

**Minister for Roads, Regional Transport
Hearing Date: 19 August 2025**

Answers to Questions Taken On Notice

**RRT-QON 001 Current Dollar value of Road Maintenance backlog and how that compares with the last 3 years
Transcript page 13-14**

The Hon. MARK BANASIAK: Can I shift to the regional road maintenance backlog. What is the current dollar value of the road maintenance backlog and how does that compare with the last three years?

Ms JENNY AITCHISON: I'd have to take the exact numbers on notice, but I will say, in terms of what we've done in regional road repairs and maintenance—and Matt can come to that in a minute, but I just want to say some things on this. When we came to government, we put an extra \$390 million onto regional roads to get them through that first period. That went out in the first budget. It more than doubled the amount that they had got. They'd only got \$250 million for regional councils under the former Government's funding. We did that work.

Then we have really escalated on the disaster recovery funding because that is a key concern. We know that the former Government—even in our first term, as we were trying to grapple with what had been left to us, there was \$190 million on average being spent on recovery of roads from natural disasters over the last five years each year. In last year's budget, it is actually \$1.024 billion. So more than five times that amount was given to regional councils.

Answer

I am advised:

The Accrued Maintenance Requirement is the measure that Transport now applies to assess the gap between current funding and the optimum funding that balances cost, risk, and performance (informally previously referred to as 'backlog'). The metric supports a risk-based approach that links funding to the required customer service levels and acceptable risk while prioritising safety.

As part of the ongoing improvement to asset management, Transport for NSW has developed an Accrued Maintenance Standard and have aligned it with the Treasury Maintenance and Renewals Liability Funding Methodology which was published recently. These better supports decision-making and considers asset lifecycle cost, risk and performance to inform how we prioritise available investment against network priorities, with the aim to achieve the best overall outcomes in terms of safety, reliability, and resilience.

The calculation methodology for Accrued Maintenance was updated in the 2023/24 financial year to reflect this approach.

The 2024/25 Accrued Maintenance Requirement for State roads is still being calculated and is not yet available.

As the calculation methodology changed in 2023/24, it is not possible to provide an accurate comparison of the last three years.

**RRT-QON 002 2025-26 NSW Budget allocation to address Road Maintenance backlog
Transcript page 14**

The Hon. MARK BANASIAK: You've taken on notice the figure. Can you also take on notice, if you can't tell us now, how much of the 2025-26 road budget is specifically allocated to addressing that backlog?

Ms JENNY AITCHISON: Matt can do that now.

MATT FULLER: Thank you, Mr Banasiak, for the question. I, too, will take the question, in terms of the accrued backlog liability, on notice. In the last 12 months we have been working incredibly hard, given the incredible challenge that has been brought about by the weather not just through natural disasters but obviously successive La Niñas—

Answer

I am advised:

There is no specific budget allocation for 'backlog'. However, \$1.25 billion has been budgeted this financial year to deliver state road maintenance in the regions, which is a \$155 million uplift on what was spent last year.

The \$155 million will enable Transport to prioritise more renewal projects on the network, including on key corridors that have been under significant pressure due to unprecedented weather. Projects include:

- Pavement renewal and resurfacing on major highways such as the New England Highway and Hume Highway.
- Key bridge maintenance and renewal works across regional NSW.
- Continued slope restorations across several east-west corridors such as Waterfall Way, Oxley Highway, and Victoria Pass.

RRT-QON 003 Funding for Tripoli Way extension Transcript page 17-18

The Hon. NICHOLE OVERALL: Moving on. Minister, there has been yet another extremely timely new announcement just this morning in relation to \$20 million more to deliver the Tripoli Way extension in full. I understand this was rushed through the Expenditure Review Committee just last Thursday, not even five days ago.

The Hon. NICHOLE OVERALL: Where was that money taken from for that project?

Ms JENNY AITCHISON: In terms of where the money is coming from, you will need to probably ask the Treasurer on that, in terms of the actual money, because that came through expenditure review.

The Hon. NICHOLE OVERALL: Can you take that on notice, Minister?

Ms JENNY AITCHISON: Yes.

Answer

I am advised:

The NSW Government announced an additional \$20 million for the Tripoli Way Extension, bringing the NSW Government's total contribution since March 2023 to \$40 million. This will enable the delivery of the full scope of the project.

The new \$20 million in funding was approved by the Expenditure Review Committee. The funding source is managed by Treasury.

RRT-QON 004 The number of buses provided from China Transcript page 16-17

The Hon. NICHOLE OVERALL: You are paying close attention. Your Labor Government promised that these buses would be built in regional New South Wales and not offshore. How many buses have been provided from China so far?

Ms JENNY AITCHISON: It is for Minister Graham. I think you're probably better asking him to go through that, actually, because it's in his remit.

The Hon. NICHOLE OVERALL: It's transport, Minister.

Ms JENNY AITCHISON: Do you want one of the department reps to do it? That's fine.

The Hon. NICHOLE OVERALL: So you can't answer a question on transport. You don't know how many buses have been provided from China so far.

Ms JENNY AITCHISON: I've got it, but I can't remember just off the top of my head right now.

The Hon. NICHOLE OVERALL: That's okay. You can take it on notice. That's fine. You may also need to take on notice how many more are expected from China.

Ms JENNY AITCHISON: Yes.

The Hon. NICHOLE OVERALL: You're looking that up or you're going to take it on notice?

Ms JENNY AITCHISON: I will look it up and then, if I come back with it, I will come back to you.

Answer

I am advised:

Foton Mobility Distribution (FMD):

- The Government has placed two orders with FMD totalling 126 buses, one order for 25 buses a second for 101 buses.
- For these orders FMD will utilise a hybrid manufacturing approach called driveable knock down buses, with chassis and body built by Foton in China and a range of fit out and finishing occurring in Nowra.
- FMD has received 37 driveable knock down versions of the buses from the existing orders, of which four have received fit out and finishing in Nowra and delivered to the Bus Operator.
- There is no commitment to further orders from FMD at this time as any orders would be subject to procurement processes in the future.

Vehicle Dealers Internation (VDI):

- The Government has placed two orders with VDI totalling 107 buses, one order for 105 buses and a second for two trial articulated buses.
- For the order of 105 buses, VDI will utilise a hybrid manufacturing approach called driveable knock down buses, with chassis and body built by Yutong in China and a range of fit out and finishing occurring in their facility in Queensland.
- VDI has received 20 buses from the existing order currently undergoing fit out and finishing in its facility in Queensland.

Volgren:

- The Government has placed an order with Volgren totalling 95 buses
- For these orders Volgren will utilise a manufacturing approach where the body will be built and fitted out locally in Victoria and Queensland, and the chassis is from BYD in China.

RRT-QON 005 The number of buses built in Nowra and when those buses will be built Transcript page 16-17

The Hon. NICHOLE OVERALL: That'd be great. You might also come back with whether any buses will actually be built at Nowra and, if so, when?

Ms JENNY AITCHISON: Okay.

The Hon. NICHOLE OVERALL: That's a yes?
Ms JENNY AITCHISON: Yes.

Answer

I am advised:

25 two door standard buses have been ordered from Foton Mobility Distribution (FMD) for New Bus Services in Western Sydney. Some fit-out and finishing work is to take place at their interim facility in Nowra and all buses will be completed in 2025.

A further 101 standard buses have been ordered from FMD for Bus Region 8 in Greater Sydney, with an increased level of fit-out and finishing than the order for the 25 two door buses, also occurring at the interim facility in Nowra. These buses will be built from 2025 through to 2027.

For these orders FMD will utilise a hybrid manufacturing approach called driveable knock down buses, with chassis and body built by Foton in China and a range of fit out and finishing occurring in Nowra fit out and finishing occurring in Nowra.

Any potential bus builds for Transport at FMD's proposed new facility in Nowra will be subject to future orders, the approval of the new facility's Development Application and subsequent facility build completion. There is currently no commitment to any additional orders from FMD.

RRT-QON 006 Correspondence on 9 July about the lack of access to the service plan - 16 Regional Cities Service Improvement Program Transcript page 18

The CHAIR: Just a quick question on that, which is quite specific. I did write to you on 9 July about the 16 Regional Cities Services Improvement Program. I've been contacted by constituents in Port Macquarie regarding the service plan, which apparently they haven't been able to access—I know that the former member for Port Macquarie has asked about this as well—and any associated studies undertaken. Is there a reason that the community can't see that work that's already been undertaken? They've been requesting it. I've asked you about it, and I don't think anything has happened since then.

Ms JENNY AITCHISON: Sorry if I haven't gotten back to you on the min corro, but I will come back to you on that issue of where that can get to. It is a concern that that wasn't funded, and that's something that we've been trying to get money for in the budget, and that's where we've got to with that.

Answer

I am advised:

The 16 Cities Services Improvement Program for Port Macquarie was previously unfunded for delivery. Following the Bus Industry Taskforce recommendations, which were informed by feedback from Port Macquarie at a workshop in March 2024, the NSW Government has announced bus service uplift funding in the 2025/26 Budget. This investment is for the whole state, including regional NSW.

A \$150 million budget boost will provide more regular services and school bus services in the fast-growing outer suburbs of Sydney and some regional locations where transport infrastructure has lagged housing development. The extra routes will be supported by a \$26 million spend on new buses to make sure expanded timetables can be delivered.

Investment in regional bus services will deliver:

- connections for essential workers and the community with regional health facilities
- new weekend services in several regional centres supporting the weekend economy and tourism
- cross-border bus connectivity with ACT, Queensland and Victoria
- improved school bus services.

Transport of NSW is preparing detailed implementation and communications plans for various initiatives, including the Port Macquarie 16 Cities Service Program. Once these plans are finalised, further communication with the community will occur.

RRT-QON 007 Number of staff working on the electrification on the train from Kiama to Bomaderry

Transcript page 19

The CHAIR: Minister, is there any move by your department or have you asked for the department to give you options in terms of the electrification of the train from Kiama to Bomaderry?

Ms JENNY AITCHISON: Yes, that's one of the parts of that work that we're looking at.

The CHAIR: So that's a \$10 million plan. Is it a business case?

Ms JENNY AITCHISON: It's really to look at what are the most effective ways. There's so many different proposals on the table to improve rail resilience in the Illawarra. Part of that planning, as Trudi has said, is to get on the table what are the things that are viable and what are some costs to just get that planning work done.

The CHAIR: How many people within the department are working on that?

TRUDI MARES: I'd have to take that on notice and come back to you.

Answer

I am advised:

The immediate team working on the Illawarra Rail Resilience Plan includes five people, with more than 20 Subject Matter Experts engaged during its development. They are contributing across key areas, including asset management, rail operations, freight and passenger service planning, and rollingstock.

RRT-QON 008 Boating Infrastructure and Dredging Scheme - Effluent Station for Wentworth Shire Council

Transcript page 20

The Hon. MARK BANASIAK: Yes, Boating Infrastructure for Communities Grants Program. There was \$735,000 given to Wentworth Shire Council to refurbish their effluent station. I'm just wondering what the benefit is to boaters other than stopping them from slipping on a Bondi cigar at the boat ramp?

HOWARD COLLINS: As you know, Mr Banasiak—and I know you've visited, with Mark Hutchings, the Rozelle HQ—we obviously have responsibility for environmental services. We have a team who deal with a number of issues, and also pollution control. I don't know the details of why that particular project was funded at that extent. I will find that out, certainly, for this afternoon. But there are also, as you know, a number of sites we inherited from Crown Lands with modest funding, if I can put it that way, and a modest number of staff. But obviously, we have been focusing the next round of this funding on public amenities, mainly in the area, which are obviously very useful to people, but also dredging, as well. I think \$28 million for public boating amenities.

Answer

I am advised:

Replacement of an ageing vessel sewage pump-out facility with a new, modern effluent disposal station helps to better serve boaters and protect the environment. The project supports positive environmental outcomes through safe and responsible waste disposal for vessels and incorporates key accessibility features, including a floating pontoon, adjustable gangway, non-slip surfaces, and safety handrails.

RRT-QON 009 Boating Infrastructure and Dredging Scheme - Watercraft Strategy for Willoughby City Council
Transcript page 20

The Hon. MARK BANASIAK: We contribute close to \$60 million to that fund. I think boaters have a right to get a little bit antsy when they see it being put into a small watercraft strategy for Willoughby City Council. Why wasn't that put into bricks and mortar in terms of boating infrastructure rather than a council planning document?

