

ROADS PORTFOLIO

**BUDGET ESTIMATES 2006-2007
RECALL ON 6/11/06**

ANSWERS TO QUESTIONS

The Hon. DAVID CLARKE: So things are going okay. Can you give us some specific detail on that? For instance, when was the last meeting with the contractors, with Connector Motorways?

Mr WIELINGA: Members of our field staff meet with them on several occasions every week and discuss things. There are meetings at a senior level every three months. One is due in the next couple of weeks and we will get another detailed update at that time.

The Hon. DAVID CLARKE: You mentioned ventilation as one of those areas. What were the other areas that you mentioned a few minutes ago?

Mr WIELINGA: The tunnel deluge system, the tunnel management system with closed-circuit televisions and signposting systems, the whole centre itself and all the computer screens. All those sorts of things have to be tested. It is really all the mechanical electrical facilities associated with a tunnel.

The Hon. DAVID CLARKE: Would you like to take this question on notice? Will you provide us with specific detail as to where we are at with all the areas that you just outlined?

Mr WIELINGA: I can undertake to get an update from Connector Motorways about their progress. Subject to the detail that they provide me, I am happy to pass it on.

The Hon. DAVID CLARKE: When did you get your last update from Connector Motorways?

Mr WIELINGA: As I said, our project team gets regular updates. I meet with RTA staff and discuss progress from time to time. We have a regular three-monthly meeting with the board of Connector Motorways on progress on the job.

The Hon. DAVID CLARKE: And at that meeting all the items that you just mentioned—such as ventilation and so forth—would have been detailed. When was the last meeting at which they were all detailed to you?

Mr WIELINGA: I said that our next three-monthly meeting is in the next couple of weeks.

The Hon. DAVID CLARKE: Yes. When was the last one?

Mr WIELINGA: About three months ago.

The Hon. DAVID CLARKE: Could you provide us with the details? In fact, do any members of your staff who are present today have details of the areas referred to by you in your last meeting three months ago?

Mr WIELINGA: We need to get that detail for you and, as you said, take the question on notice.

The Hon. DAVID CLARKE: So you will take that question on notice. It is information that you have in your possession, so you should be able to get that to us quite promptly.

Mr WIELINGA: You need to appreciate that mechanical electrical work has been at the forefront in the last couple of months, so there may not be the detail that you are talking about. But I have already said

to you that I will approach Connector Motorways to get what detail I can off them and try to deal with your question as comprehensively as I can.

ANSWER:

I am advised:

Information is publicly available through the Select Committee on the Cross City Tunnel's Inquiry into the Lane Cove Tunnel.

Matters were also discussed in evidence at the Inquiry's public hearings held in June 2006.

Matters regarding surface road changes are being assessed by the Lane Cove Tunnel Integration Group on sound traffic management principles.

The Integration Group brings the public sector and private operators together to manage the smooth transition of the Lane Cove Tunnel, expanded Gore Hill Freeway and new Falcon Street ramps into the existing road network.

The official opening date is to be determined by Connector Motorways.

The NSW Government would welcome the \$1.1 billion Lane Cove Tunnel and expanded Gore Hill Freeway opened as soon as possible.

Before opening, Connector Motorways needs to integrate, simulate and test over 400 individual traffic management plans, 17 incident response procedures and ensure all software in the tunnel is operating and that operational staff are trained.

The company advises the integration, testing and simulations will take a number of weeks along with Christmas is likely to mean an early 2007 opening to motorists and a one month toll-free period.

Information regarding the \$1.1 billion Lane Cove Tunnel and expanded Gore Hill Freeway is also available on the RTA website at www.rta.nsw.gov.au and the Connector Motorways website www.connectormotorways.com.au.

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The Hon. DAVID CLARKE: I refer again to the proposal to have the Minister for Planning's conditions of approval for the M5 East tunnel altered to allow for regular portal emissions. I think you indicated that the proposal had not been approved as yet. Is that correct?

Mr WIELINGA: That is correct.

The Hon. DAVID CLARKE: What is the current state of the proposal?

