

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 76

Mr Cohen asked:

In relation to the 'RTA'

- (1) When will the RTA be brought within the control of the Department of Transport as promised by the Premier prior to the 1995 election?
- (2) The Government claims that the Western Sydney Orbital will save commuters and freight vehicles up to an hour in travelling time. Could the Minister tell the Committee which major urban roads have resulted in *permanent* reductions in travelling time?
- (3) When the Harbour Tunnel was constructed, it was claimed that the Tunnel would reduce travel times to the city from the North Shore:
 - (a) What were the travel times prior to the construction of the tunnel?
 - (b) What are the travel times now?
- (4) Minister, do you accept the term induced traffic growth, which explains why increased traffic eventually cancels out reductions in travel time which occur when a new road or tunnel is constructed?
- (5)
 - (a) What is the cost of the air quality monitoring stations?
 - (b) Air quality data from the local monitoring station was supposed to be on the internet in December 2000, why has this still not happened?
- (6)
 - (a) The International Tunnel Workshop was discussed at length in last year's estimates hearings with Mr Forward providing assurances to the committee that the RTA would follow up the results from the workshop. What follow up has occurred?
 - (b) Given the cost of almost \$300,000 and the evidence provided to the inquiry that it had a predetermined outcome, what did the workshop achieve?
 - (c) Why hasn't the RTA published a response to the workshop recommendations?
- (7) Why has the RTA again failed to comply with Condition 79 of the project approval, which required the RTA to annually investigate tunnel emission treatment systems, including cost effectiveness?

- (8) (a) Why did the RTA engage a consultant to prepare a literature survey rather than carry out a proper investigation of emission treatment systems, when the 1999 inquiry was strongly critical of similar previous surveys?
- (b) What procedures does the RTA follow in relation to the hire of consultants?
- (c) Does the RTA advertise consultancies?
- (d) If not, why not?
- (e) What are the criteria for assessing the suitability of consultants?
- (f) How do consultants get on the preferred list?

ANSWER

- (1) Road building decisions are now open to more scrutiny with all major road development projects submitted to the Transport Co-ordination Committee, which is chaired by the CEO of the Department of Transport. At each step in the road planning process the RTA involves other government agencies, councils and community groups. Construction can only proceed after the Minister for Urban Affairs and Planning has reviewed the process and given his approval and the Environment Protection Authority has issued a licence.

- (2) It is true that the Western Sydney Orbital will save motorists over an hour on the journey between West Pennant Hills and Prestons. (See response to Question 3 for sustained travel time reductions as a result of construction of the Sydney Harbour Tunnel.)

- (3) (a) Prior to opening of the Sydney Harbour Tunnel, the journey time, in minutes, between the City and the North Shore was:

Route	AM Peak	PM Peak
Falcon Street, Cammeray to Sir John Young Crescent, Woolloomooloo	17.7	10.1
Sir John Young Crescent, Woolloomooloo to Falcon Street, Cammeray	16.8	8.2
Crows Nest to Southern Toll Gates on Harbour Bridge via Pacific Highway	16.5	13.3
Southern Toll Gates on Harbour Bridge to Crows Nest via Pacific Highway	7.1	6.9

- (3) (b) Travel times for the equivalent journeys in 2001 are:

Route	AM Peak	PM Peak
Falcon Street, Cammeray to Sir John Young Crescent, Woolloomooloo	6.0	7.8
Sir John Young Crescent, Woolloomooloo to Falcon Street, Cammeray	4.4	4.2

Crows Nest to Southern Toll Gates on Harbour Bridge via Pacific Highway	10.2	7.0
Southern Toll Gates on Harbour Bridge to Crows Nest via Pacific Highway	6.0	6.7

- (4) If a road project is successful in reducing the travel time for certain trips, the result will be an increase in traffic on that route. Some people will adopt a new route using the upgraded road and some new trips will be made. For example, one person may find it is now possible to visit an elderly relative twice a week instead of once a week. Another person might decide that it is now possible to undertake evening classes at a TAFE college which was previously too difficult to reach. In each case, the person realises benefits for themselves as a result of the travel time savings offered by the road project. Induced traffic is therefore the result of people recognising and benefiting from the travel time savings that a road project offers. If there were no travel time savings, there would be no benefits, no additional trips and hence no induced travel.

The Honourable Member may care to note that as the result of opening the Eastern Distributor tunnel under Taylor Square, the Government was able to improve conditions for pedestrians and cyclists in Eastern Sydney and to reduce travel times and increase the reliability of bus services to the Eastern Suburbs. This has helped to ensure that a proportion of the trips induced by the Eastern Distributor are made by public transport rather than by car.

