

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 24 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: So you produced the benefit ratio that led to 2:55?

Mr REARDON: In terms of Infrastructure NSW and the processes it applies I can only refer you the information you have in front of you; the information we use in terms of standard benefits, standard costs, wider economic benefits and any urban uplift, we apply those processes within our portfolio and that is what we are going through in terms of the stage one, two and three business case updates right now.

The Hon. DUNCAN GAY: Can I just get a clarification? Are you talking about Infrastructure NSW or Infrastructure Australia?

The Hon. DANIEL MOOKHEY: I will refer to the document precisely, "WestConnex— Sydney's next motorway priority October 2012" by Infrastructure NSW, Transport for NSW, Transport, Roads and Maritime Services." Does that help?

The Hon. DUNCAN GAY: My understanding is that Infrastructure Australia, not Infrastructure NSW, has a benefit-cost ratio of 1.8.

The Hon. DANIEL MOOKHEY: I will read from page 27 of the document.

The Hon. DUNCAN GAY: We are happy to take that on notice. Our understanding is that our benefit-cost ratio and that of Infrastructure New South Wales are very similar. The one from Infrastructure Australia differs because it takes different parameters into consideration.

Mr REARDON: That is correct. Infrastructure Australia will always undertake its own assessments. It has undertaken some of those assessments to—

The Hon. DANIEL MOOKHEY: I accept that point but I am not talking about Infrastructure Australia, I am talking about Infrastructure NSW. I understand that you take different parameters into consideration.

The Hon. DUNCAN GAY: We will take that on notice.

ANSWER:

I am advised:

In 2012, Infrastructure NSW determined WestConnex would generate a benefit to cost ratio of over 1:5. This figure was derived from a preliminary evaluation of the project concept at the time.

A business case was developed for WestConnex in 2013. The economic appraisal in the business case found it would generate a benefit to cost ratio of 2:55.

Infrastructure Australia's assessment is a core figure, which excludes wider economic benefits and other minor methodological adjustments. Infrastructure Australia has confirmed it has a high degree of confidence that the project will provide net economic benefit to NSW.

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ASKED BY: The Hon. Daniel Mookhey MLC

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DUE TO PARLIAMENT: 24 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Thank you. I have additional questions on the benefit-cost ratio that you found. You can answer them now or take them on notice. Minister, you said that the department applies its guidelines. The department's document says that these guidelines cover: travel time savings; travel time reliability improvements, savings in vehicle operating costs; reductions in air pollution, greenhouse gas emissions and noise pollution; reductions in road accidents; reductions in local road maintenance; and the removal of surface traffic, enabling improvements to public transport. Apparently once you include all those factors in your model, the benefit-cost ratio is 2.55, when Infrastructure NSW says it is 1.5. Would you release the modelling?

Mr REARDON: I am in a position to point you to the Transport for NSW guidelines. They are several hundred pages long, but I am happy to go through any of the parameters. They are on the public record. We use them to assess our business cases. Various jurisdictions may look at changes to some of those parameters, but in my experience the changes have been only minor. I cannot comment on what has been used by another agency, compared to our own. I am happy to furnish you with a copy of our guidelines and what we base all our transport projects on.

The Hon. DANIEL MOOKHEY: Once you apply the ratio of 2.55 to the \$15.4 billion figure—and I accept that you may revise the ratio in the updated business case—it works out that you find \$10 billion more of advantages than Infrastructure NSW finds. Are you able to explain the magnitude of difference?

Mr REARDON: I can comment only on the Transport for NSW transport clusters guidelines. You will need to provide more information on the Infrastructure NSW parameters, because I do not have them in front of me. The Minister has taken the question on notice. We are happy to provide any information we can, but we do not have that information in front of us. We use the Transport for NSW guidelines to assess our projects.