Mr WIELINGA: We have submitted an application to the Minister for Planning. The department does an independent consideration of that. That has just happened in the past week or so. The details are going on the web site. I imagine they are already there, but I will have to confirm that.

The Hon. DAVID CLARKE: You submitted the application a week ago, did you?

Mr WIELINGA: Yes, but I cannot confirm the exact date. I cannot recall, but it was during the past week or so.

The Hon. DAVID CLARKE: The RTA web site states that 90 per cent of air passing through the tunnel is released through the ventilation stack. This would mean that—

The Hon. DAVID CLARKE: This would mean that 10 per cent of the air in the tunnel has already been dispelled through the portal before the proposal has been approved; is that correct?

Mr WIELINGA: At the moment air goes out the portal in incidents and during maintenance. There have been extensive maintenance periods during the past 12 months when we have been dealing with some dampers in the ventilation stack. It is a little bit higher than normal. However, I must emphasise that under the current conditions of approval, portal emissions are intended only during maintenance and incidents.

The Hon. DAVID CLARKE: Even so, it has amounted to 10 per cent of the total air in the tunnel being dispelled through the portals.

Mr WIELINGA: I need to check those numbers. However, if you are saying that is on the web site, okay.

The Hon. DAVID CLARKE: You will confirm that and take that on notice?

Mr WIELINGA: Yes.

ANSWER:

I am advised:

The statement on the RTA website about "10 per cent of the total air in the tunnel being dispelled through the portals" reflects typical current operations.

The actual percentage discharged through the portals depends on incidents such as accidents or breakdowns in the tunnel as well as on the maintenance activities undertaken.

The latest available data for September 2006 shows that portal discharges that month were 6.1% of the total air flow.

The Hon. DAVID CLARKE: How much money will the RTA pay as the major sponsor of the Speed Blitz Blues in 2007, and how much funding in total has been paid since the sponsorship arrangements began?

Mr WIELINGA: I do not know; it has not come across my desk since I have been chief executive. I will take the question on notice and come back to you.

The Hon. DAVID CLARKE: Do none of your advisers have that information?

Mr WIELINGA: I do not believe so.

The Hon. DAVID CLARKE: The RTA web site states that a total of 60 schools have been visited by Speed Blitz Blues since 2003. That equates to about 15 schools a year. That does not seem many schools that have been visited, does it? How does the RTA measure the effectiveness of money expended on that program?

Mr WIELINGA: The previous answer applies; it has not come across my desk since I have been chief executive. I will look into this and provide a comprehensive answer.

Mr Wielinga, when you are looking into this issue of this program, will you confirm whether or not there are only 15 schools a year being visited and whether this appears to be a program that is not working as effectively as it could? Would you take that on board?

Mr WIELINGA: Yes.

ANSWER:

I am advised:

The sponsorship of the SpeedBlitz Blues forms part of the RTA's strategy in addressing the number one killer on NSW roads – speeding.

Players participate in TV, outdoor, online and radio advertising, and are also involved in the SpeedBlitz Blues *On the Road* schools program.

The program has been delivered to more than 19,800 students since the program was introduced in 2003. Thirty-four schools have been visited to date this financial year, with the presentation being made to around 5300 students.

Further information relating to road safety initiatives is publicly available in the RTA's Annual Report.

The Hon. DAVID CLARKE: Are you aware that a rest area has been lost on the Princes Highway at Minnamurra?

Mr WATTERS: There is a rest area at Minnamurra that has now been bypassed by the North Kiama bypass and there are rest areas on the North Kiama bypass.

The Hon. DAVID CLARKE: So you say effectively that has been replaced by another rest area?

Mr WATTERS: I believe so.

The Hon. DAVID CLARKE: When you say you believe so, are you sure of that or is that just a guess?

Mr WATTERS: I mean I believe so.

The Hon. DAVID CLARKE: Would you take that notice and come back to us as to whether it has been replaced by another rest area?

Mr WATTERS: Yes.

ANSWER:

I am advised:

There is a northbound and a southbound rest area on the new North Kiama Bypass.

CHAIR: With respect to the random roadside drug-testing program, is it correct that the program will be conducted using a single, unmarked Winnebago vehicle?

