

MINISTER FOR ROADS, MINISTER FOR ECONOMIC REFORM, MINISTER FOR PORTS AND MINISTER FOR THE HUNTER

OVERVIEW

<i>Agency</i>	<i>Budget 2004-05 \$m</i>	<i>Budget 2005-06 \$m</i>	<i>Variation %</i>
Roads and Traffic Authority			
Total Expenses	2,057.9	2,309.0	12.2
Capital Expenditure	1,212.3	1,191.3	-1.7
NSW Maritime Authority			
Total Expenses	76.9	83.6	8.7
Capital Expenditure	15.3	15.7	2.6
Total, Minister for Roads, Minister for Economic Reform, Minister for Ports and Minister for the Hunter			
Total Expenses	2,134.8	2,392.6	12.1
Capital Expenditure	1,227.6	1,207.0	-1.7

ROADS AND TRAFFIC AUTHORITY

The Roads and Traffic Authority (RTA) is responsible for:

- ◆ testing and licensing drivers and registering and inspecting vehicles;
- ◆ managing road use to achieve consistent travel times, particularly during peak periods, by reducing delays due to congestion and incidents and helping the community use the road system more effectively;
- ◆ improving road safety by encouraging better road user behaviour, compliance with regulations, improving the road environment and enhancing vehicle standards; and
- ◆ arterial road development, construction and asset management, to meet community, environmental, regulatory and economic needs.

The road system comprises:

- ◆ approximately 17,442 km of RTA managed major arterial roads, known as State Roads, which includes approximately 7,212 km of Commonwealth National Network;
- ◆ approximately 18,500 km of local council managed minor arterials, known as Regional Roads, partly funded by the RTA;
- ◆ approximately 142,900 km of local roads, funded by local rate-payers and Federal road assistance grants; and
- ◆ road and bridge infrastructure in the unincorporated area of New South Wales, managed by the RTA.

EXPENDITURE TRENDS AND RECENT DEVELOPMENTS

Operating expenses for 2004-05 are estimated at \$2.2 billion. Projected capital expenditure is \$1.3 billion. The total Capital and Maintenance Program is projected to be \$2.4 billion.

Expenditure under the M4/M5 Cashback Scheme to reimburse tolls paid is expected to be \$77 million in 2004-05.

The Government will continue its accelerated four year program of railway level crossing improvements. \$8 million has been committed in the past two years and funding of \$13 million is committed over the next two years to 2006-07.

The 2004-05 budget estimate for depreciation of infrastructure assets of \$577 million was based on the actual expense in 2002-03. In 2003-04, a number of road segments that were fully depreciated at 30 June 2003 were re-instated. These segments were revalued and given new estimated useful lives and depreciation raised accordingly going forward.

STRATEGIC DIRECTIONS

A combination of government funded and Public Private Partnerships are pursued, where appropriate, for the development and management of the road network. The RTA is currently at various stages of development of about \$4 billion worth of privately funded motorways.

In the Sydney region, the Orbital Motorway Strategy will improve road links between key business and residential areas and reduce congestion and travel times. Key orbital road projects continuing in 2005-06 include:

- ◆ Westlink M7 (Western Sydney Orbital) - 40 km of divided carriageway between the M5/Hume Highway at Prestons and the M2 at West Baulkham Hills that is partly funded by the Federal Government; and
- ◆ Lane Cove Tunnel – a 3.6 km long twin-tunnel between the M2 and the Gore Hill Freeway. The tunnel will complete the Sydney Orbital Motorway connecting the north-west with the CBD. It will also include bus lanes along Epping Road and Transit Lanes on the widened Gore Hill Freeway.

A major project for the city is the Cross City Tunnel – a 2.1 km tunnel between Darling Harbour and Rushcutters Bay with links to the Eastern Distributor. This project is expected to remove 95,000 car and truck trips per day from city streets and improve travel times and amenity in central Sydney.

Other continuing key road projects in Sydney include the upgrade of Old Windsor Road and Windsor Road in north-western Sydney and the upgrade of Cowpasture Road and Camden Valley Way in south-western Sydney.

Outside Sydney, the key road projects are on the National Network (F3 Freeway), Pacific Highway, New England Highway, Newell Highway, Hume Highway and Great Western Highway) and on the Princes Highway. In particular, a major program of upgrading the Pacific Highway is continuing between Hexham and the Queensland border.

