

The Hon David Borger MP

Minister for Roads
Minister for Western Sydney
Member for Granville



**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTIONS ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

RTA Projects

In relation to RTA road projects in NSW which were carried out during 2009/10 and 2010/11 year-to date,

What is the average cost from all projects for the following:

1. The construction of 1km of dual carriageway highway above ground?
2. The construction of 1km of dual carriageway highway in the form of tunnelling?
3. The construction of 100m of dual carriageway highway in the form of in bridge (with integrated safety barriers) over both waterways and deep cuttings?
4. The construction of 100m of noise wall?
5. The construction of a typical two-way highway interchange?
6. The construction of 1km of single-lane slip road?
7. The process of conducting one metre of deep cutting of terrain?

Answer:

I am advised:

1. – 7. The cost of constructing a road varies considerably depending on a lot of factors. Some factors which influence the cost are:

- Environmental constraints.
- Geographic region (Northern region, Western region, Hunter, etc).
- Geographic conditions (Mountains, flood plains, undulating landscape, etc).
- Traffic conditions (constructed under traffic, new road, replacement road, etc).
- Geological conditions (rock, soft soil, etc).
- Location (urban or rural).
- Structures (tunnels, bridges, retaining walls, etc).
- Configuration (no. of lanes, intersections, etc).
- Type of pavement.
- Size of the project.

Overall, the cost of construction is between \$1.7 million and \$5.3 million per lane-km.

I am also advised that in addition to this, an allowance should be made for:

- Development and design.
- Acquisitions.
- Project management.
- Finalisation.



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Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

What are the current cost estimates and expected dates of completion (broken into stages, where relevant) for the following RTA projects:

8. The upgrade of the Princes Highway between Gerringong and Bomaderry?
9. The upgrade of the Great Western Highway:
 - a) The sections currently under construction?
 - b) The planned Mount Victoria to Lithgow section?
10. The upgrade of the Pacific Highway:
 - a) The sections currently under construction?
 - b) The sections for which planning is underway?
11. The link between the F3 and M2?
12. The upgrade of the M5 motorway?
13. Construction of the M4 East?

Answer:

I am advised:

8. The NSW Government has spent more than \$520 million on the Princes Highway from south of Wollongong to the Victorian border in the period 2000/01 to 2009/10. The Federal Government has spent more than \$64 million on this highway in the same period.

Continuation of planning and construction of a number of key projects on the highway was committed in the 2010/11 State Budget with \$62 million allocated toward the Princes Highway. These key projects are:

- (1) Lawrence Hargrave Drive intersection upgrade.
- (2) Gerringong to Bomaderry.
- (3) South Nowra.
- (4) Victoria Creek realignment.
- (5) Dignams Creek realignment.
- (6) Bega bypass.

As part of the planning for the upgrade between Gerringong and Bomaderry, the RTA advised its decision to progress the upgrade program as three separate projects for the purpose of concept design and environmental assessment.

The type of environmental assessment for each project will reflect the level of environmental impact.

These projects are:

- Gerringong Upgrade (Mount Pleasant to Toolijooa Road)
- Foxground and Berry Bypass (Toolijooa Road to Schofields Lane)
- Berry to Bomaderry Upgrade (Schofields Lane to Moss Vale Road)

Funds were committed in the 2010/11 budget to progress three projects towards construction with tenders to be invited, these projects are the upgrades at Gerringong, South Nowra and Victoria Creek.

While individual project budgets have not been announced, the cost to complete these six projects on the Princes Highway is expected to be between \$1.5 billion and \$2 billion.

9. a). Since 1998, \$560 million has been spent on the upgrade of the Great Western Highway. This government remains committed to the completion of the upgrade program which will provide a four lane highway east of Katoomba.

Five projects remain to be completed to deliver on this commitment. The outstanding projects are:

- Woodford to Hazelbrook – under construction (complete 2012)
- Lawson upgrade – under construction (complete 2012)
- Bullaburra – planning proceeding
- Bullaburra to Wentworth Falls – tenders for construction to be invited in 2010/11
- Wentworth Falls East – under construction (complete 2012)

In total these projects are estimated to cost approximately \$700 million.

9. b). The NSW and Australian Governments have committed \$250 million towards the upgrade of the highway between Mount Victoria and Lithgow. \$15 million of Federal funds was allocated in the 2010/11 budget to commence a package of safety works as part of this project.

The joint commitment as part of the Mount Victoria to Lithgow projects is to:

- \$30 million safety improvements around Victoria Pass and the township of Mount Victoria.
- Build a bypass to the south of Little Hartley, including intersection improvements at Coks River Road, Baaners Lane and Browns Gap Road.
- Implement the southern alignment option at River Lett Hill.

10. a) The Pacific Highway was identified by Infrastructure Australia as a Priority Project in its May 2009 report National Infrastructure Priorities, based on a submission by the New South Wales government in late 2008.

Since the release of the Infrastructure Australia report, \$618 million has been committed from the Building Australia Fund to deliver the Kempsey bypass on the Pacific Highway. Over \$6 billion is still required to complete a four lane highway between Sydney and Brisbane.

85 kilometres of dual carriageway highway is currently under construction. This includes:

- Bulahdelah upgrade (\$315 million, complete 2012).
- The remaining sections of the Coopernook to Herons Creek upgrade (total project \$580 million, complete 2010).
- Kempsey bypass (\$618 million, complete 2014).
- Sapphire to Woolgoolga upgrade (\$705 million, complete 2014).
- Glenugie upgrade (\$60 million, complete 2013).
- Ballina bypass (\$640 million, complete 2012).
- Banora Point upgrade (\$359 million, complete 2012).

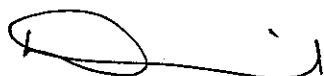
10. b) The Infrastructure Australia report identified that a further \$6.67 billion would be required to complete the upgrade of the highway. This is in addition to the \$3.6 billion of Australian and NSW Government funding currently programmed over the five years to mid 2014.

11. The F3 to M2 link is not currently programmed so there is no cost estimate available or estimated completion date.

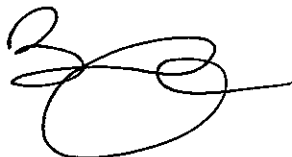
12. The environmental assessment for the M5 West Widening project between King Georges Road to Camden Valley Way is currently on public display for comment. Predicating the cost of this project may compromise ongoing negotiations. Assuming project approval is granted, construction could start as early as mid 2011 with completion expected in mid 2013.

Project development work on the M5 East expansion is continuing prior to further community consultation on route options.

13. The NSW Government's Metropolitan Transport Plan, *Connecting the City of Cities*, released in February 2010 indicated that the M4 extension is currently beyond the 10 year funding guarantee, but could be brought forward if additional funding becomes available. No funds for the M4 extension were allocated in the 2010 Federal Budget.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET ESTIMATES
HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Windsor Bridge

In relation to the replacement of Windsor Bridge:

- 14. When will construction commence?
- 15. When is construction due to be complete?
- 16. Is that timeframe compatible with public safety in the light of the safety audit that the RTA conducted on the existing bridge?
- 17. What is the total estimated cost?
- 18. Have you received representations from Member for Riverstone John Aquilina in relation to the replacement of Windsor Bridge?
 - a) If so, can you please summarise the content of those representations?
- 19. Have you received representations from Member for Londonderry Allan Shearan in relation to the replacement of Windsor Bridge?
 - a) If so, can you please summarise the content of those representations?

Answer:

I am advised:

14). & 15). The RTA is presently considering design options from an initial list of nine designs. The RTA advises that this process has taken longer than expected because of significant environmental and heritage consequences as well as the respective cost of each option.

The RTA is working with the Department of Planning's Heritage Branch to identify and resolve heritage concerns associated with options that would impact on the State heritage listed Thompson Square.

Once these issues are resolved, the RTA will be in a position to seek community comments on a short list of options, and move to a preferred option for detailed design and construction.

16). The RTA has not carried out a safety audit but undertook a structural assessment of the bridge in 2006 and has implemented a routine inspection program to identify any changes in condition since that assessment. Based on this structural assessment, the RTA is satisfied that the existing bridge remains in a safe condition to carry legal loads. The RTA will undertake a further structural assessment in late 2010, to confirm the bridges condition remains suitable to maintain existing traffic loadings.

17). The total estimated cost will be dependant on the option ultimately selected. Options along the existing road alignment are estimated between \$27 million and \$30 million, with the eastern bypass (option 6) estimated at \$83 million.

18 - 19). Yes, both have made representations to the RTA.

Representations have generally sought details on shortlisted options for a replacement bridge, and the likely timing of the bridge replacement. There have also been representations on behalf of Hawkesbury Council who have raised concerns regarding heritage matters that appear to have significantly delayed progress and who sought a commitment to proceed with the council's preferred option through Thompson Square (referred to as Option1).

In this regard both Members made a joint announcement on the proposed plan to replace the bridge in June 2010.



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Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

North Richmond Bridge

In relation to North Richmond Bridge:

20. How much money been allocated to investigating options for the upgrade of North Richmond Bridge?

21. Are there plans for the upgrade of North Richmond Bridge?

a) If so, please provide:

i. The total estimated cost

ii. Expected commencement date

iii. Estimated completion date

22. Has the RTA undertaken any community consultation about traffic congestion in and around North Richmond?

23. Has the RTA undertaken any community consultation about options for the upgrade of North Richmond Bridge?

24. Have you received representations from Member for Londonderry Allan Shearan in relation to the possible upgrading of North Richmond Bridge? If so, can you please summarise the content of those representations?

Answer:

I am advised:

20. On 11 August 2010, the Hon Anthony Albanese, Federal Minister for Transport and Infrastructure, announced that a re-elected Labor Government would fund planning for the potential upgrade of the bridge commencing in 2011.

It is possible that an upgrade is more likely to be in the form of a new bridge.

21. The strategic cost of a new four lane bridge at North Richmond, constructed at the same level as the existing bridge including the widening of Kurrajong Road between Richmond and North Richmond is estimated to be at least \$100 million.

Based on past experience, the lead time for planning, investigations, design, approval and construction of such a bridge would be approximately seven years.

22. The RTA is aware of the peak period congestion experienced at North Richmond, and public opinion regarding a Seniors Living project approved in North Richmond.

The RTA advises that Hawkesbury Council has required the proponent of the Seniors Living project to undertake localised improvements at Bells Line of Road/ Grose Vale Road intersection and other locations along Bells Line of Road as conditions of the development consent. These improvements could potentially impact on kerbside parking. Stakeholder consultation would be expected as part of the implementation of these works.

23. No.

24. The RTA does not have a record of representations received from the Member for Londonderry regarding North Richmond Bridge.

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Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Picton Road

In relation to Picton Road:

25. Why was there no line item in the 2010-11 infrastructure statement referring to Picton Road upgrades?
26. Can you provide a breakdown of funding sources for the \$25 million Picton Road upgrade?
27. When will the upgrade work be complete?
28. At the completion of the upgrades how many additional kilometres of Picton Road will be dual carriageway?
29. At the completion of the upgrades how many additional kilometres of Picton Road will be divided roadway?
30. How many fatal accidents have been recorded on Picton Road since 2000?
31. How many accidents involving an injury have been recorded on Picton Road since 2000?
32. For the years 2000 through to 2010 can you please provide an annual breakdown of total vehicle movements on Picton Road?
33. For the years 2000 through to 2010 can you please provide an annual breakdown of total truck movements on Picton Road?

Answer: 25 to 33

The NSW Government's program of works to improve Picton Road is due to be completed during 2013.

