



## The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council  
Minister for Roads and Ports

24th November 2011

The Hon. Natasha Maclaren-Jones MLC  
Chair – General Purpose Standing Committee No.3  
Legislative Council  
Parliament House  
Sydney NSW 2000

Dear Ms Maclaren-Jones,

Please find attached copies of answers to questions asked of me both on and without notice by General Purpose Standing Committee No.3, as part of its inquiry into the Budget Estimates 2011-2012, on Friday 28th October 2011.

The questions cover proposed expenditure for the Roads and Ports portfolio area.

Yours sincerely

**Duncan Gay MLC**

Deputy Leader of Government in the Legislative Council  
Minister for Roads and Ports



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**GENERAL PURPOSE STANDING COMMITTEE NO. 3  
BUDGET ESTIMATES HEARINGS  
QUESTIONS TAKEN ON NOTICE**

**Notice Given:** 28 October 2011

**Asked By:** Ms. Amanda Fazio

**Question:1**

**The Hon. AMANDA FAZIO:** How many staff, advisers and departmental representatives have accompanied you to estimates today?

**The Hon. DUNCAN GAY:** I could not tell you the number. I know how many staff I have in the office, but that is not what you asked me. We can find out and let you know later.

**Answer: 10 witnesses**  
**4 Maritime employees**  
**4 RTA employees**  
**6 Ministerial advisors**

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### GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION TAKEN ON NOTICE

**Notice Given:** 28 October 2011

**Asked by:** Mr Mick Veitch

**Question:**

**The Hon. MICK VEITCH:** Has there been any modelling for the adjacent roads feeding into the M5 that will be impacted upon by the widening?

**The Hon. DUNCAN GAY:** Whenever you enter these negotiations all things are taken into account, including things like cash back et cetera.

**The Hon. MICK VEITCH:** Has there been modelling on impacts of traffic movement?

**The Hon. DUNCAN GAY:** Whenever these deals are done the financial people put it all together with those sorts of checks and balances. Do you want to add something on that, Mr Wielinga?

**Mr WIELINGA:** As far as the particular projects are concerned, traffic modelling is done as part of the environmental assessment.

**The Hon. PENNY SHARPE:** Can you provide the percentage increase in the vehicles expected on the following roads: Canterbury Road, King Georges Road, Forest Road, Stoney Creek Road, Punchbowl Road, Moorefields Road, Kingsgrove Road, Belmore Road and Fairford Road?

**Mr WIELINGA:** We will take that question on notice, see what is in our environmental assessment and give you what we have.

**The Hon. DUNCAN GAY:** Provided it is not commercial in confidence.

**The Hon. MICK VEITCH:** What projected increase in road capacity on the M5 are you working towards with the widening?

**The Hon. DUNCAN GAY:** That is part of the information that you are seeking.

**The Hon. MICK VEITCH:** When do you expect the M5 capacity to be achieved?

**The Hon. DUNCAN GAY:** That is part of that information.

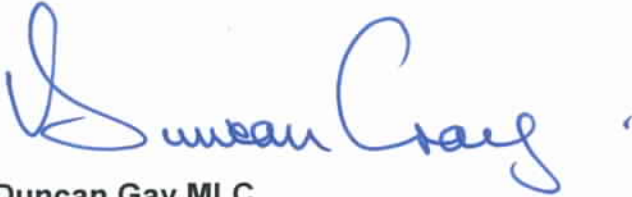
**Answer:**

I am advised:

The predicted percentage change in traffic volumes anticipated during the morning peak after the M5 West Widening project has been completed is contained in the M5 West Widening Environmental Assessment and available from Roads and Maritime Services website.

The increase in road capacity as a result of the construction of the M5 West Widening project is 50 per cent, as generally one additional lane will be added to the existing motorway carriageways.

The M5 motorway is currently at capacity during peak hours. The level of congestion is expected to extend to longer peak periods due to further population and employment growth, as well as growth in the operations of Sydney airport, Port Botany, and other major freight distribution facilities in western Sydney.

A handwritten signature in blue ink that reads "Duncan Gay". The signature is fluid and cursive, with a large initial 'D' and 'G'.

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**Notice Given:** 28 October 2011

**Asked by:** Mr Mick Veitch

**Question:**

**The Hon. AMANDA FAZIO:** I refer to the contestability of roadworks. Infrastructure Partnerships Australia has estimated that savings of up to 40 per cent could be achieved by introducing contestability to Roads and Traffic Authority road maintenance. What do you say about that estimate?

**The Hon. DUNCAN GAY:** I indicated earlier that people who have approached me directly have estimated savings of 5 per cent to 20 per cent. I have also seen a paper from Infrastructure Partnerships Australia that contains an estimate of 40 per cent. However, we have appointed an independent group to talk to the relevant people and we will wait for its report. Whether it is 5 per cent, 10 per cent or 40 per cent, we will not know until we put it in place and see how it works.

**The Hon. MICK VEITCH:** You would appreciate that a number of smaller rural councils have raised concerns about what will happen if they lose their contracts to do the work. Do you have a strategy or are you working with the Roads and Traffic Authority on developing a strategy to transition those councils to the new environment, or if they miss out will that just be bad luck?

**The Hon. DUNCAN GAY:** Being a rural-based member, when we sat down with the consulting company that is going to meet with people we indicated some of the concerns of councils and, by way of background, indicated that they should be looking to talk to these councils about ability to form partnerships, either with private enterprise or with other councils, because we want them, if possible, to be part of it. At this stage it is too early to give anything definitive. I think if they get together and form partnerships—either with other councils, economic or regional organisations of councils [ROCs], or with private enterprise within their region—they would be pretty well placed to be able to contest. But if they are much dearer than one of the local contractors from their community, we are not about taking the dearest.

**The Hon. MICK VEITCH:** You mentioned a consultant. Are you able to advise the Committee of the terms of the consultancy arrangement? What are the terms of engagement?

**The Hon. DUNCAN GAY:** No, but I can give you the name—which I do not have to hand.

**The Hon. MICK VEITCH:** I am happy for you to take that on notice and provide it to the Committee.

**The Hon. DUNCAN GAY:** I will take it on notice. If the contract is able to be shown, I will, but I suspect it is commercial in confidence.

**The Hon. MICK VEITCH:** That is okay. What is the term of the contract? For how long have you engaged the consultant?

**The Hon. DUNCAN GAY:** They have to report back by early to mid next year.

**The Hon. MICK VEITCH:** It is the same time frame?

**The Hon. DUNCAN GAY:** Yes—I think.

**The Hon. MICK VEITCH:** I am happy for you to take that on notice and check.

**The Hon. DUNCAN GAY:** Yes, I will take that on notice. It is Halcrow. Perhaps Mr Veysey could give us a bit more information on that.

