviour? Is it better vehicles? Is it that their engineering on the roads is better? Is it a combination?

BERNARD CARLON: Firstly, on the premise that they have better crash rates on those roads, I am happy to come back with data. I'd also be able to come back with data on the number of those roads which they actually have started applying speed limits to, rather than unlimited speeds, which has been the case.

Answer

I am advised:

German motorways and NSW high speed roads are not directly comparable.

Germany's motorway network (autobahn) has been specifically engineered to high safety standards and is maintained to support high speed movement, with key lengths operating with no general speed limit. On lengths without a speed limit, the recommended maximum speed is 130km/h.

Significant lengths of Germany's autobahns do have speed limits (about 40 per cent of the network, with limits from 95 to 115km/h). Research has consistently shown that where speed limits were introduced to German motorways, these limits have improved safety. Research by the German Road Safety Council has shown that there are, on average, 25 per cent more deaths on sections of the autobahn without speed limits compared to those with a limit.

In NSW and other jurisdictions in Australia, the maximum speed limit applied to public roads is 110km/h, typically on higher standard motorways and rural arterial highways. Currently the design of roads in NSW does not meet the engineering road design and safety requirements to consider higher speed limits than the 110km/h maximum.

Other factors, including safety of vehicle fleets, driver behaviour and enforcement would also be expected to influence safety outcomes in different ways as part of a holistic safety approach.

RTR QON 044 Wildlife Underpasses
Transcript page 44-45

The CHAIR: I turn to the issue of wildlife underpasses now. I did ask this question in the Transport estimates, or Roads—no, it was Transport, I believe, with Minister Haylen. No, some time in the last—I think I may have asked them at both. I will ask them for the third time. I do want to get a response as to whether the department is looking at particularly underpasses and overpasses. I think there's been some response obviously about the wildlife symposium that I think Minister Graham said he attended, and also discussions about fencing. What work is being done to look at overpasses and underpasses, which really are the pick of all of the options to ensure wildlife have safe passage across highways. Is anything being done at all or has that been struck off, as in "That is just too complicated and too expensive"? Ms Webb, that's right. We spoke about this.

SALLY WEBB: Yes, Chair, we spoke about it on Friday. We talked about koalas but also there are improvements and initiatives that are put into place for a whole range of wildlife.

The CHAIR: Yes, because I think—sorry to interrupt—this was largely Appin Road, Greater Sydney, but now we are regional estimates so I want to know what is going on in other parts of the State for wildlife beyond koalas as well.

SALLY WEBB: For example, I think I mentioned the Pacific Highway between Newcastle and the border, there are strategies including 450 kilometres of fauna fencing. There are some fauna underpass structures and planting of koala feed trees. I'll have to take on notice the exact specifics of any underpasses.

The CHAIR: You know those big overpasses that are on the Pacific Highway that are really quite remarkable, there has been evidence—cameras put in place—showing the amount of wildlife that do use them. I think I asked specifically around particular wildlife and important wildlife corridors in the State. It does sound like, to be honest, if you're taking this on notice, again, that it's not really something that the department has before it in terms of that type of agenda or plan to look at where any wildlife overpasses would be beneficial.

Answer

I am advised:

Consideration of wildlife connectivity and vehicle strike reduction requirements is a routine part of Transport for NSW's (Transport) infrastructure development program. Whether an overpass or underpass is selected is largely a matter of local topography, with underpasses being suitable for roads constructed in fill or at-grade and overpasses being suitable for roads constructed in cut.

Underpasses have been widely used across the state. Monitoring of Transport projects has repeatedly demonstrated that koalas and other fauna will successfully use appropriately designed and maintained underpasses to cross beneath roads. Transport maintains an [online database](#) of successful koala crossings of all structures.

The most recent example of providing fauna connectivity is the wallaby overpass constructed over Mona Vale Road as part of the Mona Vale Road East project. Opened in April 2024, the bridge restores connectivity between Ingleside Nature Reserve and Katandra Bushland Sanctuary. Wallabies and bandicoots have already been recorded using the overpass, marking the first safe wildlife crossings in over 50 years.