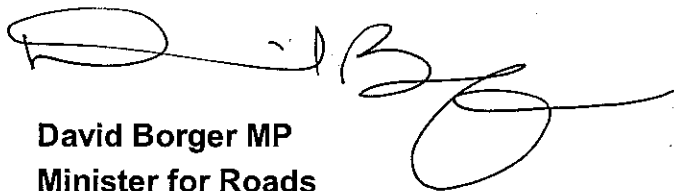
The package of works includes:

- Shoulder adjustments.
- Installation of concrete barriers and wire-rope safety barriers.
- Road resurfacing, line marking and improved signs.
- Provision of enforcement areas for police.

I am advised that the majority of the 27 kilometre route between Mount Ousley and the Hume Highway will be divided carriageway.

Tragically, 24 lives have been lost on Picton Road since 2000; the number of injuries recorded is greater still.

Information on traffic data for the period 2000 to 2010 will not be known until the end of 2010. I am nonetheless advised that traffic volumes for the year 2009 was in the vicinity of 15,000 per day, while heavy vehicle use accounted for around twenty per cent of all traffic.



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Question:

Picton Road

In relation to Picton Road:

34. Given that NSW police has told the media on 17/09/10 following the 22nd death on the road this decade that the accident "could have been prevented with median barriers in place to divide the road". When is it expected that the construction of median barriers along the worst black spots on Picton Road will be completed?

35. Given that the most recent accident occurred at the Mount Ousley end of Picton Road rather than the Wilton end, does the RTA plan to install more median barriers along black spots at the Mount Ousley end?

Answer:

I am advised:

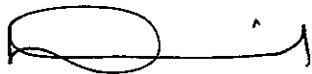
34. The RTA will improve safety at blackspot locations on Picton Road using a number of measures, including but not limited to, the installation of median barriers.

The project cost for works on Picton Road is \$40.9 million total. A package of road safety improvements is being funded by the State Government and include:

- Speed management strategies:
 - Police enforcement bay.
 - Police enforcement pads.
 - Point to point speed cameras.
 - Permanent Variable Message Signs.
 - Signage and delineation.

- Median Barrier Treatments:
 - West of Mt Keira Road.
 - East of Cordeaux Colliery (November 2010-April 2011).
 - Between 2.4 km and 3.5 km west of Mt Keira Road.
 - Between Pembroke Parade and Almond Street.
 - Between Macarthur Drive and Almond Street.
 - East of Macarthur Drive intersection (September 2010-March 2011).
 - Mount Keira Road intersection (completed).
 - Curve 500m west of Mount Ousley Road interchange (completed).
 - West of Cordeaux Colliery (completed).
- An overtaking lane westbound between the Cordeaux Dam turnoff and Pembroke Parade.
- Curve improvements at Cordeaux Dam access road (November 2010 to April 2011).
- A police enforcement bay east of Macarthur Drive (completed July 2010).

35. The RTA is currently assessing blackspots along the route with treatment types and locations currently being determined.



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Question:

Riverstone Rail Overpass

In relation to the Riverstone Rail Overpass:

36. Money for planning has appeared in successive budgets from 2007-08 to 2010-11. Can you please detail exactly what planning work has been undertaken over these four years?

37. Why has planning for the Riverstone Rail Overpass taken four years to date?

38. When are plans for the Riverstone Rail Overpass due to be complete?

39. When will construction of the Riverstone Rail Overpass commence?

40. What is the total estimated cost of the Riverstone Rail Overpass?

41. Have you received representations from Member for Riverstone John Aquilina in relation to the Riverstone Rail Overpass?

a) If so, can you please summarise the content of those representations

Answer:

I am advised that:

36. The RTA in consultation with Department of Planning, other transport agencies and Blacktown City Council, has investigated a number of options for the location of a future crossing of the Richmond Railway Line that would enable removal of the level crossing at Riverstone.

37. Option investigation for the overpass is complicated and warrants careful consideration. All options have impacts that could affect the community and each has implications for the future development of the area.

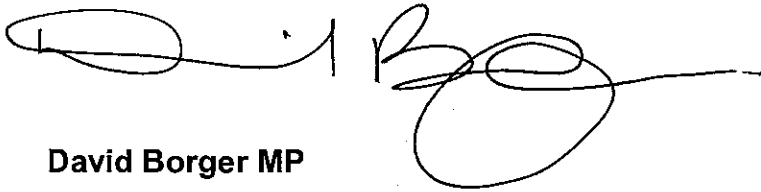
38. Further studies and planning are being jointly undertaken by the Department of Planning, Transport NSW, RailCorp and the RTA to resolve the master planning of the Riverstone town centre with a complementing rail crossing option. After the conclusion of these studies, a decision will be made regarding the railway crossing at Riverstone.

39. Design and environmental impact assessment would follow selection of a preferred option. Construction would commence following planning approval, detailed design and land acquisition.

40. The project cost estimate can only be finalised once a preferred option is selected.

41. The Member for Riverstone has made a representation on behalf of Blacktown City Council.

41.a) The council has requested that the overpass be at Loftus Street, providing a bypass of the Riverstone town centre along the alignment of Loftus Street linking to the proposed Spine Road within the Riverstone West Precinct. Council propose that the overpass would be constructed concurrently with the development of the Spine Road.

A handwritten signature in black ink, appearing to read 'David Borger', with a long horizontal line extending to the right.

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Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Stanhope Parkway

In relation to Stanhope Parkway:

42. When will Stanhope Parkway be opened to traffic?

43. Given the road was complete in 2009, why has it remained blocked off?

Answer:

I am advised:

42-43) Stanhope Parkway is a local road for which Blacktown City Council is responsible.

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Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

In relation to the 'Mulgoa electorate' roads funding breakdown:

44. How will the \$140,000 for councils to maintain local road networks be split between Penrith and Liverpool Local Government Areas?

45. How much funding was provided to councils in the Mulgoa electorate to maintain their local road networks in 2006-07, 2007-08, 2008-09, and 2009-10?

46. Given the projected population increase in Penrith and Liverpool Local Government Areas, which have been designated as Growth Centre Councils, what are the projections for additional funding to councils in the Mulgoa electorate to maintain their local road networks in 2011-12, 2012-13, 2013-14 and 2014-15?

Answer:

I am advised:

44). & 45).

The RTA allocations under the Block Grant Agreement to Penrith and Liverpool Councils to maintain their road network (excluding traffic facilities) are as follows:


Penrith Council

2006-07	\$529,000
2007-08	\$539,000
2008-09	\$550,000
2009-10	\$572,000
2010-11	\$583,000

Liverpool Council

2006-07	\$272,000
2007-08	\$275,000
2008-09	\$280,000
2009-10	\$282,000
2010-11	\$286,000

46. The *Roads Act 1993* provides that local councils are the roads authority for almost all public roads. Councils are responsible for the management of their local roads, using funds from their own rates sources or the federal government's Financial Assistance Grants and the Roads to Recovery Program.



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Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

In relation to the Princes Highway:

47. Given the announcement by the NSW Government that the Gerringong to Bomaderry Princes Highway upgrade will be a Part 3A major project, can the Government outline a start and end date for the project?

48. Why has the Government failed to provide funds for road construction for the Gerringong to Bomaderry upgrade in this budget?

49. Why has the Government continued to defer a possible start date for the Gerringong to Bomaderry upgrade?

50. How many consultation meetings and on what dates have been held with Gerringong residents in relation to access arrangements for residents living along the proposed route alignment for the Gerringong to Bomaderry upgrade?

51. How many people attended each consultation meeting that has been held with Gerringong residents in relation to access arrangements for residents living along the proposed route alignment for the Gerringong to Bomaderry upgrade?

52. Why has Princes Highway funding been cut from \$144 million in 2008-09 to \$62 million in 2010/11?

Answer:

I am advised:

47. The Gerringong to Bomaderry Princes Highway upgrade program has been divided into three separate projects for delivery of the works.

The central section only from Toolijooa Road to Schofields Lane at Berry has been declared to be a Part 3A major project. In the current financial year (2010-11) there is funding for this project for concept design, environmental assessment and property acquisition under the Roads and Traffic Authority's (RTA) hardship provisions.

Implementation of the project can only begin after completion of an environmental assessment and receipt of project approval from the Department of Planning. This approval is anticipated towards the end of 2011. Construction would take approximately three years. There has been no government announcement in relation to the timing of funding for the construction of this project.

48. The Government has committed the following funds to the three projects in the 2010-11 Financial Year:

- Gerringong Upgrade - \$16 million.
- Foxground and Berry Bypass - \$10 million.
- Berry to Bomaderry Upgrade - \$2 million.

These funds will be used for concept design, environmental assessment and property acquisition under the RTA's hardship provisions, for these three projects so that project approvals may be obtained and detailed design and relocation of utilities can commence. Construction of the projects cannot commence until these activities are completed.

49. The Gerringong Upgrade, the first of the three projects, cannot start until detailed design, property acquisition and relocation of utilities has been completed. These activities are not expected to be completed before the first half of 2012.

50. During the four week display of the Review of Environmental Factors for the Gerringong Upgrade in June 2010, individual meetings were offered to all residents who have direct access to the highway and individual meetings were held with the RTA's Project Manager with all who requested a meeting. Meetings with residents from Sims Road and Alne Bank Lane to discuss the junction of Sims Road and the highway were held on 26 August and 4 November 2009.

There were also:

- 56 Route option property interviews held between 27 September 2007 and 25 January 2008.
- 39 Preferred option and access option property interviews held between 14 October 2008 and 25 December 2008.
- 1 Preferred option and access options property interview held on 27 November 2008.
- 1 Preferred option and access options property interview held on 10 December 2008.
- 14 Preferred options and preferred access option property interviews held between 16 June 2009 and 26 June 2009.
- 30 Gerringong upgrade review of environmental factors property interviews held between 8 June 2010 and 30 June 2010.
- Approximately 30 stakeholder meetings.

51. Meetings with individual property owners generally ranged from one to four family members. The majority of residents of Sims Road and Alne Bank Lane attended the group meetings comprising of approximately 20 people each time.

52. The NSW Government has spent more than \$589 million on the Princes Highway from south of Wollongong to the Victorian border in the period 1994-95 to 2008-09. The federal government has spent more than \$64 million on this highway in the same period.

The Princes Highway from Sydney to the Victoria border received \$164 million from the NSW Government in 2008-09. In 2009-10, a further \$78 million was allocated as part of the State budget, including \$67 million to progress construction and planning of major infrastructure projects.

\$62 million has been allocated as part of the 2010-11 State budget. The 2010-11 budget provides funding for three critical Princes Highway projects to move towards construction – at Gerringong, South Nowra and Victoria Creek.

Key Princes Highway projects being progressed in 2010-11 include:

- \$16 million to continue planning and preconstruction activities and start tendering for design and construction of the Gerringong upgrade between Mount Pleasant and Toolijooa Road.
- \$10 million to continue planning and preconstruction activities for Foxground and Berry bypasses.
- \$5.5 million to complete planning and preconstruction activities and to call tenders for construction of four-lane highway at South Nowra, between Kinghorne Street and Forest Road.
- \$3.3 million to complete construction of the intersection upgrade at Lawrence Hargrave Drive.
- \$3 million to complete planning and preconstruction activities and to call tenders for construction of the realignment of the highway at Victoria Creek, south of Narooma.
- \$3 million to continue planning, funded by the Australian Government, for the Bega bypass.
- \$2 million to continue planning for the upgrade between Berry and Bomaderry.
- \$1 million to continue planning for the realignment of the highway at Dignams Creek.

