

## 4.3.14 MINISTER FOR THE OLYMPICS

### OVERVIEW

| Agency                                       | Forecast<br>1997-98 | Estimate<br>1998-99 | Variation       |
|----------------------------------------------|---------------------|---------------------|-----------------|
|                                              | \$m                 | \$m                 | %               |
| <b>Olympic Co-ordination Authority</b>       |                     |                     |                 |
| Total Expenses .....                         | 51.4                | 61.5                | 19.6            |
| Asset Acquisitions .....                     | 620.9               | 485.1               | (-) 21.9        |
| <b>Olympic Roads and Transport Authority</b> |                     |                     |                 |
| Total Expenses .....                         | 9.7                 | 15.2                | 56.7            |
| Asset Acquisitions .....                     | 0.1                 | 0.1                 | ...             |
| <b>Total, Minister for the Olympics</b>      |                     |                     |                 |
| Total Expenses .....                         | <b>61.2</b>         | <b>76.7</b>         | <b>25.3</b>     |
| Asset Acquisitions .....                     | <b>621.0</b>        | <b>485.2</b>        | <b>(-) 21.9</b> |

The increase in total expenses for the Olympic Co-ordination Authority reflects the impact of completed facilities moving to an operational mode, particularly within the Homebush Bay estate. The significant increase in total expenses of the Olympic Roads and Transport Authority represents a more rigorous assessment of costs for planning and development of strategies in preparation for the Sydney Olympics and Paralympics.

The decrease in asset acquisitions reflects the completion in 1997-98 of certain major facilities and infrastructure, including the Royal Agricultural Society's new Showground.

A detailed review of issues relating to the Sydney 2000 Olympics and Paralympics is given in Chapter 6.

### OLYMPIC CO-ORDINATION AUTHORITY

The Olympic Co-ordination Authority is responsible for implementing strategies for the planning, redevelopment and management of the 760 hectare Homebush Bay area. It is responsible for the delivery of new sporting and recreational facilities and venues at Homebush Bay, Penrith Lakes, Blacktown, Bankstown, Horsley Park, Ryde and Cecil Park to be used during the Olympic and Paralympic Games.

In developing the venues and facilities, the Authority must ensure they are suitable for use after the year 2000 Games. The Authority must also ensure the orderly and economic development of the Homebush Bay area.

In addition, the Authority has responsibility for co-ordinating and reporting the New South Wales Government's involvement in the preparations for the Olympic and Paralympic Games and for maintaining close liaison with the Sydney Organising Committee for the Olympic Games (SOCOG) and the Sydney Paralympic Organising Committee (SPOC).

## **Expenditure Trends and Recent Developments**

During 1997-98 the Authority has achieved significant milestones in the delivery of facilities and infrastructure at Homebush Bay. Works completed during the year included the completion of the RAS Showground, the opening of the Olympic Park rail station and the undergrounding of the high voltage power lines.

During 1997-98 significant progress on major construction projects has been achieved including the major private sector participation projects such as the Olympic Stadium, Olympic Athletes Village and the Multi Use Arena. All expected major milestones have been met to date on each of these projects. Works have continued on the construction of the Olympic Boulevard, remediation of the western and northern areas of the Newington site including stage 1 of Wilson Park, the Horsley Park Equestrian Centre, the Archery Centre at Homebush and the commencement of the Media Village at Lidcombe.

Pre-construction planning and final designs for the women's Softball venue at Blacktown, the Olympic Velodrome at Bankstown have been completed. Earthworks have commenced at the International Shooting Centre at Cecil Park. All of these facilities will be developed as permanent legacies to those respective sports after the Sydney Games, with the Velodrome site serving as a multi-purpose sport and recreational venue for Sydney's south-west community whilst the International Shooting Centre will provide a permanent first-class venue for the sport of shooting.

The Master Concept Design for the public domain at Homebush Bay released in 1997 provides for a linkage between the various venues at Homebush Bay and the adjacent parklands and recreational areas. The design will ensure that crowds flow freely in and out of Homebush Bay at the time of large events, an essential feature for the Olympic period.

In addition to providing public space within the Olympic site, the Homebush Bay Master Plan also provided for the Millennium Parklands project on which remediation is almost complete. Approval for first stage works has been given and a \$22.5 million landscape and infrastructure development has commenced. This project aims to provide a 450 hectare parkland area comprising the majority of public areas surrounding and linking with Olympic Park at Homebush Bay. The parklands project will be a major legacy to the people of New South Wales as a result of Sydney holding the Games.

## **Strategic Directions**

The Olympic Co-ordination Authority is required to build facilities which meet both the needs of the Sydney Organising Committee for the Olympic Games for staging the Games and importantly for also providing long term sporting, social and cultural benefits for the people of New South Wales. In developing these facilities, the Authority incorporates the special needs required for the staging of the Paralympic Games in 2000. The Authority seeks to maximise opportunities for the private sector to design, construct, finance and operate the major sporting facilities.

Homebush Bay's long term future is as a mix of uses - sporting and recreational, exhibition and entertainment, residential and commercial, as well as being the site for the Royal Easter Show and the primary zone for the staging of the 2000 Olympic Games and for the majority of Paralympic Games events.

## **1998-99 Budget**

### **Total Expenses**

Total expenses of \$61.5 million include -

- supporting the delivery of sporting and recreation facilities suitable for the staging of the 2000 Olympic and Paralympic Games as well as the operating costs of the Penrith Lakes complex;
- supporting the urban development, infrastructure and remediation works at Homebush Bay and other Olympic and Paralympic venues;
- the establishment of a Homebush Bay Environmental Reference Group to review the monitoring of the remediated lands at Homebush Bay and the introduction of an environmental sciences education program which will provide opportunities for primary, secondary and tertiary students to be involved in the monitoring programs;
- co-ordination and monitoring the New South Wales Government's involvement in the Sydney Olympic and Paralympic Games;
- the maintenance and operation of completed facilities for Olympic use and long term continued viability; and
- the Sydney Paralympic Organising Committee will be provided with a \$6 million grant toward operating expenses.

