

**GENERAL PURPOSE STANDING COMMITTEE NO 4 –
INQUIRY INTO THE TRANSPORT NEEDS OF
SYDNEY’S NORTH-WEST SECTOR**

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The Hon. MATTHEW MASON-COX: Regarding the investment the Government has already made in relation to the North West Metro and the heavy rail, so far as the purchase of land, can you estimate or give us the figures on how much you have spent in purchasing land for those rail corridors?

Mr GLASSON: No, but I will happily take that on notice and come back to you with a correct figure.

RESPONSE:

I am advised by the Department of Planning that \$127.5 million has been spent to date on acquiring property for the North West Rail Link and the North West Metro.

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CHAIR: In comparing the North West Metro and the north-west heavy rail link, what was the advice to the Government as to which was the preferred option?

Mr GLASSON: I do not think we gave advice specifically as to a preferred option. I think we gave advice in relation to what they would get with each option.

CHAIR: Did the agency have a preferred option? Did you recommend for and against, on the pros and cons for each project that one came out better than the other?

Mr GLASSON: No. I do not think we did. I am happy to be corrected on that when I go back and look at the documentation, but I do not believe that we did give a recommendation either way.

RESPONSE:

I am advised the advice provided to Government indicated that a North West Metro was a superior option to the North West Rail Link (noting that the North West Rail Link also required a CBD Rail Link to operate effectively).

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Ms LEE RHIANNON: To what degree are the measures you have outlined going to relieve the enormous pressure that exists on the bus system?

Mr GLASSON: There are two things: one is simply the increase in the number of buses available to service those routes and increasing capacity, which has been committed to quite clearly in the mini-budget; secondly, from initiatives such as the 20 per cent discount on weekly tickets and the off-bus sales of tickets which the operators are undertaking in the morning peak out at the Baulkham Hills junction, Berkeley Road, and Oaks Road and in the evening at Queen Victoria Building (QVB), my understanding – I will clarify and correct this if it is not accurate because I last spoke to the operator some two or three months ago – is that at that time approximately 60 per cent of the daily trips were weekly tickets.

RESPONSE:

I am advised reporting for the month of October 2008 indicates that 41 per cent of audit boardings used weekly tickets on M2 services.

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CHAIR: Mr Dawson, can you advise the Committee on the dollar amount of infrastructure levies collected that relate to the north-west growth centre, and also what those levies have been expended on to date?

Mr DAWSON: To date there has not been a cash contribution as part of the levy system within the Growth Centres Commission. That is because of a small anomaly in that the first precinct that has been rezoned and service-planned in that area of Colebee is subject to a voluntary planning agreement that was prepared with the Department of Planning around the time of the establishment of the Growth Centres Commission. So, while there is no cash contribution, the landowners within the Colebee precinct, I understand, have started work on that infrastructure that is funded through that voluntary planning agreement.

As I said a minute ago, elsewhere in the north-west, the North Kellyville precinct will be, we believe, rezoned and its infrastructure package, development control plan and section 94 plan in the next few months. Other areas will come on exhibition also in the next few months. To date no cash has been collected in the north-west sector, but there are works in kind that are underway.

CHAIR: What are they?

Mr DAWSON: I would have to take that on notice. I need to check the voluntary planning agreement with the department and the developers to see what works have actually commenced.

RESPONSE:

In the North West Growth Centre, the following works are being undertaken by developers as offsets against State contributions:

- In the Marsden Park Employment Precinct, which was released by the NSW Government in June 2008, the proponent will upgrade Richmond Road to a four lane divided carriageway from Townson Road to Grange Avenue as well as provide some major intersections. This length of road is about 1.7 kilometres. The work is estimated to cost nearly \$30 million. Tenders have been sought to develop a concept plan and subsequent detailed design of the road. The proponent is also currently undertaking detailed precinct planning at a cost of \$1.7 million.
- In the Colebee Precinct, the proponent will also upgrade Richmond Road to a four lane divided carriageway from the M7 to Townson Road as part of its obligations under a State Developer Agreement. This length of road is nearly 1.5 kilometres. The work is estimated to cost around \$20 million. Tenders have been sought to develop a concept plan and subsequent detailed design of the road.
- In the West Riverstone Precinct, the proponent is currently undertaking detailed precinct planning at a cost of approximately \$1.1 million in lieu of paying a Special Infrastructure Contribution for future industrial subdivisions in the precinct.