The RTA is preparing a Princes Highway Corridor Strategy which will set out the strategic direction for the highway corridor. This is expected to be completed later this year. Funding levels are expected to increase as new projects commence construction.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

In relation to the Tongarra Road pedestrian fence in Albion Park:

53. How much did the erection of the fence cost?

54. How many community consultation meetings and on what dates, were held before the fence was erected?

55. Is the Government preparing to roll out more fences, such as the Tongarra Road Fence? If so, please advise in which locations?

Answer:

I am advised that:

53) The project cost for installing the fence was approximately \$150,000.

54) Community consultation meetings before the fence was erected were as follows:

- 26 May 2010: Executive liaison meeting with Shellharbour Council with RTA representatives.
- 17 May 2010: RTA representatives visited and held discussions with the businesses and the school on Tongarra Road (both sides of road) between Russell and Terry Streets. The RTA's Regional Manager advised Shellharbour Council and the Road Safety and Traffic Manager advised Chamber of Commerce via phone of the intention to install the fence. A letter to stakeholders was issued.
- 11 March 2010: Meeting between the RTA and Chamber of Commerce.
- 2 March 2010: Meeting with Shellharbour Council and RTA representatives.
- November 2009: Roundtable discussions between the RTA and Shellharbour Council.
- October 2009: Shellharbour Council placed a proposal including a median with fencing design on public exhibition.
- Late August/September 2009: Shellharbour Council held a meeting with key stakeholders including urban designers, the NSW Police Force, etc, at the Airport at Albion Park.

- 30 November 2005: Meeting between the RTA representatives and representatives from Albion Park Main Street and Albion Park Chamber of Commerce.
- 6 December 2006: Shellharbour Traffic Committee. Proposal placed on public exhibition.
- 7 September 2005: Shellharbour Traffic Committee. Proposal placed on public exhibition.
- 28 September 2004: RTA and Shellharbour Council Focus meeting.
- 18 August 2004: RTA and Shellharbour Council Focus meeting.
- 7 July 2004: Shellharbour Traffic Committee Item.
- 30 June 2004: Tongarra Road Median Working Party was convened and attended by Shellharbour Council and RTA representatives.
- There were also a number of other meetings as early as 2001 and 2002 between the RTA, Albion Park Chamber of Commerce and Shellharbour Council about the beautification of Albion Park.

55. As part of the Road Toll Response Package, the Government is investing \$4 million over three years to rollout pedestrian fencing at pedestrian crash hotspots. This is in addition to pedestrian fencing being installed as part of existing programs. The locations where pedestrian fencing are planned to be installed in 2010/11 is under consideration.



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Minister for Western Sydney
Member for Granville



**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET ESTIMATES
HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

North Nowra Link Road

In relation to the North Nowra Link Road:

56. Why has the NSW Government delayed the North Nowra Link Road project?

57. What is the total cost of consultants' reports involved in this project?

58. What additional information has been requested of Shoalhaven City Council by the DECCW as

part of the 3A planning process, and why?

59. When is the project expected to commence?

60. When is the project scheduled for completion?

61. What is the total estimated cost for the project?

Answer:

I am advised:

56. The NSW Government has not delayed this project.

The RTA was not involved in this proposal, apart from some technical input on the potential impact of the proposal on intersections along the Princes Highway through Bomaderry.

Shoalhaven City Council has been developing the concept of a future link road from North Nowra to Bomaderry as part of its local road network.

57. This question should be directed to Shoalhaven City Council.

58. This question should be directed to the Minister for the Environment.

59-61. The development of a future North Nowra-Bomaderry Link Road is a matter for Shoalhaven City Council.

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Newell Highway

62. Given a study by the RTA found the Newell Highway had 29km of road listed as being in 'poor' condition:

63. Does the NSW Government have any plans to fix this stretch of the Newell Highway?

a) If yes, please provide estimate cost, expected date of commencement and expected date of completion.

b) If no, why not?

64. Given that the introduction of rumble strip markings and a reduction in the speed limit could not be regarded as repair works to the section of the road listed as 'poor', do you agree that such measures represent nothing more than band-aid solutions?

65. Do you believe upgrading the road will decrease the accident rate on this stretch of road?

66. Do you think more overtaking lanes are needed on the Newell Highway?

a) If no, why not?

67. Will the Government commit to more overtaking lanes for the Newell Highway?

a) If no, why not?

Answer:

I am advised:

62-63. The report shows that in 2007 there were 29.1 km of the Newell Highway rated as 'poor' in terms of cracking. By 2010 this figure had reduced to 16.2 km for the Newell Highway (less than 2 per cent of the total length).

Pavement durability on the rural road network, including the Newell Highway, has remained relatively stable over the last 6 years with the extent of 'poor' rated road cracking remaining at very low levels.

The RTA supports ongoing safe and reliable travel by programming maintenance work and rebuilding activities based on risk assessment. To ensure the best use of available funds when determining maintenance priorities, the RTA considers a multitude of factors and conditions including ride quality, width of the road, road structural strength; rate of deterioration; surface irregularities; loss of skid resistance; public complaints; type of traffic loading; and strategic importance.

64. The NSW Government announced that it would spend an additional \$30 million over 3 years on a safety program for the Newell Highway as a result of the safety review in 2009.

As a part of the review recommendations the speed limit on the Newell was reduced from 110 km/h to 100 km/h. This reduction was based on research that shows that reducing speed limits has been effective in reducing the road toll and severity of crashes. The review indicated that speed is a factor in more than 40 per cent of fatality crashes in NSW and that over the 5 year period 2003 to 2007, 69 people were killed.

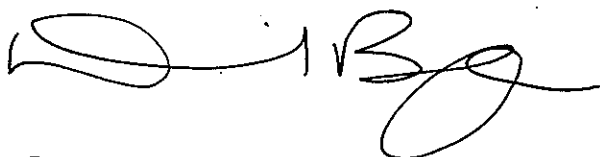
"Rumble strips" are currently being trialled at two sites along the route. The tactile link-markings are used to separate opposing traffic flows and reduce head on crashes.

65. Upgrading of roads, can be an effective way of reducing accident rates. However, the overall network planning process all routes that make up the State Road network and so must also include a means of setting priorities.

66-67. There are currently 46 (24 northbound and 22 southbound) overtaking lanes on the Newell Highway.

The RTA is currently undertaking a traffic study of the Newell Highway to determine the need for additional overtaking lanes and potential locations.

On completion of the traffic study, further assessment will be made of the relative priority of providing funding for overtaking lanes on the Newell Highway.

A handwritten signature in black ink, appearing to read 'David Borger', with a stylized flourish at the end.

David Borger MP
Minister for Roads

The Hon David Borger MP

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Minister for Western Sydney

Member for Granville



**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Monaro Electorate Funding

68. In relation to roads funding in the Monaro electorate:

69. Please provide the total amount expended on capital works (broken down into individual projects and costs) in the roads portfolio in the Monaro electorate for the following years:

- a) 2007
- b) 2008
- c) 2009
- d) 2010

70. Please provide the amount of planned expenditure on capital works What funds were expended on capital works in the (broken down into individual projects and costs) in the roads portfolio in the Monaro electorate for the following years:

- a) 2011
- b) 2012
- c) 2013

Answer:

I am advised:
(68)-(69).

Where a project extends across electorate boundaries, the funds specified is the allocation to the relevant electorate.

2006-07

\$9.7 million was expended on capital projects for the financial year in the Monaro electorate. Significant projects progressed and funds expended include:

Capital Work	Cost
MR92 Nowra to Nerriga upgrade	\$4.05 million
Monaro Hwy - Native Dog Creek Bridge widening	\$960,000
MR51 – Warri Bridge reconstruction	\$960,000
Kosciuszko Rd – reconstruct parking bay	\$780,000
Kings Highway – Black Gully safety improvements	\$590,000
Kosciuszko Rd – pavement widening at Kosciuszko National Park	\$570,000

2007-08

\$10.6 million was expended on capital projects for the financial year in the Monaro electorate. Significant projects progressed and funds expended include:

Capital Work	Cost
MR92 Nowra to Nerriga upgrade	\$2.13 million
Monaro Hwy - Native Dog Creek Bridge widening	\$1.62 million
Monaro Hwy – Ando reconstruction	\$880,000
Monaro – Safety barrier upgrade	\$810,000
Kings Highway improvements	\$710,000
Monaro Hwy – Mila Rd widening	\$580,000
Monaro Hwy – Saucy Creek reconstruction	\$580,000
MR52 Sutton Rd – Amungula Creek reconstruction	\$540,000

2008-09

\$24.2 million was expended on capital projects for the financial year in the Monaro electorate. Significant projects progressed and funds expended include:

Capital Work	Cost
Kings Highway improvements	\$7.65 million
MR92 Nowra to Nerriga upgrade	\$4.69 million
Monaro Hwy - Native Dog Creek Bridge widening	\$2.69 million
Kosciuszko Rd – pavement widening in Kosciuszko National Park	\$1.22 million
Monaro Hwy – Saucy Creek reconstruction	\$1.13 million
MR 51 – overtaking lanes	\$1.09 million
Snowy Mountains Hwy – widening	\$990,000
Snowy Mountains Hwy – reconstruction Bibbenluke	\$670,000

2009-10

\$27.5 million was expended on capital projects for the financial year in the Monaro electorate. Significant projects progressed and funds expended include:

Capital Work	Cost
Kings Highway improvements	\$11.07 million
MR92 Nowra to Nerriga upgrade	\$4.93 million
Lanyon Drive Duplication	\$2.62 million
Kosciuszko Rd – pavement widening in Kosciuszko National Park	\$1.41 million
Snowy Mountains Hwy – reconstruction Bibbenluke	\$1.23 million
Monaro Hwy – Saucy Creek reconstruction	\$1.06 million

70. The following amounts are planned expenditure on capital works in the Monaro electorate for 2011-13.

2010-11

\$48.3 million was allocated to Monaro in the 2010/11 budget. Significant project allocations are:

Capital Work	Cost
Lanyon Drive Duplication	\$3.8 million
Kings Highway improvements	\$6.7 million
Capitalised maintenance works	\$4.9 million
Road safety improvements	\$1.8 million
Traffic management improvements	\$800,000

Forward funding is subject to State and Federal budgetary processes. It is expected that projects under construction would achieve allocations in accordance with their needs and within budget limits.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Port Macquarie Electorate Funding

In relation to roads funding in the Port Macquarie electorate:

71. Please provide the total amount expended on capital works (broken down into individual projects and costs) in the roads portfolio in the Port Macquarie electorate for the following years:

- a) 2007
- b) 2008
- c) 2009
- d) 2010

72. Please provide the amount of planned expenditure on capital works What funds were expended on capital works in the (broken down into individual projects and costs) in the roads portfolio in the Port Macquarie electorate for the following years:

- a) 2011
- b) 2012
- c) 2013

Answer:

I am advised:

71) The following amounts were expended on capital works in the Port Macquarie electorate during 2007-10.