- (5)
- (a) The cost of installing the air quality monitoring stations is \$950,000.
 - (b) The air quality data from the background monitoring station was published on the RTA's website on Friday 29 June 2000. The information is a comprehensive suite of tables and graphs which were the subject of lengthy consultation with the M5 East Air Quality Community Consultative Committee.
- (6)
- (a) The Government responses to the Recommendations of the International Tunnel Ventilation Workshop form part of the RTA's submission to the General Purpose Standing Committee No. 5 2001 Inquiry into the M5 East Ventilation Stack.
 - (b) The Workshop was important in highlighting the lack of robust scientific data on the performance of filtration systems in operation in road tunnels around the world. It was also the first time in the world that experts from the different technical disciplines related to tunnel design were able to share information in a single forum. This interaction was of benefit to the professional people attending the workshop, in presenting current practices overseas, and has led to some new practices and modelling being incorporated into RTA projects.

The Norwegian Public Roads Administration representation confirmed the limited use of electrostatic precipitators in Norwegian tunnels and that a review of their use was in progress.

- (c) See (6) (a) above. Further information is still being sought from Japan and Norway on their filtration systems, although some information has been provided by local manufacturers and road authorities.
- (7) The RTA commissioned the independent consulting firm Flagstaff Consulting to report on the costs of installing electrostatic precipitators in the M5 East. However even with this information, it is difficult to undertake a true cost effectiveness analysis. The main reasons for that are that much of the cost-effectiveness analysis will depend on data which will only become available once the operation of the M5 East commences, and that there is to date no scientifically robust data on the effectiveness of electrostatic precipitators in operation at the scale of the M5 East.
- (8)
 - (a) The RTA has an ongoing process of investigating international developments in tunnel emissions treatment systems. This includes not only the literature survey undertaken by the consultants, but direct inspections and professional interaction by senior RTA staff who are PIARC (World Road Association) delegates, one of whom is on the PIARC Tunnel Operations Technical Committee. This Committee includes representatives from Norway and Japan and most other countries in which tunnels are found.

In the year 2000, significant information was available to the RTA through the International Tunnel Ventilation Workshop and the Victorian Government Review of Emission Control Technology on City Link Tunnels by Mr Bernard Bongiomo QC. The latter involved inspections of electrostatic precipitators in Norway and Korea and interviews with both manufacturers and operators of these systems. Considering that no new information was likely to be found, it was appropriate to review these information sources in the form of a literature survey.

- (b) Consultants are engaged to provide independent advice of a policy or management nature where that particular expertise is not available from RTA sources, or to provide independent assessment of RTA proposals.

Procedures

- (1) If the estimated cost is under \$20,000, tenders are not necessarily called, if the proposed price is fair and reasonable and consistent with the cost of similar commercial contracts and the RTA is confident that the final cost is unlikely to exceed \$20,000.

- (2) If the estimated cost is between \$20,000 and \$50,000, it is at least necessary to call for and receive not less than 3 quotes.
 - (3) If the estimated cost is between \$50,000 and \$100,000, it is at least necessary to call invited tenders and receive not less than 3 tenders.
 - (4) If the estimated cost is over \$100,000, a public advertisement must be placed calling for tenders. Tenders may, however, be invited from a pre-registered list and, in such a case, not less than 3 tenders must be received.
- (c) See Procedures above. This will depend on the value of the consultancy and also whether there is an existing pre-registered list.
 - (d) See Procedures above.
 - (e) The assessment process seeks to identify the most suitable consultant overall for the RTA's needs by considering, in addition to cost, the criteria including skills, technical merit, demonstrated Project Experience (including any prior experience with the RTA) and, if appropriate, financial capacity.
 - (f) From time to time, the RTA may approach certain consultants to tender on a select basis when it is known they possess the specific expertise and experience, which may not be widely available, for a particular project. At other times, the widest range of applications is encouraged to test the market and to obtain a broad range of options.

APPROVED:



CARL SCULLY
Minister for Roads

DEPARTMENT OF TRANSPORT

EXTRACT from Questions and Answers in the Legislative Council

No. 01LC77 ESTIMATES

Dated 21 June 2001

77. Mr Jobling asked the Minister for Transport and Minister for Roads, the Hon Carl Scully, MP—

In relation to '69.1 Waterways Management – 69.1.1 Marine Safety and Environment'

- (1) What is the estimated revenue to be generated in 2001-02 from:
 - (a) Boat registration fees,
 - (b) Boat licences,
 - (c) Boating licence Fees,
 - (d) Moorings,
 - (e) Mooring fees?
- (2) What was the actual revenue generated in 2000-01 from each of the above categories?
- (3) What was the amount spent on recreational boating facilities in 2000-01 (revised)?
- (4) Can you provide a break down of the allocation of this revenue to the provision of recreational boating facilities?
- (5) Can you provide a break down of the allocation of the remainder of this revenue, eg. to each of commercial boating, harbour cleaning, property categories?