HOWARD COLLINS: Let me take on notice the detail of that one, but I think overall boaters do appreciate the quality of the water. We've seen an amazing improvement in the quality of water. We've seen humpback whales in Sydney and all sorts of stuff, so I do think the majority of this fund is connected with improvements which come out of your and my licence fees when we use the water.

Answer

I am advised:

The Willoughby City Council Small Watercraft Strategy is eligible under the Boating Infrastructure for Communities program guidelines. The guidelines allow for strategic plans, detailed designs and feasibility studies that prioritise and identify long-term boating infrastructure needs and support future boating infrastructure investment.

RRT-QON 010 Boating Infrastructure and Dredging Scheme - submissions and scoring sheets
Transcript page 20-21

The Hon. MARK BANASIAK: In terms of the two that I have just mentioned, are you able to provide the Committee the submissions that were made in terms of those applications and the scoring sheets in terms of how they were assessed? I'm curious as to why they were assessed higher than actual boating infrastructure that actually can make serious improvements.

HOWARD COLLINS: I will certainly take on notice to understand and share with you as much as we can regarding the assessment criteria.

Answer

I am advised:

The two projects qualify under Boating Infrastructure for Communities Grants program guidelines. Projects eligible for funding under this grant include:

- Disability and mobility access improvements
- Boating access improvements
- Boating amenity and service improvements
- Local dredging projects
- Strategic plans, detailed designs and feasibility studies
- Priority infrastructure needs at key investment locations.

RRT-QON 011 Designs and constructions are done by marine engineers
Transcript page 21

HOWARD COLLINS: I think one of the challenges we've had is that if we did use it, just purely on usage, I think we'd fix every boat ramp in Sydney and nothing would be fixed in the regions. My team is pretty experienced in understanding the local needs. We have officers from Eden all the way to Tweed, and many of those facilities, whilst they're not used by many dozens of people, are often the most neglected and have been left without maintenance or even repair. We have criteria—and we'll share that with you—of how we've ended up with this current round. There's always the ability—and we see this as a continual process—where additional projects can be added to the program as funding becomes available.

The Hon. MARK BANASIAK: Is part of the criteria that the designs and construction are done by marine engineers?

HOWARD COLLINS: I'll have to take that on notice. Most of those infrastructure projects are dealt with by the MIDO team, and they do employ the appropriate engineers for the structures. Again, if you have any particular project you're interested in where you think there is an issue, please let us know.

Answer

I am advised:

Yes. The criteria require appropriately qualified people including marine engineers involved in design and construction.

RRT-QON 012 Conjola Park boat ramp on Havilland Street. Boating Now round three - oversight of MIDO and whether independent marine engineering or boat safety advice is obtained prior or during construction
Transcript page 31

The Hon. MARK BANASIAK: The secretariat is going to hand you a photo of a boat ramp. It goes to my point about maritime engineering. This is Conjola Park boat ramp. It received funding out of Boating Now round three, plus the Bushfire Local Economic Recovery fund, to the tune of \$775,349. If I'm disabled and elderly, how do I utilise that boat ramp in the current state that it is in?

Ms JENNY AITCHISON: That's a great question, Mr Banasiak. Have you seen it, Howard?

The Hon. MARK BANASIAK: This ramp is two years old, constructed in 2023.

Ms JENNY AITCHISON: So it would have been a decision of the former Government to build it.

The Hon. MARK BANASIAK: That's right, but the fact remains that taxpayer money has been spent on a ramp that is completely unusable because of poor design.

Ms JENNY AITCHISON: I'm sorry, I can't speak to decisions of the former Government on grants.

The Hon. MARK BANASIAK: I know you can't, but the question is: How can boating users now have any faith that the process has changed? Because the people that assessed this application are the same people that you rely on for advice now. Mr Collins?

HOWARD COLLINS: I will have a look at this one. Obviously there are many dozen boat ramps which are built. Some of them are built through our MIDO team, our infrastructure development team. Others are built by councils where we provide the funding. I will have a look at this one. I'll see what I can do in terms of understanding its current state as well. Just remind me, which ramp is this?

The Hon. MARK BANASIAK: This is Conjola Park boat ramp on Havilland Street. Boating Now round three—it was funded through. If it's ramps that are constructed by council, what

oversight does the MIDO team have in terms of engineering to make sure it's done to the—

HOWARD COLLINS: Pretty good.

The Hon. MARK BANASIAK: Well, are you sure about that?

HOWARD COLLINS: We've got one photograph here of one example. Yes, there may be other reasons. I'll find out why the design—if that is the design—failed or what actually has happened with this ramp.

The Hon. MARK BANASIAK: It seems that the ramp slope is inadequate. The floating pontoon is sitting at an unsuitable height based on the water levels.

HOWARD COLLINS: Yes, the water level seems extremely high.

The Hon. MARK BANASIAK: It's not usable. What independent marine engineering or boating safety advice was obtained before this was constructed—or firstly designed and then constructed?

HOWARD COLLINS: Let me take this one away. I see from the photograph actually there's no real marine growth on the area. I don't know whether that is a particularly high water level which is in that area. But let me find out. I'll find out what the current status is. And, yes, occasionally perhaps people get the design wrong or perhaps it's not adequate, but the majority of the times we work with qualified engineers and people who hold the necessary requirements of marine design of infrastructure. Let me find out about this one and I'll get back to you this afternoon.

The Hon. MARK BANASIAK: But you'd agree, when someone gets a design wrong on something like that, it's a significant cost to the taxpayer?

HOWARD COLLINS: I agree with you. It's unfortunate that this one looks like—on this photograph—something is fundamentally wrong with the design. But let me find out a little bit more about this particular area and what actually has happened. Certainly if there are others that you're concerned about, feel free to let us know.

Answer

I am advised:

All projects are designed, constructed and carefully reviewed against all relevant Standards.

The design was reviewed by engineering and maritime operations teams, with extensive consultation with Council carried out throughout the planning and design process to ensure compliance with NSW Boat Ramp Facility Guidelines. These require facilities to accommodate disabled access through appropriate parking, pathways, and infrastructure designed for safe all-ability use under various environmental conditions. There are two accessible car spaces with a concrete path down to the boat ramp.

The NSW Boat Ramp Facility Guidelines require advice from engineers engaged by Council with specific expertise in the design of small craft facilities and compliance with relevant Australian Standards including AS 3962-2001 (Guidelines for design of marinas) and AS 4997-2005 (Guidelines for design of maritime structures).

Structures are designed to a minimum 25-year design life with ongoing maintenance programs, including regular inspection by persons suitably qualified in design of marine structures.

RRT-QON 013 Nowra Bypass - start of construction Transcript page 34

The Hon. NATALIE WARD: When will the Nowra bypass start construction?

Ms JENNY AITCHISON: Again, I'm happy to—

The Hon. NATALIE WARD: Sorry? When will the Nowra bypass start construction?
 Ms JENNY AITCHISON: Sorry.
 The Hon. NATALIE WARD: Hello?
 Ms JENNY AITCHISON: Can I come back to that one? Sorry, I'm just trying to get that up because I've got two.
 The Hon. NATALIE WARD: Can someone send a text to the Minister? When will the Nowra bypass start construction? What's the next step for the project?

Answer

I am advised:

The project is in the strategic planning phase and a timeline for any construction activities has not yet been determined.

The planning will identify options to ease traffic congestion, improve the liveability and access to employment in Nowra and the region, helping small businesses, tourism and local jobs.

RRT-QON 014 An upgrade of the Failford Road–Lakes Way intersection for safety reasons

Transcript page 37

The Hon. NICHOLE OVERALL: I'm sure the communities of Merriwa will be happy to hear that. The amazing member for Myall Lakes, Tanya Thompson, has been advocating for an upgrade of the Failford Road–Lakes Way intersection for safety reasons, which has been supported by Transport for NSW to date. Is there a commitment to proceed with this project?

Ms JENNY AITCHISON: I'm not making announcements at budget estimates. I can say the member for Myall Lakes is a very passionate member for her community, and we continue to engage with her on issues like that. I'm happy to give that response to her or to take it on notice here.

Answer

I am advised:

Asphalt resurfacing to address skid resistance at the intersection was completed on 15 August 2025.

Transport for NSW is collaborating with Mid-Coast Council to deliver mid-term improvements at this location while a long-term option is being determined. The mid-term work focuses on enhancing signage and line markings.

Transport for NSW is seeking funding for longer-term improvements at this location through the NSW Government's Towards Zero Road Safety program. This funding is dependent on the project being prioritised against other nominations from across the State.

RRT-QON 015 Noorumba Reserve underpass - estimated date of completion

Transcript page 39

The CHAIR: Minister, yesterday you issued a media release in relation to koala safety fences. It was good timing for today. I appreciate the briefing that I got from your team and Ms Webb in relation to what is being done in the wildlife safety space. But I wanted to just ask a specific question in relation to Appin Road, which is on the media release. It states:

Construction is set to begin next year for a planned koala underpass with concrete rectangular tunnel ... and logs around Appin Road at Ousedale Creek in Sydney's west, one of three underpasses to be built...

That's the first underpass, to begin next year. When can we expect to see all of those three underpasses completed along Appin Road if the first is only going to begin next year?

Ms JENNY AITCHISON: I'll get Trudi to give you that answer. I do thank you for your interest in this. It's a really important issue.

TRUDI MARES: One of the underpasses has commenced. It's around 60 per cent complete, the Noorumba Reserve underpass. As you said, Ousedale is next year, with construction commencing in '26. I don't have a current date for the Beuleh Reserve, the second, developer-delivered one. They're just in some discussions on that at the moment.

The CHAIR: And the Noorumba Reserve underpass—when is that looking like that will be complete?

TRUDI MARES: It's 60 per cent through, but let me come back this afternoon with an estimated date, noting we aren't delivering that one.

Answer

I am advised:

Stockland is delivering the Noorumba koala underpass and koala fencing along Appin Road. Stockland is in negotiations with the landowners to enable access for the construction of the interim underpass between Beulah Biobank and Browns Bush. Transport for NSW is in discussion with Stockland to finalise construction timing.

The underpass at Ousedale Creek is scheduled for construction in 2026, subject to property acquisition by the Department of Planning, Housing and Infrastructure. The project also includes installation of koala fencing at this location.

RRT-QON 016 Reduction of speed limits - Appin Road Transcript page 41-42

The CHAIR: Back to the policy side of it in terms of working through those issues, it's a ministerial decision, if you like. It's a policy decision. Other States do it in areas where there are wildlife corridors, areas where there's a lot of wildlife; sections of the road will be reduced in terms of speed limit. Why won't the Government consider doing this for Appin Road?

Ms JENNY AITCHISON: I'm happy to further explore that. The reality is the speed zoning standard was to try and get some standardisation, so in one sense it's better to get the standards so that it actually works across the network rather than having situations where we can't upgrade a road because, if we upgrade it, people will start wanting it to be a 60-kilometre road or an 80-kilometre per hour road, and that's the speed they want to do. There's science and engineering around speed zone limits, and that is the challenge. If you've got a road that looks like it should be 80 and it's not—it's been downgraded to 60 because of a factor like koala safety—then that is something where we'd need to look at the signposting. We'd need to look at all the things that drive that behaviour. One of the things we're trialling, for example, is AI-BMS.

The CHAIR: Yes, I heard all that, which was great. But, Minister, do you accept that there is a whole-of-government strategy in terms of saving the koala? They're a threatened species. In fact, they are endangered. It was a healthy population, but Sydney's koalas are being struck at an enormous rate, which is increasing each year. You as Minister for Roads can do something here and reduce the speed limit in this part. It's a highway, really, for koalas. Why can't you just decrease the speed limit on Appin Road to save the koalas? It's a policy decision.

Ms JENNY AITCHISON: That's what I'm saying. Our speed limits in New South Wales are determined according to the speed zone standard, and that is to try and get standardisation of processes. But I'm very happy to take that on board and to interrogate that with the policy team around what measures we could be able to do. I know we have had discussions, as I said, with Ms Smith about the whole issue around those zones previously. So I will circle back to those and come back to you.

The CHAIR: Thank you. I will be in touch with your office.