2007

Capital Work	Cost
Pacific Highway - Coopernook Deviation	\$1,28 million
Pacific Highway - Coopernook to Moorland	\$7.02 million
Pacific Highway - Moorland to Herons Creek	\$16.02 million
Pacific Highway - Herons Creek to Stills Road	\$150,000
Pacific Highway - Oxley Highway to Kempsey	\$1.99 million
Oxley Highway Upgrade, Port Macquarie	\$2.70 million

2008

Capital Work	Cost
Pacific Highway - Coopernook Deviation	\$750,000
Pacific Highway - Coopernook to Moorland	\$21.4 million
Pacific Highway - Moorland to Herons Creek	\$90.8 million
Pacific Highway - Herons Creek to Stills Road	\$170,000
Pacific Highway - Oxley Highway to Kempsey	\$1.06 million
Oxley Highway Upgrade, Port Macquarie	\$2.68 million
Gordon Street/ Grant Street, Port Macquarie	\$350,000
Oxley Highway/Hastings River Dr, Port Macquarie	\$250,000

2009

Capital Work	Cost
Pacific Highway - Coopernook to Moorland	\$91.07 million
Pacific Highway - Moorland to Herons Creek	\$160.59 million
Pacific Highway - Herons Creek to Stills Road	\$3.45 million
Pacific Highway - Oxley Highway to Kempsey	\$590,000
Oxley Highway Upgrade, Port Macquarie	\$16.95 million
Oxley Highway Upgrade – Stoney Creek Stage 1	\$340,000

2010

Capital Work	Cost
Pacific Highway - Coopernook to Moorland	\$72.66 million
Pacific Highway - Moorland to Herons Creek	\$94.26 million
Pacific Highway - Herons Creek to Stills Road	\$2.33 million
Pacific Highway - Oxley Highway to Kempsey	\$1.12 million
Oxley Highway Upgrade, Port Macquarie	\$19.19 million
Oxley Highway – Partridge Creek	\$960,000
Oxley Highway – Stoney Creek, Stage 1	\$960,000
Oxley Highway – Stoney Creek, Stage 2	\$980,000

72) The following amounts are planned expenditure on capital works in the Port Macquarie electorate for 2011-13.

2011

Capital Work	Cost
Pacific Highway - Coopernook to Moorland	\$4.43 million
Pacific Highway - Herons Creek to Stills Road	\$19 million
Pacific Highway - Oxley Highway to Kempsey	\$1.2 million
Oxley Highway Upgrade, Port Macquarie	\$40 million
Oxley Highway - Hollis to Yarras Creek	\$670,000
Oxley Highway – Kings Creek Road Intersection	\$500,000

2012

Capital Work	Cost
Pacific Highway - Herons Creek to Stills Road	\$41.5 million
Pacific Highway - Oxley Highway to Kempsey	\$800,000
Oxley Highway Upgrade, Port Macquarie	\$33 million

2013

Capital Work	Cost
Pacific Highway - Oxley Highway to Kempsey	\$800,000

A handwritten signature in black ink, appearing to read 'David Borger', with a large, stylized flourish at the end.

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Great Western Highway

In relation to the Great Western Highway:

73. How much money has the Government spent on the upgrade of the highway over the last 15 years? Please provide the amount spent in each year, broken down into stage of upgrade where relevant.

74. What is the estimated cost of the promised upgrade of the highway between Emu Plains and Katoomba?

75. What was the original timeframe for the completion of these upgrades when they were first announced?

76. What are the expected commencement and completion dates for the promised upgrade of the highway between Emu Plains and Katoomba?

77. What is the estimated cost of the promised upgrade of the highway between Katoomba and Lithgow?

78. What was the original timeframe for the completion of these upgrades when they were first announced?

79. What are the expected commencement and completion dates for the promised upgrade of the highway between Katoomba and Lithgow?

Answer:

I am advised:

73. Between July 1998 and June 2010, over \$535 million was been spent on major road works on the Great Western Highway between Emu Plains and Mount Victoria.

74. The estimated cost of the upgrade from Emu Plains to Katoomba is approximately \$1 billion.

75. Since the 1960s different governments have made various commitments to improve the Great Western Highway. The upgrade to four lanes between Emu Plains and Katoomba commenced with the Springwood deviation in the late 1960s/early 1970s.

Upgrade to four lanes commenced at Lapstone in 1977 and was progressively completed in the lower Blue Mountains to 1988. The Woodford Bends four lane upgrade commenced in 1993 and was completed in 1995.

In 1998 a \$360 million program to complete four lanes between Emu Plains and Katoomba to be carried out in 12 years was announced.

76. The 2010/11 NSW Budget Paper No. 4 lists the following Great Western Highway projects between Emu Plains and Katoomba:

- Woodford to Hazelbrook, to be completed 2012.
- Lawson, to be completed 2012.
- Bullaburra and Bullaburra to Wentworth Falls, planning and preconstruction, completion not announced.
- Wentworth Falls East, to be completed 2012.

77. The strategic estimate of cost for the preferred route between Mount Victoria and South Bowenfels was announced in May 2010 as between \$1,350 million and \$1,670 million.

The four lane upgrade from South Bowenfels to Lithgow has already been completed.

78. A number of upgrade projects have been completed between Katoomba and Lithgow as part of the commitment to upgrade the Great Western Highway. These include the Shell Corner realignment at Katoomba, the Medlow Bath Bridge and the Soldiers Pinch realignment near Mount Victoria.

79. The RTA has commenced planning, design and environmental assessment for:

- Safety works in Mount Victoria village and on Mount Victoria Pass, both generally on the existing alignment.
- A bypass to the south of Little Hartley including intersection improvements at Coxs River Road, Baaners Lane and Browns Gap Road.
- A bypass of River Lett Hill.

The safety works are due to commence at the end of 2010 and these projects are due for completion in 2014.



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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Mitchell Highway

In relation to the Mitchell Highway:

80. Does the Government have any current plans to upgrade the highway at Guanna Hill, approximately six kilometres east of Molong?

a) If so, what are the expected dates of commence and completion of this upgrade?

b) If so, what is the estimated cost of this upgrade?

Answer:

I am advised:

80 (a)-(b)

The Roads and Traffic Authority has identified the section of the Mitchell Highway at Goanna Hill as a candidate for future upgrading.

The cost estimate for the upgrade is \$15 million.

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

M5 Expansion

In relation to the M5 Expansion Project:

81. Given that the RTA's M5 Corridor expansion website promotes that the expansion will significantly improve travel times if built, and alternatively would worsen travel times if not built, does the Minister agree that there is a clear need for the expansion?

82. Does the Minister agree that the following statement made by David Campbell, in relation to the now abandoned Tempe tunnel section of the M5 expansion – "[t]he road location shown in the feasibility study is only one suggestion" – tends to the conclusions that at the time of the announcement, the RTA believed that the Tempe tunnel was the best option available for the M5 expansion?

a) If not, does the Minister agree that it seems irrational in the first instance to announce the Tempe tunnel in the feasibility study, if it in fact was not the best option available?

83. After deciding to cancel the Tempe tunnel option earlier this year, you made the following statement: "[t]he State Government has heeded the Tempe community's objections to M5 East proposals that involved dissecting Tempe Reserve" – do you agree that this statement indicates that the decision was made by the State Government in unison, or was this decision in fact made on the basis of your own concerns regarding the option?

84. Can the Minister confirm whether he, his predecessor, any member of his/his predecessor's staff or any RTA officer has:

a) Met with any members of the Tempe community in relation to the M5 Expansion?

b) Attended any community meetings regarding the Tempe tunnel?

c) Met with any members of the community group Tempe 2020 to discuss the Tempe Tunnel.

d) If so, what was the nature of the Government's discussions during each of these meetings?

85. If this was a State Government decision, as the Minister's statement suggests, can the Minister explain why the NSW Government waited to announce the cancellation of the Tempe tunnel option in August 2010, when the Tempe community's displeasure with this option has been extremely vocal, and has generated considerable press coverage since late 2009?

86. The cumulative effect of all of these factors suggests that the Minister has time his announcement to cancel the Tempe tunnel in such a way as to provide beneficial to the reelection of the Federal Labor Government. Does the Minister agree that this is the case?

a) If no, what reasons did the NSW Labor Government consider in deciding to cancel the Tempe tunnel option?

87. Can the Minister outline the nature of his office's collaboration with the Federal member for Grayndler in relation to the Tempe Tunnel?

88. Is the Minister satisfied that his actions do not represent the sacrificing of the infrastructure commitments designed to improve the experiences of M5 commuters purely for the benefit of the struggling Federal Labor Government in the middle of its election campaign?

89. Prior to the NSW Minister for roads announcing the scrapping of the Tempe tunnel option for the M5 Expansion project, the same announcement was made by the Federal Transport Minister and Labor Member for Grayndler, Anthony Albanese. Why did a Federal Government Minister make such a significant announcement on what is largely a state Government matter?

90. Given that Minister Albanese stated that any extension of the M5 through Tempe Reserve was "an impractical option that...should not have been considered", can you explain the extent of Minister Albanese's influence in the decision to not pursue any expansion of the M5 through the Tempe Reserve?

91. Given Minister Albanese clear involvement in the decision to not pursue expansion through the Tempe Reserve, what alternative route is the RTA considering as a substitute, and approximately how much more is it envisaged that this route would cost the NSW taxpayer?

92. Given that Minister Albanese has stated that the State and Federal Government are "united" in opposing any expansion of the M5 through the Tempe, why did it take the nearly 12 months after the initial announcement of the proposed M5 Expansion route for the Minister for Roads to announce that the NSW Labor Government did not support this option?

93. On what basis is Minister Albanese's and your own attempts deflection onto the RTA of the decision to route the M5 expansion through Tempe Reserve able to withstand the fact that the RTA is ultimately responsible to you, as the NSW Minister for Roads, and that the Office of the NSW Minister of Roads had nearly 12 months to direct the RTA to amend its proposal, but failed to exercise this power until the middle of a Federal Election campaign after sensing that the unpopular decision could affect Labor candidates in vulnerable inner-west seats?

94. Given that the M5 East expansion has been on the NSW Labor Government's agenda for 15 years, do you agree that it is a damning indictment on the ability of the NSW Labor Government to deliver on infrastructure investments in NSW when after all these years, Infrastructure Australia still do not regard the M5 East Project as being 'ready to proceed'.

95. What guidance did Infrastructure Australia give to the NSW Government as to which criteria remain outstanding before the M5 East will be classified as 'ready to proceed'?

96. Of the \$4 billion which the NSW Government valued the M5 East project in its submission, how much of this amount did the NSW Government seek from the Federal Government in its submission?

97. What guidance did Infrastructure Australia give as to the amount of funding it would be willing to contribute to the M5 East project, should it reach classification as 'ready to proceed'?

Answer:

I am advised:

81. The M5 East expansion is noted in the NSW Government's Metropolitan Transport Plan as a project which is currently beyond the 10 year funding guarantee, but is one of several projects that could be brought forward if additional funding becomes available.

82. The proposed connection from the eastern end of the M5 East tunnel to Sydney airport and the commercial/industrial land use areas north of the airport generally along the F6 corridor was not proposed as a tunnel but as a surface road connection.

In November 2009 the NSW Government released an option for expanding the full M5 corridor, which included the surface road, resulting from the jointly funded State and Federal Government feasibility study which investigated potential improvements to the M5 corridor.

The initial consultation between November 2009 and March 2010 was to seek input and feedback from the community on the proposed expansion of the corridor and to determine what further investigations would be required.

83. In February 2010 the NSW Government announced that the RTA would be investigating all options for improved access to the airport and industrial/commercial areas north of the airport. This announcement was made in response to the community that the Government had heard their concerns and that any options investigated would not dissect Tempe Reserve.

84. Following the announcement on the proposed expansion in November 2009 the RTA undertook an extensive consultation process which involved information sessions, displays at shopping centres, meetings with community groups and key industry stakeholders. Residents of Tempe were one of a range of stakeholders that were consulted during this period to seek comment on the proposal.