Answer

The Waterways Authority advises me of the following:

- (1) The estimated revenue to be generated in 2001-02 is:

(a)	Boat registrations	\$11.078M
(b)	Boat Licences	\$10.697M
(c)	Boat licence fees	\$10.697M
(d)	Moorings	\$5.474M
(e)	Mooring Fees	\$5.474M
- (2) The actual revenue generated in 2000-01 was:

(a)	Boat registrations	\$11.275M
(b)	Boat licences	\$10.941M
(c)	Boat licence fees	\$10.941M
(d)	Moorings	\$5.176M
(e)	Mooring fees	\$5.176M
- (3) WADAMP expenditure on recreational boating facilities in 2000-01 was \$889,310. In addition, there was \$938,907 capital expenditure on recreational boating.

- (4) The breakdown of WADAMP expenditure in 2000-01 on the provision of recreational boating facilities is:

\$512,510	New or upgraded boat launching ramps
\$178,339	Public wharves/pontoon
\$117,243	Environmental controls (sewage pumpouts, greywater, slipway control
\$39,037	Foreshore improvement, dinghy storage
\$36,265	Studies, plan of management
\$5,914	Other
\$889,310	Total

Additional capital expenditure on recreational boating facilities was:

\$828,824	Navigation aids
\$15,148	Courtesy Moorings
\$94,935	Waterway signage
\$938,907	Total

- (5) Expenditure from recreational boating revenues in 2000-2001 included:

Harbour Cleaning	\$1.749M
Commercial Vessels	\$0.306M
Property	NIL

The remainder of the revenue generated is used to assist in the operation of the Waterways Authority including customer service centres, boating information assistance services and programs such as those addressing environmental and safety issues.

APPROVED:



CARL SCULLY MP
Minister for Transport
Minister for Roads

DEPARTMENT OF TRANSPORT

EXTRACT from Questions and Answers in the Legislative Council

No. 01LC78 ESTIMATES

Dated 21 June 2001

78. Mr Jobling asked the Minister for Transport and Minister for Roads, the Hon Carl Scully, MP—

In relation to 'Waterways Asset Development and Management Program (WADAMP), p18-53'

- (1) List the projects to which funds were allocated in 2000-01 (revised) and, in this list, name the electorates in which the projects are located.
- (2)
 - (a) Are any of the projects planned for 2001-02 reliant upon matching funds being received from local Government councils?
 - (b) If so, list the amount to be matched, by Council?
- (3) Are any of the projects planned for 2001-02 reliant upon matching funds being received from community groups?

Answer

The Waterways Authority advises me of the following:

- (1) WADAMP grants (total \$987,683) were allocated in 2000/01 for the following list of projects (including electorates):

Waterways Asset Development and Management Program 2000/01 Grants by Locality

Project Name	Electorate
New boatramp – Moulamein, Edwards River	Murray- Darling
Study – Murray River Houseboat Greywater Disposal and Remediation Options	Murray- Darling
Extension of "The Pines" Boatramp – Blowering Dam	Burrinjuck
Upgrade 3 boatramps at Orient Point, Crookhaven Heads and Tabourie Lake	South Coast
Lake Lyell Recreation Area – Facilities improvements	Bathurst
Lake Coolona – jetty/access improvements	Lachlan
Sewage Pumpouts - Lemon Tree Passage and Karuah	Port Stephens
Solar Lights –Taylors Point and Websters boatramp - Lake Wyangala	Burrinjuck
Marine Sewage Reception Facilities for Lake Macquarie	Lake Macquarie and Swansea
Shore Facilities, Crystal Waters boatramp - Yamba	Clarence
Wilson's River Cross Link Boating Access Project - Lismore (<i>Stage 1 Works</i>)	Lismore
Kennedy Drive boatramp upgrade – Tweed Heads	Tweed
Tumblgum boatramp and facility upgrade - Tweed River	Tweed

DEPARTMENT OF TRANSPORT

EXTRACT from Questions and Answers in the Legislative Council

No. 01LC79 ESTIMATES

Dated 21 June 2001

79. Mr Jobling asked the Minister for Transport and Minister for Roads, the Hon Carl Scully, MP—

In relation to 'Sydney Harbour – waste recovered/cleaning, p18-52'

- (1) What was the cost of Sydney Harbour cleaning in 2000-01?
- (2) What is the estimated cost in 2001-02?
- (3) (a) Have any funds been allocated to allow the Waterways Authority to provide facilities so that it can, in conjunction with the Environment Protection Authority, effectively monitor the adequacy of the Sydney Water gross pollution trap installation program?