Mr WIELINGA: Yes. The drug-testing program is being undertaken by the New South Wales police. You will probably appreciate when the random breath testing program started it commenced with a single vehicle and was built up over a period of time. I imagine a similar strategy will be utilised by the New South Wales police for the drug-testing program.

CHAIR: Does the RTA advise the police on the locations to which such a program might be directed or do the police make their own assessment of that?

Mr BUSHBY: Where they do the testing is an enforcement issue for police. We may well make suggestions to them in terms of the overall program but the decisions on enforcement are police matters.

CHAIR: Have you made recommendations to the police overall?

Mr BUSHBY: There have been discussions as to the types of locations where it might be used but not in specific instances, et cetera.

CHAIR: In general terms has the RTA made any assessment and advice to the police as to whether such vehicles should be concentrating in metropolitan areas or non-metropolitan areas, for example?

Mr BUSHBY: I think that is becoming a fairly detailed question about the interaction between the RTA and the police, and I would need to take that on notice.

CHAIR: That would be appreciated, and if you could perhaps confirm what sort of advice the RTA in general terms gives the police as the program is rolled out or is being rolled out. With respect to the older drivers issue, it was announced in May this year that a road safety task force would conduct a review of testing for older drivers. Can the Committee be advised of the status of that review?

Mr WIELINGA: Yes. The road safety task force has been completed and it has been provided to Cabinet for consideration.

ANSWER:

I am advised:

The introduction of a purpose-built drug testing bus is the first step in a planned roll-out of random roadside drug testing throughout NSW.

The RTA is liaising with NSW Police regarding implementation and roll-out of the drug testing program.

Police have advised they will target the heavy vehicle industry and roads where and when intelligence indicates there may be a problem.

CHAIR: I wish to ask you a question about forklift and wide load regulations. I understand that some small business owners are concerned as they have been informed that they cannot reregister their forklifts for conditional registration and that forklifts have to be floated, as on another vehicle, from site to site unless they are travelling on a street that is adjacent to the vehicle's work site area or in a specific designated area. Are any of you aware of that concern?

Mr WIELINGA: I would need to take that question on notice. I have not heard anything about this issue in recent times, but if I can get more specific information I can run down what the issue is and come back to you.

CHAIR: That would be appreciated. Could you check it out and advise the Committee? On what basis was such a decision made not to allow the reregistration of such forklifts for conditional registration?

Mr WIELINGA: Can I ask whether this came from a specific complaint, or is it a general issue?

CHAIR: I know of a specific complaint.

Mr WIELINGA: If that is the case, the issue must be investigated to ensure that we get a comprehensive response back to you.

CHAIR: It is from the RTA's web site. A constituent has been in touch with us, but that constituent forwarded an extract from the RTA's web site, which states:

LO99 Vehicle is to be floated from site to site (except that it can operate in areas designated in LO3)

Mr WIELINGA: Are they referring to the prime mover that moves it, or the vehicle that is carrying it?

CHAIR: I think the constituent is referring to the forklift itself.

Mr WIELINGA: All right. If we could get that information it would assist us.

ANSWER:

I am advised:

Forklifts are not designed to mix with general traffic on the road. They are able to operate on a road or road related area in limited circumstances, and this is authorised in the conditions placed on forklift registration.

The default condition is known as "LO99 - float from site to site", but this operates with one of two other conditions, either allowing operation:

- On a Designated route – such as the street adjacent to the vehicle's worksite area; or
- In a Designated area - for example Flemington Markets or Sydney Cricket Ground.

To meet customers' needs, the customer is asked for a description of the proposed operating location, and this becomes the approved area. If this is

more than the local street or a commonly designated area, registry staff are required to consult with specialist vehicle regulation staff to ensure that the proposed operating area meets road safety concerns.

CHAIR: There is a related matter. There are reports of RTA workers who are fining hay carters in towns like Bethungra in the Riverina for breaching vehicle width. We have a letter from the Parliamentary Secretary to the Minister for Roads indicating that an exemption to allow overwidth trailers to transport cotton modules in New South Wales has been granted. Given the drought and exceptional circumstances currently faced by many parts of the agricultural sector, notwithstanding the rain over the last few days in some parts of the State, will the RTA consider taking similar action to allow overwidth freight, within reason, for the carting of hay and stock?

