

**Submission
No 17**

INQUIRY INTO WINDSOR BRIDGE REPLACEMENT PROJECT

Name: Ms Venecia Wilson

Date received: 7 December 2017

I make this submission under **1 (b) vi. planning and procurement strategies and associated project costs** of the Terms of Reference of the Inquiry into the Windsor Bridge Replacement Project under Portfolio Committee No. 5.

The Hawkesbury community have been calling for a bypass for decades. The NSW Government says there's no money for one, which is odd really, considering there is no actual 'budget' for the Windsor Bridge Replacement Project.

It "will be funded until completed" according to Dominic Perrottet, the Member for Hawkesbury and NSW Treasurer, in writing, to a constituent on 10th April 2017.



Ref 16/0923

Dear

Please find attached a response to the representations I made on your behalf to the Hon. Melinda Pavey MP, Minister for Roads, Maritime and Freight, in relation to the Windsor Bridge replacement project.

I am advised the budget for the project is still being finalised and when the construction contract is awarded, the work will be funded until it is completed.

Should you have any further queries, _____, Project Manager at Roads and Maritime, would be pleased to take your call on

Thank you for taking the time to contact me regarding this matter. If there is anything further which I can assist you with, please do not hesitate to contact my office.

Yours sincerely

Dominic Perrottet MP
Member for Hawkesbury
Treasurer
Minister for Industrial Relations

10/4/17

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The Minister for Roads, Melinda Pavey, contradicted the Treasurer on 22nd September 2017 when she stated that the government had allocated \$67 million for the project.

Print



The Hon. Melinda Pavey MP
Minister for Roads, Maritime and Freight

Our Ref: 00373489

The Hon Dominic Perrottet MP
Treasurer
Minister for Industrial Relations
Member for Hawkesbury
PO Box 505
RICHMOND NSW 2753

Dear Treasurer,

Thank you for your correspondence on behalf of [redacted], about road improvements at Windsor, Richmond and North Richmond. The Australian and NSW governments aim to reduce congestion on the approach to Richmond Bridge. The Australian Government has committed \$18 million to improve traffic conditions and reduce congestion, which will be delivered in three stages.

Stage 2 of the Richmond intersection upgrades focuses on the long-term options centred on the existing bridge and road corridor between Richmond and North Richmond. It involves improvements to the intersection at Bells Line of Road and Grose Vale Road. Community consultation will begin over the coming months and work has commenced in July 2017. Required property acquisition is under way and a *Community Consultation Report* has been completed.

Roads and Maritime Services will consult the community about the proposed construction schedule. More information is available online at www.rms.nsw.gov.au.

The construction of a new bridge at Grose River is part of the North Richmond Joint Venture development, delivered by Redbank.

In addition, the NSW Government has allocated \$67 million for the new Windsor Bridge with the current proposal providing best value for money and meeting current and future traffic needs. Roads and Maritime has considered a number of options to restore or replace the bridge, including a bypass. The new bridge will include two-way lanes for heavy vehicle traffic, which the existing bridge does not provide. It will also include a shared pathway for pedestrians and cyclists. At this stage, Roads and Maritime expects to award the construction contract in 2018. The upgrade will take about two years to complete after construction begins.

If [redacted] has any further questions, [redacted] Network and Safety Services Manager at Roads and Maritime, would be pleased to take her call on [redacted] I hope this has been of assistance.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Melinda Pavey".

The Hon. Melinda Pavey MP
Minister for Roads, Maritime and Freight

22 SEP 2017

Then, on 24th November 2017, there was a further contradiction, from David Sweeney of Transport for NSW, who stated that the \$67 million is NOT allocated, and previous written advice stating that was an 'administrative error.



Our Ref: 00417692

Dear

Thank you for your further correspondence to the Minister for Roads, Maritime and Freight about the Windsor Bridge replacement project. I have been asked to respond to you.

I note your comments about Budget allocations for the replacement project. I am advised the \$67 million figure provided in the response dated 31 July 2017 is incorrect due to an administrative error. The full cost of the project has not yet been determined.

I am further advised the \$7 million 2017-18 NSW Budget allocation covers the project's estimated costs for that financial year. Works include salvaging archaeological artefacts before site works for the new bridge begin. This is expected to take up to 20 weeks.

In future Budgets, funds will be allocated towards the replacement project based on forecast expenditure during that financial period.

As per your comments about vehicle traffic, the new bridge will accommodate all vehicles, and provide one northbound and two southbound lanes. None of these lanes will be dedicated to heavy-vehicle traffic. The number of heavy vehicles using the new bridge is also not expected to increase.

Regarding noise levels, I understand Roads and Maritime will provide noise abatement measures for properties identified in the project's Environmental Impact Statement (EIS), subject to each property owner's request.

To address your comments about air quality, Roads and Maritime has determined the project will not result in a reduction in air quality, as assessed in the EIS. You will be pleased to know, air quality and noise levels in the area are expected to improve, as traffic will be redirected further east, away from Thompson Square.

If you have any further questions, Senior Project Manager
at Roads and Maritime, would be pleased to take your call on I hope this
has been of assistance.

Yours sincerely

A handwritten signature in blue ink, enclosed in a red rectangular box. The signature appears to be '24/4/17'.

Terry McSweeney
Principal Manager, Ministerial & Government Services
Customer Relations & Government Services

Transport for NSW
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I have been attempting to get clarification on the estimated total cost of this project for approximately two years. The figure of \$65 million was bandied about by the RMS at one stage, however that was in around 2012-13. It would appear that close to \$30 million has already been spent and the pre-construction phase has not yet been reached. I have been unsuccessful in getting answers to my questions with regards the costs so far incurred and whether those costs will be included in the entire cost of the project.

As our community has been told there is not enough money to build a bypass, common courtesy would surely indicate that the very least we are entitled to is to be told what the projected final cost of the government's preferred option will be, and what the ceiling is on the project as a whole.

I am extremely worried at the way in which taxpayer money appears to be 'hollow logged' for this project. There is no transparency in terms of budget or costs. No business case or cost/benefit analysis has been released to the public. It is not good enough.

Richmond NSW 2753