Another project in development involves a koala underpass at Brian Road just north of Appin township on Appin Road. This project is a key government deliverable under the Cumberland Plain Conservation Plan and aims to restore koala connectivity along a significant koala habitat corridor along Ousedale Creek. This project is still in the design and assessment phase.

Outside of its road development program, Transport undertakes minor koala mitigation works on existing roads in partnership with the NSW Department of Climate Change, Energy, Environment and Water (DCCEEW) as part of the NSW Koala Strategy. These works typically involve fencing, underbridge improvements and signage. \$10 million has been made available under the current Koala Strategy for both Transport and local government to address priority vehicle strike hotspots around NSW. Transport has signed a funding Memorandum of Understanding with DCCEEW and has established a koala working group to identify and scope priority projects based on available vehicle strike data and feedback from the community.

Projects on Picton Road (Allen's Creek fencing), Heathcote Road (Deadman's Creek fencing plus koala advisory signage) and the Bruxner Highway have been funded under this program to date.

Transport is also developing a project to convert part of a bridge over the M1 at Waterfall south of Sydney to promote koala connectivity between Heathcote and Royal National Parks. This project is also in the design and assessment phase.

RTR QON 045 M1 Extension to Raymond Terrace Transcript page 46

The CHAIR: Their property is within the 250-metre survey corridor for the Hunter Gas Pipeline and they have been told—and they have the documentation that shows it—that the pipeline is approved to go straight through the entire road construction area. What happens with that situation? Firstly, are you aware that that construction is going to have to accommodate the gas pipeline at some point?

CAMILLA DROVER: I am not clear on the exact gas pipeline.

The CHAIR: This is the Hunter Gas Pipeline from Queensland. I certainly hope it doesn't, but it's going all the way through the Liverpool Plains through the Upper Hunter and then to Newcastle and the M1 extension to Raymond Terrace. I suppose the question is that this pipeline, which is quite a big gas pipeline, if it does go ahead, is going to carry a lot of gas. For something like that, what are the safety requirements? I assume that, if the road is already built, that would have to be constructed underneath the road at some point, if the road is already in place.

CAMILLA DROVER: I am not familiar with that pipeline. I am not sure that we necessarily have contemplated it for the project. But I'm happy to take that away and see what information we can bring back.

Answer

I am advised:

I refer to the response on page 68 of the transcript provided by Ms Camilla Drover during the hearing.

RTR QON 046 Average Speed Camera Trial
Transcript page 46

The Hon. SAM FARRAWAY: Mr Murray, I will go to you. I would like to know, have any of the transport Ministers ever requested a PowerPoint or other presentation to be provided to them from the department on average speed camera policy?
 JOSH MURRAY: Sorry, could you just repeat that? Have they ever asked for a PowerPoint only?
 The Hon. SAM FARRAWAY: A PowerPoint presentation on the rollout of the average speed camera policy that was announced yesterday.
 JOSH MURRAY: I would have to take that on notice. I am sure there have been numerous briefings of different subjects, but I can't speak to PowerPoint presentations.

Answer

I am advised:

The trial of average speed camera enforcement for light vehicles has been approved by the NSW Government. Transport for NSW has provided information in various formats to the Offices of the Minister for Roads and the Minister for Regional Transport and Roads in the development of the reform.

RTR QON 047 Regional Road Fund
Transcript page 49

The Hon. SAM FARRAWAY: Has the Minister's office given any indication to Transport on when a process for the \$97 million that is left unallocated will be initiated for Transport to go to market to councils and stakeholders looking for applications?
 MATT FULLER: That's not something that I could provide at this Committee. That's obviously an ongoing consideration for the Government.
 The Hon. SAM FARRAWAY: The point would be, Mr Fuller, you haven't received advice from the Minister's office to start a process?
 MATT FULLER: The Minister would be the one making announcements about what a future process for any further applications to the Regional Road Fund would be.

Answer

I am advised:

I refer to the response on page 49 of the transcript provided by Matt Fuller during the hearing.

RTR QON 048 Deeds
Transcript page 49

The Hon. SAM FARRAWAY: With regard to deeds, earlier you said you were going to take one of the questions on notice about how many councils have received deeds. Have you got anything back for us yet?

