

First print



New South Wales

Road Improvement (Special Funding) Amendment Bill 1995

Explanatory note

This explanatory note relates to this Bill as introduced into Parliament.

Overview of Bill

The object of this Bill is to amend the *Road Improvement (Special Funding) Act 1989* so as:

- (a) to extend for a further 4 years (that is, from 31 August 1995 to 31 August 1999) the period for which the special levy for road funding raised by that Act is payable, and
 - (b) to extend the purposes for which revenue gained from that special levy may be used.
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Outline of provisions

Clause 1 sets out the name (also called the short title) of the proposed Act.

Clause 2 provides that the proposed Act will commence on the date of assent.

Clause 3 is a formal provision that gives effect to the Schedule of amendments to the *Road Improvement (Special Funding) Act 1989*.

Schedule 1 Amendments

Schedule 1 (1) amends section 4 (2G) of the Act so as to extend for a further 4 years (that is, from 31 August 1995 to 31 August 1999) the period for which the special levy for road funding raised by the Act is payable.

Schedule 1 (2) amends section 4 (3) of the Act, by way of law revision, as a result of previous amendments that have inserted additional provisions into section 4.

Schedule 1 (3)–(7) amend section 5 of the Act to extend the purposes for which revenue gained from the special levy may be used to include road related public transport infrastructure.

Schedule 1 (8) amends section 6 of the Act so as to add to the matters to which regard should be had in deciding how that revenue is to be used.

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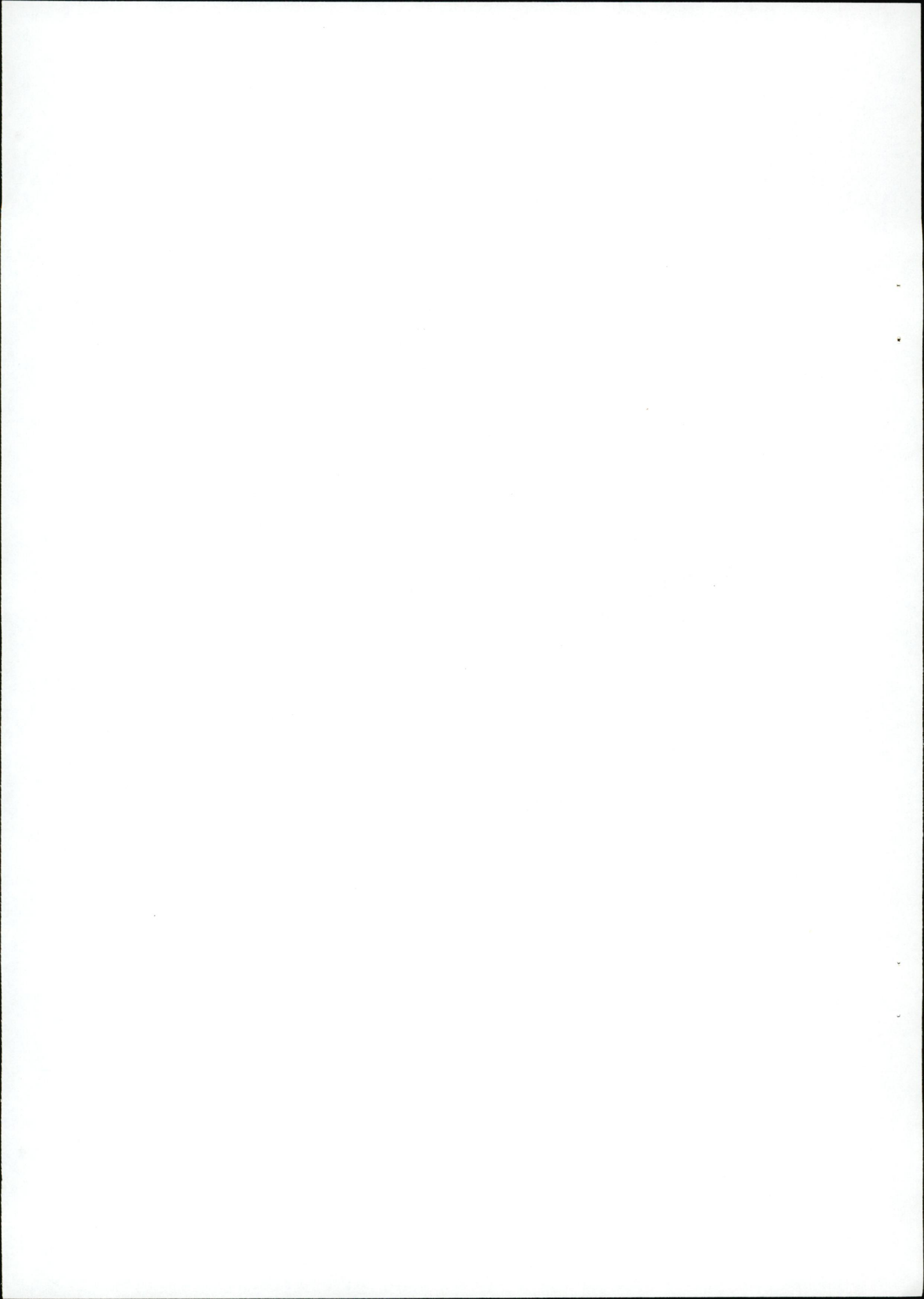


