



**Transport
for NSW**



PR13/11869

Ms Clare Hawker
Inquiry Manager
Parliament of NSW
Macquarie Street
SYDNEY NSW 2000

Dear Ms Hawker

I refer to your letter of 5 June 2013, in which you provided a number of supplementary questions relating to the Committee for Transport and Infrastructure's work as part of the Inquiry into Road Access Pricing in NSW.

Please find attached my answers to the Committee's supplementary questions.

Yours sincerely

Les Wielinga
Director-General

16.07.13

Answers to supplementary questions

1. It is not current Government policy to use road access pricing as a demand management tool in NSW.

It is important to adopt appropriate strategies for managing road and public transport networks, which take into account customer preferences, the existing level of demand for transport across the network and the capacity of the network to accommodate modal shift, particularly from road to public transport.

The NSW Government is committed to increasing the capacity of the public transport network in Sydney through major infrastructure projects such as the North West Rail Link, the South West Rail Link and the CBD and Eastern Suburbs Light Rail expansion. However, until capacity is released through these and other investments, demand management through road access pricing would not be appropriate.

2. The Government has outlined an extensive program of investment in transport infrastructure in the Long Term Transport Master Plan. In line with these commitments, Transport for NSW is delivering major improvement to the capacity of the road and public transport networks, such as WestConnex, the Northern Sydney Freight Corridor Program, North West Rail Link, the South West Rail Link, the CBD and Eastern Suburbs Light Rail expansion and the procurement of hundreds of new train carriages, light rail vehicles, buses and ferries.

The Government has allocated \$14.6 billion investment in public transport and roads over the next 12 months, including more than \$1 billion to build new rail and light rail lines. This includes:

- \$806 million for the ongoing delivery of the North West Rail Link;
- \$353 million to continue progress of the South West Rail Link;
- \$314 million committed to the Northern Sydney Freight Corridor Program, a joint Federal and NSW government initiative to improve capacity and reliability of freight trains and make commuter services more reliable;
- \$67 million to complete the Inner West Light Rail Extension, a 5.6km light rail service through the Inner West to Dulwich Hill;
- \$75 million towards the new CBD and South East light rail linking the CBD with Randwick and Kingsford; and
- \$105 million to progress Wynyard Walk, a fully accessible pedestrian link between Wynyard Station and Barangaroo.

3. Transport for NSW and Roads and Maritime Services are currently working on several initiatives relating to road access pricing, including:
 - the restructuring of motor vehicle registration charges to take into account safety, road use and environmental criteria (in addition to vehicle mass), in order to encourage the early adoption of safer and greener vehicles;

- ongoing work through the Council of Australian Governments, particularly relating to the reform of heavy vehicle access charges; and
 - the development of appropriate tolling structures for the WestConnex and the proposed M2 to F3 Link, which is currently being managed in accordance with the NSW Government's *Guide for Submission and Assessment of Unsolicited Proposals*.
4. The Government is undertaking a range of measures to improve the efficiency of Sydney's road network. This includes:
- the completion of Sydney's motorway network – through projects such as WestConnex – which will be the cornerstone of a free flowing road network and significant transport asset for Sydney;
 - improving our public transport network through investment in rail, light rail, buses and ferries in order to encourage commuters to use public transport and ease congestion on the road network; and
 - using technology to reduce congestion on key roads, such as through the NSW Managed Motorways Program, which is focused on improving traffic flows, improving road safety and reducing emissions through better use of real-time information and other measures.
5. In NSW, the primary objective behind the introduction of further road pricing on new and improved motorways would be to provide a revenue stream for much needed investment in extending and enhancing the current motorway network. WestConnex is an example of this approach, which allows essential infrastructure to be delivered sooner than it otherwise could be.

While the Government has indicated that WestConnex, including upgraded sections of the M4 and M5 motorways, will be the first trial of a new distance-based tolling scheme for Sydney's motorway network, the purpose of tolling for WestConnex will still be to provide a source of funds to deliver this important project.

6. As detailed in the Long Term Transport Master Plan, Transport for NSW is pursuing a range of initiatives to make public transport a more attractive option for customers. This includes:
- the investments in key infrastructure, particularly new rail and light rail lines, outlined above;
 - the development of detailed modal plans for bus, ferry, rail, light rail, which lay out strategies for improving and expanding specific parts of the public transport network through investment in key infrastructure customer focused service delivery;
 - the introduction of Opal, the new electronic ticketing system, which is being progressively rolled out across the public transport network throughout greater Sydney; and
 - improving information for customers to make it easier to use public transport, such as through the release of a number of popular mobile

phone apps providing real time information for customers about bus and train services.