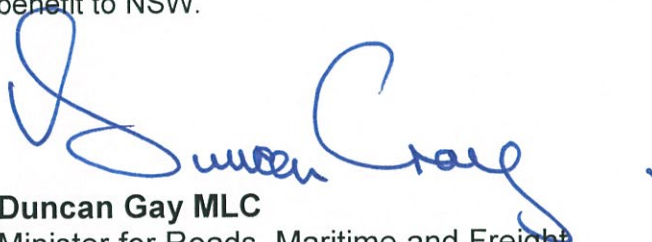
ANSWER:

I am advised:

In 2012, Infrastructure NSW determined WestConnex would generate a benefit to cost ratio of over 1:5. This figure was derived from a preliminary evaluation of the project concept at the time.

A business case was developed for WestConnex in 2013. The economic appraisal in the business case found it would generate a benefit to cost ratio of 2:55.

Infrastructure Australia's assessment is a core figure, which excludes wider economic benefits and other minor methodological adjustments. Infrastructure Australia has confirmed it has a high degree of confidence that the project will provide net economic benefit to NSW.



Duncan Gay MLC
Minister for Roads, Maritime and Freight
Leader of the Government in the Legislative Council

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ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 29 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Are you able to itemise the terms of that loan? When does New South Wales have to repay and under what circumstances do we have to repay? Presumably the full \$2 billion has to be repaid.

The Hon. DUNCAN GAY: Yes.

The Hon. DANIEL MOOKHEY: When do we have to repay it all?

Mr CLICHE: It is 2029 from memory, but I will check that. All of the terms are complete. The document is ready to be signed.

The Hon. DANIEL MOOKHEY: What is the rate of interest obtained?

The Hon. DUNCAN GAY: It is pretty good. We will come back with that later in budget estimates. We will also come back with the details on release.

The Hon. DANIEL MOOKHEY: When is the first repayment due?

The Hon. DUNCAN GAY: After we sign we will come back with those details as well.

The Hon. DANIEL MOOKHEY: Is the first repayment after or prior to the motorway being sold?

Mr CLICHE: The first repayment is at the end of the?

The Hon. DUNCAN GAY: At the end of the loan.

Mr CLICHE: In 2029 or something like that, yes.

The Hon. DANIEL MOOKHEY: There is no earlier repayment?

The Hon. DUNCAN GAY: No.

The Hon. DANIEL MOOKHEY: You do not know the rate of interest yet, but you will find out for us?

Mr CLICHE: We have all the terms. I do not have them on the tip of my tongue.

The Hon. DANIEL MOOKHEY: Of the \$15.4 billion that is currently envisaged, \$1.8 billion is coming from Restart NSW, \$928 million is coming from consolidated revenue, \$1.5 billion is coming from a Commonwealth grant that presumably does not have to be repaid, and \$2 billion is coming from a concessional loan. Given that the loan has to be repaid, the project has to be valued at essentially \$11.172 billion, accepting that my arithmetic is correct.

Mr CLICHE: That is close, yes.

The Hon. DUNCAN GAY: We will take your numbers on notice.

ANSWER:

I am advised:

The Commonwealth Government is currently finalising the loan arrangements in relation to delivery of the New M5.

More information on the \$2 billion concessional loan will be confirmed after the loan is finalised.

BUDGET ESTIMATES COMMITTEE BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon Paul Green MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 29 September 2015

QUESTION:

The Hon. PAUL GREEN: At the last election there was a lot of angst throughout New South Wales about doing things on prime agricultural land. I would encourage the department to minimise that impact as much as possible. You can take the question on notice if you would like. I only have 42 seconds left and I have one more question.

The Hon. DUNCAN GAY: We have a choice: houses, an airport, wetland or not do it. The previous Government just did not do it and it has to be done.

The Hon. PAUL GREEN: Swamp versus prime agricultural land? I think I would do the swamp. You can take that question on notice.

ANSWER:

I am advised:

Major roads, maritime and freight projects include consultation phases to give stakeholders the opportunity to have their say.

