

**The Hon David Borger MP**

Minister for Roads

Minister for Western Sydney

Member for Granville



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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:** Mr Trevor Khan

**Question:**

What auditing checks have you got in place to make sure the checks are done?

**Answer:**

I am advised:

Certification dates are recorded in an RTA database which is regularly checked. This allows for recertification to be sought within the prescribed time – otherwise, the camera system will not be used for enforcement purposes.

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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Mr Trevor Khan

**Question:**

With regard to the criteria for fixed-speed cameras, has the criteria for the location of fixed-speed cameras been published?

**Answer:**

I am advised:

The general criteria for identifying speed camera locations are published on the RTA website, as is a list of the speed camera locations. These criteria were developed in consultation with the NSW Police Force and the NRMA. While the RTA maintains records showing how each fixed speed camera location meets these criteria, location specific information is not published on the RTA website.

**Question:**

If the fixed speed camera locations are not on the website, Minister, why do they not appear on the website?

**Answer:**

I am advised:

All fixed speed camera locations are published on the website.

**Question:**

How many cameras are operating in Victoria?

**Answer:**

I am advised:

This is a question for VicRoads.

**David Borger MP**  
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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Mr Trevor Khan

**Question:**

Are you able to give us an indication as to how long it takes from the date of offence until the transmission of the material to the State Debt Recovery Office?

**Answer:**

I am advised:

The time taken from offence to the transfer of images to the State Debt Recovery Office varies for the different camera enforcement programs as follows:

- Up to 5 days in the ordinary course of events.

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**Notice Given:** 16 September 2010

**Asked by:** Mr Trevor Khan

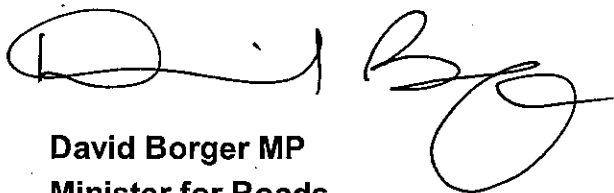
**Question:**

Would you be able to identify how long it is taking to get the date of the offence through to transmission to the State Debt Recovery Office?

**Answer:**

I am advised:

This question has been answered in the previous response.



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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 Cate Faehrmann

**Question:**

Is there any agreement between the Government and Transurban or Hills Motorway in relation to the M2 Upgrade project in terms of clauses that restrict increasing bus services or additional bus lanes?

**Answer:**

I am advised:

There is no provision in the proposed M2 Upgrade agreement which would restrict increasing bus services or additional bus lanes.

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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
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**Notice Given:** 16 September 2010

**Asked by:** Mr Trevor Khan

**Question:**

What is the number of cameras and the number of operators that will be rolled out by July next year?

**Answer:**

I am advised:

The current mobile speed camera contract with Redflex is to deliver the interim program of six vehicles enforcing in the six RTA regions. A separate contract is being prepared for the full enforcement program.

The increase in mobile speed camera enforcement hours will be provided through a new tender process to deliver the program. The tenderer will need to deliver 12,200 hours of enforcement, targeting locations around the State that have a road safety need.

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**Notice Given:** 16 September 2010

**Asked by:** Mr Trevor Khan

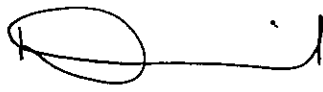
**Question:**

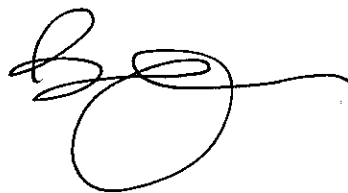
How many cameras do you anticipate rolling out in New South Wales?

**Answer:**

I am advised:

This question has been answered by the preceding response.

  
**David Borger MP**  
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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Cate Faehrmann

**Question:**

Are there any performance indicators around increasing bus services and bus patronage on the M2 in the contract with Hills Motorway?