MATT FULLER: I don't at the moment, but we can certainly take that on notice. I do understand that for many of the projects, as we've been going through and monitoring the election commitments, we have provided funding to councils, particularly for some of those smaller arrangements when they have pretty straightforward deeds. There are probably still a few that are in the process of being finalised with councils.

Answer

I am advised:

I refer to the response on page 49 of the transcript provided by Matt Fuller during the hearing.

RTR QON 049 Regional Road Fund - mapping of projects per electorate Transcript page 49

The Hon. SAM FARRAWAY: At a previous estimates hearing, I asked for a full list of the projects, which was provided. I've got them here. Interestingly, for the 28 projects, we have mapped them per electorate. Has Transport mapped the total projects per electorate as well?

MATT FULLER: I'd have to take that on notice. I'm not aware of that and I haven't seen a report that does that.

Answer

I am advised:

Transport for NSW generally maps projects by local government area as many projects are done in conjunction with local councils and may cross over more than one electorate. Listed here <https://www.transport.nsw.gov.au/projects/programs/regional-road-fund>

RTR QON 050 Wallerawang Station Upgrade Transcript page 50

The Hon. SAM FARRAWAY: Excellent. Moving on, I'd like to ask some questions around the Wallerawang station upgrade.

MATT FULLER: We can probably do that in combination, but I can.

The Hon. SAM FARRAWAY: Back to some of the questions to the Minister earlier, \$3.4 million—I think, was the figure that was quoted—has been spent or expended of the \$7 million that was allocated. Does Transport have a timeline of when more meaningful works and activity will commence onsite? Secondly, does Transport for NSW have enough funding in real dollar terms to deliver that commitment?

MATT FULLER: Just to clarify, I think what the Minister said this morning is \$3.46 million has been allocated in this year's budget of the \$7 million that was announced previously.

The Hon. SAM FARRAWAY: So that means, even if we wanted to, we couldn't deliver the upgrade in this financial year because we don't have the funding envelope allocated for any meaningful works, correct?

MATT FULLER: Like with all projects, they go through a process of design and development phase, which is what we're in. The Government has allocated a substantial amount to ensure that we're able to fulfil the final design requirements to provide options back as to what works can be undertaken at Wallerawang.

The Hon. SAM FARRAWAY: In terms of the process and in terms of some of the initial works, has Transport for NSW identified significant upgrades to the platform that would be required to make that station operational?

MATT FULLER: I think in our early investigations, platform requirements obviously dictate whether or not we can have all of the carriages associated with different trains accessible from the platform. In many of the smaller stations across regional New South Wales, there are only some carriages that you can alight from or enter the train from because of the shorter platforms. I think that was some of the considerations being thought about by the team, but that's a logical consideration when we're thinking about smaller regional stations.

The Hon. SAM FARRAWAY: When will more community consultation commence with the community around the reopening or progress on the reopening of that station?

MATT FULLER: I'd have to take that on notice. You heard this morning from the Minister that she was pretty clear that we're very happy to touch base with any of the local community groups just to engage and to give them an update as to where we are with the project.

The Hon. SAM FARRAWAY: That's fine, but I think they're frustrated because they're not hearing anything from Transport. That's why they're organising their own meetings. Does Transport have any scheduled community consultation sessions planned as of today?

MATT FULLER: I'd have to take that on notice

Answer

I am advised:

Transport for NSW is currently undertaking site investigations and design works to allow trains to stop at Wallerawang Station. These investigations will include, for the Government's consideration, development of station upgrade options that meet operational requirements as well as passenger and community expectations. It is anticipated that in early 2025, Transport for NSW will undertake community consultation as part of the project design phase and prior to any approvals required for the project.

RTR QoN 051 Long Regional Fleet Transcript page 52

The Hon. SAM FARRAWAY: Will we have all of the long regional fleet by the end of 2025?

CAMILLA DROVER: I'd just need to check that because there are about nine or 10 in the long regional suite.

The Hon. SAM FARRAWAY: Could you come back to the Committee?

CAMILLA DROVER: Yes, I am happy to take that on notice.