(b) If not, please explain why no funds have been allocated to this project?
- (4) What is the current estimate of the proportion of Sydney Harbour waste that is sourced from recreational boating and, separately, commercial boating, compared to other sources of Harbour waste eg. Beachgoers, stormwater runoff?

Answer

The Waterways Authority advises me of the following:

- (1) \$1.796M.
- (2) \$1.886M.
- (3)(a) The Authority does collect information on the amount of material collected by the Sydney Harbour Cleaning Service, and provides this information to the Environmental Protection Authority.

(b) This is a matter for the Environmental Protection Authority.
- (4) It is estimated that 53% of the total volume is 'man-made', and that over 90% of Harbour waste enters the Harbour from the city's storm water system.

APPROVED:



CARL SCULLY MP
Minister for Transport
Minister for Roads

DEPARTMENT OF TRANSPORT

EXTRACT from Questions and Answers in the Legislative Council

No. 01LC80 ESTIMATES

Dated 21 June 2001

80. Mr Jobling asked the Minister for Transport and Minister for Roads, the Hon Carl Scully, MP—

In relation to '69.1.2 Property and Wetlands Management – Homebush Bay Remediation, p18-54'

- (1) In light of the Auditor-General's qualification of the Waterways Annual Report, what amount has been allocated for remediation work at Homebush Bay?
- (2) (a) What is the estimated total cost of the Waterways Authority's contribution to the remediation?
(b) How many years is it expected to take to complete the remediation?
- (3) (a) What was the cost of implementing the Program's objectives (Program 69.1) in respect of recreational boating in 2000-01?
(b) What is the estimate for 2001-02?
- (4) (a) What was the cost of implementing the Program's objectives in respect of commercial boating in 2000-01?
(b) What is the estimate for 2001-02?
- (5) What was the amount of revenue generated by commercial boating in 2000-01?
- (6) What is the estimate for 2001-02?
- (7) How much of the funds generated by recreational boating is diverted to commercial boating?

Answer

The Waterways Authority advises me of the following:

- (1) Up to \$20M has been allocated by the Waterways Authority for remediation of contaminated sediments in Homebush Bay.
- (2)(a) Up to \$20M will be spent by Waterways Authority on remediation works in Homebush Bay.
(b) It is expected that the remediation of Homebush Bay will be completed within three to five years after the commencement of site works.
- (3)(a) \$24.92M.
(b) \$26.9M.
- (4)(a) \$2.248M.
(b) \$2.786M.
- (5) \$1.942M.
- (6) \$2.076M.
- (7) Funds required to deliver programs vary from year to year depending on commitments and revenue.

APPROVED:



CARL SCULLY MP
Minister for Transport
Minister for Roads

DEPARTMENT OF TRANSPORT

EXTRACT from Questions and Answers in the Legislative Council

No. 01LC81 ESTIMATES

Dated 21 June 2001

81. Ms Gardiner asked the Minister for Transport and Minister for Roads, the Hon Carl Scully, MP—

In relation to 'Marine Safety'

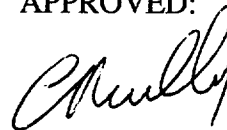
- (a) Following on from a Coroners recommendation that no person under the age of 18 be allowed to travel in any vessel on the waterways at a speed in excess of 70mph/110kph, can you advise whether the department has prepared any legislative or regulatory amendments so as to implement that recommendation?
- (b) If not, why not?

(Relevant area in the budget papers: Budget Paper No. 3, Volume 2, p18.43)

Answer

I have asked the Waterways Authority to examine the Coroner's recommendation in the context of the new Marine Safety Regulation, which is expected to be completed by the end of 2001. This legislation will incorporate matters such as speed restrictions, including issues of young people travelling at speed in boats.

APPROVED:



CARL SCULLY MP
Minister for Transport
Minister for Roads

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 82

Mr Jobling asked:

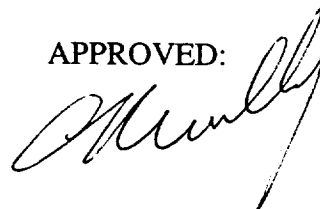
- (1) There is a reference to third party insurance data access fees of \$9.138 million. What are those fees for and who pays them?
- (2) Why was there a revision from \$28.69 million to \$24.856 million in relation to plate fees for 2000-01?