Answer

I am advised:

The NSW Speed Zoning Standard does not explicitly list wildlife such as koalas as a core factor when setting speed limits. The Speed Zoning Standard's primary focus is on road function, traffic volumes, crash history, road environment and human safety outcomes. While wildlife considerations may influence decisions in certain corridors (e.g. known koala habitats), the standard is fundamentally framed around protecting human life, consistent with Safe System principles.

Alongside speed zoning, NSW often uses complementary measures to address wildlife hazards on rural and regional roads, especially in koala habitats and high-collision areas. These may include wildlife fencing and barriers, fauna under/overpasses, target signage and road markings for increased motorist awareness or vegetation management.

Transport has reviewed the speed limit on Appin Road and considers it appropriate for a primary movement corridor, and in line with relevant standards.

While reducing the speed limits to 60km/h on Appin Road would not significantly reduce the likelihood of koalas surviving if struck by a vehicle at specific speeds, a lower posted speed would provide more time for motorists to potentially avoid collisions with migrating koalas, in a similar way to lowering school zone posted speeds.

RRT-QON 017 The number of key freight bottlenecks that have been resolved and unresolved in the past 12 months

Transcript page 40

The Hon. MARK BANASIAK: Just picking up on the Chair's questioning around the bridge down at Kangaroo Valley—more broadly, freight operators have come to me with concerns about bridge weight limits and last-mile access issues and detours being obviously a drag on productivity. How many key freight bottlenecks have been resolved in the past 12 months and how many remain unresolved?

Ms JENNY AITCHISON: To get a number like that, I'd have to take that on notice, I'm sorry. But it is a priority for the Government. If I look at things like when we had the situation at Tarro Bridge when we first came to government, we expedited delivery of that asset back to the freight industry for use as soon as possible. That's something that's a really high priority for the Government.

The Hon. MARK BANASIAK: Do you actually have a priority list for bridge strengthening and last-mile freight connections that you're working to?

Ms JENNY AITCHISON: I'd have to take that—

The Hon. MARK BANASIAK: Happy for you to take that on notice if you don't have it to hand.

Ms JENNY AITCHISON: Yes.

Answer

I am advised:

In the past 12 months, Transport for NSW has resolved 58 key freight bottlenecks and network restrictions across the State road network. This work has addressed a variety of issues impacting freight productivity, including bridge weight limits, pavement failures, slope instability, and flood damage. This represents significant progress in the past year in reducing key freight bottlenecks for operators in NSW.

There are still 39 network restrictions currently in place across the State road network as of July 2025.

RRT-QON 018 The number of heavy vehicle stops that meet National Heavy Vehicle Regulator standards
Transcript page 40

The Hon. MARK BANASIAK: Sure. Sticking with heavy vehicle issues, how many heavy vehicle rest stops in New South Wales actually meet the National Heavy Vehicle Regulator standards?

Ms JENNY AITCHISON: Off the top of my head, I wouldn't be able to give you that, I'm sorry.

The Hon. MARK BANASIAK: Are you happy to take it on notice?

Ms JENNY AITCHISON: Yes.

Answer

I am advised:

There are no heavy vehicle rest stop standards provided by the National Heavy Vehicle Regulator.

RRT-QON 019 Funding for rest stops and whether the rest stops are built up to National Heavy Vehicle Regulator standards and Austroads guidelines
Transcript page 40

The Hon. MARK BANASIAK: What rest stop upgrades or new builds are funded in this 2025-2026 budget, and are they going to be built to heavy vehicle regulation standards and also Austroads guidelines?

Ms JENNY AITCHISON: I'll take that on notice as well; I'll give you that.

Answer

I am advised:

\$4 million has been allocated to the Heavy Vehicle Rest Stop Improvement Program (HVSIP) in the 2025-26 NSW Budget. This funding will benefit the Yambie Lagoon Rest Area, Kamilaroi Highway, Kyeamba Gap Rest Area, Hume Highway and Mandoonan Rest Area, Hume Highway.

In addition to the HVSIP funding, other Heavy Vehicle Rest Stops are being upgraded as part of broader corridor upgrades and through partnerships with Highway Service Centre. Examples of these projects include a new formal rest area approximately 12 kilometres north of Narrabri on the Newell Highway, Hume Highway North Bound Heavy Vehicle Rest Area and the Eastern Creek Highway Service Centre.

The design of the new Spring Creek Rest Area on the Newell Highway, north of Narrabri was completed in accordance with the Austroads Guidelines and after consulting the freight industry. Construction is now finished.

RRT-QON 020 Mandating Austroads guidelines for new roads infrastructure
Transcript page 41

The Hon. MARK BANASIAK: Sure, but in terms of Austroads guidelines, and mandating them for all new infrastructure builds? It's more of a policy question, Minister, not necessarily a department. Are there moves to look at mandating Austroads guidelines on new road infrastructure?

Ms JENNY AITCHISON: I'm not sure that is the case. I know we are doing a lot of work on rest areas at the moment. The other thing I guess to be cognisant of is we're doing a lot of work, particularly on the Golden Highway, to try and look after that area as well, because that is one that I know has been pointed out quite a lot. So there's also the upgrades that we have to do, in order. That's the only answer I can give you. I can take on notice more detail.

Answer

I am advised:

Transport for NSW follows various statutory and general design requirements for its infrastructure, including light rail, heavy rail and roads.

While Transport for NSW uses its own industry standards as outlined in the Transport Standards Management Framework, (<https://www.transport.nsw.gov.au/system/files/media/documents/2023/standards-management-framework.pdf>), it recognises that some projects require adoption of international and Australian standards. In exceptional cases, specific Transport standards are used when a project's unique operating context requires it.

RRT-QON 021 Dubbo Bridge - miscalculating geotech works on the project
Transcript page 41

The Hon. MARK BANASIAK: Sticking with the former Government's proposals, the Dubbo bridge has a massive cost blowout. Who's responsible for miscalculating the geotech works on that project, which is the main cause of the blowouts? They misunderstood how far they'd have to drill the pilings down by 20 or 30 metres.

Ms JENNY AITCHISON: I think you're probably best to ask the department about that.

The Hon. MARK BANASIAK: Anyone from the department can give me an answer now or we can go this afternoon.

RAQUEL RUBALCABA: I'll get some information this afternoon.

JOSH MURRAY: We'll come back to you.

Answer

I am advised:

The New Dubbo Bridge's detailed design was undertaken externally. The design issued for construction relied upon friction between the pilings and the surrounding ground to support the bridge. As the piles did not perform as expected, it was necessary to drive these supports to a significantly greater depth before achieving the required friction levels.

Transport for NSW is continuing to investigate whether this was caused by differing geotechnical conditions or design error and is considering its options.

RRT-QON 022 The closure of Glebe Island port and traffic modelling
Transcript page 42

The Hon. NATALIE WARD: I'll just go back to the Glebe Island port. Mr Murray, I'm going to ask you this point blank, noting your oath to tell the truth to this Committee today. Have Transport for NSW employees, paid by the taxpayer, completed traffic modelling in regard to the closure of the Glebe Island port?

JOSH MURRAY: Ms Ward, I'd be happy to take that on notice in terms of the terminology around traffic modelling. Again, we've been part of the working group with Placemaking NSW, the Treasury and the Cabinet Office to provide government advice on this proposal, and that is still being worked through at the moment.

The Hon. NATALIE WARD: Thank you, Mr Murray. You're the Secretary of Transport for NSW. Surely you would know whether traffic modelling has been provided if the Government is giving consideration, as it has said it is, to closing Glebe Island port.

JOSH MURRAY: Ms Ward, as I say, I'm happy to take that on notice, given it is a whole-of-government approach that is being taken to The Bays precinct and it has not been announced in terms of what the future direction will be.

Answer

I am advised:

The future use of Glebe Island is currently being considered within the ongoing planning for Bays West Precinct as part of a whole of Government approach led by the Cabinet Office.

RRT-QON 023 Goonoo Goonoo Road - confirmation of exact start and completion date for northern section, community feedback and could it potentially change design and cost for design change **Transcript page 43**

The Hon. MARK BANASIAK: Another project that went nowhere under the last Government is Goonoo Goonoo Road up Tamworth way. It was first promised in 2019 and then re-announced at the 2023 election by the local member up there. It has now been partially revived. Can you confirm an exact start and completion date for the northern section and give some indication of a timeline for the southern section, given the community has waited two elections for this?

Ms JENNY AITCHISON: This has been a challenging one. We have now got, I think, \$58.4 million to do that work. One of the challenges with it, I think, is that, as you say, there'd been a lot of re-announcements of the work. Basically we've been looking at how we can get the best bang for buck to get this work underway.

I was up there with the mayor and the local member just a week or so ago, because we've got the consultation report out there and we want people to look at the new alignment. It's publicly available, so they can tell us what they think about it. Basically, what we're looking at is upgrading the Calala Lane intersection. That's replacing the existing roundabout with traffic signals and providing a dedicate right-turn lane. I can read through all of this, but it's publicly available if you want it.

The Hon. MARK BANASIAK: I will save you the time. Does that \$58.4 million headline figure factor in the inflation and supply chain pressures and the change in scope since 2019?

Ms JENNY AITCHISON: Additional funding was put into it, so yes.

The Hon. MARK BANASIAK: If the community are providing feedback, how is that going to potentially change the design? And what would that do to the cost?

Ms JENNY AITCHISON: Hopefully we've got it right. Really at this point we're looking at just getting them to see what has come out and if there have been changes made as a result of that consultation.

The Hon. MARK BANASIAK: No clear timeline yet?
 Ms JENNY AITCHISON: There is, but I just can't remember off the top of my head.
 The Hon. MARK BANASIAK: If you want to take it on notice.
 Ms JENNY AITCHISON: Yes, I will.

Answer

I am advised:

The exact start and completion dates for the northern section of the Goonoo Goonoo Road upgrade have not yet been finalised.

Transport for NSW continues to work with Tamworth Regional Council and the developer on the design of the priority upgrade of the northern section of the road. Upcoming work will include investigations for utility design and relocation, developing a detailed construction design, and then procuring a contractor to build the upgrade.

Transport for NSW will consider all feedback as planning for the project continues. The cost of potential design changes would depend on the scale of the proposed changes and would require business case approval.

RRT-QON 024 Funding for Failford Road and Lakes Way intersection and the works on the deep lift asphalt around this intersection Transcript page 51

The Hon. NICHOLE OVERALL: Again, coming back to the wonderful Tanya Thompson, member for Myall Lakes—she's asking again about the Failford Road and Lakes Way intersection and the works on the deep lift asphalt around this intersection. Has funding gone ahead? Has money already been put into completing that work? But the whole junction actually needs an upgrade. Can we get some detail on the project, please?
 JOSH MURRAY: We'd have to take that one on notice. If we can come back with it quickly, we'll certainly provide that in the hearing today.

Answer

I am advised:

I refer to the response to Question on Notice 014.

RRT-QON 025 Regional Rail Fleet - number of staff in Spain Transcript page 52

The CHAIR: How many staff does Transport for NSW have over in Spain? Or is it somewhere else?
 RAQUEL RUBALCABA: I don't have the exact details on that. I'll come back to you on that. That's for the testing in-factory?
 The CHAIR: Yes.
 RAQUEL RUBALCABA: I'll confirm that for you

Answer

I am advised:

At this time, Transport for NSW does not have any employees working in Spain.

RRT-QON 026 Regional Road Safety Campaign expenditure - 2024-25 and 2025-26 Transcript page 54

The Hon. MARK BANASIAK: Mr Carlon, you've been sitting there, waiting patiently for a question. In terms of regional-specific road safety campaign expenditure, what was it in 2024-25? And is that looking to be increased in 2025-26?

BERNARD CARLON: I don't have the exact split with me right now. I can get that for you. But, certainly, the estimate, when we did the review associated with the audit of regional road safety, was around the—between 60 to 70 per cent of the investment was actually happening on regional roads but not just regional roads: in regional education programs, the regional programs associated with our vehicle safety programs—for example, the Cudal facility, out at Orange. So there's a significant proportion of the investment, right across the road safety program, that actually is allocated in regional—I can get the figures for you for this estimate, for this financial year, in terms of the regional distribution of the fund.