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CHAIR: Why has the Roads and Traffic Authority agreed to take over Schofields Road from Blacktown City Council, but Baulkham Hills council has a problem with congestion on the Northwest Boulevard? For example, it says that it carries eight times the volume of the traffic on Schofields Road. Could you give us an explanation of the rationale for the decision-making process? Which roads does the Roads and Traffic Authority look after and which roads does it not look after?

Mr WIELINGA: From a strategic point of view that is at the top level. We have what we call State Roads, at the second we have regional roads, and at the third level we have local roads. For obvious reasons, the State roads are those corridors that carry heavy traffic volumes and large freight movements and, as a general principle, they tend to join up areas or towns of significant size. Regional roads, which are council roads, tend to join up smaller centres. They do not have as much national significance or state significance as the State roads. The local roads service only local communities.

That is only a broad definition. There are some rules that help us to classify roads when we are working with local councils. Schofields Road is part of the expected road hierarchy in the north-west development. We have been working with the Growth Commission. Significant investment will be required as it is a key road that we expect to be servicing hat north-west development. That explains why the States are taking it over. I do not have any detail about the Baulkham Hills example. I will need to come back to you on that.

RESPONSE:

Both Schofields Road and Norwest Boulevard have been recommended for reclassification to State Road in the NSW Road Classification Review.

Schofields Road between Windsor Road and Hambleton Road was gazetted as a State Road on 6 July 2007. The remainder of the road remains under the care and control of Council.

Schofields Road will ultimately become a major arterial route running east-west through the heart of Sydney's North West Growth Centre. In particular the eastern section of the road, which is currently a State Road, is the subject of current development proposals. Landcom have, as a result of the Interim Transport Levy initiated by the Department of Planning, agreed to fund approximately \$15,000 per lot for the road upgrade. It was on this basis, and the future traffic volumes that will be generated by Landcom's development, that this section of Schofields Road became a State Road.

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CHAIR: I refer to the cash back issue on the M4 and the M5. The RTA's figures show budgetted repayments of \$102 million in 2008-09 for the cash back scheme on those toll roads. Is that figure accurate?

Mr WIELINGA: I cannot confirm it down to the nearest centre, but it is certainly somewhere in that ballpark, yes.

CHAIR: It has gone from about \$11 million in 1996-97 to about \$102 million in 2008-09?

Mr WIELINGA: I do not think those figures are correct. It is about \$70 million a year on the M5 and about \$30 million a year on the M4. Those figures have grown marginally over the past few years. If you are looking for some sort of a profile we would be happy to provide it.

RESPONSE:

The cashback scheme costs since the year ended 30 June 1997 have been:

Year ended	30 June 1997	30 June 1998	30 June 1999	30 June 2000	30 June 2001	30 June 2002	30 June 2003	30 June 2004	30 June 2005	30 June 2006	30 June 2007	30 June 2008	30 June 2009 Budget
\$ millions	10.88	24.24	30.45	36.21	42.45	55.52	65.98	72.46	78.32	81.80	87.02	95.66	102.0

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CHAIR: In relation to buses for the north-west sector, different ranges of statistics have been delivered to the Committee. In recent transport budget estimates hearing the Minister advised that 57 additional buses have been approved for the M2 corridor since 2006. Then the Government's supplementary submission to this committee advised that 20 new buses for the M2 corridor will operate from February 2009, and that 100 new buses were announced last month in the mini-budget. Can you give us specifically the number of additional buses that have been approved for the north-west sector since April 2006?

Mr GLASSON: I am happy to take that on notice and get back with a precise figure. What I need to understand is your definition of the north-west sector because we run a lot of buses out there to local destinations. We run buses on the transit way, we run buses on the M2, we run a lot of school buses, school specials, out there. If you can give us the boundary we are happy to give an accurate response on that.

CHAIR: If we could use the definition that is used by the Growth Centres Commission, I guess that would be a start?

Mr GLASSON: Well, the Growth Centres Commission is mainly greenfield areas. We are talking about that section probably from West Pennant Hills Road potentially?

CHAIR: Yes.

