

## SELECT COMMITTEES ON ESTIMATES 2008-2009

### Question on Notice

Minister for Territory and Municipal Services

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*Dept's Mgt of cash balances*

Brendan Smyth MLA: To ask the Minister for Territory and Municipal Services:

In relation to: The Department's management of cash balances

1. What shortfalls in cash were experienced by the Department in 2005-06, 2006-07 and 2007-08.
2. If there were shortfalls in cash in each of these years, why did this occur.
3. What strategies were implemented to respond to any cash shortfalls in these years.
4. (a) In particular, was the Treasury involved in any strategy to respond to these shortfalls;  
(b) If so, what was the extent and nature of Treasury's involvement.
5. What cash injections were required for the Department to respond to any cash shortfalls in any of these three years.
6. What is the forecast outcome for the Department in 2008-09 in terms of requiring any further injections of funds to make up for a shortfall in cash.

John Hargreaves: The answer to the member's question is as follows:

1. No cash shortfalls have been experienced in 2005-06, 2006-07 and in 2007-08 as at 5 June 2008. Cash at the end of the reporting period for 2005-06 and 2006-07 as presented in the Department's Annual Reports was \$9.894 million and \$19.432 million respectively. Cash at the end of the reporting period for 2007-08 as presented in the 2008-09 Budget Papers (BP4 page 308) is forecast at \$7.258 million.
2. See answer to Question 1.
3. See answer to Question 1.
4. See answer to Question 1.
5. See answer to Question 1.
6. Cash at the end of the reporting period for 2008-09 as presented in the 2008-09 Budget Papers (BP4 page 308) is forecast at \$7.632 million. No additional injection of funds has been budgeted.

*ACTION*

Vicki Dunne MLA asked the Minister for the Territory and Municipal Services upon notice:

In relation to ACTION – Strategic Indicators BP4 p325

1. What was the outcome for total number of adult boardings for the following years?

- i) 2004-05
- ii) 2005-06
- iii) 2006-07
- iv) 2007-08

2. What was the total number of concession boardings for the following years:

- i) 2004-05
- ii) 2005-06
- iii) 2006-07
- iv) 2007-08

3. What was the total number of student boardings for the following years:

- i) 2004-05
- ii) 2005-06
- iii) 2006-07
- iv) 2007-08

John Hargreaves: The answer to the member's question is as follows:

- 1.
- |      |         |                               |
|------|---------|-------------------------------|
| i)   | 2004-05 | 5,219,275                     |
| ii)  | 2005-06 | 5,865,365                     |
| iii) | 2006-07 | 6,048,254                     |
| iv)  | 2007-08 | 6,023,885 (estimated outcome) |

- 2.
- |      |         |                               |
|------|---------|-------------------------------|
| i)   | 2004-05 | 5,756,527                     |
| ii)  | 2005-06 | 5,870,141                     |
| iii) | 2006-07 | 5,740,540                     |
| iv)  | 2007-08 | 5,845,692 (estimated outcome) |

- 3.
- |      |         |                               |
|------|---------|-------------------------------|
| i)   | 2004-05 | 5,021,068                     |
| ii)  | 2005-06 | 5,003,443                     |
| iii) | 2006-07 | 4,903,905                     |
| iv)  | 2007-08 | 4,369,641 (estimated outcome) |

*One Million trees*

Dr Foskey: To ask the Minister for Territory and Municipal Services –

1. Will the trees planted as part of the "One Million Trees" initiative be drought tolerant species?
2. What management plans are being put in place to ensure that trees will survive without excessive watering?

John Hargreaves: The answer to the member's question is as follows:

1. Yes, with the exception of plantings in the arboretum.
2. Planting methodology is considered for each planting program to minimise watering requirements, such as soil preparation, use of water storing crystals, use of non-potable water, deep mulching etc

*Recycling*

DR FOSKEY : To ask the Minister for Territory and Municipal Services –

1. Has the funding for weed management and public education been increased this year?
2. Does the work on air pollution include inside air monitoring, (e.g. of government buildings and schools?)
3. Does the Hazardous Tree Program consider the ecological benefits of leaving the dead wood on site for small species habitat?
4. Given that sports-grounds are being converted to non-potable water sources, why are there such huge water cost increases for sports-grounds and parks?
5. Given that parks and sports-grounds are being converted to water from non-potable water sources, will bubblers also be installed at each park to ensure good supply of drinking water?
6. Would the Government consider installing bubblers throughout the city and town centres as well as parks and cycle paths to decrease people's reliance on bottled water?
7. A permanent site for Floriade has been funded in this budget – where will it be situated?
8. How far does \$3M of energy efficient street lights go? Will it cover the remaining part of Canberra?
9. What does the study on 'Additional Regional Recycling Drop Off Centres', as funded on p.300 of Budget Paper 4, entail?
10. Given that the ACT is having problems meeting some of the waste and recycling targets in the National Packaging Covenant, is there consideration of reconvening the still not-disbanded Waste Advisory Committee?
11. Is there funding for a dedicated officer to work with the business community to increase commercial recycling rates?
12. Is the ACT Government considering implementing regulations prohibiting recyclables in commercial waste?

John Hargreaves: The answer to the member's question is as follows:

1. Additional initiative funding of \$300,000 has been allocated for weed control in 2008/2009. \$100,000 for the control of African lovegrass on roadsides around high conservation areas and \$200,000 to revegetate treated areas and prevent reinvasion by lovegrass or other environmental weeds. In addition, Capital Funding of \$300,000 per year for 3 years has been provided for weed control and revegetation works along the Molonglo River. Specific funding for 'public education on weeds' is not identified in the budget. However, education programs such as Weed Swap and the weed display at Floriade, previously funded through the Natural Heritage Trust, will now be funded through the recurrent weed budget as the Commonwealth funding is not available for 2008/2009.
2. ACT Health and TAMS monitors ambient (outside) air quality in accordance with the National Environment Protection Measure . Depending on the premises, indoor air quality would be the responsibility of either the building owner and or occupier. This is regulated, if necessary, by ACT Health or ACT Workcover.
3. Public safety is the primary consideration for street trees. Trees removed as part of the Dead Tree Removal program are normally mulched for reuse on shrub beds. Where

appropriate the logs are placed at suitable locations to provide habitat, such as in Goorooyooroo Nature Reserve or in wetlands.

4. There are a number of projects aimed at reducing potable water consumption and to secure non-potable irrigation options that are currently being investigated, however there have been large increases in water rates in recent years.
5. Drinking fountains are currently located in sixteen of the twenty seven Town and District Parks in Canberra. Additional drinking fountains will be installed in a number of high use parks as part of the Landscape Upgrades program this year.
6. Some drinking fountains will also be installed along high use cycle paths, at the top of Black Mountain and in the city. Work to install these drinking fountains is expected to commence in October 2008.
7. The funding in the 2008/2009 budget is for a feasibility study. The feasibility study will provide options for a permanent site.
8. There will be 5227 street light luminaires installed as part of this program. These will be installed on arterial and distributor roads in most Canberra suburbs during 2008/2009.
9. This project entails examining the feasibility of constructing additional Regional Recycling Drop-Off Centres across the ACT, where householders and businesses can deposit recyclables free of charge. The study's main focus will be to examine which areas would benefit from a drop off centre, particularly related to high concentrations of businesses that would utilise such services and also to examine issues such as identifying a suitable site and undertaking conceptual designs and costings.
10. The ACT Waste Advisory Committee was established to meet legislative requirements under the Waste Minimisation Act 2001 to consult with stakeholders in the development of ACT wide waste policy. The Committee focused on input into regional waste management and minimisation policies and strategies. There was no direct link between this committee's role and the National Packaging Covenant.
11. No. Staff in the Sustainability Programs area have adopted an approach where the business community is a targeted stakeholder group with energy, water and waste initiatives being implemented via a single sustainability program.
12. The Department of Territory and Municipal Services has considered regulatory options to address the matter of high levels of standard recyclables in the commercial waste to landfill stream. However, as such regulation would be very difficult to implement and enforce the focus continues to be on:
  - waste to landfill pricing to drive the take up of readily available recycling services;
  - the waste service provider industry, who provide waste and recycling services to business, and encouraging them to transition their waste services to recycling services;
  - businesses to promote the take-up of recycling services and realise the potential cost savings from the difference between landfill (\$110 per tonne) and recycling (around \$55 per tonne for mixed recyclables); and



- the further development of the resource recovery sector who can process mixed dry commercial waste to recover recyclables.

*Water costs*

Dr Foskey: To ask the Minister for Territory and Municipal Services –

In relation to: the increased water costs for sportsgrounds and parks:

1. Is this \$2.8M pa being invested in infrastructure, or is part of the cost an annual personnel cost?
2. Could these pipes be extended for use of non-potable water to other sites?
3. Has the resulting reduction of cost by not using treated water on these parks also been factored into the budget?
  - a. Or does this mean that ACTEW revenue is reduced by reduction of ACT Government use?

In relation to: conversion to non-potable water sources, particularly at Yerrabi Ponds District Park:

4. What is the assurance that there will be minimum water levels to ensure water-bird habitat is protected, and that the ponds will not smell due to excess extraction?
5. Could the Minister please advise if a large new pump has been installed to take water from a pond in Amaroo for use in Forde?
6. Will this pump only draw the equivalent of stormwater flow, as was previously being taken from this pond?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. The increased costs relate entirely to the increases associated with increased water rates applied by ActewAGL from 1 July 2008.
2. See answer to Q.1 – there is no infrastructure associated with this cost.
3. At this stage, only 24 hectares of ACT Government sportsgrounds out of a total of about 320 hectares are irrigated using recycled effluent. Rates for usage of this water are set at 75% of potable water rates, so there is a minimal effect on Actew revenue.
4. The guidelines for water extraction are set by the Environment Protection Agency. Once the level of water in the lake drops to a certain level, extraction is reduced or ceased.
5. The pump house being constructed next to Horse Park Drive will service Yerrabi Ponds District Park, The Waterfront on Strayleaf Crescent and Forde.
6. The water extraction licence for Yerrabi Ponds District Park was issued by the Environment Protection Agency inline with total Catchment targets.