Traffic and transport management priorities include strategic bus corridors and bus-only Transitways. The Government has allocated \$155 million in 2005-06 for bus priority measures. This is made up of \$25 million (including an additional \$10 million provided in 2005-06) for strategic bus corridors and \$130 million for the North West Transitway. Substantial progress on construction of the North West Transitway will be made in 2005-06, after the contract was awarded in January 2005. When completed in 2007, the Transitway will be in operation between Parramatta and Rouse Hill and Blacktown and Parklea.

As recommended in the Government's review of bus services in New South Wales, the focus for bus priority measures will be to support the operation of an identified network of strategic bus corridors in Sydney, Wollongong, Newcastle and the Central Coast. Implementation in 2005-06 will include new bus lanes, intersection improvements, responsive priority for buses at traffic signals and bus lane enforcement camera systems.

Electronic tolling is available on all tollways and tags issued for each system can be used on all of the others. New tollways such as the Cross City Tunnel, Lane Cove Tunnel and the Westlink M7 will operate without cash tollbooths.

Road safety strategies address speed management, drink driving, seat belt usage, fatigue management, motorcyclist and cyclist safety, school and youth programs, and educational programs for repeat traffic offenders. Areas which are receiving new or increased focus include: heavy vehicle safety; ongoing support of the Enhanced Enforcement Program; and a program of works to increase safety on the Pacific and Princes Highways.

The RTA will continue to address speeding problems. There are now 110 fixed digital speed camera sites at high-risk locations.

Recent customer service delivery improvements include the introduction of an online registration charges calculator, further expansion of the e-Safety Check Scheme for Authorised Inspection Stations and the rollout of Dealer Online to high volume motor dealers in the Sydney metropolitan and major regional areas. Several council agencies that currently process transactions manually will be converted to online processing. In 2005-06 the RTA will further promote the availability of its online services. The RTA will also review its business processes to enhance customer service options.

In conjunction with the Attorney General's Department, the RTA has expanded the Government Access Centre network to increase access to vehicle registration, driver licensing and services for people in rural and remote areas. A total of 67 Government Access Centres are now operating. The system will be further enhanced by a program of staff development as well as plans to increase the range of transactions available and promote the service.

The RTA will support the NSW Government's business and vocational licensing system by providing licence photos and proof of identity services to enable production of photo licence cards under the scheme. The RTA will also work with the WorkCover Authority of NSW to provide OHS testing as part of the Government Licensing Scheme (GLS). RTA will provide images, produce licence cards and conduct WorkCover National Certificate of Competency tests as part of the GLS, enabling the production of photo licences.

The RTA's community support programs include early childhood, primary and secondary school road safety education programs, and youth road safety programs including parent support workshops for the Graduated Licensing Scheme.

2005-06 BUDGET

The RTA's 2005-06 Roads Program Budget is \$2.9 billion.

Total Expenses

Road safety programs will remain a priority. Key initiatives include:

- ◆ continuing the early childhood and road safety school education programs, the Safety Around Schools Program and the School Crossing Supervisors Program;
- ◆ the development of a Parent/Student Young Driver Workshop for delivery in high schools;
- ◆ an alcohol interlock program targeting serious drink drive offenders, as a whole-of-government initiative;
- ◆ a heavy vehicle safety strategy including developing a revised fatigue management regime for heavy vehicle drivers, continuing education campaigns to increase seat belt wearing rates, programs to reduce occupational fatigue and associated drug usage by heavy vehicle drivers and new campaigns focussing on speeding and load restraint;
- ◆ implementation of legislation to hold operators of heavy vehicles accountable for speeding trucks;
- ◆ Operation Roadsafe, a joint RTA/Police road safety initiative in the eastern half of Sydney, similar to the strategy successfully used in Western Sydney;
- ◆ an integrated program to counter excessive speeding; continuing the Accident Reduction Program including the Road Blackspot Program;
- ◆ continuing the Enhanced Enforcement Program in partnership with the NSW Police;
- ◆ a \$79 million program of works to increase safety on the Pacific and Princes Highways, (\$31 million will be spent in 2005-06);
- ◆ the police to undertake a trial of testing drivers for certain drugs known to have an impairment effect;
- ◆ continuing to upgrade railway level crossings with flashing lights or boom gates as part of an accelerated four year program that commenced in 2003-04; and
- ◆ evaluation of a “point-to-point” speed camera detection trial to reduce the number of speeding drivers across the NSW road network.