In NSW 2021: A Plan for Making NSW Number One Again, the Government has set out a number of high level indicators to measure the effectiveness of these and other initiatives in making public transport more attractive. Key measures include those relating to waiting time and travel time for public transport customers; the reliability of timetabled bus, train and ferry services; the proportion of trips to key centres and of total journeys to work made by public transport; and the satisfaction of public transport customers with the services they use on a daily basis.

7. Under a reform agenda for heavy vehicle charging and related infrastructure investment initiated by the Council of Australian Governments (COAG) in 2007, the Standing Council on Transport and Infrastructure (SCOTI) will over the coming months consider:
 - a proposed update to and recalculation of the current national fuel-based and annual registration charges applied to heavy vehicles, with the revised charges to apply from 1 July 2014; and
 - broader reform options to the current heavy vehicle charging, funding and governance arrangements for submission to COAG in mid 2014.

The focus of these two reform initiatives is on ensuring that the charges applied to heavy vehicles are more reflective of the costs heavy vehicles impose on the road network, and ensuring that the revenue from such charges is reinvested in the roads used by heavy vehicles. NSW is significantly disadvantaged under the current charging arrangements, and these reforms would result in NSW receiving heavy vehicle revenues based on heavy vehicle use on the NSW road network. Further, the broader reform represents a major microeconomic reform opportunity which can deliver substantial real benefits to industry and the national economy.

The NSW Government will continue to make the strong case for national charging and investment reforms to ensure NSW receives a more appropriate share of heavy vehicle revenues and therefore expenditure towards maintaining the NSW road network.

8. In the Long Term Transport Master Plan, the Government indicated its intention to investigate a consistent distance-based tolling regime for the Sydney motorway network. Any implementation of consistent tolling arrangements will require discussions with the private sector tollway operators currently managing significant parts of the network.

WestConnex will be the first trial of a new distance-based tolling scheme for Sydney's motorway network.

9. As at 30 June 2023, it is expected that:

- 53.3 per cent of State Roads (by area) will be less than 30 years old.
- 69.2 per cent of State Roads (by area) will be less than 40 years old.
- 30.8 per cent of State Roads (by area) will be more than 40 years old.
- 22.3 per cent of State Roads (by area) will be more than 50 years old.

10. The Government has committed \$246 million to the Pinch Point Program which is designed to target traffic bottlenecks that impact on both the immediate problem area and the broader road network. \$32 million of this \$246 million program will be invested in 2013/14 to help tackle congestion on Sydney's roads.

Since March 2011, 103 initiatives have been progressed under the Pinch Point Program in Sydney, including:

- 28 infrastructure projects
- 25 Closed Circuit Television (CCTV) cameras
- four variable message signs
- 46 proposals under development.

Through the NSW Managed Motorways Program, Roads and Maritime Services is working to provide smart infrastructure technology to improve real-time management of motorways. This program will deliver several benefits for customers, including more reliable and efficient motorways, improved safety and improved productivity for the road freight industry.

Currently, Roads and Maritime Services is undertaking the concept design and environmental assessment to apply the scheme to the M4 Motorway, at a cost of \$17 million, to be shared equally between the NSW and Australian Governments. The total allocation for 2013-14 for the M4 Managed Motorway is \$6.1 million, including \$2 million from the Australian Government.

11. The current funding for the Transport Access Program which includes Station and Easy Access upgrades is \$772M over four years. The budget for 2013/2014 is \$194.7 million for a wide range of upgrades including station and easy access upgrades in 2013/14 for Bankstown, Shell Cove and Strathfield stations

The forward estimates for the Transport Access Program from 2014 to 2016 is \$356.7 million.

12. Roads and Maritime Services is responsible for maintaining 5239 bridges throughout NSW. Maintenance requirements for bridges throughout NSW are determined on an ongoing basis. Roads and Maritime Services will deliver \$1.5 billion of maintenance work across the State in 2013/14 including maintaining bridges.

13. The table below provides a list of car park projects under way and their budget.

Project Name	Published Budget
<i>Planning under way</i>	
Canley Vale	\$ 10,000,000
Gordon	\$ 44,000,000
Granville	\$14,000,000
Lindfield	\$ 34,000,000
Oak Flats	\$ 5,700,000
Padstow	\$ 17,500,000
Sutherland Car Park	\$ 37,000,000
<i>Under Construction</i>	
Moss Vale	\$ 2,700,000
Kiama	\$ 3,000,000

The current funding for the Transport Access Program which includes Station, Easy Access upgrades and car parks is \$772M over four years which commenced in 2011/12.