*Information services*

Dr Foskey: To ask the Minister for Territory and Municipal Services –

Regarding Information Services:

1. Why has the target for percentage of library collection purchased in the last 5 years been decreased to 45%?
2. How does the ACT Government solicit feedback on the Government websites?

Regarding the Office of Transport:

3. What funding is being put aside for the Office of Transport to plan for Peak Oil and the associated price rises across the motorised transport sector?
4. What is the difference between territorial roads and municipal roads?
  - a. Is it cheaper to resurface roads with lots of gravel rather than asphalt?
  - b. Is there a way of making these municipal roads smoother at a similar low cost?
5. Why are we only aiming to have 48% of bridges meeting the SM1600 standard?
6. The target for increase in bus priority lanes is 1. Why is it so low?
7. Are there plans to increase those targets for increases in cycle lanes, bus lanes and community paths in subsequent years?
8. Road safety: has any thought gone into changing school zones from all day (8am to 4pm) 40km zones to making it 20km during key arrival and departure times, to highlight the need to go more slowly at those times?
  - c. Or reinstating staffed children's crossings (with parental volunteers for example)?
9. What is the main target for the road safety advertising and communication program?
10. Is the temporary surface car park in Watson St Turner going to be on the park side (west side of the street)?
  - d. Will that be pay parking?
  - e. Will the temporary car park off Commonwealth Ave be pay parking?
11. Are additional Park'n'ride areas being planned?
12. What were the reasons behind the upgrade of the intersection at Wakefield Ave and Dooring St?

John Hargreaves: The answer to the member's question is as follows:

1. The target has decreased to 45% due to significant purchases made in prior years as part of the library acquisition activity for the establishment of Kippax and Civic libraries.
2. Most major ACT Government websites have the option to provide feedback to Government. Once the feedback option is selected, an sophisticated feedback management and tracking system operated by Canberra Connect ensures the feedback is directed to the appropriate part of Government for response.
3. There is no specific funding being put aside for this purpose.
4. Territorial are the main arterial roads, Municipal are the local residential streets.
  - a. Yes
  - b. No

5. SM1600 is a new load requirement introduced in recent years. All existing bridge in the ACT have been designed to a lower load carrying capacity and require to be upgraded. The target of 48% is what upgrades can be achieved by June 2009.
6. Bus lanes tend to be short so 1km of additional bus lane is not low and represents bus lane at multiple intersections planned during 2008/09.
7. Yes.
8. Given the positive all-day safety records of the current arrangements, the ACT Government has no plans to alter the hours of operation or speed limit of school zones. The current time period is considered to be simple and easily understood by motorists. In addition, the current 40km/h speed limit is well recognised by the public, and balances safety and traffic flow considerations.
  - a. No. The introduction of staffed children's crossings is not considered necessary in the ACT context.
9. To target the key awareness elements identified in the ACT Road Safety Action Plan, in particular speeding, driver distraction and sharing the road with other road users.
10. Yes.
  - a. Yes
  - b. Yes
11. Yes.
12. The main reason is to address a poor crash history at the intersection and to provide better facilities for pedestrians and cyclists. The improvement will also assist with better managing traffic and access requirements.

*ACTION*

DR FOSKEY MLA : To ask the Minister for Territory and Municipal Services –

In relation to Park n Ride, bike racks and school bus routes

1. Was ACTION consulted about future Park'n'Ride needs?
2. (a) Has there been an increase in people putting bikes on buses since the free ride program has been introduced? (b) Will bike racks be extended to more services, not just intertown routes?
3. What promotions are ACTION doing in Government Departments (both ACT & Commonwealth) to shift people into regular bus commuting?
4. Why are school bus routes being changed now, at this time of year, rather than waiting until the end of the school year, which would cause least upset to students?

John Hargreaves: The answer to the member's question is as follows:

1. Yes.
2. (a) Yes. (b) Yes.
3. ACTION is currently undertaking a comprehensive marketing and communication campaign aimed at the entire Canberra Community.
4. This was necessary due to the linking of school and regular route bus resources.

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*Climate change strategy*

*ACTION - ACT prison visitors' bus service*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: ACTION – ACT Prison Visitors’ Bus Service (p94, BP3)

1. How many weekday return services will run to the prison?
2. (a) Where will the weekday buses start and return to, (b) in which suburbs will they stop and (c) what will be the journey time for the service?
3. How many weekend return services will run to the prison?
4. Where will the weekend buses start and return to, in which suburbs will they stop and what will be the journey time for the service?
5. To what extent does the funding under this budget measure cover full capital costs of the bus or buses that provide the service, or depreciation costs?
6. To what extent does the funding under this budget measure cover full operating costs of the bus or buses that provide the service, and administrative overheads for organising the service?
7. Will the bus or buses that are used to provide the service be taken from the existing fleet, or will the bus or buses be taken from among the 100 new buses that are procured over the next four years under the measure “ACTION – Bus Fleet Replacement”?
8. What is the average cost for each weekday service in 2008-09?
9. What is the average cost for each weekend service in 2008-09?
10. On what day will the service commence, or over what dates will the service be phased into full operation?

John Hargreaves: The answer to the member's question is as follows:

1. 6.
2. (a) Woden bus interchange  
(b) Direct to Alexander Maconochie Centre and return  
(c) 20 minutes one way.
3. 12.
4. See response (2)
5. The route is incorporated in Network 08 costs.
6. See response (5)
7. Existing fleet.
8. The average cost was based on a Budget estimate of \$55 per weekday service.
9. The average cost was based on a Budget estimate of \$55 per weekend service.
10. It is proposed that all services on route 88 will commence when the Centre opens.



*ACTION - network 08*

Zed Seselja asked the Minister for the Territory and Municipal Services upon notice:

In relation to ACTION – Network’08 Implementation:

1. To what extent and in what ways do the resources funded under this budget measure support the 100 additional buses provided under the measure titled “ACTION – Bus Fleet Replacement” at page 75 of Budget Paper 5?
2. To what extent and in what ways do the resources funded under this budget measure support the \$5.5 million per annum resourcing provided under the measure titled “ACTION – Improved Bus Network Services (2<sup>nd</sup> Appropriation)” at page 96 of Budget Paper 3?
3. How many additional buses, including new buses and buses previously used to service the ACTION Network, will be used to support the budget measure titled “ACTION – Network 08 Implementation” at page 94 of Budget Paper 3? (hereafter “Network 08 Implementation”)
4. How many buses in the existing fleet will be used more intensively to support “Network 08 Implementation” and on average how many additional hours of operation will each of those buses deliver each week?
5. How many new buses were or will be purchased to support “Network 08 Implementation” and what was the schedule for acquisition of those new buses to the ACTION fleet to support this budget measure?
6. How much separate funding was required for the capital cost of new buses required to support “Network 08 Implementation” and under what previous appropriation and budget measure was that funding provided?
7. How many additional hours of services will “Network 08 Implementation” provide per week, per weekday and per weekend?
8. How many additional routes will “Network 08 Implementation” provide per week, per weekday and per weekend?
9. Approximately how many additional kilometres of travel will “Network 08 Implementation” provide per week, per weekday and per weekend?
10. On average approximately how many additional hours of driving will “Network 08 Implementation” require from each ACTION driver per week, per weekday and per weekend?
11. What is the split of funding under “Network 08 Implementation” between capital costs for new buses, increased depreciation provision for existing buses, and operating costs for buses, as divided across each of the years 2008-09, 2009-10, 2010-11 and 2011-12?
12. How many new staff will be recruited under “Network 08 Implementation” as divided between (a) numbers of drivers, (b) number of mechanics and other staff to service, clean and maintain the buses and (c) numbers of administrative staff?
13. What are the assumptions underpinning the assumed annual inflation of cost of this budget measure of around 4 per cent per year?

John Hargreaves: The answer to the member's question is as follows:

1. 100 additional replacement buses.
2. The second appropriation resources provided the necessary funding to implement the draft Network' 08 service plan. The additional funding provided in the 2008-09 budget allows for the implementation of an enhanced Network'08.
3. None.
4. The first stage of the new Network' 08 which commenced on 2 June 2008 will deliver an additional 54,000 hours. These additional services will be distributed across the fleet but will fall mainly on buses operating on the Inter-town route.
5. Nil.
6. Nil.
7. Stage 1 of Network'08 will deliver additional services on week days, involving an additional 57,000 driver hours over 12 months.
8. There has been a significant redesign of the network involving changes to many routes with some routes deleted, some varied, others extended and others added. It is not possible summarise the changes other than to record the net increase in kilometres travelled.
9. Stage 1 of Network'08 will deliver additional services on week days, involving 1.4 million kilometres over 12 months.
10. Stage 1 of Network'08 will deliver additional services on week days, involving an additional driver 57,000 hours over 12 months.
11. No capital funding for the purchase of buses was provided through the "Network 08 Implementation" initiative.
12. New staff to be recruited under Network'08 implementation:
  - (a) 25 drivers
  - (b) Nil mechanics and other staff to service, clean and maintain the buses
  - (c) Nil administrative staff.
13. The indexation of funding is based on parameters applied by the Department of Treasury.