New South Wales

Road Improvement (Special Funding) Amendment Bill 1995

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New South Wales

Road Improvement (Special Funding) Amendment Bill 1995

No. , 1995

A Bill for

An Act to amend the *Road Improvement (Special Funding) Act 1989* so as to extend until 31 August 1999 the period for which the special levy for road funding raised by that Act is payable, and to extend the purposes for which revenue gained from that special levy may be used; and for other purposes.

The Legislature of New South Wales enacts:

1 Name of Act

This Act is the *Road Improvement (Special Funding) Amendment Act 1995*.

2 Commencement

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This Act commences on the date of assent.

**3 Amendment of Road Improvement (Special Funding) Act 1989
No 95**

The *Road Improvement (Special Funding) Act 1989* is amended as set out in Schedule 1.

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Schedule 1 Amendments

(Section 3)

[1] Section 4 Increased petroleum licence fees

Omit "1 September 1995" from section 4 (2G).
Insert instead "1 September 1999".

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[2] Section 4 (3)

Omit "The reference in subsection (2)" from section 4 (3).
Insert instead "A reference in this section".

[3] Section 5 Increased revenue subject to statutory trust

Omit "road improvement and road safety" wherever occurring.
Insert instead "road improvement, road safety and road related public transport infrastructure".

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[4] Section 5 (2) (d1)

Insert after section 5 (2) (d):

(d1) road related public transport infrastructure that is designed to benefit the road network by increasing transport alternatives to private vehicle use, by providing for improvements to road related public transport facilities or by assisting in the integration of different passenger transport systems,

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Road Improvement (Special Funding) Amendment Bill 1995

Schedule 1 Amendments

[5] Section 5 (2) (e)

Omit "paragraphs (a)–(d)".

Insert instead "any of the foregoing paragraphs".

[6] Section 5 (2A)

Insert after section 5 (2):

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(2A) A reference in this section to road related public transport infrastructure includes a reference to:

(a) dedicated bus lanes, transit lanes, cycleways and facilities for high occupancy vehicles, and

(b) bus facilities and bus shelters, and

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(c) technologies to facilitate public transport road operations, and

(d) transport interchanges, and

(e) off-road parking facilities adjacent to major arterial roads, and

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(f) commuter parking, bus facilities and bicycle lockers at railway stations, and

(g) bus, bicycle and pedestrian access to railway stations, transport interchanges and major residential, recreational, commercial and industrial centres.

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[7] Section 5 (3)

Omit "paragraphs (a)–(e)".