Mr GLASSON: Out through Castle Hill to Rouse Hill?

CHAIR: Yes.

Mr GLASSON: Certainly in terms of the networks that operate there, if you want the north-west transit way as the western boundary of that and the services that effectively run between the main north rail line and that north-west transit way, we are happy to give you something in relation to that area.

CHAIR: Yes, that would be good.

Mr GLASSON: And route bus services rather than school specials?

CHAIR: Yes.

Mr GLASSON: Okay.

CHAIR: When you provide that could you give us an indication of where the 100 new buses that have been referred to would be used within those boundaries?

Mr GLASSON: Okay. I cannot give you a time commitment on that because that is something we are working through with the operators right at the moment. You have a 4 December cut-off for responses?

CHAIR: Yes.

Mr GLASSON: I cannot give you a guarantee that all of that is resolved prior to 4 December, but we will certainly give you whatever we can.

RESPONSE:

I am advised an additional 81 buses have been approved for the North West sector since 2006. As part of the mini-budget the Government has committed to providing an additional 100 new buses to North West Sydney.

These are in addition to the 81 outlined above. The majority of these buses are anticipated to operate on the M2 corridor and the North West T-Way.

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Ms LEE RHIANNON: We know that the north-west heavy rail and the metro have been deferred or cancelled. Is your department working on any non-bus transport systems for the north-west, west or south-west? If so, what are they?

Mr GLASSON: Non-bus transport? Public transport systems?

Ms LEE RHIANNON: Yes, public transport systems that are non-bus?

Mr GLASSON: Certainly the work that has been done on the North West Metro was always intended to be completed in terms of a phase of that project development by around the end of November, early December and that piece of work will be completed and finalised for the Government.

Ms LEE RHIANNON: So it is being finalised at the moment?

Mr GLASSON: Up to a certain point in its concept development, correct. There is a joint Commonwealth-New South Wales Government funded study underway in relation to a west metro. In relation to the south-west, there has been a staged deferral of the rail in the south-west.

Ms LEE RHIANNON: But is anybody still working on that one? What I am hearing you saying –

Mr GLASSON: It remains current in a different staging pattern.

Ms LEE RHIANNON: People are working on it or is it just in a drawer waiting for a possible future Cabinet to activate?

Mr GLASSON: I am not responsible for that detailed planning. That work was being done primarily by the Transport Infrastructure Development Corporation, but I am happy to give you a status of that on notice.

Ms LEE RHIANNON: So you will take that on notice?

Mr GLASSON: Absolutely.

Ms LEE RHIANNON: I am just trying to find out what is presently being work on. So, we are not sure about the south-west. What else?

Mr GLASSON: I would be fairly certain that it is still being progressed, but it will be being progressed against the set of timelines the Government has established.

Ms LEE RHIANNON: When you say “progressed” that sounds to me like people are working on it?

Mr GLASSON: I would assume so, but I will take that on notice and come back to you.

RESPONSE:

I am advised the North West Metro and South West Rail Link have been deferred by Government and all work to date on those proposals has been finalised. A Feasibility Study, jointly funded by the Federal and State Governments is currently underway to look at a possible West Metro.

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Ms LEE RHIANNON: You spoke about the West Metro, and there are people working on that at the moment. Will that be concluded? Is that ongoing?

Mr GLASSON: No, that will be concluded. That is a joint study that is being funded by the State and the Commonwealth.

Ms LEE RHIANNON: When will that conclude, please?

Mr GLASSON: I think there are various time lines for various stages in that, but it is sometime early next year, early to mid-next year. Michael?

Mr SCHUR: Yes. We are trying to coincide this with a submission to Infrastructure Australia. The work is being done to coincide with our ability to meet the deadlines for submission of the State's version for Infrastructure Australia.

Mr GLASSON: Do you have a specific date for that?

Mr DUNCAN: I am sorry, no. We can provide that information.

RESPONSE:

The Commonwealth and State Governments are jointly funding a feasibility study into the West Metro. This work is ongoing, but work undertaken to date has informed the NSW Government's submission to Infrastructure Australia.

The first significant stage of the work is due to be completed in March 2009 - however, subject to the Commonwealth's support for this project and ongoing funding, detailed design, environmental assessment, planning approval and tender document preparation are currently planned to be concluded in 2010.