The Hon. SAM FARRAWAY: I'm talking about the actual trains themselves. When do you anticipate, at this stage, seeing the second phase, once all the long regionals are delivered? You won't be receiving a batch of different configurations, will you? You will receive all of one configuration, and then you will start taking delivery of a new configuration.

CAMILLA DROVER: As I said, I'll take that on notice

Answer

I am advised:

The first two trains have now arrived at Mindyarra Maintenance Centre. All new trains will undergo extensive testing and commissioning to ensure they are safe and comply with all relevant standards and requirements before starting passenger service. A timeline for their entry into service will be confirmed once they have progressed through testing and the relevant verifications on the NSW and Australian rail networks.

To accommodate the new Regional Rail fleet, some existing rail infrastructure will need to be modified at various locations across NSW, as well as Victoria, Canberra, and Queensland. Work will include:

- modifications to infrastructure within the rail corridor, including platform access, car stopping markers and lighting
- modifications to stabling yards, including provisions for power, water, decanting, cleaning and refuelling.

Planning and investigations are currently underway to determine the final scope of work and construction commencement date.

RTR QoN 052 Tooleybuc Bridge Transcript page 52-53

The Hon. WES FANG: Mr Murray, are you familiar with the Tooleybuc Bridge.

JOSH MURRAY: Not specifically, no.

The Hon. WES FANG: Is there anybody here on the panel that's familiar with the project?

ANTHONY HAYES: Yes, I am.

The Hon. WES FANG: Are you able to provide me an update as to where the project is at the moment?

ANTHONY HAYES: Tooleybuc Bridge was a key part of the Murray River crossings strategic business plan. The business case is being finalised, and then discussion is happening with our Victorian colleagues at the moment.

The Hon. WES FANG: Initially, it was to be replaced. Is that correct?

ANTHONY HAYES: Yes.

The Hon. WES FANG: Is that still the plan?

ANTHONY HAYES: No. As part of the timber truss bridge strategy, working with Heritage NSW, it was actually reprioritised. That one is now not for replacement but for reinforcement.

The Hon. WES FANG: Is that likely to be more or less expensive than a new bridge?

ANTHONY HAYES: That would be less expensive than a new bridge.

The Hon. WES FANG: Is it true that there was land acquired in order to facilitate the construction of a new bridge?

ANTHONY HAYES: I don't know.

The Hon. WES FANG: Are you able to take that on notice?

ANTHONY HAYES: Yes, of course.

The Hon. WES FANG: In the instance that there was land acquired, which I believe there was, can you provide on notice what is planned in relation to those parcels of land that were acquired in order to construct the new bridge?

ANTHONY HAYES: Yes.

Answer

I am advised:

Land was acquired in both NSW and Victoria to facilitate a new bridge downstream from the existing bridge. At the time of acquisition, both the NSW and Victorian governments sought to replace the Tooleybuc Bridge. Since then, the NSW Timber Truss Bridge conservation Strategy has been updated to now retain the existing Tooleybuc Bridge. Land acquired in NSW is currently being leased out to residential tenants.

RTR QoN 053 Tooleybuc Bridge**Transcript page 53**

The Hon. WES FANG: Is there a time frame for when you think the upgrade work will occur?

ANTHONY HAYES: I might have to take that on notice, too, with specific regard to Tooleybuc, if I may.

Answer

I am advised:

As a recent update, the strategic options for Tooleybuc Bridge are now being assessed as part of the strategic business case for the Murray River Crossings. The business case will be finalised shortly and the outcomes will be released to key stakeholders following its approval at Infrastructure NSW.

With approval of the business case, Transport for NSW can move into detailed development and subsequently delivery phase. When the delivery method and partner have been determined, a reliable time frame for the works can be provided.

In the meantime, temporary strengthening works are being completed to ensure that the structure remains safe for the community.

RTR QON 054 Tooleybuc Bridge**Transcript page 53**

The Hon. WES FANG: Could you also take on notice the previous budget amount that was planned for the spend in relation to the replacement versus what you now expect will be the cost, given the retention of the bridge, and also what the primary consideration was. Do you know if that was a heritage issue, or was it more of a cost issue?