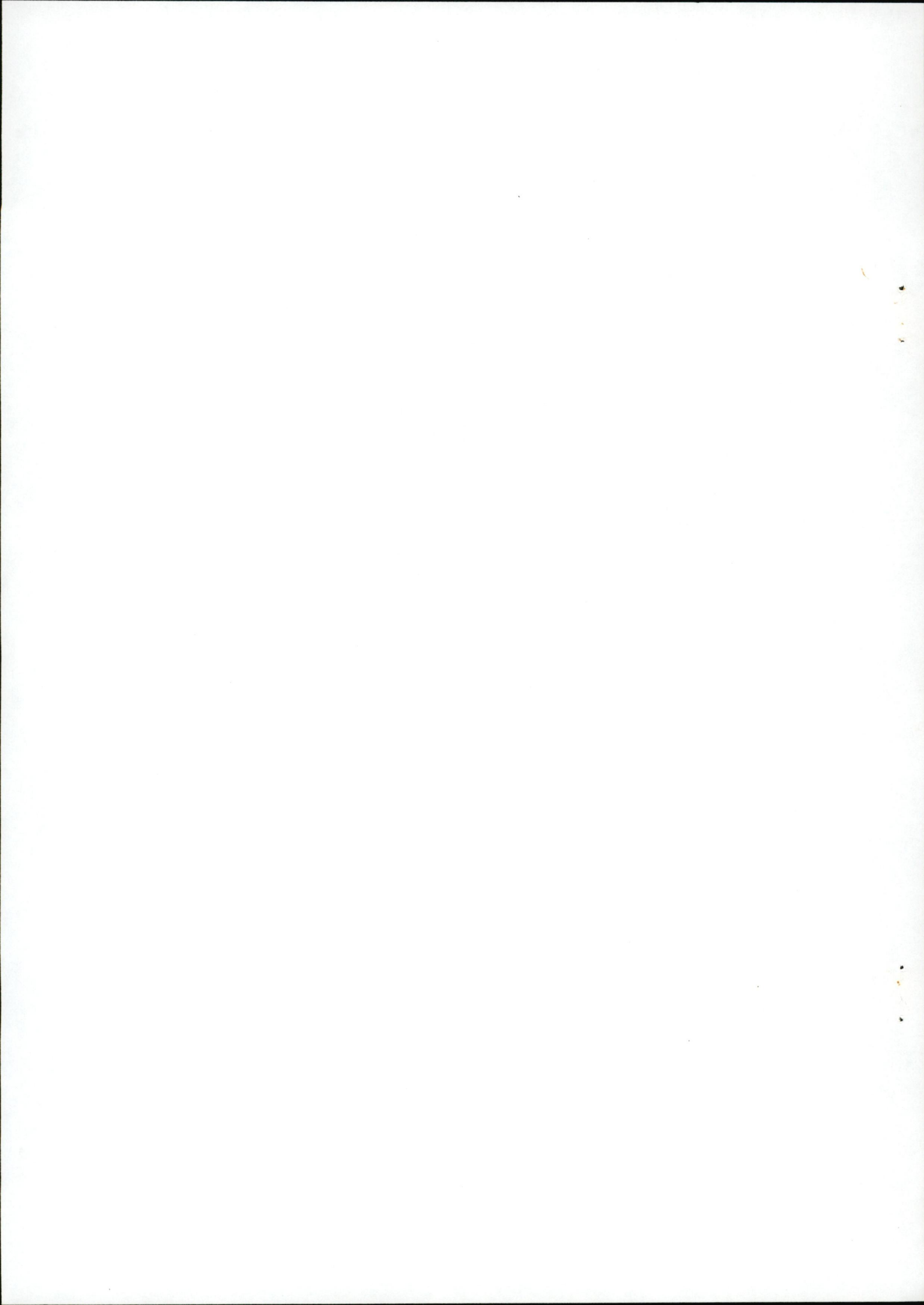
Insert instead "any of the paragraphs".

[8] Section 6 Decisions concerning road funding

Insert at the end of section 6:

- (h) the need to develop and improve the efficient and effective operations of transport interchanges,
- (i) the need to provide alternative off-road parking facilities adjacent to major arterial roads to enable bus lanes and transit lanes to be created,
- (j) the need to improve the efficiency of movement of public transport along major arterial roads.