85. The submissions to the initial consultation closed on 21 March 2010. The RTA also received submissions after the closing and in some instances, the RTA has had to have follow up discussions with some

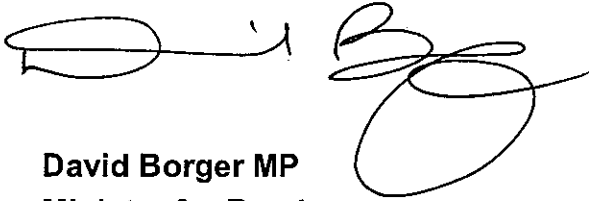
stakeholders. The concerns regarding Tempe Reserve were amongst many issues raised for further consideration along the proposed expansion of the 32 kilometre M5 corridor.

86. The NSW Government heeded the concerns raised by the Tempe residents during the initial consultation and has addressed these concerns by announcing that the M5 East Expansion will not dissect the Tempe Reserve.
87. Officers of the RTA and advisors from the Ministers office met with the Federal Member for Grayndler to outline the proposed expansion of the M5 corridor, discuss issues raised from the initial consultation and discuss the processes required to address these issues.
88. Yes.
89. That is a matter for the Federal Minister. The NSW Government made comment on the same day.
90. The NSW Government has responded to the concerns of the Tempe residents in stating that the M5 East expansion would not dissect the Tempe Reserve. The Federal Minister is in agreement with that position.
91. Several options are being developed and investigations are underway to assess the feasibility, including cost estimates. When these investigations are completed there will be further extensive consultation with the community and other stakeholders on these options.
92. As for question 85.
93. In response to the consultation which commenced in November 2009, in February 2010 the Government announced that the RTA would be reviewing all options for improving access to the airport and industrial/commercial areas north the airport, in consultation with the community and stakeholders.
94. The M5 East expansion is in an early stage of development. Submissions have been made to Infrastructure Australia seeking funding for this project in 2008, 2009 and 2010. In June 2010, a report by Infrastructure Australia to COAG, "Getting the fundamentals right for Australia's infrastructure priorities", the M5 East expansion was identified as a project of "Real Potential" which means the project is an initiative that is nationally significant and, there has been a considerable amount of analysis of potential solutions.
95. The project is at an early stage of development and further technical and environmental studies are required, in conjunction with community

consultation, to fully define the project for further discussions and submissions to Infrastructure Australia.

96. Previous submissions to Infrastructure Australia have identified that funding for the project could come from either State, Federal or private financing. The NSW Government welcomes the Federal Government announcement made on 11 August 2010 that Infrastructure Australia will work with the NSW Government to explore private financing options for the M5 East widening.

97. As for question 96.

A handwritten signature in black ink, appearing to be 'David Borger', written in a cursive style.

David Borger MP
Minister for Roads

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET ESTIMATES
HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

In relation to F3 traffic congestion:

98. A seminar held in June 2009 between several NSW emergency service organisations in relation to crisis management on the F3 freeway had the stated goal of providing 'information on new strategies and procedures'. What involvement did the office of the Minister for Roads have in regards to:

- a) Providing information to the seminar?
- b) Receiving a report on the outcome of the seminar?

99. The material released under FOI by the NSWFB explicitly referred to past major disruptions on the F3, and recommended that the Minister for Emergency Services be notified of the seminar. Was the Office of the Minister for Roads notified of this seminar by any RTA departmental staff or by the NSWFB?

- a) If no, do you agree with the conclusion that this is damning evidence of the woeful lack of inter-departmental communication and collaboration, which has become the hallmark of the NSW Labor Government?

100. Given that the Minister for Emergency Services was notified of this seminar, did the Office of the Minister for Emergency Services contact the Office of the Minister for Roads in any manner that alerted your office to the fact that this seminar was being held?

- a) If no, what does this fact say about the appalling lack of communication between NSW Labor Government Ministers?

101. Even if your Office was not directly notified by the NSWFB or the Minister for Emergency Services, do you agree that the fact that emails from senior RTA officers involved in organising the seminar, and the fact that a senior RTA official was invited to speak at the event, would mean that your Office would have some inkling of knowledge about this event?

- a) If yes, and you did not attend, why not? Did your Office not regard this as being sufficient

warning that attendance by the Minister or his staff might be prudent?

- b) If no representatives from the Minister's Office attended the seminar, does the Minister agree that this was a significant error of judgment, given the value of having over 50 representatives from several emergency service agencies present together, discussing potential collaborative efforts on a matter which has been at the attention of the NSW Government for some time?

102. The agenda for the seminar indicates that senior officers of the NSW police and RTA spoke specifically about the contra-flow plan for the F3. Was the Minister's office advised of any potential deficiencies in the contra-flow plan that the two officers may have mentioned?

103. A copy of the presentation indicates that the central aspect of improving traffic after an accident on the F3 involves clearing the accident as quickly as possible. Given this directive, can the Minister advise of the exact deficiencies in the crisis response plans for accidents on the F3 that completely eradicated its effectiveness?

Answer:

I am advised:

98-102.

These matters generally concern issues that former Minister's for Roads would be in a position to answer.

103.

The Member should examine the report conducted by Mr Ken Moroney AO.



David Borger MP
Minister for Roads

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question: M4 East

In relation to the M4 East:

104. The proposed construction of the M4 East has been mooted, but never pursued by numerous figures in the NSW Labor Government over the years, including former Roads Ministers Carl Scully and Michael Daley, and former Premiers Morris Iemma and Nathan Rees. Since being installed as Premier, has Kristina Keneally or her Roads Minister made any requests of the RTA to provide updates on the M4 East project, be that in the form of current costing estimates, impact statements or any other studies relating to the project?

105. Has the RTA submitted any documentation in relation to the M4 East to Cabinet in the last 12 months?

If yes, what was the general nature of the requests for documentation made by Cabinet, the Premier, or the Roads Minister, and what did the RTA actually supply them in response to the request?

Are you aware of any correspondence between the NSW Government and the Federal Government in relation to joint funding of the M4 East project in the last 12 months?

a) If yes, what was the content of this correspondence?

106. Do you agree that the benefits of a potential announcement by Government of a definite commitment of funds and a release of an expected construction commencement date for the M4 East would be likely to have a significant effect on Sydney residents?

a) If yes, do you think that potentially, such an announcement would be likely to influence voters?

b) If no, why not?

107. Given that Treasury documents have revealed that the NSW Labor Government, which from numerous opinion polls published is on the nose with the electorate, has stashed \$364 million in forward estimates for the M4 East project, do you agree that it could be implied on the face value of all these factors that Labor is holding off on announcing this project until closer to the election date to influence voters?

a) If not, on what basis would you disagree with this assessment, given that the NSW Labor Government has had over 15 years to build the M4 East?

108. Premier Kristina Keneally recently spoke on 2GB and claimed that projects such as Western Sydney roads are "too important to be political footballs". Do you agree that the Premier has completely contradicted herself if she has been consulted by the RTA on the M4 East project, and has set aside funding, but is holding out to publicly announce until the election?

Answer:

I am advised:

(104-107). The M4 Extension remains a NSW Government priority. As outlined in the NSW Government's November 2008 mini-budget, construction of an M4 Extension is subject to federal funding and in this regard a submission was prepared and submitted to Infrastructure Australia in October 2008.

The M4 Extension project was subsequently identified as an infrastructure proposal for prioritisation by Infrastructure Australia in December 2008. However, no funds were provided to construct the project in either the 2009 or 2010 federal budget.

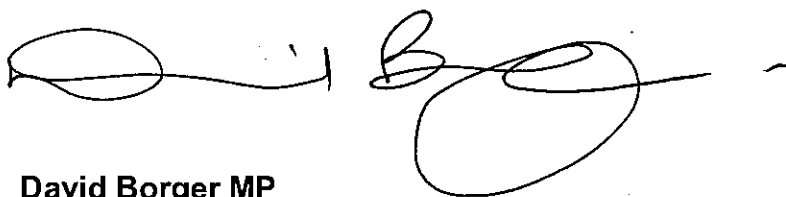
In August 2010, the project was once again included in the NSW Government's submission to Infrastructure Australia.

The Metropolitan Transport Plan: Connecting the City of Cities, released in February 2010 indicated that the M4 Extension is currently beyond the 10 year funding guarantee, but could be brought forward if additional funding becomes available, for example from the federal government.

If the decision is made to proceed with the project, further development activities will be undertaken prior to the start of construction works. A detailed environmental assessment and community and stakeholder involvement would form an important component of the development phase.

While it is true that NSW has been offered \$300 million out of the Nation Building Program 2008-09 to 2013-14, this amount would be for preconstruction activities including land acquisition and would not allow substantial construction to proceed. Without a commitment to construction funding by the federal government, the NSW Government is not willing to proceed.

108. No.

A handwritten signature in black ink, appearing to read 'David Borger', with a large, stylized loop at the end.

David Borger MP
Minister for Roads

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Minister for Western Sydney
Member for Granville



**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Richmond Road

In relation to the proposed upgrade of intersections on Richmond Road:

Representations made by the RTA (Ref: M10/4186) stated:

"The RTA has a long term proposal to upgrade Richmond Road at its intersections with The Northern Road at Berkshire Park and George Street at Bligh Park, which involves a deviation of the Northern Road"

109. What is the exact nature of the RTA's proposal for this upgrade of Richmond Road?
110. When did the RTA submit this proposal to the Minister's Office?
111. When will budget funding be made available for this project?
112. When is the last time that the RTA discussed this proposed upgrade with the Minister?
113. What is the estimated cost for the completion of this upgrade?
114. How many accidents have occurred at these intersections in 2008/09, 2009/10 and 2010/11 (year to date)?
115. What is the RTA's most recent assessment of traffic flow volumes at these two intersections?
116. Given that both Richmond Road and The Northern Road are heavily used by commuters and businesses and represent vital road link in Western Sydney, what traffic management plans do the RTA have in place to ensure that commuters are not unduly delayed during construction of the proposed upgrades?
117. In the interim period before the commencement of construction of the upgrade, what measures do the RTA intend to implement at the intersection to improve the flow of traffic and to reduce the number of accidents?

Answer:

I am advised:

109. The RTA is considering improvements to upgrade Richmond Road at its intersection with The Northern Road and Berkshire Park and George Street at Bligh Park in two stages. The first stage comprises the potential signalisation of the current Richmond Road and The Northern Road intersection.

The second stage which would require a much longer period of time would involve realigning The Northern Road with a signalised George Street/Richmond Road intersection at Bligh Park.

110. A Master Plan for Richmond Road identifying these works was released in 2008. The most recent briefing to the Minister on Richmond Road was prepared in September 2010 following a review of land use projections and timeframes of the Master Plan's recommendations.

111. Any proposals would need to be thoroughly investigated and evaluated for inclusion in a future program of works and would be subject to consideration against competing priorities across the State, and availability of funds.

112. Refer to answer 110 above.

113. Final cost estimates have not been determined.

114. In 2008 there were 16 crashes, with 5 causing injuries. In 2009 there were 24 crashes, with 9 involving injuries. In 2010 to the end of September there were 18 crashes with 4 involving injuries. There have been no fatalities recorded during the three year period.

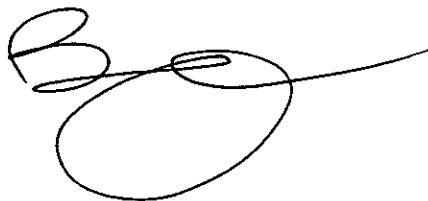
115. The latest traffic counts at the intersection are from late 2009 and show that average daily traffic volumes of 31,000 on Richmond Road at the vicinity of the intersection. Volumes on The Northern Road and George Street are about 11,500 and 22,500 annual daily traffic respectively. The RTA advises that it considers the intersections to be operating within acceptable parameters at present.