*ACTION - Bus fleet replacement*

Zed Seselja asked the Minister for the Territory and Municipal Services upon notice:

In relation to ACTION bus fleet replacement:

1. To what extent and in what ways are the 100 additional buses provided under this budget measure supported by the additional resourcing provided under the measure titled "ACTION – Network 08 Implementation" at page 94 of Budget Paper 3?
2. How many additional buses and other categories of assets will be purchased under the budget measure titled "ACTION – Bus Fleet Replacement" at page 75 of Budget Paper 5?
3. What is the annual schedule for addition of new buses to total stock, decommissioning of replaced buses from stock and net gain of buses for each of the years 2008-09, 2009-10, 2010-11 and 2011-12 funded under this budget measure?
4. What is the annual schedule for addition of new routes to the ACTION network, for each of the years 2008-09, 2009-10, 2010-11 and 2011-12 funded under this budget measure?
5. How many additional hours of services will each new bus provide on average per week, per weekday and per weekend?
6. How many additional routes will each new bus service on average per week, per weekday and per weekend?
7. How many additional kilometres of travel will each new bus service on average per week, per weekday and per weekend?
8. What is the split of funding under this budget measure between capital costs for buses and related assets and depreciation costs, as divided across each of the years 2008-09, 2009-10, 2010-11 and 2011-12?
9. How many new staff will be recruited under this budget measure as divided between (a) numbers of drivers, (b) number of mechanics and other staff to service, clean and maintain the buses and (c) numbers of administrative staff?
10. What is the timeframe for recruitment of new staff?
11. On average how many new staff in full-time equivalent terms rounded to two decimal places are required for each additional new bus, as divided between (a) numbers of drivers, (b) number of mechanics and other staff to service, clean and maintain the buses and (c) numbers of administrative staff?
12. What is the expected life of each of the 100 new buses in the ACTION network?
13. What is the mix of buses to be purchased, as broken down by manufacturer, make and model?

14. What is the total purchase price and related costs for each model of bus, including delivery costs and costs of parts?
15. When has or will contracts for purchase of the buses be entered into and who are the suppliers for each contract?
16. When has or will contracts for delivery of the buses be entered into and who are the delivery agents for each contract?

John Hargreaves: The answer to the member's question is as follows:

1. Nil. The 100 buses are to replace existing buses within the fleet.
2. Nil.
3. Subject to procurement processes and bus suppliers delivery schedules, the first bus will be delivered in July 2009 with approximately 33 buses delivered in each of the following financial years, 2009-10, 2010-11 and 2011-12. The disposal of buses will be undertaken on an orderly basis following the delivery of new buses.
4. No new routes have been planned at this time, however it is expected that adjustments will be made to the network in line with changing community needs.
5. None.
6. None.
7. None.

8.	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>
	<b>\$m</b>	<b>\$m</b>	<b>\$m</b>	<b>\$m</b>

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- Capital Injection	6.0	15.5	15.5	12.5
- Depreciation	0.09	1.08	1.89	2.74

9. None. (a), (b) and (c) n/a.

10. n/a.

11. 0.00

12. 20 years.

13. This will be determined through the procurement process which is in progress.

14. See response (13).

15. Contracts are expected to be executed by late August 2008. The suppliers have not yet been determined.

16. See response (15).

*ACTION - Improved bus network services*

Zed Seselja MLA: To ask the Minister for the Territory and Municipal Services

In relation to ACTION – Improved Bus Network Services - 2nd Appropriation:

1. To what extent and in what ways do the resources funded under this budget measure support the 100 additional buses provided under the measure titled “ACTION – Bus Fleet Replacement” at page 75 of Budget Paper 5?
2. To what extent and in what ways do the resources funded under this budget measure support the resourcing provided under the measure titled “ACTION – Network 08 Implementation” at page 94 of Budget Paper 3?
3. Do what extent does the resourcing provided under “ACTION – Improved Bus Network Services (2<sup>nd</sup> Appropriation)” at page 96 of Budget Paper 3 (hereafter the “ACTION 2<sup>nd</sup> Appropriation”) assist with restoration of services previously cut in 2006?
4. How many buses, including new buses and buses previously used to service the ACTION Network, will be used to support the “ACTION 2<sup>nd</sup> Appropriation”?
5. How many buses in the existing fleet will be used more intensively to support “ACTION 2<sup>nd</sup> Appropriation” and on average how many additional hours of operation will each of those buses deliver each week?
6. How many new buses were or will be purchased to support “ACTION 2<sup>nd</sup> Appropriation” and what was the schedule for acquisition of those new buses to the ACTION fleet to support this budget measure?
7. How much separate funding was required for the capital cost of new buses required to support “ACTION 2<sup>nd</sup> Appropriation” and under what previous appropriation and budget measure was that funding provided?
8. How many additional hours of services will “ACTION 2<sup>nd</sup> Appropriation” provide per week, per weekday and per weekend?
9. How many additional routes will “ACTION 2<sup>nd</sup> Appropriation” provide per week, per weekday and per weekend?
10. Approximately how many additional kilometres of travel will “ACTION 2<sup>nd</sup> Appropriation” provide per week, per weekday and per weekend?
11. On average approximately how many additional hours of driving will “ACTION 2<sup>nd</sup> Appropriation” require from each ACTION driver per week, per weekday and per weekend?
12. What is the split of funding under “ACTION 2<sup>nd</sup> Appropriation” between capital costs for new buses, increased depreciation provision for existing buses, and operating costs for buses, as divided across each of the years 2008-09, 2009-10, 2010-11 and 2011-12?

13. How many new staff will be recruited under “ACTION 2<sup>nd</sup> Appropriation” as divided between (a) numbers of drivers, (b) number of mechanics and other staff to service, clean and maintain the buses and (c) numbers of administrative staff?
14. Why is the total cost of “ACTION 2<sup>nd</sup> Appropriation” assumed to be the same in each of the outyears (2009-10, 2010-11 and 2011-12) as it is in 2008-09? How will costs of inputs be capped and how will services be cut in the outyears to ensure a flatlining of the total annual expense under this measure at \$5.5 million per year?

John Hargreaves: The answer to the member’s question is as follows:

1. Nil. The 100 buses are to replace existing buses within the fleet.
2. The second appropriation resources provided the necessary funding to implement the draft Network’ 08 service plan. The additional funding provided in the 2008-09 budget allows for the implementation of an enhanced Network’08.
3. The draft Network ’08 plan provided service levels higher than those provided prior to Network’ 06.
4. 377 buses.
5. The first stage of the new Network’ 08 which commenced on 2 June 2008 will deliver an additional 54,000 hours and 1.4 million kilometres of service over 12 months. These additional services will be distributed across the fleet but will fall mainly on buses operating on the Inter-town route.
6. Nil.
7. Nil.
8. See 2 above. The network funded by the Second Appropriation has been enhanced through the 2008-09 Budget. Stage 1 of Network’08 will deliver additional services on week days, including an additional 57,000 driver hours over 12 months.
9. There has been a significant redesign of the network involving changes to many routes with some routes deleted, some varied, others extended and others added. It is not possible summarise the changes other than to record the net increase in kilometres travelled.
10. Stage 1 of Network’08 will deliver additional services on week days, including 1.4 million kilometres over 12 months.
11. Nil. Additional services will be delivered by new staff.
12. No capital funding for the purchase of buses was provided through the Second Appropriation.
13. Stage 1 of Network’08 will required 25 additional drivers.
14. Additional funding was provided in the 2008-09 Budget to meet service requirements across the forward estimates. See page 94 of Budget Paper No. 3.

*ACTION – Rebranding*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: ACTION – Rebranding

1. What changes will or have been made to ACTION Bus corporate branding and logos since 2006? What were the costs of commissioning graphic redesign and rebranding advice, as broken down by consultancy costs, market research costs and other costs?
2. (i) What changes will or have been made to the colour scheme of the exterior of ACTION buses and the livery of bus interiors since 2006? (ii) What are the costs of those changes?
3. What is the transitional timetable for phasing in the new branding of buses; and for replacement of old branding in the existing fleet?
4. What changes will or have been made to ACTION Bus uniforms since 2006? What are the costs of those changes? What is the transitional timetable for phasing in new uniforms, and for replacement of old uniforms?
5. What changes will or have been made to ACTION Bus letterhead and business cards since 2006? What are the costs of those changes? What is the transitional timetable for phasing in the new letterhead and business cards?
6. (i) What changes will or have been made to ACTION Bus bus-stops since 2006? (ii) What are the costs of those changes? (iii) What is the transitional timetable for phasing in the new logo and other changes to bus-stops?
7. (i) What changes will or have been made to ACTION bus route maps and other network information handouts since 2006? (ii) What are the costs of new printed material, as broken down by costs of design, production and distribution? (iii) What is the transitional timetable for distribution of the new information handouts?



John Hargreaves: The answer to the member's question is as follows:

1.

(i) The ACTION logo has been changed.

(ii) Costs:

Consultancy: \$ 24,026.52 incl GST

Graphic redesign \$10,748.10 incl GST

Market Testing ( focus Groups) \$8,062 incl GST

2.

(i) Vinyl bus wraps on six orange buses.

(ii) \$45,000 incl GST

3. Currently there are 74 new livery buses in the fleet. It is estimated that the cost to replace the logo on the current green fleet will total \$40,000. The replacement of the logo on ACTION's 74 buses will be conducted as part of the routine maintenance cycle. All buses will be through the maintenance cycle within 3 months.