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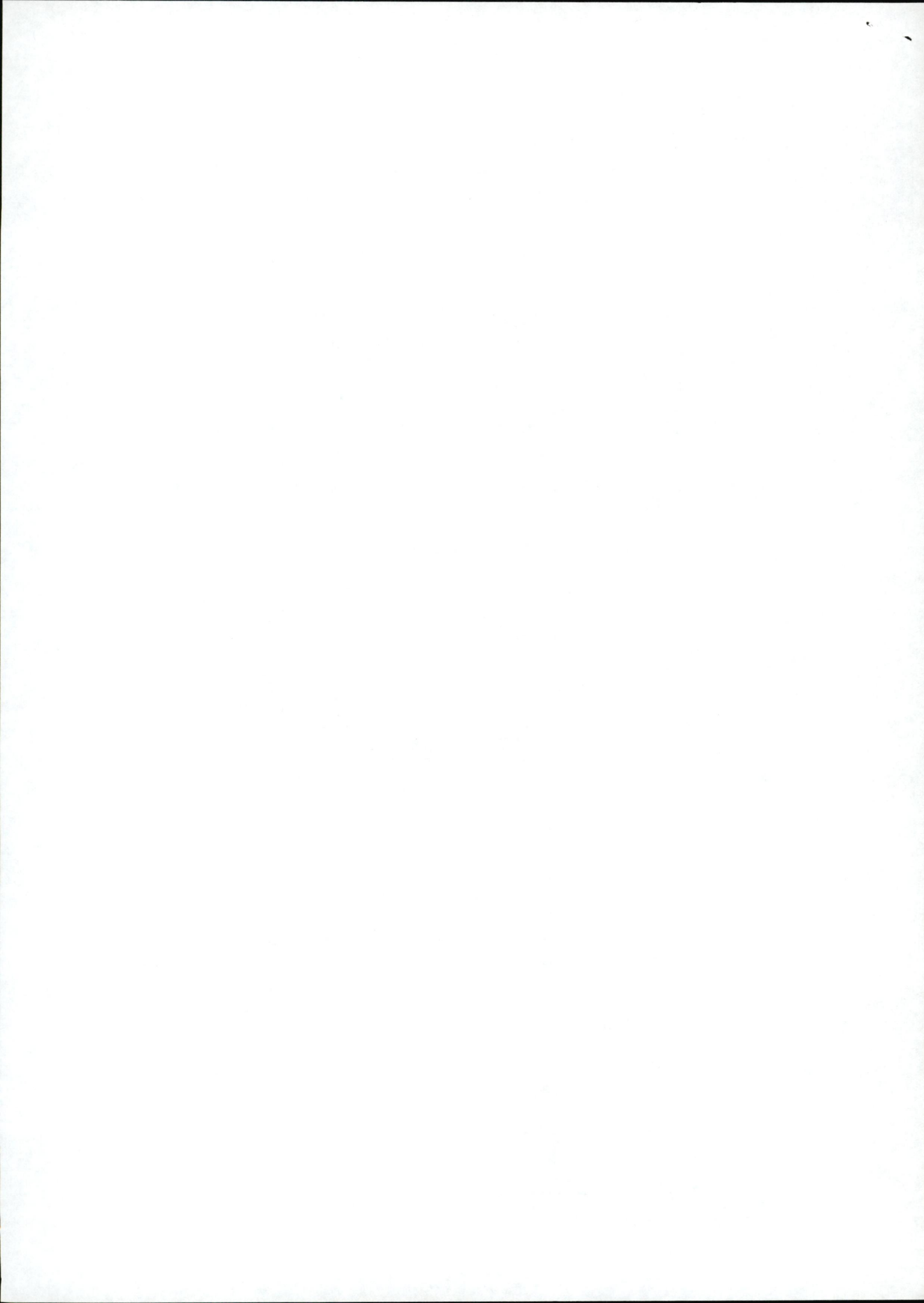
LEGISLATIVE ~~ASSEMBLY~~ COUNCIL