**Mr VEYSEY:** There is a first report, which I understand the Minister is expecting by the end of this year, but that will then lead to further work, we would anticipate. So the time frame that the Minister indicated is quite reasonable.

**Answer:**

I am advised:

The NSW government is keen to ensure that funds available for road maintenance are used effectively and that the delivery arrangements applied across the State are demonstrating value for money. The Government has requested Roads and Maritime Services (RMS) to examine options for greater "contestability" in the delivery of road maintenance on the State road network.

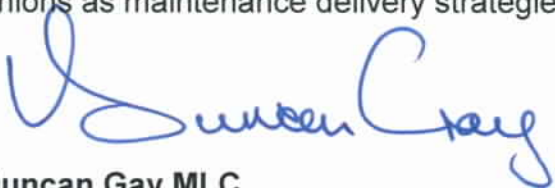
RMS has engaged Halcrow Pacific consultants to provide an initial report on broad options for increased contestability in the delivery of road maintenance in NSW.

An initial report is due to be submitted to the Minister for Roads and Ports in late November 2011.

The Halcrow report will look at maintenance delivery options across the whole State. There have been preliminary discussions with the LGSA in this regard.

The government will continue to have a focus on rural employment and will ensure that future delivery strategies consider all dimensions including impacts on regional council staff, regional RMS staff and local subcontractors.

There will be further consultation with stakeholders, industry, councils and relevant unions as maintenance delivery strategies are refined.



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**GENERAL PURPOSE STANDING COMMITTEE NO 3  
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QUESTION TAKEN ON NOTICE**

**Notice Given:** 28 October 2011

**Asked by:** Hon. Penny Sharpe

**Question:**

**The Hon. PENNY SHARPE:** I have one more question on the M5. Are you able to provide the Committee with the amount of money that has been spent on getting advice and using consultants through the negotiation process since you were elected?

**The Hon. DUNCAN GAY:** Just on this, or everything?

**The Hon. PENNY SHARPE:** No, specifically on the M5 widening.

**The Hon. DUNCAN GAY:** You do not want it on anything else?

**The Hon. PENNY SHARPE:** Not at this point in time, no.

**The Hon. DUNCAN GAY:** I will take that on notice. We might even get it to you by the end of the meeting. It is probably in the report.

**The Hon. DUNCAN GAY:** I have an answer on consultant costs, if you would like it. The Roads and Traffic Authority's total expenditure on consultant costs for 2010-11 was \$5 million. This comprised special numberplates, concessions, Ernst and Young, \$1.28 million; special numberplates, concessions, UBS AG, \$843,000; M5 refinancing, Ernst and Young, \$604,749; mobility of workforce study, PWC—

**The Hon. PENNY SHARPE:** I am sorry to interrupt you, Minister, but specifically in relation to negotiations on contract.

**CHAIR:** Time for Opposition questions has expired.

**The Hon. DUNCAN GAY:** We will take it on notice.

**Answer:**

I am advised:

\$281,650 excluding GST.

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**Notice Given:** 28 October 2011

**Asked by:** Ms Penny Sharpe

**Question:**

**The Hon. PENNY SHARPE:** Minister, does the Roads and Traffic Authority have any creditors with invoices that have not been paid within 30 days?

**The Hon. DUNCAN GAY:** I will refer that to Mr Hesford.

**Mr HESFORD:** We have established processes in terms of monitoring the payment of invoices. I would have to check specifically the amount that is outstanding.

**The Hon. PENNY SHARPE:** Can you take on notice how many there are and how long they are out of date?

**Mr HESFORD:** Yes.

**Answer:**

I am advised:

In accordance with its election commitment the NSW Liberals & Nationals Government has instituted a policy of paying bills on time. This policy came into effect on 11 July 2011. Payments for outstanding accounts are to be made by Government agencies within 30 calendar days or they will face paying penalty interest on the outstanding debt. State Owned Corporations will be encouraged to adopt the payment regime.

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QUESTION TAKEN ON NOTICE**

**Notice Given:** 28 October 2011

**Asked by:** Mr Mick Veitch

**Question:**

**The Hon. MICK VEITCH:** Does the Roads and Traffic Authority provide recurrent grants to nongovernment organisations?

**Mr HESFORD:** Non-government organisations?

**The Hon. MICK VEITCH:** Yes.

**Mr HESFORD:** I would have to take that on notice.

**The Hon. MICK VEITCH:** Could you do that, and also what was the indexation that was applied to this year's grant funds?

**Answer:**

I am advised:

Information about grants to non-government organisations will be available in the Annual Report.

Funds granted to non-government organisations are considered on a case by case basis and do not automatically perpetuate, and as such indexation is not applicable.

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**Notice Given:** 28 October 2011

**Asked by:** Dr John Kaye

**Question:**

**Dr JOHN KAYE:** Thank you. I apologise but the Hon. Cate Faehrmann was called away at the last minute. I am filling in for her. Minister, I want to start by asking some questions about the M5 filtration and the trial of filtration that has been carried out. Was that completed on time?

**The Hon. DUNCAN GAY:** I will refer that to Mr Fogarty.

**Dr JOHN KAYE:** Mr Fogarty, my question is: Was the M5 filtration trial completed on time?

**The Hon. DUNCAN GAY:** It is my understanding that it finished at the end of September, yes.

**Mr FOGARTY:** Yes, it ended in September 2011 as per the initial intent.

**Dr JOHN KAYE:** I understand that the CSIRO is completing an independent assessment of the filtration. Is that correct?

**Mr FOGARTY:** The CSIRO is documenting a report on the testing that was undertaken during the trial.

**Dr JOHN KAYE:** When will that be completed, and will it become a public document?

**Mr FOGARTY:** Yes, it will become a public document and we expect the CSIRO to be able to present to us its evaluation report during November, and then we will be considering that report.

**Dr JOHN KAYE:** There were air quality results that were available on the website, but one thing that seemed to be missing was the particulate matter [PM] 2.5 results. Why were PM 2.5s not measured or, if they were measured, why were those results not put on the web?

**Mr FOGARTY:** That is a level of detail that I cannot give to you, but I am happy to take it on notice and provide the detail subsequently.

**Answer:**

I am advised:

Variations in vehicle traffic levels and engine pollution emissions lead to a pollutant level in the tunnel that is quite variable on a short term basis.