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Ms LEE RHIANNON: What new CityRail stations are being planned for the CBD?

Mr GLASSON: The Metropolitan Strategy proposes new stations within the CBD area.

Mr DUNCAN: That information is available on a press release. We can provide that.

RESPONSE:

A copy of the media release is attached (Attachment 2A).

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Ms LEE RHIANNON: Do you have any other unsolicited projects involving some form of public transport before Cabinet, even though they might be PPPs, or that have reached some stage within the transport planning process?

Mr DUNCAN: I am not aware that there are any public transport projects before Cabinet at the moment. However, I can certainly check. We receive unsolicited proposals from time to time and they go through a commercial-in-confidence assessment and then are finally evaluated and provided to Cabinet for decision.

RESPONSE:

The above statement has been confirmed as correct.

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The Hon. KAYEE GRIFFIN: Mr Wielinga, you spoke earlier about the road hierarchy. How many councils in the Sydney basin do work on State roads?

Mr WIELINGA: I would need to come back to you on that. The vast majority of them do it in the Sydney area because there are quite a few State roads because of the dense population. But I will need to confirm that with you.

RESPONSE:

State roads in the Sydney region are maintained either by the RTA or its contractors. Occasionally councils may be engaged under sub-contract arrangements to do minor works, such as landscaping.

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CHAIR: It would be helpful to us if your officers – you may need to take this on notice – could provide us with your understanding of the transport movements for all north-west sector, including the number of movements from within the sector to the CBD. We have various submissions that have certain statistics in them as to the transport patterns. Would you be able to assist us with those on notice?

Mr GLASSON: Yes, we can certainly provide you with something that talks about the contained transport movements within the area versus the movements outside the area, the extent to which they are CBD focused or Parramatta or, indeed, a range of other centres across Sydney. It is something we will provide on notice.

CHAIR: That would be of assistance, thank you

RESPONSE:

The Transport Data Centre within the Ministry of Transport has provided the following data from the 2006 Household Travel Survey results and the 2006 Journey to Work data set which is derived from the Census.

Just over 1 million transport movements begin in Sydney's North West (Baulkham Hills and Hornsby Statistical Local Areas) on an average weekday. Of these:

- 70 per cent are for travel within the North West sector;
- 30,000 (or 3 per cent) trips from the North West are to the Sydney CBD;
- almost 70,000 trips are to Parramatta;

- 45,000 trips are to Blacktown; and
- 30,000 trips are destined for each of Ryde and Ku-ring-gai.

For commuting travel to work, there are approximately 160,000 trips originating in the North West. Of these:

- 54,000 are within the North West;
- 20,000 are to the Sydney CBD;
- 13,000 are to Parramatta; and
- 8,000 are to Blacktown.

Car is the dominant form of travel from the North West, representing 81 per cent of trips. Public transport accounts for approximately 6 per cent of general travel and 17 per cent of commuter travel.

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The Hon. MATTHEW MASON-COX: I want to ask you about the Baulkham Hills council supplementary submission, which, at page 6, makes the point about the critical load stress on major State roads in the council area, particularly Showground Road, Memorial Road, Burns Road, Windsor Road – and it goes on and on. What is the current Roads and Traffic Authority and projected future Roads and Traffic Authority financial allocations for widening and upgrading those roads.

Mr WIELINGA: I will have to come back to you with the detail. I should say the Government's a 10-year program is detailed in the State Infrastructure Strategy. You can look at Budget Paper No. 4 to see the current allocation on projects.

The Hon. MATTHEW MASON-COX: My understanding is the Roads and Traffic Authority is not allocating funds for the expansion of those roads. I would like some clarification on that rather than you sending me off to documents that do not saying anything about them.

Mr WIELINGA: I said I am happy to give you an answer to that question but was explaining to you where you can find out information.

RESPONSE:

More than \$500 million has been spent over the past eight years to complete widening Windsor and Old Windsor roads to a minimum of four lanes with more than \$320 million spent on projects within Baulkham Hills Shire.

There are no funds allocated in the 2008-09 State Budget for widening Windsor Road, Showground Road, Memorial Road or Windsor Road within Baulkham Hills Shire.

Future funding for these routes will be considered on a needs basis in comparison with other State wide needs and published in the State Budget.

