

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

**2001 BUDGET ESTIMATES  
TRANSPORT AND ROADS PORTFOLIOS**

**QUESTION ON NOTICE No 96**

Mr Jobling and Mr Lynn asked:

- (a) Has any allocated specific State funding been allocated for the construction of Main Road 92?
- (b) If so, how much?
- (c) If so, is that amount the total amount that will be advanced?
- (d) If not, what will the State Government commitment to this road?
- (e) If so, when?
- (f) If not, why not?

**ANSWER**

- (a) Future State funding has been committed to the upgrade of Main Road 92, a Regional Road under the care and control of Shoalhaven and Tallaganda Councils.
- (b) \$34 million is currently planned to be spent.
- (c) Yes - \$34 million is the limit of State funding.
- (d) Refer answer (c) above
- (e) The State advised the Commonwealth in October 2000 that the appropriate timing for the \$34 million contribution would be in 2002/03 and 2003/04, subject to finalisation of the construction program.
- (f) The \$34 million matches the commitment to the upgrading of the route by the Commonwealth under its Roads of National Importance 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 97**

Mr Jobling asked:

- (1) How are the assessments carried out to determine pavement durability and ride quality?
- (2)
  - (a) Who carries out these assessments?
  - (b) If consultants are used, who are the consultants and how much are they paid?
- (3)
  - (a) Is every road in NSW surveyed to come to such assessment?
  - (b) If not, what roads are surveyed and what lengths?
- (4) How is it determined what roads will be assessed for pavement durability and road quality and who makes that determination?

**ANSWER**

- (1) The assessment to determine Pavement Durability and Ride Quality is carried out in the following manner:-

**Pavement Durability:**

'Pavement Durability' is a measure of road surface cracking. Road surface cracking of the State Road network is measured annually by automated means. Data is collected at 100m intervals. Pavement Durability is calculated using crack width and cracked area measurements and is expressed as percentages of the road network length falling into 'Good', 'Fair' and 'Poor' ratings. Road surface cracking provides an indicator of the soundness of the surface pavements in the road network.

**Ride Quality:**

'Ride quality' is a measure of the roughness of travel over the road surface. The roughness of the State Road network is measured by automated means annually.

Data is collected at 100m intervals. Ride Quality is calculated as the average of these roughness measurements weighted by traffic volume, and is expressed as percentages of the road network length falling into 'Good', 'Fair' and 'Poor' ratings.

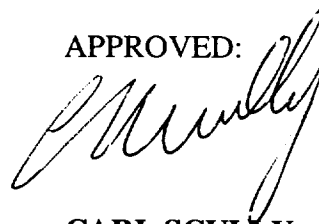
- (2) (a) The assessments are carried out by RTA staff within the Road Network Infrastructure and Client Services Directorates.
- (b) Consultants do not do the assessments, however contractors are used to collect the data on roughness of travel over the road surface. The RTA collects the data on the level of cracking of the road network. Data in both cases is collected by automated equipment mounted on vehicles travelling at highway speeds.

(3) (a) No, only State Roads and National Highways are surveyed by the RTA.

(b) Road Lengths Surveyed:	State Roads	14,496 km
	National Highways	3,026 km
	Total Road Length	17,522 km

(4) The RTA is directly responsible for the management of the National Highways and State Roads. The data collected to support Pavement Durability and Ride Quality assessments also supports decision making on the maintenance work required for these road networks.

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**QUESTION ON NOTICE No 98**

Mr Jobling asked:

- (a) Under the line item "customers rating service as 'good' or 'very good'", how is this decision arrived at?
- (b) If by customer survey at the RTA offices, are all customers surveyed?
- (c) If not, how many are surveyed?

**ANSWER**

- (a-c) 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.

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**QUESTION ON NOTICE No 99**

Mr Jobling asked:

In 2000/01, \$180.266 million was budgeted for employee related operating expenses and then revised to \$207.667 million, a blow out of \$27.4 million (about ¼ of the total allocated for the Rebuilding Country Roads Program).