Reliable measurements of PM 2.5s (which are very small particulates) proved difficult using the commercially available instruments. The instruments are normally used in ambient monitoring applications and they measure slowly varying 'background' pollutant concentrations.





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**Notice Given:** 28 October 2011

**Asked by:** Dr John Kaye

**Question:**

**Dr JOHN KAYE:** Perhaps I will not. Perhaps we will talk specifically about the extension of the M4 that Mr Wielinga referred to. Have you looked at alternatives for the proposal—

**The Hon. DUNCAN GAY:** There are no plans for an extension.

**Dr JOHN KAYE:** There are no plans for an extension at this stage?

**The Hon. DUNCAN GAY:** No.

**Dr JOHN KAYE:** Has the Government been looking at any plans to alleviate traffic congestion on Parramatta Road?

**Mr WIELINGA:** What is happening at the moment is a transport master planning process. You have mentioned roads in isolation. Transport master planning can only be done by taking all modes of transport into account. The transport system consists of a road system, a rail system, a bus system, ferries and light rail. It all needs to be done as part of a comprehensive package to address the transport needs of the city. That is the process that is underway at the moment.

**The Hon. DUNCAN GAY:** For the M4 there are currently no plans but an extension has been promised in the past by previous governments. Do you want some information on that?

**Dr JOHN KAYE:** Thank you. Do you want to put that on notice or do you want to read it now?

**The Hon. DUNCAN GAY:** It is up to you.

**Dr JOHN KAYE:** I would prefer that on notice. That would be useful information for us.

**The Hon. DUNCAN GAY:** I am always happy to read these out.

**Dr JOHN KAYE:** I know you are. That is why I thought we might put that one on notice.

**Answer:**

I am advised:

In June 2002, the Carr Government announced it was investigating the possibility of extending the M4. At the time, the former Minister for Roads Carl Scully said: *"the investigation would take 12 months to complete and construction could begin in as little as 3 years."*

In 2004 Carl Scully announced the then Government would commence the M4 East project between North Strathfield and Haberfield.

In April 2005, this project was shelved by the former Minister for Infrastructure & Planning Craig Knowles.

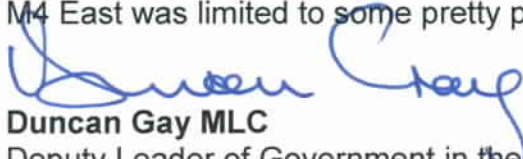


A new M4 East Extension project was then included in the 2006 State Infrastructure Strategy. The strategy document stated: *"the M4 East Extension is likely to be completed by the end of the decade"* (i.e. by 2010).

In 2007, Federal Labor promised to set aside \$300 million for the M4 East Extension. But the State Labor Government never used this funding. This year Federal Minister for Transport & Infrastructure Anthony Albanese said to The Daily Telegraph: *"I provided \$300 million [to State Labor] – it's been waiting to be used for planning money ever since and it has not been used."*

In 2008 and 2010 the former State Government put forward submissions to Infrastructure Australia which included proposals for the M4 East Extension, but failed to gain support or any funding.

After nearly 10 years of promises from the former State Government progress on the M4 East was limited to some pretty pictures and a glossy brochure.



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**GENERAL PURPOSE STANDING COMMITTEE NO 3  
BUDGET ESTIMATES HEARINGS  
QUESTION TAKEN ON NOTICE**

**Notice Given:** 28 October 2011

**Asked by:** Mr Robert Brown

**Question:**

**The Hon. ROBERT BROWN:** When Dr Job answers the question I am interested specifically in which aspects of the road's construction or geography were deemed to be different from the road north of Jerilderie?

**Dr JOB:** We honoured the Government's commitment to reinstate the 110-kilometre speed limit on the large majority of the Newell Highway, which originally had a speed limit of 110 kilometres. A number of sections, including the one that you are identifying which is adjacent to Jerilderie, were not reinstated to 110 kilometres an hour because of concerns about the safety of those sections. As I recall it, that section does not have shoulders as wide as a number of other sections, and it has a few turns on it which are fairly short angle turns compared with some of the others that we find along the highway.

One of the other reasons for considering whether or not to reinstate the 110-kilometre speed limit is the crash history of the road. Often these crash histories cannot be predicted effectively from the horizontal or vertical alignment or because of the nature of the road surface. Sometimes we cannot identify a particular technical detail on a road that will reveal to us why we have the crash history that we do. However, that section of road had a serious crash history and that crash history was one of the factors contributing to the decision to leave the 100-kilometre an hour speed limit.

**The Hon. ROBERT BROWN:** So that section of road had a higher crash history than the sections north of Jerilderie?

**Dr JOB:** I would have to take on notice that part of your question relating to the crash history in each section. I emphasise that we chose a number of sections along that highway, not just that one, where there was a significant crash history or where there were confronting aspects of the nature of the road or the curves on it. Those were the reasons for the decisions not to reinstate the 110 kilometre speed limit along various locations.

**Answer:**

I am advised:

The rate of crashes per kilometre and casualties per kilometre on the Newell Highway was assessed and both rates were higher in the 100 km/h sections between Tocumwal and Finley and between Finley and Jerilderie than they were for the section between Jerilderie and Narrandera.

Further, while the sections of road south of Jerilderie meet the speed zoning guidelines for 100 km/h, the major constraint preventing it from meeting the guidelines for 110 km/h are intersections with local roads and property accesses. No funding has been provided to make changes to the road network and it is unlikely that it would be cost effective.

A handwritten signature in blue ink, appearing to read "Duncan Gay". The signature is fluid and cursive, with a period at the end.

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### GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION TAKEN ON NOTICE

**Notice Given:** 28 October 2011

**Asked by:** Mr Mick Veitch

**Question:**

**The Hon. MICK VEITCH:** With that \$30 million, I am still a bit confused. Is that the additional funds for all of the Newell Highway, or just for the road south of Jerilderie?

**Dr JOB:** That \$30 million is for the whole highway. There was a review undertaken of the whole—just over 1,000 kilometres of highway—and that \$30 million is to address the works that we believe would improve safety along the entire length of that highway.

**The Hon. MICK VEITCH:** How much would be required for south of Jerilderie to bring it up to a standard to increase the speed limit, for instance?