4. Nil. New logos will be applied to new uniforms during production.

5. On 1 July 2007 the ACTION Authority became part of the Department of Territory and Municipal Services (TAMs). At that time, senior staff were issued new business cards which incorporated the TAM's logo. There is no intention to include the ACTION logo on new business cards. Electronic letterhead will include the new ACTION logo, and replaced as stock is replenished.

6.

(i) Passenger information at bus stops and bus interchanges; and signage at bus interchanges are changed when necessary as part of providing up to date information for customers.

(ii) Updating passenger information at bus stops and bus interchanges for Network 08

Bus interchange information printing \$12,045 incl GST

Signage at bus interchanges \$7,092 incl GST

Bus stops information printing \$15,477 incl GST

A new ACTION passenger information bus pole will be installed at 120 bus stop locations across Canberra. These will be progressively introduced during June and July 2008. Production and installation of 120 Bollards: \$149,952.

(iii) As part of routine maintenance bus stops needing replacement will include ACTION's new logo.

7.

(i) As part of the introduction of Network 08 ACTION has updated timetables, maps, and customer information pamphlets.

(ii) Costs:

Design \$46,005 incl GST

Print and Distribution \$144,000 incl GST

(iii) Information brochure for customers delivered to households: from 17 May 2008.

Timetables available to customers: from 19 May 2008.

Providing bus network information for passengers is an on-going process.

*ACTION – advertising*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: ACTION – Advertising

1. What is the schedule for the television advertising campaigns funded in 2008? On what date did each advertisement commence, on what date will each advertisement conclude and how many ads spaces will or have been purchased per week for its duration?
2. How many advertisements will be broadcast between 12 September 2008 and 18 October 2008?
3. What is the value of the Network 08 advertising campaign, broken down by production cost, media cost and departmental costs?
4. What other advertising materials will support the television campaign, including printed materials?
5. Who are the booking agents for the advertisements?
6. Who are the advertising companies and production companies for the advertisements?
7. Who was the research company for the advertisements?
8. Have any focus groups or polls been conducted for purposes of testing the advertisements or preparing for the advertising campaign?
9. How much did these cost?
10. How was a target audience identified and defined for purposes of booking the television advertising slots?
11. When were the advertisements booked?
12. When were the advertisements made?
13. Did all contracts relating to the campaign go to competitive tender, or were some contracts select source contracts and what were those arrangements for each contract?
14. Does each the television advertisement for 2007-08 and 2008-09 include a written or verbal authorisation consistent with ACT electoral laws?
15. Has the ACT Electoral Commission been consulted regarding appropriate authorisation for the advertisements?
16. How many different television advertisements have been recorded for purposes of the campaign and what is the broadcast length for each advertisement?
17. Did the department seek legal advice on the lawfulness of budget promotional activity that is booked in advance of when the Legislative Assembly will pass the ACT Government Budget for 2008-09? On what grounds did the legal advice indicate it would be lawful to

promote initiatives funded in the budget ahead of its passage by the Legislative Assembly?

18. Has the Chief Minister's Department had any involvement in any aspect of the advertising campaign, its funding, its approval, its testing, or its facilitation and what was the extent of involvement?

19. To what extent were officers from the Communications Unit of the Chief Minister's Department involved in discussions on the advertising campaign?

20. What is the total television advertising budget for ACTION for each of 2007-08, 2008-09, 2009-10, 2010-11 and 2011-12?

21. What is the total marketing and communication budget for ACTION for each of 2007-08, 2008-09, 2009-10, 2010-11 and 2011-12?

22. What was the total television advertising budget for ACTION for each of 2005-06 and 2006-07?

23. What was the total marketing and communication budget for ACTION for each of 2005-06 and 2006-07?

24. Did the proposal for the television advertisements come from ACTION, or did the Minister direct ACTION to book a television advertising campaign?

25. At what officer level were decisions made in ACTION or in the Department of Territory and Municipal Services for authorising the preparation of television campaigns?

26. When did officers in the department authorise preparation of television campaigns?

27. When were Ministers involved in decisions regarding preparation and authorisation of television campaigns?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1.

Monday 19 May 2008 to Sunday 8 June

Stations: Win, Prime, Ten

Number of commercials: 2 x 15 second

Total spaces week 1: 198

Total spaces week 2: 160

Total spaces week 3: 111

Sunday 16 June to Saturday 28 June

Stations: Win, Prime, Ten

Number of commercials: 1 x 30 second

Total spaces week 4: 48

Total spaces week 5: 43

Sunday 2 November to Sunday 30 November

Stations: Win, Prime, Ten

Number of commercials: To be confirmed

2. Nil

3.

TV Production: \$ 51,114 Inc GST

TV Media: \$170,667 Inc GST

Departmental: nil

4. Radio advertising, press in Canberra Times and Chronicle, brochure delivery to households and bus advertising

5.

Radio and TV: Grey Canberra

Radio (part ACTION)

Press: HMA Blaze

Bus Advertising (ACTION)

6.

TV, Radio and Press production: through Grey Canberra

Bus Advertising: APN Outdoor

7. Orima Research

8. Yes.

9. \$8062 Inc. GST

10. In consultation with Grey Canberra Advertising Agency

11. March 2008.

12. Finalised in May 2008.

13. Yes.

14. No, consistent with legal obligations.

15. No. See response (14)

16. 2 x 15 second 1 x 30 Second television advertisements.

17. All departmental expenditure is undertaken in accordance with the *Financial Management Act 1996* and the *Government Procurement Act 2001*.

18. Yes. An information briefing of ACTION's marketing and advertising 'look' for the new bus network and promotion of public transport was held with the Chief Minister's Department Communications Unit.

19. See response (18).

20.

2007- 2008: TV Production and Media: \$221,781 Inc GST

2008- 2009: No plan at present

2009 - 2010: No plan at present

2010 – 2011: No plan at present  
2011 – 2012: No plan at present

21.

2007- 2008: \$228,000 and additional budget of \$1.2 million provided in the Second Appropriation  
2008- 2009: No plan at present  
2009 - 2010: No plan at present  
2010 – 2011: No plan at present  
2011 – 2012: No plan at present

22.

2005-2006: \$42,657  
2006-2007: \$62,351

23.

2005-2006: \$354,167  
2006-2007: \$262,936

24. ACTION. The television advertising campaign is part of ACTION's communication and marketing plan to promote ACTION's new network and public transport.

25. General Manager, ACTION.

26. Contract signed 12<sup>th</sup> March 2008

27. In February 2008 ACTION provided to Ministers a marketing and communication plan as part of the development and promotion of the new network and public transport for information. Ministers were not involved in decisions regarding preparation and authorisation of the television campaign. These were undertaken by ACTION and the Department of Territory and Municipal Services.

*Improved maintenance levels*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: Improved Maintenance Levels in Canberra's Suburbs and Shopping Centres (page 95, BP 3)

1. Why has funding only been provided for 2008-09?
2. What value of this funding will be spent prior to 18 October 2008?
3. What is the value of base funding in 2008-09 for maintenance of urban amenity, excluding the new funding provided under this measure?
4. What proportion of base funding in 2008-09 is for maintenance of urban amenity, excluding the new funding provided under this measure, will be spent prior to 18 October 2008?
5. What is the value of the assessed backlog of cleaning, mowing and edging, and maintenance of shrub beds and weeding in suburban shops, playgrounds, toilets, bus shelters, underpasses and car parks?
6. How was \$2 million assessed as the level of need in 2008-09?
7. How will the \$2 million be spent as broken down by (a) increased frequency of cleaning and sweeping (b) increased frequency of mowing and edging of arterial roads and (c) maintenance of shrub beds, planting and weeding?
8. What suburbs will be targeted by this maintenance spending?
9. How frequently was each suburban shopping centre cleaned and swept on average in 2007-08 and how frequently will each suburban shopping centre be cleaned and swept on average in 2008-09?
10. How frequently is each arterial road mowed and edged on average in 2007-08 and how frequently will each arterial road be mowed and edged on average in 2008-09?
11. What is the spending on maintenance of shrub beds, planting and weeding in 2007-08 and what will be the spending on maintenance of shrub beds, planting and weeding in 2008-09?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. The Department will examine the outcome of this Initiative during 2008/09 to determine if further funding should be sought in forward years.
2. The expenditure will be incurred over the 2008/09 financial year, with an increase in expenditure during spring and autumn when seasonal grass growth is at its peak.
3. Base funding for 2008/2008 is \$18.356 million.
4. 33%, dependent on seasonal conditions.
5. At the time of preparing the 2008/2009 budget, it was estimated that around \$2.50 million per annum would be required to address the back log and improve maintenance levels. Some funding was provided in Second Appropriation to commence some of these works.
6. The \$2 million allocation, was the funding available in the context of across Government priorities.

7. (a) approximately \$1.000 million will be allocated to cleaning and sweeping;  
(b) approximately \$0.150 million will be allocated to mowing and edging of arterial roads; (c) approximately \$0.850 million will be allocated for the maintenance of shrub beds, planting and weeding.
8. The funding is allocated across the maintenance districts and managed on a needs basis throughout the year.
9. 2007-2008: Cleaned daily on weekdays and limited cleaning on weekends; steam cleaning once every three months. 2008-2009: Improved daily clean, seven days per week., monthly steam cleaning.
10. 2007-2008: This was an unusually wet season and six to seven mows and edging once was required, resulting in a cost pressure on the budget. Normal standard is four to five mows. 2008-2009: Assuming a normal season four to five mows and one edging, but this may vary with seasonal conditions.