Project teams work closely with the NSW Department of Planning and Environment, including the consideration of how best to complement existing road, maritime and freight infrastructure and serve future communities whilst minimising the impact on potential housing areas and prime agricultural land.

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QUESTION: Transcript

ASKED BY: The Hon Daniel Mookhey MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 29 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: How many staff remain employed at the WestConnex Delivery Authority?

Mr REARDON: I will ask Mr Cliche to provide specific numbers.

Mr CLICHE: There are 35 full-time staff.

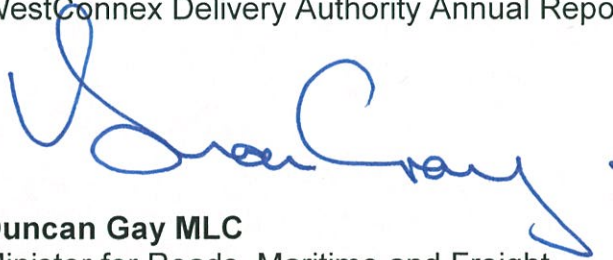
The Hon. DANIEL MOOKHEY: What is the total staffing budget?

Mr CLICHE: I will have to take that on notice. As Mr Reardon said, we have moved from procurement to delivery of stage one and we are on the cusp of doing that for stage two. The business case has been completed. We are in the process of moving those staff either to Roads and Maritime Services or to the Sydney Motorway Corporation. That is expected to be completed by the end of September.

ANSWER:

I am advised:

At the end of 2014-15 financial year, WestConnex Delivery Authority had 35 permanent staff members. This information will be included in the 2014-15 WestConnex Delivery Authority Annual Report.



Duncan Gay MLC
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QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENTARY SERVICES: 11 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: What was the bill for 120 consultants for the last year?

Mr CLICHE: I do not have that in front of me. I will take that on notice.

The Hon. DANIEL MOOKHEY: What is the consulting bill for the forthcoming year?

Mr CLICHE: I will have to find the exact number.

The Hon. DANIEL MOOKHEY: Would you like to take that on notice?

Mr CLICHE: Yes.

Mr REARDON: I will clarify the answer to the previous question. WestConnex Delivery Authority resources will transfer to either the Sydney Motorway Corporation or Roads and Maritime Services, which is a natural evolution for a project of this scale.

Mr CLICHE: A number of the tasks are of short duration. For example, some of the work requires a specialist resource for a short time; hence the use of contractors and consultants. They are people with specialised skills who do a specific job. When that job is finished, they will not have a permanent role in the organisation.

Mr REARDON: When we finish a process, such as the planning approvals, we need different resources and skills for the next one.

The Hon. DANIEL MOOKHEY: I cannot understand the labour component across the authorities. Do the 120 consultants provide advice to the WestConnex Delivery Authority or the Sydney Motorway Corporation?

Mr CLICHE: The word should be "contractors", to be clear. To this point, they have been working for the WestConnex Delivery Authority on the procurement and the evaluation of bids. Each of the tenders is among the largest in the world. We had a team of experts to look at them. They performed that task through the WestConnex Delivery Authority.

Mr REARDON: We saw the procurement of the contractor for stage one, we saw the construction stage a few months ago, and now we see the procurement of stage two. One of those projects would be a large task. That two have been completed over the past few months gives you an idea of the scale of activity.

The Hon. DANIEL MOOKHEY: How much money will be spent on stage two consultants?

The Hon. DUNCAN GAY: They are contractors, not consultants.

The Hon. DANIEL MOOKHEY: I am asking about both categories of labour.

Mr CLICHE: I will take that on notice.

ANSWER:

I am advised:

Information on consultants/contractors will be available in the 2014-15 WestConnex Delivery Authority Annual Report.