Mr BUSHBY: Some exemptions were certainly made in relation to the cartage of hay because of the drought a couple of years ago. I think those exemptions still apply where the drought is declared. I would have to check the detail to see whether the location you are referring to was covered by those arrangements. Again, if we could have the detail of that we could investigate it and provide you with a more detailed response.

ANSWER:

I am advised:

With respect to the transportation of wide loads of hay the NSW General Overdimension (Baled or Rolled Hay) Exemption Notice 2005 allows the transport of loads of rolled or baled hay up to 4.83 metres wide, to and within drought affected areas of NSW, for the provision of feed to drought affected livestock. The types of heavy vehicles or combinations that are used to transport hay under the notice are rigid trucks, prime mover and semi-trailers, prime mover and low loaders, and B-Doubles. Loads of Hay can also be up to 4.6 metres high if the vehicle complies with the NSW 4.6 Metre High Vehicle Route Notice 2004. Under the Notice a "drought affected area" means a zone identified as "In Drought" on the monthly *Areas of New South Wales Suffering Drought Conditions* map, published by the NSW Department of Agriculture.

Vehicles transporting cotton have been given a temporary exemption from the heavy vehicle width limit to give vehicle owners time to have their vehicles modified so as to comply with the 2.5-metre width limit.

Mr WIELINGA: That would be quite a difficult thing to do. How do you identify those vehicles and what are the practical means of managing such a process? It would be quite a difficult thing to do. Sometimes trucks would travel on the highway with a portion of their load for delivery at a location along the Pacific Highway. Our figures show that about 50 per cent of trucks on the highway are for local locations rather than through routes. When you also take into account that the dual carriageway on the Pacific Highway is needed just to handle the growth in cars, without even taking trucks into account—

CHAIR: Sure. Is that figure of 50 per cent—we have heard that before—a fairly recent estimate?

Mr WIELINGA: I need to check the source of it, but I believe it is.

CHAIR: It would be interesting to know the latest calculation as to the proportion of local deliveries and the like compared to through traffic.

ANSWER:

I am advised:

The Roads and Traffic Authority (RTA) undertake detailed monitoring of heavy vehicles movements throughout NSW. The Safe-T-Cam network consists of 24 cameras mounted on overhead gantries and bridges located on major routes throughout NSW, clearly marked with road-side signage. The network monitors heavy vehicle travel times, verifies driver logbooks and detects vehicles that fail to enter checking stations for inspection.

Safe-T-Cam does not operate in Queensland. Therefore, the RTA does not have percentages available on freight travelling between Sydney and Brisbane as being interstate or intrastate.

However, the Australian Bureau of Statistics has a comprehensive report on freight movements within Australia, including NSW and Queensland

CHAIR: That is not true. Having lived on the New England Highway at Bendemeer I know exactly what I was talking about. In relation to the costs of the upgrade of the Pacific Highway from Wells Crossing to Tyagarah, are you in a position to advise the Committee on what the cost of contingencies might be that have been factored into that project, for example, in relation to projects development, investigation and design, property acquisitions, public utility adjustments, construction and handover? Have you any estimates on that project?

Mr WATTERS: We have recently reviewed all the estimates of the projects on the Pacific Highway but I do not have the data with me. We would be able to provide a break up of the cost components as you have just read out.

CHAIR: That would be appreciated, if you could take that on notice.

ANSWER:

I am advised:

In March 2006 the RTA estimated the cost of constructing dual carriageways between Wells Crossing and Tyagarah to be \$3.4 billion (in 2006 dollars).

The Hon. DAVID CLARKE: Are you aware that the surface of Pennant Hills Road between North Rocks Road and Marsden Road was stripped off nearly 12 months ago and has not been reconstituted?

Mr WATTERS: I am not, but perhaps one of my colleagues is.

Mr WIELINGA: What is the location again, please?

The Hon. DAVID CLARKE: Between North Rocks Road and Marsden Road.

Mr WIELINGA: On Pennant Hills Road?