The Roads and Traffic Authority is currently negotiating with Queensland Investment Corporation regarding the further expansion of Castle Hill Towers Shopping Centre and this may lead to a contribution towards widening of Showground Road.

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The Hon. MATTHEW MASON-COX: If I could ask Mr Glasson about the harbour crossing. I am going back now to the north-west heavy rail, which has been abandoned by the Government. I want to ask a question in relation to the second harbour crossing. My understanding – and it has come from a few different sources and is one of the major reasons you cannot comment – is that the Government abandoned the north-west heavy rail link because of the cost of the second harbour crossing. I want to understand when a second harbour crossing becomes necessary as part of a proposed heavy rail to the north-west. What sort of capacity requirements necessitate a second harbour crossing?

Mr GLASSON: On the RailCorp network it will be in relation to the ability to run trains through the Sydney Harbour Bridge and the city circle. Currently, the Harbour Bridge has a limitation of three-minute headways – in fact the signalling system has a limitation of three-minute headways. So, the maximum capacity in either direction across the Sydney Harbour Bridge is 20 trains an hour, and I think that ultimately becomes the guiding factor on when you need to go for more capacity across the harbour.

The Hon. MATTHEW MASON-COX: Would you be able to define that capacity constraint and link that into the projected amount of people who would need to be transported down a proposed north-west line?

Mr GLASSON: I could go into the information and give you some detail.

RESPONSE:

With a second harbour crossing (CBD Rail Link) and on the basis of the current CityRail system constraints, the North West Rail Link would not be able to operate with enough trains to carry the forecast number of passengers.

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Mr GLASSON: There would, but I cannot tell you specifically what the opportunity is for capacity in that section of the network versus, I think it was, the Government's preferred position to direct those trains down through the Epping-Chatswood line.

The Hon. MATTHEW MASON-COX: I am just trying to understand, though, there are options there?

Mr GLASSON: Yes. I am happy to come back to you, as I do not know the specific limitations.

The Hon. MATTHEW MASON-COX: Perhaps you could also come back to me in relation to the clearways project and what that will be doing in reducing some of the congestion on the existing network?

Mr GLASSON: I am happy to do so.

The Hon. MATTHEW MASON-COX: Specifically as it relates to the Epping line and the Northern line.

Mr GLASSON: Sure, I will get that information from RailCorp.

RESPONSE:

I am advised the initial overview for the project included the option to run the North West Rail Link via the Epping-Eastwood Line. However, the direction of all trains from the NWRL through the Epping-Chatswood Rail Link (ECRL) was the Government's preferred position taking into account operating plans, patronage and environmental impacts.

Aside the from the ECRL, the most significant impact of the Clearways program on the Northern Line would be the requirement for an extra platform and track at Hornsby Station. The provision of an additional track would allow suburban trains travelling along the Northern Line to terminate or start from Hornsby Station without blocking the main tracks for the Central Coast and Berowra trains which would improve reliability and capacity.

Additionally, the NSW Government has proposed to Infrastructure Australia to fund track enhancements in the North Strathfield to Berowra corridor. Should this project be funded, significant extra capacity would be provided for passenger and freight services.

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The Hon. MATTHEW MASON-COX: In relation to a couple of costing issues from the north-west line itself, the north-west projects, I think I mentioned to you earlier I would like to get some details in relation to some of the costs and I wanted to expand that for the north-west metro and for the north-west heavy rail link – what the total cost was for not only staffing but also advertising, the helicopter campaign, which we are all very fond of, Vic Larusso, the contractor that has been engaged in relation to each of those projects and any other costs that are attributable to both the north-west metro and the north-west heavy rail projects, and could you also provide the Committee with a breakdown on each of those specific costs for each of those projects that have been abandoned by the Government?

Mr GLASSON: To the extent that we are collectively responsible for those costs, yes, we will gather them together and provide them.

The Hon. MATTHEW MASON-COX: The Jim Steer report, could you also provide us with a costing in that regard, which is probably a subset of all that, including his personal expenses? It is probably a subset of what I just asked for?

Mr GLASSON: Yes.

The Hon. MATTHEW MASON-COX: If you could categorise that as a separate item as well, that would be good.

Mr GLASSON: Yes.

