



Minister for Roads
QUESTION ON NOTICE

QUESTION TAKEN ON NOTICE FROM THE HON DUNCAN GAY DURING THE ROADS BUDGET ESTIMATES COMMITTEE SUPPLEMENTARY HEARING HELD ON MONDAY, 17 NOVEMBER 2008.

QUESTION:

The Hon. DUNCAN GAY: Could you provide me with details showing how many fatalities occurred each year for the past five years on the Banora Point and Tintenbar to Ewingsdale highway black spots?

Mr WIELINGA: We can do that. I cannot do that now but we will take that question on notice and provide that information for you.

The Hon. DUNCAN GAY: Could you also provide a breakdown of how many deaths have occurred on all the Pacific Highway black spots?

Mr WIELINGA: We could do that, yes.

ANSWER:

I am advised:

Over the last full five years, the number of fatal crashes and persons killed on the length of Highway to be upgraded by the Banora Point and Tintenbar to Ewingsdale projects are:

Banora Point

2003 - 1 fatal crash with 1 person killed

2004 - Nil fatal crashes

2005 - Nil fatal crashes

2006 - 1 fatal crash with 1 person killed

2007 - 1 fatal crash with 1 person killed

In 2008 to date, there have been no fatal crashes at Banora Point.

Tintenbar to Ewingsdale

2003 - 1 fatal crash with 1 person killed

2004 - Nil fatal crashes

2005 - 2 fatal crashes with 2 persons killed

2006 - 1 fatal crash with 1 person killed

2007 - Nil fatal crashes

In 2008 to date, there have been 2 fatal crashes on the Tintenbar to Ewingsdale length with 2 persons killed.

In terms of other crash locations on the Pacific Highway, the RTA does not define blackspots based on fatal crashes. Rather it examines whole crash histories on an ongoing basis to identify where there are crash problems and to identify suitable treatments. However, the number of fatal crashes and persons killed on the entire Pacific Highway north of Hexham is as per below.

Over the last five full years, the fatal crashes have been diversely spread across the length of the highway.

2003 - 43 fatal crashes with 55 persons killed

2004 - 26 fatal crashes with 32 persons killed

2005 - 25 fatal crashes with 33 persons killed

2006 - 23 fatal crashes with 24 persons killed

2007 - 25 fatal crashes with 27 persons killed

In 2008 to date, there have been 22 fatal crashes with 24 persons killed.

One of the objectives of the Pacific Highway Upgrade is to reduce road accidents and injuries. Since the inception of the Pacific Highway Upgrade Program in 1996, there has been a significant decrease in the number of fatal crashes on the Pacific Highway.

This decrease is the result of upgrading priority sections of the highway such as the Yelgun to Chinderah Freeway in 2002, the Lakes Way interchange in 2005, the Coopernook Bypass (including improvements to the Harrington Road intersection) and section one of the Karuah to Bulahdelah project (including improvements to the Tea Gardens/Myall Way intersection) in 2006, the Brunswick Heads to Yelgun upgrade in 2007 and most recently the Bonville upgrade in September of this year.

No fatalities have occurred on the section of the highway at Banora Point since the installation of a median barrier between Terranora Road and Minjungbal Drive in 2007.

Michael Daley MP
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QUESTION:

The Hon. DUNCAN GAY: If I accept your argument, it would make more sense if you actually did toll both peaks but you are only tolling one peak?

Mr WIELINGA: No, we are tolling both peaks but we are tolling both in one direction.

The Hon. DUNCAN GAY: Which is only one peak period. What percentage of traffic comes in of a morning from the north?

Mr WIELINGA: I will have to get the figures for you in the actual peak, but there is about 85,000 all day in that direction.

ANSWER:

I am advised:

During the morning peak (6.30 am – 9.30 am), 24 per cent of the daily average of traffic crosses the bridge from north to south. This equates to approximately 20,354 vehicles.

During the afternoon peak (4.00 pm – 7.00 pm), 20 per cent of the daily average of traffic crosses the bridge from north to south. This equates to approximately 16,914 vehicles.

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QUESTION:

Ms LEE RHIANNON: I will ask you about two of the reports on the north side, that is, items 11 and 14 in the Roads and Traffic Authority's Bicycle Master Plan 2010. Item 11 is Chatswood to Warringah Mall, which is said to be completed in 2009, and the other is the Sydney Harbour Bridge to Warringah Mall, which is to be completed in 2009. Could you give us a progress report on these two projects? I am interested to know when they were commenced, are any maps available, and are local bicycle groups and councils being consulted?