Funding of \$42 million will be allocated to the Transport Management Centre in 2005-06 for traffic management operations, including monitoring traffic systems, managing incidents and events and providing information to road users.

The Government will provide a \$100 rebate on the cost of car registration for first and second year apprentices in New South Wales. This will act as an added incentive for young people considering an apprenticeship as part of their career.

The M4/M5 Cashback Scheme payments will continue with total program costs estimated at \$83 million in 2005-06.

Total operating expenses including \$707 million for depreciation of infrastructure assets are estimated at \$2.3 billion.

Capital Expenditure

The total Roads Program capital expenditure is estimated at \$1.3 billion.

The ten year \$2.2 billion Pacific Highway Upgrade Program comprises \$1.6 billion funded by the NSW Government and \$600 million by the Federal Government. Major works in 2005-06 will include:

- ◆ State-funded construction of the Coopersnook Bypass; and
- ◆ State/Federal funded construction of Brunswick Heads to Yelgun, Karuah to Bulahdelah (section 1) and Bundacree Creek to Possum Brush.

The Government will continue to invest annually an average of \$160 million (with about \$300 million spent in 2005-06) in north-western and south-western Sydney roads. Key projects in progress include:

- ◆ construction of the North West Transitway to link Parramatta, Rouse Hill and Blacktown;
- ◆ continuation or commencement of the remaining projects to complete the widening of Windsor Road and Old Windsor Road between Parramatta and Windsor;
- ◆ grade separation of the intersection of Old Windsor Road and Norwest Boulevard at Bella Vista;
- ◆ intersection improvements on Dunheved Road, Werrington Downs;
- ◆ conversion of two major roundabouts on Narellan Road to traffic signals and commencing works on the extension of Narellan Road to The Northern Road; and
- ◆ continuing the Cowpasture Road upgrade and widening of Camden Valley Way.

Other works within the Sydney area include:

- ◆ bus priority works on Warringah Road; and
- ◆ pedestrian overbridges at Yagoona, Wiley Park and Canterbury.

A 12-year \$460 million program to upgrade the Penrith to Orange route will continue by:

- ◆ continuing widening of the Great Western Highway to four lanes with divided carriageways between Leura and Katoomba; and
- ◆ commencing widening to four lanes between Woodford and Hazelbrook.

In the Hunter and Central Coast work will continue on:

- ◆ Five Islands Road widening to four lanes from Booragul to Speers Point;
- ◆ widening the Pacific Highway between Tuggerah and Wyong and between Glen Road and Burns Road, Ourimbah;
- ◆ reconstructing the junction of the Pacific Highway and Craigie Avenue north of Wyong;
- ◆ replacement of the roundabout with traffic signals at the entrance to John Hunter Hospital on Lookout Road, Newcastle;
- ◆ The Entrance Road, Terrigal Drive to Carlton Road widening;
- ◆ other intersection and pedestrian facilities improvements on The Entrance Road, through Long Jetty; and

In the Illawarra, South Coast and Southern Highlands work will include:

- ◆ continuing the Government's ten year Princes Highway upgrade, including constructing the North Kiama Bypass;
- ◆ continuing the Main Road 92 upgrade between Nowra and Nerriga;
- ◆ construction of a new 665 metre viaduct over the ocean to enable the re-opening of Lawrence Hargrave Drive between Coaldale and Coalcliff will progress with a view to re-open the road by early 2006;

- ◆ intersection improvements at Masters Road and Springhill Road, Mt St Thomas; and
- ◆ the Queanbeyan northern upgrade for heavy vehicles.

Capital expenditure on traffic management improvements will focus on a range of bus priority initiatives on strategic bus corridors, upgrading and enhancing of the co-ordinated traffic signal system and intersection and traffic facility improvements on other principal transport routes.