Answer

I am advised:

In Financial Year 2024–25, \$6.7 million was spent on road safety campaigns in Regional NSW, representing 37 per cent of total media spend. In Financial Year 2025–26, the planned media spend for road safety campaigns in Regional NSW is \$6.2 million, with the regional allocation remaining consistent at 37 per cent.

RRT-QON 027 Boating Infrastructure Community Grants - Ritchie Villages, Diamond Waters Boat Ramp Transcript page 55

The Hon. MARK BANASIAK: Thank you. That would be great. Through you, Mr Murray, I might go back to Mr Collins, around the boating infrastructure community grants. I've just got a few questions about some of the other projects. Mr Collins, Ritchie Villages, Diamond Waters boat ramp—a grant was given to them for \$258,412. The ramp is located in a caravan park, and there is no access to the public. So my question to you is why are we funding ramps that are for a commercial enterprise rather than for the community?

HOWARD COLLINS: Thanks very much for the question. I will have a look at that. Just say again, Ritchie?

The Hon. MARK BANASIAK: Ritchie Villages, Diamond Waters boat ramp. It's located within a caravan park, and the advice I've received is that the ramp is not available to the public.

HOWARD COLLINS: I will double-check that. I think you said last time, "Why are we building toilet blocks?" I actually validated that question you had, and it's a boat pump-out station, which I think you were referring to.

The Hon. MARK BANASIAK: Is this the Wentworth council?

HOWARD COLLINS: Yes. I can't think of anything which is more useful.

The Hon. MARK BANASIAK: Yes, it was described on the website as an effluent station refurbishment.

HOWARD COLLINS: Yes, it is for—as you know, larger boats have the ability to remove the effluent from the vessel. That's what that one is for. But I will have a look at that, and certainly I will provide you with today's photograph of this ramp, as well.

Answer

I am advised:

I refer to the answer that was provided by Howard Collins in the Hearing.

RRT-QON 028 Fifteenth Avenue Upgrade
Transcript page 56

The Hon. NATALIE WARD: As the media release states, the works for stage one will be completed in three sections. So stage one is made up of the three sections. That's correct, isn't it?

TRUDI MARES: There's two pieces of work happening. I will talk to the safety works, then I might hand to Ms Rubalcaba. But we have got some safety works happening this year and next year, and they were within the original \$50 million envelope commitment along with the planning work that we did. So we have got an additional lane on Cowpasture Road, speed limit and pedestrian works and an extension of right-turn bay. So they're all in delivery this year and next. The staging and delivery strategy is still being determined, but I'll let Ms Rubalcaba speak to that.

The Hon. NATALIE WARD: The media release—I'm not trying to trick you. The media release said it was in three stages. That's not controversial, is it?

TRUDI MARES: I don't think so. I'll hand over.

RAQUEL RUBALCABA: No, I don't believe so. As Ms Mares said, we have commenced and almost completed the safety improvement works, so that would be stage one. Stage two would be the remainder of the main works, and I think the future stage of three would be the potential future third lane in either direction.

The Hon. NATALIE WARD: That's not what is in the media release, though. The media release states the works for stage one will be completed in three sections. So is that incorrect?

RAQUEL RUBALCABA: That would be talking about the main works. Apologies, if you could just give me one second, I'm playing a little bit of catch-up. We are still going through the planning stages. We have engaged our designers, so we're doing the concept design and also looking at property acquisitions. I'll have to come back to you about the staging.

The Hon. NATALIE WARD: Could you come back today?

RAQUEL RUBALCABA: Yes, absolutely

Answer

I am advised:

The NSW Government has awarded a contract for concept design of the \$1 billion upgrade of Fifteenth Avenue.

As announced on 5 August 2025 and to ensure construction can commence as soon as possible, the Fifteenth Avenue Upgrade will be delivered in a number of stages. Stage one will be completed in three sections, the first involving duplication between Second Avenue and Cowpasture Road, ahead of works moving onto the second section, between Second Avenue and Fourth Avenue. The third section of stage one will involve duplication between Fourth Avenue and Devonshire Road, while future stages will include the full connection through to the Bradfield City Centre and Aerotropolis precinct, and delivery of the dedicated bus transitway.

Information is available on the Transport for NSW website:

(<https://www.transport.nsw.gov.au/system/files/media/documents/2025/fifteenth-avenue-upgrade-community-update-august-2025.pdf>)

RRT-QON 029 Duplicate of Heathcote Road - construction and Environmental impact statement

Transcript page 59-60

The Hon. NATALIE WARD: Okay. Alright, at the previous State election the Labor Party, the now Government, promised to spend \$180 million to duplicate Heathcote Road. Where is that up to?

TRUDI MARES: Do you want to talk to delivery? And then we're in planning, so I might start on that, and we can hand over for the delivery answer.

The Hon. NATALIE WARD: I just want to know where it's up to.

TRUDI MARES: Yes, one moment. I have a special Heathcote tab.

The Hon. NATALIE WARD: The duplication part, not the other projects. Your promise to duplicate.

TRUDI MARES: Okay, yes. So that is the \$180 million?

The Hon. NATALIE WARD: Yes. TRUDI MARES: So that's the duplication and overtaking lane between New Illawarra Road and Princes

Highway. It's in development. We anticipate construction will start next year.

The Hon. NATALIE WARD: So 2026. First half or second half?

TRUDI MARES: Second half.

The Hon. NATALIE WARD: Okay, and is that preliminary works or is that construction on the duplication?

TRUDI MARES: No, full construction.

The Hon. NATALIE WARD: Full construction?

TRUDI MARES: Yes.

The Hon. NATALIE WARD: The budget says that—oh, sorry, and how much has been spent to date of that \$180 million?

TRUDI MARES: That's the full budget for the full works.

The Hon. NATALIE WARD: Yes, but how much of that has been spent to date?

TRUDI MARES: Spent to date? I'd have to take that on notice.

The Hon. NATALIE WARD: Okay, alright. And, sorry, you said that was between two parts. Can you just clarify where that's between?

TRUDI MARES: Yes, upgrade between New Illawarra Road and the Princes Highway.

The Hon. NATALIE WARD: Okay, thank you. So you'll take on notice how much has been spent so far?

TRUDI MARES: Yes, I'll come back to you this afternoon if I can.

The Hon. NATALIE WARD: Thank you. I appreciate it. That section will cost the \$180 million, is that right?

TRUDI MARES: That's correct.

The Hon. NATALIE WARD: Okay, thank you. And the budget says—sorry, when will the environmental impact statement for that project start—the EIS?

TRUDI MARES: Yes, I can get that for you as well. Do you want me to come back or do you want me to find it?

The Hon. NATALIE WARD: Yes, just when it will start. If you like you can come back to it.

TRUDI MARES: Yes, I'll find it.

Answer

I am advised:

Transport for NSW is upgrading Heathcote Road between Lucas Heights and Engadine. The proposed upgrade will extend the existing westbound overtaking lane by up to 900m, past the new Heathcote Road Bridge. This will allow traffic to safely overtake slower vehicles on the ascent, improving traffic flow and reducing delays.

The project is part of a government commitment to improve safety and efficiency on Heathcote Road. It builds on the duplication of the new Bridge over Woronora River.

Expressions of Interest opened in late April 2025 for the design and construction.

The environmental assessment, which is a review of environmental factors, not an environmental impact statement, has already started and is planned for public display towards the end of 2025. Construction is expected to start in late 2026.

In year expenditure on projects has not yet progressed through the Annual Audit process. Expenditure on material projects is published in Transport for NSW's Annual Report and forecast amounts will be included in 2025-26 NSW Budget Papers.

**RRT-QON 030 Recommendation 14 from the Impacts on the Rozelle Interchange
Parliamentary inquiry
Transcript page 62**

CHAIR: For recommendation 4 of the same inquiry, the Government's response refers to a couple of different amounts of money that had been given to Inner West Council to do a couple of things. One is—and this was raised during the inquiry—the \$20 million that was given to Inner West Council to deliver the master plan for the Rozelle Parklands in consultation with the community. Is there an update on that?

TRUDI MARES: I don't know that I have that at hand. Can I take that on notice and I'll come back to you this afternoon if I can?

The CHAIR: Yes. Specifically I'm keen to know whether the department is keeping track of how much has been spent to date because it would be good to get an update for that, as well as if there were any further conditions that Inner West Council needs to meet in return for that amount of funding.

TRUDI MARES: I'll come back to you on that.

Answer

I am advised:

Production and research costs are not split between metro and regional and not included in the percentage calculations.

**RRT-QON 031 Western Distributor - Pyrmont Peninsula Place Strategy - community access to traffic modelling
Transcript page 62-63**

The CHAIR: Firstly, what engagement takes place between the planning side of it, with all of their wonderful goals under that strategy, and this change for the Western Distributor, which actually looks like it's going to mar or negate some of the benefits of the Pyrmont Peninsula Place Strategy.

TRUDI MARES: They're the same team that are working together with that community and looking at the network integration impacts and what work we should be doing. We have not got a decision on WDNI integration works and what will or won't proceed as part of that. It is being tied up in the broader review of all of the network impacts from the north side and the south side. We work regularly with that Pyrmont community. They are given regular updates. We went through the city recently and gave them an update on where we were up to with implementing some of those projects, but they're definitely in the same discussion. We'll make sure, as soon as we've got a decision on any integration works and how they might interface with the Pyrmont plan, to update the community and stakeholders there.

The CHAIR: As part of that and part of any potential change to understand the impacts of it, has traffic modelling been undertaken?

TRUDI MARES: Yes.

The CHAIR: Is that public? Does the community have access to that?

TRUDI MARES: I don't know that the traffic modelling in the form it's in is very digestible for the public, but we certainly share the outputs of that and the analysis and insights from it when we're in discussions with them.

The CHAIR: Have they asked for the modelling?
 TRUDI MARES: I'd have to take that on notice. I'm not sure if they've asked that specific question.

Answer

I am advised:

Summaries, analysis, and key figures from the modelling are included in publicly released documents, such as the Review of Environmental Factors (REF) for the Western Distributor Network Improvements project and the Pymont-Ultimo Transport Plan.

RRT-QON 032 Coastal Management Plan allocation Transcript page 64

The Hon. MARK BANASIAK: But with all due respect, that's what the coastal management plan is supposed to address. Forty-four other councils do that within their coastal management plan. What precedent are we setting where we give another council \$250,000 to create a plan about a plan?
 HOWARD COLLINS: Let me take a look at that and come back to you if I can today, Mr Banasiak, regarding why that unique position is as you suggest and whether there are any other locations where we've provided that funding. But obviously it is a very complex area, and a lot of maritime structures and their own ramps are managed by this council.

Answer

I am advised:

The Shoalhaven Boating Optimisation Plan is a specialised technical strategy specifically focused on marine infrastructure. It serves a purpose that is different from a coastal management plan.

RRT-QON 033 Crowdy Head Harbour project Transcript page 64

The Hon. MARK BANASIAK: Can I go to the Crowdy Head harbour project? Is that still with you, Mr Collins?
 HOWARD COLLINS: I believe so.
 The Hon. MARK BANASIAK: The original allocation for that project was \$2 million, and I think back in 2023 we were advised that \$500,000 had already been spent. How much has been spent to date and on what specifically?
 HOWARD COLLINS: I will give you an up-to-date position on that as of recent times rather than me putting my finger in the air of past information that we have here. Again, I will come back to you on Crowdy Bay

Answer

I am advised:

\$1,024,000 has been spent to date on:

- Design
- Project REF and Addendum REF
- Hazardous Materials assessments
- Survey
- Estimating services
- Ecological assessments
- Dive inspections

- Electrical design
- Project Management
- Legal support
- Commercial assistance
- Procurement support
- Internal environmental assistance
- Travel and expenses

The Crowdy Head Harbour Breakwater (both northern and eastern) was significantly damaged by Ex-Tropical Cyclone Alfred in March 2025. The head of the breakwater has lost significant armour rock. Lost armour rock and crest wash outs have also been sustained from storm damage over a number of years.

Transport for NSW is working to understand the detailed extent of damage, repair options, the availability of disaster recovery funds, and the availability of insurance funds so that NSW Maritime can make a decision regarding the repair of this asset.