Mr BUSHBY: I have not got those details in front of me. I would be happy to take that on notice and provide you with the information

Ms LEE RHIANNON: Thank you for taking it on notice. To clarify, when you outlined in response to my question about the Spit-Military Road corridor report that they could take a quieter route, you were not referring in any way to the Chatswood to Warringah Mall and the Sydney Harbour Bridge to Warringah Mall projects?

Mr BUSHBY: The regional route that I referred to on the quieter streets is potentially part of the Harbour Bridge to Warringah Mall corridor.

Ms LEE RHIANNON: But you are not sure where it is up to and you will take it on notice?

Mr BUSHBY: I will take it on notice.

ANSWER:

I am advised:

A concept plan and report was completed in May 1999 for the Sydney Harbour Bridge to Warringah Mall cycleway. Design development for the section of cycleway between Ernest Street/Ridge Street and the Sydney Harbour Bridge will be undertaken following completion of the section of the Chatswood to Harbour Bridge cycleway between Chatswood Railway Station and Ernest Street/Ridge Street. This section includes the completed cycleway between Artarmon Reserve and Merrenburn Avenue, Naremburn as part of the Lane Cove Tunnel project.

No further action is currently scheduled to be undertaken on these routes until priorities in other areas have been completed. Therefore there are no detailed maps or plans available.

As each project goes through its phases of being developed determined and constructed, Bicycle NSW and the North Shore Bicycle User Group, together with the Councils of North Sydney, Mosman, Manly and Warringah, are involved in the investigations.

The existing cycle route from the Spit Bridge to Cremorne, as detailed in the current RTA Sydney & Parramatta cycling guide, is expected to form part of the completed Sydney Harbour Bridge to Warringah Mall cycleway.

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QUESTION:

Ms LEE RHIANNON: In 2005 Mr Costa, when he was Minister, said there were 3,000 kilometres of cycle ways in New South Wales. Earlier this year Mr Roozendaal said there were 3,900 kilometres of cycle ways. What are the current kilometres of cycle ways in New South Wales?

Mr WIELINGA: We will have to come back to you with the latest number.

ANSWER:

I am advised:

There are now more than 4,100 kilometres of cycleways in service across New South Wales for the use of cyclists and pedestrians.

Michael Daley MP
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QUESTION:

Ms LEE RHIANNON: Can any other witness clarify that? For example, is it the case that if a car drives in the lanes in the city marked with a stencil that the driver cannot be fined?

Mr WIELINGA: We will get some details of the Australian road rules and come back to you.

ANSWER:

I am advised:

Bicycle stencils on roads have no legal effect under the road rules. They are used mainly by local government to highlight roads which may be part of a bicycle route.

Under the current road rules, on-road bicycle lanes are defined by bicycle lane signs. Vehicles other than bicycles are not generally permitted to travel in bike lanes. One exception to travelling in a bike lane includes when entering or leaving the road. In this instance a maximum distance of 50 metres applies.

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QUESTION:

Ms LEE RHIANNON: As to the car door issue, many bike lanes are close to parked cars and the car door opens into the bike lane. Do you have any figures on people riding bikes who are injured by car doors being opened?

Mr BUSHBY: We would have to check our road safety statistics to be able to tell you that. I would be surprised if we had them, but we can look at the statistics.

Ms LEE RHIANNON: Can you take it on notice as to, one, any figures and, two, any discussion? It is a problem and an issue of debate within cycling circles, particularly for inexperienced bike riders. The experienced ones know to be on the edge of the lane, but others think they are safe. They are cycling along and it can cause a problem. Would you take on notice whether the RTA is giving any consideration to that?

Mr BUSHBY: We will get back to you. I guess it is probably worth adding at this point that certainly some of the councils are aware of the concern that you have expressed. In the city of Sydney the council, for exactly the reason you are talking about, is trying to separate physically the cyclists from the motorised traffic. The council has been working with the RTA to try to identify locations where we could have two-way bike paths.

ANSWER:

I am advised:

Based on crash data during the three year period between 2005 and 2007, there were on average 1,188 bicycle crashes per year. Of these crashes, 63 (around 5 per cent) involved an impact with an open car door.

In around 98 per cent of bicycle crashes involving open car doors, the rider was over 17 years of age.

On average, one bicyclist is fatally injured every year from an impact with an open car door, or subsequent impact with a following vehicle once they have fallen onto the road.

In terms of total road crashes, bicycle crashes involving an open car door account for around 0.3 per cent of fatalities and 0.2 per cent of injuries.