**Answer:**

I am advised:

There are no specific performance indicators regarding bus services and bus patronage on the M2, nonetheless, buses will benefit from reduced congestion due to the expanded capacity of the motorway following the recent upgrade.

**David Borger MP**  
Minister for Roads



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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Cate Faehrmann

**Question:**

Do you have any numbers in terms of how many more cars you are expecting to use the M2 as a result of the upgrade?

**Answer:**

I am advised:

According to the traffic modelling undertaken for the M2 Upgrade environmental assessment, it is forecast that as a result of the upgrade the daily traffic volumes (including both cars and trucks) at the main toll plaza in Macquarie Park on a typical business day one year after completion of the upgrade would increase by approximately 2,150 vehicles in the eastbound direction and 3,700 vehicles in the westbound direction.

On the western section of the M2 between Windsor Road and Pennant Hills Road, it is forecast that the daily traffic volumes would increase by approximately 1,200 vehicles in the eastbound direction and 1,900 vehicles in the westbound direction.

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QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Cate Faehrmann

**Question:**

I have a couple of questions relating to Lawson shops. How much will be spent on the demolition of the remaining highway shops in Lawson and how much will be spent on construction of the service lane in Lawson?

**Answer:**

I am advised:

The estimated cost of the demolition of the remaining shops in Lawson and the construction of the new service road with parking for 27 vehicles is \$650,000.



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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

Can I ask you about the Sexton Hill upgrade? Specifically, can you give us the total cost to date of the sound proofing of the properties affected on that part of the highway?

**Answer:**

I am advised:

The estimated cost included in the construction budget for noise treatment measures on the Banora Point (Sexton Hill) upgrade is about \$1.28 million for at-house treatments and \$5.37 million for the construction of permanent noise walls.

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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

Can you advise the Committee when construction will commence on Windsor Bridge?

**Answer:**

I am advised:

The Roads and Traffic Authority (RTA) is presently considering design options from an initial list of nine designs. The RTA advises this involves considering the significant environmental and heritage impacts 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.



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HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

- (1) In relation to the North Richmond Bridge can you tell us how much money has been allocated to investigating the options for the upgrade of that bridge?
- (2) Can you tell us if there are any actual plans to upgrade the bridge and what the estimated cost of the project would be and the completion date?
- (3) Has the Roads and Traffic Authority, to the best of your knowledge, taken any community consultation about traffic congestion in and around North Richmond?

**Answers:**

I am advised:

(1)-(3)

On 11 August 2010, the Federal Minister for Infrastructure and Transport, the Hon Anthony Albanese MP, announced that a re-elected Labor Government would provide \$2 million to fund planning for the potential upgrade of the bridge starting in 2011.

Expert opinion shows that the design of the existing bridge, which was constructed as a railway bridge in 1905, is not suitable for widening for use by large trucks and may have maintenance constraints long term.

The Roads and Traffic Authority (RTA) suggests that an upgrade is more likely to be in the form of a new bridge.

I am advised that the strategic cost estimate of a new four lane bridge at North Richmond, constructed at the same level as the existing bridge, would be expected to be at least \$150 million (2010 dollars), including the widening of Kurrajong Road between Richmond and North Richmond.

Based on past experience, the lead time for planning investigations, design, approval and construction of such a bridge would take around five years.

The RTA is aware of the peak period congestion experienced at North Richmond and public opinion about a seniors living project which has been approved in North Richmond.

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

The RTA also advises that, in conjunction with the Federal Government, a long term strategic plan is presently being prepared for the Bells Line of Road corridor, including a connection to the Sydney Motorway network.

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

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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

How many additional kilometres of Picton Road will be dual carriageway?

**Answer:**

I am advised:

The package of works for the current Picton Road Safety Strategy program of works designed to improve safety on the corridor include:

- a. shoulder adjustments;
- b. installation of concrete barriers and wire-rope safety barriers;
- c. road resurfacing;
- d. line marking improved signage
- e. provision of enforcement areas for police.