The Hon. DAVID CLARKE: On Pennant Hills Road.

Mr WIELINGA: I am not aware of that. You are saying 12 months ago?

The Hon. DAVID CLARKE: Yes, that is right.

Mr WIELINGA: We will need to come back to you on that.

The Hon. DAVID CLARKE: If that were the case, you would understand that a great deal of difficulty would have been caused to motorists during that period of time?

Mr WIELINGA: The circumstances you are talking about are very unusual. When we rotor mill sections of road, if they are not under reconstruction we generally replace them fairly quickly. That is normally the case. If this set of circumstances exists, we will look into it.

ANSWER:

I am advised:

Pavement rehabilitation works on Pennant Hills Road between Carlingford Road and Dunrossil Avenue commenced on 14 May 2006 and were completed on 21 September 2006.

Premilling of asphalt overlay commenced between Alamein Avenue and North Rocks Road on 27 October 2006. Resurfacing of this section was completed on 30 October 2006.

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The Hon. DAVID CLARKE: You will take that on notice. Are you aware of reports on the weekend of reduction in the speed limit on the Princes Highway at Heathcote because of pedestrian facilities?

Mr WIELINGA: I have a brief overview of what it was. The speed limit was reduced to 60 kilometres an hour.

The Hon. DAVID CLARKE: Has the speed limit been reduced to 60 kilometres per hour on the Princes Highway at Heathcote?

Mr WIELINGA: I believe it has, but if you are asking me are the signs up, et cetera, I would need to check on that and come back to you.

The Hon. DAVID CLARKE: You will come back to confirm that it has been reduced?

Mr WIELINGA: I will find out what the situation is, and confirm what it is to you.

The Hon. DAVID CLARKE: When will the RTA complete its study into reducing the speed limit to 50 kilometres an hour on the Princes Highway at Heathcote?

Mr WIELINGA: Once again, it is part of the question already asked. I will check the circumstances.

The Hon. DAVID CLARKE: You will take it on notice?

Mr WIELINGA: I would rather give you an accurate, comprehensive answer.

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The Hon. DAVID CLARKE: When will the RTA make a decision on the rephasing of traffic lights on the Princes Highway at Heathcote to improve pedestrian safety?

Mr WIELINGA: I think it is wrapped up in this package of issues that we have just been talking about.

The Hon. DAVID CLARKE: You are aware that there was a problem with pedestrian safety at this area?

Mr WIELINGA: I said I had a brief overview of the circumstances down there. I have also said that I will find out the details for you and come back to you.

The Hon. DAVID CLARKE: And can you also come back to us on when the RTA was made aware of this problem to pedestrian safety at that specific location?

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The Hon. DAVID CLARKE: Will the RTA build a pedestrian overpass on the Princes Highway at Heathcote?

The Hon. JAN BURNSWOODS: It is perfectly obvious what you are trying to do.

CHAIR: Order!

The Hon. JAN BURNSWOODS: You keep getting the answer, and you just keep trying again and again.

CHAIR: Order!

Mr WIELINGA: I will have to come back to you on that.

The Hon. DAVID CLARKE: You will come back to us on that?

Mr WIELINGA: Pedestrian bridges are part of a works program determination. We reconsider our priorities year by year. Exactly when it is proposed, if it is proposed, at this location I cannot tell you now, but we will come back to you on this issue.

ANSWER:

I am advised:

A review of the pedestrian facilities and parking at this location is underway.

The RTA is considering community input, crash history and other factors such as the surrounding road environment.

The RTA is also reviewing the speed limit.

CHAIR: In relation to the Pacific Highway upgrade, the Federal Government under AusLink transferred in the 2005-06 financial year the sum of \$296.5 million to the New South Wales Government and this financial year \$1,043.9 million for the upgrade of the highway. Can you tell the Committee how much of that money in both financial years has actually been expended by the RTA on the Pacific Highway upgrade?

Mr WATTERS: We will have to get you the exact numbers. I think your question has an error in it in terms of what you are saying the Federal Government has given us this year. The \$1,000 million-plus dollars, over \$1 billion—they certainly have not allocated that much money in one year.

