

QUESTION: Harpers Hill Blackspot Areas

Notice Given: 17 November 2009

Asked by: The Hon Matthew Mason-Cox MLC

Question:

The Hon. MATTHEW MASON-COX: When will the works that have been planned under the black spot funding be completed?

Mr COLLINS: My understanding is that it is early in the new year, but I will come back to you later with clarification.

The Hon. MATTHEW MASON-COX: That would be great. If you could take that on notice?

Answer:

I am advised:

The \$1million Blackspot project for the installation of a median barrier and the consolidation of turning movements over a one kilometre section around Harpers and Walkers Lanes will commence in February 2010 and is due to be completed by 30 June 2010.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

QUESTION: Two Wheeled Fatality Trends

Notice Given: 17 November 2009

Asked by: The Hon. Trevor Khan MLC

Question:

In an earlier answer you talked of when the fatalities occurred. Has that trend existed also with two-wheeled vehicles as well four-wheeled vehicles?

Answer:

I am advised:

Preliminary crash data as at 29 October (covering the period 1 January to 28 October 2009) shows that for the time periods between Monday to Friday 3 am to 9 am, Monday to Wednesday 3pm to 9 pm and Thursday and Friday 3 pm to 9 pm compared to the corresponding period in 2008, the number of occupant fatalities has increased. For crashes involving 2 wheeled vehicles (bicycles and motorcycles) the increase was from 15 to 22 (an increase of 46.6%) and for vehicles with four or more wheels (cars and trucks) the increase was from 69 to 101 (an increase of 46.4%).

Based on this data, the increase in fatalities during these periods is effectively the same for two-wheeled vehicles as for vehicles with four or more wheels.



**David Campbell
Minister for Transport
Minister for the Illawarra**

QUESTION: Harpers Hill Consultation

Notice Given: 17 November 2009

Asked by: The Hon. Matthew Mason-Cox MLC

Question:

The Hon. MATTHEW MASON-COX: That would be great. If you could take that on notice? What consultation are you having with the local community in relation to those works as well as any other proposed works in addition to the blackspot funding that may be necessary as a priority to safeguard that particular stretch of road?

Mr COLLINS: For the blackspot money that we have now?

The Hon. MATTHEW MASON-COX: We will deal with it in two parts: the blackspot money and what sort of consultation you are having with the community in that regard.

Mr COLLINS: There are several processes. First of all, we talk to people like the local council and work through the issues with them. There is a need to do an environmental assessment of what we want to do to see if we can fit things in accordance with the environmental laws. Generally speaking, for that size project there is a brochure prepared on just an outline of what is happening. I am not absolutely certain in the case of this project whether that was done.

The Hon. MATTHEW MASON-COX: And that would be passed to the local community and sent out to the residents? Could you take that on notice to clarify that for us?

Mr COLLINS: Yes.

Answer:

I am advised:

In April 2009, the Federal Government approved \$1 million in funding for a Blackspot project at a location known as Harpers Hill on the New England Highway.

The RTA commenced community consultation on 23 June 2009 with a meeting with local residents. A community update was distributed in September 2009 inviting community comment. The comment period was extended to early November 2009.

The RTA is now finalising the design and review of environmental factors for the Blackspot project. The installation of a median barrier and the consolidation of turning movements over a one kilometre section around Harpers and Walkers Lanes will commence early next year (February) and is due to be completed by 30 June 2010.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

QUESTION: Cycling Facilities Comparison

Notice Given: 17 November 2009

Asked by: Ms Lee Rhiannon MLC

Question:

Ms LEE RHIANNON: I totally acknowledge that, but I would hope that we are all in agreement that we are just trying to make it more attractive for more people to use bikes. Considering at the end of last year the former Roads Minister said that it would take 5 to 10 years for Sydney to catch up with other Australian States in terms of expanded cycling facilities, are you still on the same track or has the margin expanded or decreased in terms of catching up with other States?

