



JSC CROSS CITY TUNNEL

20 APR 2006

RECEIVED

Ms Rachel Simpson
Director
Joint Select Committee
on the Cross City Tunnel
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Ms Simpson

JOINT SELECT COMMITTEE ON THE CROSS CITY TUNNEL

I refer to your letter dated 4 April 2006.

Attached is the transcript proof with RTA's corrections.

RTA's responses to questions on notice are as follows:

Question 1 - Transcript page 13-14

Do you believe health warning signs should exist at the entrances of the M5 and cross-city tunnels?

Response: The RTA complies with conditions of approval relating to air quality goals for the tunnels, which are in accordance with World Health Organisation guidelines. The RTA website contains air quality monitoring results for the M5 East tunnel. Cross City Motorway's website publishes air quality information for the cross city tunnel.

Question 2 - Transcript page 14

Have you established a pollution hotline in relation to the tunnels?

Response: M5 east has had a hotline since 2002. It is called the Air Quality Reporting Line: 9963 3221.

For other tunnels, the public can call the RTA general enquiries or project specific general enquiries.

For example: Real-time air quality results are displayed on the CrossCity Motorway (CCM) website (www.crosscity.com.au) and CCM maintain a public general enquiry line on 1800 850 295.



Question 3 – Transcript page 14

Could you provide further advice to the Committee in terms of the number of calls and also table these calls to the Committee?

Response: On the M5 East Air Quality Report Line, the RTA was notified of three reports in 2004, nine reports in 2005 and no report up to April in 2006 relating to air quality in the tunnel or around the stack.

Question 4 – Transcript pages 19-20

Could you confirm Maunsell's involvement in traffic modelling?

Response: The RTA understands that CCM used Hyder Consulting for original traffic modelling at proposal bid stage and that the BHBB Joint Venture subsequently used Maunsell for construction traffic advice during design.

Question 5 – Transcript pages 21

Has any assessment or study [been] made [that indicates what] the impact of the cancellation of the dedicated bus lanes will have on city public transport flows? If the assessment has been made is it available to the public?

Response: The Government has announced the reversal of a number of Road Changes in the C and D categories. These include the deletion of a number of proposed sections of bus lane in Druitt Street, George Street, York Street and Elizabeth Street. This decision is also consistent with Recommendation 14 of the Joint Select Committee's First Report on the Cross City Tunnel Inquiry.

The report recommends "that the NSW Roads and Traffic Authority immediately reverse the traffic measures identified in Appendix 5 of this report and categorised as category B, C or D and further investigate reversing those referred to as category A as soon as possible"

The bus lanes in Park Street, Druitt Street and on the Druitt Street Viaduct which are included in the Cross City Tunnel project have all been implemented by CrossCity Motorway.

Question 6 – Transcript page 26

In relation to the business consideration fee could you please provide to the Committee a line-by-line explanation of the expenditure of that fee?

Response: See attachment A.

Question 7 – Transcript page 28

Have you done any work to address that issue of equity over the network [the network effect of the toll roads and question of equity amongst toll road users] and if so, what sort of work have you done.

Response: The RTA is not considering a network tolling scheme. Such a scheme would increase the number of tolling points across Sydney's existing metropolitan

road network and involve tolling roads or sections of roads - including exit points on the current motorway network - that currently are not tolled.

Question 8 – Transcript page 29

Going back to the B changes The slipways Mentioned at College Street, are they B changes?

Response: They are B changes.

Ms Lee Rhiannon questions:

- **Have all the bike lanes associated with the Cross City Tunnel project been completed?**

Response: Bicycle lanes have been installed in Park Street, Kings Cross Road and Craigend Street. The bicycle lanes along William Street are being progressively installed as final asphalt work is completed.

- **If work still has to be done on Cross City Tunnel-associated bike lanes please nominate those bike lanes that are yet to be completed.**

Response: William Street, both eastbound and westbound.

- **When will this work be completed?**

Response: May 2006.

- **Please provide a list of all Cross City Tunnel-associated bike lanes.**

Response: Eastbound and westbound on Craigend St, Kings Cross Road, William Street and Park Street between Ward Ave and George Street.

- **Does the RTA or any of its senior staff acting in an official capacity have shares in the ARRB Group?**

Response: ARRB Group Ltd is a public company, limited by guarantee and not having share capital, whose 10 members are the State and territory road management authorities (including the NSW Roads and Traffic Authority), the Commonwealth Department of Transport and Regional Services and the Australian Local Government Association.

- **Has the ARRB Group undertaken data collection for the RTA?**

Response: RTA does engage ARRB Group to undertake work from time to time, including for example, contracts for network wide data collection and pavement modelling. This is consistent with ARRB Group's role as a transport research group owned and partly funded by Australasian road authorities.

- **Has ARRB Group collated data associated with the Cross City Tunnel project?**

Response: RTA is not aware of ARRB group collating any data associated with the Cross City Tunnel project on RTA's behalf.

- **Is the RTA responsible for the design of the large sign directing cars into the Cross City Tunnel and the Kings Cross Tunnel at the eastern entrance to the Cross City Tunnel?**

Response: The requirement for the sign was stipulated by RTA, including the need to comply with RTA signage standards. The Independent Verifier for the project certified that the sign complies with RTA signage standards.