**Dr JOB:** I would have to take that question on notice.

**The Hon. MICK VEITCH:** I am happy for you to take it on notice.

**Dr JOB:** That would take a lot of work to determine.

**Answer:**

I am advised:

An assessment has not been made of the cost to increase the standard of this section of road to a point where Roads and Maritime Services (RMS) could recommend 110 km/h as a safe speed limit. Improvements to the section of road in question would not be a simple matter of wider shoulders but would require rationalisation of accesses, which would most likely involve property acquisitions and the provision of service roads or a similar form of access consolidation. The rationalisation of access would be required to reduce the number of potential conflict points. The funds required to upgrade the two sections listed could be substantial and are not provisioned in current RMS works programs.

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**Notice Given:** 28 October 2011

**Asked by:** Mr Mick Veitch

**Question:**

**The Hon. MICK VEITCH:** Okay. Leading on from that, Minister, I would like to now talk about heavy vehicle rest areas. You may wish to take some of these questions on notice because I am after some numbers. Can you advise the Committee of how much in this year's budget has been allocated for the construction of new heavy vehicle rest areas, where they are, and on which roads and whereabouts they are located?

**The Hon. DUNCAN GAY:** I think I can actually do most of that. We are currently building and upgrading rest areas to ensure drivers, in particular heavy vehicle drivers, have appropriate opportunities where they can stop and revive. Increasingly, grey nomads are using these particular spots, and it is part of the problem.

**Dr JOHN KAYE:** Don't look at me when you say that.

**The Hon. DUNCAN GAY:** I think I am greyer than you.

**The Hon. ROBERT BROWN:** You are a grey kayaker, not a nomad.

**The Hon. DUNCAN GAY:** You find the problem, of course, when you have the heavy vehicle pulled up there with the refrigerated van or livestock. It does not go down well with the grey nomads who are trying to get a night's sleep in those places, but it is what we are addressing. There are currently more than 1,400 rest areas in New South Wales, about 1,000 of which are suitable for heavy vehicles. We are currently delivering a four-year \$35 million heavy vehicle safety and productivity program, which is jointly funded by State and Federal governments.

The program, which is to be completed by 2011-12, includes 10 new rest areas on the Newell, Princes, Barrier and Sturt highways, and 44 rest area upgrades on the F5, Hume Highway, Newell, Sturt, Great Western, Mitchell and Princes highways. The funding also provides for pre-construction work on five bridges located at Orange, Singleton and Warialda and strengthening of a steel bridge over the Hunter at Denman, which is 77 kilometres west of Singleton. As for where the specific locations are, we will take that on notice.

**Answer:**

I am advised:

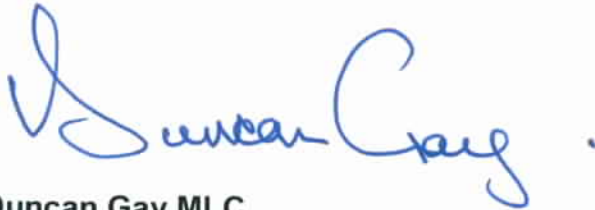
\$7.1 million has been allocated in 2011-12 for the construction of five new heavy vehicle rest areas.

Four of the new heavy vehicle rest areas are on the Princes Highway:

- near Sussex Inlet turnoff, Jerrawangala.
- at Dummetts Lane, Quaama, north of Bega (for northbound vehicles).
- at Christopher Road, Quaama, north of Bega (for southbound vehicles).
- at Broulee Road, south of Mogo.

One new heavy vehicle rest area is on the Newell Highway:

- north of Grong Grong, which is near Narrandera.



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**Notice Given:** 28 October 2011

**Asked by:** Ms Penny Sharpe

**Question:**

**The Hon. PENNY SHARPE:** Minister, the budget papers show that there has been a \$200 million cut to the budget for roads in western Sydney. Which western Sydney road projects have been cut or delayed?

**The Hon. DUNCAN GAY:** Part of the problem when you are looking at western Sydney is that you are not actually looking at apples and apples. The western Sydney that is there this time is different from the one that was there last time. Last time it had Macarthur in there. This time it does not have Macarthur in there.

**The Hon. MICK VEITCH:** Minister, can I just ask: Where is Macarthur?

**The Hon. PENNY SHARPE:** It has gone.

**The Hon. DUNCAN GAY:** We have committed more than \$348 million for roads in western Sydney in this budget. We are also delivering \$94 million roads in the Macarthur region as part of this budget. We have committed to delivering \$100 million over four years specifically to western Sydney projects, which will help to reduce congestion and improve safety. Some of the key ones in the budget this year are \$1.5 million towards the Werrington arterial project in Werrington, which includes Federal funding as part of a four-year \$10 million commitment, and \$1 million this year towards the Victoria Bridge widening.

**The Hon. PENNY SHARPE:** Excuse me, Minister, thank you. I appreciate the information.

**The Hon. DUNCAN GAY:** You asked the question. I am answering it.

**The Hon. PENNY SHARPE:** Yes, but I am happy for you to take it on notice. I am interested in the ones that have been cut or delayed, as opposed to the ones that are going ahead. We are very happy about the ones that are going ahead and we are happy for you to provide those on notice.

**The Hon. DUNCAN GAY:** My understanding is that there are no cuts. What we are doing is putting more money in there for roads going forward. There were some major projects that finished, which would account for the fact that there is a difference between the two.

**The Hon. PENNY SHARPE:** Would you be able to detail all of that and provide that to the Committee?

**The Hon. DUNCAN GAY:** We could get that.

**The Hon. PENNY SHARPE:** That would be great. Would you also be able to provide to the Committee the allocation on all of the western Sydney roads across the forward estimate period, broken down by year?

**The Hon. DUNCAN GAY:** I think they are in the budget papers, but we will take that on notice.

**Answer:**

I am advised:

That \$348 million has been allocated to Western Sydney Roads and \$94 million to Macarthur roads in the 2011-12 state budget. The total is \$442 million in 2011-12 for Western Sydney including Macarthur.

Projects due for completion in 2011-12 are:

- Four lane upgrade of the Great Western Highway at Lawson between Ferguson Avenue and Ridge Street.
- The four lane upgrade of the Great Western Highway at Wentworth Falls East between Tableland Road and Station Street.
- The four lane upgrade of Camden Valley Way between Bernera Road and Cowpasture Road.
- The F5 Freeway widening between Ingleburn and Campbelltown.
- The four lane upgrade of Hoxton Park Road, between Banks Road and Cowpasture Road.
- The four lane upgrade of Cowpasture Road between the M7 Motorway and North Liverpool was completed in June 2011 and therefore no budget was required for 2011-12.

In relation to the Hon. Penny Sharpe's question regarding the allocation of funds to Western Sydney roads across the forward estimates period, this information is not available at the level of detail requested.