Importantly, the provision of safety barriers in the median will significantly reduce the potential for head-on crashes, thus providing security against this risk similar to that provided by dual carriageway.

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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

How many additional kilometres of Picton Road would be divided roadway?

**Answer:**

I am advised:

Approximately 14 kilometres between Mount Ousley and the Hume Highway will be divided by a central median barrier.

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**Asked by:** Ms Jenny Gardiner


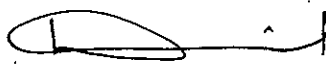
**Question:**

Are you able to tell the Committee how many fatal accidents have been recorded on Picton Road since the year 2000?

**Answer:**

I am advised:

Since 2000 to date, a total of 24 fatalities have occurred on Picton Road between Mount Ousley interchange and the Hume Highway Interchange.



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*Note: The 2009 data are preliminary and subject to change.  
The 2010 data are preliminary and incomplete, noting that there is a three to six month time lag with the processing of non fatal crash data and that the 2010 fatal crash data are preliminary up to midnight 20 September 2010.*

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**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

How many accidents involving an injury have been recorded on Picton Road in the same period?

**Answer:**

I am advised:

Since 2000 to date, a total of 129 injury crashes have occurred on Picton Road between Mount Ousley interchange and the Hume Highway Interchange.

(The 2009 data are preliminary and subject to change. The 2010 data are preliminary and incomplete, noting that there is a three to six month time lag with the processing of non fatal crash data and that the 2010 fatal crash data are preliminary up to midnight 20 September 2010.)

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**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

Also, for the years 2000-2010 can you provide an annual breakdown of the total vehicle movements on that road?

**Answer:**

I am advised:

The Traffic data for east of the Hume Highway Interchange (except where indicated otherwise) is as follows:

Year	Average Annual Daily Traffic (AADT) volumes
2000	10,674
2001	11,082
2002	11,781
2003	12,068
2004	12,818
2005	13,015
2006	13,624
2007	14,426
2008	14,686
2009	15,299
2010	-



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QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

When will the Stanhope Parkway be opened to traffic?

**Answer:**

I am advised:

Stanhope Parkway is a local road for which Blacktown City Council is responsible.

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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

How will the \$140,000 that has been allocated to maintain local road networks be split up between the Penrith and Liverpool local government areas?

**Answer:**

I am advised:

The proposed funding assistance provided to councils in the Mulgoa electorate for the 2010/11 year is as follows:

Penrith \$86,000

Liverpool \$54,000



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**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

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

**Answer:**

I am advised:

The funding assistance provided to councils in the Mulgoa electorate was as follows:

2006-07: \$1.372m

2007-08: \$0.799m

2008-09: \$1.303m

2009-10: \$1.010m



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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

What are the projections for additional funding for councils in the Mulgoa electorate to maintain local road networks in 2011-12 through to 2014-15?

**Answer:**

I am advised:

The funding allocations for councils are carried out annually as part of the RTA budget process.



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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION TAKEN ON NOTICE DURING HEARING**

**Notice Given:** 16 September 2010

**Asked by:** Mr Trevor Khan

**Question:**

**The Hon. TREVOR KHAN:** When was the last report on the Western Sydney Arts Strategy prepared?

**Ms MILLS:** I do not have my arts folder with me, so I will take that question on notice. However, I can provide a general answer.

**The Hon. TREVOR KHAN:** Please do.

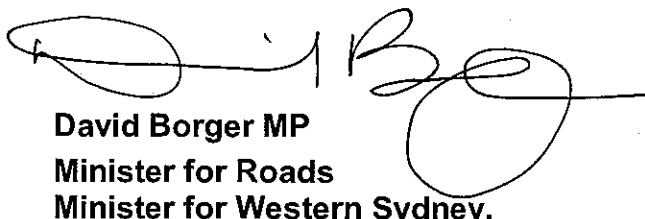
**Ms MILLS:** The Western Sydney Arts Strategy has been in place for a number of years. We have had a strong focus on infrastructure development in Penrith, at the Casula Powerhouse in Liverpool, at the Campbelltown City Bicentennial Gallery and so on. We have expended more than \$35 million in capital funding over the life of the strategy. A review undertaken several years ago at the mid-point of the strategy found that it was producing the expected results. Designated funds continue to be made available under the strategy each year to further encourage the development of both infrastructure and performing arts companies in western Sydney. I am happy to provide the details of the spend.

