

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 14 September 2009

Asked by: The Hon Trevor Khan MLC

Page number: 2–3, Budget Estimates transcript

The Hon. TREVOR KHAN: Mr Watters, you have indicated that the RTA engineers undertook an assessment of the bridge. When was that assessment undertaken?

Mr WATTERS: No, what I said was that they received the report from the University of Newcastle and the RTA's bridge engineers undertook their own assessment of it and concluded that it was a risk that was not acceptable to add an additional lane, a sixth lane—the second additional lane—onto an old structure.

The Hon. TREVOR KHAN: Again, I do not wish to misquote you. When was that review or assessment undertaken?

Mr WATTERS: I would have to take that question on notice.

The Hon. TREVOR KHAN: Was a report prepared for the Minister following that assessment?

Mr WATTERS: I do not recall a report being prepared for the Minister, no.

The Hon. TREVOR KHAN: Was a report prepared?

Mr WATTERS: I and other senior executives in the RTA responsible for the project received advice. I do not recall if it was in the form of a report or whether it was an internal briefing note.

The Hon. TREVOR KHAN: Can you remember approximately when you received that report or briefing note?

Mr WATTERS: I repeat: I will have to take that question on notice.

Answer:

I am advised:

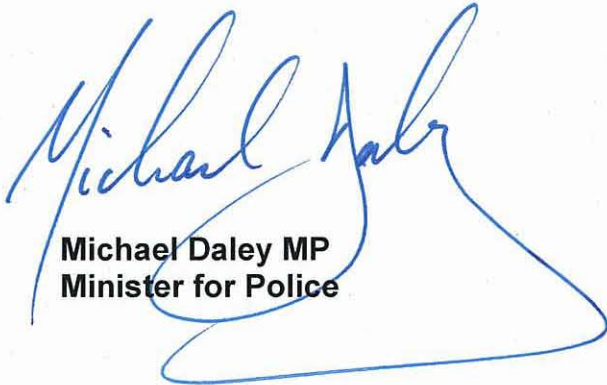
A number of reviews and assessments were undertaken. In November 2002 a review was conducted to reassess the bridge including the bus lane for a realistic load combination.

As part of the development of options for the Inner West Busway project the RTA commissioned a study focused on the reliability of Iron Cove Bridge under particular scenarios with reference to the target reliabilities recommended in the Australian

Standards. It was completed by Professor Mark Stewart of Newcastle University in April 2008. The scenarios considered were:

- Maintaining the current situation.
- A new clip-on lane added on the eastern side, similar in design to the current western clip-on lane.
- A new clip-on lane on the eastern side with strengthening of critical members.

The RTA did not provide a report to the Minister following this assessment.



Michael Daley MP
Minister for Police

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The Hon. TREVOR KHAN: You indicated that private contractors—and again, excuse me if my recollection is faulty—were consulted. When were they consulted?

Mr WATTERS: I will also have to take that question on notice.

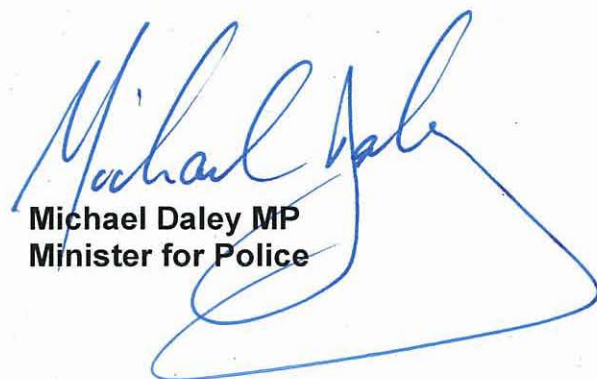
The Hon. TREVOR KHAN: Which private contractors were consulted?

Mr WATTERS: The alliance team that we engaged to provide advice to us on all the options: the alliance comprising Boulderstone and its consultants Hyder.

Answer:

I am advised:

The alliance of Hyder and Boulderstone was formed in October 2007 and since this date has been consulted on multiple occasions to provide advice on options including adding a clip on lane to the existing bridge.



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Dr JOB: We provided advice recommending that we adopt a regulation that would limit the extent to which vehicle owners could modify the height of their vehicles. We did that on the basis of in-principle concerns with the safety consequences of this behaviour and, in particular, concerns that went beyond those that the industry felt were relevant, that is, the stability of the vehicles. If you change the height of the vehicle you might change many other safety aspects.