The allocation of funds to specific future projects is finalised as part of the budget process and released in Budget Paper 4.



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**Asked by:** Mr Mick Veitch

**Question:**

**The Hon. MICK VEITCH:** Having read *NSW 2021* I am trying to find a mention of regional roads and its accountability to you as the Minister for Roads and Ports. Where is it?

**The Hon. DUNCAN GAY:** I could if I had the document in front of me but I have not. I will take the question on notice and get an answer. I am sure it is in there.

**The Hon. MICK VEITCH:** I find it hard to find and it is quite important to a number of people, as you are no doubt well aware.

**Answer:**

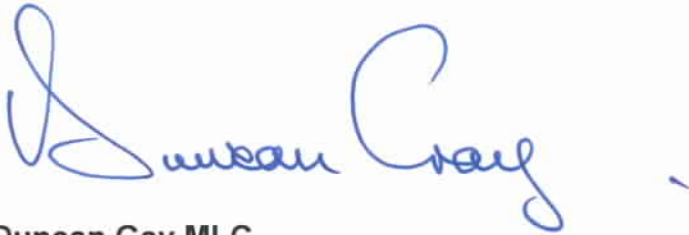
I am advised:

A number of elements within *NSW 2021* relate to regional roads, such as:

- The development of Regional Action Plans. As each local community in NSW has its own set of priorities, *NSW 2021* will be 'localised' over the next year by regional Ministers and Members of Parliament and through consultation with local government and communities to develop local and regional action plans aligned to *NSW 2021*. These plans will focus on the most important action the NSW Government can take to improve outcomes in each region and locality.
- Increased expenditure on critical NSW infrastructure – "increase investment in regional infrastructure". *NSW 2021* states that the Restart NSW infrastructure fund, will have 30% of funding going to priority projects in regional NSW.
- Improve the quality of urban and rural State roads so that 93 per cent of State roads meet national road smoothness standards by 2016.



- Reduce fatalities to 4.3 per 100,000 population by 2016. While there are a range of actions planned to address this, specifically, highway safety reviews will be conducted in regional areas to inform safety works and upgrade identified black spots including continuing the duplication of the Pacific Highway.

A handwritten signature in blue ink that reads "Duncan Gay". The signature is written in a cursive style with a large initial 'D' and a long, sweeping tail.

**Duncan Gay MLC**

Deputy Leader of Government in the Legislative Council  
Minister for Roads and Ports



**The Hon. Duncan Gay MLC**  
Deputy Leader of Government in the Legislative Council  
Minister for Roads and Ports

**GENERAL PURPOSE STANDING COMMITTEE NO 3  
BUDGET ESTIMATES HEARINGS  
QUESTION TAKEN ON NOTICE**

**Hearing Date:** 28 October 2011

**Asked by:** Ms Amanda Fazio

**Question:**

**The Hon. PENNY SHARPE:** What is the average annual increase as a percentage in road construction material and maintenance over the past 10 years?

**The Hon. DUNCAN GAY:** I have to take that question on notice. I am good but I am not that good.

**Answer:**

I am advised:

The annual average percentage increase in the Road Cost Index (RCI) for the 10 year period 2001-02 to 2010-11 is 3.6 per cent.

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Minister for Roads and Ports



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**GENERAL PURPOSE STANDING COMMITTEE NO 3  
BUDGET ESTIMATES HEARINGS  
QUESTION TAKEN ON NOTICE**

**Notice Given:** 28 October 2011

**Asked by:** Dr John Kaye

**Question:**

**Dr JOHN KAYE:** Minister, you named what you thought was an alternative for the College Street cycleway to cut through the centre of Centennial Park. Obviously there are pedestrian conflict issues as well as heritage issues about putting a bridge over Park Street.

**The Hon. DUNCAN GAY:** I noticed one over it recently.

**Dr JOHN KAYE:** It was a temporary structure. You should talk to your colleague, the Minister for Planning and Infrastructure about it. Do you have other alternatives?

**The Hon. DUNCAN GAY:** There are several alternatives. We spoke about this matter with Sydney city council. I am sure in the break you were briefed that it was not that excited about it. I think it is viable to look at. There are other roads that could be used and other ways. This will be a matter of ongoing discussion.

**Mr VEYSEY:** In the central business district every road has issues and we try to assist the city council but we are talking about its roads and it having responsibility for choosing where to put the cycleway and we help them with the design. We obviously have views and one of the things is that we do try to keep cycleways away from are roads that are major bus routes because we are trying to protect those. We will continue to work cooperatively with the city council for the foreseeable future and hopefully we will be able to devise a good compromise. I do wish to make the point that when the council decides to put cycleways on its roads that it is the council's decision, and we give it technical advice and support. We advise the council to avoid busy streets, for example, Elizabeth Street because it is a major bus route and we thought we would compromise the efficiency of the public transport services. I think it is struggling, as I would if I were in its shoes with a limited number of east-west and north-south links to work with. We will happily continue to work with them to see if we can work our way through this.

**The Hon. DUNCAN GAY:** They are local government roads. Recently your colleague Mr David Shoebridge sent a letter to me and suggested that I should take over council roads.

**Dr JOHN KAYE:** A council road or all council roads.

**The Hon. DUNCAN GAY:** It was a council road.

**Dr JOHN KAYE:** It was one particular council road. You have to admit Minister, without going into the details that we do not get to that later on hopefully, it was a very special case.

**The Hon. DUNCAN GAY:** He suggested that I should take over council roads.

**Dr JOHN KAYE:** No, a council road.

**The Hon. DUNCAN GAY:** A council road — he wants me to take over one but not others.



**Dr JOHN KAYE:** You will recall when you were in Opposition it is my job to ask questions. Do you have any data with respect to the utilisation of these three roads? You have oft quoted the argument that more people use the vehicle lanes in College Street than the cycle lane. Having cycled on that lane a few times that has not been my observation. Do you have data to back up that statement?

**The Hon. DUNCAN GAY:** No, I do not except that I am a regular user of College Street. When I use College Street there are more cycles on the roadway than in the cycleway. In fact, I recently saw an article in one of the daily newspapers about numbers that indicated that was the case.

**Dr JOHN KAYE:** That is always a very reliable source, particularly given it was the *Daily Telegraph* that it appeared in and given that the Telegraph has an amazing level of neutrality on this issue.

**The Hon. DUNCAN GAY:** Should I take the numbers of The Greens?

**Dr JOHN KAYE:** No, let me finish my question. Both you and I are doing this on the basis of anecdotal: my support for the cycleways and your opposition to them.