BUDGET ESTIMATES COMMITTEE -BUDGET ESTIMATES QUESTION

QUESTION: Transcript
ASKED BY: Dr Mehreen Faruqi MLC
NOTICE GIVEN: 31 August 2015
DUE TO PARLIAMENT: 29 September 2015

QUESTION:

Dr MEHREEN FARUQI: Minister, if it is providing access to the stadium, I thought the CBD and South East Light Rail was being built to shuttle people from Central to the sporting venues. Why do we have to duplicate pathways for people? Do you not talk to your transport Minister when you are developing these projects?

The Hon. DUNCAN GAY: So you are going to insist that people do not walk and do not ride their bikes but they have to travel by light rail?

The Hon. Dr PETER PHELPS: Public health, Mehreen, public health.

Dr MEHREEN FARUQI: Minister, you are completely misrepresenting me. How many people are riding bikes over that bridge? Could you give me an estimate of that?

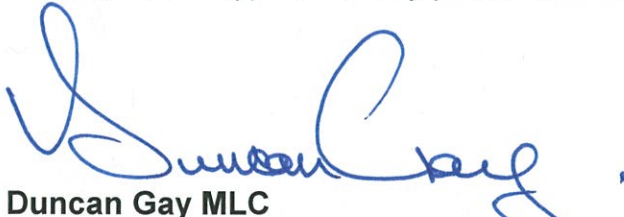
Hon. DUNCAN GAY: I could not, not off the top of my head. But I am willing to take the question away and try to find out.

Dr MEHREEN FARUQI: That would be great, thank you.

ANSWER:

I am advised:

A recent RMS survey indicated that almost 700 cyclists were recorded using the walkway over a typical six day period that did not include major events.



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QUESTION: Transcript

ASKED BY: The Hon Paul Green MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 29 September 2015

QUESTION:

The Hon. PAUL GREEN: Conflict of interest. In 2013 approximately 37,000 trucks on the road had random inspections carried out. Last year this number increased to about 100,000. Will you advise the Committee how many random truck inspections have occurred so far in 2015? What other heavy vehicle and compliance regimes are in force to ensure road safety? Do private certifiers work through if adjustments have to be made? How do you police private certifiers signing off on those works that might be required?

Mr DUNCAN: I could start to answer that question if you wish. About 117,000 heavy vehicle inspections were carried out in the past 12 months. Out of that, a little more than 17,000 defects were discovered. We do not do the work, obviously; we do the regulation and inspection. Those vehicles are brought back to us but any works are carried out by licenced certifiers or the default, appropriate mechanics. That is standard practice.

The Hon. PAUL GREEN: Say a licenced inspector looks at the vehicle, the truck comes back in 24 hours later with a different problem and it looks like the licenced certifier maybe did not do their job. What processes happen?

Mr DUNCAN: We have about 300 vehicle inspectors who would be in the process of looking at that the second time. That would certainly be reported through. We would take action on any evidence that was either provided by the trucking organisations, the heavy vehicle organisations, the general public and anybody else or things that we found in that process.

The Hon. PAUL GREEN: Would you take that question on notice and supply to the Committee how many of those circumstances may have arisen in those 117,000 inspections?

Mr DUNCAN: I will take it on notice but generally we find the process and the compliance are very good.

The Hon. PAUL GREEN: I understand that but I want to know how many times that system has broken down and the process after it has been certified.

The Hon. DUNCAN GAY: Since the Cootes accident and Menangle, compliance with speeding has been improved by 90 per cent. There are 90 per cent fewer trucks speeding in New South Wales than before. It has been one of the huge successes that we have brought in. One of our concerns is private operators in other States signing off. We do not have that as such; we go through the proper system here.