ANSWER

- (1) Third party insurance data access fees are charges levied for the provision of registration information to Compulsory Third Party Insurance providers. The charge covers the administrative cost of sighting a green slip at the time of registration, updating the RTA's DRIVES system, providing information to the insurers and providing access to records.
- (2) The revision of the revenue derived from plate fees from \$28.69M to \$24.856M related mainly to the cessation of the charge for general issue (black and yellow) plates. This occurred as a result of the Appendix to Schedule A of the Motor Traffic Amendment (Fees) Regulation ceasing to apply from 1 July 2000. The reduction in revenue from this source was \$6.3M. A reduction in revenue also occurred as a result of the completion of the Olympic number plate program.

These reductions were partially offset by increased revenue derived from the issue of premium and custom made number plates.

APPROVED:



**CARL SCULLY
Minister for Roads**

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 83

Mr Jobling asked:

- (1) Following the road toll during Christmas 2000, you commissioned a report concerning this alarming accident rate. Why did you not have the Task Force look at the quality of roads as a contributing factor for that road toll?
- (2) What recommendations of the Task Force have been implemented since the report came down in April?
- (3) What has been the cost of implementation of the Safe-T-Cam program to date?
- (4)
 - (a) Have any studies been carried out to determine the success of the program?
 - (b) If so, what was the result of such study?

ANSWER

- (1) On 7 January 2001, I announced the establishment of a high level Road Safety Task Force to address the significant community concern about the increased road toll over both the Christmas/New Year holiday period and the calendar year 2000.

Agencies represented on the Task Force included the Roads and Traffic Authority (6), Motor Accidents Authority (MAA), NSW Police Service, Ministry of Police and the NRMA Member Services. Three community representatives also participated: Professor Danny Cass, Children's Hospital Westmead; Dr Jane Elkington, Health Consultant; and Associate Professor Soames Job, Sydney University.

The Task Force considered all factors contributing to serious road crashes, including the quality of roads. Specifically in relation to this issue, the Task Force found that there have been many improvements to our highways and major roads in recent years. For example, surveys comparing the Hume Highway in 1980 and 1999 showed that:

- crashes were down by approximately 60%,
- casualties, including fatalities, were down by nearly 70%, whilst
- long distance traffic was up by around 20%.

Much of this can be attributed to the dramatic increase in the length of high standard, dual-carriageway road.

Road design in the future will increasingly focus on the safety of all users. Special consideration is given to road users who are more at risk of serious injury such as pedestrians and cyclists. There is an on-going program to build pedestrian overbridges, particularly in the vicinity of school and locations of high pedestrian activity.

Blackspot Programs that target locations with high crash histories have reduced injuries and fatalities. Many of the State's worst blackspots have been reconstructed to remove hazards and relieve congestion. The Blackspot Program includes treatment of hazardous intersections, sections of road, curves and bus stops, particularly near schools.

The RTA is implementing a ten year program to reconstruct the Pacific Highway, to dramatically extend the length that has dual carriageways. A similar program is in place on the Great Western Highway over the Blue Mountains. Within Newcastle, Sydney and Wollongong, a major commitment continues to be road widening and the provision of median strips to separate opposing traffic, especially in developing areas.

- (2) The Task Force Report was released on 3 April 2001. All recommendations made by the Task Force were accepted by me, and are in the process of implementation.
- (3) This question was answered at the Estimates Committee hearing on 21 June 2001. "The cost of establishing all those Safe-T-Cams was approximately \$25 million."
- (4)
 - (a) Safe-T-Cam is an innovative tool to assist the fight in reducing heavy vehicle speed and preventing driver fatigue. It complements an overall enforcement regime that consists of RTA inspectors, checking stations, periodic inspections and Police.

The RTA has used Safe-T-Cam as a tool for behavioural change in the heavy vehicle industry. The information collected by Safe-T-Cam is fed back to the owners and operators of heavy vehicles so that they are encouraged to better manage their freight task.

60% of operators have only needed to be notified once about an incident with one of their trucks before they put in place measures to better comply with speed or driving hour rules. 79% of operators have complied after two notifications.

The RTA is undertaking a review of some of its key activities in the vehicle regulation area. One of these is the Safe-T-Cam system, which operates at 22 sites across the state. The review will assist the RTA in developing a future strategy for Safe-T-Cam, which will include consideration of system upgrades, thermal cameras, and possible expansion.

- (b) The review is planned to be completed by early 2002.

APPROVED:

A handwritten signature in black ink, appearing to read 'C. Scully', written over a vertical line that extends downwards from the signature.