**The Hon. TREVOR KHAN:** How much is in the budget for the Western Sydney Arts Strategy?

**Ms MILLS:** I do not have the relevant papers with me, so I will take the question on notice. I assure the Committee that there is a minimum designated figure. That is allocated to western Sydney specifically, but it also benefits a number of companies which perform in western Sydney but which are not based there. A significant amount is spent on arts output in western Sydney each year.

**Answer:**

I am advised that funding was allocated to the Western Sydney Arts Strategy. Further detailed information should be sought from Minister Judge.



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

**Notice Given:** 16 September 2010

**Asked by:** Ms Cate Faehrmann

**Question:**

**Ms CATE FAEHRMANN:** What are you doing to tackle the air pollution problem in western Sydney?

**Mr DAVID BORGER:** I am happy to take that question on notice. Air quality is obviously an issue that cuts across many government departments. Certainly in the public transport realm, three railway corridors are under construction as we speak, including the South West Rail Link, the Richmond line duplication and soon we hope to see the Epping to Parramatta rail link under construction. Obviously those important public transport initiatives have an impact on air quality. As I understand it, though, the particulate matter has reduced over many years because of environmental standards in vehicles. I recently met with the environmental section of the Roads and Traffic Authority. I was very keen to interrogate the issue of air quality, particularly at the M4 motorway, which is the longest viaduct in the country and which also borders my electorate. Many local residents have had concerns over the years. They inform me that air quality adjacent to major roadways has improved over the past decade, but I will take the detail of that question on notice.

**Answer:**

I am advised this question is more appropriately dealt with by the Minister for Climate Change and the Environment.

**David Borger MP**  
**Minister for Roads**  
**Minister for Western Sydney.**

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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Cate Faehrmann

**Question:**

Do you have a say as Minister for Roads and Minister for Western Sydney on the Government's air pollution policy? Are you directly involved in that?

**Answer:**

I am advised:

The RTA supports the lead agency, the Department of Environment, Climate Change and Water (DECCW) in the development and implementation of *Action for Air: The NSW government's 25 year air quality management plan*.

The RTA is represented on the steering group that drives the development of Action for Air. The RTA is also involved in the implementation of a range of actions that are included in this Plan.

As Minister for Roads I oversee the involvement of the RTA in these actions.



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**Notice Given:** 16 September 2010

**Asked by:** Ms Cate Faehrmann

**Question:**

**Ms CATE FAEHRMANN:** Do you have a say, though, as Minister for Roads, and Minister for Western Sydney on the Government's air pollution policy? Are you directly involved in that? I would think you should be, if you are not.

**Mr DAVID BORGER:** I am sure the roads Minister and the Roads and Traffic Authority have had an involvement and engagement for some time in relation to those issues. I am happy to get some detailed responses to you on that.

**Answer:**

The RTA supports the lead agency, the Department of Environment, Climate Change and Water (DECCW) in the development and implementation of Action for Air: The NSW Government's 25 year air quality management plan.

The RTA is represented on the steering group that drives the development of Action for Air. The RTA is also involved in the implementation of a range of actions that are included in this Plan.

As Minister for Roads I oversee the involvement of the RTA in these actions.

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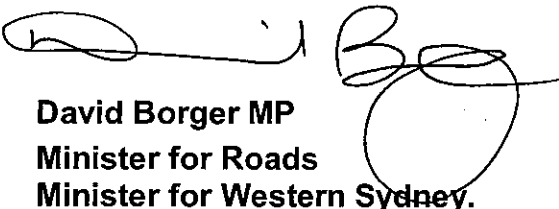
**Question:**

**Ms CATE FAEHRMANN:** Has the New South Wales Government undertaken any study of the significance of the amenity value placed on the Cumberland Plain woodlands by local communities in western Sydney?