Service delivery in these areas is delivered through work programs developed on a needs basis that is assessed on an ongoing basis through out the year.  
2007-2008: approximately \$2.048 million (plus an additional \$0.360 million from initiative funding). 2008-2009: anticipate \$2.898 million.

289 Territory and Municipal Services Seselja

*Accelerated land development*



292 Territory and Municipal Services Seselja

*Outdoor Sports Facilities Water Reduction Strategies (p69, BP5)*

293 Territory and Municipal Services Seselja

*Caring for our country*

294 Territory and Municipal Services Seselja

*Implementation of Climate change strategy - urban forest replacement program*

295 Territory and Municipal Services Seselja

*Implementation of Climate change strategy - one million new trees*

*Switch your thinking*

297 Territory and Municipal Services Seselja

*Sustainability programs*

298 Territory and Municipal Services Seselja

*Commissioner for the environment - grassland studies*

*Nightlink taxi scheme*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: Nightlink Taxi Scheme (page 95, Budget Paper 3)

1. Why is the expense component of the spending on this scheme significantly higher in 2008-09, than it is in the subsequent three financial years?
2. How many taxis will be purchased or leased with the \$200,000 capital amount and what will the ownership arrangements be?
3. How many addition taxi licence plates will be released to the market associated with this service, will there be any restrictions on the licence plates and what will those restrictions be?
4. How many hours will the service run per week? How many of these hours will be on Friday and Saturday nights and how many hours at other times?
5. What will the cost-recovery arrangements be?
6. Who are the target client groups?
7. Why does the scheme provide large taxi services?
8. Is this a new approach, or what other measures are in place which are similar to this?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. The expense component of the spending on this scheme is significantly higher in 2008-09 because \$250,000 of the funds committed by the ACT Government for Nightlink is for taxi operator/driver subsidies which are available for the first twelve months of the scheme. The payment of the subsidy, which expires at the end of February 2009, is distributed to the taxi operators providing the Nightlink taxi service.
2. The \$200,000 Capital amount was for the provision of security cameras or upgrades at identified Nightlink ranks. The government does not purchase its own taxis.
3. None.
4. Nightlink taxis operate for 12 hours per week, from midnight to 6am on Friday and Saturday nights on every weekend of the year.
5. There are no cost recovery arrangements.
6. The target client groups are people who visit night clubs and restaurants in the city and use public transport to get them safely home.
7. Larger taxi vehicles, capable of seating at least six people carry people travelling in the same direction are used for Nightlink in a 'ride sharing' arrangement, therefore moving larger groups of people into taxis more quickly.
8. Nightlink is a new approach for transport options in the ACT with the use of taxis charging 'Flat fares' based on a zonal scheme, rather than the usual metered fares. Nightlink is similar to the successful Queensland Transport night time taxi service.



*Expansion of existing capital upgrades program*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: Expansion of Existing Capital Upgrades Program (p75, BP5)

1. What estimates have been produced in recent years on the backlog of capital works upgrades and what proportion of this backlog will be addressed by this funding?
2. What is the split in capital funding provided under this budget measure between the TAMS Capital Upgrade Program and the municipal public works budget for each of the years 2008-09, 2009-10, 2010-11 and 2011-12?
3. Excluding new amounts provided under this budget measure, what is the base funding for the municipal public works budget for TAMS for each of the years 2008-09, 2009-10, 2010-11 and 2011-12?
4. Excluding new amounts provided under this budget measure, what is the base funding for the TAMS Capital Upgrade Program for each of the years 2008-09, 2009-10, 2010-11 and 2011-12?
5. What are the principal projects that will be supported by this new funding, in each of the next four financial years? What are the estimated costs for each of those principal projects?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. The Department's 2008-09 to 2011-12 four-year indicative capital works program identifies a total of \$26.65m. Work identified in 2008-09 totals \$4.4m of which 88% will be addressed under the expanded Program.
2. In 2008-09, funding provided under this budget measure will be used to undertake capital upgrades relating to 59% of municipal assets (\$5.88m) and 41% of non-municipal assets (\$4.12m).
3. In 2008-09, the existing TAMS Capital Upgrade Program is funded at \$10.327m. The Program is indexed annually to CPI. In 2008-09, 79% of funding will provide for works on municipal assets (\$8.224m) and 21% on non-municipal assets (\$2.149m).
4. Funding for the existing Capital Upgrade Program is \$10.327m in 2008-09. Funding in the forward years will be determined by the Consumer Price Index.
5. Those matters that relate to my portfolio are:

Road Safety measures and Rehabilitation

- Bridge Safety Fencing 600
- Stormwater Improvements 3 000
- Urban Open Space – Parks Signage 180

Local Shopping Precincts Upgrades

- Forward Design Projects 350
- Construction Projects 1 020

City Centre Infrastructure Upgrades

•	City Central co-ordinated infrastructure replacement	350
•	Property Upgrades	
	- Climate Change Strategies - solar hot water	205
	- waterless urinals	155
	- Kippax Health Centre	300
	- Dickson Motor Vehicle Registry	135
	<b>ACTION</b>	
•	Bus Engine Overhauls	450

*Temp surface car park*

Zed Seselja MLA : To ask the Minister for Territory and Municipal Services

In relation to : Temporary Surface Car Park (page 66, Budget Paper 5)

1. What will be the fee structure for motor vehicles using the facility?
2. What is the estimate of the number of cars that are expected to use the facility on average per day?
3. What will the \$12 million expense measure relate to (from 2010-11 onwards)?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. Parking charges are expected to be \$5.00 per day, which is the fee charged at other existing car parks at comparable locations on the edge of the City.
2. Between 200 and 250 per day
3. The \$12,000 per year is an amount allowed for annual maintenance.

*New park and ride and bike*

Zed Seselja MLA : To ask the Minister for Territory and Municipal Services

In relation to : New Park and Ride and Bike and Ride Facility (page 66, Budget Paper 5)

1. What will be the fee structure for motor vehicles using the facility?
2. What will be the fee structure for bikes using the facility?
3. What is the estimate of the number of cars that are expected to use the facility on average per day?
4. What is the estimate of the number of bikes that are expected to use the facility on average per day?
5. What is the estimated capital cost of constructing the 70 car parks?
6. What is the estimated capital cost of constructing the 15 space bike storage facility?
7. What measures will be in place to protect bikes from theft?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. There will be no fee for motor vehicles using the facility.
2. Bike & Ride facility will be similar to those in operational at the bus interchanges. The agencies will liaise with Pedal Power to set up similar operational arrangements. The current charges are: for 6 months (\$66) / 12 month (\$110) / 18 months (\$165) / 24 month (\$198).
3. Sixty cars are expected to use the facility on an average weekday.
4. About 7 bicycles are estimated to use the facility initially and with the promotion it could be increased to 12-15.
5. The estimated capital cost is \$490,000 which includes design, construction and project management.
6. The estimated capital cost is \$10,000.
7. The project will provide encased bicycle lockers similar to those in bus interchanges. Bicycle lockers are the most secure type of bicycle parking as they protect from theft and vandalism. They are a steel box, secured to the existing pavement. Each locker is divided diagonally with a door at each end for each bicycle and related equipment (helmet, jacket, etc). A padlock is fitted to the locker by the user. Pedal Power will be consulted about the design. Lighting will also be provided as part of the project.

*Airport roads duplication*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: Airport Roads Duplication

1. What is the amount of Commonwealth Government funding committed to the duplication of the north-south roads near the Airport in order to connect the Majura Road and Monaro Highway and to grade separate these roads from the east-west roads? What are the conditions attaching to the Commonwealth funding?
2. What is the amount of ACT Government funding committed to the duplication of the north-south roads near the Airport in order to connect the Majura Road and Monaro Highway and to grade separate these roads from the east-west roads? (Hereafter the "Majura Road to Monaro Highway project")
3. Under what appropriation and under what budget measure has this ACT Government funding been provided for the Majura Road to Monaro Highway project?
4. When will the Majura Road to Monaro Highway project project commence and when will the project complete?
5. What is the cost of bridge works associated with the Majura Road to Monaro Highway project, and does this estimate assume bridge capacity for four lanes or for six lanes? What would be the cost for bridges to accommodate a total of four lanes and what would be the cost for bridges to accommodate a total of six lanes?
6. What is the estimated cost and timeframe for duplication of remaining sections of the Majura Road from north of Brand Depot to the Federal Highway, if the project were commenced in 2008-09?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. \$30m on the basis of a 50/50 shared funding arrangements for a package of works in the vicinity of Airport.
2. \$1.0m for Forward Design work.
3. 2008/09 budget output measure 1.2 (Office of Transport); Budget paper 4 pg 300.
4. The Majura Road to Monaro Highway project will commence in 2009/10 and to be completed in 2011.
5. Project estimate bridging costs associated with Monaro Highway is \$12.0m on the basis of four lanes. No cost estimate has been prepared for a 6 lanes bridging.
6. Project timeframe estimate is 10-15 years and cost is \$150m in 2008 costs.