The Roads and Traffic Authority (RTA) is aware that opening doors from parked or stationary cars presents a risk to bicyclists. Infrastructure options that separate bicycles from other types of traffic are preferred. To this end, the State

Government is committed to making appropriate provision for cyclists on all new major roads that are constructed by and for the RTA. Provision can also be made for cyclists where new major work is being carried out on arterial roads.

Recent examples of separated cycleways include the Epping Road cycleway, the M7 cycleway, and the separated bicycle path along King Street in the Sydney CBD that is currently under construction.

Furthermore, the RTA encourages local councils to make appropriate provision for cyclists by providing 50:50 funding for approved bicycle network projects.

During 2008-2009, the RTA has allocated more than \$4.2 million to fund 91 local cycleway works within 76 council areas across NSW. Participating councils include Ashfield, Blacktown, Fairfield, North Sydney, Kiama, Wollongong, Gosford, Newcastle, Ballina, Lismore, Albury, Murrumbidgee, Young, Bathurst, Dubbo and Orange, to name a few.

In addition to its significant investment in infrastructure, the RTA also provides bicycle education for school aged children.

An extensive range of free curriculum-based resources for teachers, students and parents to address safe cycling has been provided to schools throughout NSW. All of these resources are developed by the RTA in conjunction with the NSW education agencies. These resources contain teaching and learning activities which address the benefits of helmet use, safe cycling practices and the laws pertaining to cycling on the road. Messages concerning safety on wheels are communicated through road safety education in school Personal Development, Health and Physical Education programs from Kindergarten through to Year 10.

Cyclist safety is also improved by better management of speeding drivers. Thus the RTA's education (eg speeding "no one thinks big of you" or "pinkie campaign") and enforcement strategies help cyclists.

In summary, the RTA is investing considerable resources to both infrastructure and education to promote safe cycling in NSW.

Michael Daley MP
Minister



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QUESTION TAKEN ON NOTICE FROM THE HON MARIE FICARRA DURING THE ROADS BUDGET ESTIMATES COMMITTEE SUPPLEMENTARY HEARING HELD ON MONDAY, 17 NOVEMBER 2008.

QUESTION:

The Hon. MARIE FICARRA:

Mr Wielinga, on the topic of flashing lights and road safety, how many companies are involved in the rollout process?

Mr WIELINGA: There are at least three or four. Can we come back to you with the details on those, please?

The Hon. MARIE FICARRA: Sure. And also what percentage does the company Streetscape Projects have in this rollout and what is the value?

Mr WIELINGA: We will come back to you on that.

ANSWER:

I am advised:

The Alert Signs and communication systems used for the 2008 rollout were provided under an interim arrangement with Technisyst Pty Ltd (now called Sigtec Pty Ltd).

For the 2009 rollout and beyond, the RTA has issued a number of tenders for Alert Signs, Alert Device Controllers, Central Management Computer and Installation and Maintenance.

Three companies have been engaged to participate in a type approved process to supply the Alert Signs. They are:

1. Hi-Vis Signs & Safety Pty Ltd
2. Aldridge Electrical Industries Pty Ltd
3. Axent Global Pty Ltd.

Sigtec Pty Ltd has been awarded a contract for the supply of Alert Device Controllers.

On 5 August 2008, the RTA advertised a tender for the design and supply of a Central Management Computer (back-to-base) for School Zone Alert Devices. The tender closed on 17 September 2008. The contract for this tender is expected to be awarded soon.

A tender for the installation and maintenance of School Zone Alert Devices was published on 5 November 2008. The tender closes on 3 December 2008.

Streetscape Projects is not involved in the rollout process for 2008 or 2009.

**Michael Daley MP
Minister**



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QUESTION:

The Hon. DUNCAN GAY: Thank you, Mr Wielinga. I know you cannot comment on policy. Is the RTA aware that stack emissions records from May to September this year show that the tunnel operators have used daytime portal emissions in order to carry out maintenance on the ventilation systems?

Mr WIELINGA: Yes. Under the conditions of approval, while they are doing maintenance or when there is an incident in the tunnel they are entitled to use portal emissions.

The Hon. DUNCAN GAY: Daytime?

Mr WIELINGA: Whenever they are doing maintenance, yes.

The Hon. DUNCAN GAY: My understanding is that the recommendation is that it is done in night-time, not daytime portal emissions.

Mr WIELINGA: If my interpretation of those conditions is incorrect I will come back to you and correct that.