- (1) Why did this occur and why is the figure for 2001/02 Budget some \$24.6 million more than the budgeted figure for 2000/01?
- (2) Likewise, for other operating expenses, the budget for 2000/01 was \$292.499 million, but this was revised to \$324.936 million – a blow out of \$32.437 million.
- (3) Why has this occurred and why is this year's budget figure \$22.575 million more than last year's budget figure?

**ANSWER**

- (1) The amount of employee related expenses shown in the Operating Statement does not include expenditure on this item in the maintenance or capital programs. Therefore, where there is a re-allocation of resources during the year, movements in these expenses will be reflected across the various programs.

Total employee related expenses in the initial budget were \$374.2 million while in the revised budget they totalled \$365.2 million, a decrease of \$9 million.

Employee related costs were estimated at \$365 million in the 2001/02 budget.

- (2) The Other Operating Expenses line item for the RTA as disclosed in the Budget includes expenditure, other than employee related costs and depreciation, incurred on road safety activities, traffic and transport costs, driver and vehicle management activities, registry services and the M4/M5 Cashback Scheme.

The increase in Other Operating Expenses in the revised 2000/01 Budget as compared to the initial Budget was principally due to additional funding being provided for recurrent road safety activities and other program areas, together with the reclassification of insurance costs which were included in this line item for the first time in the revised 2000/01 Budget.

An increased level of funding for recurrent road safety activities has continued in the 2001/02 Budget as compared to the 2000/01 Budget. This, together with the continued disclosure of insurance costs as part of this line item, has resulted in an increase in this line item in 2001/02 Budget as compared to the 2000/01 Budget.

(3) See (2) above.

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**QUESTION ON NOTICE No 100**

Mr Jobling asked:

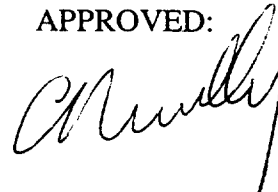
What amount of maintenance money allocated to non-metropolitan councils will be designated for bicycle facilities?

**ANSWER**

Maintenance of bicycle facilities on State roads is funded as part of the overall RTA road maintenance budget.

Maintenance of bicycle facilities on roads other than State Roads is Councils' responsibility.

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**QUESTION ON NOTICE No 101**

Mr Jobling and Mr Lynn asked:

- (1) Did Mr Paul Forward tell Parliament on 1 May 2001 that 'at the moment the project is on budget and on time'?
- (2) How do you account for the \$44 million blow out in the M5 East budget?
- (3) What are the details of the \$10 million costs attributed to the 'accountancy changes'?
- (4)
  - (a) Did SES performance agreements with Messrs D Ford, Stuart Watt and B Watters include any criteria for bonus payments associated with the management of the M5 East project?
  - (b) If so, will you require the surrender of any performance bonuses paid in the 2000-01 budget year to any senior managers who held responsibility for this project?

**ANSWER**

- (1) Yes
- (2) The extra \$44 million is made up of the following items:

The announced cost of the project was \$750 million in 1998 dollars. Allowing for inflation, this is now equivalent to \$784 million, an increase of 4.5%, or \$34 million, since 1998.

In addition, several scope changes since the contract commenced have added \$10 million, including additional costs associated with the ventilation stack, and modifications to the design of the M5/Princes Highway intersection

- (3) See answer (2).



(4)

- (a) No.
- (b) Not applicable. No performance payments have been made for performance over the period 2000-2001.

APPROVED:

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**CARL SCULLY**  
**Minister for Roads**

**DEPARTMENT OF TRANSPORT**

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**EXTRACT from Questions and Answers in the Legislative Council**