ANTHONY HAYES: I think there were a number of factors involved. One of them was looking at the key freight routes and the freight industry requirements, which led to looking at which bridges should be prioritised from a freight perspective, and also local community sentiment on the matter

Answer

I am advised:

Transport for NSW does not have a detailed cost estimate for the replacement of the Tooleybuc Bridge, as only preliminary scoping investigations were completed. The project costing is now under review given the decision to retain and restore the current Bridge.

A strategic review into NSW timber truss bridges has been undertaken which found Tooleybuc Bridge to be a strong example of an Allan Timber Truss which could be strengthened and retained as an operational asset. Plans for the new bridge were placed on hold and focus shifted to strengthening and restoring the existing Bridge to retain its heritage significance, while catering for modern traffic requirements.

The primary consideration to retain the Bridge was from a heritage perspective with the statewide strategy being updated.

RTR QON 055 Fire Safety – Ferries **Transcript Page 55**

The Hon. WES FANG: I appreciate that and thank you for the expansion of that. If there was, say— and we've used the example of a ferry—a lithium ion battery fire on a ferry, what's the procedure in handling it if you're, say, between Manly and Circular Quay?

JOSH MURRAY: I'd have to take the actual operational specifics on notice. However, they are the exact elements that, in terms of the working group, we're looking at because—as Ms Webb has already said—the procedures on a ferry are very different to what might happen on a bus if someone tried to board, or a train or metro. We are at the point where, as has been said previously, very much part of what our organisation is trying to achieve is to improve and expand the use of these devices—certainly support them. I think it's fair to say we don't have concerns about the devices per se, but some of the way the devices are used, charged, stored or perhaps modified are elements that we also need to look at. That's what we'll be feeding into this inquiry.

Answer

I am advised:

The only vessels that have lithium-ion batteries in the Sydney Ferry fleet are the First Generation Emerald Class vessels. These lithium-ion batteries are located in the wheelhouse of the vessels. Transdev Sydney Ferries fire systems contractor advised that the existing powder extinguisher will be adequate as the battery size is relatively small.

RTR QON 056 Active Transport Plan **Transcript page 56-57**

The Hon. WES FANG: Mr Murray, I've been diving into these questions for about a good 15 or 20 minutes now and I am none the wiser as to what people can expect Transport for NSW will do in relation to the \$60 million active transport plan that this Government has. Are they going to be able to invest and buy these devices knowing that they will be able to then use them on public transport, or are they going to buy these devices and find out in six months time that they are not permitted to bring them on rail, on ferries or on buses? I think there needs to be some clarity here. My understanding is that there is a proposal to ban those devices on Transport for NSW assets. If that's the case, then people need to

know so that they don't invest a lot of their hard-earned money into devices that they're then not able to use in an active transport way.

JOSH MURRAY: With respect, while we're talking about active transport and, in particular, e-micromobility, we've gone into a fairly deep dive on battery safety and battery fires. What I'm saying is we are doing the work at present to advise the whole-of-government committee, which both sides of politics have committed to in terms of being an important step forward. We absolutely support that. We've committed a lot of resource across Transport to getting that data together. We're simply not in a position here to comment on the likelihood of any kind of restriction or otherwise that might impact e-micromobility.

The Hon. WES FANG: If there was a ban, would you accept that this would have a dramatic impact on the gig economy and gig economy workers being able to shift from location to a place that they're needed to operate in for deliveries et cetera if it was to be implemented?

JOSH MURRAY: I'd take the question as a hypothetical, but say that this is the reason why Transport, in its membership of the whole-of-government working group, is doing a lot of data work on the use—and the proper use—that is not just safe for the user but is safe for the other public transport passengers, especially as we try to build patronage and capacity, not just for people that might be bringing a bike or a skateboard, but for everyone else who is already in the carriage.

The Hon. WES FANG: We spoke earlier about the people that we've consulted in relation to the working groups that are currently underway from both the whole of government and with Transport for NSW. Has that included a lot of those gig economy employers, the workers, who are involved in that aspect of the economy?