**The Hon. DUNCAN GAY:** Mine is not anecdotal; mine is a definite observation.

**Dr JOHN KAYE:** But it is a snapshot observation, it is not data. You have not actually measured any of these.

**The Hon. DUNCAN GAY:** It has been the case every day when I use it, and I tend to use it during the peak periods.

**Dr JOHN KAYE:** I use it earlier than you and I see it the other way around. In the absence of data, is it not very difficult to make a rational judgement here?

**The Hon. DUNCAN GAY:** My judgement is rational.

**Dr JOHN KAYE:** If you are going to continue with your opposition to it, will you make any attempt to measure the level of usage of those cycleways?

**Mr VEYSEY:** Minister, if I may. Both the city council and ourselves and in fact Bicycle NSW conduct counts from time to time and share them with each other. For example, there has been a significant increase, that you would know yourself, of cyclists going into the city over the major routes in from the north, the Sydney Harbour Bridge, and the Anzac Bridge, which has an excellent facility. I do not have them with me but we could certainly provide you with some data that indicates some usage of the cycleways. I think most of that data, if we are talking about College Street in particular, has been provided to us by the City of Sydney. We have been mainly looking at the ones across our bridges because we actually operate those traffic counters ourselves. We do share that information and we do I guess share the vision that one way or another we would like to see more people walking and cycling in the metropolitan area and generally, particularly in the central business district where it is more practical.

**Dr JOHN KAYE:** Does your data include the number of people using the traffic lanes?

**Mr VEYSEY:** Normally no. If you enable us to get you all the information we do have on notice we would also seek advice from the City of Sydney. I believe it may have some of that data. I am only certain of the ones on the bridges that we actually count.

**Dr JOHN KAYE:** If the data proves you wrong, as punishment will you don Lycra and go cycling with us?

**The Hon. DUNCAN GAY:** That would be a punishment too great for the State.

**The Hon. ROBERT BROWN:** That would be a Della Bosca punishment.

**The Hon. DUNCAN GAY:** Not quite that bad, but bad enough. We are happy to provide a full briefing on the material we have. Frankly, your suggestion within the question of undertaking proper research on the number of cyclists not using the lanes is a good idea and we will do it.

**Dr JOHN KAYE:** And compare it with other cycleways that you consider to be successful?

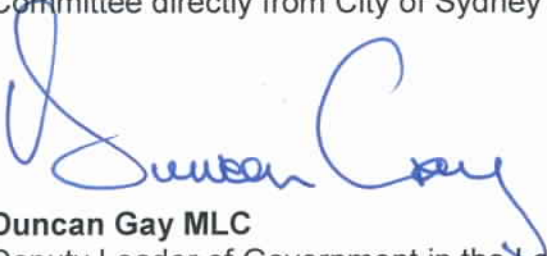
**The Hon. DUNCAN GAY:** You asked whether we have that information. We will do that.

**Answer:**

I am advised:

Roads and Maritime Services undertakes bicycle volume counts on major cycleways approaching the City such as the Sydney Harbour Bridge and Anzac Bridge, however it has not directly sourced data on bicycle movements at key intersections on the College Street, Kent Street, King Street, Union Street and Bourke Street / Bourke Road cycleways.

It is understood that information on these Council cycleways can be obtained by the Committee directly from City of Sydney Council.



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## The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council  
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### GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION TAKEN ON NOTICE

**Notice Given:** 28 October 2011

**Asked by:** Dr John Kaye

**Question:**

**Dr JOHN KAYE:** Does the Eastern Distributor contract have a material adverse effect clause?

**The Hon. DUNCAN GAY:** We do not know, but we are happy to take that question on notice.

**Dr JOHN KAYE:** Do you know whether any of the other motorway contracts have material adverse effects clauses?

**Mr WIELINGA:** All of the contracts have material adverse effects clauses for different events and for things other than public transport as well. You need to look at each of the deeds.

**Dr JOHN KAYE:** Can you take on notice which deeds contain material adverse effects clauses for public transport activities?

**Mr WIELINGA:** We will take that question on notice.

**Answer:**

I am advised:

There are no material adverse effect clauses relating to public transport provision in the current motorway contracts.

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### GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION TAKEN ON NOTICE

**Notice Given:** 28 October 2011

**Asked by:** Mr Robert Brown

**Question:**

**The Hon. ROBERT BROWN:** We come here with prepared questions, but many more come to mind during the hearings. When Dr Job was talking about the testing of helmets with ball-bearing cannons I was reminded of the myth busters' chicken cannon. I can see the staff at the road safety centre loading chickens into a cannon. One of the last road safety inquiries conducted under the previous Government related to vulnerable road users, which includes bicyclists and motorcyclists. Do any ongoing programs address the recommendations about motorcyclists in the report of that inquiry?

**The Hon. DUNCAN GAY:** Can you remind me of some of the recommendations?

**The Hon. ROBERT BROWN:** No, I cannot.

**The Hon. DUNCAN GAY:** I am happy to take that question on notice.

**Answer:**

I am advised:

As part of the Government's Road Toll Response Package, the NSW Centre for Road Safety is developing a NSW Motorcycle Safety Strategy (Strategy) to address the over-representation of motorcycle fatalities and injuries on our State's roads.

To ensure the Centre for Road Safety develops a motorcycle specific strategy, which is evidence-based, effective and relevant, four stakeholder consultation workshops were held, involving representatives from NSW Police Force, NRMA Motoring and Services (NRMA), Motorcycle Council of NSW, Australian Motorcycle Association and the Motor Accidents Authority (MAA). The fourth workshop was attended by the motorcycle rider community, in collaboration with the Motorcycle Council.

Extensive crash data analysis and research has been undertaken to underpin the Strategy's development. The Centre for Road Safety has implemented some early initiatives to address motorcycle safety which include:

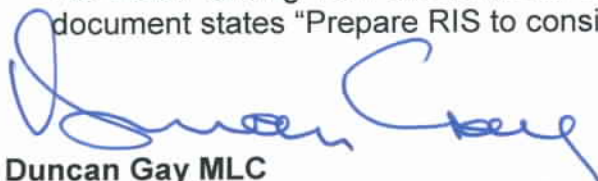
- Distributing the 'The Good Gear Guide' safer clothing booklets to NSW Motorcycle Training Centres and the rider community.
- Expanding the 'Check Twice for Bikes' road safety campaign about sharing the road.