ANSWER:

I am advised:

Portal emissions during planned maintenance are permitted under the project approvals for the M5 East. Maintenance is scheduled at times of lowest traffic and lowest emissions being at night-time and weekends. The majority of planned maintenance work is undertaken at night. Major works such as removal or reinstallation of fans for refurbishment or urgent specific work are necessarily undertaken during the day on weekends.

The nine occasions reported in the RTA's May to September 2008 In-Stack Monitoring Reports, were all planned maintenance requiring weekend daytime access.

The M5 East Tunnel opened in December 2001 and as the asset ages, increasing major refurbishment works are required to ensure the ongoing reliability of the fans and associated equipment.

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QUESTION:

Ms LEE RHIANNON: Mr Bushby, earlier you took on notice a question about providing the total kilometres of New South Wales cycleways. Can you also, in providing those figures, give a breakdown of the total kilometres for the different types of bike lanes that you described? I am probably not using the correct language but I think you divided them into three categories: bike lanes that are dedicated separate from traffic, bike lanes that are marked on roads, and wide shoulders that you judge bike users can cycle on. Can you also give us a breakdown for those three categories and also provide the correct language for those three categories?

Mr BUSHBY: I am certainly happy to investigate it. If we have that information, I will be happy to make it available.

ANSWER:

I am advised:

There are now more than 4100km of cycleways in service across NSW for the use of cyclists and pedestrians.

Type of facility	KM
Road shoulders (left of edge line)	2686
On-road bicycle-only lanes	76
On-road marked bicycle routes	243
Off-road shared paths/bicycle paths	<u>1095</u>
Total	<u>4100</u>

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QUESTION:

Ms LEE RHIANNON: You spoke earlier about decreasing traffic volumes along Victoria Road in recent years. Would you provide data on that?

Mr WIELINGA: Yes, we can. It is actually in those Victoria Road documents somewhere but we will get it for you.

Mr WATTERS: It is in the environmental assessment. It is on display. There has been a reduction in travel along Victoria Road.

Ms LEE RHIANNON: Would you provide that to us because it is often time-consuming to locate it?

Mr WIELINGA: Yes.

ANSWER:

I am advised:

The annual average daily traffic volumes along Victoria Road at Iron Cove Bridge were 40,500 citybound and 34,500 outbound in 2007 (74,900). This represents a 12%-13% decline over the last decade.

Annual Average Daily Traffic (Note 1)

The annual average daily traffic data has been reported on the Roads and Traffic Authority's website and in addition Hyder has sourced additional traffic data which gives more recent information (ie 2006/2007).

Year	Gladesville Bridge			Iron Cove Bridge		
	Citybound	Outbound	Total	Citybound	Outbound	Total
1999	49052	44419	93471	45875	39675	85550
2000	47949	43644	91593	45110	39113	84223
2001	47213	41913	89126	43099	38468	81567
2002	47937	41418	89355	43889	38146	82035
2003	47127	43127	90254	43008	37985	80993
2004	46299	41338	87637	42439	36870	79309
2005	45830	40991	86821	41375	36770	78145
2006	45131	42136	87267	40771	35815	76586
2007	44835	41946	86781	40416	34491	74907

Note 1 - This data is an extract from page 134 of Appendix F, Transport Report in the Victoria Road Upgrade Environmental Assessment

Michael Daley MP
Minister



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QUESTION TAKEN ON NOTICE FROM THE CHAIR DURING THE ROADS BUDGET ESTIMATES COMMITTEE SUPPLEMENTARY HEARING HELD ON MONDAY, 17 NOVEMBER 2008.

QUESTION:

CHAIR: In discussions about the increase in the Harbour Bridge and tunnel tolls you said a number of people were travelling at peak times may be domestic drivers going shopping or tourists. Has any research been done on that? Can you say at 7.30 a number of people are shoppers or tourists?

Mr WIELINGA: Yes, we can provide you with some information if you like. We do have information about the rough percentages in each of the corridors.

ANSWER:

I am advised:

The Ministry of Transport, Transport Data Centre undertakes an annual Household Travel Survey (HTS) to collect sample data of household travel patterns in the Sydney Metropolitan Area. This survey has been undertaken for the past 12 years.

Based on this sample survey data, it is estimated that of the total number of paid trips made across the Harbour Bridge and Tunnel in the AM Peak period between 6.30am – 9.30am, 82% of those trips were for commuting or work-related business purposes.

Over the same period, the remaining 18% of trips were for other purposes such as education/childcare, social/recreation, shopping, personal business and "serving passengers." The latter category "serving passengers" comprised 6% of the total.