JOSH MURRAY: I'd have to take that on notice as to exactly how we've engaged with those groups, but I agree it's important.

Answer

I am advised:

The NSW Government consulted with food delivery riders and the platform operators who engage on relevant policies and safety matters. It is understood SafeWork NSW engaged with the industry in relation to changes to Work Health and Safety regulations. The NSW Government will continue to consult with key stakeholders in relation to potential policy changes related to the safe use of e-micromobility devices.

RTR QON 057 Cuttagee Bridge

Transcript page 58

The Hon. SAM FARRAWAY: Without going through every project, I'm interested in Cuttagee Bridge, though, because Transport have done a lot of work over a few years with regard to funding for that bridge—under previous programs under a previous government—that never eventuated. Do you know if the Cuttagee Bridge has a BCR that may have been determined previously under a different program for that investment?

MATT FULLER: I'd have to take that on notice. I'm not aware, no.

Answer

I am advised:

In February 2021, Cuttagee Bridge was assessed under Round One of the Fixing Country Bridges Program. The calculation of a benefit cost ratio (BCR) was not a requirement under the Program.

RTR QON 058 Coffs Harbour Bypass
Transcript page 60

The Hon. SAM FARRAWAY: Mr Murray, would Transport for NSW be prepared to undertake costing of a sound wall to have, as a reference point for any future DAs, negotiations with other Ministers or departments around having that piece of infrastructure support another major development in Coffs Harbour?

JOSH MURRAY: I'd take that on notice

The Hon. SAM FARRAWAY: No, but when the development includes something that could be in the middle of what you are building—and I accept you have taken this on notice, but hopefully you understand in a genuine way that I'm saying would Transport entertain at least costing the wall so other agencies and other arms of government know what the actual cost is that has been identified by the highway builders in the event of additional government funding or grants becoming available.

JOSH MURRAY: Thank you for the question. As I said, given there may be wider arts community engagement or business engagement in that particular project, I'll take that on notice and we can have a review of that.

Answer

I am advised:

Noise investigations completed by Transport for NSW found that the bypass project would reduce traffic noise on the Highway adjacent to Pacific Bay Resort by removing up to 5,200 vehicles per day and moving the Highway away from the property.

Further design refinements associated with the Korora Interchange have moved the bypass between 300 metres and 900 metres further away from Pacific Bay Resort. The alignment of the road has also been lowered. These changes to the design are expected to further reduce noise impacts from the Highway for Pacific Bay Resort.

On the basis of a reduction in noise levels as a result of the bypass and as per Government policy, it is not required to construct a noise wall. Accordingly, Transport for NSW is not intending to undertake costing or design work for a sound wall.

An operational noise review of the design has also been undertaken by the project construction contractor. This has been reviewed by Transport for NSW and endorsed by an independent Acoustic Advisor and the Environmental Protection Authority. The Operational Noise Review has been submitted to the NSW Department of Planning, Housing and Infrastructure as required in the project Conditions of Approval. This will be validated by noise monitoring post the opening of the bypass to confirm operational noise levels are as per the noise modelling.

RTR QON 059 Cudal Pedestrian Bridge
Transcript page 60

The Hon. SAM FARRAWAY: I'm not sure who this question is for but it's regarding the Cudal pedestrian bridge, which is part of recovery efforts in Cudal and was damaged in the significant flooding back in 2022. I'm looking at Mr Grosskopf or maybe Mr Hayes.

JOSH MURRAY: Maybe Mr Hayes

The Hon. SAM FARRAWAY: This was their swinging bridge that went over the creek or the river, which we had just opened in government and then the floods came. I am told by the local community that the process, because it is a pedestrian bridge within that precinct, is actually sitting with Transport for NSW. So my question is where is it up to in terms of an approval process to allow local government to get on with rebuilding it through DRFA arrangements? I'm happy for you to take it on notice and maybe come back to us.

ANTHONY HAYES: Yes, I would have to, I'm sorry.

Answer

I am advised:

On 29 May 2024, Transport for NSW received a natural disaster claim from Cabonne Shire Council (Council), which seeks funding for the replacement of the Cudal Swinging Pedestrian Bridge. Transport for NSW is currently assessing the Council's application for eligibility through the Disaster Recovery Funding Arrangements.