*Gungahlin drive extension*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: Gungahlin Drive Extension

1. What is the final total of expenditure on Gungahlin Drive Extension, how does this compare against the total amounts of funding provided through successive appropriations, and how has the final surplus or deficit been met or applied against other funding available within the ACT Roads budget?
2. When will line remarking occur to improve merger of Belconnen, Aranda and Gungahlin traffic, what will be the budget for those works and how much additional appropriation is estimated to be required?
3. What is the total estimated cost for full duplication of Gungahlin Drive Extension (from Barton Highway to Glenloch interchange inclusive) in current dollar terms, if the project were commenced in 2008-09?
4. What is the total estimated cost for full duplication of Gungahlin Drive Extension (from Barton Highway to Glenloch interchange inclusive) if the project were staged between five to ten years away as recently proposed by the Minister for Territory and Municipal Services?
5. What is the estimated cost and timeframe for full duplication of south bound lanes along Caswell Drive, excluding bridge works at either end, if the project were commenced in 2008-09?
6. What is the estimated cost and timeframe for full duplication of north and south bound lanes in the Glenloch Interchange if the project were commenced in 2008-09, as broken down by cost and timeframe of each section to be duplicated and by the cost of additional bridges or bridge widening?
7. What is the estimated cost and timeframe for preparation and installation of a second two lane bridge over Belconnen Way, if the project were commenced in 2008-09?
8. What is the estimated cost and timeframe for duplication of Gungahlin Drive Extension between Belconnen Way and Ginninderra Drive, excluding bridge works at either end, if the project were commenced in 2008-09?
9. What is the estimated cost and timeframe for preparation and installation of a second two lane bridge over Ginninderra Drive, if the project were commenced in 2008-09?
10. What is the estimated cost and timeframe for duplication of Gungahlin Drive Extension between Ginninderra Drive and Ellenborough Street, excluding bridge works at either end, if the project were commenced in 2008-09?
11. What is the estimated cost and timeframe for preparation and installation of a second two lane bridge over Ellenborough Street, if the project were commenced in 2008-09?
12. What is the estimated cost and timeframe for duplication of Gungahlin Drive Extension between Ellenborough Street and the Barton Highway, including any association earth works at either end, if the project were commenced in 2008-09?
13. Are design works completed for full duplication of Gungahlin Drive Extension (from Barton Highway to Glenloch interchange inclusive) and if not, what would be the approximate cost for the design work?
14. What are current daily traffic volumes on Gungahlin Drive Extension alongside the Australian Institute of Sport?
15. What are current daily traffic volumes on Caswell Drive, as separated between northbound and southbound traffic?

16. What is the split in cost for full duplication of Gungahlin Drive Extension (from Barton Highway to Glenloch interchange inclusive), as split between civil contractor expenses and other expenses?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. The final expenditure on GDE will be \$120.0m and will be contained within the existing project authorisation.  
  
All funding available has been spent in the GDE project and not directed to other ACT Roads projects.
2. Changes to improve the existing merging arrangements between the Aranda on ramp and the GDE southbound carriageway will be progressed in the next few months, the cost of which can be accommodated within the existing project authorisation. No additional appropriation is required.
3. \$90.0m in 2008 costs.
4. \$95.0m if staged over 10 years in two stages.
5. \$32.0m in 2008 costs including necessary bridge works at Glenloch.
6. No separate cost estimate has been prepared for this.
7. \$8.0m and 12 months construction period.
8. Belconnen Way to Barton Highway duplication including bridges has been costed at \$62.0m if staged over 10 years. No separate cost estimate for Belconnen Way to Ginninderra Drive has been prepared.
9. No separate cost estimate has been prepared for this work.
10. No separate cost estimate has been prepared for this work.
11. No separate cost estimate has been prepared for this work.
12. No separate cost estimate has been prepared for this work.
13. The final design has been completed for the full length of the GDE project.
14. 19,400 vehicles per day.
15. 14,100 vehicles a day southbound and 15,200 vehicles a day northbound.
16. The estimated split of duplication costs are 85% civil contractor, 5% design, 6% supervision and 4% fees.

*Road safety advertising and communication program*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services

In relation to: Road Safety Advertising and Communication Program – 2nd Appropriation (page 96, Budget Paper 3)

1. How many campaigns will be run and what is the purpose of each campaign?
2. What is the breakdown in spending between campaigns and how does that spending spread across each of the years 2008-09, 2009-10, 2010-11 and 2011-12?
3. What is the split in spending between television advertisements, radio advertisements, signage, printed material, school programs and other forms of communication?
4. What campaigns will operate prior to 18 October 2008, how much will be spent by then and how many television advertisements will air during that period?
5. Excluding the new funding provided through this budget measure, how much is the base spending on awareness campaigns on road safety, cycling and pedestrian safety issues across each of the years 2008-09, 2009-10, 2010-11 and 2011-12?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. Roads ACT is currently finalising a media strategy to support the awareness elements of the ACT Road Safety Action Plan.
2. See answer to question 1.
3. See answer to question 1. It is envisaged that a range of media channels will be used to support the awareness elements of the ACT Road Safety Action Plan.
4. See answer to question 1.
5. It is anticipated that the base budget for road safety awareness campaigns for 2008-09 to 2011-12 will be approximately \$100,000. This amount excludes awareness campaigns funded by the NRMA-ACT Road Safety Trust.



308 Territory and Municipal Services Seselja

*Implementation of climate change strategy - 2nd appropriation*

309 Territory and Municipal Services Dunne

*ACTION*

310 Territory and Municipal Services Pratt

*Cityscape*

Steve Pratt MLA: To ask the Minister for Municipal Services

In relation to: In relation to the question asked on notice about the Braddon “Cityscape” depot at Haigh Park - - Budget Papers 4, Municipal Services, Output 1.4

If it is not the responsibility of the Department of TAMS to maintain this building is it acceptable that an agency responsible to undertake urban landscape tasks for the government is allowed to be in a derelict condition for months at a time without any attempt to have the condition rectified ?

John Hargreaves MLA: The answer to the Member’s question is as follows:-

See response to E08-311.

*Land Management*

Steve Pratt: To ask the Minister for Territory and Municipal Services

In relation to: Output Class 1.4 Land Management

1. Who occupies the former *cityscape* depot located at Haig Park in Braddon?
2. Is there a lease agreement for this premises?
3. Is TAMS responsible for the maintenance of this premises?
4. If TAMS is responsible for the maintenance of this premises is it acceptable that the depot remains in a derelict and vandalised state, as depicted in the photographs numbers 1 and 2, which illustrate a six week time lapse in any attempt to remove the graffiti vandalism?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. Community Programs Association Incorporated, trading as LEAD uses the site for the provision of horticultural services in the region.
2. The Territory has an agreement with this organisation.
3. Yes.
4. The Graffiti has been removed. Any issues identified with sites managed by ACT Property Group can be reported to the Response Centre on phone 6213 0700.

*Land Management*

Steve Pratt: To ask the Minister for Territory and Municipal Services

In relation to: Output Class 1.4 Land Management

1. Is graffiti removal from road signage a component of the graffiti removal strategy of 2008-09;
2. If yes, why has the graffiti on road warning signage located in Braddon on Girrawheen Street remain untouched between 23 October 2007 and 29 May 2008 as depicted in photo's 4,5 and 6.

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. Yes
2. Graffiti on road signage requires the use of special cleaning agents that have been the topic of ongoing discussions between the sign manufacturer, Roads ACT and the Graffiti removal contract manager together with removal contractors. The use of standard graffiti removal agents strips signs of their reflective coating reducing the visibility at night and compromising compliance with Australian Standards. The decision to leave the small amount of graffiti on these signs until the cleaning product issue is finalised has been in the interest of public safety. Some road signs with a lot of graffiti have been replaced.

*Office of Transport*

Steve Pratt: To ask the Minister for Territory and Municipal Services

In relation to: Output Class 1.2 The Office of Transport

1. How much revenue has been raised from speed cameras in this financial year?
2. What plans are there for installation of new speed cameras?
3. If there are plans to install new speed cameras, where will they be located and what data was used to determine this location?
4. How do you measure the success of new road safety signage installed in the past year?
5. What determined the placement of the above signage?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. \$10,578,861 (to end May).
2. The gradual expansion of the ACT safety camera program is an item under the ACT Road Safety Action Plan. The program of installing fixed speed cameras on the Monaro, Barton and Federal Highways and the Tuggeranong Parkway – as announced by the Government last year – is nearing completion. There are no immediate plans for the installation of further speed cameras at this stage.
3. Sites for future cameras have not been determined at this stage.
4. The road safety message signs are one way to educate and remind drivers and the community to take care when driving. They have not been formally evaluated.
5. The messages on the signs reflect key issues identified in the ACT Road Safety Strategy and Action Plan, namely speeding, distraction, drink driving, seat belts and fatigue. Sign locations reflect the message on the sign, for example fatigue messages have been placed as motorists leave the ACT and distraction messages have been placed on busy commuter roads.

*Land Management*

Steve Pratt: To ask the Minister for Territory and Municipal Services

In relation to: Output Class 1.4 Land Management

1. How many TAMS rangers are allocated to:
  - a. graffiti removal
  - b. litter collection
2. What portion of this years promised funding for improving the amenity of the city has been allocated to graffiti removal on:
  - a. public property
  - b. private property adjacent to public property.

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. a. All, supported by a graffiti removal manager.  
  
b. There are currently twenty five general maintenance officers dedicated to litter collection and another five horticulture officers that provide further assistance in relation to larger illegal dumping of rubbish.
2. a. The project received \$400,000 this year. \$30,000 was allocated for direct removal of offensive graffiti from private property and the remainder \$370,000 was used for indirect removal via the painting of murals across a wide range of sites.  
  
b. Public and private properties selected for graffiti removal were known graffiti hot spots, that is areas in which ongoing graffiti is either very high or from statistics from the Australian Graffiti Register. Funds were allocated across public and private property as hot spots were distributed across both areas.