It should be noted that the time period is based on the arrival time of the trip, not the time the vehicle passed through the bridge which is not available. The trip arrive time is considered a suitable proxy because the final destination is expected to be reasonably close to the bridge / tunnel.

Michael Daley MP
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QUESTION TAKEN ON NOTICE FROM MS LEE RHIANNON DURING THE ROADS BUDGET ESTIMATES COMMITTEE SUPPLEMENTARY HEARING HELD ON MONDAY, 17 NOVEMBER 2008.

QUESTION:

Ms LEE RHIANNON: When we were together last you spoke of the second part of the filtration trial of the M5 tunnel, which, I understand, you expected to have significant benefits. Why has there not been a call for expressions of interest and when will the call be issued?

Mr WIELINGA: Is this for the current trial that is going on at the moment?

Ms LEE RHIANNON: No, you talked about a second part of the filtration trial.

Mr WIELINGA: I think I might have mentioned last time we were going to put a roof cavity in.

Ms LEE RHIANNON: Is that what you call the second part?

Mr WIELINGA: That is the second part of it, yes.

Ms LEE RHIANNON: Can you explain where that is up to?

Mr WIELINGA: We are writing the specification at the moment. I think I might have mentioned last time, to do that we were getting some input from Mark Curran from RAPS.

Ms LEE RHIANNON: When will the call be issued for expressions of interest?

Mr WIELINGA: Can I come back to you on that, please? I do not have an exact date.

ANSWER:

I am advised:

It is aimed to advertise internationally for registrations of interest for the M5 East eastbound in-tunnel filtration system in December 2008.

Michael Daley MP
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QUESTION TAKEN ON NOTICE FROM THE HON DUNCAN GAY RELATING TO THE ROADS BUDGET ESTIMATES COMMITTEE SUPPLEMENTARY HEARING HELD ON MONDAY, 17 NOVEMBER 2008

QUESTION:

1. The RTA issued a tender for a supplier to design RTA staff a \$1.35 million “fresh new look” uniform in July this year?
 - a. What was the concern with the old uniforms and was there any research done to qualify the need for spending \$1.35 million on a new wardrobe?
 - b. If so, can you please detail what this research found?
 - c. Has the RTA chosen a successful supplier?
 - d. Will the uniform be Australian made and NSW made?

ANSWER:

I am advised:

- 1a. The RTA is currently tendering for the supply of managed corporate wardrobe services because the current contract ends on 27 January 2009. It has been in place for five years and under the NSW Government’s Code of Practice for Procurement it must be tendered to the market after this period.

An investigation into the corporate wardrobe services market was undertaken through a request for Information from suppliers, prior to a tender being developed.

- 1b. The budget of \$1.35 million stated in the Expression of Interest was the estimate for a three year contract. In an effort to achieve a better overall cost result, the contract has been offered for a five year contract period.

The actual expenditure for the past five years is as follows:

Year 1	520,000
Year 2	340,000
Year 3	280,000
Year 4	320,000
Year 5	290,000
Total	\$1,750,000

The budget for the forthcoming five year contract period has been set as the same amount as the previous five year period with no CPI increase included. This is for the supply of corporate wardrobe for the RTA’s 1,104 female and 486 male customer facing staff. This equates to an average

of around \$220 per person per annum.

- 1c. As at November 2008 the tender process is continuing – it is currently entering the due diligence phase. A contract will be awarded before the end of the calendar year, for commencement in February 2009.
- 1d. Until the tender is awarded the RTA is unable to provide this information.

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QUESTION:

2. In light of the Spit Bridge incident in June this year, when thousands of commuters were stuck for hours, why weren't commuters alerted to the problem earlier by radio and what is the RTA's media strategy to ensure motorists are warned of traffic problems ahead of time?
- 2a. What new plan has your department put in place to ensure technical staff can access the bridge immediately if there is a problem?
- 2b. Has the RTA seen or is the RTA investigating a proposal for a short tunnel under the Spit Bridge?

ANSWER:

I am advised:

2. With any major traffic incidents, the RTA Media Unit liaises closely with the Transport Management Centre (TMC).

The TMC alerts the media unit to major incidents as soon as possible after they have occurred.

The TMC puts information directly onto roadside electronic message signs and the RTA website, and sends information to the Australian Transport Network (ATN) reporters to broadcast on radio.

In the event of major incidents such as the Spit Bridge incident, the Media Unit contacts all relevant media to provide information and interviews.