It is expected that the assessment for the Cudal Swinging Bridge will be completed in 2024 and the Council will be notified shortly after. Transport for NSW will continue to update the Council on the progress of their submission.

RTR QON 060 RMCC - Northern Distributor Road

Transcript page 61

The Hon. SAM FARRAWAY: Can you advise the Committee how much you have spent or expended since March 2023 through the RMCC with Orange City Council on the upkeep of that road?

MATT FULLER: We've taken that on notice, and then we'll come back in terms of both the spend for Orange City Council, previous and future, and other works.

The Hon. SAM FARRAWAY: In terms of, obviously, the expenditure for the next 24 months that I asked earlier, yes, you'll need to take that on notice, but you have no way of coming back today with what you've spent?

MATT FULLER: I don't have that immediately, no. We'll take it on notice.

Answer

I am advised:

I refer to the response to Question on Notice 029.

RTR QON 061 Northern Distributor Road speed limit reduction decision maker

Transcript page 61

The Hon. SAM FARRAWAY: In terms of that speed reduction, who would've made the decision to reduce the speed limit on the eastern end of the Northern Distributor?

MATT FULLER: I will take it on notice.

Answer

I am advised:

The speed reduction was a joint decision between Transport for NSW and Orange City Council following inspections of the road network required by the Council as the Road Maintenance Council Contract Partner.

RTR QON 062 Summer Street Reclassification
Transcript page 61

The Hon. SAM FARRAWAY: Has there been any work done with Orange City Council to reclassify Summer Street and some of the existing Mitchell Highway infrastructure or hand that over to council?

MATT FULLER: I'll take it on notice

The Hon. SAM FARRAWAY: There have been applications, though, in time from council to look to transfer that to them some time ago. Obviously the distributor has since become a Transport for NSW road, but have there been any discussions with Orange City Council to transfer any of your ownership, as Transport, of Summer Street to council?

MATT FULLER: I'm not aware of any recent, but I'll take it on notice as to what may have happened across the department.

Answer

I am advised:

Transport for NSW is currently identifying options to manage road reclassification as a business-as-usual process and will consult with Orange City Council on an approach before proceeding with future reviews.

The updated business-as-usual process is targeted to be in place by end of this year. This will include a review of the current Transport Administrative road classification definitions and criteria for State roads, regional and local roads. It will also identify improvements to the criteria to assist a more transparent and objective assessment of road change requests.

RTR QON 063 Kerrs Creek Renewable Energy Project
Transcript page 62

The Hon. SAM FARRAWAY: Have there been any approaches to Transport for NSW from RES Group, who is developing a renewable energy project at Kerrs Creek on the outskirts of Molong in the Cabonne shire?

MATT FULLER: I would take that on notice and check in with the team.

Answer

I am advised:

Transport for NSW was contacted by RES Group by email in May 2023.

RTR QON 064 Wind Turbines - Oberon
Transcript page 63

The Hon. SAM FARRAWAY: **1** - Has Transport for NSW, to your knowledge, been contacted by either the proponent that wishes to build a significant amount of wind turbines in and around Oberon and the State forest that borders Oberon, or Oberon Council, about the freight route it wishes to take through O'Connell, which would desecrate and destroy an active and established war memorial?

MATT FULLER: I'm not aware. Mr Hayes, are you aware of any—

ANTHONY HAYES: No, I am certainly not aware of it.

The Hon. SAM FARRAWAY: It's been heavily publicised in the media.

ANTHONY HAYES: I'm happy to take those details and look at that, though. As Mr Fuller said, the team we've set up is looking at infrastructure challenges, ongoing maintenance challenges, the relationship with councils, and the operational challenges in terms of providing permits for OSOM movements. All of it needs to be dealt with, not just with EnergyCo but more broadly. This is a 10- to 12-year challenge ahead of us; we need to get it right.