In particular, if you raise a vehicle the safety features of it will interact with other vehicles at a different height in the event of a vehicle-to-vehicle collision. In addition, you change the dynamic of impact with pedestrians. You may also change the braking effectiveness of the vehicle and change its capacity to work effectively with electronic stability controls that might be fitted to it. For a variety of safety concerns we recommended that people have a limit on the extent to which they can raise or lower the height of their vehicles.

The Hon. TREVOR KHAN: Dr Job, prior to providing that advice, with which stakeholder groups did you consult?

Dr JOB: We consulted with a number of groups by virtue of a committee that works in this area. I will take that question on notice and check which groups are on that committee.

The Hon. TREVOR KHAN: Do I take it that, if they were consulted, there is a minute of the meeting, or the like, that deals with that consultation?

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

The Hon. TREVOR KHAN: What is the name of the committee?

Dr JOB: I do not recall the name but I could get it for you.

The Hon. TREVOR KHAN: Could you also obtain the date on which the issue was discussed?

Dr JOB: Yes.

Answer:

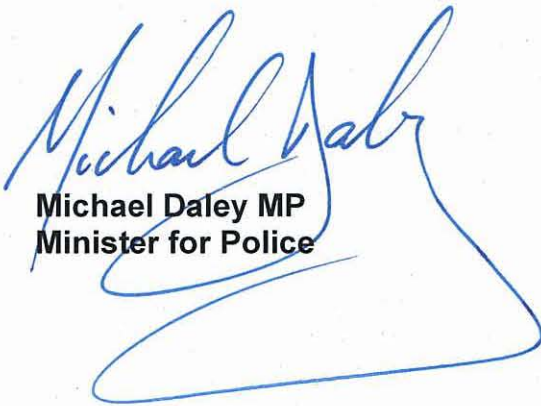
I am advised that a delegation of the 4WD interests was invited to attend the meeting of the Australian Motor Vehicle Certification Board (AMVCB) Working Party in July 2007 and present its case. The delegation comprised members of the Australian

Automotive Aftermarket Association, which is the peak group representing 4WD aftermarket components, members of ARB, a major company supplying 4WD components, a representative from a tyre supplier, and a engineering signatory. The meeting agreed that a small sub-group be formed, to be convened by Queensland Transport.

I am further advised that this matter was again discussed at the next meeting of the AMVCB Working Party, in December 2008, where the Queensland Transport representative was requested to raise the issue with a meeting with Australian Automotive Aftermarket Association, the Motor Traders Association Queensland, and Queensland Police to develop a testing programme to inform the AMVCB Working Party's position.

I understand that a submission from the 4WD industry on the revised Code was received in June 2009. In addition, the then Acting General Manager of the Safer Vehicles Branch met with State Manager of the Australian Automotive Aftermarket Association on 20 October 2008 .

I am advised that the issues are reflected in numerous records of AMVCB meetings.



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The Hon. DON HARWIN: No. Do you have a strategic estimate for the cost of each of those thirds—the northern third, the middle third and the southern third?

Mr WATTERS: No, I do not. There is a staging—

The Hon. DON HARWIN: Is there an overall—I am sorry; I will let you finish your answer.

Mr WATTERS: I was going to state that I rather facetiously said northern third, middle third and southern third because we do not, in fact, have a construction staging plan. It would be a matter for budgetary consideration by the Government in future budgets. A project of the length of Gerringong to Bomaderry would be a very high cost for the Government. If you look at the history of the Princes Highway you will see that we are coming close to the completion of Oak Flats to Dunmore, which is a major construction project. We are doing significant works at south Nowra and it is likely, based on history, that the Gerringong to Bomaderry project would be constructed in stages. It is big enough and long enough to be viable, in relevant economies of scale, to build it and to open it to traffic in stages.

The Hon. DON HARWIN: Indeed. Mr Watters, appreciating the distinction about which you reminded us between a strategic estimate and a final cost, we have heard differing figures about the strategic estimate for those three stages—about \$800 million and around \$1 billion. What is the strategic estimate and cost of those three stages?

Mr WATTERS: We do not have separate costs for the three stages. I do not even think I have with me the strategic estimate for the full project. I will take on notice that part of your question relating to the strategic estimate and cost of the full Gerringong to Bomaderry project.

Answer

I am advised

The strategic estimate calculated in 2008 for the preferred option of the full project is \$800 million. No strategic estimates have been calculated for the proposed three stages individually.