- Undertaking research projects in the areas of fatigue, motorcycle helmets, returning riders and motorcycle crash studies.
- Adapting a training package for road designers, operators and maintenance crews to be used when training Roads and Maritime Services and Local Government road crews.

The Motorcycle Safety Strategy has now been drafted and should be finalised at the end of 2011.

Following the Staysafe Inquiry, 'Vulnerable Road Users – Inquiry into Motorcycle and Bicycle Safety', the NSW Government has been implementing the recommendations it accepted.

- In response to Recommendation 9 about researching rider fatigue in motorcycle crashes, the University of Technology Queensland was engaged to undertake a literature review and data analysis on fatigue and how it relates to motorcyclists and motorcycle crash risk. In August 2011 the University's report, which outlined the need for further research to inform any potential government programs or actions in this area, was presented to stakeholders including MAA, NRMA and the NSW Motorcycle Council. The additional research is now included in the Motorcycle Safety Strategy, which is being developed by the Centre for Road Safety.
- In response to Recommendation 15 about closely monitoring the results of MAA's review of protective motorcycle clothing, the Centre for Road Safety has been involved in the working party and will review MAA's findings. In the interim 100,000 copies of 'The Good Gear Guide' booklet are being distributed to motorcyclists via the NSW Motorcycle Council and the Australian Motorcycle Council at major motorcycle events, through motorcycle clubs, rider training providers and at known rest points.
- In response to Recommendation 12 regarding further education campaigns about the use of shared paths and cycleways, the NSW Government is continuing to educate pedestrians and bicyclists about safe shared path behaviours. The Centre for Road Safety's website has been updated in an effort to further educate pedestrians and cyclists on the use of shared paths. In addition, a new resource, 'Walking Safely' has recently been released. The NSW Government will continue to investigate opportunities to communicate safety messages to both path users.
- In response to Recommendation 13 about the reduction of the legally prescribed blood alcohol concentration level applying to motorcycle riders to 0.02, the NSW Government is monitoring the development of the National Road Safety Strategy's action: "in consultation with stakeholders and community, examine the scope to reduce the legal blood alcohol concentration limit for all drivers".
- In response to Recommendation 18 about the adoption of Australian Design Rules for anti-lock braking systems (ABS), the NSW Government is monitoring the action arising from the National Road Safety Strategy (NRSS). The NRSS document states "Prepare RIS to consider mandating of ABS for motorcycles....".



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**GENERAL PURPOSE STANDING COMMITTEE NO 3  
BUDGET ESTIMATES HEARINGS  
QUESTION TAKEN ON NOTICE**

**Notice Given:** 28 October 2011

**Asked by:** Mr Robert Brown

**Question:**

**The Hon. ROBERT BROWN:** Could you provide the Committee with the date of referral to the Standing Committee on Road Safety for review of school safety zones. When was that referral made and when is the inquiry due to report?

**The Hon. DUNCAN GAY:** I do not know; I will have to take that on notice. In addition to the ones I just talked about, the flashing lights from June to November, 124 were rolled out from March to June 2011. To my understanding that reference is currently before the Staysafe Committee.

**Dr JOB:** It was a referral suggested by the Premier. When it is due, we would have to take on notice.

**The Hon. DUNCAN GAY:** In June, the Premier requested the formal inquiry and, in September, Staysafe submitted the terms of reference.

**Answer:**

I am advised:

The date of referral to the Standing Committee on Road Safety for review of school safety zones was 26 August 2011.

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## The Hon. Duncan Gay MLC

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### GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

**Hearing Date:** 28 October 2011

**Asked by:** The Hon Mick Veitch

**Question: P.28**

**The Hon. MICK VEITCH:** Could I ask a few questions about Port Botany and its proposed sale or lease. How big is the site at Port Botany? What is the square metreage?

**The Hon. DUNCAN GAY:** I will ask Mr Gilfillan to give us those details.

**Mr GILFILLAN:** A very large part of Port Botany, and the most important part economically, is the container terminals, and there are three of those. The DP World container terminal on the southern side is around 35 hectares in size. On the northern side of Brotherson dock is Patrick terminal, which is about 42 hectares. The new terminal completed in June-July this year, which we call Terminal 3, is 63 hectares. In addition, there is a large area called Molineaux Point and offhand I cannot give you the size in area of that, but I could take that on notice.

**The Hon. MICK VEITCH:** If you could take that on notice and get back to us.

**The Hon. DUNCAN GAY:** Sure.

**Answer:**

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. The assets to be included in the transaction will be considered as part of the scoping study.

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**GENERAL PURPOSE STANDING COMMITTEE NO 3  
BUDGET ESTIMATES HEARINGS  
QUESTION ON NOTICE**

**Hearing Date:** 28 October 2011

**Asked by:** The Hon Penny Sharpe

**Question: P.31**

**The Hon. PENNY SHARPE:** In relation to the capital expenditure that has been undertaken—I think Mr Gilfillan provided some of that—can you provide on notice to us the total value of capital expenditure that has been undertaken at Port Botany in the past five years?

**Mr GILFILLAN:** The expenditure of the past three probably comprises the vast majority of it prior to commencing this sort of one-in-20-years cycle of capital investment. There was not a lot invested in Port Botany prior to the beginning of 2008.

**The Hon. PENNY SHARPE:** But you can still give us—

**Mr GILFILLAN:** In total, you would be looking at an investment of about probably \$1.2 billion.

**The Hon. PENNY SHARPE:** Can you get the detail of that and provide it on notice?

**Mr GILFILLAN:** Yes, I can do that.

**Answer:**

Total capital expenditure by Sydney Ports Corporation at Port Botany in the past five years, including expenditure on the Port Expansion, is \$655.8 million.

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**GENERAL PURPOSE STANDING COMMITTEE NO 3  
BUDGET ESTIMATES HEARINGS  
QUESTION ON NOTICE**

**Hearing Date:** 28 October 2011

**Asked by:** Dr John Kaye

**Question:** P.35

**Dr JOHN KAYE:** In that master planning process, where you are obviously looking at different options, are you also considering the cost of congestion, if you do not duplicate the lines?

**Mr WIELINGA:** Congestion costs are a part of the economic analysis that is done in consideration of the options.

**Dr JOHN KAYE:** It is Friday afternoon. Rather than doing it now, can you provide us with further details on notice on how you are assessing congestion costs?

**Mr WIELINGA:** We can do that, yes.

**Answer:**

I am advised:

In 2004, the former Labor Government signed a Memorandum of Understanding with the Commonwealth to transfer ownership of the Metropolitan Freight Network to the Australian Rail Track Corporation (ARTC). This includes the Port Botany line.