116. An appropriate traffic management plan will be developed at the time of construction.

117. A staged approach to the upgrade of the intersection is anticipated. The initial stage will be signalisation of Richmond Road and The Northern Road approach in advance of a more significant upgrade.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Mobile Speed Cameras

In relation to mobile speed cameras:

118. How many people do you envisage to be captured each month by the new mobile speed cameras?

119. How much revenue would this raise each month?

120. Considering that mobile speed cameras are not usually operated during normal office hours, are the operators on overtime rates?

121. Would you think that a sign saying 'SLOW DOWN - High Accident Area' would do far more than a hidden speed camera?

122. What evidence did you rely on that the introduction of mobile speed cameras would be more effective in reducing the road toll than signs and/or education?

123. What are the Key Performance Indicators identified by the Roads and Traffic Authority for Redflex Systems?

124. Is the Minister concerned that many fines issued by Redflex Systems will go unpaid because, like what happened in the USA, drivers know they have a good shot at getting away with ignoring them, which in turn would not raise the \$570 million in 2011-12 as predicted?

125. Were you aware of the problems Redflex has experienced in the USA?

a) Who told you this wouldn't happen in NSW?

b) What evidence did you rely on that this would not happen in NSW?

c) If it does happen, what mechanisms are there in place to ensure that this issue is resolved?

126. What happens to the mobile speed cameras overnight? Where are they stored?

127. Can the Minister confirm what guidelines there are in place for positioning the mobile speed cameras?

Answer:

I am advised:

118. It is difficult to estimate the number of people that are predicted to be infringed each month by mobile speed cameras. Data from the first month of the program shows that 1,374 warning letters were issued from 19 July to 19 August 2010. In the period 1 September to 29 September 2010, 822 incidents were forwarded to the SDRO.

119. Any figure provided would only be an estimate and will change depending on driver behaviour. Actual figures for the initial month of operation may be obtained from the SDRO.

120. Payments to operators of the speed cameras, including overtime are a matter for Redflex.

121. Mobile speed cameras are not hidden, they are marked. Mobile speed cameras are effective in reducing speed-related crashes across the whole network because the unpredictability of the location of the cameras leads to a reduction in speeding at all times rather than just on the approach to a camera.

122. Mobile speed cameras have been reintroduced as part of a \$170 million road toll package in a bid to cut the state's road toll. Speed enforcement is only one component of this package, other initiatives include engineering work, highway safety reviews, education campaigns and heavy vehicle research.

Mobile speed cameras have been introduced as part of this package because they are recognised internationally as a best practice road safety countermeasure to reduce speeding, leading to a reduction in crashes. The benefits of speed cameras are documented in publications from the World Health Organisation, Organisation for Economic Cooperation and Development (OECD), Austroads and the Monash University Accident Research Centre (MUARC). The introduction of mobile speed camera programs in Queensland and Victoria has reduced casualty crashes in those states by at least 25 per cent.

123. Redflex are engaged to undertake enforcement services on an hourly rate. The Key Performance Indicators they are subject to include attendance at scheduled sites and sessions, quality of incidents detected and delivery time of offence information to the Roads and Traffic Authority.

124. Legislation in NSW, in respect of penalties and enforcement, is different to that in the USA and Redflex are not responsible for issuing penalty notices. In NSW the issuing of penalty notices is a function of the State Debt Recovery Office.

125. (a)-(c). Issuing and enforcement of penalty notices in NSW is a matter for the State Debt Recovery Office and is not managed by Redflex.

126. The vehicles are stored at secure locations when not in use for enforcement activities.

127. The site selection criteria are available on the RTA website.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

In relation to mobile speed cameras:

128. Since the commencement of the full enforcement period, how many motorists have been caught speeding?

In relation to mobile speed camera infringements:

129. How many infringement notices have been issued since the introduction of the program to date?

130. How many fines have been paid without challenge since the introduction of the program to date?

131. How many infringement notices have been challenged since the introduction of the program to date?

132. How many infringement notices have been successfully challenged since the introduction of the program to date?

133. Have any Redflex operators been called to give evidence in court in relation to a mobile speed camera infringement?

a) If yes, on how many occasions have Redflex operators been called to give such evidence?

b) If yes, on how many occasions have Redflex operators given evidence in court?

Answer:

I am advised:

128. In the period 1 September 2010 to 29 September 2010, 822 incidents were forwarded to the State Debt Recovery Office.

129-132. These questions should be directed to the State Debt Recovery Office.

133 (a)-(b) No offences have yet been challenged in court.

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

"I Promise" Campaign

In relation to the "I Promise" Campaign (New Young Driver Committee):

134. Have you established a new road safety advisory committee in regards to reducing the number of p-plate crashes on our roads?

a) If not, why not?

b) If yes, what is the name of the committee? Can the Minister confirm whether you or any of your predecessor(s), or your staff or a RTA representative has attended a meeting with this committee?

Answer:

I am advised:

134. (a)-(b). The "I Promise" road safety campaign encourages motorists to take the pledge: "I promise to drive safely". The objective of the campaign is to positively change road user attitudes, and ultimately, driver behaviour, in order to save lives on our roads.

The campaign encourages individuals to take complete responsibility for their own safety and the safety of others while driving, and to promise not to speed, not to drink and drive, not drive while fatigued, not use a mobile phone while driving, and to always wear a seatbelt.

The consultative committees to support road safety in NSW are currently being reviewed.

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Ms Jenny Gardiner

Question:

Vehicle Standards Information

In relation to Vehicle Standards Information (VSI) No 50 *Raising and lowering vehicles*:

- 135. What is the start date of VSI 50?
- 136. Is there a transition arrangement?
- 137. What amendments will be made to VSI 50?
- 138. Has community consultation taken place?

Answer:

I am advised:

135: The RTA is currently finalising the release of the revised version of Vehicle Standards Information 50 *Raising and lowering vehicles* (VSI 50). A start date cannot be finalised until this is completed.

136: There will be a transition period to enable persons to complete work they are currently doing on their vehicles, and for industry to prepare the advice it must provide at the point of sale. The transition period is likely to be six months.

137: The amendments to the version of VSI 50 that was first released in July 2009 are:

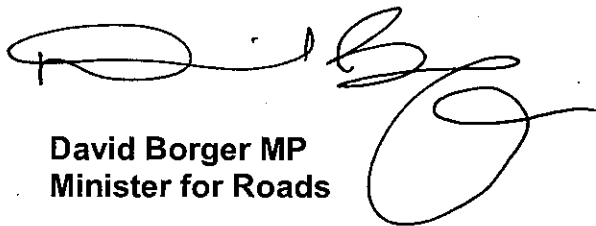
- Only suspension changes are included – changes in body height resulting from modifying wheels and/or tyres are omitted.
- Street rods designed and manufactured to the NSW code *Registration Requirements and Construction Guidelines for Street Rods in NSW* are excluded from the technical specifications.
- The RTA can be notified online of modified vehicles.
- Only vehicles raised or lowered by more than 50mm need to be checked by an Authorised Examiner at an Authorised Unregistered Vehicle Inspection Station, or 'AUVIS'.
- Some exemptions to the unrestricted 50mm modification limit are allowed; for example, for vehicles used by people with a disability or which are used to assist certain organisations, such as the NSW Parks and Wildlife Service, in their operations.

- The meaning of some of the terms used, such as 'trim height' and 'ground clearance' are clarified.
- It recognises vehicles that have already been raised to allow for permanent modifications that affected their ride height.
- All vehicles modified by body lifts, regardless of the amount they are raised, must be inspected by a person registered as an engineering signatory on the RTA's Engineering Certification Scheme.
- A reminder has been added about the possible effects such modifications can have on insurance and vehicle warranties

In addition, a separate set of frequently asked questions that provide further advice and guidance has been prepared. This will be released at the same time as VSI 50.

138: The RTA convened an *ad hoc* working group to revise VSI 50. This comprised of peak industry and user groups, including representatives from the Four Wheel Drive NSW and ACT Inc, which represents four wheel drive clubs and enthusiasts.

The RTA also sought separate input from the NRMA Motoring and Services to determine how VSI 50 would likely affect its members, and the NSW Branch of the Australian Street Rod Federation.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTIONS ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Road Closures

In relation to road closures:

139. How many road closures occurred on NSW roads which were attributable to some form of unexpected error (e.g. burst pipes, human error in construction works, large crashed etc.) in:

- a) 2007/08?
- b) 2008/09?
- c) 2009/10?
- d) 2010/11 year-to-date?

140. Of those road closures that occurred on NSW roads, what was the average period of time that the road was closed for in:

- a) 2007/08?
- b) 2008/09?
- c) 2009/10?
- d) 2010/11 year-to-date?

141. What was the average cost of repairing/cleaning up roads which had been closed due to some form of error in:

- a) 2007/08?
- b) 2008/09?
- c) 2009/10?
- d) 2010/11 year-to-date?

142. Where the road closure was the result of human error in maintaining the road or engaging in construction works on the road, did the RTA conduct a report into what was the ultimate cause underlying the need to close the road?

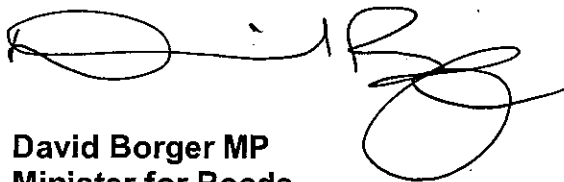
143. Where the road closure was the result of private contractor error in maintaining the road or engaging in construction works on the road, did the RTA recover any compensation from the private contractor? Please provide amounts for:

- a) 2007/08?
- b) 2008/09?
- c) 2009/10?
- d) 2010/11 year-to-date?

Answer:

I am advised:

The NSW road network is a complex system which experiences a large number of incidents, some of which result in road closures and others which do not. The data the RTA collected on incidents is not categorised in such a way that would enable a response to this question to be easily obtained. A substantial amount of work would be required to answer the above questions, such a diversion from RTA core business is not considered justified.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Speed Cameras

In relation to speed cameras in NSW:

144. Has the speed-measuring device of every speed camera in NSW been inspected at least once in the past 12 months?

145. This question is directed to the Minister: Have you or your office received up-to-date certification for the speed-measuring devices of all speed cameras in NSW?

146. Does the RTA have up-to-date certification for the speed-measuring devices of all speed cameras in NSW?

147. If, before paying a fine, a motorist in receipt of a speeding fine requests certification that the speed-measuring device of that particular camera has been inspected in the 12 months before the date of the alleged infringement, is that certification provided to them?

a) How many such requests did the RTA receive in 2008/2009, 2009/2010 and the current financial year to date?

b) How many requests were granted in 2008/2009, 2009/2010 and the current financial year to date?

Answer:

I am advised:

144 - 146. Yes.

All original certificates are retained by the RTA, and are kept up to date.

Yes, as per 144 above. Device certification is produced following this testing.

147. Dates of certificates are provided to motorists who receive a penalty notice and request this information. If a copy of the certificate is required, requests can be sent in writing, either by email or letter, and a copy is then sent to the motorist.

Requests were received as follows:

a)	2008/2009	465
	2009/2010	144
	2010	59

Requests were granted as follows:

b)	2008/2009	442
	2009/2010	124
	2010	59

A handwritten signature in black ink, appearing to read 'David Borger', with a stylized flourish at the end.

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Co-operation With State Debt Recovery Office

In relation to co-operation with the State Debt Recovery Office:

148. What is the average number of working days from the date of a speeding or traffic offence that the RTA's relevant material is transmitted to the SDRO?