CARL SCULLY
Minister for Roads

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 84

Mr Jobling asked:

- (1) What have been the savings made since the Roads Maintenance Reform Package was implemented on 1 July 2000?
- (2)
 - (a) In the Budget Estimates for 2000-01 in Budget Paper No. 3, Volume 2, it stated. '*...that savings from the Road Maintenance Reform Package will be re-invested in the RTA's roads program*'. What program or programs have benefited from the payment of such savings and how much was attributed to each program?
 - (b) If there have been no savings, why not?
- (3) What have been the losses incurred under the Road Maintenance Reform Package?
- (4) What assistance, both by way of advice and money, has been paid to local Government to implement the Package?
- (5) If no funds have been paid, why not?

ANSWER

- (1)

The Road Maintenance Reform Package creates a framework for using benchmarking to improve efficiencies in the delivery of maintenance on State Roads. The benefits of improved quality and standards of work will not become directly or immediately evident as "savings" to the Program as they will be accrued as extended long-term life cycles for assets, reduced insurance premiums, reduced rework for contractors, etc. These savings will enable reduced prices and a myriad of reduced costs to Councils and RTA. The benefits of establishing appropriate standards for traffic control, worker safety and environmental protection will lead to improved safety for workers and the general public and will minimise environmental impacts.
- (2)
 - (a) There has been no attribution of savings between RTA programs. Savings will accrue within the RTA's Infrastructure Maintenance Program.

(b) The Road Maintenance Reform Package is an investment in a benchmarking regime. As a result, RTA and Councils are investing in improved management systems to support closer adherence to agreed standards. As indicated in (1) above, savings will accrue in a variety of forms.

(3)

Under the Package all maintenance works and services are delivered via commercial contracts where Contractors assume some contractual risks, particularly in relation to costs. The renegotiable lump sum approach for the routine maintenance component of the Contract minimises risk to both the Contractor and the RTA of unforeseen excessive profit or loss. As in any commercial contract, the RTA does not estimate losses incurred by Contractors.

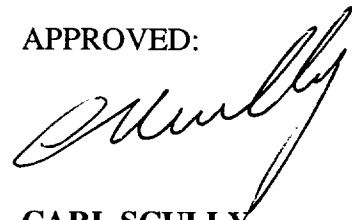
(4)

There has been no money directly paid to Local Government to implement the Package. The RTA provided Local Government with advice on the requirements of the Contract and the Reform Package. The RTA provided Councils with generic samples of RTA Management Systems (Quality, OH&S, Environment) to assist in the development of their Management Plans and to improve their current practices and procedures. RTA Regional Offices regularly conduct meetings with Councils to discuss contract issues.

(5)

The RTA does not provide funding assistance to Contractors working under commercial contracts. Under the Package, Contractors are likely to include all their costs for implementing the Contract in their lump sum price submission. The renegotiable lump sum approach for routine maintenance will assist in overcoming difficulties in reaching price agreements.

APPROVED:



CARL SCULLY
Minister for Roads

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4
2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 85

Mr Jobling asked:

Over a period of time, you have quoted a number of figures for the cost of the privately funded Cross City Tunnel and other privately funded projects. You have quoted so many figures in regard to the Cross City Tunnel that in fact, it is difficult to recall them all, but recent figures quoted by you refer to a cost in excess of \$400 million.

- (1) What justification can you give for pre-empting the tender process for such projects?

Surely it would be prudent not to give an estimate presumably provided by the RTA to the world at large, prior to the tendering process. It might be that the private sector could come in significantly lower than the figures you have quoted, but may now, because of forewarning by you of a 'ball park' figure, boost a possible lower tender to that 'ball park' figure. Surely 'commercial in confidence' should apply until tenders have been appraised.

- (2) Could your actions of pre-empting the tender figure lead to a climate conducive to corruption?

ANSWER

It is the normal practice for an estimate to be made of the total estimated cost for the project. This total estimated cost includes all expected costs (both Government and non Government) including project development, land acquisition, utility adjustments and project management as well as the expected design and construction costs which are included in the proposed BOOT contract for the Cross City Tunnel. The estimated cost for the Cross City Tunnel is a total estimated cost.

There is a high level of competition for these projects and the market will determine the final cost of the project.

It is important to be accountable and on the balance, publicly advising the total estimated cost for a project is appropriate. It needs to be noted that total estimate costs for projects, when known, are included in the budget paper.

APPROVED:



CARL SCULLY
Minister for Roads

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 86

Mr Jobling asked:

Under the 'Rebuilding Country Roads Program' it is noted an 'average of over \$100 million of State funds per year in real terms' will be spent between 1998 and 2010.

- (1) What is the amount that has been spent under this program for each individual year from 1998 to date?
- (2) What will be the amount spent in the 2001-02 financial year?