Work will continue on the National Network, including:

- ◆ Coolac Bypass on the Hume Highway;
- ◆ widening the southbound carriageway of the F5 Hume Highway to four lanes between Camden Valley Way and Brooks Road at Ingleburn;
- ◆ Albury-Wodonga Hume Freeway Project; and
- ◆ Devils Pinch realignment on the New England Highway.

NSW MARITIME AUTHORITY

NSW Maritime (formerly the Waterways Authority) is responsible for ensuring the safe use of navigable waters in New South Wales. Key aspects are the management of recreational vessels and commercial vessels and the co-ordination of safe commercial ports. It is also responsible for the appropriate development and use of wetland areas in Sydney Harbour, Botany Bay, Newcastle and Port Kembla.

NSW Maritime is the regulator for the implementation of safety management systems required of all ferry and charter vessel operations. In addition it is responsible for auditing the safety of commercial wharves.

EXPENDITURE TRENDS AND RECENT DEVELOPMENTS

NSW Maritime is a non-budget dependent agency with its core business revenues derived from charges collected from recreational boating and commercial vessel clients and property and wetland management.

The agency was renamed in 2004 reflecting additional responsibilities beyond the management of waterway activity. The underlying operations of the agency have been stable. However, the financial outcomes are influenced by the nature and timing of property transactions. In particular developer contributions and asset sales have been delayed beyond 2005-06.

STRATEGIC DIRECTIONS

NSW Maritime is committed to working with all sectors of the boating community, marine industry, government and the general community to strive for equity, safety and environmental sustainability in the use of our waterways.

NSW Maritime has developed a number of strategies to meet its objectives of promoting safety on all navigable waterways and minimising the impact of waterways users on the marine environment, including:

- ◆ improving the knowledge of waterways users regarding the safe operation of recreational vessels through the issuing of licences, delivering educational programs (including the boating safety seminars and advertising campaigns), the provision of waterways information on the internet and the establishment and support of user groups;
- ◆ licensing commercial vessels and operators and, providing appropriate conditions under which an operation is carried out;
- ◆ installing and maintaining navigation aids and signs;
- ◆ licensing on-water events and setting conditions to be met by licensees;
- ◆ undertaking environmental services that contribute to clean waters;
- ◆ reducing sewage pollution from vessels;
- ◆ protecting the marine environment from pollution from oil spills, marine pests, impact from vessel wash and noise; and
- ◆ ensuring that all NSW ports comply with Commonwealth maritime security legislation as well as ensuring that port corporations have appropriate maritime security response arrangements in place and adhere to the requirements of the Port Safety Operating Licence.

Strategies developed in relation to NSW Maritime's property assets are:

- ◆ developing and maintaining maritime facilities or renewing existing assets through the capital works program and, where possible, facilitating private sector development;
- ◆ managing disposal of non-core assets and ensuring a sound financial return to Government;
- ◆ managing the regional ports of Eden and Yamba to optimise their contribution to the economic development of their respective regions and the State;
- ◆ providing advice on major planning and environmental matters involving wetland development and usage;
- ◆ assessing foreshore development plans and applications in Sydney Harbour, Botany Bay, Newcastle and Port Kembla through balanced consideration of community and commercial needs; and
- ◆ managing the residual responsibilities of the former Maritime Services Board.

2005-06 BUDGET

Total Expenses

Total expenses in 2005-06 are expected to be \$83.6 million. This includes providing recreational boating functions involving the promotion of safety and environmental protection on the water through boat licences and registrations, patrols, education, seminars, publications, compliance and enforcement activities.

Funds will be spent conducting commercial vessel surveys, providing environmental services in Sydney Harbour and Myall Lakes, navigation aid maintenance, accident investigation, construction of key waterway infrastructure as well as conducting safety audits of commuter wharves.

There will also be expenditure on maintenance of key assets such as the remediation of Homebush Bay.

Capital Expenditure

The total capital program for 2005-06 is \$15.7 million. This includes refurbishment and enhancement of Manly Wharf and the new infrastructure for the Rozelle Bay maritime precinct.

The renewal of assets such as vehicles and vessels to support the regulatory compliance and operational requirements is a necessary commitment. This includes the acquisition of vessels and outboard engines, the continued development of the computerised integrated management system and graphical leasing system, installation of navigation aids and waterway signage improvements.