*Office of Transport*

Steve Pratt: To ask the Minister for Territory and Municipal Services

In relation to: Output Class 1.2 The Office of Transport

1. What is the allocation in Budget 2008-09 for the repair and installation of community footpaths;
2. How many metres of footpaths will be:
  - a. installed
  - b. repaired
3. What repairs have been identified for the storm water drainage system and what funds have been allocated in this years budget?
4. Where and when will this work be completed?
5. How were any repairs identified for storm water drainage systems and is there an order of priority for this work?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. Installation of new paths - \$369,000 and repairs of existing paths - \$3,000,000.
2. The program is to install 2,055 meters of new paths, replace 30,000 meters of defective paths and remove trip hazards from some 150,000 meters of paths.
3. 45 sites have been identified for design of stormwater upgrades under the 2008/09 Capital Upgrade program. A number of these will progress to construction depending in final cost estimates and balance of funding. \$14 m has been allocated over 4 years as part of the capital works program.
4. The sites are spread across the ACT. The design of all improvements and the construction of the selected projects are expected to be completed by June 2009.
5. The sites were investigated by engineering consultants and remedial measures identified. The works will be undertaken in priority order, based on risk level, severity and frequency of flooding, cost of remedial measures, value for money and the ability of the works to be accommodated within specific construction packages.



*Office of Transport*

Steve Pratt: To ask the Minister for Territory and Municipal Services

In relation to: Output Class 1.2 The Office of Transport

1. What is the estimated revenue expected from parking fees for the 2008-09 financial year?
2. What is the estimated cost of the installation of pay parking facilities at Commonwealth Ave (Barrine Drive)?
3. Have any other sites been identified as potential pay parking sites in the CBD in the financial year 2008-09?

John Hargreaves MLA: The answer to the Member's question is as follows:-

8. The estimated revenue from parking fees for 2008-09 is \$15,637,000.
9. The estimated cost is \$1.66m.
10. The issue is under consideration.

*Tharwa Bridge*

Steve Pratt: To ask the Minister for Territory and Municipal Services

In relation to: Tharwa Bridge

1. When did repair work begin on the Tharwa Bridge?
2. When do you expect the bridge to be reopened?
3. What will the recurrent costs be for maintenance?
4. What is the schedule for the remainder of the restoration work ?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. The repair work on the Tharwa Bridge commenced in April 2008.
2. The bridge is expected to be reopened to light traffic in August 2008.
3. \$100,000 per annum when the timber bridge is fully restored.
4. Restoration work will progress over the next 3-4 years.

*Office of Sustainability*

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services

In relation to : Output Class 1.3 The Office of Sustainability

1. Please provide details of the lease arrangements between the Department and REVOLVE for the financial year 2008-09
2. Is there a strategy in place to replace the capability of REVOLVE should the lease arrangements be broken? If so, please provide details.

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. There are no lease or licence arrangements between the Department of Territory and Municipal Services and Revolve for the financial year 2008-09.
2. My Department currently operates a Reusables Facility within Mugga Lane Resource Management Centre where the public can drop off reusable items free of charge.

*Enhancement of library collection*

Zed Seselja MLA: To ask the Minister for Territory and Municipal Services and

In relation to: Enhancement of Library Collection (page 76, BP5)

1. What has the funding for Library Collections been shifted from Capital to Recurrent Expenditure?
2. What is the depreciation method and the depreciation rate introduced under this budget measure?
3. What was the annual budget for new library collection acquisitions in 2006-07 and 2007-08?
4. What kinds of books, magazines or collection resources will the \$240,000 extra funding in 2008-09 be used for?
5. Which particular library or collection will be the beneficiary of the \$240,000 extra funding in 2008-09?
6. How much of the \$240,000 extra funding in 2008-09 will be spent before 18 October 2008?
7. Why is extra funding provided in 2008-09, but not in later years?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. The funding for Library Collections has shifted from Recurrent to Capital to align the funding with the capital nature of the expenditure.
2. The depreciation method used for the Library Collection is the traditional straight-line method.
3. \$1 million in 2006-07 and \$1 million in 2007-08.
4. This amount will fund the tagging of the ACTLIS collection in preparation for the introduction of the Radio Frequency Identification (RFID) system in all ACTLIS public libraries.
5. All collections will be tagged for RFID at all libraries
6. It is anticipated that this amount will be spent by the end of this calendar year
7. Tagging the current collection will be completed in 2008/09 for RFID

*Cost of govt payments*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: TAMS Output Classes 1.3-1.5

1. What makes up the difference in between Total Cost and Government Payments for outputs in the Output Classes 1.3 – 1.5 in BP4 p281-282?

John Hargreaves MLA: The answer to the Member's question is as follows:-

- The difference between Total Cost and Government Payment for Output (GPO) for Output 1.3 for both the 2007-08 estimated outcome and the 2008-09 Budget is made up of unfunded depreciation and own source revenues including Domestic Tip Fees and Australian Government Water Fund grants.
- The difference between Total Cost and Government Payment for Output (GPO) for Output 1.4 for both the 2007-08 estimated outcome and the 2008-09 Budget is made up of unfunded depreciation and own source revenues including fees and charges from the preparation of Canberra events and activities and Caring for Our Country Commonwealth grants.
- The difference between Total Cost and Government Payment for Output (GPO) for Output 1.5 for both the 2007-08 estimated outcome and the 2008-09 Budget is made up of own source revenues including Domestic Animal Service fees and charges and miscellaneous environment protection and compliance charges and rebates.

*Network 08 development*

Steve Pratt: To ask the Minister for Territory and Municipal Services:

In relation to development of Network '08:

1. How many tenders were received for the Network'08 project
2. Was Jarett Walker engaged as a consultant in an individual capacity or as a Principal or employee of a consulting firm.
3. What was the value of the consultancy.
4. What was the brief given to the consultant.
5. (a) What approach did the consultant propose to adopt to implement the brief, including the conduct of surveys, the undertaking of consultations and travelling on bus services; (b) Were any interim reports required from the consultant; (c) If so, at what point were they required; (d) Did the consultant provide a final report; (e) Can copies of each of these reports be provided.
6. How many people were used by the consultant in implementing the brief.
7. (a) What recommendations were provided by the consultant prior to the announcement of the proposed Network'08; (b) Were separate recommendations proposed by ACTION staff for the proposed Network'08; (c) Were proposals recommended by any other people for inclusion in the proposed Network'08.
8. (a) What changes to these proposals were recommended by the consultant prior to the announcement of the final Network'08; (b) What changes to these proposals were recommended by ACTION staff prior to the announcement of the final Network'08; (c) What changes to these proposals were recommended by any other people for inclusion in the final Network'08

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. The development of Network '08 involved two consultancies: a) one for network / route design and b) the other for surveys (boarding and alighting counts and customer questionnaire). The first was by single select and the second by public tender.
2. A contract for Network '08 route design was entered into with McCormick Rankin Cagney. Mr Walker is a senior consultant with that company.
3. \$49,984 GST inclusive
  - To develop a Comprehensive Service Plan (CSP) for ACTION.
4. (a) The stages of the project include:
  - Project initiation

- Data collection (analysis of survey results)
  - Field research (involves driving most of the route and travelling on buses at various times of the day)
  - Planning workshop (develop basic service plan concept)
  - Draft service plan – maps of patronage by route and maps of recommended network – required for more detailed scheduling work.
  - Stakeholder consultation
  - Final plans.
5. (b) Yes, in the form of maps. (c) At the draft service plan stage. (d) Yes, in the form of maps. (e) Yes.
6. Three.
7. (a) a draft network plan was developed, (b) the network plan was developed in consultation with scheduling staff and feedback received from other employees including drivers, (c) yes.
8. Prior to the announcement of the final Network '08 the consultant and ACTION staff agreed on a set of 12 priority amendments for adoption based on consultation with and feedback from a range of stakeholders.

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services:

In relation to development of Network '08 and, specifically, in relation to routes 768 and 769:

1. What analysis was conducted initially into the operation of these two routes.
2. How was this analysis undertaken.
3. What was the outcome of this analysis.
4. Who proposed initially that these two routes be abolished.
5. (a) Who proposed that suggested replacement routes 788 and 789 terminate at Russell (b) why was this recommendation made.
6. What analysis or other information caused the proposals concerning routes 768 and 769 to be changed.

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. Every trip on these two routes was surveyed for on/off passenger counts.
2. See (1)
3. Very low patronage in Theodore and Calwell.
4. ACTION's network planning consultant.
5. (a) This was an error on the proposed network plan map.  
(b) See 5(a).
6. ACTION undertook a comprehensive community consultation process with the proposed bus network plan. Following feedback from Theodore residents ACTION determined there was sufficient demand to redesign the routes to better service this area.



*QTON - ACTION Apprentices*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: ACTION Apprentices

ACTION receive \$60,000 from the Commonwealth for apprentices, how many new apprentices does ACTION take on each year and in what trades?

John Hargreaves MLA: The answer to the Member's question is as follows:-

The number of apprentices/trainees varies each year depending on bus network and workshop requirements. For the last two years ACTION has employed six workshop apprentices in total.

All bus driver recruits and workshop apprentices are enrolled in the *Australian Government Apprenticeship Scheme*.

As of 12 June 2008, ACTION has:

- 151 driver trainees enrolled in Certificate II & III in Transport & Distribution;
- 11 apprentices enrolled in Certificate III in Automotive Mechanical Technology;
- 2 operational staff enrolled in Certificate IV Trainer Assessor; and
- 2 mechanics are enrolled in Certificate III Auto Mechanics.