In the case of the Spit Bridge, this involved phoning all major metro radio stations to give interviews, as well as live interviews on talkback programs.

Regular updates were given throughout the course of the incident and media were alerted when the incident was over.

- 2a. The RTA has technical staff on standby 24 hours a day, 7 days a week to attend to breakdowns or emergency situations. As with all ageing assets, the risk of component failure increases with prolonged operation.

The RTA is currently assessing a range of system upgrades to minimise the potential for future failures and will ensure some redundancy is built into critical systems as part of these upgrades. Some works have

commenced and are planned to be staged over a 12 to 18 month period. It is anticipated that ongoing upgrades will be warranted in future years to meet operational maintenance demands.

- 2b. An unsolicited proposal from the Sensible Traffic Action Group (STAG), a local community organisation claiming to represent approximately 6,500 residents throughout the Lower North Shore and Northern Peninsula region, was received by the RTA in February 2008. The proposal consists of twin two lane bored tunnels, around 3.9km in length, from the Warringah Freeway at Cammeray to the south side of the Spit Bridge at The Spit.

The RTA reviewed the proposal and considered the proposal to be unattractive, since it did not adequately address connections to the existing road network and did not represent value for money.

The RTA is not currently investigating a proposal for a short tunnel under the Spit Bridge.

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QUESTION:

3. Why did the RTA choose to build a duplicate Iron Cove Bridge on the Western side of the existing bridge and not the Eastern side, given that the RTA was initially interested in the Eastern side?
- 3a. What figures were originally quoted when costing for building a bridge on the Eastern side?
- 3b. What benefits will be achieved by building a duplicate bridge, and what benefits will be achieved by building it on the Western side?

ANSWER:

I am advised:

3. Victoria Road is heavily congested in the citybound direction during the morning peak and this is adversely affecting bus travel times and the reliability of bus services.

The project would improve this situation by providing a citybound bus lane during the morning peak while retaining three citybound general traffic lanes.

This can be achieved through the implementation of tidal flow through Drummoyne, the reconfiguration of lanes and medians through Rozelle and new bridge over Iron Cove.

A range of options for a new bridge were considered and these included alignments to the east and the west of the existing Iron Cove Bridge.

On the western side, a three lane bridge is sufficient. With the closure of the clip on lane on the existing bridge, a new three lane bridge on the western side would result in a total of seven traffic lanes over Iron Cove.

One of the seven lanes would be a dedicated 24 hour bus lane, leaving six general traffic lanes over Iron Cove, which matches the existing six traffic lanes through Drummoyne and Rozelle. Citybound vehicles would use the existing bridge while outbound vehicles would use the new bridge.

On the eastern side, a four lane bridge would be required to achieve the same result, because in that case the new bridge would be carrying the proposed four citybound lanes in the morning peak.

A three lane bridge on the eastern side could work. However, during the morning peak one of the citybound lanes would need to be on the existing bridge in a contra-flow arrangement. This would be difficult to implement because each bridge deck would be at different levels. The arrangement would also further complicate traffic management and tidal flow operation and be a less satisfactory solution in terms of road safety.

A western bridge could therefore provide the same function as an eastern bridge with one less lane (ie full separation of citybound and outbound traffic without the need for contra-flow). This was one of a number of compelling reasons which influenced the decision to pursue a new bridge on the western side.

Other reasons supporting a western bridge are as follows.

1. An eastern bridge would render the existing foot/cycle path redundant as it would be isolated between the existing and new bridges making it impractical to provide access for users. While the existing clip-on lane could be converted to a shared use path, as was previously proposed, its width would be restricted to 3.0 metres which would be substandard for shared use considering the anticipated pedestrian and cyclist traffic volumes.
2. An eastern bridge would require the permanent closure of citybound access from Cary Street. It would be physically impossible to retain this access without acquiring and demolishing the units in Birkenhead Quays and realigning Cary Street.
3. An eastern bridge would require the acquisition of at least two properties on Victoria Road and would still result in a suboptimal road alignment on the citybound bridge approach. This could be addressed only by additional property acquisition. Conversely the western option has a near ideal road alignment.
4. An eastern bridge would have a greater impact on the residential community of Drummoyne. It would affect more residents and the level of impact would be considerably greater on those residents.
5. A western bridge would enable the retention of the shared use path on the existing bridge. With the addition of a wide shared use path on the new bridge, this would result in provision of shared use path crossings on both bridges. This could also be accommodated on an eastern bridge but would require a wider structure than originally announced and connections to existing footpath infrastructure on both sides of Iron Cove would present a major challenge.
6. An eastern bridge would have operational impacts on the existing shared use path across Iron Cove during construction.
7. An eastern bridge would involve relocation of major submarine high voltage cables on the floor of Iron Cove. The scope and complexity of utility relocations required for an eastern bridge alignment would pose a greater risk to the project schedule and cost.