Mr BUSHBY: Over the past 10 years a lot of effort and funding have been put into providing bicycle facilities, as we know. We have been trying to deliver as best we can and we have been working with local government to produce local facilities as well as interregional facilities. At this point I cannot answer the question you asked about whether we are further ahead or whether we have caught up with interstate facilities at this point. If it is an important question, I will take it on notice and do some research for you.

Ms LEE RHIANNON: I ask you to take that question on notice.

Answer:

I am advised:

On 23 December 2008 the previous Minister for Roads released the report *Cycling in NSW – What the data tells us*. Among other findings the report included information on the gap between cycling usage rates in NSW (and Sydney in particular) and in other Australian jurisdictions and major cities.

In order to bridge this gap it will be necessary to *double* the commuter cycle trips from 0.8 per cent measured in 2006 to 1.5 per cent.

The recently revised NSW State Plan includes an additional NSW Government target to increase to five per cent the share of personal trips of less than 10 km. that are undertaken by bike in Sydney, for all purposes, by 2016.

The new NSW BikePlan will include a range of actions to achieve the above bike-riding targets. The plan is expected to be released following the finalisation of the Transport Blueprint.

Measuring progress against targets will then be undertaken using a variety of tools. The most accurate measurement of bicycle use, for commuting purposes, will be extracted from the results of the Australian Government's five-yearly Census, which will next occur in 2011.

In the meantime, the RTA continues to track the usage of cycling on some of Sydney's busiest bike-riding corridors, through the operation of a number of permanent bicycle counters. In the case of the Sydney Harbour Bridge, the most recently available data indicates that average weekday usage of the bridge cycleway in late October of this year was more than seven per cent higher than average weekday usage of the facility during 2008. The RTA is not aware of a higher comparable growth rate having been measured on a major bike route in another Australian city.



David Campbell MP
Minister for Transport
Minister for the Illawarra

QUESTION: Wetland at Point Clare

Notice Given: 17 November 2009

Asked by: Ms Lee Rhiannon MLC

Question:

Ms LEE RHIANNON: I want to ask about some of the plans to upgrade roads on the Central Coast. I refer specifically to Brisbane Water Drive and the Manns Road intersection. Again we have had a number of approaches from people. You would be aware of the various options that have been put forward. What is being raised specifically relates to issues to do with safety and also the damage to the local wetlands. People also are concerned about the lack of meaningful public consultation. They feel it is already worked out when the meetings are held. Could you provide information about what steps are being taken to protect the wetlands in this area when these road upgrades are undertaken?

Mr WATTERS: Firstly, in relation to consultation, consultation of the Manns Road intersection has been going on for a number of years now. We got to the point of identifying a preferred option, which met some opposition from one group in the community. Through the consultation process, we went back to a blank sheet of paper, effectively, and identified a total of 18 options, which then went through a new consultation process and has reduced. Recently it has been short-listed down to two options, which are going through further consultation. So as far as the wetlands are concerned, I am not aware of specific issues of the wetland. I will take that question on notice. Can you name the wetland please?

Ms LEE RHIANNON: I can certainly provide you with the details of it. It is I think it is near Point Clare. I will clarify that for you so it is clear when I come back to you.¹

¹ Ms Rhiannon has indicated that the wetland at Point Clare has three names

☐ The wetland area north of Manooka Road is identified as Reserve 0091 Henry Kendal Street Reserve

☐ The wetland area south of Manooka Road is identified as Reserve 0204 Manooka Road Bush Reserve

☐ The wetland area east of Brisbane Water Drive is identified as Reserve 0071 Point Clare Waterfront Reserve

Answer:

I am advised:

The three areas referred to as wetland in the question are not directly impacted by the two short-listed access options being assessed with the community in association with the main intersection upgrade of the Central Coast Highway with Brisbane Water Drive and Manns Road.

I am further advised that an option to link Henry Kendall Street to Manooka Road has now been ruled out by the Roads and Traffic Authority.

The Environmental Impact Assessment will require appropriate environmental safeguards to be implemented during construction. This will ensure that at-risk areas are not damaged in any way.