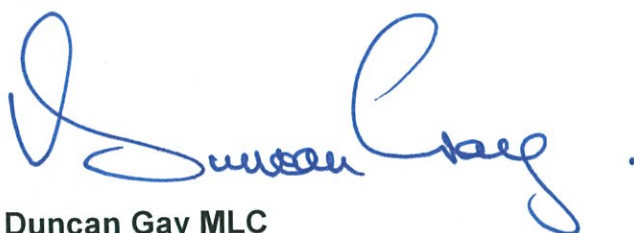
ANSWER:

I am advised:

Roads and Maritime Services is unable to provide a number of defect notices issued to a vehicle that was recently cleared by an Authorised Inspection Station (AIS), as records for these incidents are not collated. However, should a vehicle defect be detected by a Roads and Maritime Inspector or a Police Officer after it is cleared by an Authorised Inspection Station, Roads and Maritime may conduct an audit to review the AIS business practices.

Depending on the severity of the audit findings, the outcome can result in suspension of the Authorised Inspection Station accreditation.

Since 1 January 2015, Roads and Maritime has audited five heavy vehicle Authorised Inspection Stations.



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QUESTION: Transcript

ASKED BY: The Hon Paul Green MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 29 September 2015

QUESTION:

The Hon. PAUL GREEN: In terms of maritime, given the recent floods and the number of buoys that have washed away or been removed from reefs and in light of the upcoming school holidays, what is the Government doing to quicken the process to re-establish those safety devices?

Mr DUNCAN: Anything that is broken or disconnected during that process we fix or have fixed immediately. We certainly do not leave navigation devices unattended or broken. We attend to everything we are made aware of and our boating safety officers are there every day of the week.

The Hon. PAUL GREEN: Is that within a week?

Mr DUNCAN: Easily within that. Likewise I could get you some information on response times.

The Hon. DUNCAN GAY: In fact, we have just spent a lot of money putting new ones in the Nepean and Hawkesbury rivers before the recent rains.

The Hon. PAUL GREEN: Hence my reason for the question. Given that New South Wales waterway facilities have decreased and life jacket awareness is on the rise, will the Minister advise how the Government is ensuring boaters are being made aware of the necessity of life jackets? Would you also relate that to people dying as a result of fishing without wearing a life jacket? I think another fisherman was lost at Batemans Bay yesterday sadly. Where are you up to in that process?

The Hon. DUNCAN GAY: We did. The rock fishing one is not ours.

The Hon. PAUL GREEN: I am happy to stick with the boating.

The Hon. DUNCAN GAY: But it is the same thing. People need life jackets, particularly when rock fishing. There are areas that are more dangerous than others. In the boating one, we have put an extensive advertising campaign in place, an innovative old-for-new life jacket promotional mobile van which is taking the message around to the boat ramps, and an approach of zero tolerance on water compliance. The van has visited more than 225 sites and sold more than 11,000 of the new jackets. In fact, they ran out in the first year and we have to make sure they do not run out this year movement to increase the opportunities in those harbours for moorings? Will you take that question on notice?

The Hon. DUNCAN GAY: Yes, I will take that on notice.

ANSWER:

I am advised:

All major flood-affected waterways were inspected by Boating Safety Officers within 48 hours of the end of the weather event. 108 outages in the Shoalhaven area were identified.

Critical navigation aids are prioritised, as well as specific locations according to safety, amenity and usage. Roads and Maritime Services updated the Shoalhaven and Crookhaven communities in the situation and action being taken to reinstate navigation markers in 1 September via a media release.

As at 21 September, the majority of outages for the Shoalhaven River (the worst affected area) have been rectified.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon Paul Green MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 29 September 2015

QUESTION:

The Hon. PAUL GREEN: I refer to safe boating harbours. What is the Government doing in relation to Shellharbour, Kiama, Shoalhaven and Eden? Has there been any movement to increase the opportunities in those harbours for moorings? Will you take that question on notice?

The Hon. DUNCAN GAY: Yes, I will take that on notice.