CHAIR: Can you get us the correct figure on how much has been expended out of any allocation from the Federal Government?

Mr WATTERS: Yes.

Mr WIELINGA: We can look. However, I emphasise that this is a matter for the Government.

ANSWER:

I am advised:

Over the last decade the NSW Government has invested \$1.6 billion on the Pacific Highway and the Federal Government has invested \$660 million.

Both Governments have committed a further \$1.3 billion over the next 3 years to 2009.

Under the rules of the AusLink program, NSW, through the Roads and Traffic Authority (RTA) makes monthly financial claims to the Federal Department of Transport and Regional Services for reimbursement based on the progress of works.

The NSW Government will continue to work in cooperation with the Federal Government to accelerate the Pacific Highway upgrade.

The Hon. DAVID CLARKE: It has been suggested by the honourable member for Tamworth that a \$5-levy be put on registration fees to fund the replacement of timber bridges on regional roads. Was that plan ever considered by the RTA as a way to fund the program, and does the RTA believe it is a sensible way to approach funding of replacement of timber bridges?

Mr WIELINGA: Those sorts of initiatives are a matter for the Government. We can provide scenarios, but those things are a matter for the Government to decide.

The Hon. DAVID CLARKE: Do you have that as a scenario?

Mr WIELINGA: I cannot confirm 100 per cent what scenarios have been considered. Obviously we look at options to find revenue for particular initiatives. We have just had a bridge program announced involving \$60 million over three years coming from consolidated revenue. That is where we are at now.

CHAIR: Could you check whether you have examined that option?

Mr WIELINGA: We can look. However, I emphasise that this is a matter for the Government.

ANSWER:

I am advised:

On 28 October 2006, the Premier announced the \$60 million three year Timber Bridges Partnership, commencing in 2006/07.

Funding will be provided on a 50:50 matching basis with local councils.

The initiative will boost rural economies, improve safety for road users and reduce maintenance costs for councils.

There are 285 timber bridges on council managed regional roads eligible under the new program.

A first round bridges has been identified by the RTA as eligible immediately.

These first round bridges have been identified on the basis of sound criteria including: safety; strategic importance for freight or tourism to the local economy; bridge condition; and level of use by heavy vehicles ...

- Bridge over Turallo Creek on the Tarago Road, Bungendore;
- Bridge over Spring Creek on the Sofala to Mudgee Road;
- Bridge over the Gunderman Creek on the Wisemans Ferry to Kariong Road;
- Flood Channel Bridge Number 1 over the Neimer River Floodplain on the Barham to Maude Road in Wakool Shire;
- Bridge over Perch Creek, on the Lismore to Murwillumbah Road;

- Bridge over the Peel River at Nundle;
- Bridge over Merri Merri Creek on the Warren to Carinda Road, in Warren Shire;
- Bean Creek Bridge, Woodenbong Road, near Tabulam; and
- Bridge over Gum Creek on the Parkes to Canowindra Road.

The RTA is in the process of contacting councils to identify further priority bridges eligible under the program.

The Hon. DAVID CLARKE: I turn to Donstable Road, Blacktown. What community consultation was undertaken for the realignment and re-opening of the road directly opposite Bessemer Road as part of the Blacktown-Parklea section of the north-west T-way project? Are you aware that the local community supports the permanent closure of Donstable Road as the preferred option?

Mr WIELINGA: I am not aware of the details. We will have to get back to you on that.

ANSWER:

I am advised:

Information relating to the T-way project is available on the RTA's website, at www.rta.nsw.gov.au and in community newsletters.

Any proposed traffic management measures are made available for public comment.

The Hon DAVID CLARKE: A petition has been sent to us by the Mid-Western Regional Council calling for the upgrade of the Bylong Valley Way near Mudgee. What is the current status of the upgrade of the road and when can we expect to see it fully upgraded?

ANSWER:

I am advised:

The Bylong Valley Way is a Regional Road under the responsibility of Mid-Western Regional Council and as such, decisions concerning the priority of improvement works on this route are a matter for Council to consider.

The NSW Government provides considerable funding assistance to Councils under a number of Regional Road Programs. In 2006/07, Mid-Western Regional Council receives a Block Grant in the amount of \$2,128,000. Councils determine how the Block Grant is allocated.