Included within the Olympic Co-ordination Authority's allocation is an amount of \$4.7 million provided to the Darling Harbour Authority as a Social Program Policy payment for maintenance of open space at Darling Harbour.

### **Asset Acquisitions**

Estimated asset acquisition payments of \$485.1 million in 1998-99 provide for the costs of the Authority in meeting its commitment for the continued development and construction of infrastructure and facilities at Homebush Bay and other Olympic sites.

A significant number of major projects will be completed during 1998-99 including the Olympic Stadium, the structured carpark adjacent to the Multi Use Arena and internal roads such as the Olympic Boulevard and associated public domain works within the Homebush Bay site.

In addition, major progress will be achieved on the construction of the Multi Use Arena, the Velodrome, Softball Centre, the Olympic Village at Newington and the Media Village at Lidcombe.

Expenditure in the current and next financial years has been fully provided for in framing the Budget and Forward Estimates to accord with Government policy that the costs associated with the Olympics should be funded within the Budget so that future taxpayers will not have to meet any debt.

Major projects to be progressed during 1998-99 include -

- the remediation of the western and northern areas of the Newington site including Stage 1 of Wilson Park at a cost of \$28.2 million;
- the continuation of infrastructure and service related projects including provision for electrical, water and sewerage at a cost of \$26.9 million;
- \$106 million for construction of various Olympic and Paralympic facilities and venues including Velodrome, Tennis, Equestrian, Shooting, Softball, Slalom Canoeing and Waterpolo venues;
- \$115.1 million for other transport infrastructure including roads, bridges, parking and pedestrian projects;
- \$65.1 million on Government-funded construction works associated with the Multi Use Arena;
- \$19.2 million on Government-funded construction works associated with the Olympic Stadium; and
- \$53.9 million towards the development of the Olympic Media and Technical Villages.

The total cost of construction of infrastructure and facilities over the period 1991-92 to 2000-01 (escalated to 1998-99 dollar values) is estimated at \$2,185.4 million. This is offset by grants from the Commonwealth of \$175 million, contributions from SOCOG of approximately \$295.6 million and interest received from investments, sale of property and other minor revenue of approximately \$74.2 million. The net cost to Government of OCA's Olympic capital program (including the cost of construction of the new Homebush Bay Showground) to 2000-01 is estimated at \$1,640.6 million in 1998-99 dollar values.

## **OLYMPIC ROADS AND TRANSPORT AUTHORITY**

The Olympic Roads and Transport Authority (ORTA) was established in April 1997 to ensure co-ordinated planning and delivery of integrated road and transport services for the Sydney 2000 Olympic and Paralympic Games. ORTA brings together Olympic and Paralympic accountability and Government authority, ensuring that transport services for the Games are delivered in the context of the State's wider transport needs.

To assist it in its primary task, ORTA has been made responsible for planning and co-ordinating transport for a number of designated Olympic transport test events. These include the Royal Easter Show in 1998, 1999 and 2000, the opening of the Olympic Stadium in 1999 and other events as designated by the Premier.

### **Expenditure Trends and Recent Developments**

Following its establishment, ORTA incurred some expenses in respect of its establishment costs. During 1997-98 ORTA made significant progress in the establishment of its organisational and management structure, with appointments being made to a number of senior positions. Expenditure against staff related and recruitment expenses has increased accordingly, with other material variations occurring in respect of marketing, premises and office services costs.

In April 1998, ORTA completed its first official Olympic transport test event – the 1998 Royal Easter Show at Homebush Bay. The event was Sydney’s biggest public transport task ever and resulted in an unprecedented community endorsement and use of public transport. Arrivals at Homebush Bay by public transport exceeded even the most optimistic predictions. More than 85 per cent of Show visitors arrived by public transport. This easily exceeded the Government target of 70 per cent and was more than double the 40 per cent recorded at Moore Park in previous years.

For the Show, ORTA established eight new regional bus routes, co-ordinated Sydney’s biggest rail service, developed a booking scheme for parking and introduced new combined show entrance and transport tickets.

## **Strategic Directions**

In 1998-99, ORTA will move from strategic planning to detailed operational planning. This will include -

- development of transport strategic, network and venue operational plans for Olympic and Paralympic Family car and bus fleets, spectator and non-spectator transit services;
- development and testing of transport demand models;
- implementation of a legislative program;
- the development of strategies and operational plans for transport communications and demand management and sport test events;
- planning for Olympic routes; and
- transport planning and service delivery for the 1999 Royal Easter Show and the opening of the Olympic stadium, including communications.

## **1998-99 Budget**

### **Total Expenses**

Total expenses in 1998-99 include an additional \$5.5 million for -

- additional salary and operating costs to support the delivery of SOCOG test events and to provide for the progressive build up of venue and precinct management teams, network and fleet management teams, and other operational management staff for a range of events and locations;
- development of effective communication and demand management strategies to influence travel patterns of motorists, commuters and freight in the Sydney area during test events such as the Royal Easter Show and the Olympic and Paralympic Games;
- initial service delivery costs in respect of bus and fleet vehicle driver training and related costs for the Olympic Family and spectator services; and
- the estimated additional costs of providing bus services to the 1999 Royal Easter Show.

**Asset Acquisitions**

The Authority will spend \$80,000 in 1998-99 on the purchase of small items of plant and equipment.