Road Improvement (Special Funding) Amendment Bill 1995

First Print

Amendments to be moved in Committee

- No. 1 Pages 3-5, Schedule 1, line 9 on page 3 to line 9 on page 5. Omit all words on those lines.
- No. 2 Page 3, Schedule 1. Insert after line 8:
- [3] **Section 5 Increased revenue subject to statutory trust for road funding**
Insert after section 5 (2):
- (2A) The funding of road improvement and road safety does not include the funding of any purpose if the funding would reduce, or have the effect of reducing, tolls for the use of the M4, M5, M5 eastern extension or F6 tollways.
- No. 3 Page 5, Schedule 1. Insert before line 1:
- [8] **Section 5A**
- 5A Boating improvements**
Despite section 5, such part of the amount referred to in section 5 (1) as is attributable to revenue derived from the sale of motor spirit or diesel fuel used in a boat or other form of watercraft is subject to a statutory trust for the funding of improvements for boating facilities and related projects.
- No. 4 Page 5, Schedule 1. Insert after line 9:
- [9] **Section 7**
Insert after section 6:
- 7 References to the funding scheme**
(1) A person must not in any form of publicity for the



funding scheme established by this Act that is displayed or disseminated after the commencement of this section refer to the funding scheme as the 3 x 3 scheme or by a description that includes the expression "3 x 3".

- (2) This section binds the Crown.
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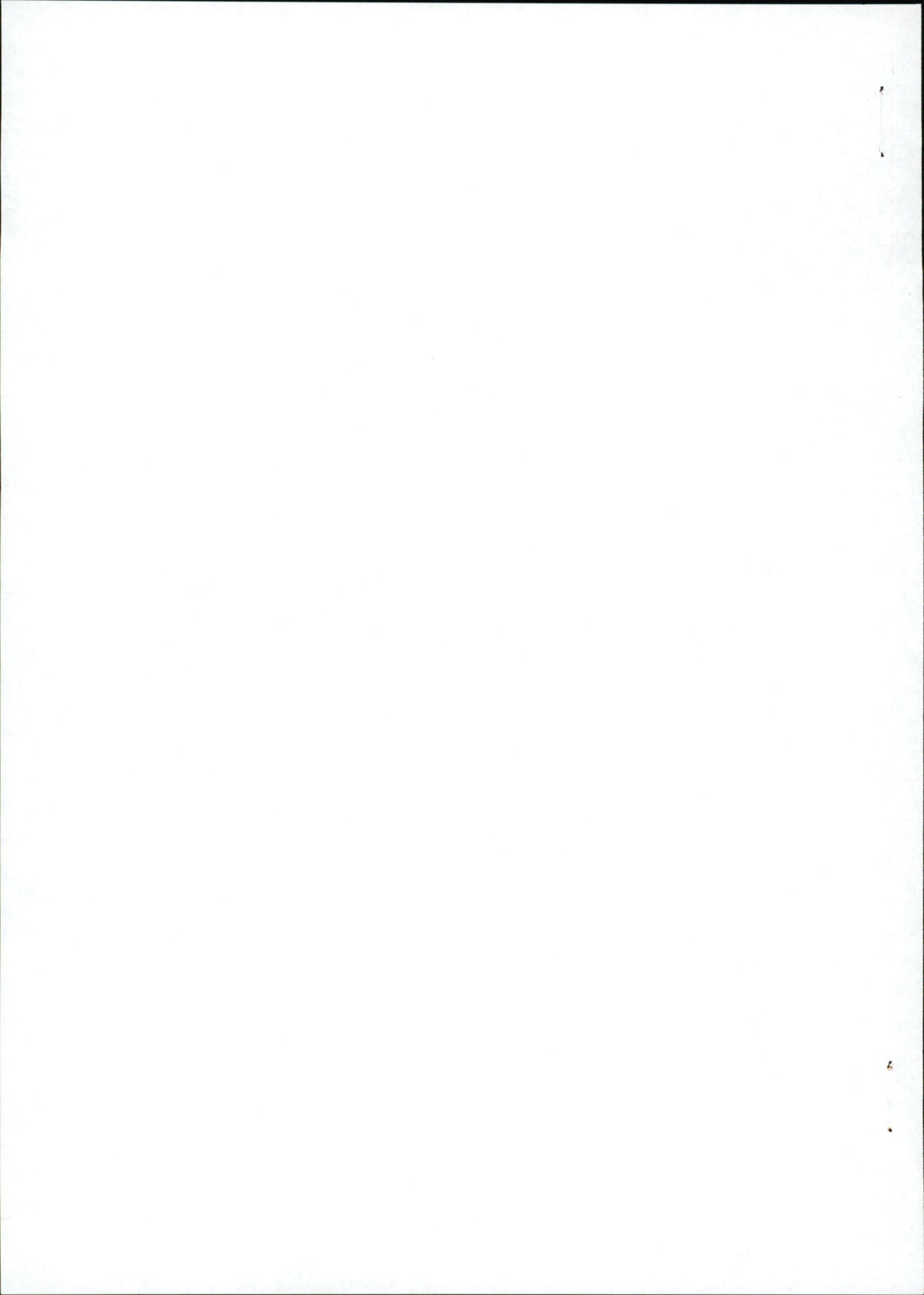