149. Has any work been done by the RTA to investigate ways to issue fines more quickly?

a) If yes, what investigation has taken place and what has been the outcome of it?

b) If no, does the RTA have plans to investigate ways to issue fines more quickly?

150. If yes, what are those plans?

Answer:

I am advised:

148. The average number of days for the transfer of incidents from enforcement cameras to SDRO varies depending on the camera types and locations. For a majority of incidents, the average transfer time is less than one day, however where manual intervention may be required to retrieve or verify incidents the average can higher.

149 (a)-(b). Yes.

150. Further increases in network speeds, automation of some manual processes and other initiatives are part of the current RTA plan to decrease transfer time in consultation with SDRO.

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Aerial Enforcement Program

151. In relation to the aerial enforcement program:
152. What assistance has the RTA provided to the Police?
153. Has the RTA provided any funding?
a) If yes, how much funding was provided?
b) If yes, what aspects of the aerial enforcement program was the funding for?
154. How many times has the RTA received reports on aerial enforcement operations?
155. On what dates has the RTA received reports on aerial enforcement operations?
156. On what date/s did the RTA identify locations for operations?

Answer:

I am advised:

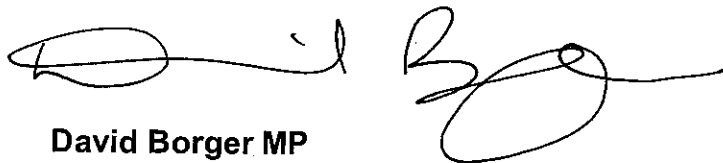
152. The RTA has assisted the NSW Police Force with the aerial enforcement program by conducting crash analysis to assist in identifying locations for aerial enforcement, by surveying lengths of road, painting markings on the road and installing signs and conducting speed surveys to determine vehicle speeds at a sample of aerial enforcement locations.

153. The RTA has not provided funding for the operation of the aerial enforcement program.

154. The RTA has received reports on the aerial enforcement program on four occasions.

155. The RTA received an initial report on the operation of the aerial enforcement program on 22 January 2010. On 5 May 2010 the RTA received a letter detailing the number of speed checks and infringements to date. On 5 and 31 August 2010 the RTA received informal reports that detail the locations, dates and times of aerial enforcement operations.

156. The RTA conducted crash analysis to assist the NSW Police Force in identifying locations and provided this analysis at meetings on 8 December 2009 and 4 February 2010.

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke.

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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Crash Statistics

In relation to RTA Crash Statistics:

157. On what date was the 2008 Road Traffic Crashes in NSW Statistical Statement published?

158. Has the 2009 Road Traffic Crashes in NSW Statistical Statement been completed?

a) If yes, when will it be publicly available on the RTA website?

b) If no, when will it be completed and subsequently made available on the RTA website?

Answer:

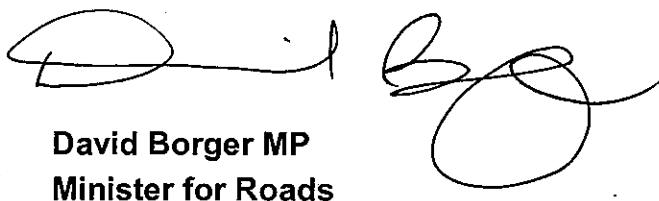
I am advised:

157. The 2008 Road Traffic Crashes in NSW Statistical Statement was published and uploaded to the Roads and Traffic Authority's website on 4 January 2010.

158. The RTA is in the process of completing the 2009 Road Traffic Crashes in NSW Statistical Statement.

(a) Not applicable.

(b) It is expected to be completed and published in a similar timeframe to that of the previous statement. If this is the case, it will be available early in 2011.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTIONS ON NOTICE**

Notice Given: 16 September 2010

Asked by: Ms Jenny Gardiner MLC

Question:

M5 East Tunnel

159. How many times has the M5 East Tunnel closed eastbound due to unplanned maintenance or traffic incident(s) in the following financial years:

- a) 2006/2007?
- b) 2007/2008?
- c) 2008/2009?
- d) 2009/2010?

160. How many times has the M5 East Tunnel closed westbound due to unplanned maintenance or traffic incident(s) in the following financial years:

- a) 2006/2007?
- b) 2007/2008?
- c) 2008/2009?
- d) 2009/2010?

161. How many times (both eastbound and westbound) has the M5 East Tunnel closed due to air quality incident(s) in the following financial years:

- a) 2006/2007?
- b) 2007/2008?
- c) 2008/2009?
- d) 2009/2010?

162. How many times (both eastbound and westbound) has the M5 East Tunnel closed due to unplanned maintenance or traffic incident(s) in peak hour in the following financial years:

- a) 2006/2007?
- b) 2007/2008?
- c) 2008/2009?
- d) 2009/2010?

Answer:

I am advised:

159. Includes single & dual carriageway closures and on/off ramp closures. Does not include single lane closures.

- a) 114
- b) 86
- c) 65
- d) 92

160. Includes single & dual carriageway closures and on/off ramp closures.
Does not include single lane closures.

- a) 78
- b) 69
- c) 89
- d) 73

161. These figures consist of tunnel closures due to a Carbon Monoxide level above 87ppm/5min.

- a) 16
- b) 6
- c) 3
- d) 2

162. Peak Hours taken as Monday-Friday, 6-10am and 3-7pm.

- a) 22
- b) 18
- c) 13
- d) 13



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Bangalow Interchange

163. What notice is taken of the view of local residents and businesses in your Department's consideration of project proposals such as the Tintenbar to Ewingsdale Pacific Highway upgrade, specifically the Bangalow interchange which was not in the original proposal put before the RTA's community consultation groups and now has a 1,015 person petition against it?

164. Does your Department have any plans to review the decision to build the Bangalow interchange even though it adds millions of dollars more to the cost of the project, essentially is a duplication of what's already there, and the great majority of the Bangalow community don't want it as amplified by an anti-Bangalow interchange petition signed by 1015 people and submitted to Parliament last May?

165. Given that RTA highway guidelines stipulate that highway interchanges should be no less than 10 kms apart:

a) Why is the proposed Bangalow interchange less than half that distance from the proposed Ewingsdale interchange?

b) Why was this matter not raised in your Director-General's Environmental Assessment Report dated January 2010 under s751 of the Environmental Planning and Assessment Act 1979?

166. With regards to the costing of the proposed motorway interchange at Bangalow:

167. What is the total cost of the project?

168. What is the financial cost-benefit of the interchange given that the existing highway already has an interchange and the new one is an additional cost of the new motorway?

169. How does the Minister justify this extra cost?

170. When does the Minister intend to respond to the petition of the 1015 Bangalow citizens against the proposed motorway interchange at Bangalow and their strong arguments against the interchange?

171. Given when the RTA announced plans for the T2E motorway in 2006 the project was sold to the local community on the basis that there were to be only two interchanges - one at the southern end (Ross Lane) and one at the northern end (Ewingsdale), why were those plans later amended in 2008 by adding in two additional interchanges at Bangalow and at Ivy Lane?

172. Given there were 240 objections to the T2E Ivy Lane intersection and that intersection was subsequently dropped by the RTA, and given there were 172 objections to the Bangalow interchange yet they have been ignored:

a) Why were they ignored?

b) What change in the RTA's plans can be expected from the 1,015 person petition tabled in the Legislative Council on 19 May?

c) Why was the proposed Ivy Lane interchange removed?

d) Why was the proposed Bangalow interchange left in?

Answer:

I am advised:

163. The RTA takes the views of local communities affected by its road projects very seriously. Public feedback is one important factor of a number of key considerations that go into the decision making and development process for upgrading projects on the Pacific Highway.

The proposed improvements were presented to the community as part of the strategic access report (January 2008) and the environmental assessment (September 2008). The RTA has received and considered a variety of comments about access since the display of the preferred route in 2006.

164. No. The interchange improvements at Bangalow were included in response to feedback received from the community and the outcomes of the RTA's own investigations.

The highway access strategy displayed in 2008 outlined the interchanges. The submissions on the access strategy focused on a southern bypass of Bangalow which led to the RTA carrying out a feasibility of such a bypass. Substantial feedback was not received on the removal of the interchange at that stage.

Further refinements may be made and the cost estimate for the interchange improvements will be further reviewed during the detailed design phase of the project.

165(a). The guidelines are strategic objectives and are a guide rather than a requirement. Spacing is a factor, but it is not always the primary consideration.

There are other sections of the highway presently being upgraded (e.g. Sapphire to Woolgoolga and the Ballina bypass) which have interchanges spaced at less than 10 kilometres apart.

For the Tintenbar to Ewingsdale upgrade, the Bangalow interchange was designed to retain service as well as allow the RTA to satisfactorily manage incidents, conduct maintenance of the St Helena tunnel and re-direct some dangerous goods vehicles not permitted through the tunnel with alternative access via the old highway and the Bangalow interchange.

165(b). This is a matter for the Department of Planning. The interchanges for the Tintenbar to Ewingsdale upgrade were well documented in the project's environmental assessment.

166 & 167. While there has been no itemised estimate prepared just for the two ramps at the Bangalow interchange, it is likely that they would cost around \$4 million. The cost of the ramps in retaining access similar to existing arrangements would be less than 1% of the overall project costs. However, the reinstatement of the interchange brings significant benefits in terms of convenient and safe access for the local community, while also providing a means of managing highway incidents and maintenance at the St Helena tunnel.

168. The proposed interchange at Bangalow is not a 'new' or additional interchange. Most of the work planned at this location will be required to reinstate the existing local road network and connections to the upgraded highway. The actual interchange is achieved through the provision of two ramp connections between the new highway and Bangalow Road.

The improvements provided an upgrade to the existing access arrangements at Bangalow and are a critical part of the incident management plan for the St Helena tunnel.

169. The additional cost is less than 1% of the total project. Without this interchange there would be additional traffic transferred to the old highway (to become the local service road). In the event of incidents, tunnel maintenance and access for dangerous goods, the alternate route without using the access provided at the Bangalow interchange would be increased from 5km to 17km.

170. The petition was responded to on 24 September 2010.

171. Please refer to Question 164.

172(a). The submissions have not been ignored. The RTA has received and considered a variety of comments about access since the display of the preferred route for the Tintenbar to Ewingsdale upgrade in 2006.

However, public feedback is just one of a number of key considerations that go into the decision making and development process for upgrading projects on the highway.

The RTA will continue to consult with the local community about the Tintenbar to Ewingsdale upgrade, including any refinements that may be considered as part of the detailed design phase, as the project moves into construction.

172(b). Please refer to Questions 164 and 172a.

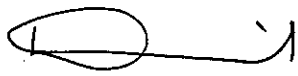
173(c). During the display of the environmental assessment for the Tintenbar to Ewingsdale upgrade, the local community and stakeholders were given an extensive opportunity to provide comment before any decisions were made.

The environmental assessment for the Tintenbar to Ewingsdale upgrade included a half interchange at Ivy Lane. The RTA received 250 submissions that raised concerns about the Ivy Lane interchange, compared to one submission in favour of the interchange.

The RTA reviewed and reassessed the impacts of the half interchange at Ivy Lane on the local area. This review included the impacts on hydrology, water quality, groundwater, ecology, traffic, land use and property, noise and vibration, heritage, social and economic, visual amenity and urban design, and air quality.

The assessment concluded that the low traffic use of the half interchange at Ivy Lane could not justify the sizable impacts of the interchange layout and footprint. In response the proposal submitted to the Department of Planning did not include an interchange at Ivy Lane.

173(d). Please refer to Questions 163, 165a and 166-168.

A handwritten signature in black ink, appearing to be 'David Borger', written in a cursive style.