RRT-QON 034 Crowdy Head Harbour project - consultation for change in scope Transcript page 64-65

The Hon. MARK BANASIAK: The project scope has been revised now to include demolition and replacement of jetty one; installation of heavy-duty pontoons with water and electricity at each berth; 18 berths, including one short-term; demolition of jetty two; and dredging of the harbour. Who approved this project scope change and when was that approved?

HOWARD COLLINS: Obviously, like many projects, once you start getting into the detail, you discover a number of unknowns. I understand that once they carried out more thorough surveys, they discovered that there was a need to do more extensive works. That often happens, particularly with below-water infrastructure. It's very difficult to assess.

The Hon. MARK BANASIAK: That's significant project scope creep, though.

HOWARD COLLINS: Yes. I suppose, like you suggested, to get stuff done we could've done the minimum viable thing and then come back 10 years later. But I think the view with this project was get in there once, do it properly, and hopefully then we won't be back for some time to come. Again, I can get some more information regarding the project, but I understand the reason for that scope creep was discovering unknown engineering issues.

The Hon. MARK BANASIAK: You can perhaps take this on notice or you can tell me now: What consultation was undertaken before that scope was changed?

HOWARD COLLINS: I know that in general terms for many of these projects extensive consultation takes place with local community groups—boaters, fishing groups—but I'll give you the details of what consultation took place regarding Crowdy Bay

Answer

I am advised:

Transport for NSW made the approvals. The Project Review of Environmental Factors Project REF Addendum was approved in March 2025.

Public display of Project Review of Environmental Factors was held between 10 June and 15 July 2022.

RRT-QON 035 Have your say consultation in 2022 - anticipated revenue from berth hire and whether there is any modelling to support this Transcript page 65

The Hon. MARK BANASIAK: I note that there was a "Have your say" consultation in 2022 with 47 responses and not one response raised the need for 18 berths with water and power. They did raise the need for a fishing platform to replace jetty two. There were also concerns about floating pontoons in surge conditions and calls for dredging in front of the boat ramps. I'm wondering what data you have to justify the change to 18 berths with water and power.

HOWARD COLLINS: We'll have a look at that. I don't think we wake up in the morning and just decide to do these things. We will give you a bit more explanation. I don't have the details here, but I'm sure the team would have the reasons why we changed those 18 locations for water and power and what was the need for the change.

The Hon. MARK BANASIAK: Obviously the team is listening. If you can take on notice what the anticipated revenue is from that berth hire and whether you've got any modelling that supports your estimates.

Answer

I am advised:

The new facility retains the equivalent number of berths at the Harbour and T-Jetty. The anticipated revenue is \$135,000 per annum, including GST.

RRT-QON 036 The closure of Crowdy Head Co-Op and the impact on financial stability or modelling for those berths

Transcript page 65

The Hon. MARK BANASIAK: Also whether consideration was given to the fact that the Crowdy Head co-op is closing and whether that might impact the financial sustainability or the modelling on those berths.

HOWARD COLLINS: Thank you for that. I'll definitely take on board your points. If I can come back today, I will. If not, we'll certainly take it on notice.

Answer

I am advised:

No, the Co-op closed in approximately 2012.

RRT-QON 037 Changes to environmental approvals for dredging in areas with sensitive marine grass

Transcript page 65

The Hon. MARK BANASIAK: Going to the GHD report from 2022 into this project, with regard to dredging, the report showed evidence of sensitive marine grasses. Have there been any changes to what environmental approvals are required for future dredging at that location?

HOWARD COLLINS: I don't know specifically about that location. But, as you know, we have recently taken on the responsibility for spending \$16 million in many locations along the New South Wales coast. One of those things is to ensure that the environmental impacts are minimised by the method of dredging—using suction dredging rather than excavation. Also, as you know, we've been keen to—where marine grass or sensitive flora and fauna have been impacted, it's a case of putting back more, from seahorse hotels to extra grass being added. I know that the teams have had a very successful outcome for a number of sites. I can again look at this particular site and see what the environmental assessments were for dredging and the impacts on the flora and fauna.

Answer

I am advised:

No.

RRT-QON 038 Dollar worth of assets transferred from Crown Lands to Maritime and the number of staff
Transcript page 65-66

The Hon. MARK BANASIAK: You mentioned earlier today—and obviously I've been aware of it because I've been talking to you and Mr Hutchings about this—that assets were transferred from Crown Lands and the modest staffing you were given. Can you quantify some of that for the record? How much dollars worth of assets were transferred from Crown Lands to Maritime? How much staffing were you given?

HOWARD COLLINS: I believe the number of staff was 14, of which nine were to do with the Tweed Heads dredging sand transfer facility. I've been there and seen the staff who operate who now work for Maritime. There were several hundred million dollars. Again, I think we got a calculation of Crown land. As you know, Mr Banasiak, this was done in the middle of COVID or certainly at a rapid-fire pace by a previous transport Minister, where I think Mark Hutchings caught the ball and had limited or, let's say, modest resource to do that.

The Hon. MARK BANASIAK: Are you able to provide us a list of the assets on notice?

HOWARD COLLINS: We have an understanding of what they are. Our Maritime team are going through ownership because we're discovering pieces of land—which Crown Lands have told us were there for us—and we've discovered they're owned by someone else or there are some boundary issues. So we're going through that in detail. I'll see if I can get you the up-to-date information of the value of that land. But also, we are working very hard to ensure we can deal with this matter.

Answer

I am advised:

Information on the transfer of these assets was included in Transport for NSW Annual Report for 2019-20 Volume 2.

RRT-QON 039 Progress of native title claim on Matty's Flat public reserve
Transcript page 66

The Hon. NICHOLE OVERALL: Mr Collins, this may be one for you. Matty's Flat public reserve has had \$2.3 million invested into new wharves. The information to hand suggests that this area has been subjected to a native title claim. Is there an update of this project and how all this is proceeding?

HOWARD COLLINS: I've seen certainly the name on the list of projects. I haven't got any detail about native title claim. Again, Ms Overall, I'll get some information on that if I can.

I've certainly seen Matty's Flat as being part of the investment in waterways for Maritime.

The Hon. NICHOLE OVERALL: So you're not aware, at this point, of a native title claim?

HOWARD COLLINS: Personally, I'm not. That doesn't mean the Maritime team hasn't got details regarding a claim. I can quickly find that out, to make sure you understand what the latest position is.

Answer

I am advised:

This is a matter for the local Council.

RRT-QON 040 Future plans for William Bradford Bridge, Irrigation Way Bridge and the mid-level bridge crossing at Cowra.

Transcript page 66

The Hon. NICHOLE OVERALL: That would be great. Mr Fuller, this may be for you. You have touched on some of this; you talked a little bit about bridges. The member for Cootamundra has been vocal in her electorate about the bridge infrastructure, specifically the William Bradford Bridge, Irrigation Way Bridge and the mid-level bridge crossing at Cowra. I'm interested to know about the future plans for regional bridge infrastructure at those specific locations.

MATT FULLER: I'd have to take on notice those specific bridges. I don't know off the top of my head exactly what's planned for those in terms of routine regular maintenance. As we've needed to do with Hampden and other bridges around the State, we have a forward program of bridges that we have in terms of our known maintenance program, known risks. Then we, from time to time, have some other instances occur where bridges are impacted, either through weather events, by heavy vehicle strikes or some of the other things. I don't have information to hand on those three.

The Hon. NICHOLE OVERALL: If you'd take those three on notice, that would be great.

Answer

I am advised:

William Bradford Bridge

- On 30 May 2025, Transport for NSW (Transport) conducted a safety assessment, which covered 2.5 kilometres on either side of the bridge, and determined that the structure's current condition does not require replacement, major maintenance, or safety upgrades. The assessment also found that the existing signs and road markings for the bridge are appropriate and meet all relevant specifications and Australian Standards.
- Clear, visible signs are provided on each approach to the bridge, including enhanced advance warning signs located 700 metres and 200 metres away. This exceeds current standards and requirements.

Funding for minor safety improvements has been allocated. These minor upgrades aim to enhance driver awareness when approaching the narrow road, reinforce the no-overtaking restriction on the bridge, and clearly indicate lane merging points leading up to the bridge.

Irrigation Way Bridge

- The bridge on Irrigation Way is one of approximately 240 bridges and culverts in the southwest New South Wales irrigation area.
- An expected timeframe for Transport's investigation into the future of the Irrigation Way is currently not available.

'Mid-level' bridge crossing proposal, Cowra

- Cowra Shire Council has proposed an additional crossing of the Lachlan River.
- Transport has reviewed the traffic modelling and bridge alignment options from the Council and agrees that replacing the low-level bridge would be beneficial. However, Transport's assessment is that making a State-owned bridge does not align with the function of the bridge and road's function in this location. The nearby State-owned high-level bridge on the Mid Western Highway is considered sufficient to manage traffic during flood related closures.
- Council can apply for funding through programs such as the Australian Government Bridge Renewal Program. Council could also include the bridge as

part of its broader precinct planning and seek funding through the Australian Government Regional Precincts and Partnerships Program, which offers grants through Stream One - Precinct Development and Planning.

- Transport will continue to work with Council to identify improved traffic management solutions.

RRT-QON 041 Removal of local community signs to alert drivers of wombats
Transcript page 67

The CHAIR: Is it the Government's policy to remove signage that has been designed by local communities to alert drivers to wombats? In the face of there not being any signs or any warnings, the community has taken it upon themselves to warn drivers that wombats cross. But that signage has been removed. Is that New South Wales Government policy?
 SALLY WEBB: I might defer to one of my colleagues here on signage. If not, we will take that on notice.

The CHAIR: I've seen the photos. They are just photos of wombats. Compared to politicians, they're not offensive.

SALLY WEBB: I'm aware that our signage does need to meet standards. It is important to have consistent signage and signage that means the same thing across the State and that motorists understand. I expect it's due to compliance with that, but we can take that question on notice.

Answer

I am advised:

While the community's intent to protect wildlife is recognised, government policy requires that all statutory signage on the road network be official, consistent, and comply with safety standards, to be legally permitted. This applies to signs for wombats, koalas, or any other purpose.

Transport for NSW's maintenance contractors and road crews have advised they have not removed community advisory signage that highlight community, environment or social issues. However, they would remove advisory signs that may confuse motorists about road matters or where signs may result in safety issues due to high winds, glare, structural damage or injury to fauna, road users or road workers.

RRT-QON 042 Dredging program - list of priorities and projects prioritised
Transcript page 67

The Hon. MARK BANASIAK: Mr Collins, sticking with dredging, in terms of the \$16 million, obviously that is a finite amount of money. Does Maritime have a priority list in terms of dredging projects or areas that it's going to consider and is working down the list?

HOWARD COLLINS: This has been a very hot topic for resolving a number of long historic issues. I believe Maritime have put together the large list of projects.

The Hon. MARK BANASIAK: And it's probably a moving feast with all the major storms we've had.

HOWARD COLLINS: I know Matt Fuller and I have been working on what is important for maybe other funding to deal with breakwalls and the consequence of silting. But I certainly believe that, for boating and access to a number of locations, there is a long list. We are working through that and will be consulting with the community before that is finalised.

Yes, there is a finite amount of money. I'm certainly hoping that \$16 million is the start of a further series of funding opportunities for us, because we know that the dredging task is far greater than that value of money.

The Hon. MARK BANASIAK: Has that \$16 million been fully allocated now or assigned?
 HOWARD COLLINS: I'll check with the team, but I believe we have yet to finalise and have those individual locations fixed in that \$16 million. We are doing some work on costings. We understand, obviously, as you say, there are some safety issues and there are some concerns for the local neighbourhood, and also consultation with a number of groups. Each of them believe that their project is the most important. As you go from Eden to Tweed and back again, you find that they are all very important. I know Mark and the team are doing that. With his new organisation structure, there will be specific people working on the dredging program.

Answer

I am advised:

Yes, Maritime has a priority list of dredging projects.
 Yes, the \$16 million has been assigned.