David Campbell MP
Minister for Transport
Minister for the Illawarra

QUESTION: Lanyon Drive

Notice Given: 17 November 2009

Asked by: The Hon Matthew Mason-Cox

The Hon. MATTHEW MASON-COX: No, but if you want to ask him that question, you are most welcome. Thank you very much, Dr Job. I again turn to a couple of projects, if I may, Mr Bushby: You might be aware that yesterday a sod was turned for the duplication project of Lanyon Drive, near Queanbeyan. Are you aware of that?

Mr WATTERS: Yes. I am aware that Lanyon Drive—did you say "cyclist"?

Mr BUSHBY: No, a sod was turned.

Mr WATTERS: I thought you said a cyclist was on the ground, sorry.

The Hon. MATTHEW MASON-COX: There was an announcement yesterday that a sod was turned on Lanyon Drive by local members, Mr Steve Whan and Dr Kelly, to commemorate or to start the next part of that project, which is the duplication of that road through to the Australian Capital Territory border or the Monaro Highway. Are you familiar with that project?

Mr WATTERS: Yes, I am.

The Hon. MATTHEW MASON-COX: Would you be able to clarify when that project was originally announced, the timeline for that project and the original cost estimate?

Mr WATTERS: No, I am not.

The Hon. MATTHEW MASON-COX: Will you take that on notice?

Mr WATTERS: I am not aware of when it was originally announced or the original cost. I am aware that in the past few years there has been a significant delay in getting the project started mainly because the project has been managed by the Australian Capital Territory and it straddles the border. Only recently the Australian Capital Territory Government called tenders and the project has started. But in relation to when it was originally announced, I do not know.

The Hon. MATTHEW MASON-COX: If you could provide that information on notice, it certainly would be appreciated.

Answer:

I am advised:

The upgrade of Lanyon Drive between the Monaro Highway in the ACT and Tomsitt Drive in NSW was announced in March 2007 with the NSW Government committing \$8 million dollars in funding to the project.

In September 2007 the NSW and Federal Governments each committed \$7.5 million to the upgrade. This combined funding will enable the upgrade of Lanyon drive to be completed in both NSW and the ACT.

It is currently estimated that the project will have a total cost of about \$23 million. The project is being jointly managed by Roads ACT and the RTA.

No timeline was provided at the time of announcement.

The upgrade of Lanyon Drive is being undertaken in two stages.

Stage one was conducted on the ACT section of Lanyon Road. This involved duplicating Lanyon Drive from the Lanyon Drive / Monaro Highway intersection to the intersection of Lanyon Drive with Sheppard Street. Stage one commenced in July 2008 and is now complete.

Stage two will complete the duplication of the road between Sheppard Street in the ACT and Tomsitt Drive in NSW and will provide each carriageway with two 3.5 metre wide traffic lanes and two metre wide shoulders as well as demolition of the existing bridge and construction of a new bridge over the railway line.

The tender was awarded for stage two in November 2009. The overall project is scheduled for completion in 2011.



David Campbell MP
Minister for Transport
Minister for the Illawarra

QUESTION: Cross Border IA Submission

Notice Given: 17 November 2009

Asked by: The Hon. MATTHEW MASON-COX

Question:

The Hon. MATTHEW MASON-COX: It was not included, I am aware of that. Did your agency have any discussions with or put in submissions to the NSW Infrastructure Co-ordinator General to make a bid, if you like, for these major infrastructure items in the cross-border region?

Mr BUSHBY: My understanding is no, but I would have to take that on notice.

The Hon. MATTHEW MASON-COX: What is your advice sought by the co-ordinator general for submissions into the New South Wales submission? Were you consulted in that process?

Mr BUSHBY: We had discussions with the co-ordinator general's office in the lead-up to providing a submission to Infrastructure Australia, but the submission was prepared by them.

The Hon. MATTHEW MASON-COX: If you could just clarify whether you have actually put forward anything in relation to the cross-border region that would be appreciated.

Mr BUSHBY: I do not think we did, but I will confirm that.