NSW has sought Commonwealth funding for the duplication of the line, including in its 2010 submission to Infrastructure Australia. To date, no further funding for the duplication has been provided.

ARTC has obligations under the 2004 arrangements, and is required to provide the capacity on the existing line to meet anticipated demand over the medium term.

The ARTC is also obliged to meet future demands for additional capacity on the line when it is required by rail operators.

In assessing congestion impacts to support funding submissions, the Australian Transport Council guidelines are used.



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### GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

**Hearing Date:** 28 October 2011

**Asked by:** Dr John Kaye

**Question:** P.36

Can you provide us with further details on the types of employment positions there are in your organisation – for example, how many engineers, how many tradespeople, how many predominantly work at Port Botany, in Sydney Harbour, those sorts of details?

**Answer:**

As of November 2011, Sydney Ports Corporation has a total of 308 permanent employees. This can be divided by divisions with the CEO's unit employing 6 staff, the Executive unit also employs 6 staff; the Human Resources department has 7 staff; Information Technology 24 staff; Industry Relations & Logistics 25 staff (includes Corporate Affairs); Finance has 39 staff members; Planning & Infrastructure (including Property) employ 45 staff and Marine Services (includes Sydney Pilot Service and six Port Officer Trainees) 156 staff members.

Sydney Ports Corporation staff provide a wide range of services which requires staff to work at different and often multiple locations depending on the work or projects involved.

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### GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

**Hearing Date:** 28 October 2011

**Asked by:** Dr John Kaye

**Question:** P.37

**Dr JOHN KAYE:** I am taking that as a yes. Minister, what about the issue of the construction of a port side rail line from the Sandgate junction before any of the proposed redevelopment occurs? Is that also part of the draft Strategic Development Plan?

**The Hon. DUNCAN GAY:** I will take that one on notice.

**Dr JOHN KAYE:** And also the expedition of an integrated port plan strategy.

**The Hon. DUNCAN GAY:** I have an answer on the Mayfield one.

**Dr JOHN KAYE:** If you could put that on notice, that would be fine. Thank you, Minister.

#### **Answer:**

I am advised:

The Newcastle Port Corporation has yet to release its Strategic Development Plan.

A NSW Ports Strategy is currently being developed by the Freight and Regional Development Division of Transport for NSW.

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## The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council  
Minister for Roads and Ports

11/00678

**Question On Notice:** General Purpose Standing Committee No.3

**Asked by:** The Hon. Robert Brown

**Asked on:** 28 October 2011

**Due on:** 23 November 2011

**Question:**  
(page 38)

**The Hon. ROBERT BROWN:** Minister, the previous State Government took it on board to upgrade the planning for the marine precinct at Homebush Bay to include better facilities for trailer boats and for light boat storage and launching. First, is the Government considering that? Secondly, has the Government considered boat ramps in locations such as White Bay, but east of the Anzac Bridge, on the area which I think is proposed for cruise ship berthing?

**The Hon. DUNCAN GAY:** In a moment I will get a detailed answer from Tony Middleton. The answer to White Bay, off the top of my head, is no. You also mentioned Glebe Island.

**The Hon. ROBERT BROWN:** I mentioned Homebush Bay.

**The Hon. DUNCAN GAY:** The first one you mentioned?

**The Hon. ROBERT BROWN:** Callan Park.

**The Hon. DUNCAN GAY:** I think there is an opportunity at Glebe Island which is something.

**The Hon. ROBERT BROWN:** I had not mentioned Glebe Island but that is great.

**The Hon. DUNCAN GAY:** It is something we are prepared to look at in the future plans. The development of Glebe Island will also involve Black Wattle Bay where we want to do some major development. Glebe Island has potential and you mentioned Homebush Bay, yes, certainly there. Callan Park was the other one?

**The Hon. ROBERT BROWN:** I understood that was off the table.

**The Hon. DUNCAN GAY:** I am not aware of that. I will hand to Mr Middleton. Do you wish to add anything?

**Mr MIDDLETON:** In relation to Homebush Bay; New South Wales Maritime has identified that there are 18 hectares of Wentworth Point which can be developed into a maritime precinct. At this stage there is a two-stage process to identify a developer for that site and we are currently assessing registrations of interest and requests for proposals in relation to that proposed development.

**The Hon. ROBERT BROWN:** My question specifically was: The previous Government had altered the master plan for the site to include better facilities for small trailer boat storage, small trailer boat parking and safe rampage; is the current Government going to continue along that line or go back to the original proposal?

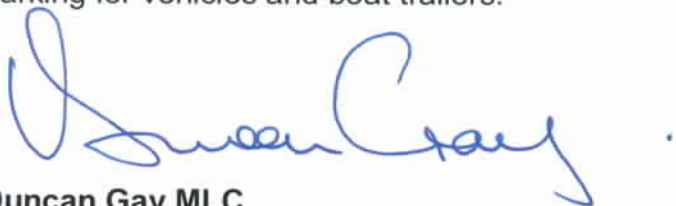
**Mr MIDDLETON:** The development will provide boat servicing, some dry boat storage facilities and some boat-building facilities as well at this stage. I might have to take that on notice.



**Answer:**

I am advised:

Roads and Maritime Services owns two nine hectare sites at Wentworth Point (Homebush Bay) known as the 'eastern' and 'western' sites respectively. Roads and Maritime Services is currently working through a request for proposal process to select a developer for a maritime precinct on the eastern site. It is envisaged the maritime precinct would include a dry boat storage facility, a boat ramp and allocated parking for vehicles and boat trailers.



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11/00678

**Question On Notice:** General Purpose Standing Committee No.3

**Asked by:** The Hon. Robert Brown

**Asked on:** 28 October 2011

**Due on:** 23 November 2011

**Question:**  
(page 38)

In the Government's Delivering Our Commitments brochure there is an item for \$1.5 million over four years to support urgent dredging projects across New South Wales. Is the siltation of the Coffs Harbour mouth considered urgent and would that get attention under that particular program? If not, can you provide us with any idea as to when some work might be undertaken on the Coffs Harbour mouth?

**Answer:**

I am advised:

Roads and Maritime Services and the Port Corporations are responsible for maintenance of dredged channels to provide access to the state's three commercial ports and the regional ports of Yamba and Eden. Dredging in other areas is the responsibility of Local Councils and the Department of Primary Industries.

Dredging of Coffs Harbour is a matter for the Minister for Primary Industries, the Hon. Katrina Hodgkinson.

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