484 Territory and Municipal Services Smyth

*QTON - ACTION Bus Drives*

Brendan Smyth MLA: To ask the Minister for Territory and Municipal Services

In relation to: ACTION Bus Drivers

How many full-time and casual bus drivers does ACTION employ?

John Hargreaves MLA: The answer to the Member's question is as follows:-

ACTION employs a total of 568 bus drivers (as at the end of May 2008). Of the 568, 320 are full-time, 217 are part-time and 31 are casuals.

485 Territory and Municipal Services Smyth

*QTON - ACTION fleet age analysis*

Brendan Smyth MLA: To ask the Minister for Territory and Municipal Services

In relation to: ACTION fleet age analysis, provide an age analysis of the ACTION bus fleet.

John Hargreaves MLA: The answer to the Member's question is as follows:-

<b>Body Age (Yrs)</b>	<b>Rigid</b>	<b>Artic</b>	<b>Midi</b>	<b>Total</b>
20	22	24	-	46
19	38	2	-	40
18	61	-	-	61
17	38	-	-	38
16	42	-	-	42
15	7	7	-	14
14	26	-	-	26
13	5	-	-	5
12	6	-	-	6
11	-	-	10	10
10	-	-	15	15
9	-	-	-	-
8	-	-	-	-
7	-	-	-	-
6	15	-	-	15
5	5	-	-	5
4	23	-	-	23
3	19	-	-	19
2	12	-	-	12
<b>Total</b>	<b>319</b>	<b>33</b>	<b>25</b>	<b>377</b>

486 Territory and Municipal Services Dunne

*QTON - Kippax Crash Barriers*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: Kippax Crash Barriers

Was there a proposal in the initial design to put in crash barriers at the Kippax site?

John Hargreaves MLA: The answer to the Member's question is as follows:-

No.

487 Territory and Municipal Services Pratt

*QTON - ACTION Woden Staff Interchange Numbers*

Steve Pratt MLA: To ask the Minister for Territory and Municipal Services

In relation to: ACTION Woden Staff Interchange Numbers

What has been the increase in staff at Woden Interchange since May 2007?

John Hargreaves MLA: The answer to the Member's question is as follows:-

Since May 2007, staff numbers have increased by one.

*QTON - ACTION strategic indicator*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to:

1. Why is there only 1 strategic indicator for ACTION.
2. Why has the measure (annual increase in number of adult work trips) been discontinued?

John Hargreaves MLA: The answer to the Member's question is as follows:-

1. Each business unit within the Department has one strategic indicator which is related to the core services delivered by that business unit.
2. This measure was replaced with a new measure (increase in total patronage) to better represent the focus of ACTION's services to all passenger groups in the community (adults, concessions and school students).

489 Territory and Municipal Services Dunne

*QTON - Safety issue at Flynn*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: Safety issue at Flynn (spoon drains)

John Hargreaves MLA: The answer to the Member's question is as follows:-

Immediate action was taken by the Department. The Department temporarily barricaded the spoon drain to restrict access and prevent an accident. A replacement grate was installed on 2 June 2008.

*QTON - Macarthur House (Energy and Water saving)*

icki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: Macarthur House (Energy and Water saving). How is the building performing.

John Hargreaves MLA: The answer to the Member's question is as follows:-

A saving of 1610 kilolitres of water has been achieved at Macarthur House in the 12 months to May 2008. This equates to a 23% saving in water consumption.

A saving of 150,023 kilowatt hours in electricity has been achieved at the site in the 12 months to April 2008, compared to the previous 12 months. This equates to a 5% saving in electricity consumption. Solar powered lights have recently been installed in the Macarthur House car park. The savings in electricity attributable to that initiative cannot be reported at this time.



*QTON - Co-generation production of power and heat*

Deb Foskey MLA: To ask the Minister for Territory and Municipal Services

In relation to:

Has the ACT Government looked at co-generation which is the production of power and heat at the same time.

John Hargreaves MLA: The answer to the Member's question is as follows:-

The ACT Government continues to consider and explore opportunities to replace building items such as heating/cooling with more energy efficient items, where it can be demonstrated that these can be installed at a reasonable cost and will achieve measurable improvements in energy use and overall expenditure over a reasonable pay-back period. Where a replacement heating and/or cooling system is required the Territory asks consultants to consider and recommend systems that achieve good energy savings at a reasonable cost.

ACT Property Group is currently examining the feasibility of a cooling system at the Dickson Motor Vehicle Registry that would not require a chiller. If installed, this alternative system would result in reduced energy and water consumption and maintenance costs.

Systems such as co-generation have been found to achieve good returns on investment when installed in larger office buildings but do not deliver a good return on smaller buildings, which form the bulk of ACT Property Group's portfolio.

492 Territory and Municipal Services Dunne

*QTON - Former City Parks Depot at Braddon*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: Former City Parks Depot at Braddon

Who owns it and if it's us, is it tenanted? Why have we not done anything about the graffiti on the signs and furniture outside the depot fence?

John Hargreaves MLA: The answer to the Member's question is as follows:-

This former Depot (Block 6, Section 8 Braddon) is owned by the ACT Government and managed by ACT Property Group. Community Programs Association Incorporated, trading as LEAD, uses the site for the provision of horticultural services in the region.

The graffiti on the rear of the building has been removed.

An inspection of the site on Tuesday 3 June 2008 did not identify any items outside the depot fence.

*QTON - Climate Change*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: Climate Change -

When you are doing upgrades what element of those is to make the buildings more energy efficient and more water efficient?

John Hargreaves MLA: The answer to the Member's question is as follows:-

ACT Property Group received funding in the 2008/09 Budget for upgrades to properties to increase savings in water and energy use. These projects include installation of:

- a solar hot water system at Dame Pattie Menzies House, Dickson
- waterless urinals and dual flush toilets in the North Building, Civic.
- a water tank, for garden watering, at the Dickson Motor Vehicle Registry; and
- more water and energy efficient heating, ventilation and air conditioning systems at Dickson Motor Vehicle Registry (heat/cool), Hotel Kurrajong (boiler) and Woden Library (chiller).

ACT Property Group also aims to increase the energy efficiency of other Government owned buildings. Where work is undertaken on the relevant system at a building, staff will where possible install dual flush toilets, energy efficient light fittings, improved window furnishings and utilise more energy efficient practices.

*QTON - Properties ready for occupancy*

Brendan Smyth MLA: To ask the Minister for Territory and Municipal Services

In relation to: Properties ready for occupancy

How many properties do you have and how many are ready for occupancy?

John Hargreaves MLA: The answer to the Member's question is as follows:-

The following table identifies multi-purpose tenancies occupancy rate at 1 June 2008:

<b>PROPERTY</b>	<b>MANAGED</b>	<b>LEASED</b>	<b>OCCUPANCY</b>
Parks Depots	20	20	100 %
Grant Cameron	21 (areas)	21	100 %
Mt Rogers	13 (areas)	11	96.3 % (160sqm vacant)
Kippax	06 (areas)	05	98.4% (25sqm vacant)
Fairfax Business Centre	13 (areas)	13	100%
Hackett Community Centre	09 (areas)	09	100%
Miscellaneous	48	47	98%
<b>OVERALL AVERAGE</b>			<b>99.01%</b>

495 Territory and Municipal Services Smyth

*QTON - Yarralumla Nursery*

Brendan Smyth MLA: To ask the Minister for Territory and Municipal Services

In relation to: Yarralumla Nursery - Performance Indicator H (Page 289 of BP4)

The indicator talks about plant spoilage within industry standards? What is the industry standard?

John Hargreaves MLA: The answer to the Member's question is as follows:-

The average percentage spoilage rate is 10%. The Nursery and Garden Industry of NSW and ACT, the relevant industry body, has determined this standard.

496 Territory and Municipal Services Dunne

*QTON - Paths around Chinner Crescent and Boulton Place in Melba*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: Paths around Chinner Crescent and Boulton Place in Melba

I pointed out to you some particularly dangerous paths around Chinner Crescent and Boulton Place in Melba – Do you know what is happening?

John Hargreaves MLA: The answer to the Member's question is as follows:-

Roads ACT completed repair works near the intersection of Chinner Crescent/Boulton Place in April 2007.

Additional work will be undertaken in this area by the end of June 2008 as part of the Melba Footpaths Repair project.

497 Territory and Municipal Services Pratt

*QTON - Strategic Plan for Roads*

Steve Pratt MLA: To ask the Minister for Territory and Municipal Services

In relation to: Strategic Plan for Roads:-

Can you table your five-year plan, ten year plan, or your strategic plan?

John Hargreaves MLA: The answer to the Member's question is as follows:-

Copy attached.

(For details of the attachment, please contact Committee Office)

498 Territory and Municipal Services Smyth

*QTON - Returned section at Woden*

Brendan Smyth MLA: To ask the Minister for Territory and Municipal Services

In relation to: Returned Services section at Woden -

How is the long term maintenance being funded?

John Hargreaves MLA: The answer to the Member's question is as follows:-

The Public Cemeteries Authority manages and maintains the grounds and the areas surrounding the headstones.

In terms of the headstones, those that are deemed to be war graves are maintained by the Office of Australian War Graves. For those that are privately owned, the responsibility for maintenance rests with the family.



499 Territory and Municipal Services Dunne

*QTON - Library users by postcodes*

Vicki Dunne MLA: To ask the Minister for Territory and Municipal Services

In relation to: Library users by postcodes

Could the Minister provide a list of library membership by postcode.

John Hargreaves MLA: The answer to the Member's question is as follows:-

I am unable to provide a list of memberships by postcode as the software does not have this capability.