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The Hon. DON HARWIN: I have one other question relating to a project in Palerang shire, which is in that part of the world. I note that the first stage is a drawing to a conclusion, which inevitably invites the question: Where should it go? Of course, that is a matter of great interest to the people of Braidwood, Bungendore, Tarago and Nerriga. Minister, will you commit to the funds needed to do an economic analysis of whether the upgrade should go past Nerriga, including an environmental assessment and other similar studies that would be needed to make a decision about that road?

Mr MICHAEL DALEY: I would have to take that question on notice. Mr Watters could let us know what is being funded this year. I cannot make any commitments in relation to the outward years, Mr Harwin.

The Hon. DON HARWIN: I appreciate that.

Mr WATTERS: The current commitment is to complete from Nowra to Nerriga. The Federal Government initiated the project and the State Government provided matching funding to make up the first \$80 million. The full cost of getting from Nowra to Nerriga, given the original commitment of \$80 million, was supplied at least five years ago. This year the State Government contributed a further \$15 million, which will enable completion from Nowra to Nerriga. As you pointed out, the original commitment ended at Nerriga. There has been no commitment by either the Federal Government or the State Government to investigate, plan or construct anything west of Nerriga. It would be a matter for the incoming Minister to decide whether or not to conduct the economic study that you are proposing of options further west.

Answer

I am advised:

The current NSW Government has committed to assist with funding of the upgrade of Main Road 92 between Nowra and Nerriga.

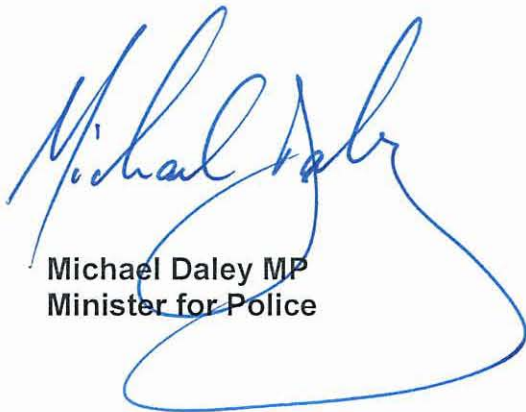
In respect of additional funds to upgrade Main Road 92 west of Nerriga, the State Government's funds are currently fully committed and additional funds are not available.

It should be emphasised that Main Road 92 is a Regional Road for which Shoalhaven and Palerang councils are responsible and decisions concerning the

need and priority of improvement works are matters for these councils to determine.

The NSW Government provides substantial road funding assistance to councils for the management of Regional Roads under the Regional Road Block Grant and REPAIR Programs.

The councils can access funding for any studies needed to make decisions concerning the route to the west of Nerriga. Councils can also nominate specific improvement works on their Regional Roads and bridges for funding under the REPAIR Program on a dollar-for-dollar basis. Councils also have access to funds for use on Regional Roads from sources including council rates, Federal Government Assistance Grants and Roads to Recovery funding.

A handwritten signature in blue ink, appearing to read 'Michael Daley', is written over a large, stylized blue loop that extends from the signature area down towards the printed name.

Michael Daley MP
Minister for Police

Notice Given: 14 September 2009

Asked by: The Hon Fred Nile MLC

Page: 24–25, Budget Estimates Transcript

CHAIR: I am sorry, the M7 cycleway, which runs not on the road but across and to the side of the road. It does not seem to have any great usage. I am wondering what the cost of that was? It must have been an expensive project to build virtually a separate bike road.

Mr MICHAEL DALEY: I am not sure that we would have the cost aspect of that, but Mr Bushby might have.

CHAIR: Do you have any information on the usage?

Mr BUSHBY: I do not have the costs to construct, but I am certainly happy to take it on notice and get that for you. I think that has been discussed at estimates previously. The cycleway does get quite a bit of use. I was talking to the general manager of the Westlink M7 late last week. We were discussing some of the issues relating to the cycleway and how it is being used. I am happy to go back to them and ask them whether they have the usage information. It is of course managed by Westlink M7. It was provided as part of the M7 structure.

Answer:

I am advised:

Westlink Motorway Limited, the consortium that financed, constructed and operates the M7 Motorway, does not have separate costs for the construction of the shared path. Westlink made progress payments to the Abigroup Leighton Joint Venture, the constructor, in lump sums which did not separate out the cost of the shared path from the rest of construction. The total construction cost of the M7 project was \$1,500 million.

I am advised that about 375 cyclists use the facility per day on average, or 135,000 cyclists per year. Pedestrians also use the facility but no count of their numbers has been carried out.



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