David Borger MP
Minister for Roads

A handwritten signature in black ink, appearing to be 'David Borger', written in a cursive style.

The Hon David Borger MP

Minister for Roads
Minister for Western Sydney
Member for Granville



**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTIONS ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Bike facilities for M2 Upgrade

173. On what basis was a budget of \$900,000 determined for the bicycle detour for the M2 upgrade project?

174. What design or planning work was done before the budget for the detour was determined?

175. Given previous experience in constructing bicycle detours including an understanding within the RTA of the costs of such facilities, how was it that such an inadequate budget was arrived at?

176. Does the RTA have a position that cyclists should be generally denied access to motorway shoulders? If so. Why?

177. Was any consideration given in relation to the M2 upgrade to utilise the motorway shoulders for cyclists?

178. Were safety features for cyclists such as grade separation or vibrational lines considered for the project? If not why not?

Answer:

I am advised:

173 – 176. During the two year construction period of the M2 Upgrade the breakdown shoulders along the M2 will be reduced in width or removed to provide a construction work area. It will not be possible to safely accommodate cyclists on the motorway through this construction zone.

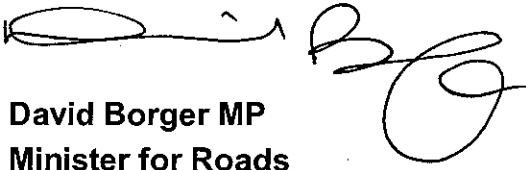
A temporary alternative bicycle route will be provided during construction, generally along local roads in the broad corridor of the M2 Motorway. The temporary bicycle route will be designed and implemented in accordance with the RTA guidelines for design of bicycle facilities. The RTA is not limited in this task by a fixed budget of \$900,000.

The temporary bicycle route will generally be on the local road pavement similar to most bicycle routes. Major new grade separated structures were not envisaged as the cycleway is a temporary facility.

176 – 177. At the completion of the 2 year construction period, bicycle use of the motorway breakdown shoulder will be reinstated. It is intended that the off-motorway bicycle facility will then revert to council control. Discussions with the relevant councils have been held in this regard.

178. Grade separation for cyclists at motorway ramp crossings does not form part of the M2 Upgrade project. The high cost of providing grade separation is not considered justified.

Profiled raised line markings are not generally provided on roads passing through residential areas due to the noise generated by errant vehicles crossing the markings. Profiled line marking could be considered where residential amenity is not compromised.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Cate Faehrmann MLC

Question:

Bike Helmet Laws

179. Is the Minister aware of research that shows that the most marked decrease in head injuries occurred before mandatory helmet wearing was introduced in 1991 and that subsequent reductions in head injuries have occurred at a much lower rate and are not of the magnitude you'd expect from making all cyclists wear a helmet?

180. Is the Minister aware of research that suggests that mandatory helmet laws have the potential to reduce health benefits to the wider society by both decreasing the use of bicycles generally which then further reduces the potential for a 'safety in numbers' effect through increased use of bicycles?

181. Will the Government consider commissioning research to assess the total costs and benefits, both social and financial, for individual health, community health, the environment and the economy, relating to the current mandatory helmet regime in NSW?

If not. Why not?

Answer:

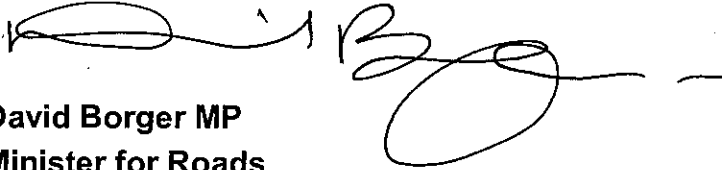
I am advised:

179. There was a significant decline in cyclist head injuries before the pedal cycle helmet rules were implemented in 1991. This could be attributed by the extensive campaign conducted by the RTA to promote the use of pedal cycle helmets in the six years prior to the implementation of the law.

180. A recent United States (US) study that compared bicycle use data from 2000 to 2006 in 14 developed countries found that the US, Australia and Canada were the three countries with the lowest levels of cycling and also had the worst levels of overweight, obesity and diabetes. Of these three countries, the US does not mandate the use of bicycle helmets for adults and in Canada only Vancouver has helmet laws. Instead of mandatory helmet laws discouraging people from cycling this suggests it is more likely that other factors contribute to the comparatively low level of cycling in these countries.

181. Research studies and real world data have confirmed that head injury is by far the greatest risk posed to cyclists, comprising one-third of emergency department visits, two-thirds of hospital admissions, and three-quarters of deaths. Helmets are the single best means to mitigate this profound risk.

Past and current studies from within Australia and overseas have provided overwhelming evidence in support of helmets preventing head injury and fatal injury. It is not a priority to investigate the already known protective effect of bicycle helmets. Instead, the Government is investing in infrastructure and amenities to promote cycling and making it safer.


David Borger MP
Minister for Roads

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Member for Granville



**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

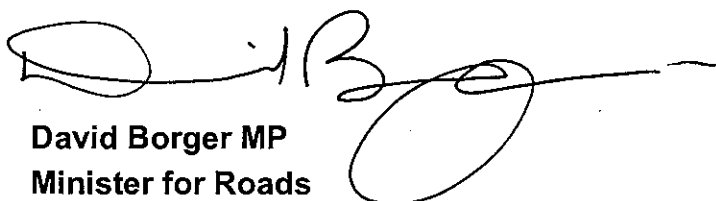
Parking at Penrith Station

182. Funding for a parking building on the north side of Penrith Railway station was acquired from the Federal Govt three years ago. When will this project begin, who will construct it and how much will it cost?

Answer:

I am advised:

182. This question should be directed to the Minister for Transport.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTION ON NOTICE**

Notice Given: 16 September 2010

Asked by: Cate Faehrmann MLC

Question:

Cycleways in Penrith.

183. What has the NSW government done since the Penrith By-Election (as this was a key election promise) in terms of planning and costing a network of cycleways in Penrith?

184. Is there a planning group?

If so, who is in the group?

185. Has any funding been allocated for any action on planning a cycleway network?

Answer:

I am advised:

183. The NSW BikePlan released in May 2010 underpins the State Plan objective to increase cycling. Under the Metropolitan Transport Plan this is supported by ten year funding of \$158 million.

This funding is broken into two distinct streams: \$80 million to connect missing links in the Sydney Metro Bike Network and \$78 million for the River Cities sub-regional bike networks in Parramatta, Penrith and Liverpool.

184. Prior to the release of the NSW BikePlan, planning workshop and consultation activities were undertaken with the involvement of local Penrith stakeholders including Penrith City Council, bicycle user groups, and local business, health and education representatives.

Since the release of the NSW BikePlan the RTA has formed a project team to plan, develop and deliver cycleway projects and is working closely with a number of local councils. The team is meeting at least monthly with Penrith City Council to plan, develop and deliver cycleways.


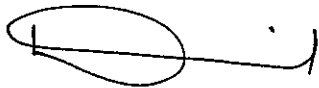
185. There is a commitment to build an off-road shared path up to 3.0m wide along the Great Western Highway/High Street alignment from Worth Street in the Penrith CBD to the Nepean River.

An allocation of \$1 million is approved for this project. Detailed design is currently scheduled for completion by the end of 2010. Construction is currently scheduled to begin early 2011 with completion by June 2011.

In addition, the RTA is progressing other NSW BikePlan action items in the Penrith area including the RTA-initiated pilot AustCycle skills training program for adults. The pilot is being conducted in local government areas of the three River Cities of Parramatta, Liverpool and Penrith.

The 'Bike Racks as Public Art' design competition was launched by the Minister for Roads on 12 August 2010 at the Powerhouse Museum. Applications will close on 18 October 2010 and the winning design or designs will be announced in early December 2010.

The RTA has agreed to manufacture the winning design or designs and will work with River Cities councils, including Penrith, to install them.



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**GENERAL PURPOSE STANDING COMMITTEE NO 4 BUDGET
ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL
QUESTIONS ON NOTICE**

Notice Given: 16 September 2010

Asked by: Jenny Gardiner MLC

Question:

Trucks in the Mountains

With the July 1992 publication of the "RTA Road Freight Strategy" [ISBN 0 7305 9908 6] via Objective 2, Strategy 2.6 "Review RTA investment analysis to address the concerns expressed by freight stakeholders (Appendix 4)" the RTA sought to accommodate the Road Freight industry calls for improved access to the state's road network for "high efficiency trucks" {B-Doubles, 4.6m high vehicles, road trains}. So for the period from the end of June 1992 to the end of June 2010:

186. How much registration income was collected by the RTA for prime-movers of articulated vehicles (semi-trailer etc.)?

187. What is the estimated income via fuel excise received from the Federal Government for the consumption of such vehicles (irrespective of said vehicle's state of registration) travelling on the roads in NSW during the same period?

188. What is the total monies (sum of previous two questions) recouped by NSW in relation to the activities of such trucks?

189. How much money has the RTA spent on road works from Hartley to Penrith?

190. How much money has the RTA spent on road works from Bell to Richmond?

191. What is the current total length of the road lanes comprised by the routes in questions c and d?

192. What was the change in total road lanes length for the roads in questions c and d over this same period from the end of June 1992 to the end of June 2010?

193. What is the current total length of all road lanes in the NSW road network maintained by the RTA?

194. What percentage does the sum of lanes length for two identified links (questions c and d) represent as portion of the state total lane lengths?

195. What is the RTA's commentary of a comparison between; total of monies spent on road works for the two identified links (c and d), with the same proportion of RTA's income attributable to the vehicles primarily using these roads?

Answer:

I am advised:

186. Configuration Codes used to classify vehicles have evolved and been amended since NSW joined the National Transport Scheme commencing July 1996. Taxes charged for Heavy Vehicles under the former NSW Motor Vehicle Taxation Act, 1998 were based on TARE weight.

Configuration Code:

PM2 Prime Mover Multi Combination

PM3 No longer current (previously Long Combination Prime Mover)

RT3 Truck Long Combination (previously Long Combination Truck)

Financial Year	NTC Charge + Registration Fee PM2 + PM3 +RT3
2002-03	\$28.9 million
2003-04	\$35.0 million
2004-05	\$41.9 million
2005-06	\$50.5 million
2006-07	\$58.1 million
2007-08	\$50.7 million
2008-09	\$46.4 million
2009-10	\$23.1 million

Note: A new charge determination issued by the National Transport Commission (NTC) was phased in from 1 July 2008.

Due to significant changes to RTA accounting systems in 2001, detailed records for this and prior years is not available.

187. This question should be referred to the Commonwealth Government of Australia.
188. See 187.
189. The data included here details expenditure on the Great Western Highway between Lapstone Hill and to Jenolan Caves Road, this is the closest match to "between Hartley and Penrith".
- Over \$660 million was invested on this route between July 1992 and June 2010.
190. Over \$19.6 million was invested on the Bells Line of Road between Bell and Richmond between July 1992 and June 2010.
191. Hartley to Lapstone Hill is approximately 117 carriageway kilometres
Bell to Richmond is approximately 60 carriageway kilometres

192. Hartley to Penrith: increase of 6.45 carriageway kilometres from 30 June 2001 to 30 June 2010.

Bell to Richmond: no change.

Note: Detailed road lengths are not available on a comparable basis prior to June 2001.

193. The total length of road lanes in NSW maintained by the RTA is 19,687 carriageway kilometres .

194. 0.9%

195. The Great Western Highway has been the focus of the NSW and Federal Governments investment in improving the highway crossing of the Blue Mountains.



David Borger MP
Minister for Roads