RRT-QON 043 Changes to traffic light sequencing around Marlborough Street in Drummoyne **Transcript page 67-68**

The Hon. NATALIE WARD: Has Transport for NSW changed traffic light sequencing around Marlborough Street in Drummoyne?
 HOWARD COLLINS: We have been working on a number of trials to look at traffic light phasing to smooth as much as possible the traffic. I can take on notice whether we have done any changing into that specific junction. But we, obviously, are optimising that area and—
 The Hon. NATALIE WARD: If you could take on notice any changes to that traffic light sequencing, that would be helpful.
 HOWARD COLLINS: We do, obviously, move traffic light sequencing every single day. In fact, they all have what they call "personalities" by time of day and location. But I'll check whether we've made any dramatic changes to the phasing of those lights.
 The Hon. NATALIE WARD: Perhaps dramatic and/or other less dramatic changes would be fabulous
 too for those—
 HOWARD COLLINS: Sometimes we tweak them every day.

Answer

I am advised:

Transport for NSW continually reviews the operation of traffic lights in Drummoyne, and on other approaches to the Rozelle Interchange, to provide optimum conditions for drivers and pedestrians on the entire road network. As part of this process, minor adjustments are regularly made to intersection parameters to determine if improvements can be made. This includes changes on Marlborough Street.

RRT-QON 044 Complaints from residents about congestion in and around Marlborough Street **Transcript page 68**

The Hon. NATALIE WARD: Thank you. That would be helpful. Has Transport for NSW received reports and complaints from residents about traffic congestion in and around Marlborough Street?
 HOWARD COLLINS: Obviously, as we work through that very busy area, what we are doing—and I know Trudi and I have been working together on some of the opportunities,

left turn bans, looking at other areas. I can't say I've received any complaints, but it might be worth us investigating whether we've had any complaints. There is a lot of congestion in that area. Of course, there's still the legacy of the changes with the Rozelle interchange. The Hon. NATALIE WARD: If you're able to let me know today—or Ms Mares—any complaints or reports you've received, that would be helpful.

Answer

I am advised:

Between 1 September 2024 and 29 August 2025, Transport for NSW has received 17 complaints relating to traffic congestion in and around Marlborough Street in Drummoyne.

RRT-QON 045 The impact of Rozelle Interchange Parliamentary Inquiry - progress of traffic study

Transcript page68 - 69

The Hon. NATALIE WARD: At last year's Rozelle Interchange inquiry, Transport committed to a traffic study around Drummoyne. My understanding is the traffic study identified that rat-running in local streets that you mentioned, Ms Mares. How is Transport addressing that rat-running in the local streets in Drummoyne?

TRUDI MARES: We are still working with the council on undertaking further studies on their local roads and any opportunities they may have to make changes in there, whether that be adjustments to their own one-way running or turning areas, or calming measures—things like that—to change behaviour and use of those local streets. We're still working through that with them.

The Hon. NATALIE WARD: When do you think you might have worked through that and might start addressing some of those?

TRUDI MARES: Let me just see if I have a time frame. I don't have a final date for that. I'd have to take that on notice.

Answer

I am advised:

Transport for NSW working closely with City of Canada Bay Council to undertake a traffic study of rat running in Drummoyne.

The study recommended trialling left turn bans from Victoria Road citybound into Lyons Road and Edwin Street, Drummoyne during weekdays morning peak period between 7:00am and 9:00am.

Following community consultation, Transport for NSW commenced a six month trial of left turn bans in March 2025.

Transport for NSW continues to work with the City of Canada Bay Council on other traffic calming treatment options.

Transport for NSW has also commenced the 12 month post opening road network review for Rozelle in line with the Condition of Approval. The report will be made public once completed.

RRT-QON 046 Progress of upgrade works at Mortlake Punt

Transcript page 69

The Hon. NATALIE WARD: Can I move to Mortlake Ferry. Mr Fuller, how are the upgrade works progressing at the Mortlake punt?

MATT FULLER: I'd have to take on notice exactly where they're at at the moment. I don't have that information at hand.

The Hon. NATALIE WARD: I note that local members weren't notified of that work first. Has the Department kept them updated and informed?

MATT FULLER: I'd have to check on that—certainly happy to. I'm not sure what's happened there, but I'll take that on notice.

The Hon. NATALIE WARD: Can we try to get an answer today, because obviously there are a lot of community members in touch with them. They didn't know the works were happening. They weren't informed. It would be helpful if we could get an understanding of what the intention is.

MATT FULLER: I'm very happy for the team to organise a catch-up with the local members and to inform them about where we're at so that they can get that—

The Hon. NATALIE WARD: Sure, but separately if we can have an answer about whether there is an intended program or if that's something that they need to put into place through you and with you, that would be helpful.

MATT FULLER: No problem. I'm happy to work out where we're at and meet with local members too.

Answer

I am advised:

- Construction work on the ramps (wharves) and associated infrastructure - providing access to the ferry - are progressing well and are on schedule for completion and return of the ferry service by the end of November 2025.
 - Demolition of the existing ramps has been completed, and foundation preparation and construction of the upgrades to the ramps have commenced.
 - Local members were notified of the work on 15 May 2025. Information about the Mortlake Ferry Upgrade is publicly available on the Transport for NSW website: <https://www.transport.nsw.gov.au/projects/current-projects/mortlake-ferry-upgrade>
 - In early May 2025, Transport for NSW briefed the City of Canada Bay and Ryde City Council on the Mortlake Ferry Upgrade
 - To provide early notice of the upgrade, Transport for NSW informed 144 residents near the Mortlake and Putney wharves via doorknocking and letterbox drops on 13 May 2025. Ferry passengers were also notified on the same day. The Peninsula Action Group received the notice a day earlier, on 12 May 2025, ahead of an upcoming briefing. A member of this community group posted the early notice on Facebook.
 - Transport for NSW briefed the Drummoyne and Ryde MP's on the project on 15 May 2025 and provided a copy of the early notice.
 - Transport for NSW provided a project briefing to the Peninsula Action Group on 19 May 2025
- On 28 May 2025, a start of work notification was distributed to residents and businesses around Mortlake and Putney wharves, announcing the project's June 2025 start date. The Drummoyne MP's office received this notification on 27 May 2025.
- Since the project commenced in June, Transport for NSW has issued monthly email updates to community subscribers. These monthly updates are issued to Drummoyne and Lane Cove Electoral Offices first, before being distributed to the broader community.

The Hon. NATALIE WARD: When will the Mortlake car ferry be operational again?
 MATT FULLER: I'd have to take that on notice. I don't have a date.
 The Hon. NATALIE WARD: Is that something we're able to get an answer on from the team while we work on some other things today?
 MATT FULLER: We'll do our best, but we'll see how we go.
 MATT FULLER: Ms Ward, I've just checked some of the public information on Mortlake Ferry. It does say that our works will be concluded within four months. We started that at the beginning of July, and on our website there is a bit of a comprehensive—
 The Hon. NATALIE WARD: Sorry, which one was that, just for Hansard?
 MATT FULLER: The Mortlake Ferry. It's scheduled for four months. We commenced that in July. On our website, it does have some detailed updates as we progress through each month, as to the works that are being undertaken and what the community can expect as part of those works.
 The Hon. NATALIE WARD: When will it be finished?
 MATT FULLER: But, certainly, we will be happy to meet with local members and provide them with a more comprehensive update.
 The Hon. NATALIE WARD: You'll undertake to do that?
 MATT FULLER: Yes, no problem.

Answer

I am advised:

Construction work on the ramps (wharves) and associated infrastructure providing access to the ferry are progressing well and are on schedule for completion and return of the ferry service by the end of November 2025.

Demolition of the existing ramps has been completed, and foundation preparation and construction of the upgrades to the ramps have commenced.

Local members were notified of the work on 15 May 2025.

This information is publicly available on the Transport for NSW website:
<https://www.transport.nsw.gov.au/projects/current-projects/mortlake-ferry-upgrade>

RRT-QON 048 Update on the progress to upgrade DFO roundabout Drummoyne Transcript page 70

The Hon. NATALIE WARD: Yes, I'm a little bit busy in estimates—as much as that sounds fabulous and exciting to do, thank you. Can you provide an update on the work to upgrade the DFO roundabout in Drummoyne? Anyone?

TRUDI MARES: Ms Rubalcaba?

RAQUEL RUBALCABA: I'll have a check. I'll come back to you.

The Hon. NATALIE WARD: I am just wondering why the community is waiting so long for that work. It does seem to have been quite extracted. It has been almost four years since the first announcement of that. I would just like to get a timeline.

RAQUEL RUBALCABA: Can I take that on notice? I'll come back to you as soon as I can.

Answer

I am advised:

Transport for NSW completed safety and traffic flow improvements at the roundabout and the on/off ramps at Homebush Bay Drive in December 2024. This work enhances safety and traffic flow for motorist and pedestrians, especially during peak periods and special

events.

This work was completed to improve road safety and traffic flow at this location in the short term, while the final design for Homebush Bay Drive and Australia Avenue intersection upgrade project is being finalised.

Transport for NSW will provide the community with an update once more information on the project is available. Information about the Homebush Bay Drive and Australia Avenue intersection upgrade project is publicly available on the Transport for NSW website: <https://www.transport.nsw.gov.au/projects/current-projects/homebush-bay-drive-and-australia-avenue>.

RRT-QON 049 M5 westbound upgrade at Moorebank - anticipated completion date of the installation of sound barriers along the M5 Bridge over George's River and other noise mitigation measures considered or included in the design brief
Transcript page 70

The Hon. NATALIE WARD: With the M5 westbound upgrade at Moorebank, will there be sound barriers installed along that M5 bridge over the Georges River?

RAQUEL RUBALCABA: I believe that the design is still progressing, so until that's complete, I can't give you that answer.

The Hon. NATALIE WARD: When will that be complete?

RAQUEL RUBALCABA: The contract has only just been awarded. I will have to find the exact date for when the design will be complete, but we will go out to the community for consultation as part of the planning conditions. That will be incorporated if there's any requirement for that.

The Hon. NATALIE WARD: Could you take on notice when you anticipate that process might be completed?

RAQUEL RUBALCABA: Yes, absolutely.

The Hon. NATALIE WARD: Could you take on notice whether it's the intention to install those sound barriers on the M5 at that bridge over the Georges River? If not, what other noise mitigation measures might be considered or included in that design brief? Obviously you've put a design brief together. Is that a part of it, or are there other options?

RAQUEL RUBALCABA: It's part of the technical studies that go through what is required—the monitoring that's done before, after and post, and what can be incorporated within the design. It will be progressive—design requirements, planning conditions—and then we'll consult with the community on those.

Answer

I am advised:

The M5 Westbound upgrade design phase is targeting completion in late 2025.

As indicated in the Project's Submissions Report, a noise barrier assessment was carried out as part of the M5 Westbound upgrade Review of Environmental Factors (REF). This found that a barrier on the southern side of the proposed new bridge would not meet the minimum performance requirements of Transport's Road Noise Mitigation Guideline and, therefore, is not a reasonable option for noise mitigation in this location.

A noise barrier assessment was not carried out for the existing Georges River bridges to the north as part of the REF, however, an assessment was previously completed as part of the Noise Abatement Program. This assessment found that a four-metre high extension of the noise barrier would achieve the minimum performance requirements. However, Transport for NSW has determined a noise barrier on the northern side of the existing

eastbound Georges River bridge would not be reasonable due to structural limitations of the bridge, and it is not proposed to be included on the existing M5 Motorway Georges River bridge.

Transport for NSW has already initiated the first steps to install at-property treatment measures, with engagement with impacted residents and property owners underway.

RRT-QON 050 M5 westbound upgrade - when will construction start and is the final design complete
Transcript page 70

The Hon. NATALIE WARD: What's the timeline for the completion of the M5 westbound upgrade?

RAQUEL RUBALCABA: Let me just double-check on my sheet. There's a lot of data for me.

The Hon. NATALIE WARD: While you're doing that, we might also find out when construction will start.

RAQUEL RUBALCABA: I'm happy to come back in two minutes.

The Hon. NATALIE WARD: Yes, if you could.

RAQUEL RUBALCABA: Sorry, there's just a lot of data for me to filter through here.

The Hon. NATALIE WARD: Just the timeline for the completion of that—just for clarity—M5 westbound upgrade. When will construction start on that, and is the final design complete on that one?

Answer

I am advised:

I refer to the response to LA 5586.

RRT-QON 051 Alfords Point Road - proposed change to speed limit
Transcript page 70 - 71

The Hon. NATALIE WARD: Alfords Point Road—am I pronouncing that right? What prompted the proposed speed limit change on Alfords Point Road? Anyone?