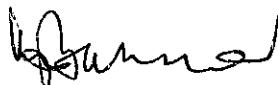
- **If the RTA is responsible for the sign why are the arrows to the Cross City Tunnel lit up in bright lights, while the lights directing cars to the Kings Cross Tunnel are set out in the usual RTA colour scheme of white on green paint?**

Response: The lit arrows are adjustable and can be used in the event of an incident or routine maintenance which may close the CCT, to divert motorists away from the tunnel safely before they reach the tunnel.

- **Did the Cross City Tunnel Consortium request that the arrows pointing to the Cross City Tunnel be brighter and more prominent?**

Response: No.

Yours sincerely



Mike Hannon
Acting Chief Executive

2014/06

**ATTACHMENT A
(Question 6)**

Summary of RTA costs to 31 December 2005 funded using the Business Consideration Fee:

Category of costs	Amount (\$)	Comment
<u>Project Development</u>		
EIS & SEIS Professional Service Contractor costs	2,890,000	Costs of consultants undertaking studies and preparing documents to describe the project for community and environmental review under the original EIS and later the Supplementary EIS for the preferred design submitted by CCM.
EIS & SEIS RTA costs	1,230,000	RTA costs related to its management of project development, environmental assessment, and community consultation.
RTA survey	1,580,000	Costs of survey necessary for the concept design and property acquisition / access requirements.
Concept design	2,020,000	RTA and Hyder Consulting developed a concept design to "prove" the concept's practicality and allow preparation of estimates and assessments of environmental and other impacts.
Traffic modelling	700,000	RTA required traffic studies to predict impacts and patronage.
Urban Design	720,000	RTA required a concept urban design to set a standard and capture a functional and aesthetic outcome.
Air quality analysis	410,000	RTA required air quality analysis for the EIS & SEIS.
Financial advice	380,000	RTA required specialist review of submitted financial models, and analysis of risk related to financial aspects of the Deed transaction.
Geo-technical advice	350,000	RTA used specialist geotechnical consultants and contractors to "prove" the concept buildability.
Misc PSC's & other costs	860,000	Includes costs for miscellaneous advice and information required for the EIS and SEIS,
Community Liaison by RTA	470,000	RTA incurred direct costs related to providing information dissemination, public displays and

		holding public meetings.
Professional and Technical Services	8,110,000	RTA incurred costs for its expert legal, financial and technical advisors in order to ensure it could evaluate, clarify and negotiate effectively during the procurement process. Also includes legal advice relating to property access.
RTA project management costs and other administrative costs	3,070,000	RTA costs for project management staff, facilities and overheads directly related to the development and procurement of the project.
Sub-total	22,790,000	

Property Acquisition

Property Acquisition costs	4,340,000	These costs are for property acquisition, leases and other agreements to provide land access to meet its commitments under the Deed and enable project delivery.
Management of property acquisition	770,000	RTA Property Services staff costs
RTA project management costs and other administrative costs	270,000	RTA Motorways Branch project management costs relating to property matters.
Sub-total	5,380,000	

Utility Adjustments

EnergyAustralia utility adjustments at Darling Harbour	17,070,000	Costs incurred in relocating and adjusting EnergyAustralia assets in Druiit Street to enable the CCT project to be built and associated with EnergyAustralia's CBD upgrade.
Other utility adjustments for EnergyAustralia works	2,470,000	Cost of relocation of other utilities (gas, telecom & water) associated with the EnergyAustralia works above.
Railway utility adjustments at Darling Harbour	1,870,000	Relocation of railway power cables in Harbour Street & Bathurst Street.
Sydney Harbour	3,080,000	Payment of SHFA costs for managing interface between CCT works and SHFA operations and

Foreshore Authority costs		tenants.
Airport Motorway Limited Interface costs	1,360,000	Payment of Airport Motorway Limited costs for associated with the interface between CCT works and the Eastern Distributor.
RTA project management costs and other administrative costs	120,000	Costs relate to investigation, definition, liaison and management of the above works.
Sub-total	25,970,000	
<u>Infrastructure Construction + Project Administration</u>		
Construction work, including sub-station relocation	5,340,000	Cost includes relocation of a sub-station in Day Street and other miscellaneous physical work contracts prior to CCT project works.
Environmental works	450,000	Environmental services required by RTA to manage environmental aspects during CCT design and construction.
Professional and Technical Services	4,560,000	Costs of legal and technical advisors during administration of the Project Deed, including valuation of ongoing property matters, design reviews, change orders, etc.
Other specialist advice	620,000	Other technical advisors used for short term specific studies during design and construction.
DoP Compliance Costs	3,120,000	RTA incurred costs in ensuring compliance with the Planning Minister's Conditions of Approval as administered by Dept of Planning...
Changes in scope	520,000	Technical investigation costs due to Conditions of Approval requirement to investigate alternative stack sites. No relocation eventuated.
Stamp Duty cost to project	1,870,000	Treasury determined that new stamp duty resulting from legislation after effective contract exchange was payable by RTA.
Change order costs to RTA	3,140,000	This is the Net Change Order Cost to RTA as at 31 Dec 05 based on construction changes agreed by both parties after the signing of the Project Deed.

RTA project management costs and other administrative costs	5,080,000	Costs for RTA management and administration of the Project Deed during design and construction. It includes, in conjunction with the Independent Verifier, delivery of the final design, construction quality, operation and as-built documentation.
Other RTA costs	650,000	Costs accrued by other sections of the RTA during design and construction, including Traffic and Transport Management Centre.
Sub-total	25,340,000	
Total	79,480,000	