RESPONSE:

I am advised the concept for the North West Rail Link was developed over a number of years from the late 1990's through various agencies, predominantly the then Department of Infrastructure Planning and Natural Resources, and the Ministry of Transport therefore does not have access to information on the total overall expenditures for the project.

I am advised that the total expenditure for the North West Metro to 31 October 2008 is \$35.4 million, with a total forecast cost of \$42 million for the Project Definition Phase of the project. These amounts include costs incurred by the Ministry of Transport, the Transport Infrastructure Development Corporation and the Office of the Coordinator General.

The budget allocation for the North West Metro in 2008/09 was \$106 million.

I am advised that information from the Department of Commerce indicates that the total cost of all press, radio and television advertising as part of the public awareness campaign for the North West Metro is approximately \$1.4 million.

Costings associated with the Jim Steer report are a matter for the NSW Treasury.

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CHAIR: One of the main themes of some of the witnesses has been delay for consultation with local councils and communities about even major projects. For example, the Northern Sydney Regional Organisation of Councils said of any consultation on the north-west metro, which I think the then Premier said was the biggest infrastructure project planned for Australia, that there was only “piecemeal” discussion or consultation with even those councils most affected. Can you explain how such a huge project can be worked up to the point where it is being announced by the Premier of the day without significant consultation with key stakeholders like local councils?

Mr DUNCAN: My understanding is there was consultation, and particularly the section from Epping to Rouse Hill was a concept plan approval and there would have been the appropriate consultation for that process – in fact, that was carried out previously by the Transport Infrastructure Development Corporation. I also understand that prior to September the North West Metro project had a consultation session in the north-west sector as well with many people in attendance. It was held at North West Business Park. I can get you further details about the levels and contacts of consultation, but particularly the concept planning approval process from Epping to Rouse Hill was appropriate and in line with normal other planning practice.

Mr RAY: And in accordance with the requirements of the Environmental Planning and Assessment Act.

CHAIR: It is interesting that many witnesses have said that they are astounded at the lack of consultation. I would be interested to get the details of that.

Mr DUNCAN: I will undertake to do that.

RESPONSE:

Department of Planning

On 6 May 2008, the former Minister for Planning granted concept approval to the Transport Infrastructure Development Corporation (TIDC) for a rail connection between Epping and Rouse Hill.

This application was assessed and determined under Part 3A of the *Environmental Planning and Assessment Act 1979* and was subject to statutory consultation beyond the minimum requirements of the legislation.

In summary, I am advised that the application involved:

1. requiring the Transport Infrastructure Development Corporation to consult with local, State and Commonwealth Government agencies as well as community groups and affected stakeholders during the preparation of the Environmental Assessment for the proposal;
2. public exhibition of the Environmental Assessment for the proposal for comment for a period of 72 days - more than twice the statutory minimum of 30 days;
3. public exhibition of the Preferred Project Report for comment for the proposal for 61 days; and
4. staff from the Department of Planning meeting with concerned residents to discuss and clarify particular concerns raised in public submissions.

Department of Premier and Cabinet

In relation to North West Metro, there was extensive consultation with councils as part of the Environmental Assessment process in 2006 and 2007 for the North West Rail Link. This information was subsequently fed into the North West Metro Project Team.

As well as on-going meetings between members of the North West Metro team and Council officers, there was a special briefing for Council General Managers on July 10, 2008 about the North West Metro.

Representatives of nine councils (Baulkham Hills, Hawkesbury, Ryde, Canada Bay, Leichhardt, Hornsby, Parramatta, Blacktown and Hunters Hill), WSROC and NSROC attended a Stakeholder Forum at Norwest on August 15, 2008. IMROC and SSROC were also invited but did not attend. In total, representatives of 38 organisations attended the Forum.

In addition, industry briefings were held on 14 and 29 May 2008. Not to mention the public awareness campaign and website associated with the consultation process.

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CHAIR: In relation to the Harbour Bridge that my colleague was talking about in terms of the capacity and the future operations of the bridge, can you advise how many toll-paying peak period trips are made over the bridge on an annual basis?

Mr WIELINGA: I will have to come back to you with the annual figure, but the traffic volume on the Harbour Bridge is about 165,000 a day; 85,000 in the direction towards the city. So it is around 85,000 a day.