JOSH MURRAY: We'll take that on notice, Ms Ward.

The Hon. NATALIE WARD: How many submissions did Transport for NSW receive regarding the changed speed limit on Alfords Point Road?

JOSH MURRAY: Again, I think we'll take that on notice and make sure we get the latest on how that came about.

The Hon. NATALIE WARD: Mr Murray, that would be very helpful. If you could perhaps also take on notice how many of those submissions were in favour of the changed speed limit and how many were against the proposed speed limit change. Mr Murray?

JOSH MURRAY: Yes, thank you

Answer

I am advised:

Transport for NSW recently installed a central barrier along Alfords Point Road, between Alfords Point Bridge and Menai Road, to prevent head-on crashes. Other improvements, including enhanced line marking and extra delineation, were also implemented. These upgrades have significantly improved safety, especially at night when most crashes had been occurring.

Transport for NSW is not currently pursuing speed zone changes along Alford's Point Road, because of the recent safety improvements. Transport for NSW will continue to monitor the road's safety performance.

RRT-QON 052 Enforcement of tonnage limits on Nuwarra Road, Moorebank
Transcript page 71

The Hon. NATALIE WARD: Sorry, we just need something for the Hansard to confirm that. How does Transport for NSW enforce the tonnage limits, and what has been done to enforce the tonnage limit on Nuwarra Road, Moorebank? That would be helpful.
 JOSH MURRAY: I'll take that on notice as well

Answer

I am advised:

Nuwarra Road, Moorebank is a Council owned road under the care and control of Liverpool City Council. Matters pertaining to load limits are a matter for Council. The NSW Police and the National Heavy Vehicle Regulator are responsible for enforcement.

RRT-QON 053 Transport for NSW restructure and list of positions
Transcript page 71

The Hon. NATALIE WARD: I appreciate that, Mr Fuller. Mr Murray, the Government claims to have reduced the TSSE, or Transport senior service executive positions, by 200 roles. Is that correct?
 JOSH MURRAY: That's correct. More than 200.
 The Hon. NATALIE WARD: More than?
 JOSH MURRAY: Yes.
 The Hon. NATALIE WARD: Is Transport aware of what roles have been reduced?
 JOSH MURRAY: Yes, those are roles that have left the organisation.
 The Hon. NATALIE WARD: Sorry?
 JOSH MURRAY: Those roles have left the organisation.
 The Hon. NATALIE WARD: Have left?
 JOSH MURRAY: Yes.
 The Hon. NATALIE WARD: Those roles have left? Over 200 roles?
 JOSH MURRAY: Correct.
 The Hon. NATALIE WARD: Do you have a list of those positions? Just the titles. I don't need the names, obviously, but the titles.
 JOSH MURRAY: I don't have that available with me. I'd be happy to take it on notice. They have been part of the first stage restructure of the leadership of the organisation, completed over the last financial year.
 The Hon. NATALIE WARD: You're happy to take that on notice?
 JOSH MURRAY: Yes.
 The Hon. NATALIE WARD: The position titles are all we need. If you could take on notice all the 200-plus roles that have left, that would be helpful, just to be clear on what we're after.
 JOSH MURRAY: Yes.

Answer

I am advised:

Since June 2023, a total of 279 TSSE role across the Transport Portfolio have been abolished. This includes 209 TSSE roles abolished from TfNSW.

RRT-QON 054 Progress of the delivery of the underpass at Noorumba
Transcript page 75

The CHAIR: There has been reported as well, about the underpass at Noorumba, that the delivery of that underpass is being held up because of a stalemate, if you like, between Lendlease and Stockland. Is that happening?

TRUDI MARES: I don't know if it's actually delaying that delivery, but I do know there are some legal proceedings between the two at the moment.

The CHAIR: Just to be clear in terms of the construction of that underpass at Noorumba, is it being delayed as a result of that?

TRUDI MARES: I would have to take that on notice. I'm not sure if it's impacting that, but I do know they are in legal discussions.

The CHAIR: Okay. The land, I understand—no, I think this is for environment, in terms of the land being pledged, as well, to the Government for part of the national park. Thirty-six hectares or something. This is part of that legal dispute, is it?

SALLY WEBB: My understanding is that's a separate parcel of land.

The CHAIR: Has that been handed over to government? I think that was part of the commitment by Lendlease. Is that correct?

SALLY WEBB: I'd have to take that on notice.

Answer

I am advised:

Stockland is in negotiations with the landowners to enable access for the construction of the interim underpass between Beulah Biobank and Browns Bush. Transport for NSW is in discussion with Stockland to finalise the construction timing.

RRT-QON 055 List of the 46 successful application for the Boating Infrastructure for Communities grants
Transcript page 75

The Hon. MARK BANASIAK: Mr Collins, I might be pushing the friendship here, but are you able to provide the Committee with copies of the 46 successful applications for the Boating Infrastructure for Communities grant? Obviously, any redactions that need to be made in terms of personal information, I'm not interested in any of that. I just want the substance and more detail around what they're hoping to achieve.

HOWARD COLLINS: I mean, hopefully with further dialogue with the ED of Maritime Mark Hutchings, maybe that's something that he and you can have a look at in the future. To confirm, the caravan park for that boat ramp, part of the grant, 50 per cent by the caravan park, 50 per cent by Maritime grant, and it is access to the public at all times, so it's not a private wharf. But I will find out from the 46 projects what information we have available.

The Hon. MARK BANASIAK: Sure. Thank you.

Answer

I am advised:

Information regarding the most recent recipients can be found on the Boating Infrastructure for Communities website (<https://www.nsw.gov.au/grants-and-funding/boating-infrastructure-for-communities>).

RRT-QON 056 Progress of outstanding projects for 2020 maritime stimulus projects
Transcript page 75 - 76

The Hon. MARK BANASIAK: I might check back in next estimates on that. The 2020 maritime stimulus projects is what I keep checking up on. It's probably easiest to ask which ones are still outstanding. This is the \$205 million—

HOWARD COLLINS: According to my note here, there are very few outstanding. I will get the team to provide you, on notice, the ones which are still either to be completed or started, but that is quite a small number.

The Hon. MARK BANASIAK: Sure. The South Coast Boating Network Plan. Have any specific projects, I guess, that were identified in, I think, chapter three on improvement opportunities—have any of them been initiated? Or requests for funding?

HOWARD COLLINS: Again, that's the 2020 plan?

The Hon. MARK BANASIAK: Yes.

HOWARD COLLINS: I'm not party to or have in front of me the details of that, but I will take that away. I think there have been a number of—

The Hon. MARK BANASIAK: Sorry, 2023 plan.

HOWARD COLLINS: The 2023 plan. Yes, I think there have been a number of projects which have been initiated. But again, let me take that on notice and compare that plan in 2023 with any works which have been carried out since then.

Answer

I am advised:

As at May 2025, there are 13 outstanding projects:

1. Manly Sea Life/Manly Cove West
2. Balls Head Coal Loader Wharf
3. Cape Don Vessel Berthing
4. Narooma Wharf Replacement
5. Tuncurry Travel Lift
6. Crowdy Head Jetty Replacement
7. Brunswick Heads Harbour upgrade
8. Wentworth Point Stage 2
9. Swansea Breakwater Upgrade/Reid Reserve breakwall
10. Manly East Wharf Upgrade
11. Port Macquarie Southern Breakwater Upgrade
12. Darling Point Wharf Upgrade
13. Woollooware Bay.

RRT-QON 057 Planning around O'Connell Road and the Oberon War Memorial Trees
Transcript page 77-78

The Hon. NICHOLE OVERALL: Okay, and so just specifically—and you may not know, given that answer there—is there planning around O'Connell Road and the Oberon War Memorial trees?

TRUDI MARES: I don't have any specifics on that. I don't know if Mr Hayes does.

The Hon. NICHOLE OVERALL: Obviously that's from a heritage perspective as well, so perhaps that could be taken on notice.

TRUDI MARES: We'll take that on board. We'll reach out.

Answer

I am advised:

The proponents of renewable energy projects are responsible for planning Over Size Over Mass vehicle movements. The proponents are required to include impact mitigation measures as part of their Environmental Impact Statement, which is then made available for public comment through the Department of Planning, Housing and Infrastructure.

Transport for NSW has been reviewing plans from a renewable energy proponent along O'Connell Road. Transport for NSW assesses the Environmental Impact Statement submitted to the Department of Planning, Housing and Infrastructure and may recommend conditions to ensure the efficiency and safety of the road network.

Questions about the Oberon War Memorial Trees should be directed to the Minister for Planning.

**RRT-QON 058 Percentage of the number of mobile phone camera fines that have been incorrectly issued and subsequently challenged—challenged and then cancelled, challenged in writing and cancelled when they're at court
Transcript page 78**

The Hon. NICHOLE OVERALL: That would be great. Just quickly, Mr Murray, I will pose this one to you, please. Is it possible to get a percentage of the number of mobile phone camera fines that have been incorrectly issued and subsequently challenged—challenged and then cancelled, challenged in writing and cancelled when they're at court?

JOSH MURRAY: Yes, we can get that. Bernard?

BERNARD CARLON: Yes, we could get that on notice. Those notices are relatively low compared to the total quantum of fines and detections, and we've seen the detection rate actually also decline significantly by about 12 times since we started the program six years ago.

The Hon. NICHOLE OVERALL: When you say relatively low, what sort of percentage do you think, just off the top of your head?

BERNARD CARLON: Rather than hazard a guess, we'll answer it on notice. I think that would be best, but we do have that data.

The Hon. NICHOLE OVERALL: Okay. Because the figures that I've been made aware of are suggesting it's certainly not single figures.

BERNARD CARLON: My understanding was that it would be, but we'll get that to you.

Answer

I am advised:

In 2024, Mobile Phone Detection Cameras performed 141,018,841 vehicle checks, resulting in 147,291 fines being issued for mobile phone offences, a non-compliance rate of 0.10%.

In 2024, a total of 2,560 court attendance notices were issued in which 72 representations were received in writing, on further review 33 were withdrawn and seven subsequently found not guilty at hearing in court by a magistrate.

Less than 1.6% (40 of 2,560) of court attendance notices, following representations in writing, were either withdrawn or the defendant was found not guilty.

**RRT-QON 059 The Warringah Freeway upgrade and Western Harbour tunnel trees including consultation with North Sydney Council
Transcript page 79**

The Hon. NATALIE WARD: The Warringah Freeway upgrade and Western Harbour tunnel trees—

Ms Mares? No?

RAQUEL RUBALCABA: I'll take that.

The Hon. NATALIE WARD: Thank you. Three thousand trees were removed for the projects and it's a condition of the project's approval that those trees be replaced two for one on public land, prioritised within 500 metres of the construction boundary. Will this condition still be met?

RAQUEL RUBALCABA: It's always our intent to meet the conditions of the approval. We are working closely with the councils as to where those can go. I don't have the exact details of where they're going to go, but

if you want more specific details, I can get those for you.

The Hon. NATALIE WARD: If you would take that on notice, that'd be—as at today, will that target be met? Will 6,000 trees be planted?

RAQUEL RUBALCABA: That's always our intent, yes.

The Hon. NATALIE WARD: I understand. But you're happy to take on notice where that might be at the moment, any challenges with that, understanding there may be some?

RAQUEL RUBALCABA: Correct.

The Hon. NATALIE WARD: How are discussions proceeding with North Sydney Council? You mentioned that you're having those ongoing discussions.

RAQUEL RUBALCABA: We have various consultation groups that we meet, whether it be for intersection works, whether it be for the wider network.

The Hon. NATALIE WARD: Just on the trees specifically.

RAQUEL RUBALCABA: On the trees? I don't have those exact details, but I'll come back to you.

The Hon. NATALIE WARD: On notice?

RAQUEL RUBALCABA: Yes, on notice.

Answer

I am advised:

The Minister's Conditions of Approval requires the project to replace trees at a ratio of 2:1 and deliver an increase in tree canopy, with plantings both in and beyond the project boundary, unless otherwise agreed by the Secretary for Planning.

The Warringah Freeway project has started replanting trees and landscaping within the project area. Tree replacement will continue progressively through to the completion of the Western Harbour Tunnel in 2028. A Tree Replacement Strategy has been developed in partnership with North Sydney Council and with feedback from the community.