No. 01LC102 ESTIMATES

Dated 21 June 2001

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

*(In relation to 68.2 and 68.2.1 Road Safety and Road User Management)*

- (1) How many level crossings are there in New South Wales?
- (2) Which authority is responsible for the funding of level crossing?
- (3) Which authority is responsible for safety reviews of level crossings?
- (4) Which authority is responsible for upgrades of level crossings?
- (5) What process is undertaken to determine level crossing upgrade priorities?
- (6) Please list the locations of the level crossings in New South Wales that are controlled by so-called active controls?
- (7) Please list the locations of the level crossings in New South Wales that are controlled by so-called passive controls?
- (8)
  - (a) Are any level crossings in New South Wales without either passive or active controls?
  - (b) If so, why?
- (9) How much money is allocated in this budget and last year to upgrade level crossings from passive to active level crossings?
- (10) How much money is allocated towards level crossing public education campaigns in the 2001-02 budget?
- (11) How much money was allocated towards level crossing public education campaigns in the 2000-01 budget?
- (12) Was all the money allocated towards level crossing public education campaigns in the 2000-01 actually spent?
- (13)
  - (a) What were these campaigns and to whom were they targeted?
  - (b) If there were no campaigns, why not?
- (14)
  - (a) Are level crossing public education campaigns planned for 2001-02?
  - (b) If so, how much money has been allocated to the running of these campaigns?
  - (c) If not, why not?

*(Relevant area in the budget papers: Budget Paper No. 4, p85)*

Answer

The NSW Department of Transport via the Level Crossing Strategy Council (LCSC) is preparing a detailed submission to the Staysafe Committee in response to the inquiry into safety at level crossings. The submission addresses the issues raised in the subject question.

APPROVED:

A handwritten signature in black ink, appearing to read 'C. Scully', written over a horizontal line.

CARL SCULLY MP  
Minister for Transport  
Minister for Roads

**LEGISLATIVE COUNCIL  
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**2001 BUDGET ESTIMATES  
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**QUESTION ON NOTICE No 103**

Mr Jobling and Mr Lynn asked:

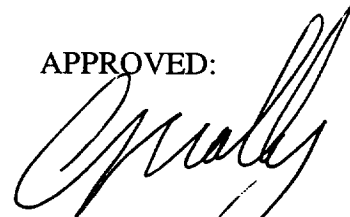
With regard to the Kariong to Doyalson Route Development,

- (1) How is the allocated amount of \$3.6 million to be spent?
- (2) What will be the total cost of this project?
- (3) When will it be completed?
- (4) When will the route study (Wyong) be released?

**ANSWER**

The draft report is being considered as part of an integrated transport plan for the Central Coast, which will identify a framework and priority for the development of the road transport network, including the Pacific Highway.

APPROVED:



**CARL SCULLY  
Minister for Roads**

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**QUESTION ON NOTICE No 104**

Mr Jobling and Mr Lynn asked:

In relation to 'Vehicle Emission Testing Scheme – general reference'

- (1) Why has the Vehicle Emission Testing (VET) Scheme stalled despite a promise to have it implemented at least two years ago?
- (2) How many VET stations will be built, and where will they be located?
- (3) Have tender documents been drawn up yet? If not, why not and when will the tender documents be released?

**ANSWER**

The RTA has already established two vehicle emission testing stations at Botany and Penrith.

Since the decision to implement an emissions testing program for petrol vehicles, new national fuel standards have been announced, along with new Australian Design Rules (ADRs) which will reduce emissions from both petrol and diesel vehicles. Over the next 10 to 15 years emissions from the Sydney fleet will fall despite an increase in the number of vehicles.

In addition, latest research has shown that diesel vehicles are the primary cause of urban air quality concerns.

A new diesel NEPM (National Environment Protection Measure) has recently been announced with a range of programs designed to reduce diesel emissions. The RTA is now working with the Commonwealth Government to put these programs into effect.

APPROVED:



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**QUESTION ON NOTICE No 105**

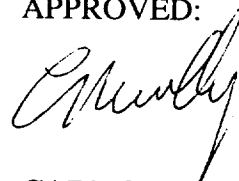
Mr Cohen asked:

Will the Minister inform the committee the funding made available for community consultation for the Brunswick River crossing of the Coastal Freeway?

**ANSWER**

Funding of \$4 million has been allocated in the current financial year for the upgrade of the Pacific Highway from Brunswick Heads to Yelgun including the Brunswick River crossing. This will cover ongoing community consultation, environmental studies, concept design review and detailed design preparation.

APPROVED:



**CARL SCULLY  
Minister for Roads**