Under the REPAIR Program, the NSW Government also provides additional funds towards specific projects nominated by Councils. These funds are provided on a dollar-for-dollar basis in accordance with priorities determined by a Consultative Committee of Local Councils.

CHAIR: I refer to the recent concern about P-platers and the announcement at the weekend that compulsory driver education for year 11 students will be introduced. When will such a program commence?

Mr WIELINGA: Are you talking about the recent announcement by the Minister?

CHAIR: Yes, the very recent announcement.

Mr WIELINGA: Rotary created a program involving young people talking to people who have had bad experiences with road accidents. I think they are gearing up to do that now. Whether that will be at the end of the year or early next year, I am not sure. I will need to check that and come back to you on that.

ANSWER:

I am advised:

The Government recently announced a two-year \$130,000 grant to the Rotary Youth Driver Awareness (RYDA) program, allowing the scheme to expand across more of NSW. The Roads and Traffic Authority funding will allow the Rotary organisation to take the RYDA program to 20,000 more students over the next two years.

The RTA already contributes \$2.8 million every year to school road safety education programs which provide students with an awareness of all aspects of road use by the time they reach driving age.

The program meets criteria established by expert authorities including the RTA, and the NSW Government departments of Education and Training, Health and Police.

The RYDA program targets awareness and attitudinal change and encourages year 11 students aged 16 and 17 who are about to start driving to take a more responsible attitude.

The RYDA program complements the NSW schools-based road safety curriculum. It has grown from 1200 participating students in 2001 to more than 16,000 this year.

Questions from Ms Gardiner

1. In relation to the flashing lights program:

- a. What is the name of the company or names of companies that have been awarded the contract for the flashing lights program?**

ANSWER:

I am advised:

As announced on 10 November, the following organisations have been successful in their submission to participate in a field of the School Zone Alert System.

Technisyst Pty Limited
United Group Infrastructure Pty Limited
Serco Australia Pty Limited
PNE Industries Pty Limited
Astucia (Aust) Pty Ltd
Streetscape Projects (Aust) Pty Limited
HVS Solutions Pty Ltd

- 2. Will the recommendations on older driver testing, provided by the Road Safety Taskforce to the Cabinet, be released to the public?**
- a. If so, when? (Please provide date).**
 - b. If not, why not?**

ANSWER:

I am advised:

The Government is considering the report and its recommendations and will make an announcement in due course.

3. In relation to the number of road fatalities on major highways in NSW:
- a. How many fatalities were recorded on the Pacific Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - b. How many fatalities were recorded on the Pacific Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - c. How many fatalities were recorded on the Princes Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - d. How many fatalities were recorded on the Princes Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - e. How many fatalities were recorded on the Silver City Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - f. How many fatalities were recorded on the Silver City Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - g. How many fatalities were recorded on the Great Western Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - h. How many fatalities were recorded on the Great Western Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - i. How many fatalities were recorded on the Newell Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - j. How many fatalities were recorded on the Newell Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - k. How many fatalities were recorded on the New England Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - l. How many fatalities were recorded on the New England Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - m. How many fatalities were recorded on the Hume Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - n. How many fatalities were recorded on the Hume Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - o. How many fatalities were recorded on the Oxley Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - p. How many fatalities were recorded on the Oxley Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - q. How many fatalities were recorded on the Cobb Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - r. How many fatalities were recorded on the Cobb Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - s. How many fatalities were recorded on the Bruxner Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - t. How many fatalities were recorded on the Bruxner Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - u. How many fatalities were recorded on the Olympic Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - v. How many fatalities were recorded on the Olympic Highway from January 1 2006 to October 31 2006? (Please provide figure)
 - w. How many fatalities were recorded on the Barton Highway from January 1 2005 to October 31 2005? (Please provide figure)
 - x. How many fatalities were recorded on the Barton Highway from January 1 2006 to October 31 2006? (Please provide figure)

ANSWER

I am advised:

Information relating to traffic crash statistics is provided annually by the RTA in the publication, *Road Traffic Crashes in NSW*, which is publicly available on the RTA website at www.rta.nsw.gov.au