ANSWER

- (1)

1998/99	\$131.4 million
1999/00	\$127.5 million
2000/01	\$107.3 million.
- (2) \$124.8 million.

APPROVED:



**CARL SCULLY
Minister for Roads**

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 87

Mr Jobling asked:

(1)

- (a) In the 2000-01 Budget (Budget Estimates Budget Paper No. 3, Volume 2, p20.10), it was stated that the 'Rebuilding Country Roads Program' had '*...a particular focus on increasing the reliability of rural roads for industry and isolated communities during periods of prolonged weather and flooding*'. This year's Budget Papers are silent on this aspect. Have you varied the Program to remove that focus?
- (b) If so, why?
- (2) What councils have applied for, and received funds for flood damaged roads for the years 1998-99, 1999-2000, 2000-01?
- (3) What has been the maintenance funding for each of those councils for each of those years?
- (4) Has any such council's maintenance allocation been varied because of any funds recovered under damage funds?

ANSWER

(1)

(a) No.

(b) Not applicable

(2 & 3) See answer to Estimates Q10.

(4) No

APPROVED:


CARL SCULLY
Minister for Roads

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 88

Mr Jobling asked:

At p18.11, you stated that an average of \$100 million would be spend on the 'Rebuilding Country Roads Program', but at 18.13 you note that included in this program is a 10 year program totalling \$129 million to restore and where necessary, replace country timber bridges.

- (1) Is it therefore correct to state that in fact, the average for actual road rebuilding for the whole of country NSW would be \$87.1 million? (\$100 million less \$12.9 million { \$129 million over 10 years } = \$87.1 million).
- (2) How do you justify such an insignificant amount of money for rebuilding country roads when you state at p18.11 line 34, '*Government's commitment is to enhance the State's road network, improve road safety and increase access to Government services*'.

ANSWER

- (1) No
- (2) Not applicable

APPROVED:



CARL SCULLY
Minister for Roads

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 89

Mr Jobling asked:

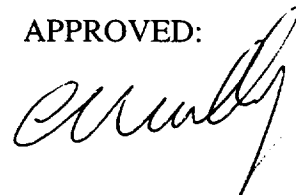
- (1) (a) Does the Roads and Traffic Authority (RTA), Treasury or any other State Government instrumentality charge a handling fee or commission for processing Federal funds paid to the State Government for direct or indirect road works? (eg. Funds passed through the State for local government).
- (b) If so, what is such fee or commission?
- (2) Why is it claimed?
- (3) How much was collected in 1999-2000 and 2000-01?
- (4) Where is such fee or commission disclosed in the Budget?
- (5) What are such fees or commissions applied to?

ANSWER

- (1)-(5) The Roads and Traffic Authority does not charge a handling fee or commission for processing Federal funds paid to the State Government for direct or indirect roadworks.

All funds passed to local councils by the RTA do not attract a fee or commission.

APPROVED:



**CARL SCULLY
Minister for Roads**

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 90

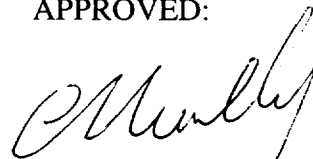
Mr Jobling asked:

What is the actual amount that will be provided exclusively from State funds for the State Blackspot program for 2001-02?

ANSWER

\$12.54 million has been allocated in 2001-02 to the State Blackspot Program.

APPROVED:



**CARL SCULLY
Minister for Roads**

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 91

Mr Jobling asked:

- (1) (a) What amount was spent in 2000-01 on making motorists aware of the M4/M5 cash back scheme?
(b) Please break down how that money was spent.
- (2) (a) Were consultants used in regard to any project concerning the M4/M5 cash back scheme?
(b) If so, how much was paid to the consultants and what activity did they carry out?
- (3) What is the measure of success for any such program?
- (4) What is proposed in the 2001-02 financial year to promote the cash back scheme?
- (5) (a) Will this involve consultants?
(b) If so, how much money has been allocated to use consultants?
- (6) What are the operating expenses of the M4/M5 other than the amounts actually paid back?

ANSWER

- (1) (a) \$99,264.
(b) The money was spent on print media advertising which targeted those areas serviced by the M4 and M5 Motorways.
- (2) (a) No
(b) Not applicable.
- (3) As at 30 June 2001, over 143,000 account holders were taking advantage of the Government's initiative and were being refunded the toll component of the cost of using either of the two motorways.

- (4) The RTA will again target those areas serviced by the two motorways with a print media campaign.
- (5)
 - (a) No.
 - (b) Not applicable.
- (6) Operating expenses of the M4/M5 Cashback Scheme for the financial year ended 30 June 2001 were \$3.152 million.