The Hon. SAM FARRAWAY: **2** - If you could, Mr Hayes, take on notice whether there have been any approaches regarding the freight routes that would be used for State forest DAs and applications which include Oberon, Sunny Corner State Forest and Mount Canobolas near Orange, and specifically, as to whether Transport for NSW has been approached by either EnergyCo, Oberon Council or the proponent themselves, which I think is Stromlo Energy, for an alternate route through O'Connell, or any other alternative suggested, which includes removing trees that are defined as a national war memorial. That's the question. I'm happy for you to take it on notice, but that's the context.

MATT FULLER: Broadly speaking, I can say that any heritage considerations—as we've just heard in relation to Mount Victoria—whether they be significant trees, artefacts or other considerations, would all be taken into consideration on any development application or proposal before it even gets to that point, and we would hope to look at suitable alternatives.

Answer

I am advised:

Oberon Council, and the proponent (Stromlo Energy) have yet to contact Transport for NSW regarding wind farm proposals within Oberon.

RTR QON 065 EnergyCo
Transcript page 63

The Hon. SAM FARRAWAY: Do you know of projects where Transport has advised EnergyCo or the proponent that, based on traffic modelling, it couldn't support the development?

MATT FULLER: I'd have to take that on notice specific to traffic modelling,

Answer

I am advised:

There have been no projects in which Transport for NSW has advised EnergyCo or a proponent that a development could not be supported due to traffic modelling.

RTR QON 066 Senior Service Positions
Transcript page 64

The Hon. WES FANG: How many people outside of the Sydney, Newcastle and Wollongong areas have been involved in the decision-making process for this reform? Have you got many voices from rural and regional parts of your department providing input into this restructure?

JOSH MURRAY: Yes, under normal practice, but as each of our divisions go through the consultation processes, there are built-in layers of feedback to get from all throughout the organisation. As you are aware, we have a very diverse and regionally-focused organisation, with lots of staff in various parts of the State who have been engaged in that.

The Hon. WES FANG: I'd agree with the "diverse" part, but perhaps not "regionally focused". We'll come to that. You've spoken about the feedback. I'm more interested in the decision-making itself. When it comes to this restructure, how many people who are currently based in rural and regional areas are involved in the decision-making around this restructure—not in relation to providing feedback and commentary, but actual decision-making in relation to where jobs may be increased, decreased and where the restructure is occurring?

JOSH MURRAY: Thank you for the question. At the moment, that would be difficult to answer. There are various modes of that restructure happening because, of course, we have the leaders, many of whom are present at this table, who have done work in restructuring their organisations. That hasn't been a geographic focus; that's been looking at the task that they need to do and also ensuring that we have the right coverage across New South Wales. As that work continues—and there may be elements that need to roll out that would have particular geographic teams that would be involved—then those decisions would, of course, be happening at a local basis, whether that's in suburban locations or with people who are based in regional New South Wales.

The Hon. WES FANG: I guess to get a better view of it, how many senior positions would you say exist outside of the Sydney, Newcastle, Wollongong area? How many senior positions do you have based in rural, regional New South Wales in your department?

JOSH MURRAY: I will take that on notice

Answer

I am advised:

The new operating model has been informed and shaped by Transport for NSW's staff across the state.

Last year, Transport for NSW started collating feedback from staff, through round tables and interviews about how Transport for NSW can do things better. Transport for NSW also conducted several deep dives into key areas of the organisation, and the recommendations are informing organisational design as it progresses. Through consultation, Transport for NSW's people provided over 5,800 pieces of feedback which further informed the determined divisional topline structure.

Currently, Transport for NSW has 31 Senior Service Executive positions within its structure that are based outside of Sydney, Newcastle, and Wollongong.

RTR QON 067 Senior Service Positions
Transcript page 64

The Hon. WES FANG: In relation to senior service positions, there's obviously a commitment from the Government that they're going to reduce the number of senior positions. Are you able to detail how many positions have been, I guess, removed from the department so far and how many of those were out of rural, regional areas? Is there a percentage amount?

JOSH MURRAY: I would have to take the regional percentage on notice.

Answer

I am advised:

Between June 2023 and 9 September 2024, there have been a total of 122 senior executive exits from Transport for NSW. Of those, 3 (or 2.45 per cent) were outside of Sydney, Newcastle or Wollongong.