Answer:

I am advised that:

The RTA has not prepared a submission for Infrastructure Australia for work in the Queanbeyan-Canberra cross-border region.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

QUESTION: Speed Camera Spinal Cord Funding**Notice Given: 17 November 2009****Asked by: The Hon. MATTHEW MASON-COX****Question:**

The Hon. MATTHEW MASON-COX: I refer to speed cameras and want to take you back to the announcement by former Premier Mr Carr in January 2003 when he said that speed cameras would be installed around 10 New South Wales schools to raise "more than \$20 million for research on spinal cord injuries and extra services for people with physical disabilities". I understand that in September this year the money raised from speed cameras around schools was going into consolidated revenue. Is that the situation at the moment? Can you clarify that?

Dr JOB: I understand that it is.

The Hon. MATTHEW MASON-COX: Could you clarify more for me when that first started to occur—the money going into consolidated revenue?

Dr JOB: I would have to take that question on notice. I know that for a number of years it went into spinal cord research. I do not know to what extent any still does. Mainly that time, which you are quoting for Premier Carr's announcement, is prior to my time in this role with the Roads and Traffic Authority.

The Hon. MATTHEW MASON-COX: I ask you to take that question on notice. Could you also take on notice and clarify how much money went into research on spinal cord injuries—

Dr JOB: Yes.

The Hon. MATTHEW MASON-COX: —and where that money was directed specifically? That would be excellent.

Answer:

I am advised that:

In 2003 it was announced the Government would spend \$35.9 million over the period 2003 to 2007 on research and extra services for people with physical disabilities. This included:

- \$10.9 million over four years to establish the Spinal Cord Injury and Conditions Fund to promote biomedical research into spinal injury, disorders and neurological conditions. This is administered by the Office

for Science and Medical Research, Department of State and Regional Development.

- \$23 million over four years for an extra 100 attendant care places within a year to help people with physical disability do everyday tasks such as get out of bed, shower and get dressed. This is administered by the Department of Ageing, Disability and Home Care.
- \$2 million for a two year pilot program to improve coordination of services for people who have suffered catastrophic injuries that would concentrate on the move from rehabilitation centres back into the community. This is administered by the Motor Accidents Authority.

A handwritten signature in black ink, appearing to read 'D. Campbell', written in a cursive style.

David Campbell MP
Minister for Transport
Minister for the Illawarra

QUESTION ON NOTICE

ESTIMATES COMMITTEE

QUESTION: Kings Highway

Notice Given: 17 November 2009

Asked by: The Hon. MATTHEW MASON-COX

Question:

Mr WATTERS: There are a series of projects on the Kings Highway.

The Hon. MATTHEW MASON-COX: There are. There are the Weetalabah works.

Mr WATTERS: The Weetalabah works are completed and the Captains Flat Road was opened in October. There is the Ridgeway intersection and there is also the new realignment, which is the next more significant project that is about to commence.

The Hon. MATTHEW MASON-COX: That is the one. But all the others are pretty much done from what you have said and the next stage is the realignment, if you like, through the road reserve. Is that correct?

Mr WATTERS: It is about to start in January. Is your question: When is it likely to be completed?

The Hon. MATTHEW MASON-COX: Yes, and at what cost, and what consultation you have done with the community in that regard.

Mr WATTERS: I think we will take all three questions on notice, if you do not mind. We are expecting it to be completed in November 2010 but I do not have the cost with me.

The Hon. MATTHEW MASON-COX: Are you familiar with the project itself?

Mr WATTERS: Not very familiar. I have seen the plans, I am aware of the general geometry of the proposal but I have not walked over the site, if that is what you mean.

The Hon. MATTHEW MASON-COX: Let me describe it to you. They are putting in a road straight through the middle of a residential estate and bisecting it, which, whilst there was a road reserve that has been there for many years, is a dramatic change to the landscape that will have major implications for the residents of that estate. You are familiar with those aspects, I trust.

Mr WATTERS: Yes.

The Hon. MATTHEW MASON-COX: If you can clarify what interaction you have had with the local community in that regard it would be appreciated.

CHAIR: Do you mean what consultation is taking place?