8. An eastern bridge would require greater capital investment of around 15% because:
 - a. Access for construction is extremely constrained, very steep and would require excavation of embankments that currently support Victoria Road.
 - b. Relocation of major submarine high voltage cables on the floor of Iron Cove would be required.
 - c. Relocation of the ferry wharf would be necessary.
 - d. The construction method for the proposed western bridge (incremental launch) would be cheaper and present considerably fewer OHS risks than alternative methods for the same structure type. This method is not feasible for an eastern bridge. Thus in addition to the constrained site, there would be a further cost impost due to limitations on the choice of construction method.

9. Iron Cove Bridge is on the RTA Section 170 Heritage Register and is considered to be of state significance. The eastern side of the bridge retains much of its original fabric such as the balustrades and railings on the bridge walkway which are some of its more significant elements. Corresponding features were removed from the western side to accommodate the clip-on lane in 1968. The shared use path provides unobstructed views to Cockatoo Island and the harbour and these would be impeded by an eastern bridge. A western bridge on a curved alignment, is considered to have a lesser visual impact as it provides greater separation of the two bridges and minimises the effect on higher valued elements of the existing bridge and important views to the east. A new bridge on the eastern side would effectively block the views to the eastern face of the original bridge.

3a. The original proposal for a four lane eastern bridge, tidal flow and bus bays was announced in 2006 at an estimated cost of \$100 million based on preliminary investigations only. The proposal did not include a shared use path on the bridge and did not take into account costs associated with the relocation of submarine cables which were identified subsequently, relocation of the ferry wharf, and the cost of project development, design and constructability. The estimate was in 2006 dollars.

3b. Benefits include:

1. A new bridge (not strictly a duplicate) would enable the provision of a continuous 3.5 km bus lane through Drummoyne and Rozelle in the morning peak which would save up to 18 minutes for the thousands of bus commuters on this section of Victoria Road without impacting the travel times for general traffic.
2. STA estimates that this would enable between nine and seventeen additional bus services in the morning peak with the same sized fleet.
3. Modelling shows that the configuration is sustainable even if the number of buses deployed on Victoria Road was increased by 50% (there is currently no proposal to increase buses by 50% on Victoria Road).

4. It would also enable provision of an evening peak citybound bus lane through Drummoyne and across Iron Cove to assist buses returning to the city.
5. The new bridge would enable considerable improvements to the pedestrian and cyclist crossing of Iron Cove. This is a key link in the heavily utilised Bay Run and would improve connectivity and accessibility for the disabled and cyclists and eliminate the need to cross any road when traversing the Bay Run.
6. A new bridge that provides the appropriate number of traffic lanes and eliminates contra-flow across Iron Cove would also enable major maintenance activities on the existing bridge (expected to be necessary within the next two decades). It is to be noted that a 'minimalist' new bridge or no new bridge and an additional clip-on would require reduction in the available lanes across Iron Cove in the event of major maintenance activities (for example repainting of existing Iron Cove Bridge) with severe network implications.

The benefits of building on the western side are stated above.

Michael Daley MP
Minister



Minister for Roads
QUESTION ON NOTICE

QUESTION TAKEN ON NOTICE FROM THE HON DUNCAN GAY RELATING TO THE ROADS BUDGET ESTIMATES COMMITTEE SUPPLEMENTARY HEARING HELD ON MONDAY, 17 NOVEMBER 2008

QUESTION:

4. The RTA made the decision to move over a thousand of its staff from Surry Hills to the old Optus offices in North Sydney by early next year.
 - a. Can you confirm that this move will cost \$50 million?
 - b. Who in the RTA was in charge of looking for a property?
 - c. When did the RTA first start looking for alternative properties?
 - d. What areas did the RTA investigate?
 - e. Did the RTA investigate properties in areas like Macquarie Park and Parramatta?
 - f. Can you detail the findings of this investigation?
 - g. Will RTA staff be compensated in anyway for their travel to the new North Sydney office?
 - h. Can you detail how much staff will be compensated or reimbursed for travel?