New South Wales

Road Improvement (Special Funding) Amendment Act 1995 No 15

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Road Improvement (Special Funding) Amendment Act 1995 No 15

Act No 15, 1995

An Act to amend the *Road Improvement (Special Funding) Act 1989* so as to extend until 31 August 1999 the period for which the special levy for road funding raised by that Act is payable, and to extend the purposes for which revenue gained from that special levy may be used; and for other purposes.
[Assented to 15 June 1995]

The Legislature of New South Wales enacts:

1 Name of Act

This Act is the *Road Improvement (Special Funding) Amendment Act 1995*.

2 Commencement

This Act commences on the date of assent.

**3 Amendment of Road Improvement (Special Funding) Act 1989
No 95**

The *Road Improvement (Special Funding) Act 1989* is amended as set out in Schedule 1.

Schedule 1 Amendments

(Section 3)

[1] Section 4 Increased petroleum licence fees

Omit "1 September 1995" from section 4 (2G).
Insert instead "1 September 1999".

[2] Section 4 (3)

Omit "The reference in subsection (2)" from section 4 (3).
Insert instead "A reference in this section".

[3] Section 5 Increased revenue subject to statutory trust

Omit "road improvement and road safety" wherever occurring.
Insert instead "road improvement, road safety and road related public transport infrastructure".

[4] Section 5 (2) (d1)

Insert after section 5 (2) (d):

- (d1) road related public transport infrastructure that is designed to benefit the road network by increasing transport alternatives to private vehicle use, by providing for improvements to road related public transport facilities or by assisting in the integration of different passenger transport systems.

Schedule 1 Amendments

[5] Section 5 (2) (e)

Omit "paragraphs (a)–(d)".

Insert instead "any of the foregoing paragraphs".

[6] Section 5 (2A)

Insert after section 5 (2):

(2A) A reference in this section to road related public transport infrastructure includes a reference to:

- (a) dedicated bus lanes, transit lanes, cycleways and facilities for high occupancy vehicles, and
- (b) bus facilities and bus shelters, and
- (c) technologies to facilitate public transport road operations, and
- (d) transport interchanges, and
- (e) off-road parking facilities adjacent to major arterial roads, and
- (f) commuter parking, bus facilities and bicycle lockers at railway stations, and
- (g) bus, bicycle and pedestrian access to railway stations, transport interchanges and major residential, recreational, commercial and industrial centres.

[7] Section 5 (3)

Omit "paragraphs (a)–(e)".

Insert instead "any of the paragraphs".

[8] Section 6 Decisions concerning road funding

Insert at the end of section 6:

- (h) the need to develop and improve the efficient and effective operations of transport interchanges,
- (i) the need to provide alternative off-road parking facilities adjacent to major arterial roads to enable bus lanes and transit lanes to be created,
- (j) the need to improve the efficiency of movement of public transport along major arterial roads.

[Minister's second reading speech made in—
Legislative Assembly on 31 May 1995
Legislative Council on 7 June 1995]