The Hon. MATTHEW MASON-COX: Yes, what consultation.

Answer:

I am advised that:

The proposed realignment of the Kings Highway between Thuralilly Street and Regent Drive on the eastern edge of Queanbeyan is part of the \$26.3 million package of works to upgrade the Kings Highway between Queanbeyan and the ACT border. This upgrade will accommodate the increased traffic arising from the opening of the defence headquarters

A strategic estimate of \$11.7 million has been determined for the realignment.

The RTA is committed to an open and transparent community consultation process. I am advised that:

- Preliminary discussions with residents of The Kingsway Estate were held in May 2008.
- Following these discussions, they were further advised of the proposed realignment by the RTA via a community update, letter box drop and website update in September 2008.
- The RTA consulted with these residents again in July 2009 in a series of meetings at their homes.
- A Review of Environmental Factors was prepared and Exhibited from 21 September to 26 October 2009.
- The RTA also offered to meet with the affected residents during the Review of Environmental Factors exhibition period, no one took up this offer.
- An extension of time was granted to the residents of the Kingsway Estate to lodge their submission.
- A Submissions Report was prepared in response to submissions received (4 in total with 3 in support and 1 group submission objecting) following the close of the Review of Environmental Factors exhibition period.
- The Decision Report and Determination was approved on 1 December 2009.
- All of the above documents are now available on the RTA's project website.

- Construction is anticipated to commence in early 2010 and be completed by late 2010.

I have been assured that the RTA will continue to keep the community informed as this proposed deviation progresses.

A handwritten signature in black ink, appearing to read 'D. Campbell', written in a cursive style.

David Campbell MP
Minister for Transport and Roads

QUESTION: On-Road Separated Bike Lanes

Notice Given: 17 November 2009

Asked by: Ms Lee Rhiannon MLC

Question:

Ms LEE RHIANNON: I was interested in the figures that you gave. I think when Mr Daley was Minister he gave some information to a previous estimates committee that bike lanes, where they are totally separated from the roads, were under 2 per cent. He said, "On-road bike-only lanes make up a mere 1.8 per cent of the 4,100 kilometres of cycleways across New South Wales." Does that figure still stand?

Mr BUSHBY: I might get you to repeat that question. I am struggling on what 1.8 per cent is.

Ms LEE RHIANNON: "On-road bike-only lanes"—which I understand is where there is a total separation—"make up a mere 1.8 per cent of the 4,100 kilometres of cycleways across New South Wales".

Mr BUSHBY: I think you are talking about on-road separated lanes on the roadway and a lot of those are situated on local roads. There are not too many of those that are identified on the arterial and State roads. We work with councils on how they identify what bike facilities are better suited to their local area. So the bike facilities on main roads may be either a separated bikeway or the use of a wide sealed shoulder for bicycles, but there are not too many locations on the road that the RTA manages that are separated lanes for bicycles.

Ms LEE RHIANNON: Could you take it on notice to provide up-to-date figures because I am sure you are aware that there is a great deal of concern when the RTA claims shoulders as bike lanes because there has been a number of accidents and it clearly is quite dangerous and it certainly deters people from being regular bike users when shoulders are claimed to be cycleways?

Mr BUSHBY: Can I suggest that the bicycle users are often very keen to use the shoulders—

Ms LEE RHIANNON: Some are.

Mr BUSHBY: Correct. And those who are looking for long-distance bike riding for training are attracted to the wide shoulders of the main roads because they give them good grades and a predictable road that they can actually maintain high speeds on. So those training bike riders are often very attracted to the wide shoulders for bike riding.

Answer:

I am advised:

There are now nearly 5000km of cycling facilities in service across NSW.

These are made up of the following types of route:

• Road shoulders (left of edge line)	3500
• On-road bicycle-only lanes	79
• On-road marked bicycle routes	220
• Off-road shared paths/bicycle paths	1180

A handwritten signature in blue ink, appearing to read 'D. Campbell', is positioned above the printed name.

David Campbell MP
Minister for Transport
Minister for the Illawarra