APPROVED:



CARL SCULLY
Minister for Roads

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 92

Mr Jobling asked:

- (1) In 2000-01, there were 264,000 claims made for M4/M5 toll cash backs. Does this represent each individual journey by drivers claiming cash back or are some of the claims multiple claims say on the one form?
- (2) What was the number of individual claims made in 1999-2000 for the M5?
- (3) What was the number of individual claims made in 1999-2000 for the M4?
- (4) When will you honour the Premier's promise to abolish the tolls on the M4 and M5?

ANSWER

- (1) There were 264,127 claims paid during 2000-01 and each claim was based on three months usage of either of the two motorways.
- (2) 105,596.
- (3) 133,761.
- (4) When the Government made an election commitment to remove tolls on the M4 and M5 Motorways, it also announced that it would not use legislation to override commercial agreements entered into by the previous Government.

The Government explored a range of options for removal of these tolls, but all attempts to remove them shifted the commercial risk for the operation of the tollways from the toll companies to the Government.

As a result, the Premier announced on 15 August 1995 that the Government was unable to lift these tolls. However on 6 October, the Premier announced the M4/M5 Cashback Scheme. In addition, and to compensate the people of western and south western Sydney, the Government doubled roads expenditure in Western Sydney to over \$145 million per annum for the four years ended 30 June 1999, and currently has a commitment to spend an average of \$160 million per year to 30 June 2003.

APPROVED:



**CARL SCULLY
Minister for Roads**

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 93

Mr Jobling asked:

The Budget Papers state that there is to be '*an integrated program to counter excessive speeding...*' and an '*encouragement of consumers to purchase safer vehicles*'.

- (1) What have you or your department done to counter the significant number of television advertisements for motor vehicles, that feature predominantly young people, coupled with a sales pitch propounding the need for power and speed of motor vehicles?
- (2)
 - (a) Have you contacted any of the vehicle manufacturers, public relations firms or advertising firms about such promotion of speed and power?
 - (b) If so, what has been their reaction?

ANSWER

- (1) One of the Road Safety Task Force recommendations was to hold a forum for car and tyre manufacturers. The RTA has held discussions with vehicle manufacturers, including Holden to discuss issues relating to safer vehicles and media promotions.

Advertisements emphasising vehicle power and speed, while inappropriate from a road safety perspective, do not contravene the law. Nevertheless, the RTA has demonstrated its concern regarding the advertising of motor vehicles in these terms, by reporting inappropriate advertisements to the Advertising Standards Bureau (ASB) for their adjudication.

This Government will continue to endeavour to identify and act upon advertisements that encourage dangerous road user behaviour and contradict the road safety strategy of the Government.

Furthermore, the RTA undertakes extensive public education campaigns targeted towards key groups that are over represented in crash statistics. Evaluations of the effectiveness of these public education campaigns have revealed that they are extremely successful in reaching their target audience, and in message take out. The RTA will continue to undertake thoroughly

researched, targeted and evaluated public education campaigns in the interests of road safety.

(2)

(a) The Chief Executive of the RTA (Mr Paul Forward) answered this question at the Hearing and advised that he had written personally to most of the manufacturers who had those offensive speeding ads. The RTA has also written to the Australian Advertising Standards Council and raised the same issues.

(b) Mr Forward advised "It is fair to say that I have been disappointed with the response". The sort of response that the RTA received is that they are saying in general that these are so-called fictitious ads: People do not believe that they do those sorts of things.

APPROVED:



CARL SCULLY
Minister for Roads

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 94

Mr Jobling asked:

- (1) How is 'community satisfaction with road network' assessed and by whom?
- (2) If by consultants, how much is paid to those consultants and who are those consultants?
- (3) If by the RTA, how much is spent on such assessment?

ANSWER

- (1-3) On 20 December 2000 Premier's Memorandum 2000-28 was issued indicating that under no circumstances should surveys of clients, other users of Government services or citizens be used to elicit information of a political nature.

APPROVED:



**CARL SCULLY
Minister for Roads**

**LEGISLATIVE COUNCIL
GENERAL PURPOSE STANDING COMMITTEE No 4**

**2001 BUDGET ESTIMATES
TRANSPORT AND ROADS PORTFOLIOS**

QUESTION ON NOTICE No 95

Mr Jobling asked:

What is the total amount of loans to the RTA by T Corp?

ANSWER

As at 30 June 2001, the total amount of outstanding loans owed by the RTA to TCorp is \$1,087 million.

I have approved a debt reduction policy which will see all outstanding loans fully repaid by 2020 in accordance with the General Government Debt Elimination Act.

APPROVED:



CARL SCULLY
Minister for Roads