ANSWER:

I am advised:

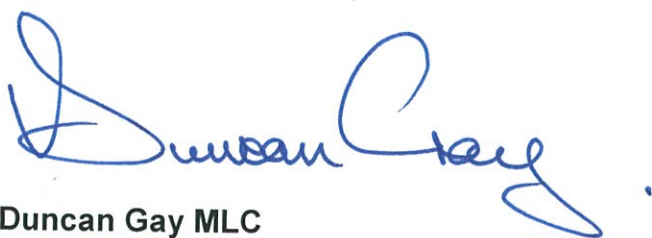
In July 2014 I announced a \$10 million upgrade to the Port of Eden. The objectives of this project are to provide a safer anchorage for visiting and local vessels and improve protection of existing maritime infrastructure. Work carried out to date includes an options study, a geotechnical assessment of Eden Harbour and wave modelling.

Approximately \$5 million in NSW Boating now funding has been allocated to 24 boating infrastructure projects in the far south coast region and the Shoalhaven-Illawarra region. These projects include:

- An upgrade to the car/trailer parking and wash down bays at Kiama Harbour boat ramp
- An upgrade to the boat infrastructure at the Shellharbour Boat Harbour.
- A new pontoon, and upgrade to the car/trailer parking and an investigation into options for an additional ramp at Grey's Beach boat ramp on the Shoalhaven River, North Nowra.

In addition, as part of the Regional Boating Plans for Shoalhaven-Illawarra and Far South Coast, Roads and Maritime Services will install 14 additional courtesy moorings for visiting vessels at sheltered locations. These locations include Bass Point near Shellharbour, Greenwell Point on the Shoalhaven River, Vincentia and Currarong in the Jervis Bay area, and locations in the Eden area.

Roads and Maritime is also installing four additional emergency moorings for vessels in difficulty, one at Shellharbour, one at Jervis Bay, and two at Eden.

A handwritten signature in blue ink, appearing to read 'Duncan Gay', with a stylized flourish at the end.

Duncan Gay MLC

Minister for Roads, Maritime and Freight

Leader of the Government in the Legislative Council

BUDGET ESTIMATES COMMITTEE BUDGET ESTIMATES QUESTION

QUESTION:

Transcript

ASKED BY:

The Hon Sophie Cotsis MLC

NOTICE GIVEN:

31 August 2015

DUE TO PARLIAMENT:

29 September 2015

QUESTION:

The Hon. SOPHIE COTSIS: I am not going to waste my time, but you are quoted as saying in the House that part of the lease and the rationalisation was a cap on numbers there. Now you are saying that there is no cap. About the movement of containers through Newcastle you also said on 17 October 2013: The only time an extension is allowed is when a specific number is reached and is tripped in Port Botany and Port Kembla. What is the number for Port Kembla and what is the number for Port Botany?

The Hon. DUNCAN GAY: Which is exactly what I said a moment ago. I will have to come back to you with that number.

ANSWER:

I am advised:

The transaction arrangements that the State entered into with the successful bidders for Port Botany and Kembla and the Port of Newcastle reflect the Freight and Ports Strategy.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Sophie Cotsis MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 24 September 2015

QUESTION:

The Hon. SOPHIE COTSIS: I refer to a media release by the head of the Australian Competition and Consumer Commission [ACCC] issued on 23 April in which Mr Sims outlines a number of concerns about actions taken by governments to sell significant assets without appropriate market structures and regulatory arrangements. He cited the example of the recent sale of Port Botany and Port Kembla to the same owner. He stated: We need to be careful to ensure that privatisation boosts economic efficiency rather than detracts from it ... Otherwise we risk giving privatisation a bad name because consumers will continue to associate privatisation with higher prices. Do you agree with Mr Sims that the sale of Port Botany and Port Kembla proceeded without appropriate market structures and regulatory arrangements being put in place?

The Hon. DUNCAN GAY: The Government had all the proper procedures in place. It was not a sale; it was a lease. The lease of Newcastle went to a different body. So the concerns you are raising on behalf of that gentleman have been addressed within that, if they were valid.

The Hon. SOPHIE COTSIS: That gentleman is the chair of the ACCC and he has grave concerns about competition and governments selling?