Transport for NSW has been working closely with North Sydney Council and established a Tree Replacement Working Group in Q3 2023. This Working Group has met seven times including three meetings in 2025.

RRT-QON 060 The Warringah Freeway upgrade and Western Harbour tunnel trees - replacement trees beyond 500 metres from the construction boundary and whether there will be tree planting on private land **Transcript page 79 - 80**

The Hon. NATALIE WARD: Is Transport looking at putting some of their replacement trees beyond the 500-metre construction boundary?

RAQUEL RUBALCABA: We would do that under consultation, and we would have that pre-agreed before we did that. That's tied up with the initial, and on notice we'll come back

with the plan for where those replacement trees are going, whether they're within or without the boundary.

The Hon. NATALIE WARD: And how many might be likely to be beyond the 500 metres.

RAQUEL RUBALCABA: Yes.

The Hon. NATALIE WARD: Is private land also being considered for the tree plantings?

RAQUEL RUBALCABA: I can't answer that right now. I'll take that on notice and wrap all that up together.

The Hon. NATALIE WARD: When can the public expect an update on that tree replacement strategy and an indication of exactly where those 6,000 trees have and will be planted?

RAQUEL RUBALCABA: Thank you, but I'll take that on notice.

Answer

I am advised:

Transport for NSW is prioritising the replacement of trees within the 500-metre project construction boundary and within the construction areas that are no longer required for the Warringah Freeway Upgrade and Western Harbour Tunnel projects. Given the expansion of the Freeway and the new road infrastructure being built, together with the highly constrained urban environment, meeting the 2-for-1 requirement within the project area is challenging.

Transport for NSW and North Sydney Council are continuing to work collaboratively on the Tree Replacement Strategy, and will be carrying out detailed, on-the-ground surveys of planting locations in the coming months to identify planting opportunities. Following this process, Transport for NSW will then be seeking further community input on the Strategy, which will occur in 2026.

Transport for NSW is working closely with North Sydney Council via a Tree Replacement Working Group to prioritise plantings within the project area, but is also investigating additional planting opportunities within the North Sydney Local Government Area to help meet the requirements for the 2 for 1 tree replacement and deliver an increase in tree canopy.

Private land is not being considered as the Condition of Approval requires the replacement trees to be located on public land.

A Landscape Strategy Report will also be delivered within nine months of the Western Harbour Tunnel starting operation in 2028, which will confirm the type, size, number and location of replacement trees.

RRT-QON 061 Eastern Creek truck rest stop

Transcript page 81

The Hon. NATALIE WARD: How many trucks are expected to use this site each day?

TRUDI MARES: I would have to take that on notice. I think we may have given an indicative idea of numbers on there, but let me check that. I should be able to answer that now.

Answer

I am advised:

The Western Sydney rest area at Eastern Creek will be designed to accommodate up to 100 heavy vehicles.

RRT-QON 062 Mona Vale Road West - why there is a need for another detailed design and environmental assessment and whether it differs from the previous environmental assessment

Transcript page 81

The Hon. NATALIE WARD: If you could. Do we have an answer on Mona Vale Road West?

RAQUEL RUBALCABA: We do. Mona Vale Road West, we're targeting 2028 but understanding—

The Hon. NATALIE WARD: For construction to start?

RAQUEL RUBALCABA: For the start of construction.

The Hon. NATALIE WARD: In 2028?

RAQUEL RUBALCABA: We're just finalising the detailed design, environmental assessments and procurement, but we are looking to see how we can accelerate that. We do understand and appreciate the urgency of trying to get this completed.

The Hon. NATALIE WARD: Why does there have to be detailed design again? It was already in place and shut down and then re-announced. It's the same design, isn't it? Has the design changed?

RAQUEL RUBALCABA: With any fund, we have to do the due diligence on the design. I'm not sure what has changed since the original announcement.

The Hon. NATALIE WARD: I'm not having a go at you. With respect, it's half-constructed. It's sitting there with tarpaulin over it. What needs to be redesigned?

RAQUEL RUBALCABA: I don't have that specific detail.

The Hon. NATALIE WARD: Could you take on notice what needs to be redesigned on this project?

RAQUEL RUBALCABA: Yes.

The Hon. NATALIE WARD: Could you take on notice what environmental impact statement needs to be done on this project that would differ from the previous environmental impact statement undertaken by the Coalition Government prior to construction and subsequent shutdown by this Labor Government?

RAQUEL RUBALCABA: I'm happy to take that on notice.

Answer

I am advised:

The Mona Vale Road West Upgrade involves an upgrade of 3.4 kilometres of Mona Vale Road from two lanes to four lanes between McCarrs Creek Road, Terrey Hills and Powderworks Road, Ingleside.

The Mona Vale Road West project, as presented in the approved Review of Environmental Factors (REF) in 2017, was at planning stage and the design was indicative only. Post approval, the project has been subject to ongoing design development, requiring further investigations, engineering analyses and construction planning activities such as refining methodologies.

The detailed design phase includes additional investigations to mitigate high risk items identified within the previous phase of development and lessons learned from the Mona Vale Road East project, including utility, property, geotechnical and environmental considerations.

Construction is planned to start in 2028, pending finalisation of detailed design, utilities, additional environmental assessments and procurement of a delivery contractor. Noting the importance of the upgrade, Transport for NSW is looking at opportunities to bring the program forward.

Transport for NSW will continue to keep the community updated as critical planning and detailed design progresses for the Mona Vale Road West Upgrade project, ahead of its construction.

RRT-QON 063 Murrumbateman pedestrian crossing
Transcript page 84

The CHAIR: I have something provided to me by a constituent in Yass that says the local community association has been requesting for years, apparently—this is in Murrumbateman—a pedestrian crossing across the highway. This is where Murrumbateman Road meets the Barton Highway. They've requested a pedestrian crossing around the part where the main shops are to the public toilets. This has been requested for quite some time, no luck. There's also apparently no lighting at the intersection at night, which makes it particularly dangerous. Why is it so hard? That's Transport for NSW; it's not local council, is it, in terms of pedestrians? Or has that been handed to local councils, in terms of pedestrians on highways? That is pedestrian crossings, just to be clear.

ANTHONY HAYES: Is that a State road or a council road?

The CHAIR: Murrumbateman Road meets the Barton Highway—I'm not sure, actually.

ANTHONY HAYES: I'll have to look into that. If you would like to provide me the details, I'd be happy to investigate.

The CHAIR: They're suggesting that it's Transport for NSW which has rejected the—that it's been difficult to get an approval from Transport for NSW for this.

ANTHONY HAYES: I'm very happy to investigate if you wish to pass me the details, absolutely.

The CHAIR: I'll do that, thank you. Excellent. Back to the Opposition.

Answer

I am advised:

I have received correspondence from The Hon. Wendy Tuckerman, Member for Goulburn on 19 August 2025 (the day of the Budget Estimates Hearing), in relation to this matter. The Australian and NSW Governments have committed \$242.9 million towards the upgrade of the Barton Highway, with \$178.6 million provided by the Australian Government and \$64.3 million by the NSW Government.

The Australian Government is investing an additional \$25 million to plan future upgrades along the Barton Highway, bringing the Australian Government committed funding to \$203.6M. This \$25 million Barton Highway upgrade program - Future Stages - Planning project will support planning for future upgrades to the Barton Highway and is expected to start later this year. This funding will provide greater certainty for the overall corridor and the local community.

Transport for NSW is carrying out safety improvements to the Barton Highway jointly funded by the Australian and NSW Governments under the Road Safety Program. These short-term safety upgrades will be delivered at locations that will complement future stages of the Barton Highway upgrade project, which is progressing well with planning and development for the second stage of duplication.

Work is currently underway on the concept design and Review of Environmental Factors for the Barton Highway Stage 2. The start date for detailed design for the Barton Highway Stage 2 will begin after the concept design and Review of Environmental Factors process are finalised.

The future development of the duplication works is ongoing, with the bypass of Murrumbateman being highlighted as a priority for future funding.

RRT-QON 064 Safer school zones
Transcript page 85

The Hon. NICHOLE OVERALL: Do you know how many schools have been or will be part of this?

BERNARD CARLON: There were 35 schools, in my understanding, reviewed as part of that process. Certainly that was in relation to them providing feedback to us, but the new technical rewrite of the standard would affect all school zones across the State.

The Hon. NICHOLE OVERALL: Of the 35, are you aware how many are regional schools?

BERNARD CARLON: I don't have the breakdown in front of me but I'm happy to provide that on notice.

The Hon. NICHOLE OVERALL: That would be great. If it could be a list, that would be wonderful as well.

Answer

I am advised:

I refer to the response provided to the Question on Notice 87 in the Special Minister of State, Roads, Arts, Music and the Night-time Economy, Jobs and Tourism Budget Estimates hearing on 11 March 2025.

RRT-QON 065 Legal fees spent on the M6
Transcript page 88

The Hon. NATALIE WARD: Can I just go back to the M6. Ms Rubalcaba, how much has been spent on legal fees to date on the M6?

RAQUEL RUBALCABA: Thank you for the question. I don't have the detailed breakdown of that level and I'm not sure—

The Hon. NATALIE WARD: I'm not after a detailed breakdown. I'm just asking what has been spent on legal fees on the M6.

JOSH MURRAY: We'll take that on notice at this stage.

Answer

I am advised:

I refer to the response provided to the Question on Notice 87 in the Special Minister of State, Roads, Arts, Music and the Night-time Economy, Jobs and Tourism Budget Estimates hearing on 11 March 2025.

RRT-QON 066 Potholes - progress of the cold mix trial and whether the cold mix is being used post-trial and at what sites and integrations are being used
Transcript page 88

The Hon. NATALIE WARD: Who is dealing with potholes? I think we had some mention of potholes earlier today.

JOSH MURRAY: Mr Fuller?

The Hon. NATALIE WARD: I think you mentioned some of the work that has been done. I appreciate that's an ongoing thing, particularly with all of this rain at the moment. Is the

cold mix still being used to deal with—there was a trial. That is something that seems to prosper in rain—doesn't need to wait for it to dry out. Is that still being used?

MATT FULLER: We use varying forms of different approaches in different parts of the State and my understanding is we're still utilising the cold mix where it's appropriate.

The Hon. NATALIE WARD: Could you take on notice where the cold mix is being used post that trial?

MATT FULLER: Sure.

The Hon. NATALIE WARD: At what sites and what integration that is being used—or is that trial over and it's finished?

MATT FULLER: I can take that on notice.

The Hon. NATALIE WARD: That would be helpful. And any other options—you said you have other options. What are they and where are they being used?

MATT FULLER: It depends on the road surface. There are different methods that are appropriate for obviously the different road surfaces that apply, so they're spread far and wide right across the State.

The Hon. NATALIE WARD: If you could take on notice what those different methods are, that would be great.

MATT FULLER: Sure.

Answer

I am advised:

The cold mix is being used throughout Greater Sydney and Regional NSW, in line with international practice for pavement management.

Cold mix is used as a temporary measure for pothole repairs within Greater Sydney during wet weather or in situations where the pavement is wet and needs urgent repair to ensure safe transit. In dry weather, potholes are typically filled with hot mix asphalt. This asphalt mix is the same used for pavement resurfacing, providing a more durable treatment, reducing the risk of reoccurrence.

Cold mix is used across State roads in regional NSW to repair potholes, with the exception of concrete roads. Another common method to repair potholes is the application of bitumen emulsion and aggregate. This technique uses layers of sprayed bitumen and placed stone aggregate to repair the pothole. It is common to use bitumen and aggregate on sealed gravel roads and cold mix on asphalt roads (however, both techniques can be used on each road type).

Pavefix is another product also used in some of the higher traffic volume roads. Cold mix is commonly used to repair potholes by Road Maintenance Council Contract (RMCC) partners on the State road network, particularly within the urban limits of their LGA. Councils routinely use cold mix to repair potholes on their sealed Local and Regional Road networks.

A cold mix asphalt trial was conducted to investigate suitable pothole patching products to understand their effectiveness during severe weather conditions. Six cold mix products were trialled on four different roads sections (Bells line of Road, Darling Causeway, Mid Dural Road and Cumberland Highway). The trial commenced in late 2022 and the trial potholes were monitored for a nine-month period until September 2023.