ANSWER:

I am advised:

- 4a. The estimated cost to fit out the 11 low rise floors at Miller St North Sydney, including relocation cost, is approximately \$24 million. This is designed to support the 1,100 staff for the duration of the lease period of 12 years (8 years plus 4 year option).
- 4b. The Roads and Traffic Authority (RTA), through members of its Real Estate Branch, engaged the State Property Authority in 2007 to manage the negotiations for renewal of the lease with the existing landlord at Surry Hills and to assess the opportunity for alternative office properties.
- 4c. The initial plan was to renew the lease at Surry Hills. Negotiations with the existing landlord commenced in 2007, managed by the State Property Authority.

When the RTA and the landlord could not reach an agreement on terms in February 2008, the State Property Authority sought other accommodation alternatives that could meet RTA's space requirements and time frame (fit out and relocation by late March 2009 when the existing lease expires).

- 4d. The State Property Authority, on behalf of the RTA, investigated available Sydney office space based on their current market knowledge and also by

conducting a wide-ranging external market research covering Sydney CBD and Fringe CBD, Rhodes, Homebush, North Sydney, North Shore and other suburbs.

- 4e. A number of new office developments in the North Ryde area were assessed and found to be unable to meet the RTA's time frame.

The RTA has a major presence at Parramatta comprising of almost 1,500 staff in the Octagon building at 99 Phillip St and more recently, at 27 Argyle Street, leased in 2007.

There was no office building available in Parramatta that was able to meet the RTA's space needs, timeframe and building services requirements for a long lease term.

- 4f. 101 Miller Street was found to be the only viable relocation alternative that could meet the space needs and time frame. Offers from the landlords of Surry Hills and Miller Street were subjected to detailed financial analysis and the results showed that relocating to 101 Miller St was the better financial option for the RTA and the taxpayer.

The State Property Authority concluded that the Miller Street "was the best negotiated outcome at this point of time".

Miller Street also offered a higher environmental standard with an expected 5 star Australian Building Greenhouse rating for the building and a 4 star Greenstar rating for the RTA fit out.

- 4g. North Sydney is centrally located, provides good amenity for staff and has first rate transport rail and bus interchange facilities. An analysis of travel convenience by the RTA HR department indicated that the majority of staff would either be not materially worse off or would benefit from the relocation to North Sydney.

No compensation for travel to North Sydney is proposed.

- 4h. As stated above, no compensation for travel to North Sydney is proposed.

Michael Daley MP
Minister



Minister for Roads
QUESTION ON NOTICE

**QUESTION TAKEN ON NOTICE FROM THE HON DUNCAN GAY DURING
THE ESTIMATES COMMITTEE HEARING HELD ON 13 OCTOBER 1008.**

The Hon. DUNCAN GAY: Minister, are you aware that all other States split up State and Federal funding in their budget papers? Given the Premier's commitment to open and accountable government, will you give a guarantee that in future all your infrastructure statements will contain the actual amount contributed by both State and Federal governments?

Mr MICHAEL DALEY: You have just asked me if I will provide that detail, and I have said that I am happy to take the question on notice and provide the information in due course. I am happy to provide it now and there would be no reason that I would not provide it in the future.

ANSWER:

I am advised:

The 2008/09 budget papers infrastructure statement indicates which projects are Federally funded and jointly State and Federally funded.

The Budget Papers formats are NSW Treasury's responsibility and the RTA complies with these formats.

The 2008/09 infrastructure statement provides for a capital expenditure program budget of \$2,200 million.

The level of Federal contributions budgeted for is \$1,087 million, of which the Southern Hume duplication and the Coolac Bypass account for \$450 million and \$68 million respectively.

The level of State funding for projects was \$1,113 million.

Michael Daley MP
Minister



Minister for Roads

QUESTION ON NOTICE

QUESTION TAKEN ON NOTICE FROM THE HON DUNCAN GAY DURING THE ROADS BUDGET ESTIMATES COMMITTEE SUPPLEMENTARY HEARING HELD ON MONDAY, 17 NOVEMBER 2008.

QUESTION:

Mr WIELINGA: The work on a cashless bridge has been going on for a couple of years. Time-of-day pricing is something a little bit more recent—a few weeks before the budget period we started looking at it.

The Hon. DUNCAN GAY: How many weeks?

Mr WIELINGA: I cannot give you the exact time on that. I am happy to come back to you, but I need to go and check records and so forth.

ANSWER:

I am advised:

Work in relation to time of day tolling commenced about mid September 2008, which is approximately 7-8 weeks before the mini-budget was announced.

The RTA continues to monitor developments from around the world associated with the management of traffic congestion.

Michael Daley MP
Minister