The Hon. DUNCAN GAY: I just answered that. I just indicated that the lease that happened for Port Botany and Port Kembla went to one group; the lease for the Port of Newcastle went to a different group. There is competition. Do not forget that we are also in competition with Melbourne and Brisbane every day of the week?and beating them. We are beating them hands down, so it cannot be too bad. I do, however, have the ability to refer the port to the Independent Pricing and Regulatory Tribunal if the pricing behaviour of the port's lessee is inappropriate.

The Hon. SOPHIE COTSIS: What can that trigger?

The Hon. DUNCAN GAY: It would be very much part of price monitoring.

The Hon. SOPHIE COTSIS: In terms of the cap on containers, are any fees paid if the number of containers through Newcastle exceeds a set amount?

The Hon. DUNCAN GAY: Not that I am aware of.

The Hon. SOPHIE COTSIS: You are not aware of that?"

"The Hon. DUNCAN GAY: You asked me whether there was a cap in Newcastle and I said there is not. Now you are asking me whether there is a fee paid if they go beyond a certain number. General cargo containers are part of what happens in Newcastle. My understanding is that within the general cargo that needs to go to Newcastle that is fine.

The Hon. SOPHIE COTSIS: Will you speak to your bureaucrats and take that on notice?

The Hon. DUNCAN GAY: If we need to deliver more of an answer we will.

ANSWER:

I am advised:

The terms of the Port Botany transaction are consistent with the NSW Freight and Ports Strategy which was released in 2013. The Port Botany lease is a public document.

The details of the container arrangements in the Port Commitment Deeds are commercial in confidence.

There is no legislated container cap at the Port of Newcastle.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: Dr Mehreen Faruqi MLC

NOTICE GIVEN: 31 August 2015

DUE TO PARLIAMENT: 29 September 2015

QUESTION:

Dr MEHREEN FARUQI: I turn now to cycling. The funding allocation for cycling and pedestrian infrastructure in the 2015-16 budget papers is \$57 million. Taking account of projects such as the Arncliffe pedestrian tunnel, which will cost \$17 million approximately, that only leaves about \$14 million for the entire State cycling budget. Minister, can you provide the exact dollar amount that will be used on cycling infrastructure this year?

The Hon. DUNCAN GAY: I will take that question on notice certainly in the short term. Mr Reardon and I will come back to you on that.

Dr MEHREEN FARUQI: Could you highlight some of the key projects?

The Hon. DUNCAN GAY: I am more than happy to do so. I am aware of a couple of absolute crackers that are coming up which we have not announced as yet.

Dr MEHREEN FARUQI: Cycling infrastructure?

The Hon. DUNCAN GAY: Cycling infrastructure. They are absolute rippers - a couple of connectors that have been long missing in this city.

The Hon. Dr PETER PHELPS: I am on the edge of my seat.

Dr MEHREEN FARUQI: I look forward to that.

ANSWER:

I am advised:

The \$57 million figure in the 2015-16 budget papers includes funding for more than 380 walking and cycling projects across the state, including:

- \$27.1 million for new cycling infrastructure including Priority Cycleways identified in Sydney's Cycling Future and partnership funding of projects with councils to deliver new cycleway links on local bicycle networks.
- \$15.5 million for projects to improve walking amenity including new crossings on state roads and partnership funding with councils on local roads.

- \$14.4 million for a new walking and cycling bridge across the Nepean River that will connect Emu Plains with Penrith being delivered by Roads and Maritime Services.

Further, in 2015-16 \$1 million has been allocated to Cycling Safety Infrastructure as a sub-program of the Safer Roads Program.

The following funds have been allocated to walking and cycling related projects in addition to the \$57 million noted in the budget papers:

- Just over \$11 million for the Arncliffe Pedestrian Tunnel in 2015-16.
- \$1.5 million to complete the Tibby Cotter Bridge over ANZAC Parade.