CHAIR: With respect to the recent announcement for time-of-day tolling for the Harbour Bridge, can you provide the Committee with the figures – I think it is 12 million – of the estimated number of motorists who you expect will be changing their travelling habits as a result of the new policy?

Mr WIELINGA: I will take that on notice and come back to you.

RESPONSE:

The estimated number of annual peak hour trips across the Sydney Harbour Bridge is 9,760,000.

The RTA is in the process of traffic modelling to assess detailed changes to traffic patterns resulting from a change in the tolling on the Sydney Harbour Bridge and Sydney Harbour Tunnel. It is expected that there will be changes in the times that some drivers travel to take advantage of reduced tolls outside peak hours.

While there may be a small amount of change in the routes drivers choose as a result of higher peak hour tolls, past experience of toll changes indicate that such changes are temporary and drivers make their route choice based on a number of factors. These factors include travel time and overall costs, which includes the value of the time travelled by the driver, the cost of running their vehicle, as well as any toll costs.

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The Hon. MATTHEW MASON-COX: This is probably more an information request. It probably comes from my lack of knowledge in relation to all proposed metros. We have the north and the north west metros, and we have the west metro and the CBD metro. Would you be able to provide information as to how the metros integrate with the existing heavy rail system and to each other, as appropriate?

Mr DUNCAN: Some of that is work in progress at the moment. There are certainly some early indications of where these metros could go, in the urban transport statement going back to 2006, and there was also a brochure done for the north west metro which has a bit of an outline of that. At the moment that would be subject to further design. It is intended to have touch points at various stations, such as Wynyard, Town Hall and Central, for the existing line. If you have stations, there would be direct connections into those stations.

The Hon. MATTHEW MASON-COX: If you could clarify that, that would be excellent.

Mr DUNCAN: Yes, we can do that as part of the answers.

RESPONSE:

The CBD Metro provides options for a number of different metro extensions, including to the West (broadly following Parramatta Road) and the North West (as previously described by Government). Metro and heavy rail services are operationally independent, with no sharing of tracks. However, passengers will be able to move easily between existing heavy rail and new metro services at key stations, such as Central and Wynyard.

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CHAIR: ... other day, is it possible for you to provide the Committee with a list and details of the transport projects that will be delivered to the north-west sector and the timelines for each of those projects?

Mr SCHUR: Yes. Again, you can work on the assumption that everything that appears in Budget Paper No. 4 in the 2008-09 budget papers remains in place, other than decisions that were taken as part of the mini-budget.

CHAIR: If there is any variation from that in relation to the costs and estimated completion date, if you could provide that information on notice.

RESPONSE:

There were minor variations to Budget Paper No. 4. These include:

- Deletions – North west metro (deferred) and Richmond Line Duplication Stage 2 (Schofields to Vineyard);
- Additions – Extra buses (300 for Sydney with 100 allocated to the North West) and additional car parks.

The following projects are continuing:

- Richmond Stage 1 Duplication to Schofields;
- Epping to Chatswood (to open in early 2009);
- Western Metro Feasibility Study;
- Riverstone overpass (planning)(road);
- Castle Hill – Eastern Ring Road;
- Mamre Road M4 Overpass duplication; and
- Bus acquisition for North West (in addition to above) (150 buses for private operators in North West and South West).

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CHAIR: ... With respect to the State Plan, we received information that North Sydney is missing from the State Plan altogether. Has that been rectified?

Mr RAY: I am not aware of that. Obviously, I will look into that. I cannot comment.

RESPONSE:

Department of Premier and Cabinet

The State Plan includes 34 priorities and 60 targets designed to deliver better services and improve accountability across the public sector.

The targets are designed to drive improvements for either Greater Metropolitan Sydney (including North Sydney) or the entire State.

The State Plan links with existing Government strategies including the City of Cities (Metropolitan Strategy) and the Urban Transport Statement.

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CHAIR: In relation to the north-west heavy rail link, can you give us a specific time as to when the decision was made that that was not to go ahead?

Mr GLASSON: I cannot off the top of my head. I would need to go back and look at the records. But I am happy to provide you with some advice. It would have been a decision of the Cabinet, and I simply do not have that with me.

RESPONSE:

In March 2008.