**Mr DAVID BORGER:** I am not certain whether a study has been made to determine the amenity value of the woodlands, but I am happy to investigate that and provide the Committee with a detailed response.

**Answer:**

I am advised this question is more appropriately dealt with by the Minister for Climate Change and the Environment.

  
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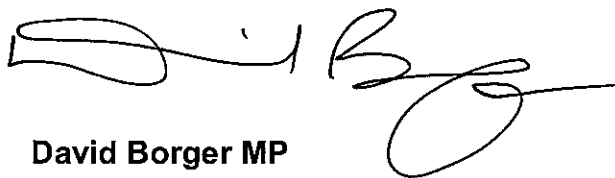
**Question:**

And also a response about the possibility of Point to Point camera enforcement on Picton Road.

**Answer:**

I am advised:

This matter is under consideration.



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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Cate Faehrmann

**Question:**

What are the current tolling arrangements for commuter bus services using the M2?

**Answer:**

I am advised:

There are two toll classes on Hills M2:

- Class 2 – Two axle vehicles less than 2.8 metres in height or three axle vehicles less than 2 metres in height
- Class 4 – All other vehicles.

The toll prices for these classes are:

- At North Ryde (main plaza) the toll for Class 2 vehicles until 30 September 2010 was \$4.95 and for Class 4 vehicles \$14.20. On 1 October 2010 the toll for Class 4 vehicles increased to \$14.50.
- At Pennant Hills Road the toll for Class 2 vehicles is \$2.20 and for Class 4 vehicles is \$7.10.

The dedicated off-ramp for buses travelling Eastbound to Epping Road is not required to pay a toll.



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ESTIMATES HEARINGS IN THE LEGISLATIVE COUNCIL  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

And the same for total truck movements along that road in the same time span?

**Answer:**

I am advised:

The Traffic data for east of the Hume Highway Interchange (except where indicated otherwise) is as follows:

Year	Average Annual Daily Traffic (AADT) volumes	Percentage Heavy Vehicles	Average Daily Heavy Vehicle Volumes	Comment
2000	10,674	-	-	No heavy vehicle information available
2001	11,082	16.2%	1,795	Counter east of Hume Highway interchange
2002	11,781	22.7%	2,674	Heavy vehicle count with Tube counter west of Mount Keira Road
2003	12,068	16.5%	1,991	Counter east of Hume Highway interchange
2004	12,818	17.9%	2,294	Counter east of Hume Highway interchange
2005	13,015	18.5%	2,408	Heavy vehicle count with Tube counter west of Mount Keira Road
2006	13,624	-	-	No heavy vehicle information available
2007	14,426	16.9%	2,438	Heavy vehicle count with Tube counter west of Mount Keira Road
2008	14,686	20.4%	2,996	Heavy vehicle count with tube counter west of Mount Keira Road
2009	15,299	22.2%	3,396	Heavy vehicle count with tube counter west of Mount Keira Road

Year	Average Annual Daily Traffic (AADT) volumes	Percentage Heavy Vehicles	Average Daily Heavy Vehicle Volumes	Comment
2010	-	-	-	Traffic studies are currently being undertaken



**David Borger MP**  
**Minister for Roads**



**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  
QUESTION ON NOTICE**

**Notice Given:** 16 September 2010

**Asked by:** Ms Jenny Gardiner

**Question:**

Can we please have some clarification around the speed limit.

**Answer:**

I am advised:

Picton Road is about 27 kilometres in length between the Mount Ousley and Hume Highway interchanges. The posted speed limit on Picton Road over this length is currently 100km/h except at the eastern and western interchanges, where a posted speed limit of 80km/h applies for around one kilometre adjacent to each interchange.



**David Borger MP**  
**Minister for Roads**